

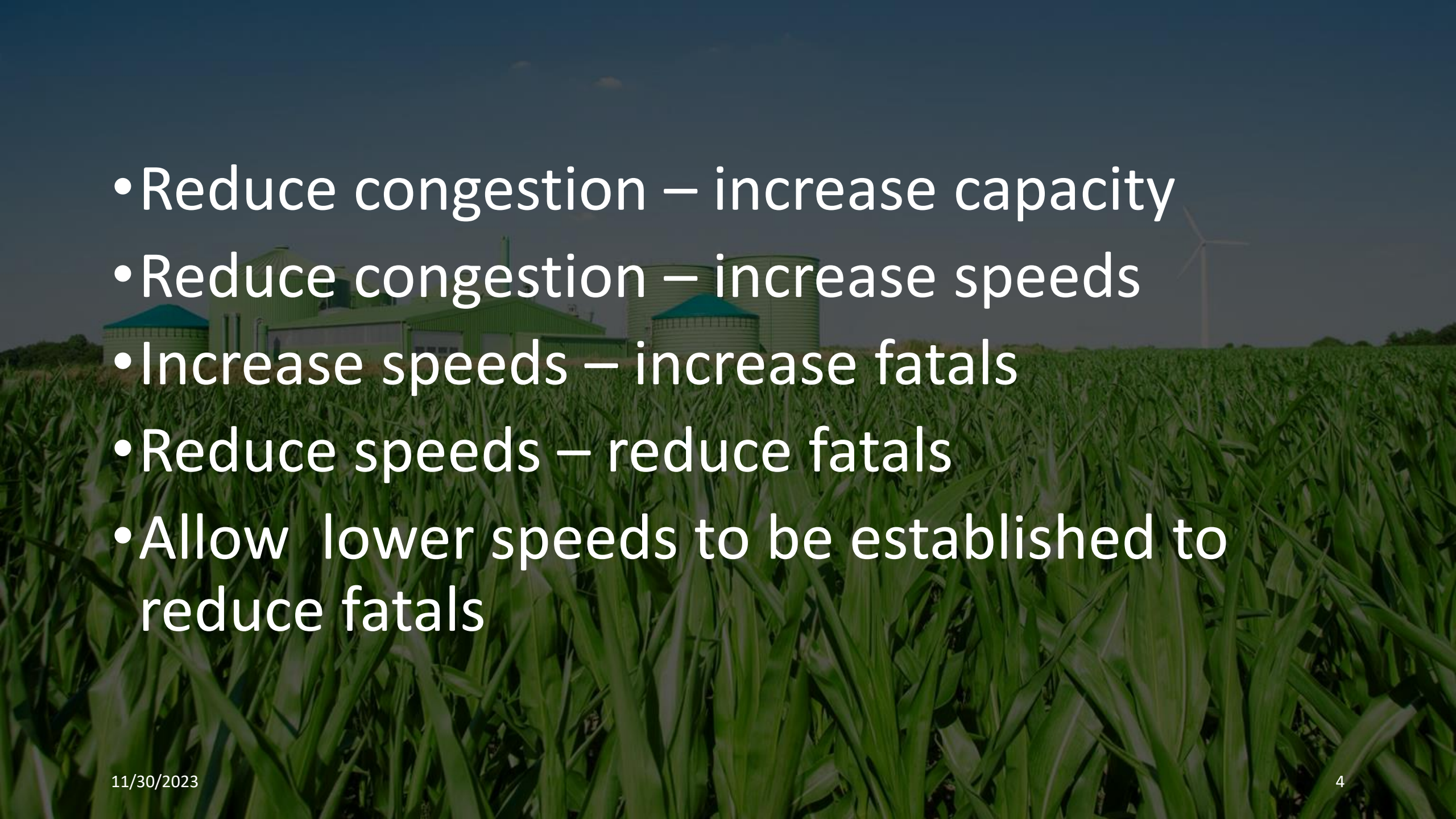


To Reach Vision Zero - Calm the Traffic!

REPEAT:
***Zero Fatalities and Zero
Excuses***

Fatal Crashes at Epidemic Rate - SS4A Solution

- 85% = formula for speed Limits
- SPEED = nearly always the cause of fatalities
- Road design allows for higher speed to reduce congestion

- 
- A photograph of a cornfield with farm buildings and a wind turbine in the background. The image is dimmed to serve as a background for the text.
- Reduce congestion – increase capacity
 - Reduce congestion – increase speeds
 - Increase speeds – increase fatalities
 - Reduce speeds – reduce fatalities
 - Allow lower speeds to be established to reduce fatalities

