

BALTIMORE CITY DEPARTMENT OF TRANSPORTATION

ADVANCING VISION ZERO IN BALTIMORE



Brandon M. Scott
Mayor



DEPARTMENT OF TRANSPORTATION
BALTIMORE CITY



AGENDA

- I. Traffic Safety in Baltimore
- II. Toward Zero Program, Past and Present
- III. Looking to the future: Vision Zero Baltimore
- IV. Conclusion and Questions



TRAFFIC SAFETY IN BALTIMORE

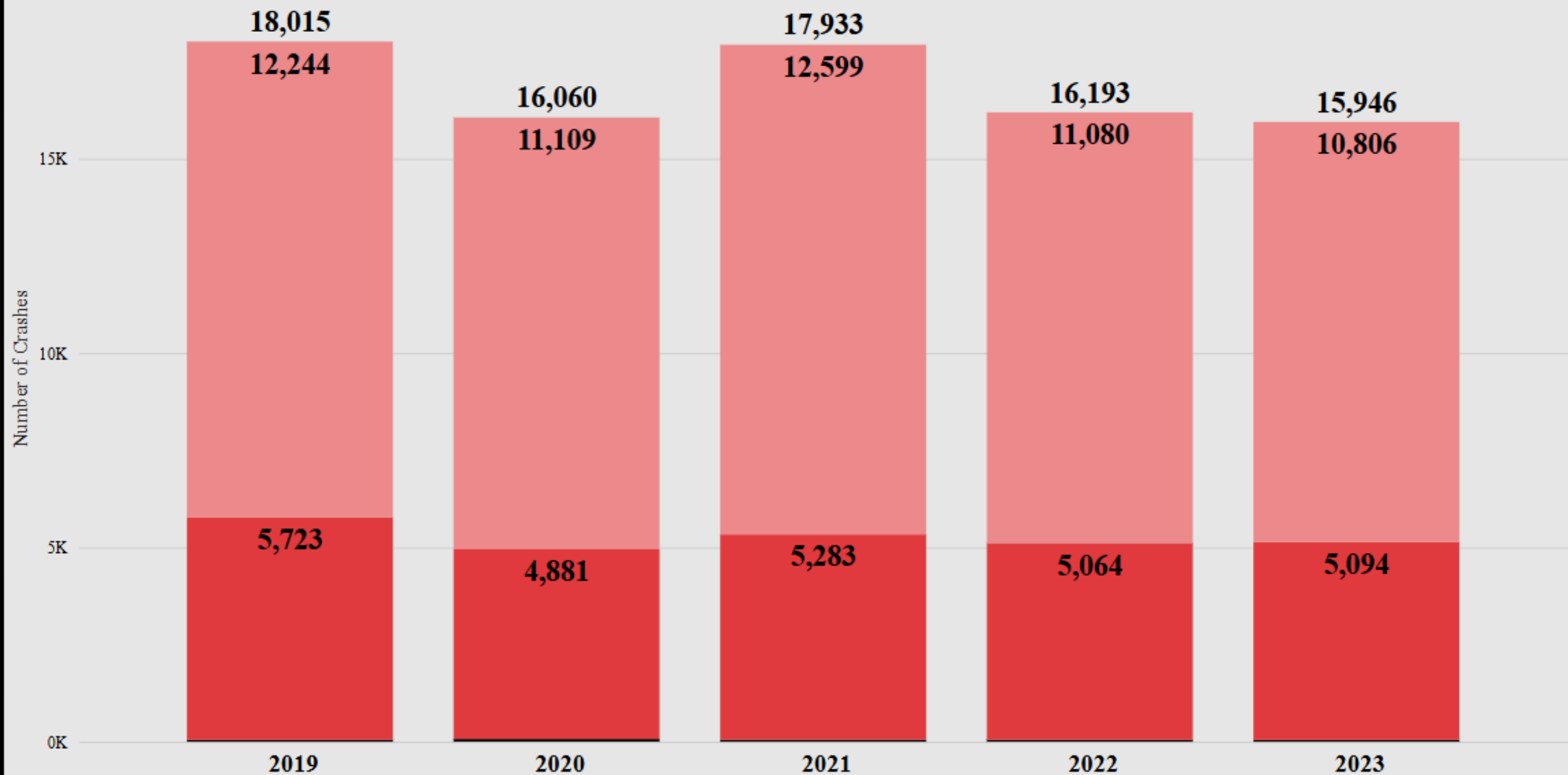


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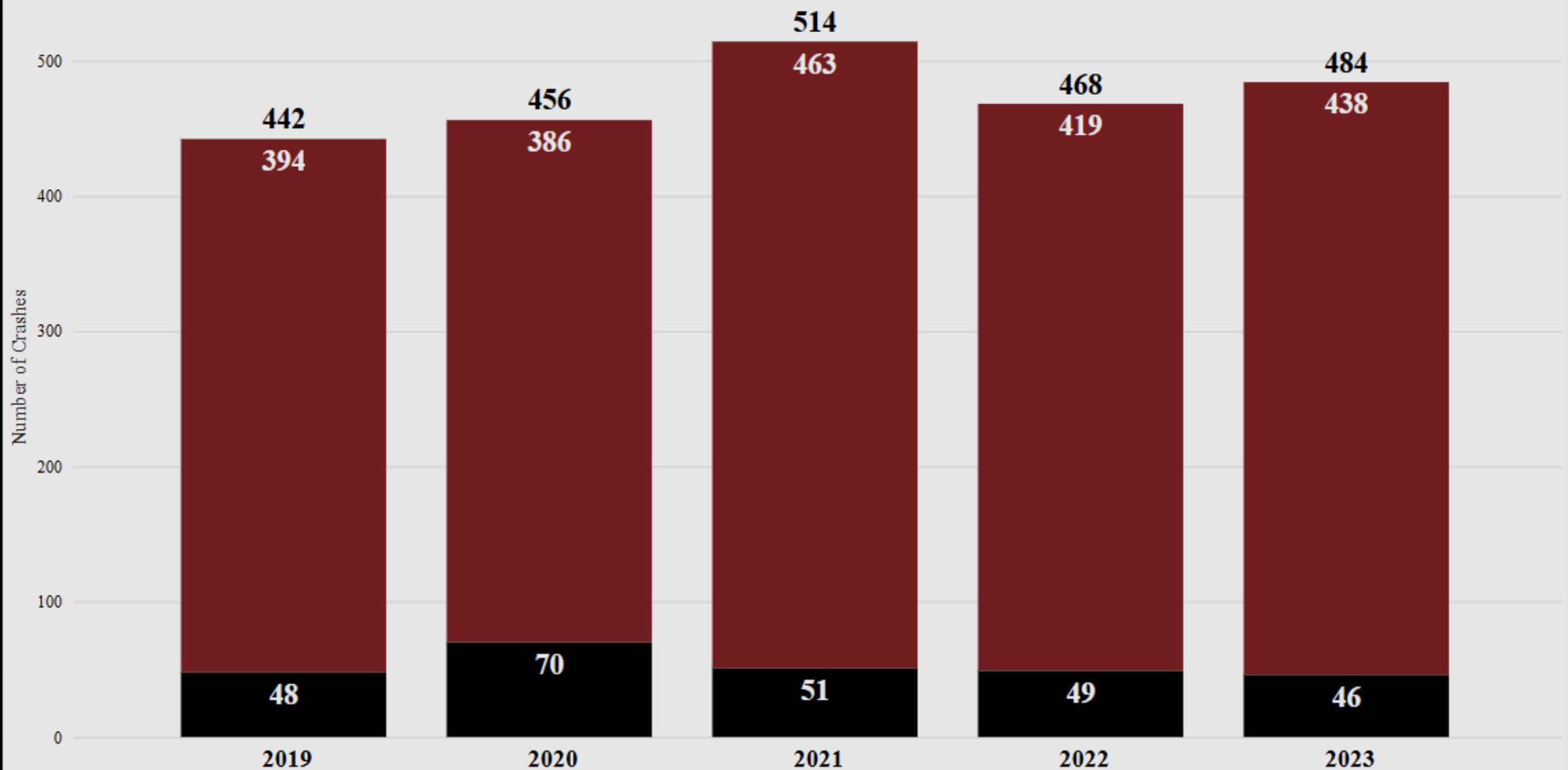
Baltimore City: Annual Crashes

