

An aerial photograph of Baltimore, Maryland, showing the city skyline, the harbor, and waterfront buildings. The text "Baltimore City Crashes: State of the City and Project Evaluations" is overlaid in the center. The background shows a mix of modern skyscrapers and older buildings, with a large body of water in the foreground containing many boats and a large white ferry. The sky is blue with some light clouds.

# **Baltimore City Crashes: State of the City and Project Evaluations**

# Agenda

- Overview of Toward Zero
- Overview of City crash trends
- Project Evaluation
  - I-83 Speed Cameras
  - Complete Streets projects



# Towards Zero

- Towards Zero goal – eliminate all traffic fatalities and serious injuries from City roads
- BCDOT adopted this goal in 2018 and reaffirmed it in the 2022 Strategic Highway Safety Plan
- How do we get there?
  - Identifying where the problems are and fixing them with infrastructure
  - Centering people who are not protected by cars (pedestrians, bicyclists, scooters, wheelchair users)



# MDSP Crash Data 2019-2023

## Maryland Crash Data Download 2019-2023 data



Learn to use the tool

Crash Date Begin

1/1/2023

County of Crash

(All)

Crash Date End

12/31/2023

Type of Report

(All)

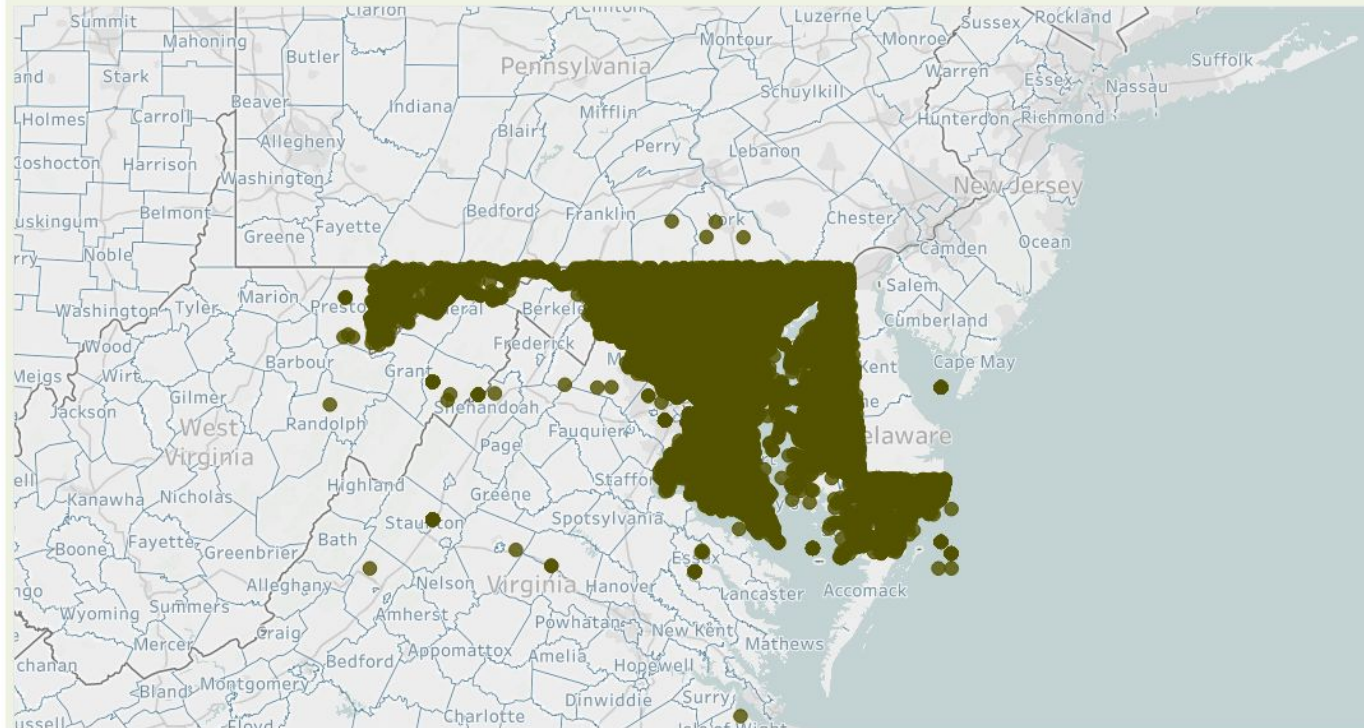
Number of Crash Reports

Data Updated: 7/13/2024 11:03:39 PM

Agency who Submitted Report

(All)

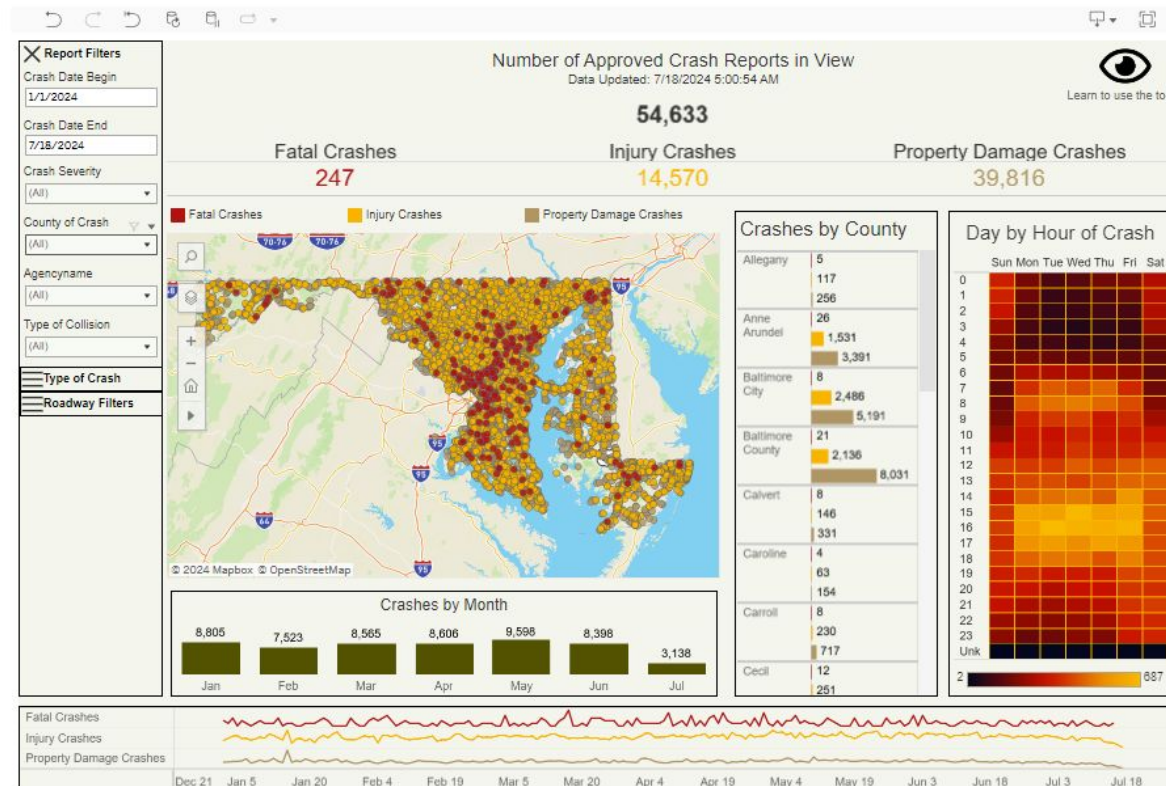
**110,296**



# MDSP Crash Data 2024-

## Maryland Crash Data 2024-Present

Crash data collection was updated on January 1, 2024. This dashboard enables users to explore crash data from 2024 through the present. Users can also download the raw data to perform additional analysis. A video is included with a walkthrough.



Available data to download is compiled from police crash reports approved and submitted to the Maryland Department of State Police (MDSP) through the Automated Crash Reporting System (ACRS) and is subject to change.