In Md. Historic
surge in
pedestrian deaths
between 2020
and 2021

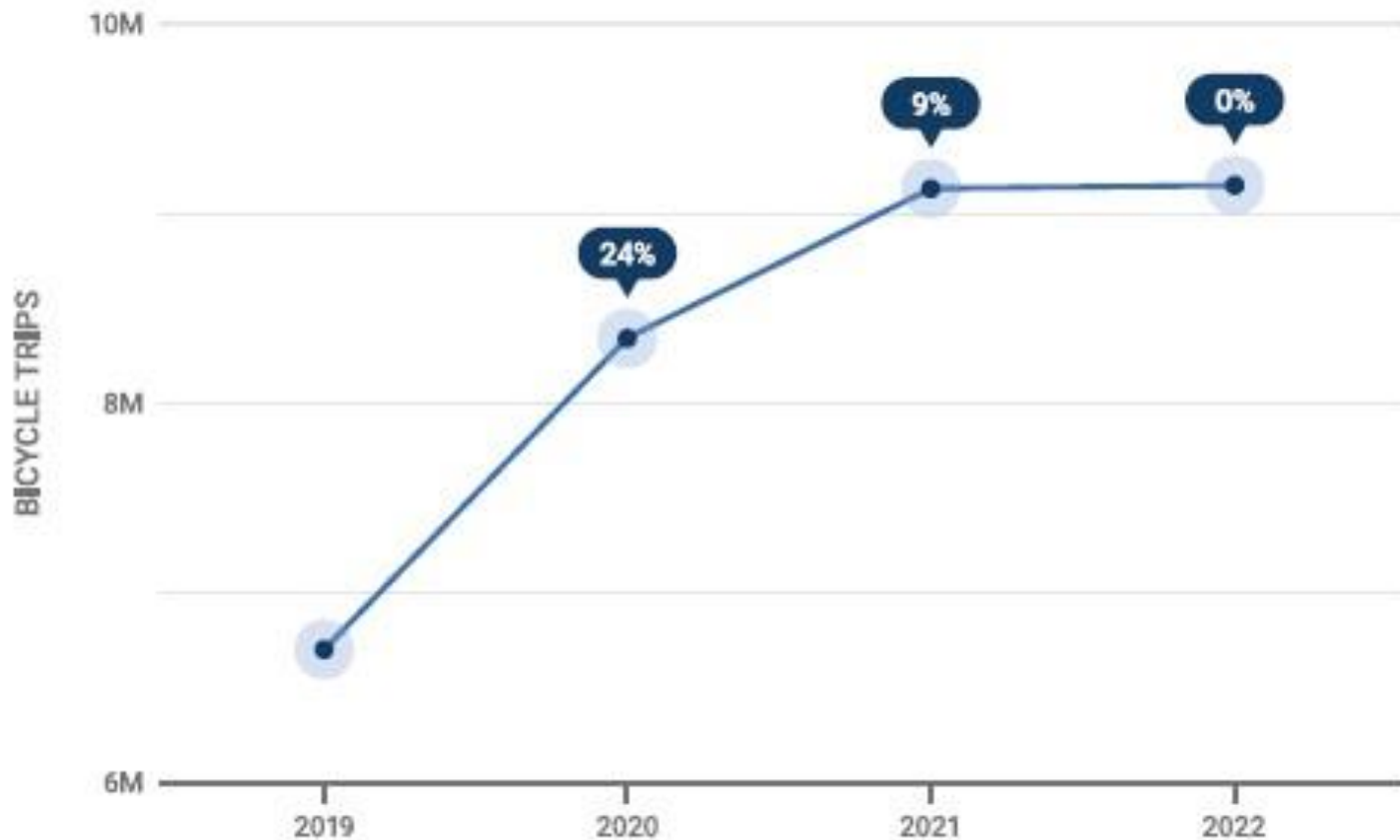
21% increase in fatality
rate for pedestrians

