

Toward ZERO

Baltimore



TOWARD ZERO
BALTIMORE
SAFER STREETS . SAFER PEOPLE . ZERO DEATHS



A Traffic Safety Enhancement Program

What is VisionZero/TowardZero?

*The Vision Zerocan be summarized in one sentence: **ANY LOSS OF LIFE IS UNACCEPTABLE.** The Vision Zero approach has proven highly successful. It is based on the simple fact that we are human and make mistakes. The road system needs to keep us moving. But it must also be designed to protect us at every turn.*

~ The Swedish Approach

- Aligns with Local, Regional, National and Global safety goals
- Establishes Long-Term Commitment and Goals to prioritize safety



Toward ZERO Baltimore Program Goals

- Make city streets safer for all users, emphasis on Pedestrians
- Reduce and ultimately eliminate traffic fatalities and serious injuries
- Avert dangerous behaviors by implementing the “E’s” of Safety: Education, Engineering, Enforcement



***EVERYONE is a
pedestrian at some
point in the day***

***NO ONE should be hurt
or killed because of it***

Baltimore City Crash Profile

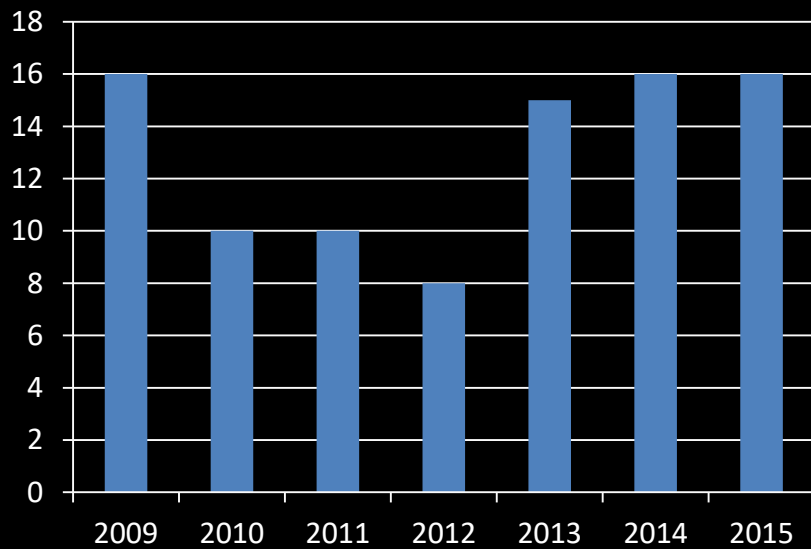
41.3% of these
are pedestrians

Category	2010	2011	2012	2013	2014	TOTAL	AVG.	%
Fatal Crashes	37	24	27	27	28	143	29	0.1
Total of All Fatalities	39	26	28	31	29	153	31	
Injury Crashes	4,477	4,659	4,814	4,602	4,709	23,261	4,652	22.8
Total Number Injured	6,851	7,333	7,408	7,055	7,415	36,062	7,212	
Property Damage Only Crashes	14,564	14,871	15,900	16,397	16,877	78,609	15,722	77.1
Total Crashes	19,078	19,554	20,741	21,026	21,614	102,013	20,403	100.0