Report Type: ● Fatal Crash ● Injury Crash ● Property Damage Crash



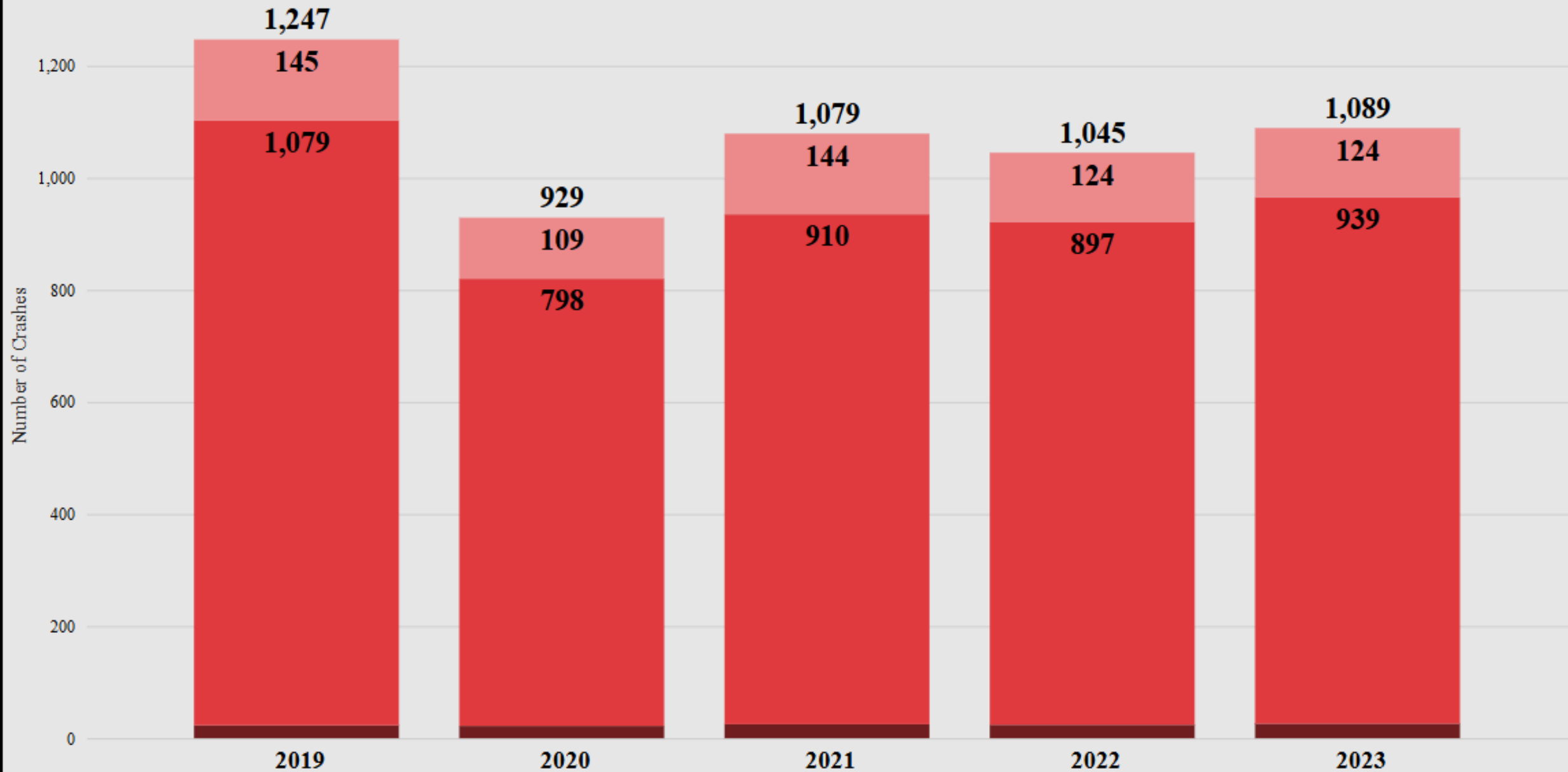
Baltimore City: Annual Serious & Fatal Injury Crashes