largest year over year
increase since 1975

yet VMT dropped
13.2% in 2020

IN 2022, U.S. BIKE ACTIVITY HOLDS STEADY AFTER BIG PANDEMIC JUMPS

Annual Average Daily U.S. Bicycle Trips, 2019-2022

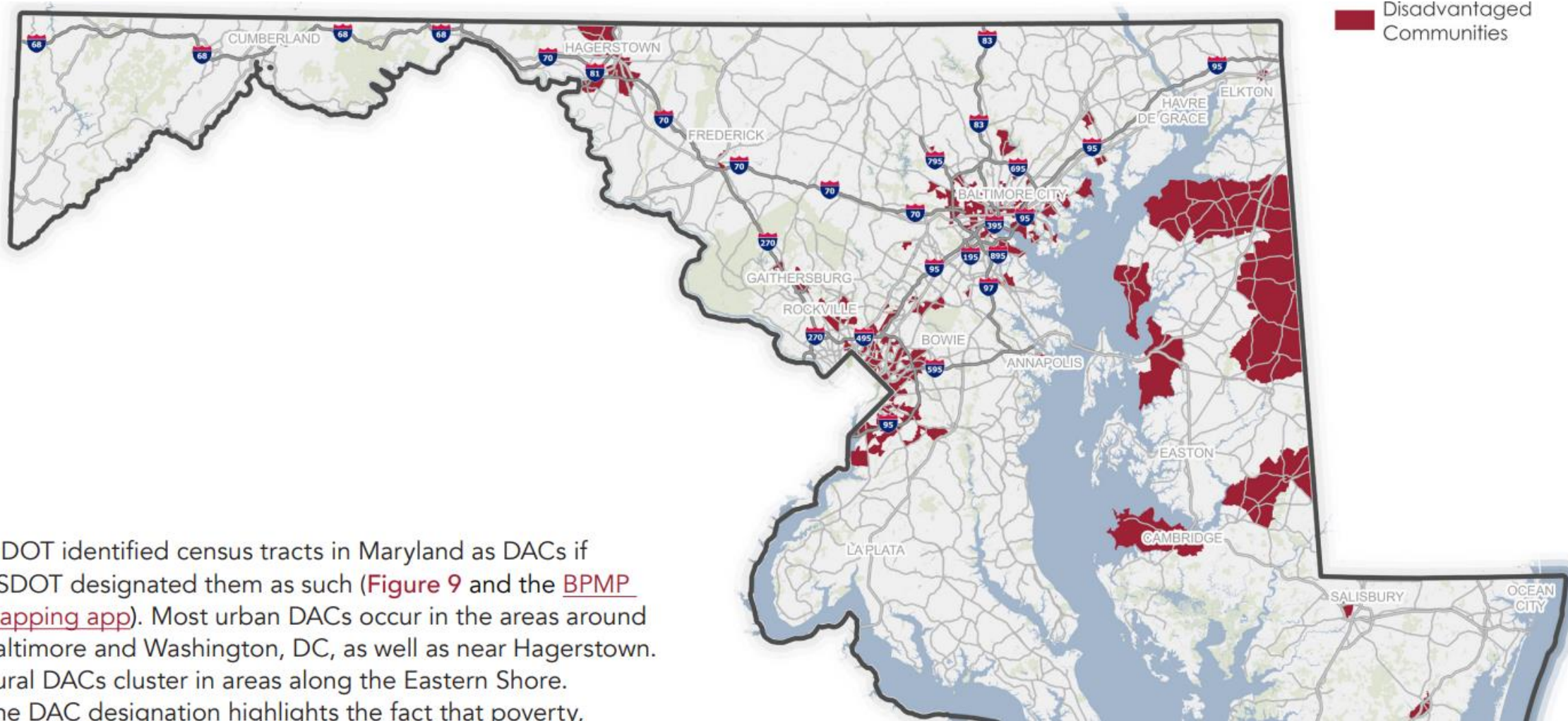


Analysis does not include Hawaii or Alaska.

Maryland Increased Bikeway
Annual Funding to \$3.8
Million in 2023

An aerial photograph of a dense city skyline, likely Chicago, with numerous skyscrapers and a large body of water (Lake Michigan) visible in the background under a cloudy sky. The text is overlaid in a bright yellow color.

Funding is for planning,
design and construction of
bicycle infrastructure,
including bike lanes and
shared use paths



MDOT identified census tracts in Maryland as DACs if USDOT designated them as such ([Figure 9](#) and the [BPMP mapping app](#)). Most urban DACs occur in the areas around Baltimore and Washington, DC, as well as near Hagerstown. Rural DACs cluster in areas along the Eastern Shore. The DAC designation highlights the fact that poverty,

A close-up photograph of a pair of hands, likely belonging to an elderly person, holding several coins. The hands are cupped together, and the coins are scattered in the palm. The background is dark and out of focus. Overlaid on the image is the text "Go Get the \$\$\$" in white and "Show me the money" in yellow, with a white underline under the second line.

Go Get the \$\$\$
"Show me the money"

An aerial night view of a city street intersection. The scene is illuminated by streetlights and building lights. A central intersection is visible with crosswalks and traffic. The text "Complete Streets, Speed Limits, Traffic Calming" is overlaid in the center in a large, yellow, italicized font. The surrounding area includes modern buildings, trees, and a mix of vehicles on the road.

Complete Streets, Speed Limits, Traffic Calming



Does this traffic Stuff
REALLY WORK ?
You Betcha !!

Dateline :
Philadelphia

.....

Serious Car
Crashes **DOWN**
34 % due to
Road Diets and
Traffic Calming !!