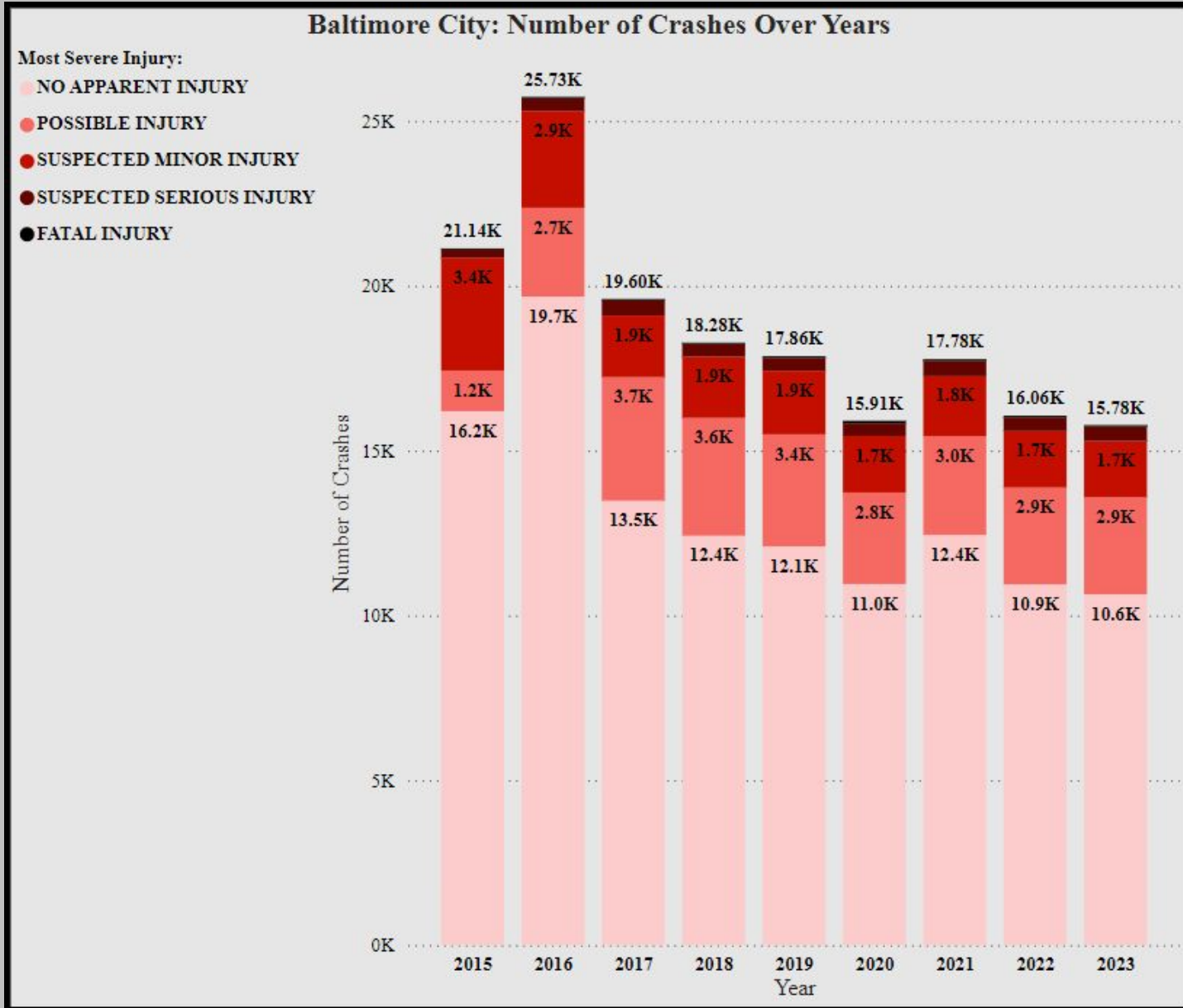
Crash locations reflect the approximate locations of the incident based on longitudinal and latitudinal information provided by the officer through ACRS. Roadway data is provided within the report data.

MDSP makes no representations or warranties expressed or implied regarding the reuse of the data provided herewith regardless of its format or the means of its transmission. There is no guarantee or representation to the user as to the accuracy, currency, suitability, or reliability of this data for any purpose. The user accepts the data "as is." Data is updated daily.



