



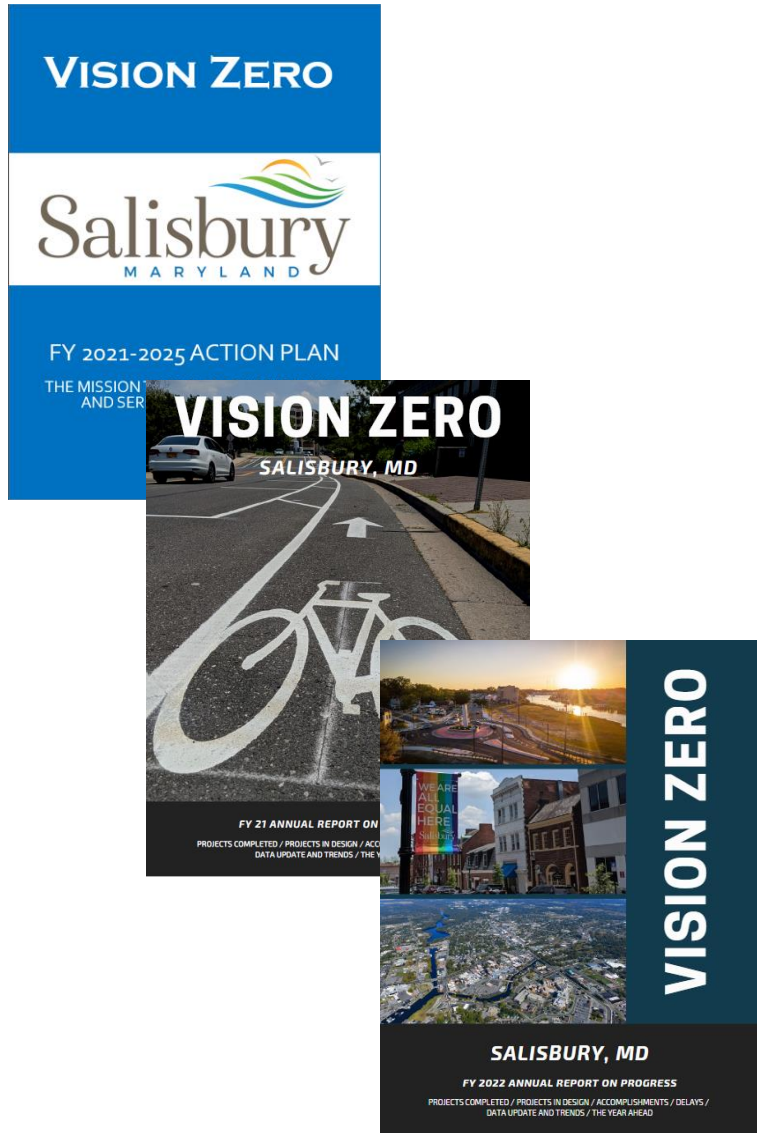
Vision Zero and Local Road Safety Plans



Salisbury's Vision Zero Program

Mission to End Traffic Fatalities and Serious Injuries by January 1, 2030

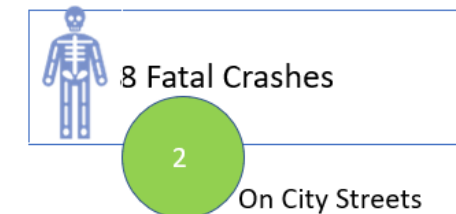
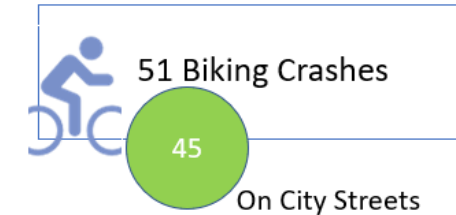
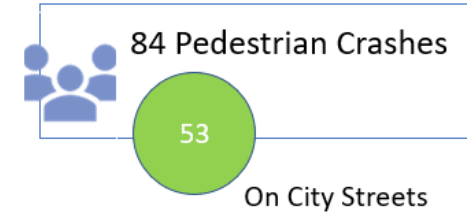
- Early Discussion Started in Jan 2018
- Interdepartmental coordination in May 2018
- Gathering data, demonstration projects and drafting the plan lasted throughout 2019
- Officially adopted by City Council in April of 2020 in preparation for FY 21 (July 2020)
 - Plan covers City streets, Salisbury University Streets and State Roads (somewhat)
- FY21 Annual Report Presented in May 2021
- FY22 Annual Report due by June 30, 2022