*Want to
reach Vision
Zero?
You need a
universal
Speed
Reduction !*

Vehicle Impact Speed vs. Pedestrian Injury

(initial impact only)

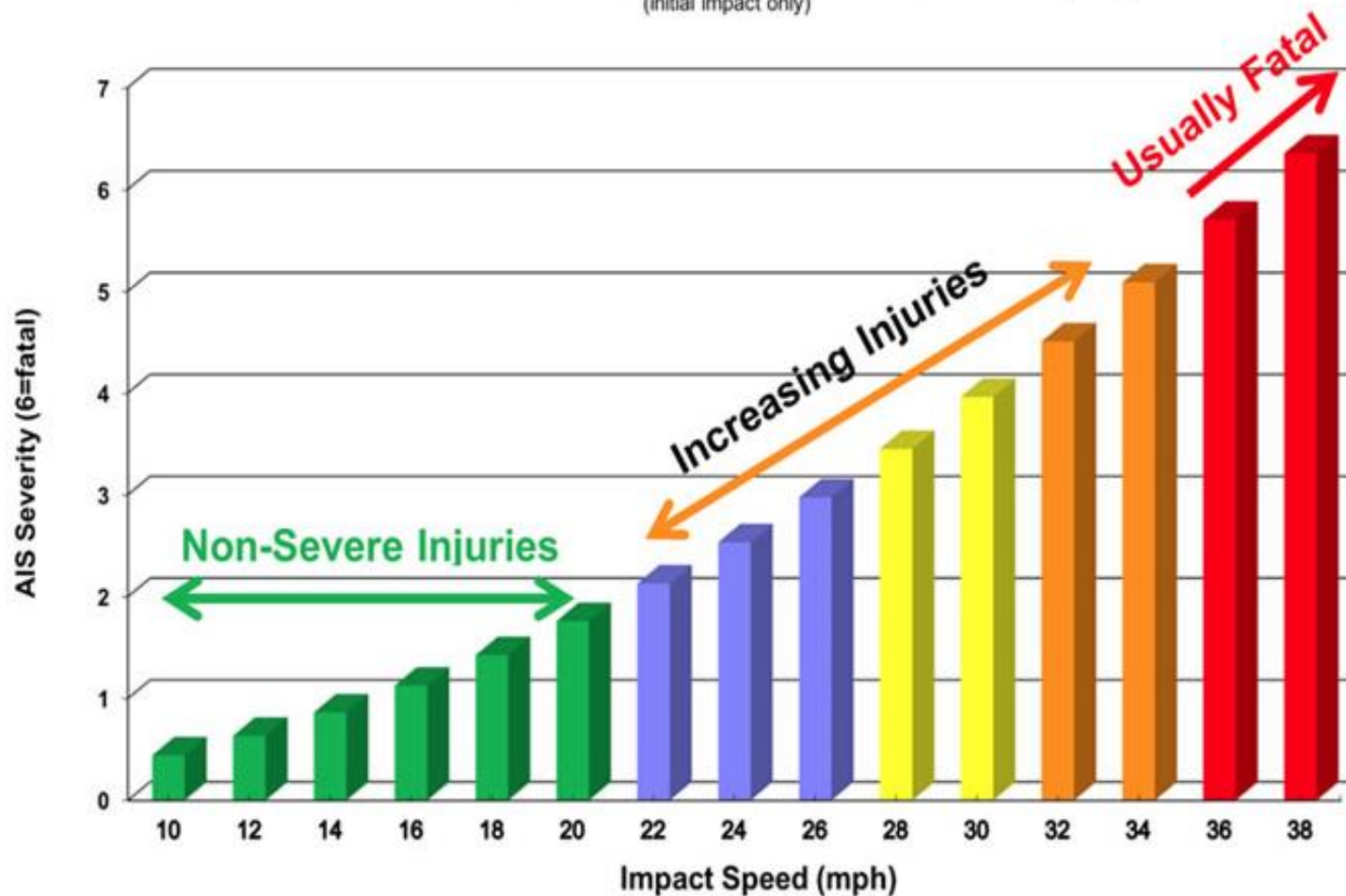


Figure 2.1. Speed/Pedestrian Injury Severity Correlation
(Source: C. E. "Rick" Chellman)



**Suggested
Improvements
to intersections
to improve
pedestrian
safety:**

1. Install Pedestrian counting devices – temporary or permanent.
2. Make adjustments to pedestrian crossing timing.

3. Install IN ROAD LED for crosswalks.
4. Install dynamic sensing devices - extend CROSSING TIME without the indicators “timing out.”
5. Install high quality mid-block crossings.



