

TowardZERO

Baltimore



A Pedestrian Safety Enhancement Program



What is VisionZero/TowardZero

*The Vision Zerocan be summarized in one sentence: **NO LOSS OF LIFE IS ACCEPTABLE.** 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

- Establishes Long-Term Commitment and Goals
- Prioritizes safety across all modes
- Aligns with safety goals globally

VISION  N  ZERO 
any traffic death is too many

TowardZERO Baltimore – Program Goals

- Make city streets safer for all users
- Reduce and ultimately eliminate traffic fatalities and serious injuries
- Prevent dangerous roadway user behaviors by implementing the “E’s” of Safety



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

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

Education



STREET SMART
Pedestrian Safety



Cruzar a mitad de calle puede costarte mucho.

Usa los cruces de peatones.
Espera la señal.



STREET SMART
Pedestrian Safety



Penalties for jaywalking vary.

Use crosswalks.
Wait for the walk signal.



STREET SMART
Pedestrian Safety



Pedestrians don't come with airbags.

Yield to pedestrians when turning.

Engineering

- Develop Toolkit of Low Cost/High Impact Solutions
- Encourage community built/led projects
- Develop intersection safety plans



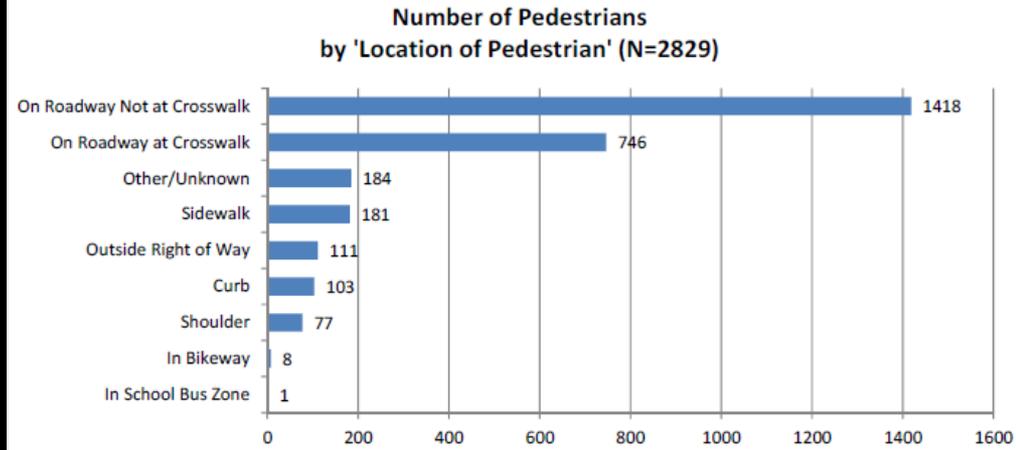
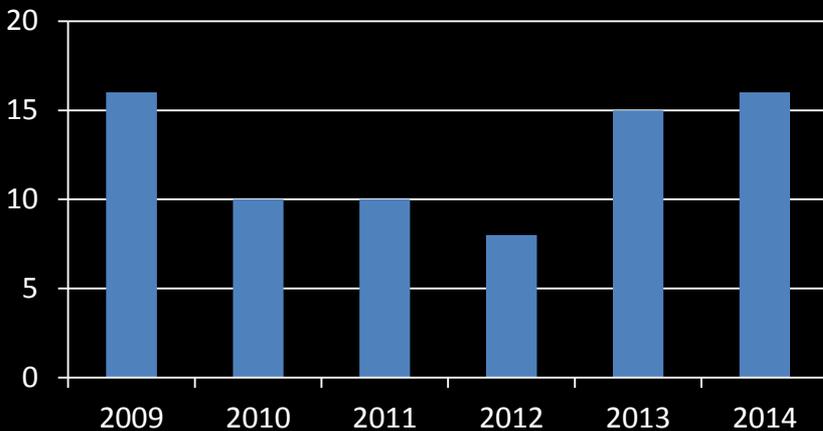
Enforcement