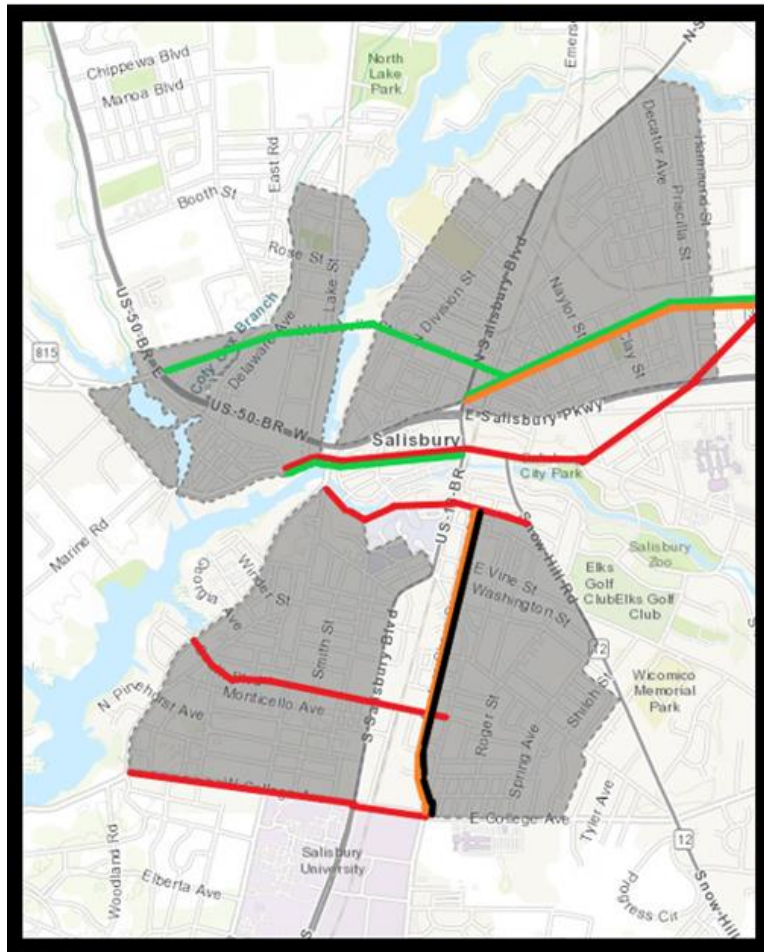
First Implementations

Early Demonstration Projects

- Preceded the Action Plan in high profile places, performed quickly with on-call contracts
- Removed six slip lanes in high pedestrian areas, installed three mini-roundabouts and realigned curbs at dangerous intersections
- Served as a demonstration for what future projects would look like

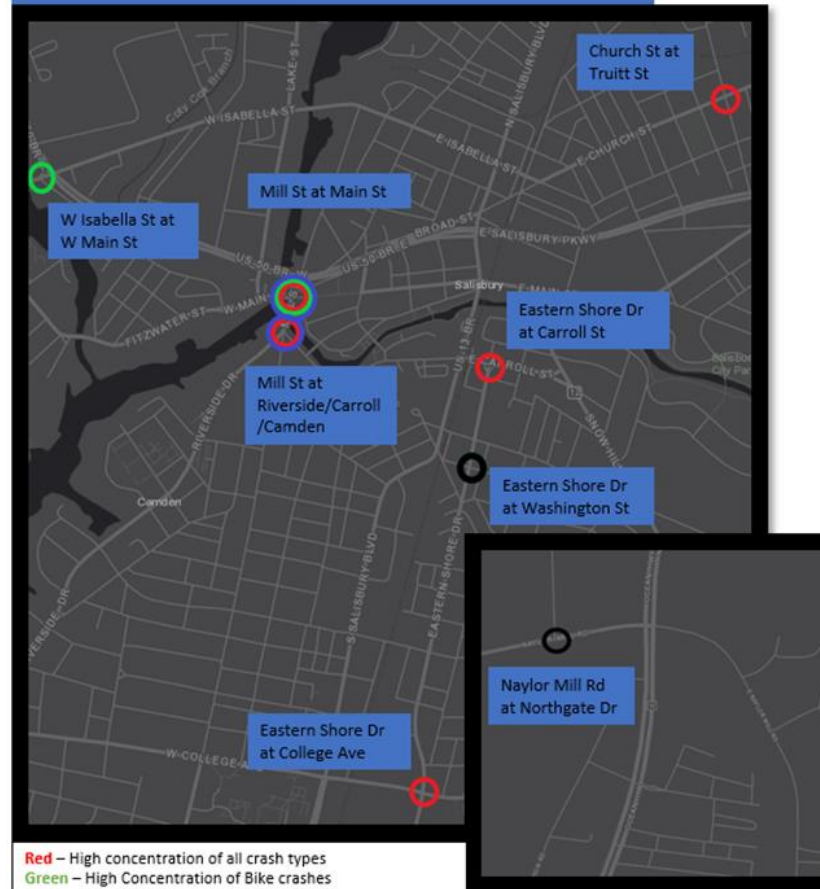


Data Driven Planning



Red – High concentration of all Pedestrian Crashes
Green – High Concentration of Bike crashes
Orange – High concentration of Serious Injury Crashes
Black – Corridor with Fatal Crashes on record

The High Injury Network – Intersections



Red – High concentration of all crash types
Green – High Concentration of Bike crashes
Blue – High concentration of Pedestrian Crashes
Black – Fatal Crash Location

Data revealed that:

- Fatal crashes were occurring on just 2% of the City's Transportation Network
- Nearly 50% of Serious Injury Crashes on City Streets occurred 6.4% of City streets, all urban collectors with 35MPH operating speeds, excessive conflicts/driveways
- 37.8% of Ped crashes occurred on 5 streets;
- 24.5% of bike crashes occurred on 3 streets.