CROSSWALK
STOP
ON RED



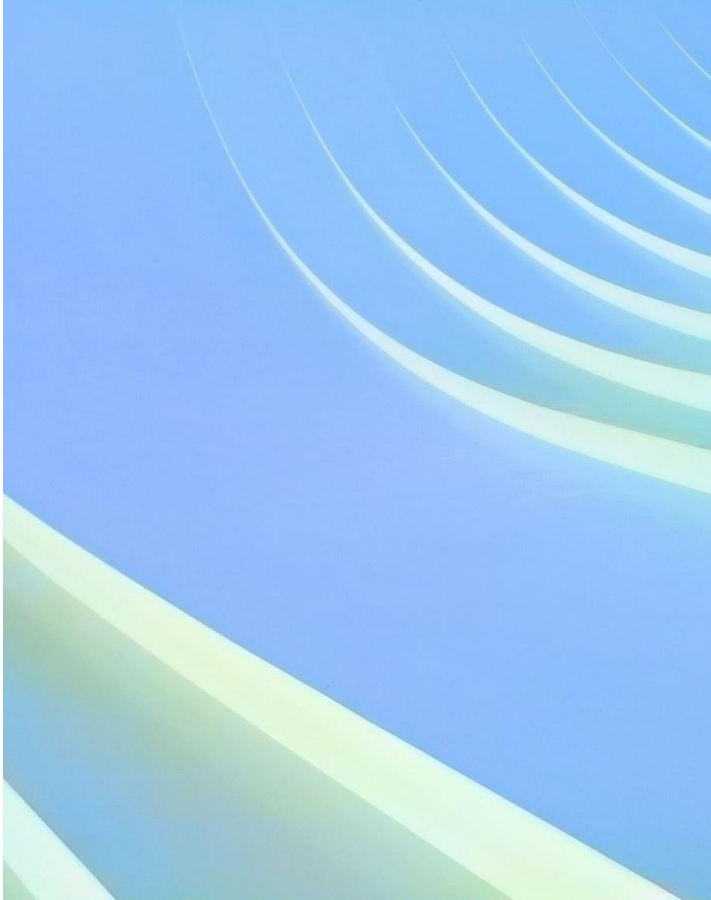
Small white rectangular sign with illegible text at the base of the pole.







Pedestrian Fatality Location:



74% NOT at an
intersection

17% at an
intersection

11/30/2023

Most pedestrian fatalities occur in fall and winter months possibly due to the time change and fewer daylight hours.

17% of all pedestrians
killed in traffic crashes
less than **14 years** of
age.



Sample successes

- Road Diets – **18 %** fewer injury crashes
- Road Diets – **25 %** decline in speeding
- Separated bike lanes – **17%** fewer injury crashes
- Slow Zones – Crashes down **75 %**

An aerial night view of a busy city intersection. The scene is illuminated by streetlights and building lights, creating a vibrant urban atmosphere. Multiple lanes of traffic are visible, with cars and trucks moving through the intersection. Pedestrian crossings with white zebra stripes are clearly marked. Tall buildings with lit windows surround the intersection, and some street signs are visible. The overall composition is a top-down perspective of a complex urban environment.

Find your High Injury network of Roads and intersections



Install
temporary
hump maybe?

TABLE 2-1. VOLUME IMPACTS OF COMMON TRAFFIC CALMING MEASURES

MEASURE	AVERAGE % REDUCTION IN TRAFFIC VOLUME
Speed Humps	20
Speed Tables	12
Traffic Circles	5
Narrowing	10
Closures	44
Diagonal Closures	42
Diagonal Diverters	35

20% lower speeds

Source: R. Ewing, *Traffic Calming: State of the Practice* (Washington, DC: Institute of Transportation Engineers/ Federal Highway Administration, 1999).