Most Severe Crash Injury: ● Fatal Injury ● Suspected Serious Injury



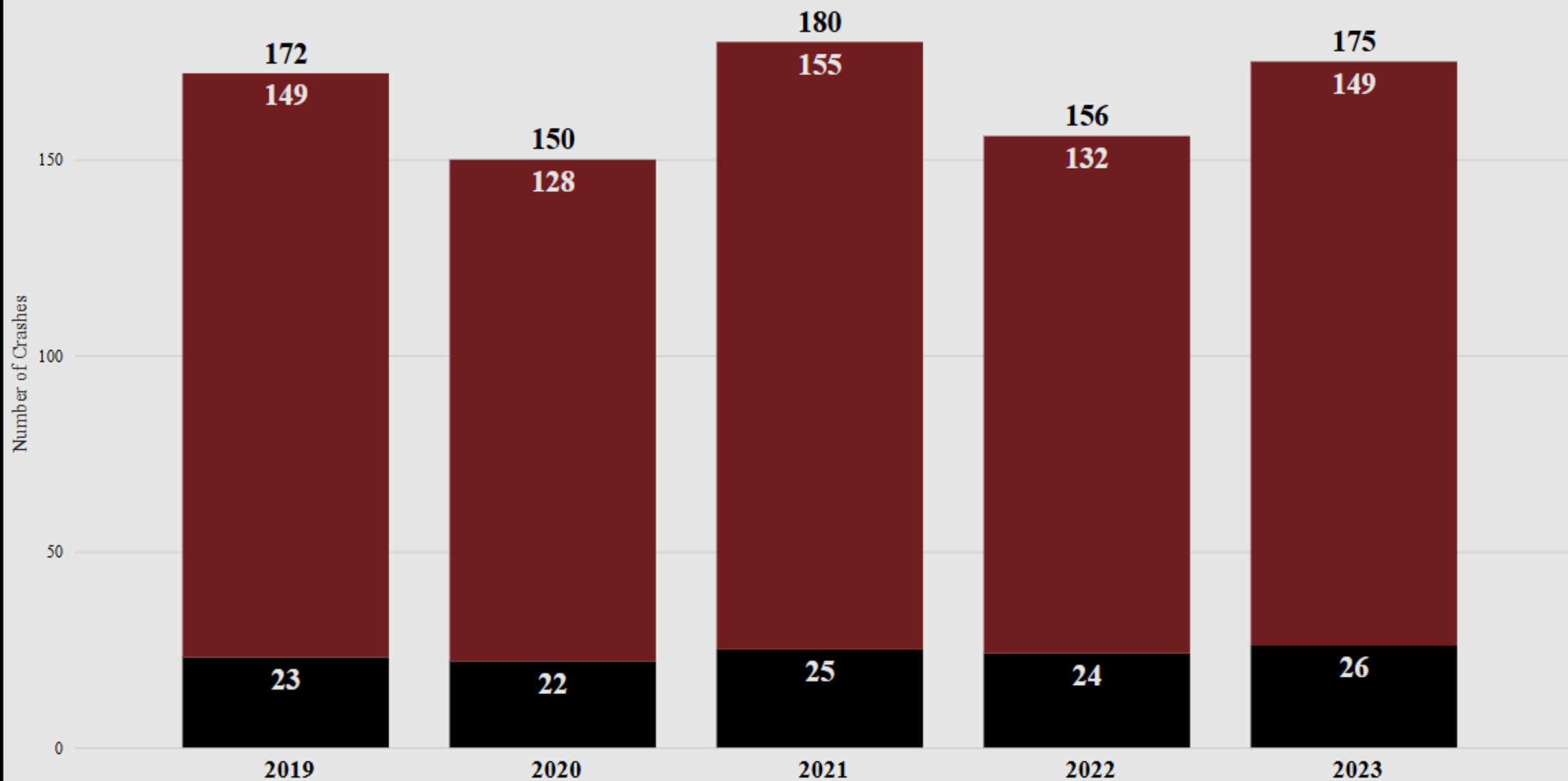
Baltimore City: Annual Non-Motorist Crashes

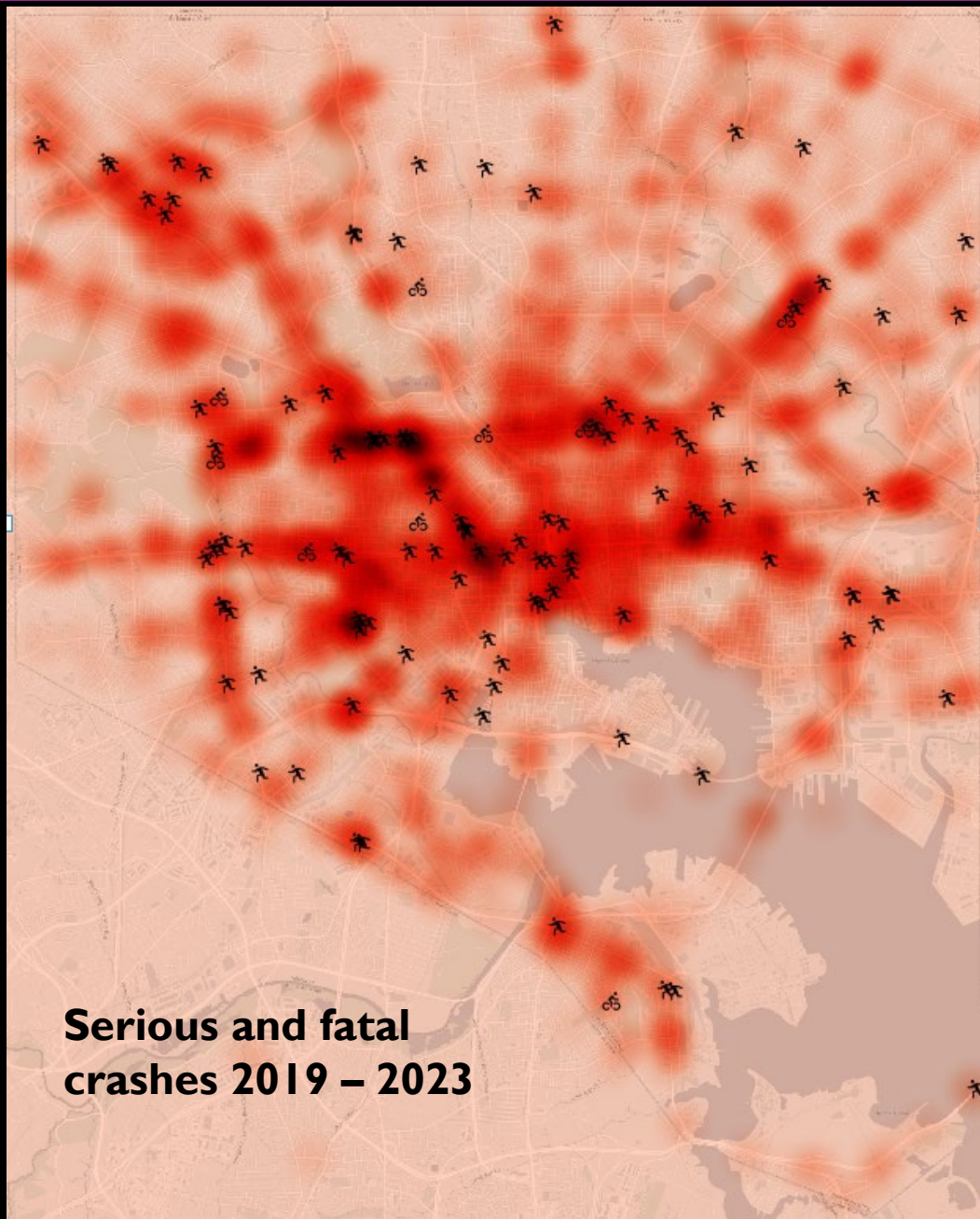
Report Type: ● Fatal Crash ● Injury Crash ● Property Damage Crash



Baltimore City: Annual Non-Motorist Serious & Fatal Crashes

Most Severe Crash Injury: ● Fatal Injury ● Suspected Serious Injury





**Serious and fatal
crashes 2019 – 2023**

- Major problem roads and areas:
- West North Ave and Pennsylvania Ave
- Rt 40
- East North Ave
- All of Downtown
- Belair/Gay/Ensor (south of Moravia)
- Monroe
- Hilton Pkwy
- Park Heights area
- Park Heights Ave/Reisterstown Ave
- Mondawmin area
- Bayview area

TOWARD ZERO PROGRAM, PAST AND PRESENT



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TOWARD ZERO PROGRAM: HISTORY