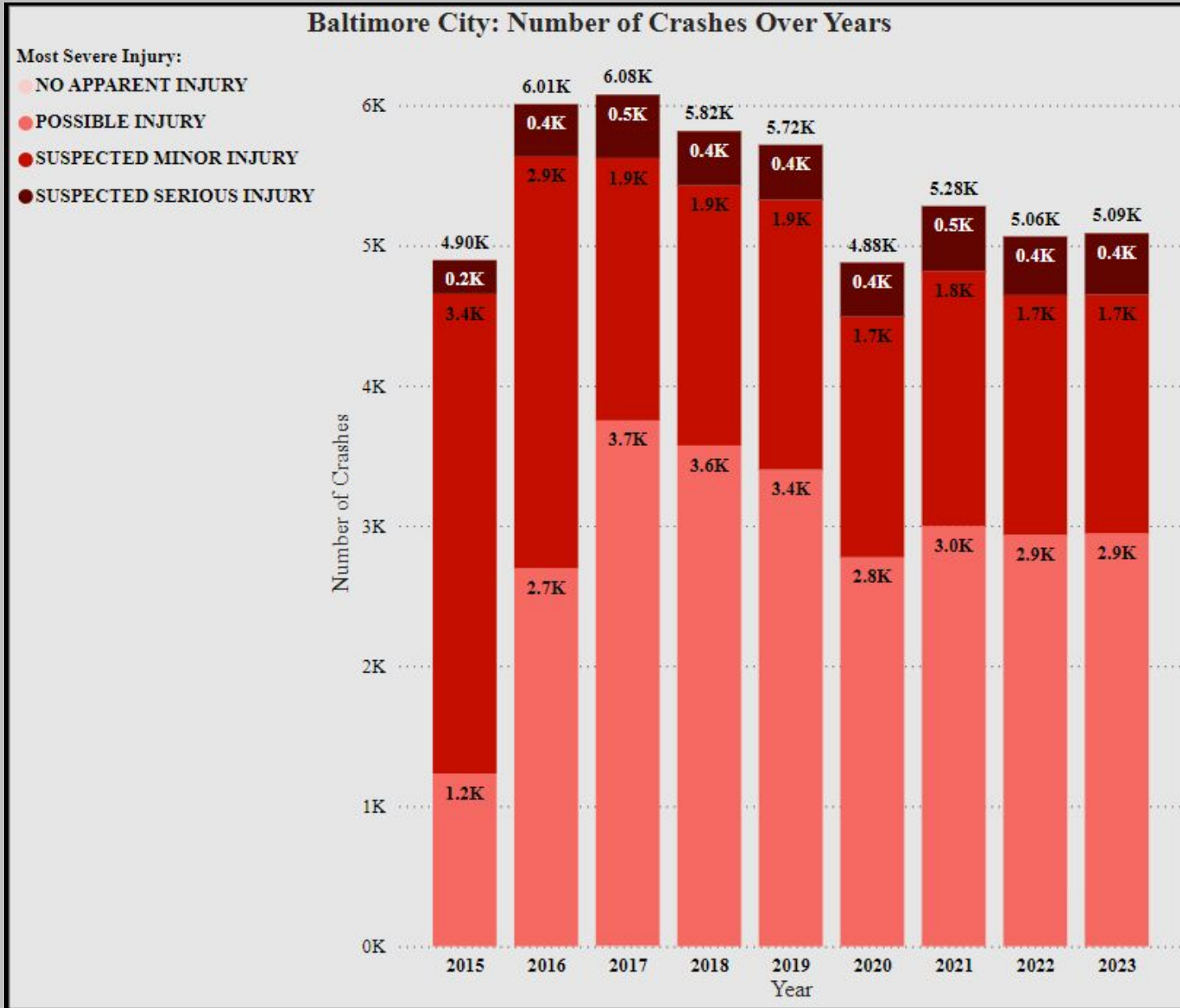


# All Baltimore City Crashes



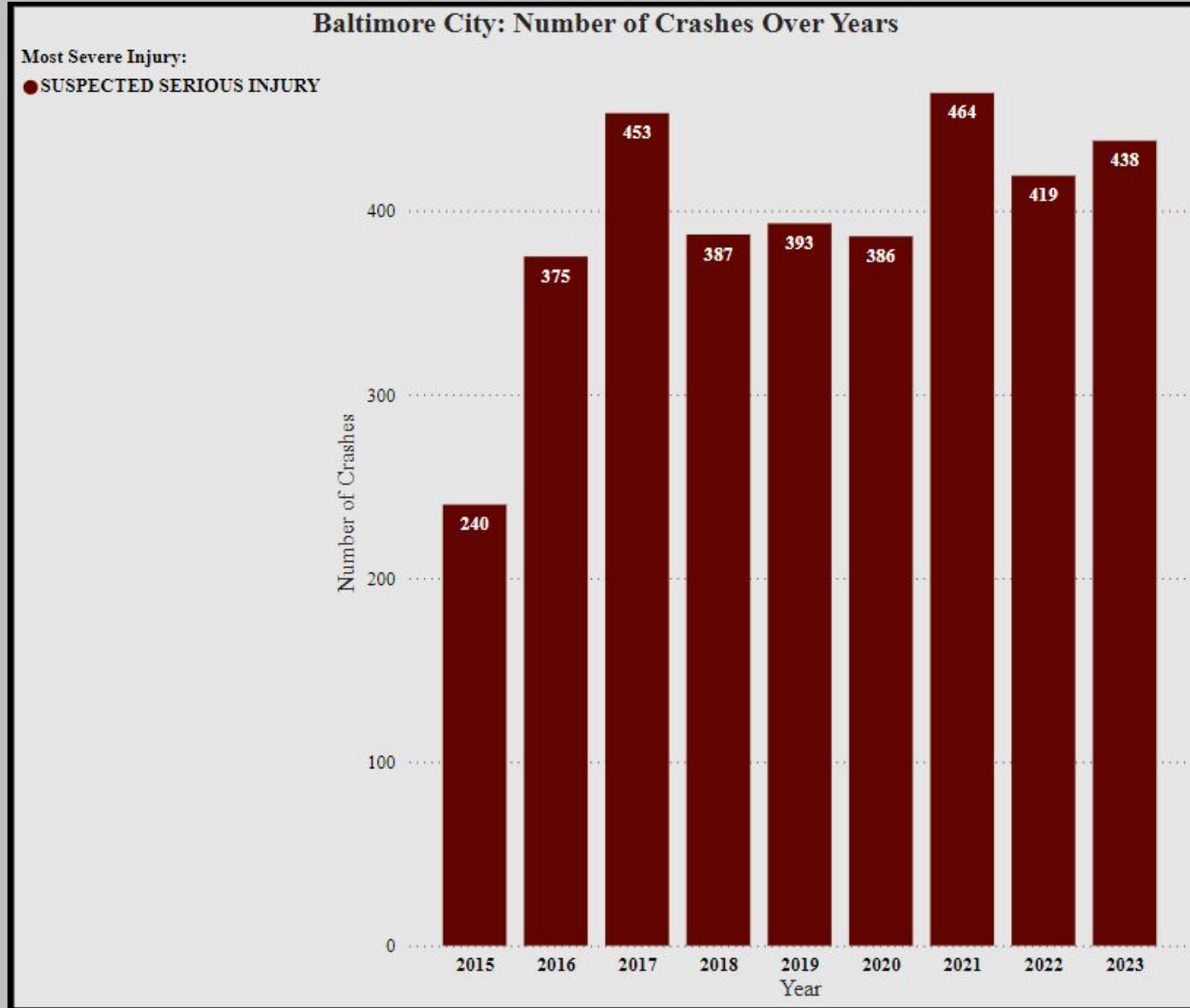
- Seeing an overall decline, but not as fast as we'd like to see
- 2023 data subject to change

# All Baltimore City Injury Crashes



- Slight downward trend in all injuries, serious injuries stagnant at around 400

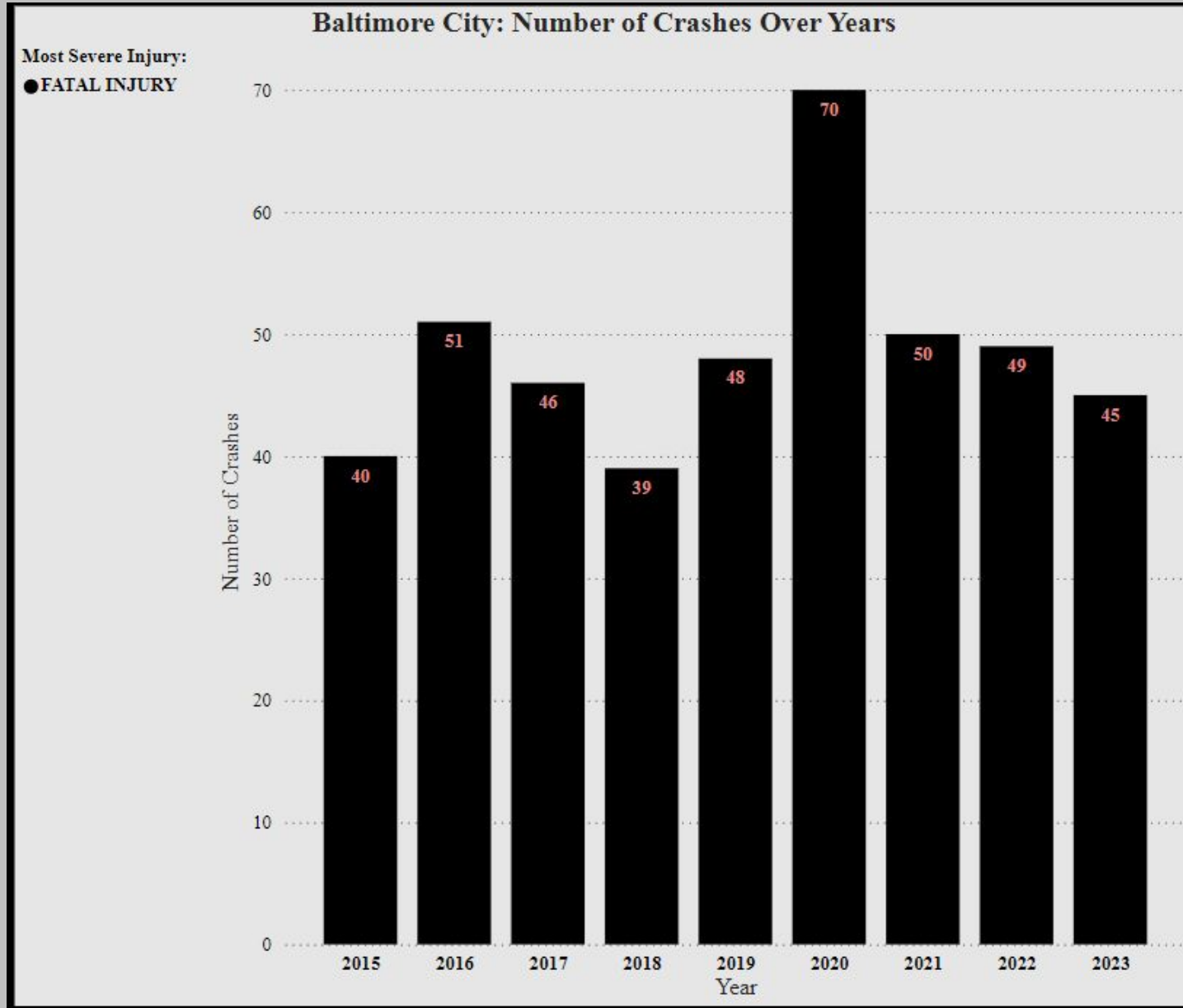
# All Baltimore City Serious Injury Crashes



- Slight downward trend in all injuries, serious injuries stagnant at around 400

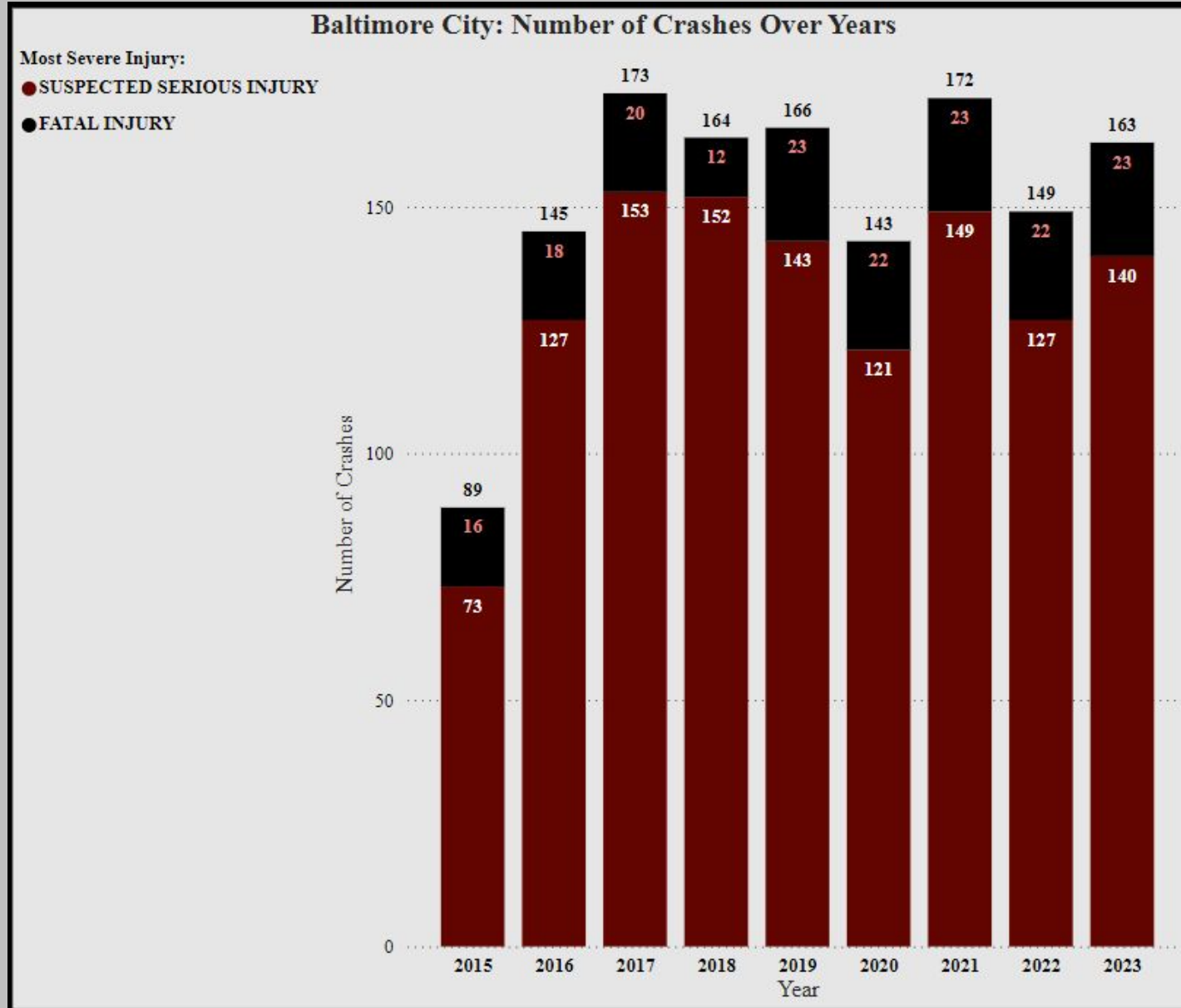


# All Baltimore City Fatal Crashes



- Fatalities spiked in 2020 that can be attributed to driving behavior during the pandemic