- Types
 - Passive
 - Automated
 - Aggressive

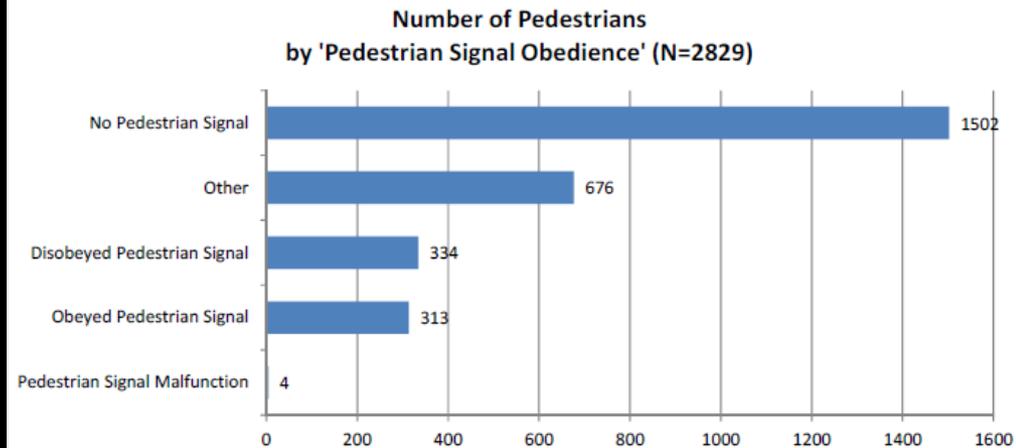


What we've Learned Thus Far

Baltimore Pedestrian Fatalities



- Just over half of the pedestrians (50.1%) were reported to be 'on the roadway not in the crosswalk' at the time of collision.
- Of the 35 pedestrian fatalities, 11 (31%) were reported 'on the roadway but not in the crosswalk' (data not represented graphically).
- Of the 161 incapacitating injuries, 69 (43%) were reported on the roadway but not in the crosswalk (data not represented graphically).