Data Driven Planning

City developed 5 goals to increase safety

- Reduce Crashes in a short time frame
- Focus on City Street first
- Reduce Overall Speeds
- Utilize rapidly-implemented interim countermeasures
- Plan for “big-ticket” overhauls later

Reduce Speeds to Safe Levels

- Use the Context of each street to set a safe limit
- Reduce occurrences of speeding in the City

Eliminate Fatal Crashes on the High-Injury Network

- Enact countermeasures to decrease the severity of crashes when they do occur
- Prioritize Streets in the High Injury Network to eliminate the most dangerous hazards first

Reduce occurrences of all crashes on City Streets by 50% by 2030 (5% per year)

- Reduce conflict points and manage access
- Design with the principle that humans make mistakes, and mistakes should not be fatal

Reduce VMT (Vehicle Miles Traveled) by 15% by 2030 (1.5% each year)

- Work to expand Transit and multi-modal options
- Provide multiple safe options for reaching destinations
- Reductions in VMT is directly related to reductions in crashes

Educate the Public Expand the Understanding that Speed is the leading factor in fatal crashes

- Increase the awareness around the danger of speed
- Help the public adapt to new ways of thinking and design

Projects/Programs Since Acceptance

- Resulted in a shift for ongoing projects:
 - Planned Roundabout at the most dangerous intersection for Bikes/Peds was accelerated and shared use path around the roundabout was added;
 - Planned Bikeways Projects were reprioritized for the three streets taking the majority of bike crashes.
- New Projects/Programs:
 - A Rail Trail Project that parallels US 13 Business received a Masterplan and is now receiving dedicated funding;
 - Thirteen Bikeway Projects Completed;
 - New dedicated Sidewalk infill and traffic calming programs that did not previously exist;
 - Created a pavement surface friction program to address high number of wet-weather crashes
- New City Design Typical Details:
 - Finalized new street cross-section typical details to prevent the construction of dangerous corridors in the future.
- Future Projects
 - Citywide traffic calming
 - Fifteen more bikeways
 - Major sidewalk infill project
 - Roundabouts at Key Intersections

Leveraging Funding – Paying for It

Being able to leverage safety data and show that you have a plan is the best way to access funding to pay for the safety improvements. Since VZ was adopted Salisbury has been awarded:

6 Bikeways Grants ----- \$ ~700,000
1 HSIP Grant ----- \$225,000
USDOT Safe Streets for All Grant-- \$11,753,586.67

\$12,678,586.67

(City's Annual Budget is \$36-57 million)

Don't forget to maximize other programs, current dollars, etc.

Since adoption of VZ Action Plan Salisbury has a 70% success rate in applying for transportation grants and a near 90% success rate in safety specific grants


S

S

4

A

Safe Streets and Roads for All
(SS4A) Grants



U.S. Department
of Transportation

Rural

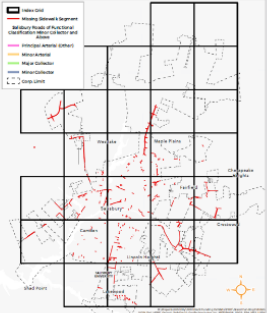
Salisbury Vision Zero Rapid Safety Improvements

Applicant: City of Salisbury
Salisbury, Maryland
SS4A Award: \$11,753,587

Project Description

This project will implement the rapid overhaul and traffic calming of City-owned arterials and collectors in Salisbury, Maryland.

The project will use multiple [Proven Safety Countermeasures](#), including constructing approximately 21 miles of sidewalk infill segments on collectors and arterials, nearly 4.5 miles of side paths along arterial streets to infill gaps in the network, around 100 new high-visibility crosswalks or crosswalks upgraded to high-visibility styles, close to a dozen crosswalks upgraded with beacons, pedestrian signals at multiple intersections, miles of bikeways, numerous streets and intersections calmed to prevent excessive speeds, and approximately 160 intersections with permanent or interim curb extensions.



21

Path to Grant Funding

The SS4A Grant Program will fund either Action Plan Development or Project Design and Implementation, but you must have a compliant Action Plan before applying for Implementation funding.

State funded grant programs like Bikeways are very easy to manage compared to federal pass-thru funds from the State (such as Transportation Alternatives)

Reach out to your peers here in MD for help. Out of 500 SS4A Awards, only 37 were for implementation & 3 of those are in MD.





Thank You!

William White



City of Salisbury



wwhite@salisbury.md



<https://vision-zero-salisbury.hub.arcgis.com/>