# Serious & Fatal City Non-Motorist Crashes



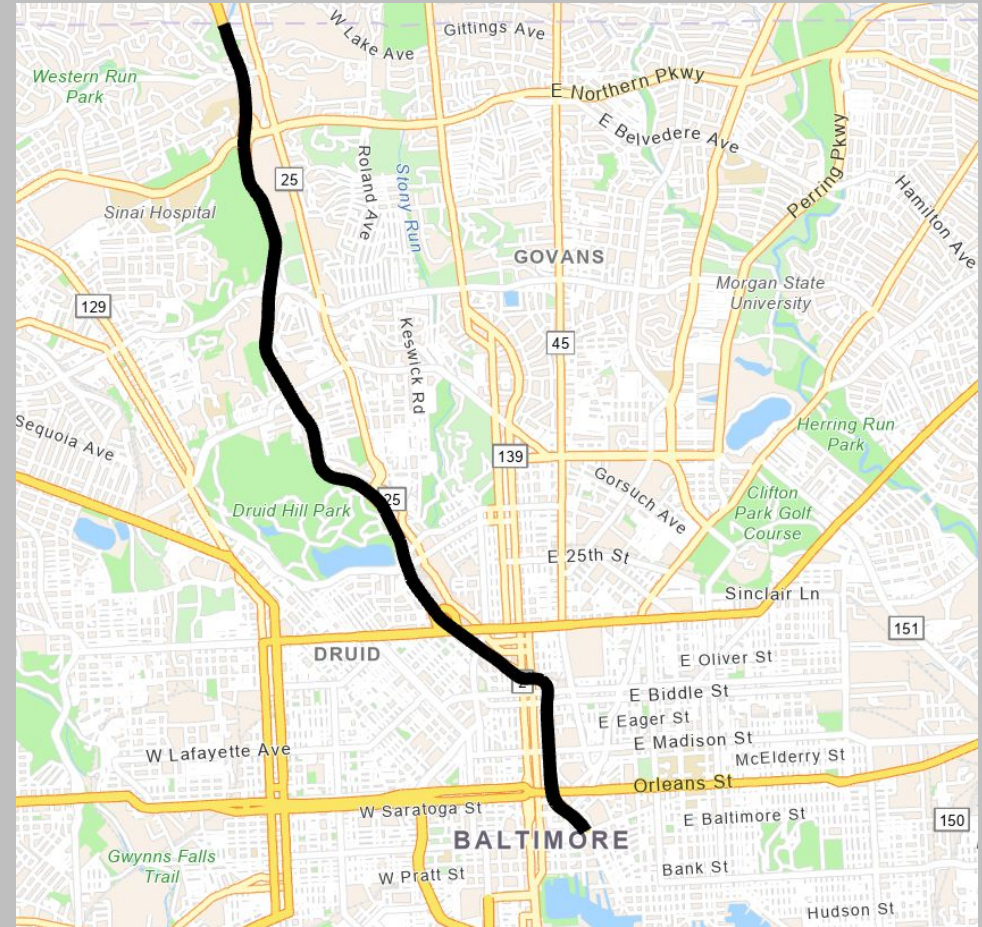
- A disproportionate number of serious injuries and fatalities involve person non-motorists
- 2022:
  - $22/49 = 44.90\%$  fatal crashes
  - $127/419 = 30.31\%$  serious injury crashes

# Project Evaluation

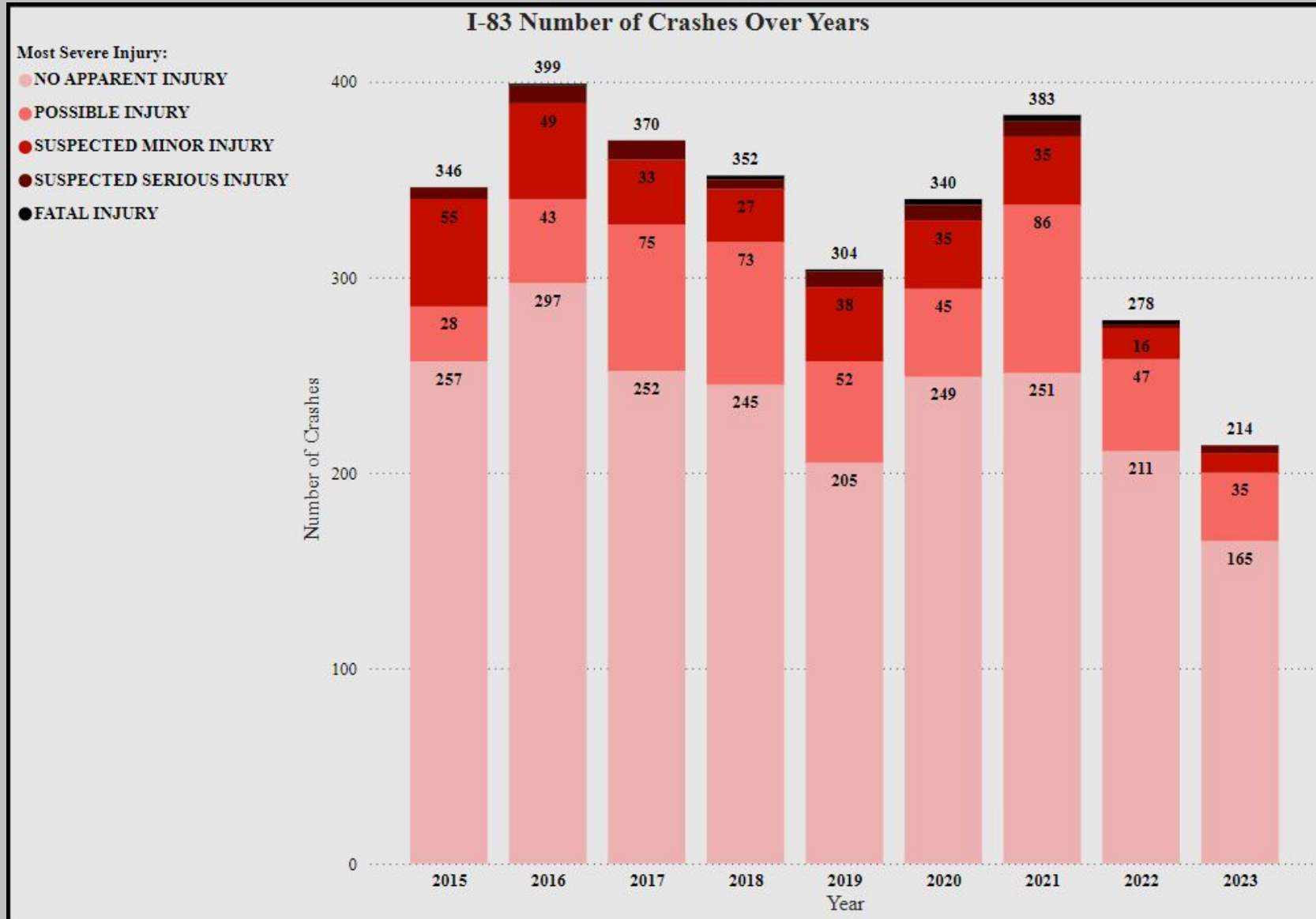


# I-83/JFX Crashes

- The highway was built along the tight turns of the Jones Falls River, so can be very risky to motorists at high speeds
- Speeds as high as **173 MPH** have been recorded
- 2 speed cameras were implemented NB & SB I-83 at W. 41st St in April 2022