- Toward Zero Baltimore, established in 2018
- High Crash Reduction Report, 2021
- Toward Zero Quickbuild Program, 2021 - present
- Neighborhood Traffic Calming Program, 2022 - present
- Strategic Highway Safety Plan, 2022
- HSIP funds awarded 2022, 2023, 2024
- Unofficial High Injury Network updated annually



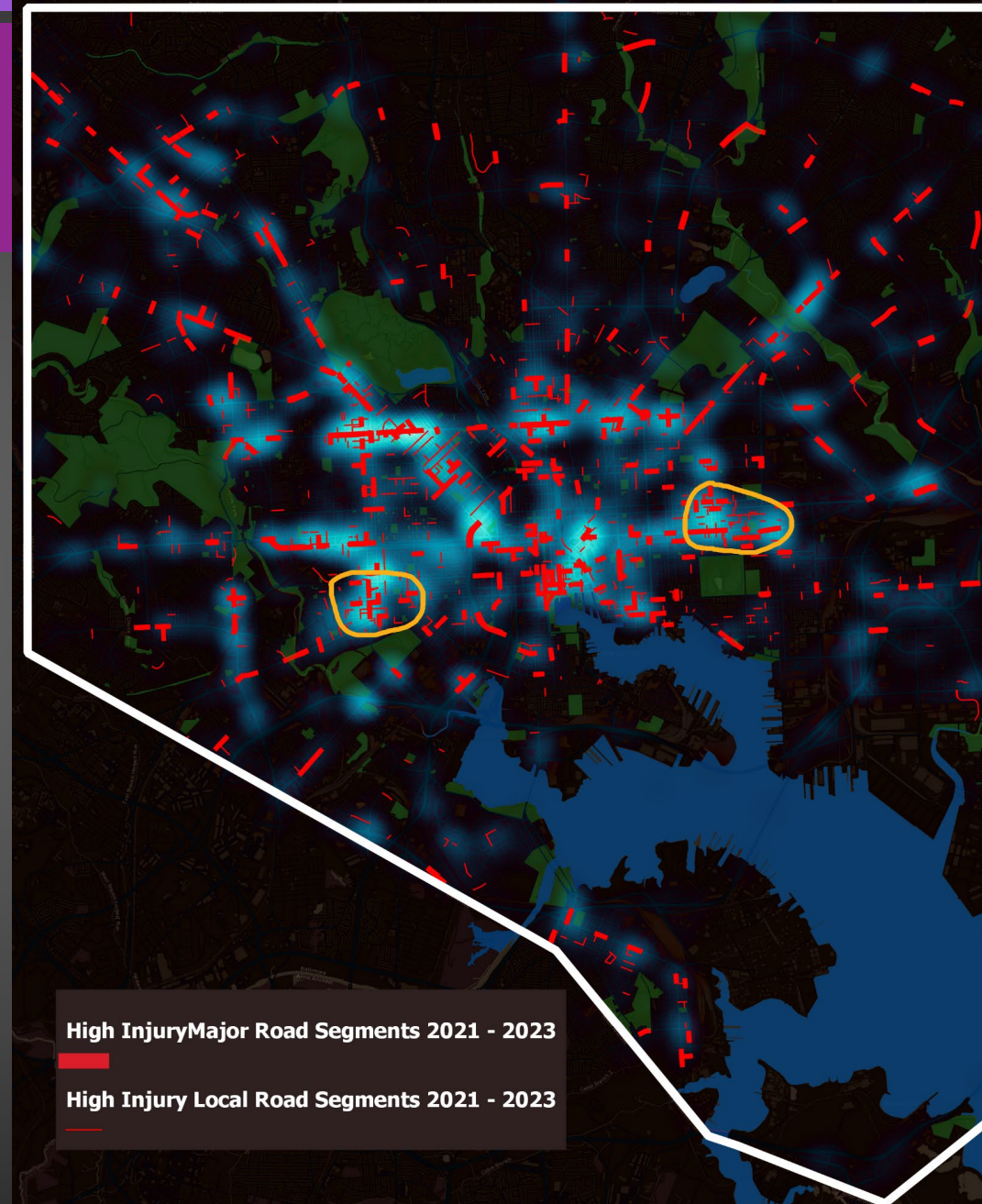
TOWARD ZERO PROGRAM: COMPLETE STREETS ARE THE BEST TOOLS TO IMPROVE TRAFFIC SAFETY

Corridor/Project Name	2015	2016	2017	2018	2019	2020	2021	2022	Crash Reduction*
Monument/Centre <i>Protected Cycle Track</i>	131	122	118	111	68	65	79	68	40%
Big Jump <i>Shared Use Path</i>	34	52	39	31	23	20	24	28	46%
39th Street <i>Bike Lane</i>	22	31	31	14	20	9	16	6	35%
North Avenue <i>Bus/Bike Lanes</i>	474	629	497	503	449	448	546	389	23%
Potomac Street <i>Protected Cycle Track</i>	9	10	8	7	4	5	8	5	43%
Maryland Avenue <i>Protected Cycle Track</i>	107	124	106	99	99	59	88	76	11%**
University Parkway <i>Protected Bike Lanes</i>	8	9	9	12	7	2	3	2	***
Central Avenue <i>Protected Bike Lanes</i>	26	35	20	21	20	20	20	15	***



TOWARD ZERO PROGRAM: PRESENT

- Use to identify Toward Zero quickbuild projects
- Rather than separate, disconnected locations, identifying hot spot areas to create systemic improvements
- 2025 identified areas include:
 - Union Square
 - Boyd-Booth
 - Carrollton Ridge
 - Mount Clare
 - Ellwood Park
 - McElderry Park
 - Milton-Montford
 - Madison-Eastend



TOWARD ZERO PROGRAM: PRIORITIZING LOCATIONS



TOWARD ZERO PROGRAM: PRIORITIZED LOCATIONS - WEST



- **Pratt Street**, from Frederick Avenue to Martin Luther King Jr Boulevard
- **Monroe Street**, from Baltimore Street to Eagle Street
- **Wilkens Avenue, Ramsay Street, and Mount Street** intersection
- **Frederick Avenue and Pulaski Street** intersection
- **Baltimore Street and Calverton, Smallwood, Pulaski, and Payson Street** intersections
- **Ramsay, Ashton, and Payson** intersection

TOWARD ZERO PROGRAM: PRIORITIZED LOCATIONS - EAST



- **Fayette Street**, from Luzerne Avenue to Kenwood Avenue
- **Jefferson Street**, from Patterson Park Avenue to Highland Avenue
- **Madison Street**, from Washington Street to Milton Avenue
- **Madison Street and Montford Avenue intersection**
- **Fayette Street, Pulaski Highway, and Lakewood Avenue intersection**

TOWARD ZERO PROGRAM: NEXT STEPS



Take the TZ Transportation
Priorities Survey!