**Bump outs
DO work**

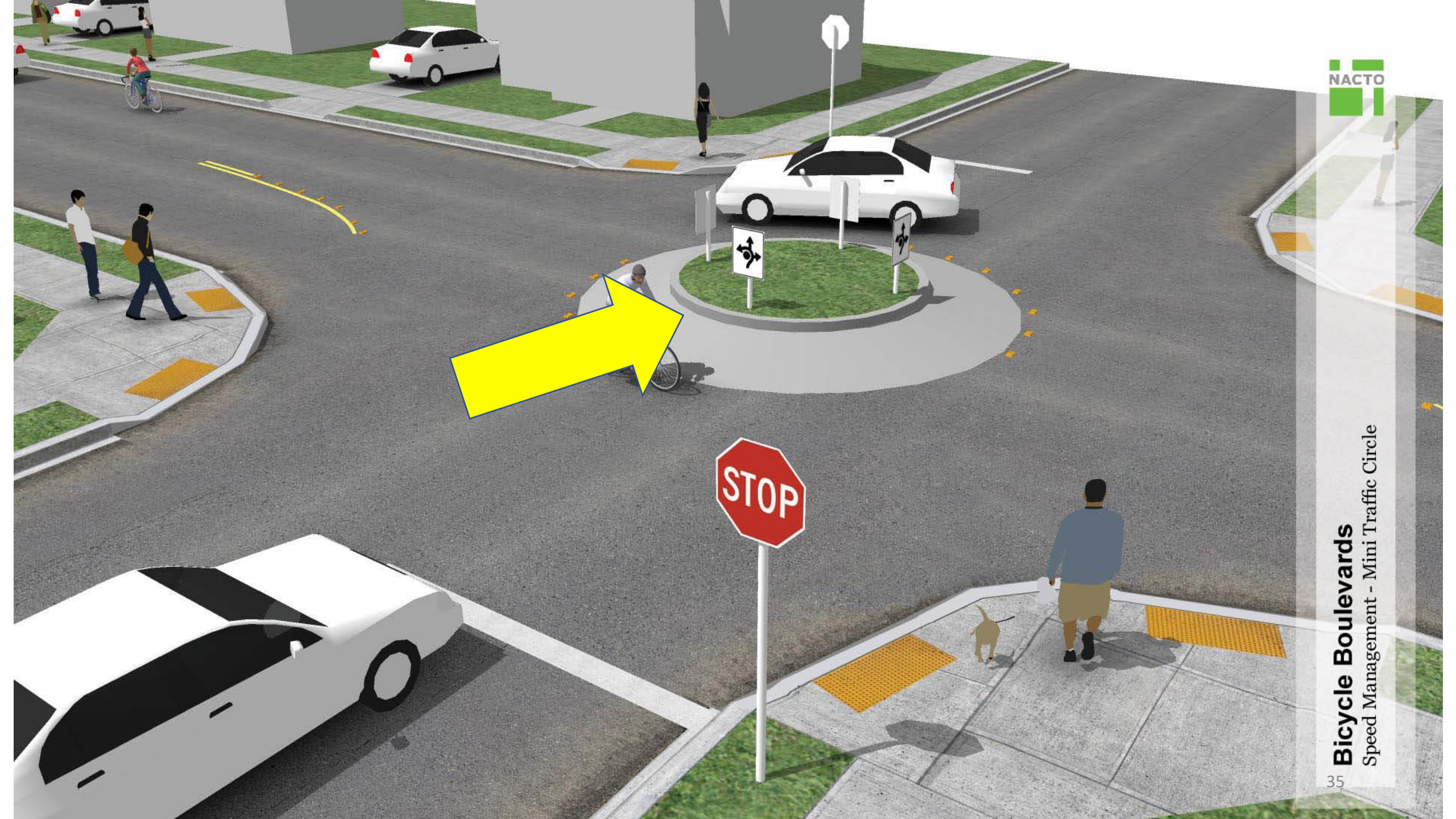






**Best type
of device
to help
with
Calming!**







A photograph of a busy city street at night, filled with cars and blurred lights, creating a bokeh effect. The scene is dark, with various colored lights (red, yellow, white) from vehicles and streetlights. In the foreground, a woman with blonde hair, wearing a dark coat and carrying a bag, is walking across the street. A white taxi is prominent in the lower right, with its license plate '5832 TX' and a taxi sign on top displaying '5832'.

Do we really **NEED** all the lanes?



Jeff Speck Design #1: The 3-to-2 Road Diet



WHERE do we
start ??