4.3% of these
involve
pedestrians

Baltimore City Ped Crash Profile

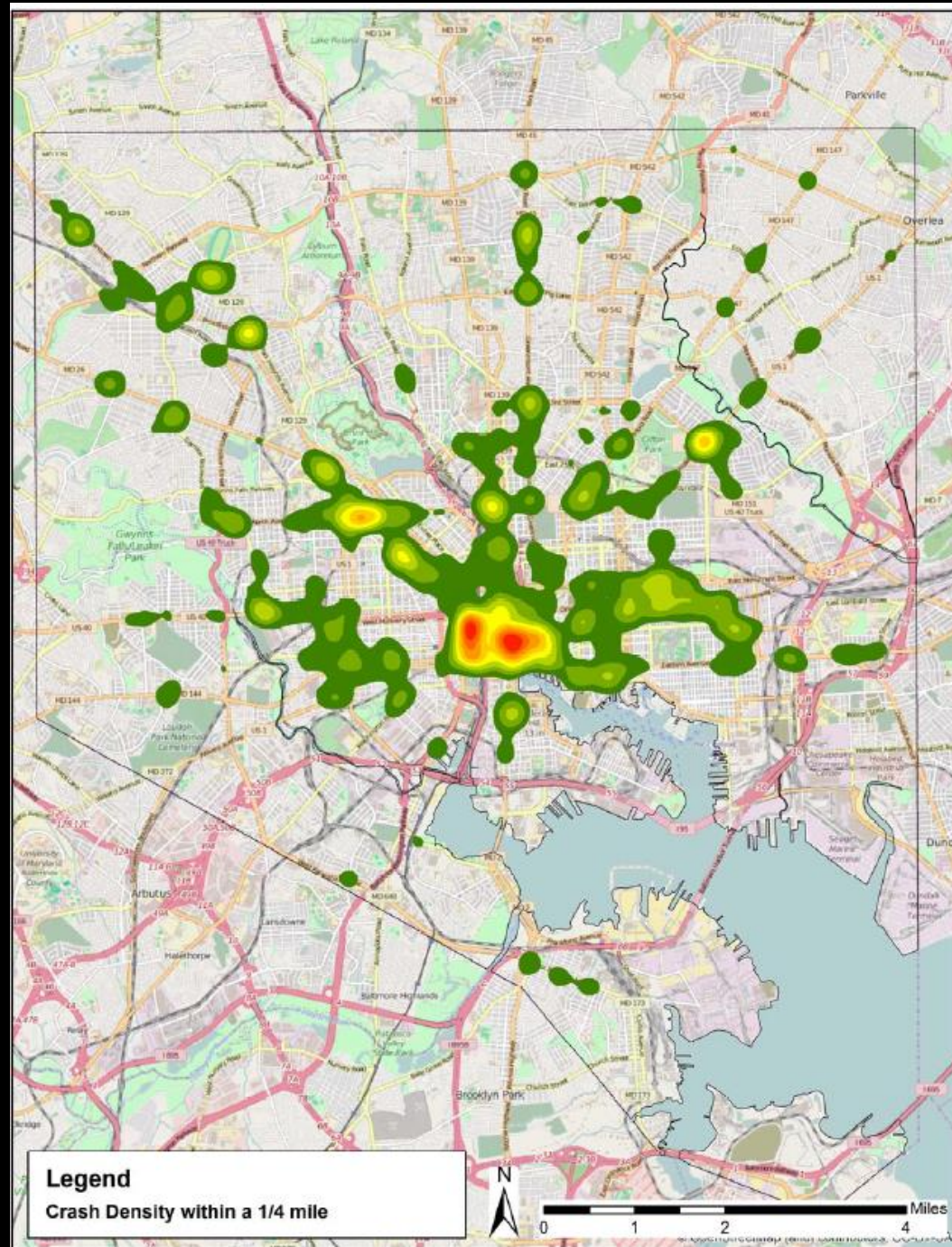
Baltimore Pedestrian Fatalities



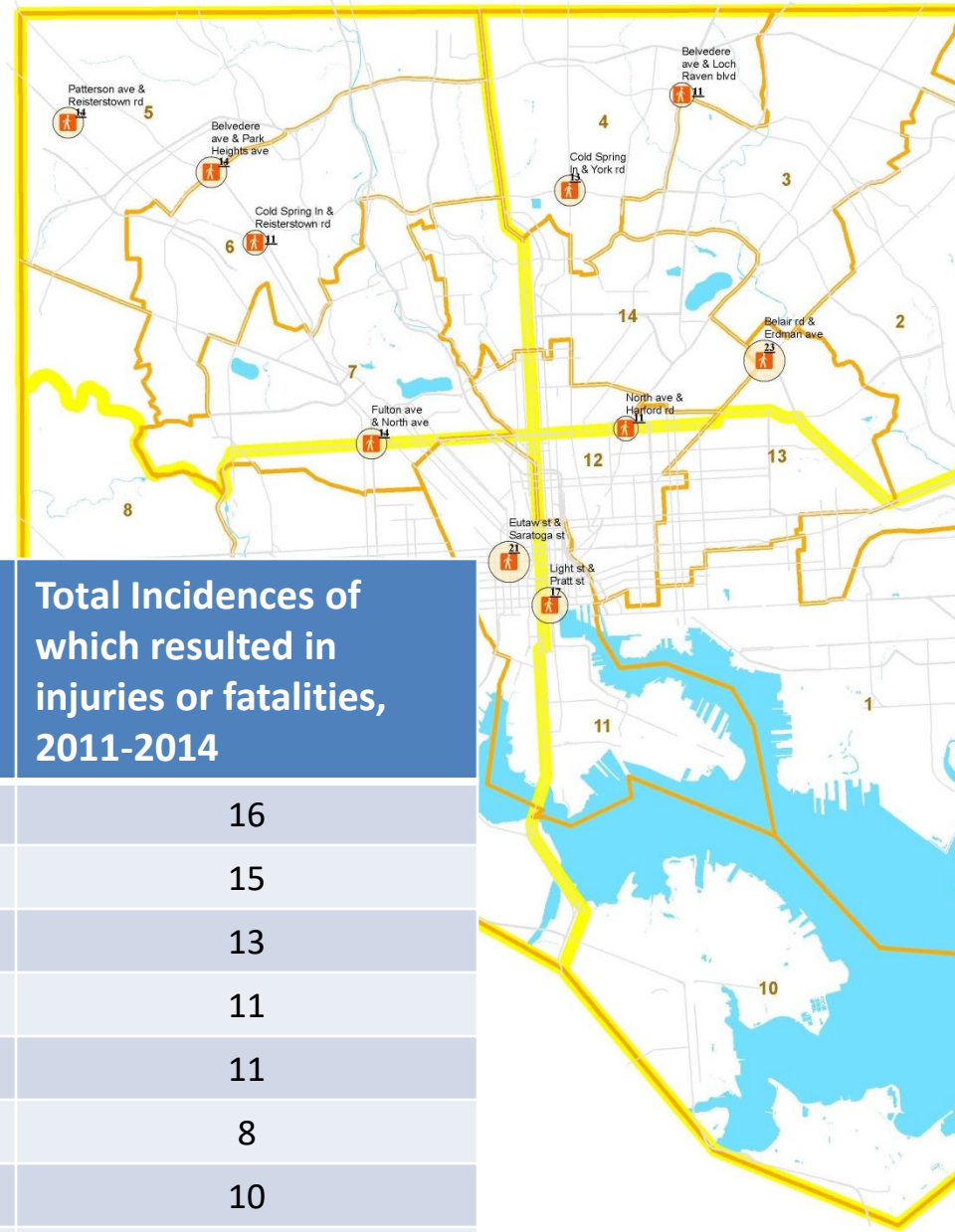
- Baltimore City accounted for over 1/3 (32%) of pedestrian involved crashes statewide.
- 78% of pedestrian-involved crashes result in injury.
- Highest # ped-involved crashes occur in May, and Highest # ped Fatalities occur in October.

Baltimore City Ped Crash Profile

- Data Reveals:
 - Where
 - High Crash (per density) and top ten (for peds)
 - Who
 - 60% Male
 - 48% under age 30
 - 71% of fatalities over age 50
 - When
 - May, September, October
 - 4p-8p, noon-4p



Top 10 Intersections Pedestrian-Involved



Intersections	Total Pedestrian-involved Incidences, 2011-2014	Total Incidences of which resulted in injuries or fatalities, 2011-2014
Belair and Erdman	23	16
Eutaw and Saratoga	21	15
Light and Pratt	17	13
Patterson and Reisterstown	15	11
Belvedere and Park Heights	14	11
Fulton and North	14	8
Cold Spring and York	13	10
Belvedere and Loch Raven	11	8
North and Harford	11	
Cold Spring and Reisterstown	11	8

How Do we Get to Zero?

- BCDOT Develop Action Plan utilizing 3E Framework
 - Improve and increase *education* at all levels, for all users.
 - Identify *engineering* treatments needed to improve safety with biggest impact.
 - Work with *enforcement* partners to increase compliance with traffic laws and devices.

Education



Look up. Look out.