- Transportation Priorities survey
- High level concept designs for priority locations
- Community meetings and pop-ups throughout the summer to disseminate the survey and discuss alternative concepts

Next Up: Alternative concept selection, using the survey and community conversations



<https://streetsofbaltimore.com/towardzeroquickbuild>

II. LOOKING TO THE FUTURE: VISION ZERO BALTIMORE



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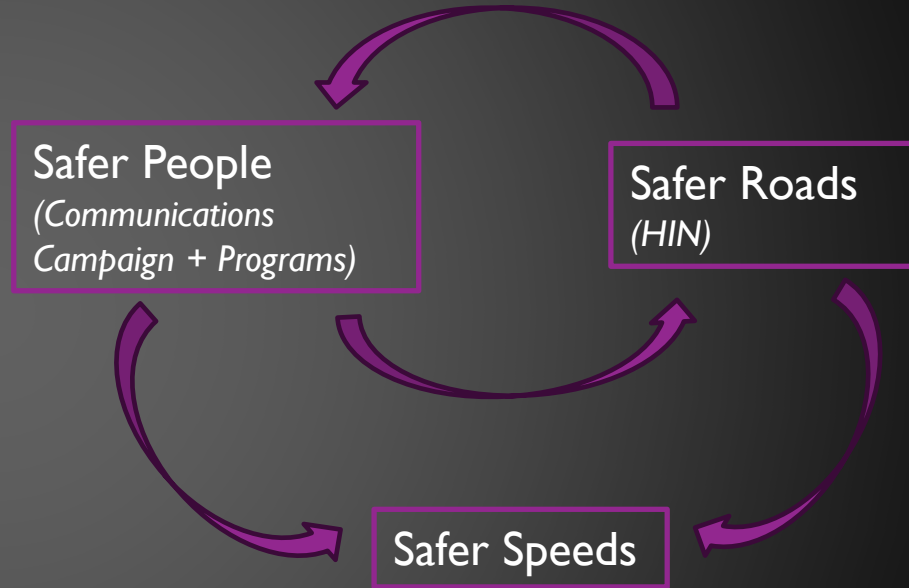


TOWARD ZERO VS VISION ZERO

- Vision Zero means committing to a date to end traffic deaths and serious injuries.
- More public accountability means more urgent interventions
- Establish a sanctioned, expedited project process for the most unsafe locations
- Establish a stable funding source
- Establish staffing
- Educate and spread awareness of the issue and the solutions