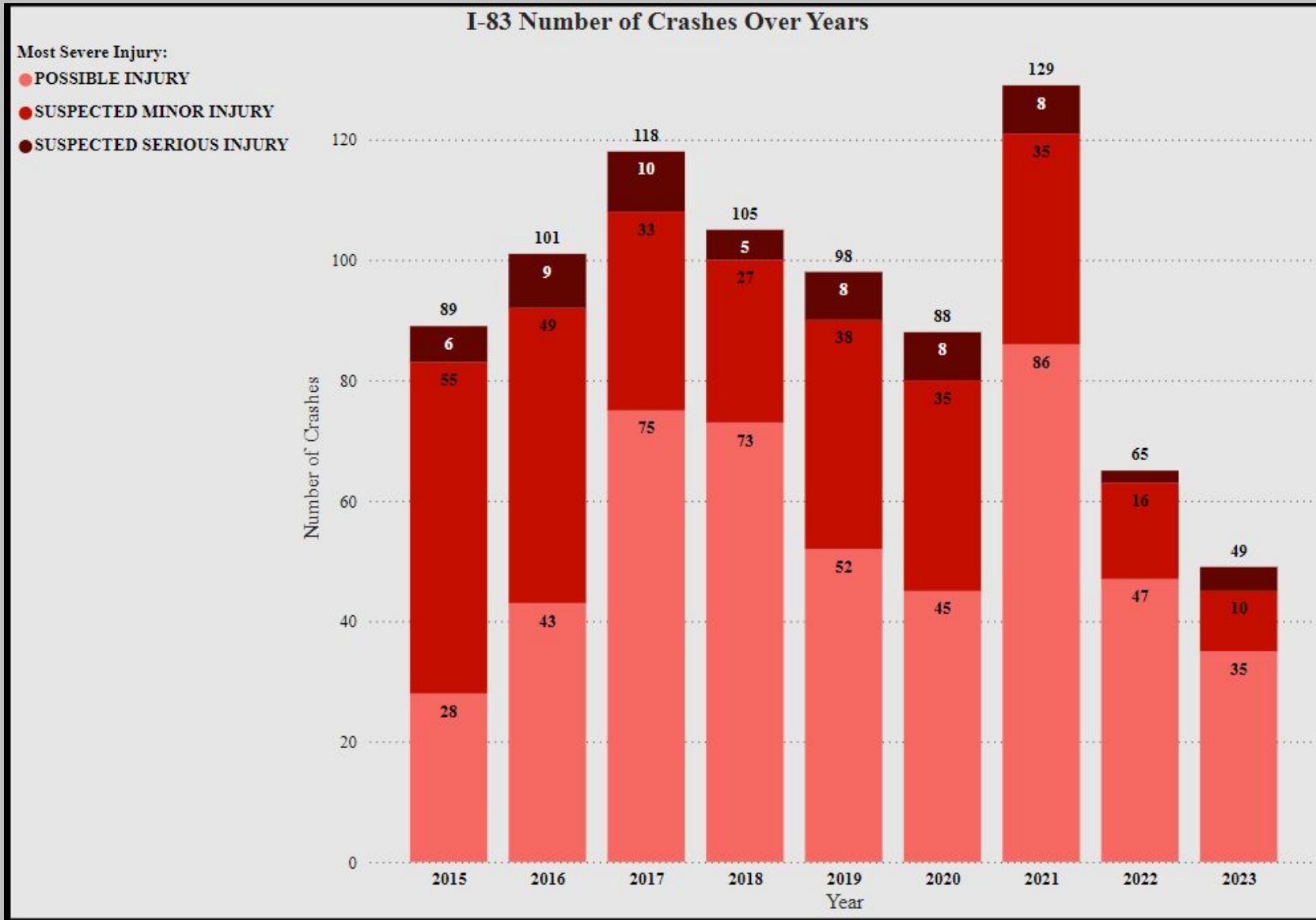


# All I-83 Crashes



- Significant decrease in crashes since 2021

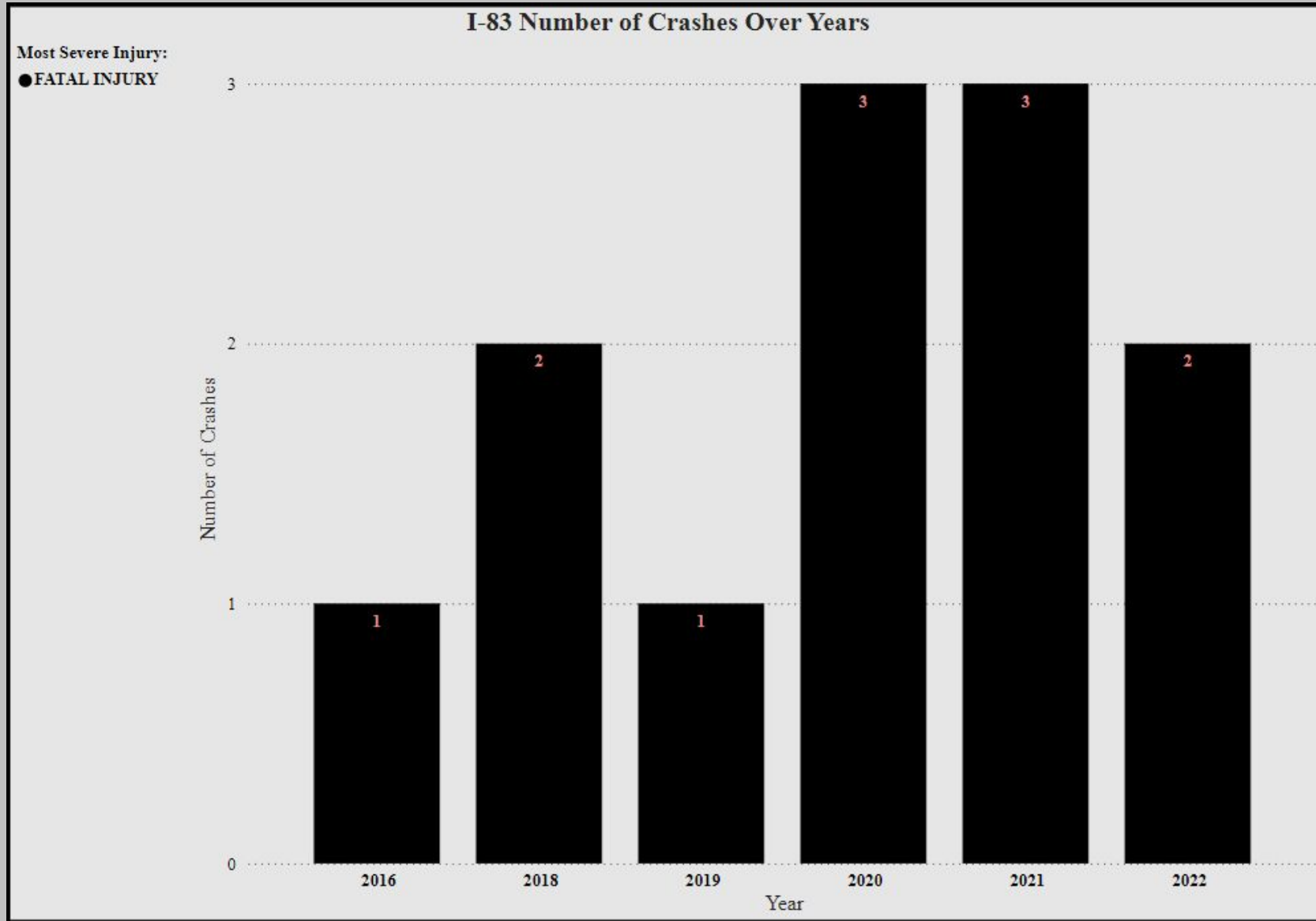
# All I-83 Injury Crashes



- 2021 saw a significant spike in injury crashes, though severe injury crashes and fatalities remained stable