Urban



Street



Design



Guide

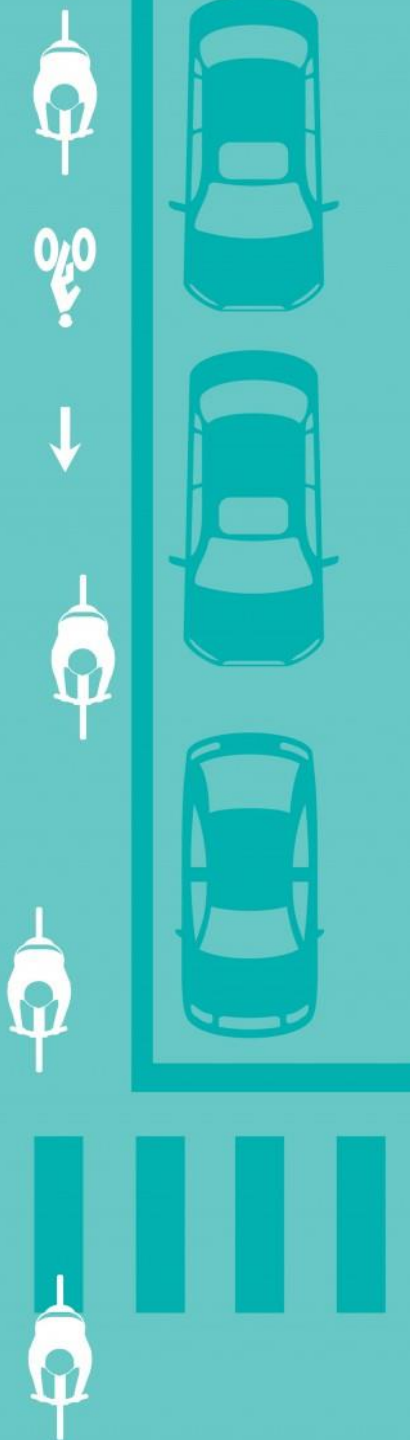


National Association of City Transportation Officials

Urban Bikeway Design Guide

National Association of
City Transportation Officials

Second Edition





Jeff Speck Design #2: The 4-to-3 Road Diet

A Successful Complete
Streets Policy requires
a *VISION*

A low-angle shot of graduates at a commencement ceremony. The graduates are silhouetted against a clear, light blue sky. They are holding up their black graduation caps and white diplomas in a celebratory gesture. The text "Needs to be ADOPTED by agencies" is overlaid in the center in a bright yellow font.

Needs to be ADOPTED by agencies



How to fund Calming?

A group of business professionals in an office setting. In the foreground, a person's hands are pointing at a tablet displaying a document with charts and text. Other people are visible in the background, some holding coffee cups and looking at the tablet. The scene is brightly lit, likely from a window.

Discussion of SS4A

Safe Streets and Roads for All (SS4A)

- The Bipartisan Infrastructure Law established the new SS4A discretionary program
- \$5 billion in appropriated funds over 5 years (2022-2026)
- Funds regional, local, and Tribal initiatives to prevent roadway deaths and injuries

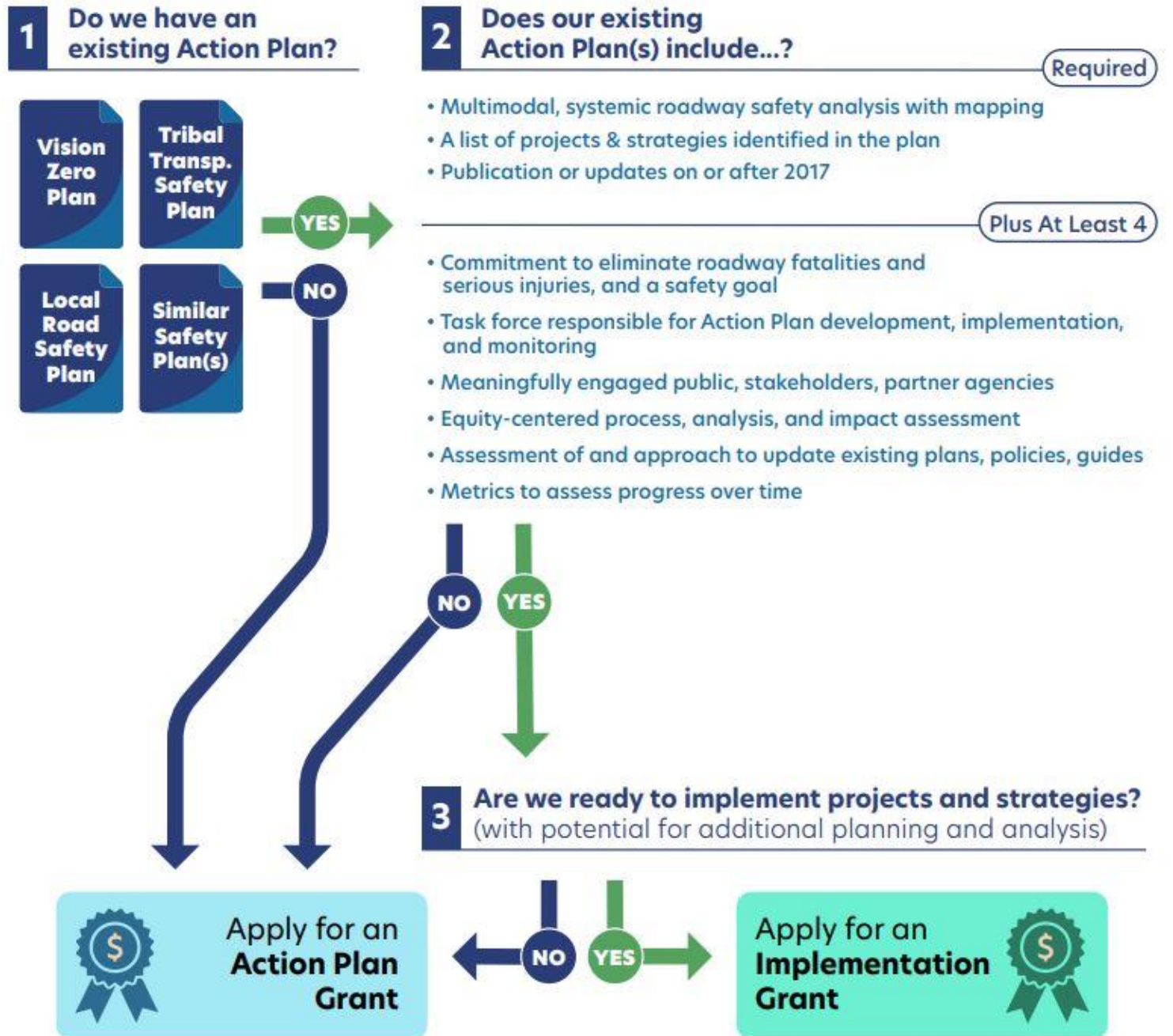
Who is Eligible to Apply?