VISION ZERO ACTION PLAN



\$1.3M plan, with \$1M from SS4A



VISION ZERO ACTION PLAN: ANALYSIS

High Injury
Network

Safety data
collection

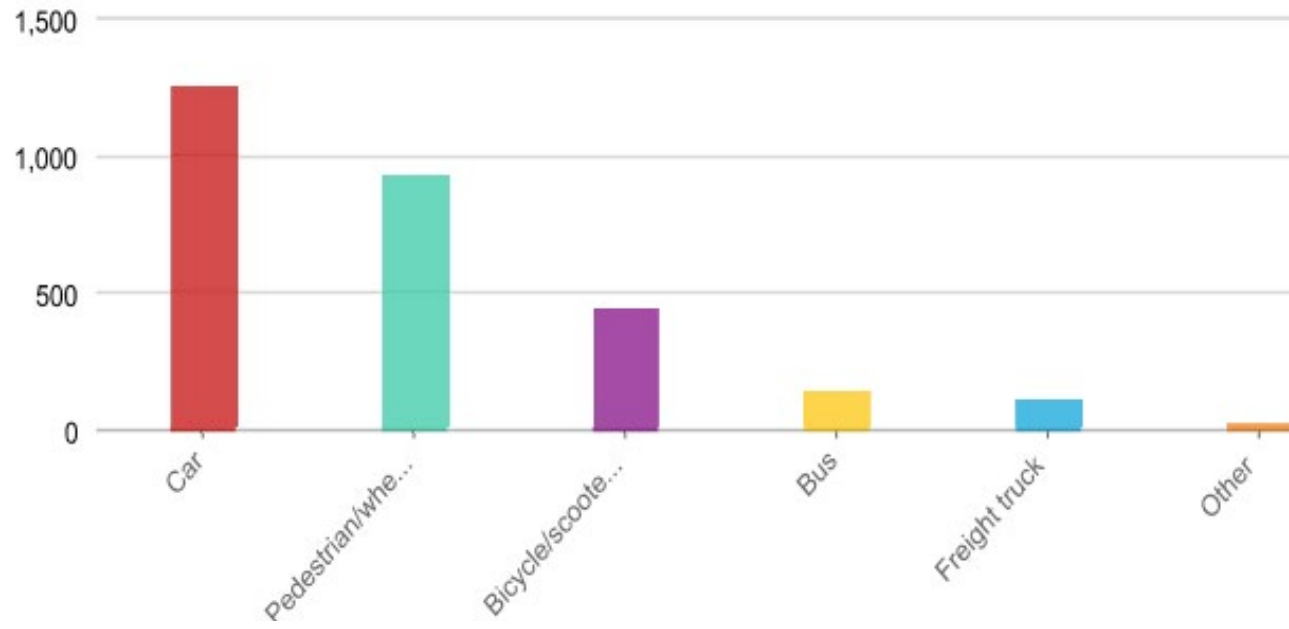
Cost and health
burden analysis

Public health
benefits of
complete
streets

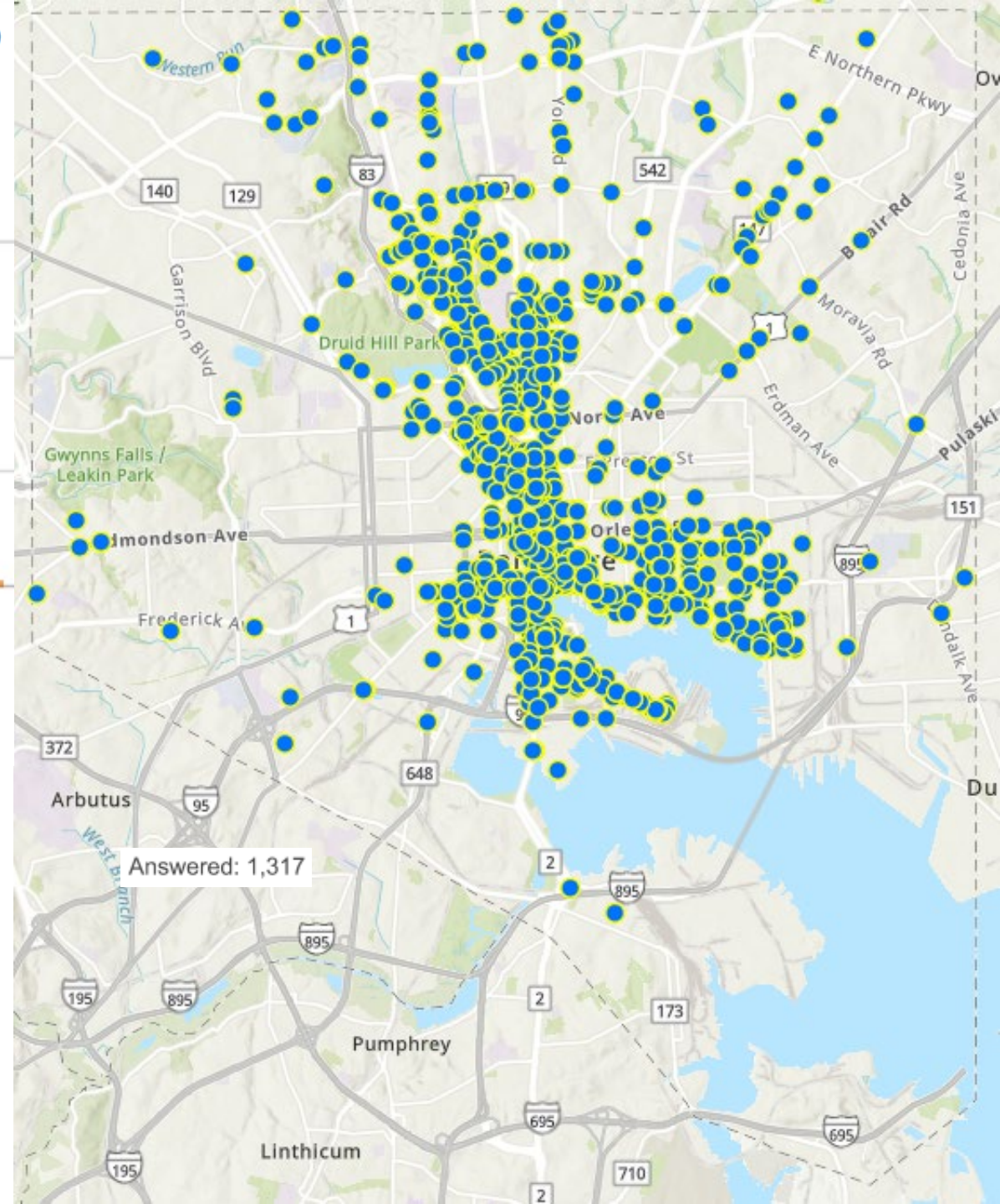
Partnering with:

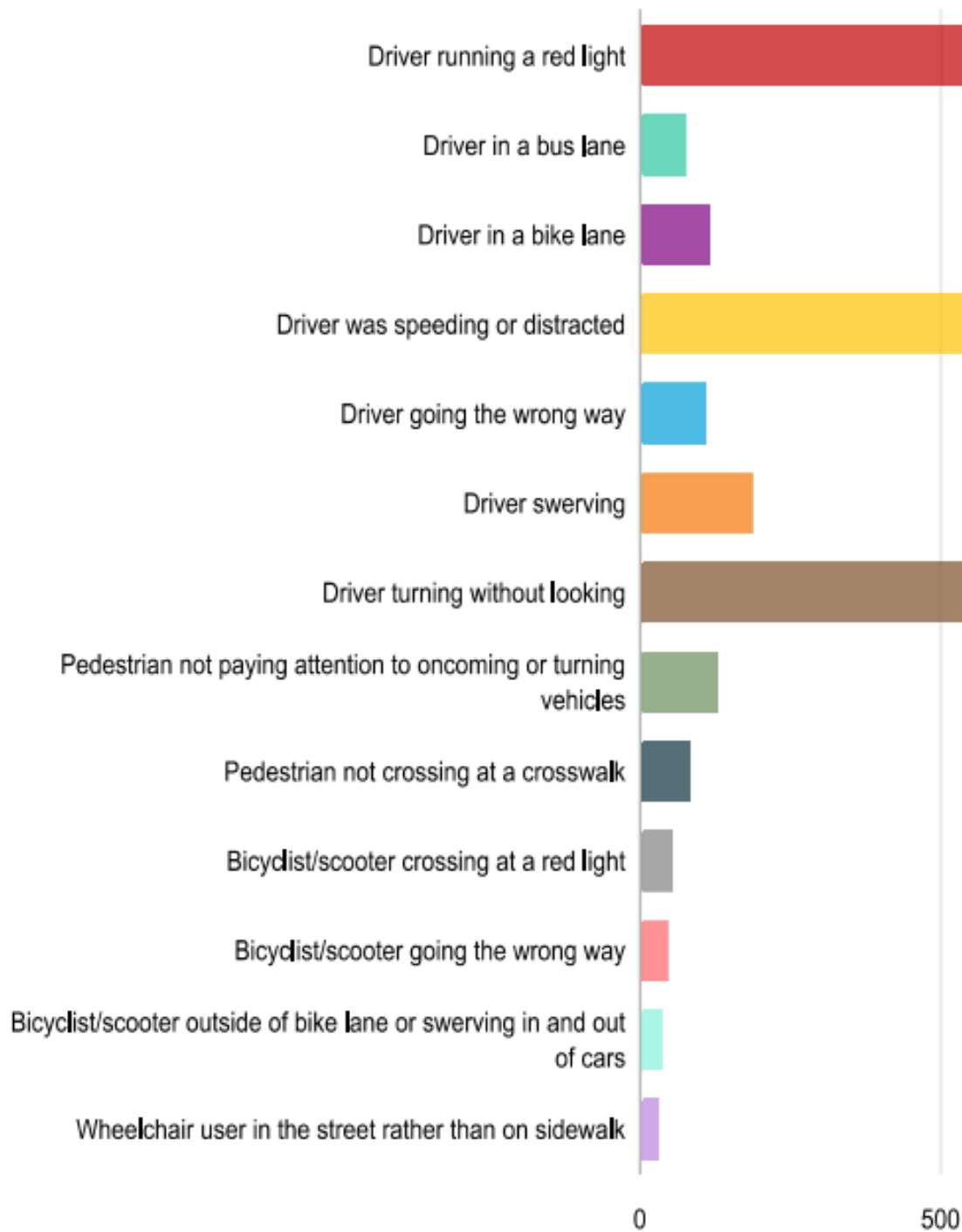


Almost been hit by a car in Baltimore? Transportation officials want to know where