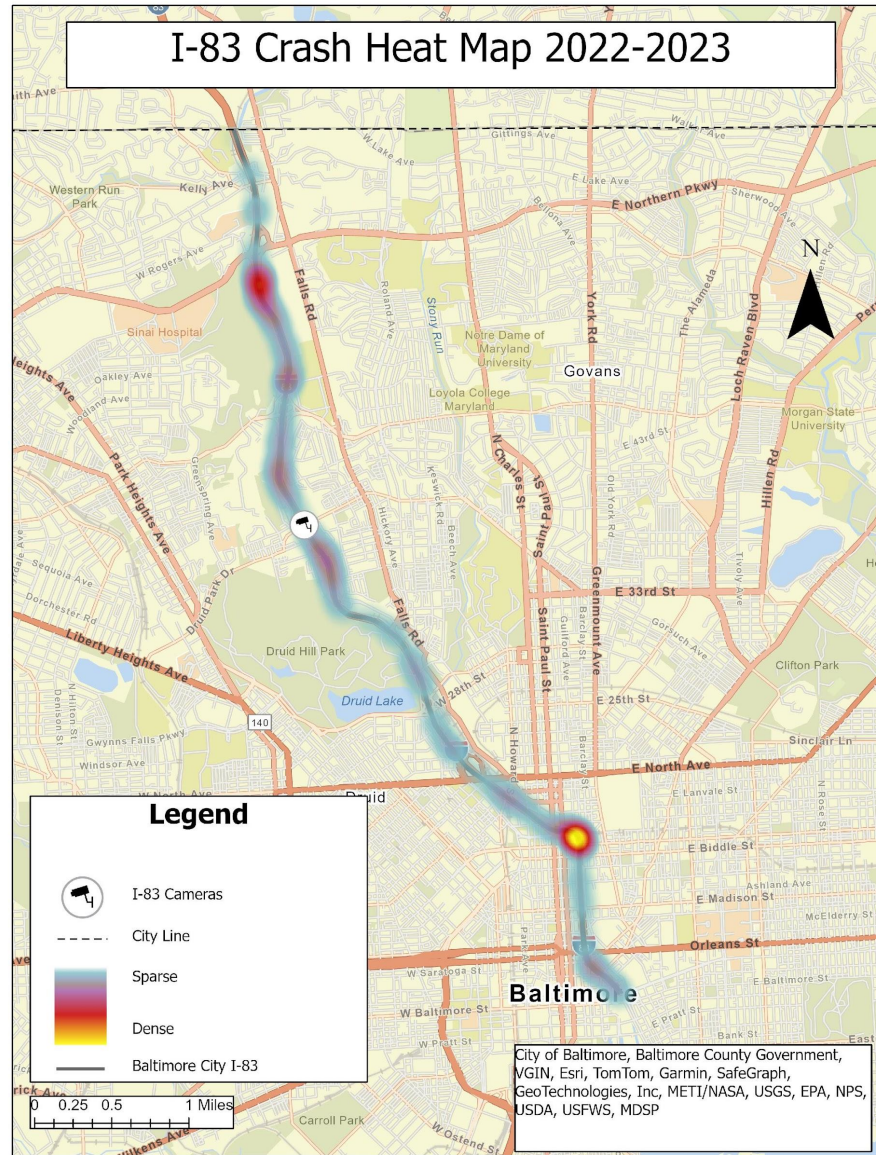
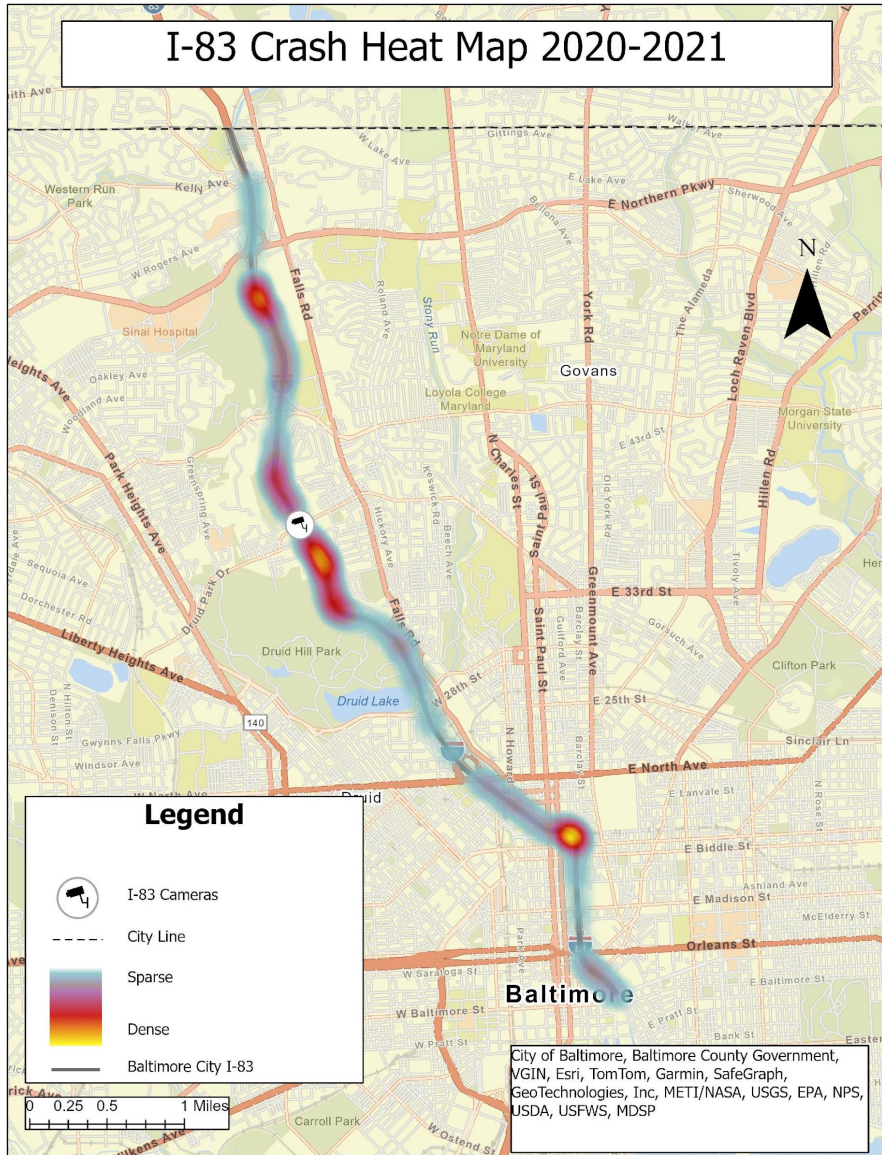


# All I-83 Fatal Crashes



- No recorded I-83 fatal crashes in 2023

# I-83 Before & After



- Significant decrease in crashes around camera "Pepsi" curve
- Other curves did not see a significant decrease in crashes



# Baltimore's Modal Hierarchy



## Complete Streets Projects



# Crashes Before & After Installation

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	***

Installation Year(s)

This analysis does not include all Complete Streets projects in Baltimore.

\* Crash reduction was calculated by including equal number of years in the before period as the after period.

\*\* There is limited before data for Maryland Ave.

\*\*\* Post-project analysis is unavailable due to recent project completion in 2022 or 2023.



# Monument/Centre (2019)



**Before**

2 Vehicle Travel Lanes & Street Parking

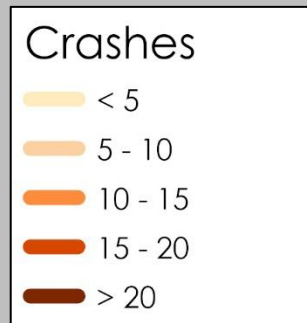
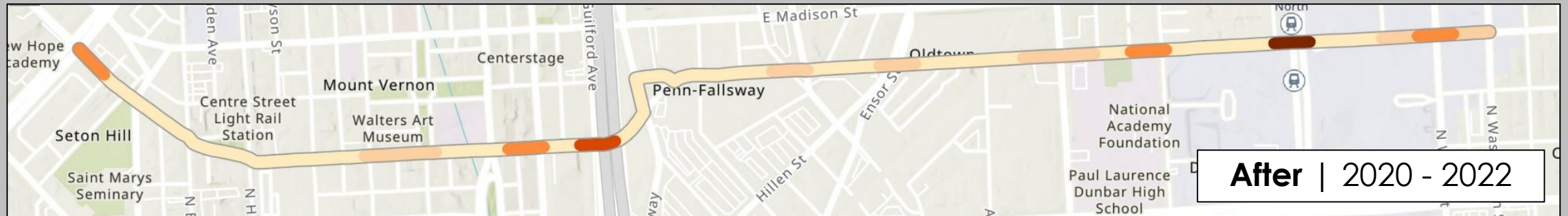
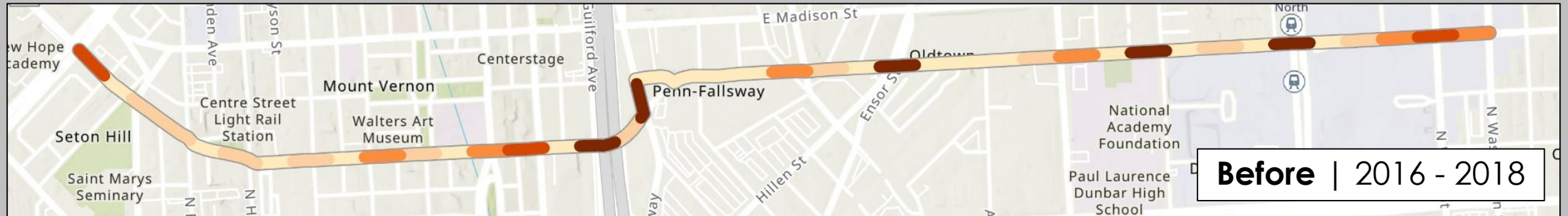