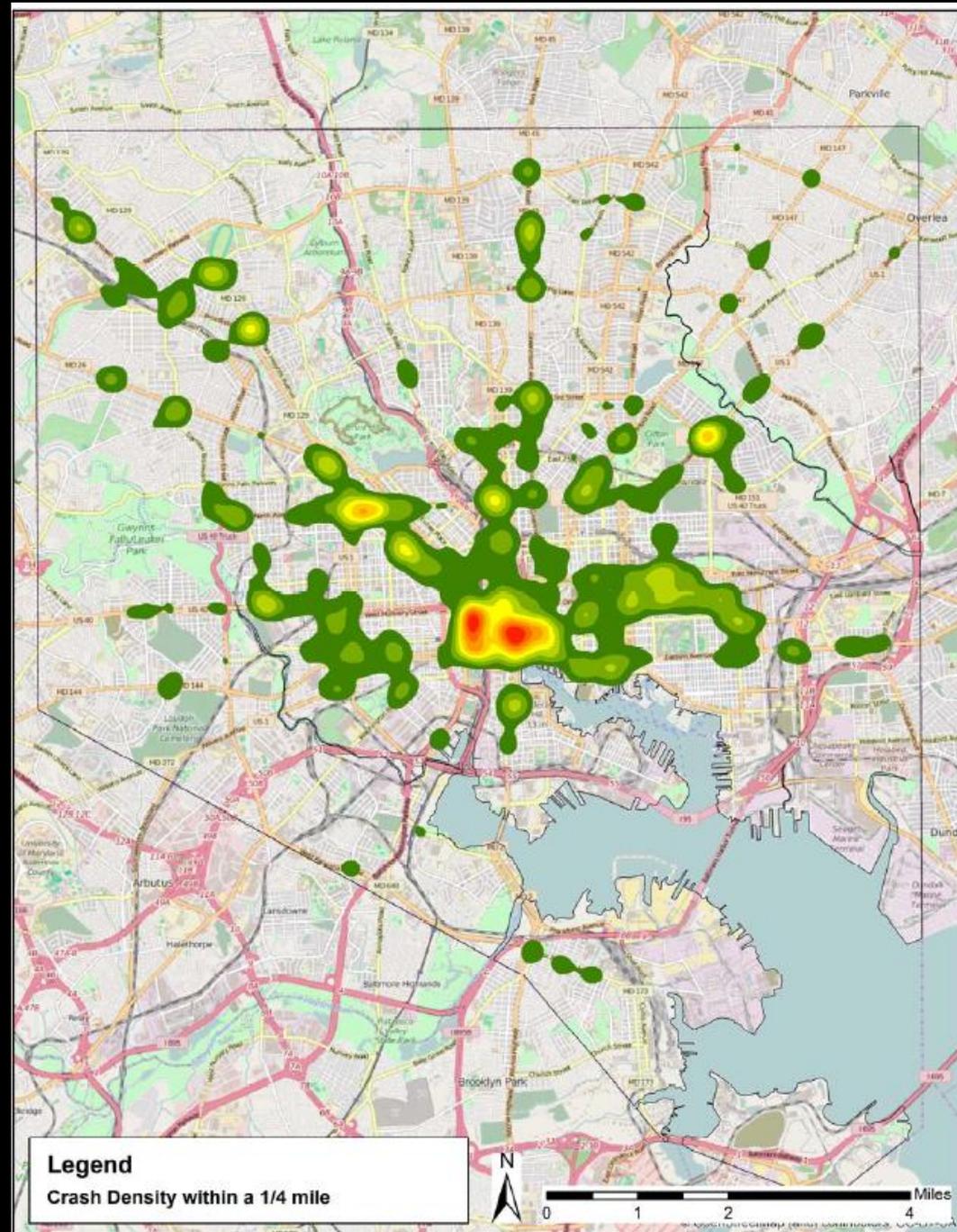


- Of the 2829 pedestrians struck, 53% (n=1502) were reported to have 'no pedestrian signal' available.
- Of the pedestrian fatalities (n=35), 14 were reported to not have a pedestrian signal available (data not represented graphically).



What we've Learned Thus Far...

- Data Reveals:
 - Where
 - High Crash (per density) and top ten
 - Who
 - 58% Male
 - 48% under age 30
 - 71% over age 50 (fatals)
 - When
 - May, September, October
 - 4p-8p, noon-4p
 - Why
 - 2/3 peds are reported to be wearing dark clothing



Proposed Program Strategy

- Understand the data to create data-driven strategy
- Comprehensive Coordination - Partnership
- Community Engagement
- Develop Action Plan



NYC

San Fran

Salt Lake City

Philly

LA

BALTIMORE

Austin

Seattle

DC

Chicago

Portland

Boston

Let's Join the Movement!



State of Maryland

You can't fix pedestrians in a body shop.

Slow down and watch for pedestrians.



A program supported by traffic safety partners throughout the Baltimore region.