WHEN WALKING:
Stop and Look
Before Crossing

Stay Alert and
Use Crosswalks

Make Eye Contact
with Drivers



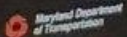
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Education



Engineering

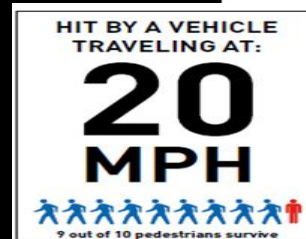
- Develop Toolkit of Low Cost/High Impact Solutions
- Redefine city streets in context of completeness
- Develop intersection safety improvement evaluations and plans
- Mid-Block Crossing Standards and Treatments
- Address posted and allowed speeds on certain streets and zones



NYC
Bill de Blasio
Mayor

NEW YORK STATE DOT
Polly Trottenberg
Commissioner

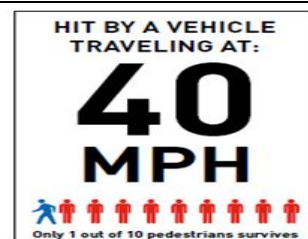
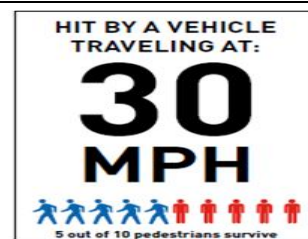
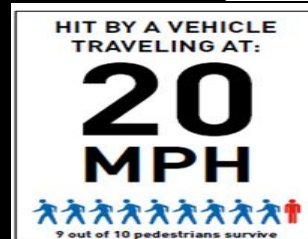
7th Ave South &
Christopher St



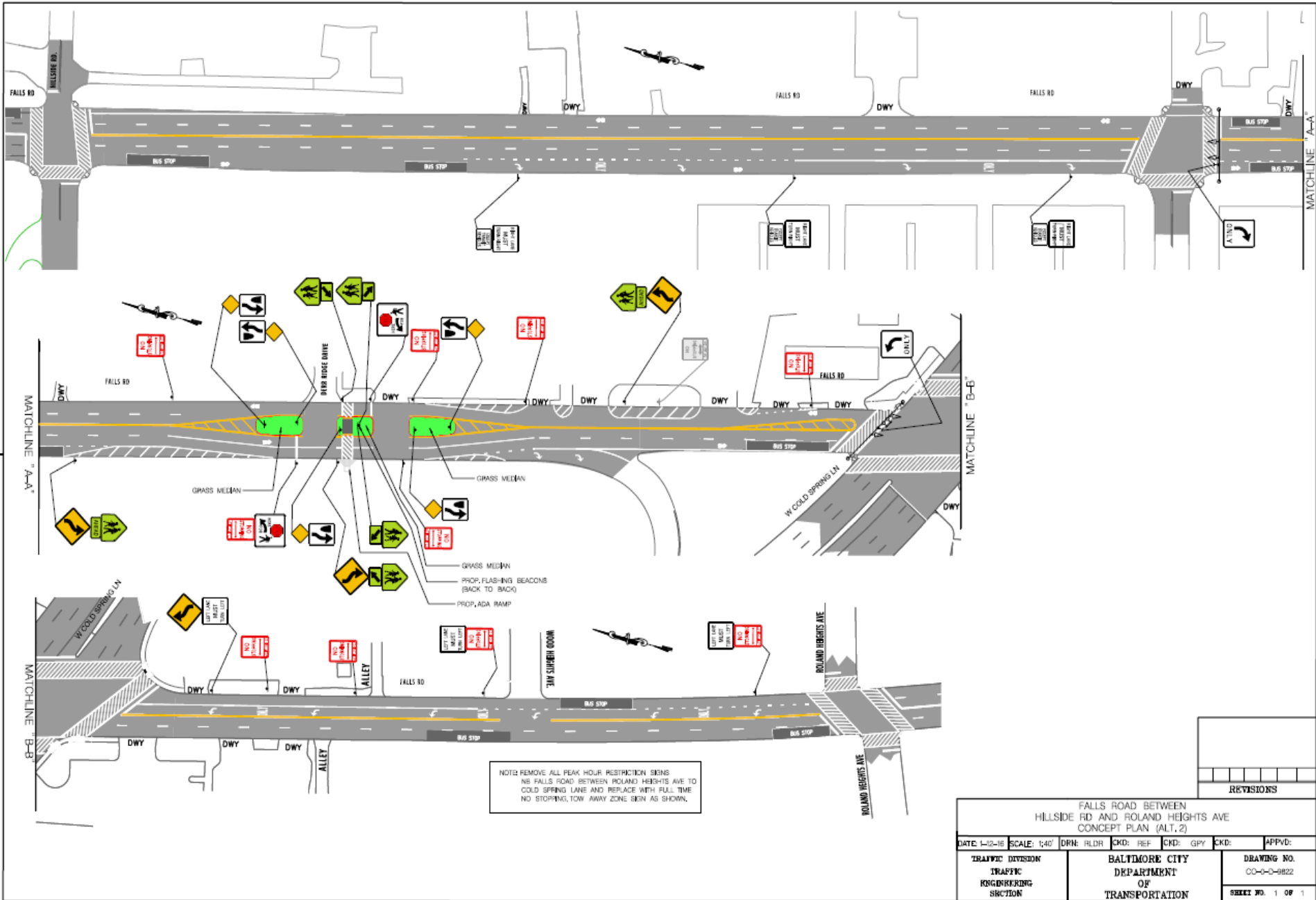
Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