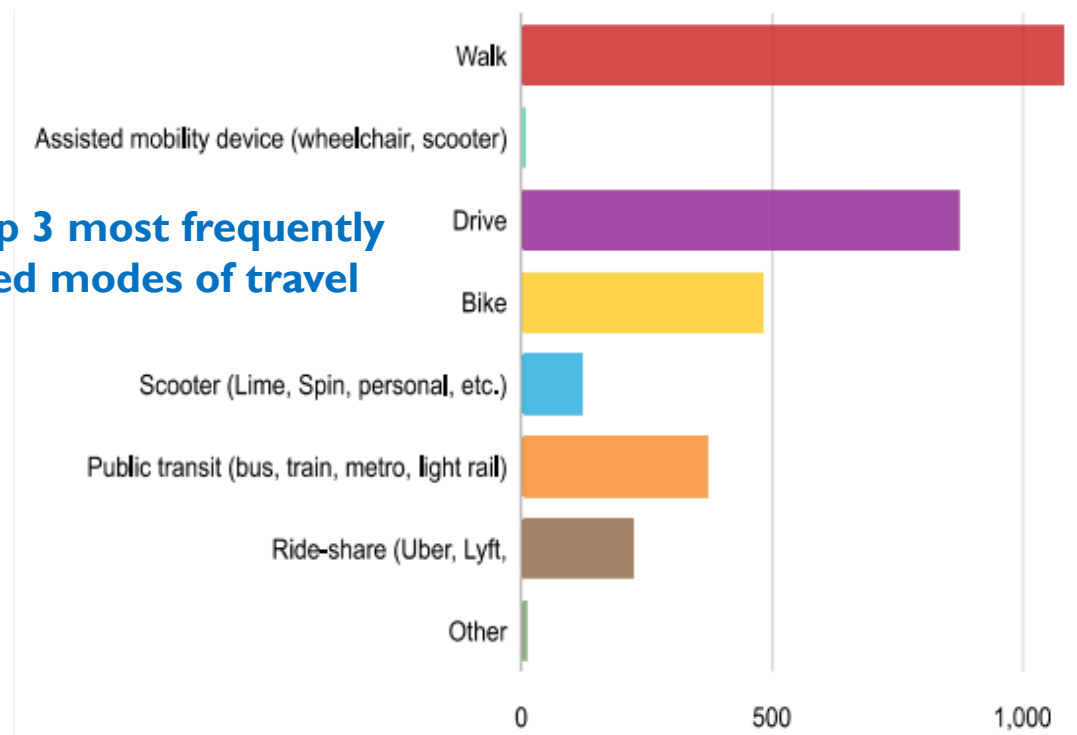


- Very often (more than once a week)
- Often (a few times a month)
- Occasionally (several times a year)
- Rarely (only one or two times ever)

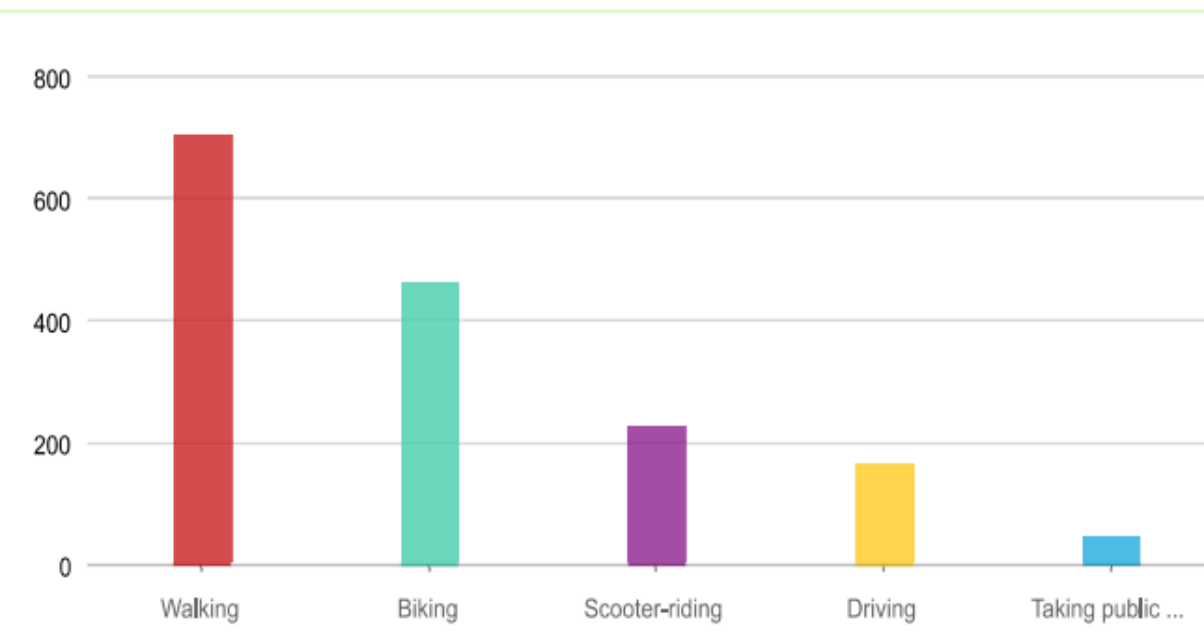




Top 3 most frequently used modes of travel



6. Do safety concerns at this location prevent you from using any of the following modes?



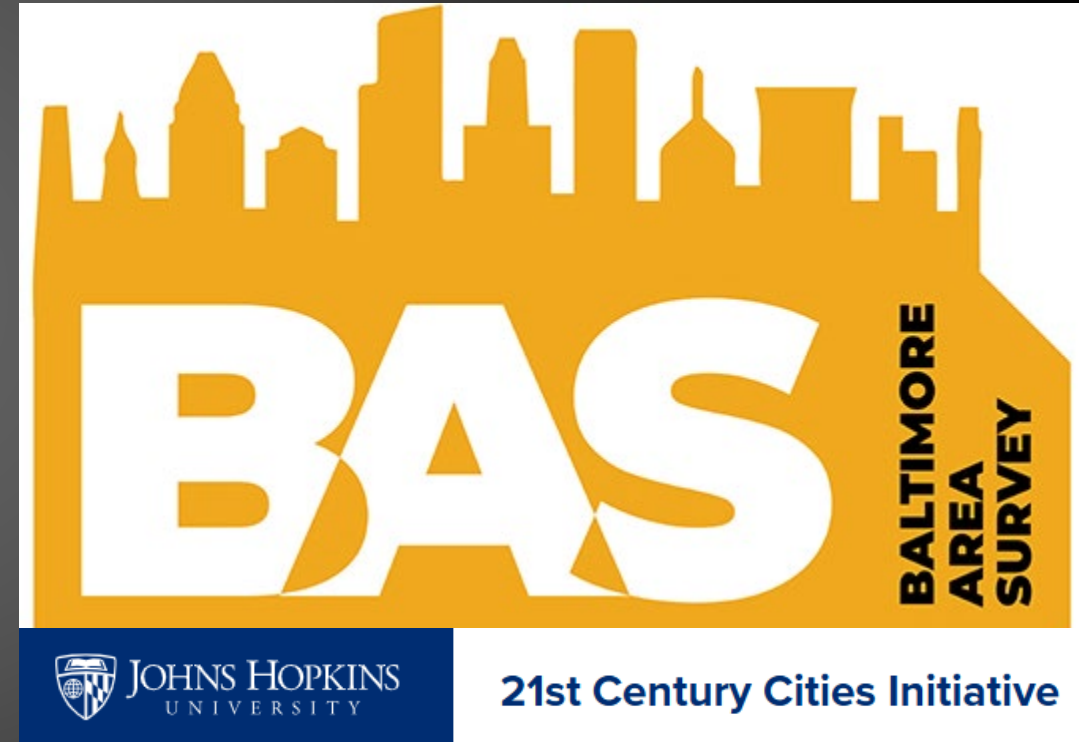
VISION ZERO ACTION PLAN: DEVELOPING THE COMMUNICATIONS STRATEGY

- Goal: Improve public perception of feasibility for different travel modes
- Strategies:
 - Spread awareness of Complete Streets
 - Activate new allies in support of safe transportation systems
 - Increase walking, biking, and transit trips to promote respect between travel modes