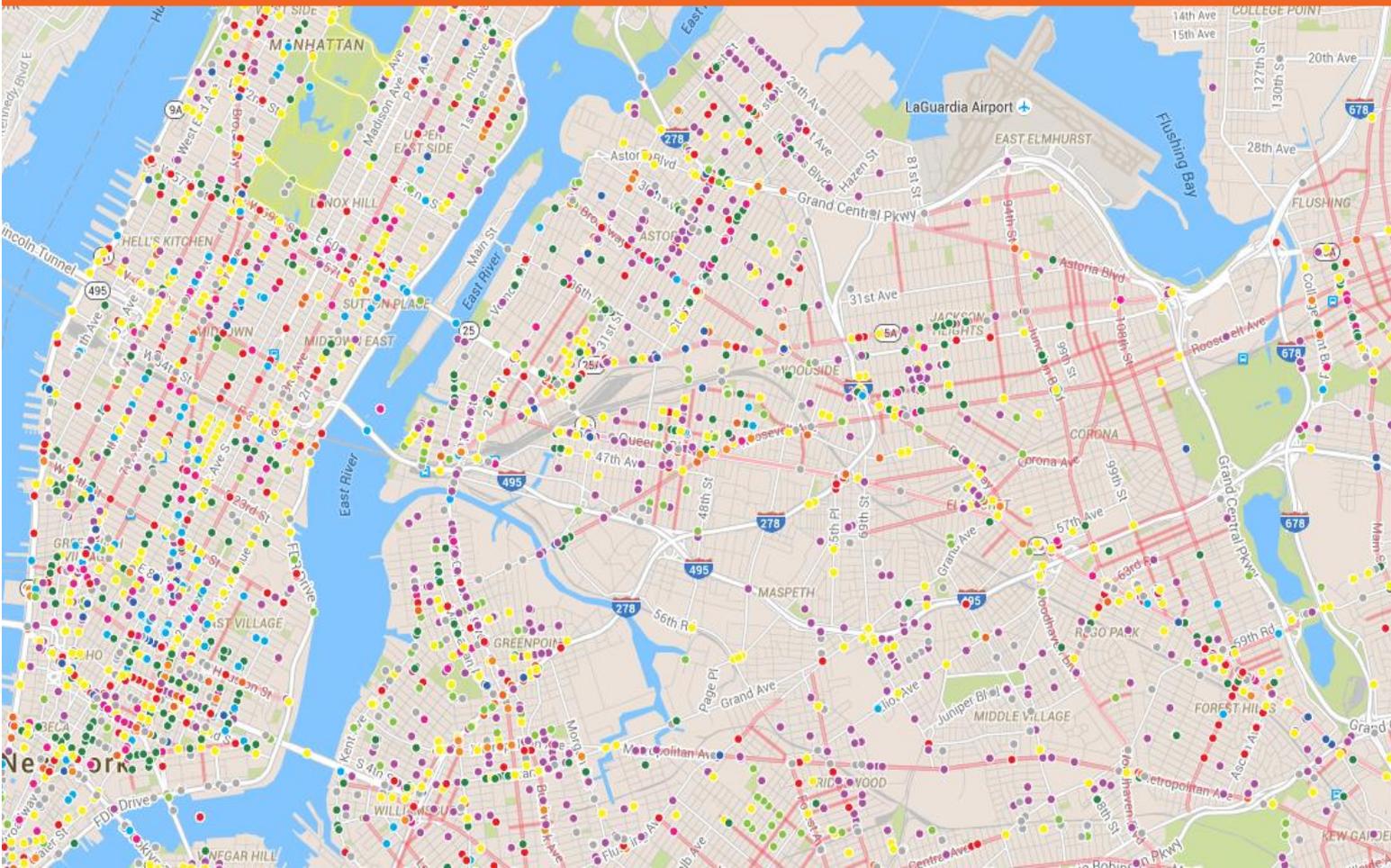


Successes – NYC / DC



Text-Size

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The Vision Zero map public input period concluded on July 31, 2014. NYCDOT analyzed the over 10,000 comments submitted and shown here and included them in the City's Vision Zero borough safety action plans, released in February of 2015.

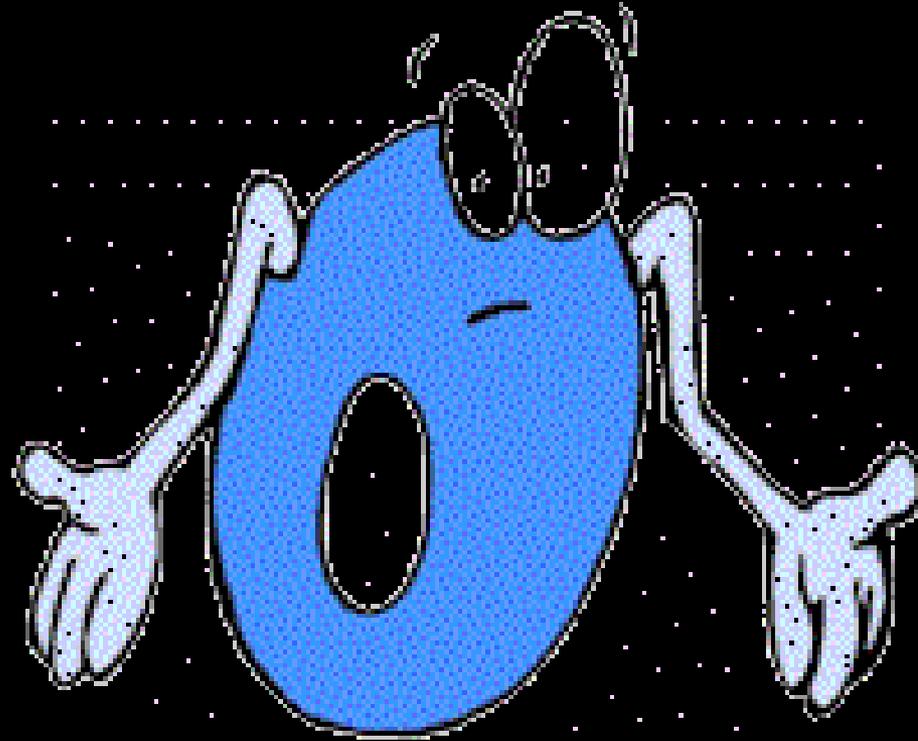
- Not enough time to cross
- Double parking
- Long wait to cross
- Red light running
- Jaywalking
- Poor visibility
- Speeding
- Long distance to cross
- Failure to yield to pedestrians
- Cyclist behavior

- Pedestrian crash corridors (top 10% of streets in each borough)
- Pedestrian fatality (2008-12)
- Major arterial roads

Successes



QUESTIONS?



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