Toward ZERO

Baltimore

A Traffic Safety Enhancement Program
What is VisionZero/TowardZero?

The Vision Zero ....can 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

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

41.3% of these are pedestrians
4.3% of these involve pedestrians
Baltimore City Pedestrian Crash Profile

- 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 Pedestrian Fatalities

Source: Maryland Highway Safety Office and University of Maryland National Study Center for Trauma and EMS
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 fatals over age 50
  – When
    • May, September, October
    • 4p-8p, noon-4p
## Top 10 Intersections Pedestrian-Involved

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