

ORDINANCE NO. 2877

AN ORDINANCE OF THE CITY OF SALISBURY, MARYLAND TO LOWER THE POSTED SPEED LIMIT IN THE VILLAGE AT TONY TANK CREEK NEIGHBORHOOD TO PREVENT TRAFFIC FATALITIES AND SERIOUS INJURIES IN KEEPING WITH THE CITY'S VISION ZERO GOAL OF ELIMINATING ALL TRAFFIC DEATHS AND SERIOUS INJURIES BY JANUARY 1, 2030.

WHEREAS, the Salisbury Charter (SC11-2) gives the City of Salisbury (City) charge of all public ways in the City; and

WHEREAS, the City has adopted Vision Zero as the City's transportation safety policy; and

WHEREAS, both the City and Vision Zero recognize speed as the primary cause of death in traffic crashes; and

WHEREAS, reductions in speed are proven to increase the likelihood of a pedestrian or cyclist surviving a crash by as much as 60%; and

WHEREAS, on low-to-moderate volume one or two-way streets designed to be primary streets within a neighborhood for through traffic, the speed limit should not exceed 25 miles per hour; and

NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE COUNCIL OF THE CITY OF SALISBURY, MARYLAND, as follows:

Section 1. That for the purposes and reasons hereinabove set forth, from this point forward, the speed limit in the Village at Tony Tank Creek neighborhood shall not exceed 25 miles per hour.

BE IT FURTHER ENACTED AND ORDAINED BY THE COUNCIL OF THE CITY OF SALISBURY, MARYLAND, as follows:

Section 2. It is the intention of the Mayor and Council of the City of Salisbury that each provision of this Ordinance shall be deemed independent of all other provisions herein.


Section 3. It is further the intention of the Mayor and Council of the City of Salisbury that if any section, paragraph, subsection, clause or provision of this Ordinance shall be adjudged invalid, unconstitutional or otherwise unenforceable under applicable Maryland or federal law, such adjudication shall apply only to the section, paragraph, subsection, clause or provision so adjudged and all other provisions of this Ordinance shall remain and shall be deemed valid and enforceable.

Section 4. The recitals set forth hereinabove are incorporated into this section of the Ordinance as if such recitals were specifically set forth at length in this Section 4.


Section 5. This Ordinance shall take effect from and after the date of its final passage.

THIS ORDINANCE was introduced and read at a Meeting of the Mayor and Council of the City of Salisbury held on the 10th day of June, 2024 and thereafter, a statement of the substance of the Ordinance having been published as required by law, in the meantime, was finally passed by the Council of the City of Salisbury on the 8th day of July, 2024.

ATTEST:



Kimberly R. Nichols, City Clerk



D'Shawn M. Doughty, City Council President

Approved by me, this 9 day of June, 2024.



Randolph J. Taylor, Mayor



City of
Salisbury
Jacob R. Day, Mayor

To: Andy Kitzrow, City Administrator
From: Rachel Manning, Community Relations Manager, HCDD
Date: May 6, 2024
Re: Ordinance to Reduce Speed Limit in Village at Tony Tank Creek Neighborhood

Salisbury Housing and Community Development Department and the Department of Infrastructure and Development support the reduction of speed limit.

Vehicle speed has been proven to be the single largest factor determining the severity of a crash;

- A pedestrian or cyclist has approximately a 10-15% chance of survival of a crash with an automobile traveling at 40 miles per hour (MPH), but a 90% chance of survival after being struck by an automobile moving at 25MPH
- Current speed limit is 30 MPH and lowering speed to a maximum of 25 MPH will increase reaction time and dramatically shorten the necessary stopping distance for a driver to brake in the event of an emergency
- It is recommended to set the speed limit based on the context of the street; local/residential, neighborhood principal, industrial or urban collector/arterial

The Housing and Community Development Department and the Department of Infrastructure & Development strongly recommends the speed limit be reduced in keeping with the adoption of Vision Zero. As speed is the primary factor in determining the severity of a crash, it is advisable to set a speed limit that increases survivability for all modes of transportation.