VISION ZERO ACTION PLAN: DEVELOPING THE COMMUNICATIONS STRATEGY

- Researching best practices in Complete Streets community engagement
- Finding the population who is unfamiliar/undecided on Complete Streets
- Recruiting a paid “brain trust” to develop content, messaging
- Recruiting paid focus groups from the unfamiliar/undecided population
- Activations in the fall to test messaging and programs
- Develop overarching strategy for a public information campaign about Complete Streets



VISION ZERO ACTION PLAN: DEVELOPING POLICY RECOMMENDATIONS

- Documenting policies and programs from cities that are making progress on their Vision Zero goals
- Conducting interviews with City staff
- Advisory group that will meet throughout the summer and fall
- Recommending policies, processes, and programs to fit the Baltimore context
- This includes how to authorize Vision Zero as a Baltimore City policy and how it should be governed, measured, and held accountable



VISION ZERO ACTION PLAN: ACTIVATING THE PUBLIC

- Pop-up events this summer and early fall to vet the High Injury Network and receive input on prioritization
- Safety summits toward the end of the year to showcase the recommendations and receive input
- Gathering stories of people's experience with traffic violence



TIMELINE

Summer 2024

Vision Zero Action Plan kicked off with university partners

Fall 2024

Baltimore Annual Neighborhood Survey is distributed

Winter 2025

Website and Near-Miss survey are launched

Spring 2025

Community pop-up events for more near-miss input. Brain trust recruitment begins

Summer 2025

Brain trust meets, focus groups meet.
End of summer – draft HIN is ready for public review

Fall 2025

Open house-style events and online public input on the HIN, recommended policies and programs, communications strategies

Winter 2026

Draft Vision Zero Action Plan is released

Early Spring 2026

Vision Zero is adopted as an official City policy and Vision Zero Action Plan is approved by the Planning Commission



III. CONCLUSION AND QUESTIONS



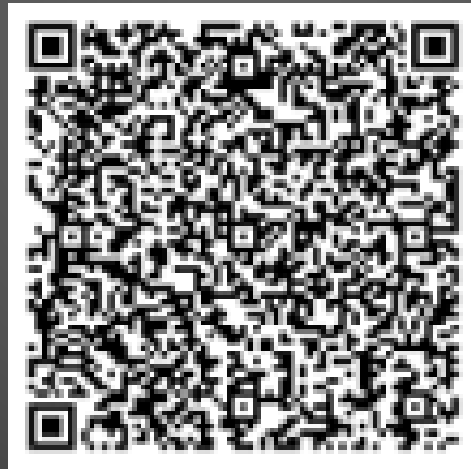
HOW TO ENGAGE WITH TOWARD ZERO AND VISION ZERO

Vision Zero Action Plan Website



<https://streetsofbaltimore.com/visionzero>

Vision Zero Near-Miss Survey



Toward Zero Quickbuild Projects

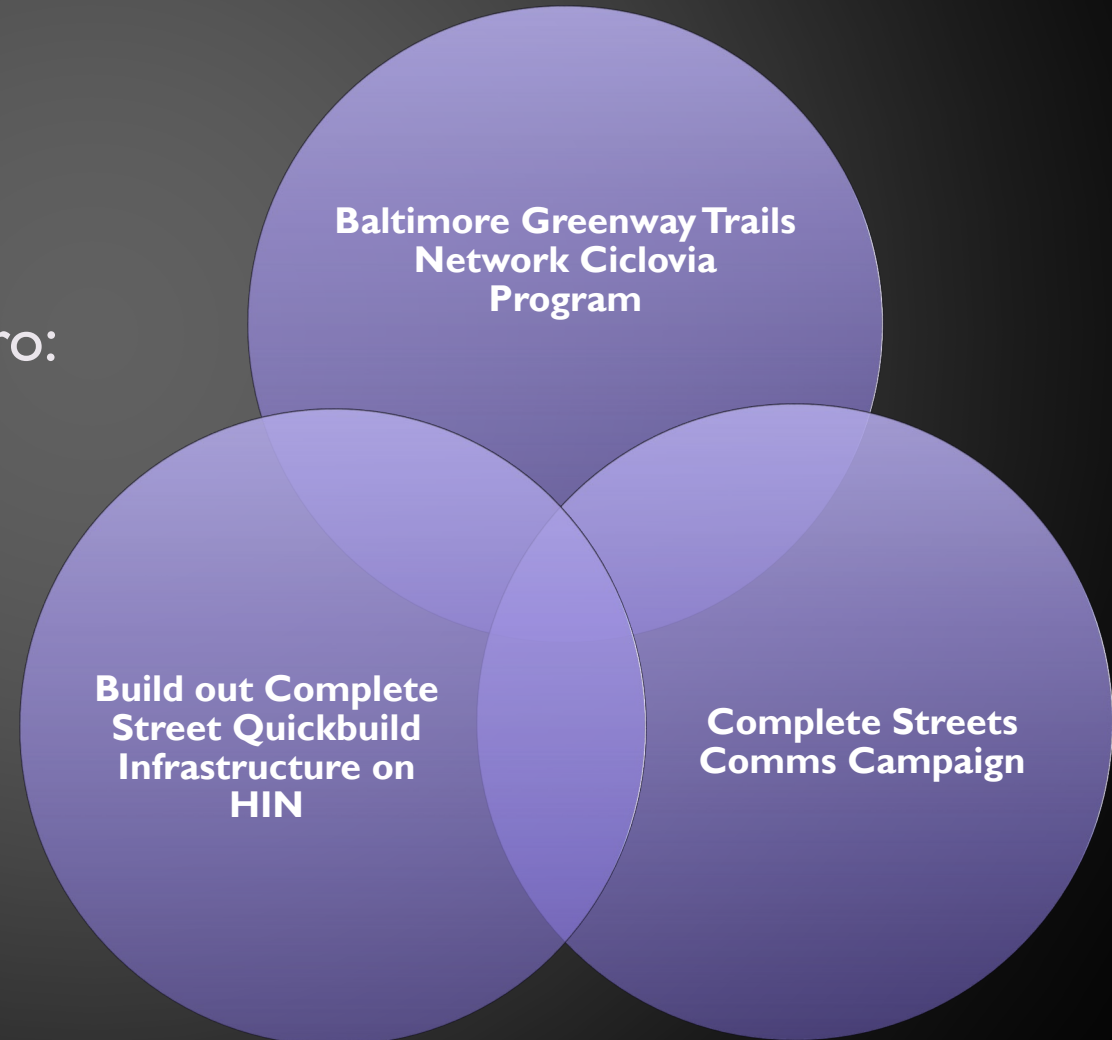


<https://streetsofbaltimore.com/towardzeroquickbuild>



WHAT'S NEXT?

Preview of what's next for Vision Zero:
\$10M SS4A Demonstration Grant



QUESTIONS?

Thank you!

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