- Metropolitan planning organizations
- Counties, cities, towns, and other special districts that are subdivisions of a State
- Federally recognized Tribal governments
- Partnerships comprised of the entities above

SS4A Overview: Funding

Grant Type	Political subdivision of a State	Federally recognized Tribal Government	MPO or joint application	Cost share/match
Expected Action Plan Grant Size*	\$200,000 - \$1M	\$200,000 - \$1M	\$200,000 - \$5M	<ul style="list-style-type: none"> • 80% Federal 20% local match • In-kind contributions allowed • Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year • <i>Tribal applications are not counted toward the State cap</i> • <i>No set-aside for rural areas or other grantee categories</i>
Expected Implementation Grant Size*	\$5M - \$30M	\$3M - \$30M <i>(also applies to rural applicants)</i>	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>	

Which Grant is right for you Community?



This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

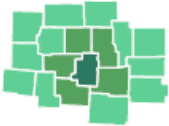
Step 1



Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out "How to Apply" webinars and other [resources](#).
- Learn more about the Safe System Approach, and comprehensive safety action planning.

Step 2



Decide who will apply

- Confirm that you are [eligible to apply](#).
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

Step 3



Start the process with SAM.gov

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

Step 4



Choose your planning approach

- Will you develop a new plan or complete an existing plan(s)?
- Do you have a plan, but want to pursue supplemental planning activities, including advanced research and analysis?
- See the [SS4A Decision Flow Chart](#) for more guidance.

11/30/2023

Step 5



Identify funding match source

- Required local share of at least 20 percent.
- All matching funds must be from non-Federal sources and may include cash or in-kind, e.g., staff labor on project.
- Details on cost-sharing and match can be found in [2 CFR §200.306](#)

Step 6



Prepare application

- Complete [SF forms](#) (424, 424A, 424B, LLL).
- Prepare responses to selection criteria and develop a map.
- Use the [Action Plan Application Template](#) (optional).
- Complete [Self-Certification Eligibility Worksheet](#).

Step 7



Submit application in Grants.gov

- Review application submittal guidance in [Grants.gov](#).
- Apply to the correct package ID [PKG00274330](#).
- Allot time to troubleshoot technical issues and submit by deadline.
- Contact support@grants.gov or 800-518-4726 for assistance.

Step 8



Receive award notification

- Successful applicants will receive notification through Grants.gov via the lead applicants' contact email.
- Officially accept the award and grant agreement terms.

Grant
Awardees
Only

Grant Application “Boot Camps”



FREE courses
operated by the
National League
of Cities

Participating cities
have won \$428
million since
summer 2022



Help small cities
apply directly for
federal \$\$\$

Boot Camps

- Open to cities with population of 150,000 or less
- Three- to four-month courses
- All on separate topics tied to specific grant opportunities
- Timed to correspond with deadlines for opportunities
- Have I mentioned...they are **F R E E?!**

Vision Zero Action Plan






Create and embrace
“a culture”
so the goal
can be
reached

Municipalities from
around the world are
finding success with
Vision Zero processes

New York City Example

Since 2014 traffic fatalities
declined **28%** overall -
pedestrian fatalities
declined **45%**



A group of business professionals in a meeting. A woman in the center is holding a smartphone and looking at it. To her left, a man in a suit is holding a coffee cup. In the foreground, a hand is pointing at a tablet displaying a document with charts and text. Another hand is holding a coffee cup on the right. The background is a bright, out-of-focus office space.

I will leave you
with a couple of
thoughts...

The happiest people don't necessarily have the **BEST** of everything, they just **MAKE** the best of everything they have...



Life isn't about how to SURVIVE the storm but how to DANCE in the rain.

Use this presentation as
“walk around knowledge” it
will likely serve you well



The Traffic Group, Inc.

www.trafficgroup.com

Wes Guckert, PTP

wguckert@trafficgroup.com

P: 410-931-6600

C: 410-440-9227