**After**

2 Vehicle Travel Lanes with Flex-Post Protected Two-Way Cycle Track

# Monument/Centre (2019)

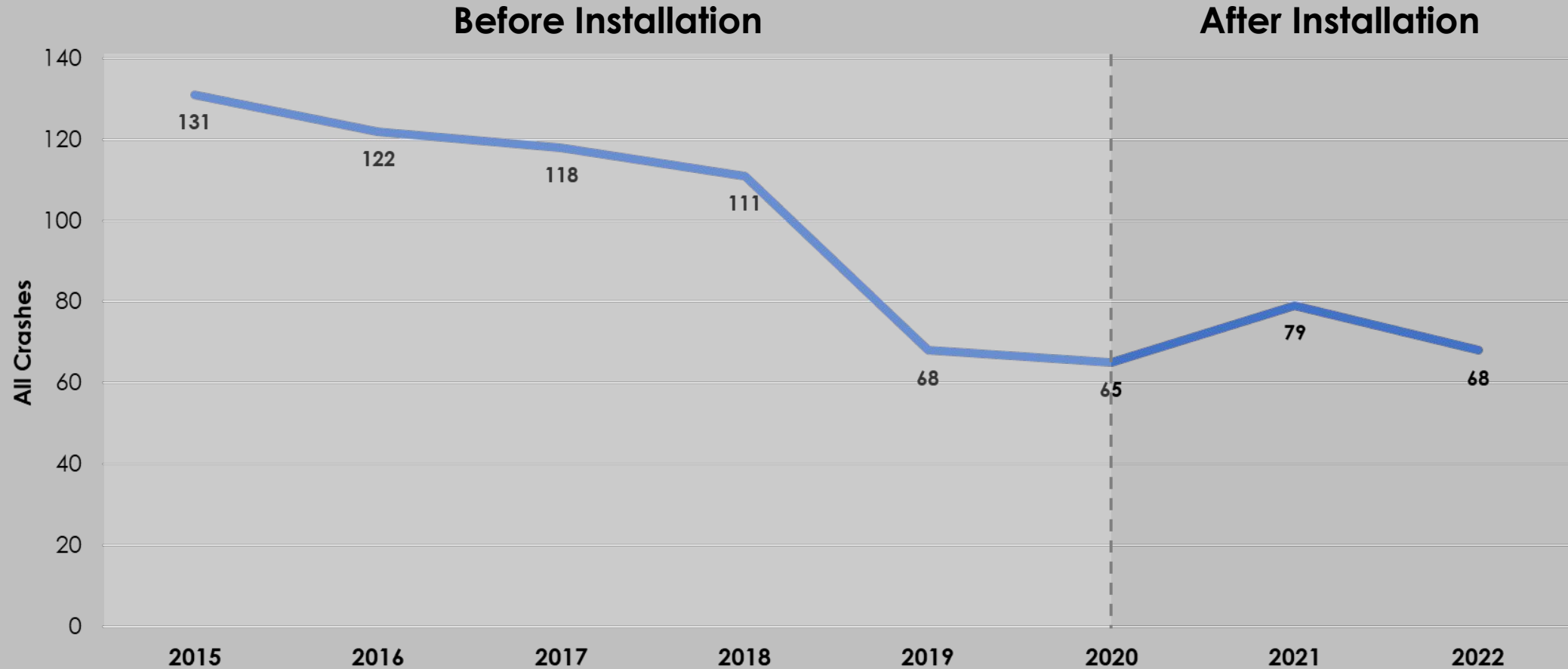
2 Vehicle Travel Lanes with Flex-Post Protected Two-Way Cycle Track





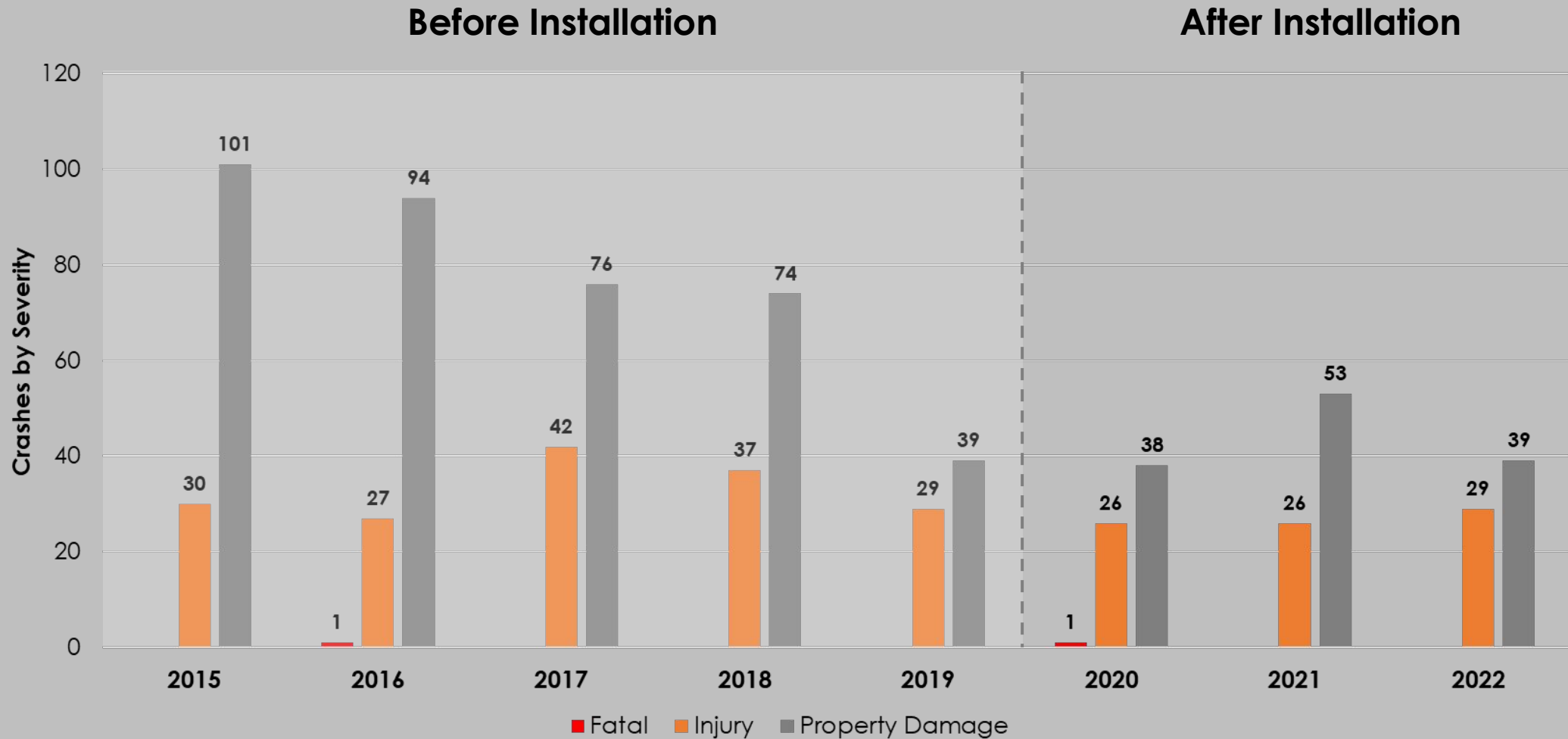
# Monument/Centre (2019)

2 Vehicle Travel Lanes with Flex-Post Protected Two-Way Cycle Track



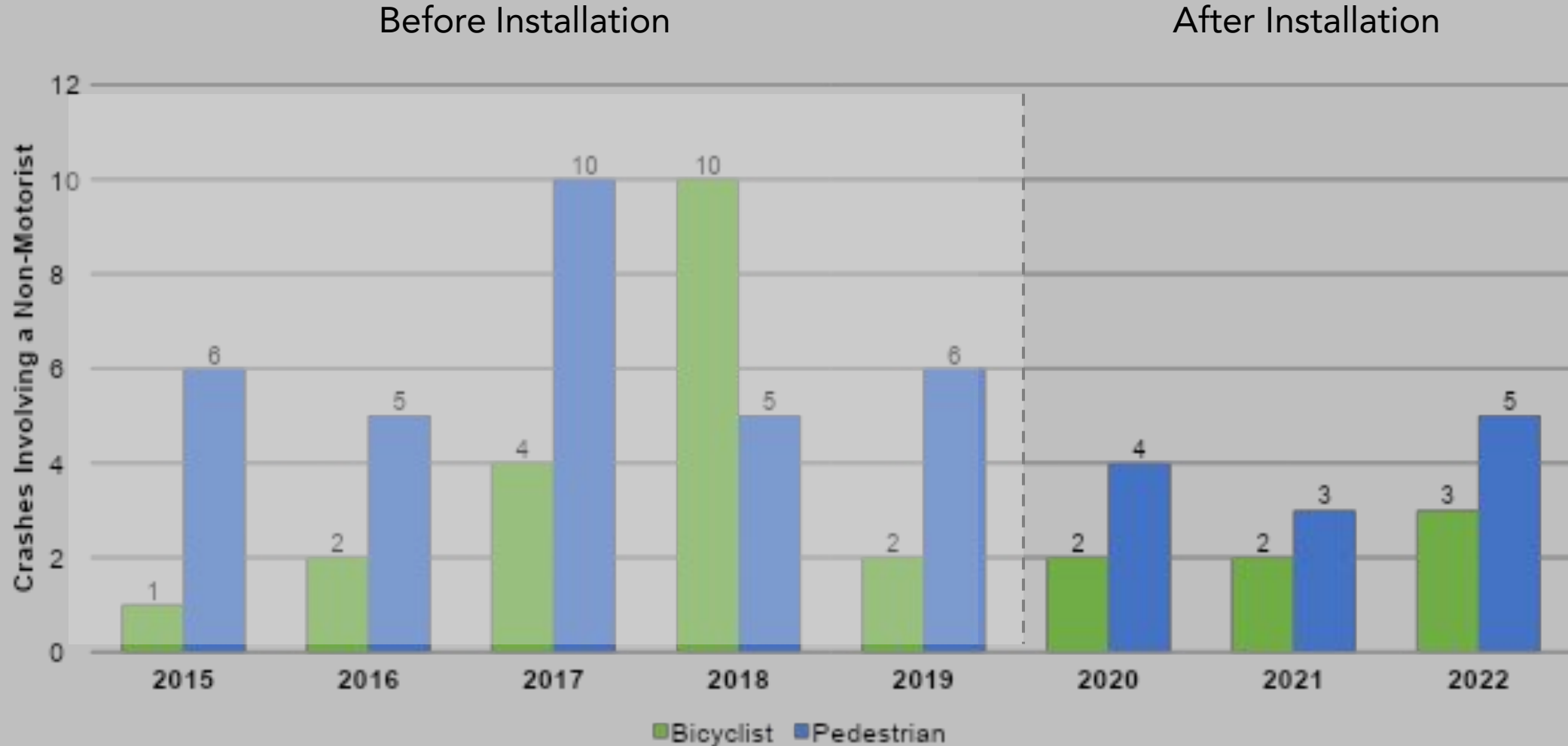
# Monument/Centre (2019)