Engineering

- Reconsider Design Vehicle.
- Acknowledge pedestrian desire lines and Engineer for what you would do as a pedestrian.
- Minimize crossing distances with bump outs or lane reductions
- Eliminate application of permissive double-left movements



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NOTE: REMOVE ALL PEAK HOUR RESTRICTION SIGNS
 NB FALLS ROAD BETWEEN ROLAND HEIGHTS AVE TO
 COLD SPRING LANE AND REPLACE WITH FULL TIME
 NO STOPPING, TOW AWAY ZONE SIGN AS SHOWN.

REVISIONS					

FALLS ROAD BETWEEN HILLSIDE RD AND ROLAND HEIGHTS AVE CONCEPT PLAN (ALT. 2)						
DATE: 1-22-18	SCALE: 1:40'	DRN: HJLDR	CKD: REF	CKD: GPY	CKD:	APPVD:
TRAFFIC DIVISION		BALTIMORE CITY DEPARTMENT OF TRANSPORTATION			DRAWING NO. CO-0-0-9822	
TRAFFIC ENGINEERING SECTION					SHEET NO. 1 OF 1	

PLUTER AMSTON4
 FILE: 174.78

Enforcement

- Types
 - Passive
 - Automated
 - Aggressive

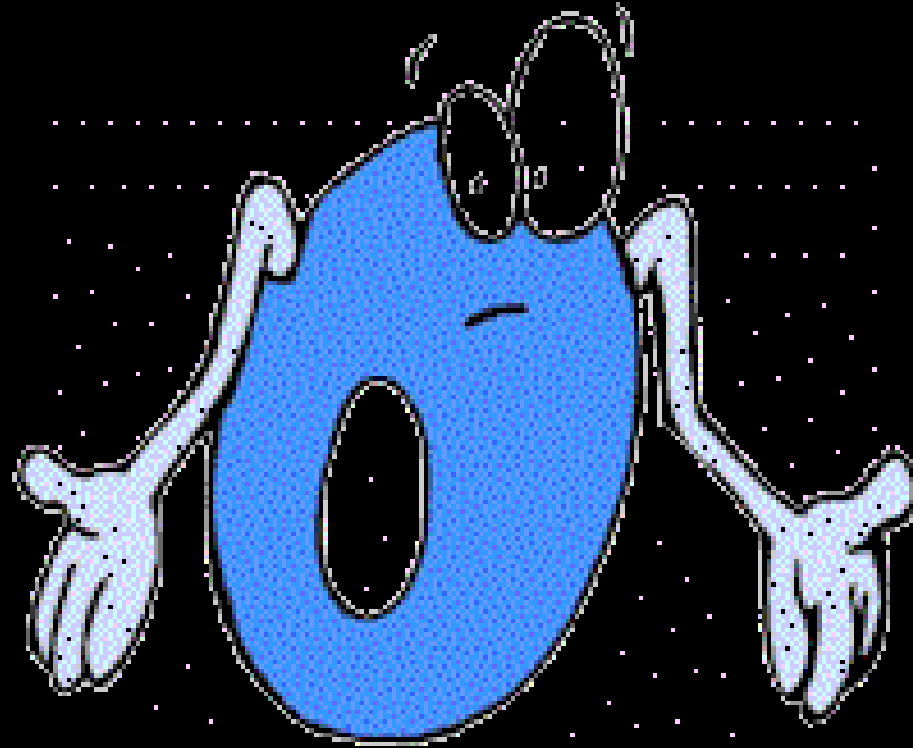


Next Steps

- Design Contest w/ Baltimore Polytechnic Institute
- Briefing new Elected Officials
- Fully Launch TZB in 2017



QUESTIONS?



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