2 Vehicle Travel Lanes with Flex-Post Protected Two-Way Cycle Track



# Monument/Centre (2019)

2 Vehicle Travel Lanes with Flex-Post Protected Two-Way Cycle Track



# Big Jump (2018)

Before



3 Vehicle Travel Lanes

After

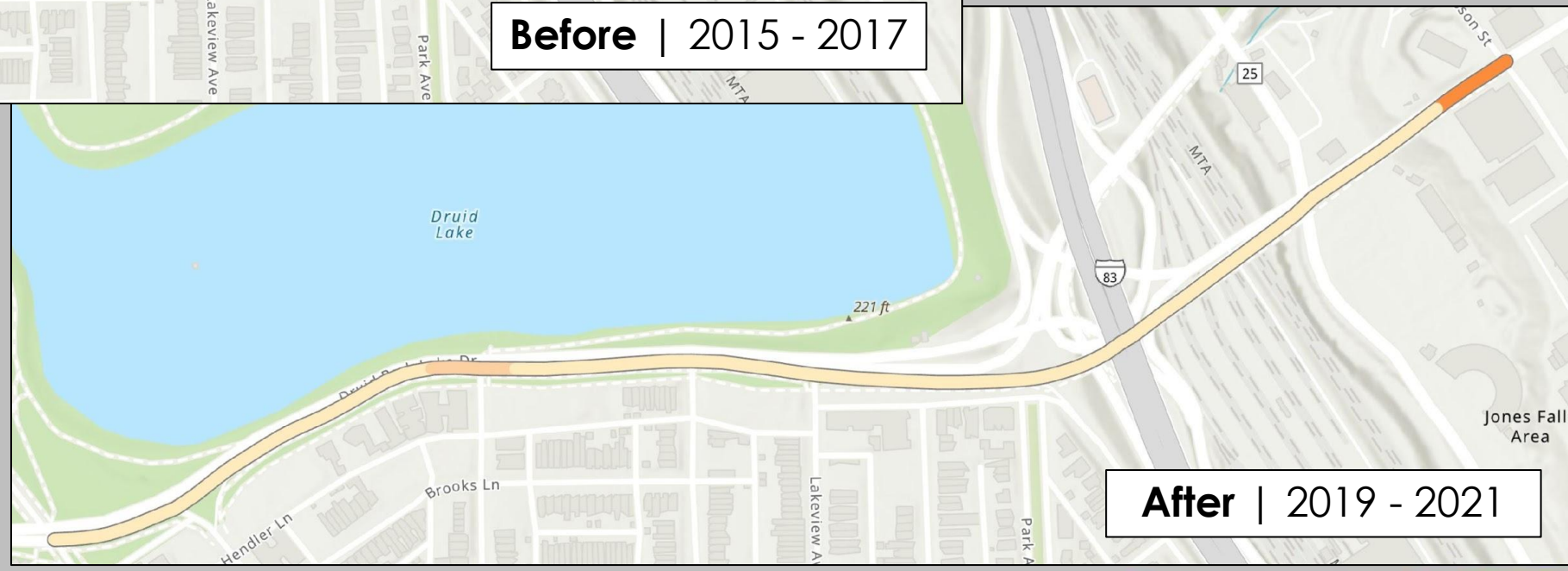
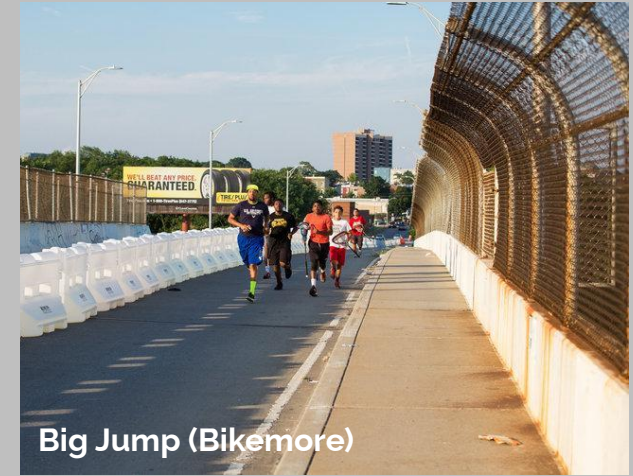
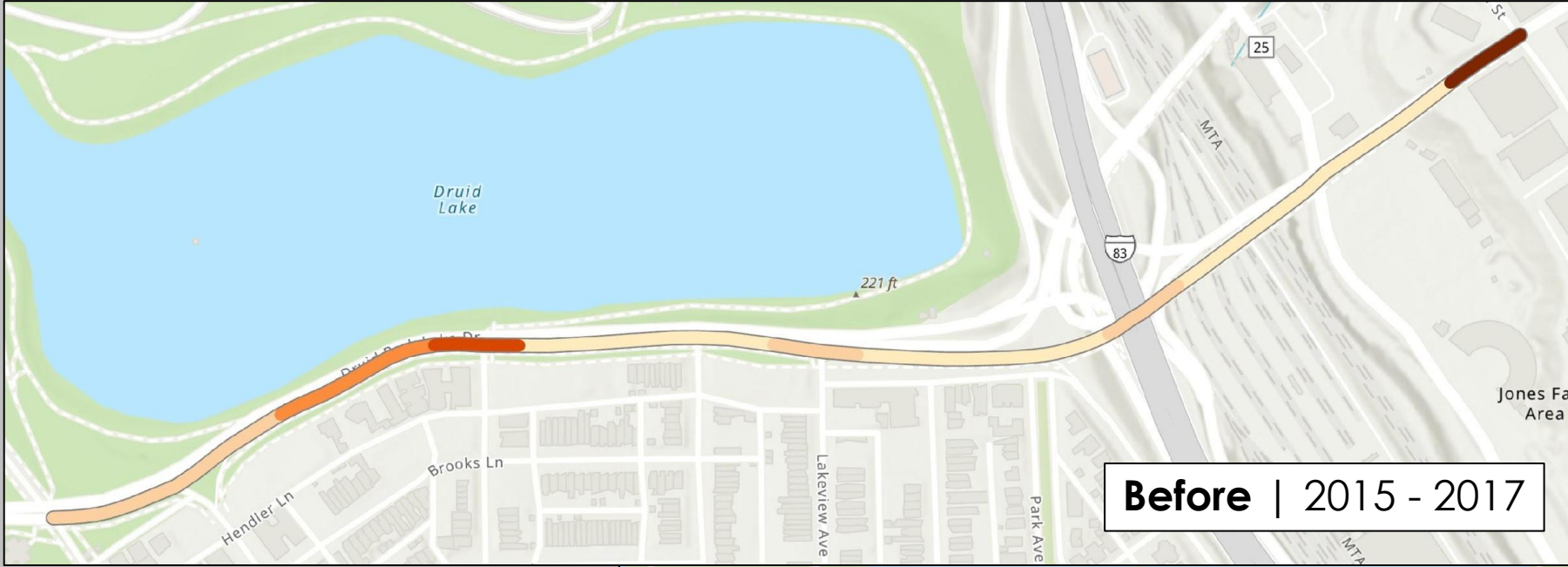


2 Vehicle Travel Lanes with Barrier Protected Shared Use Path



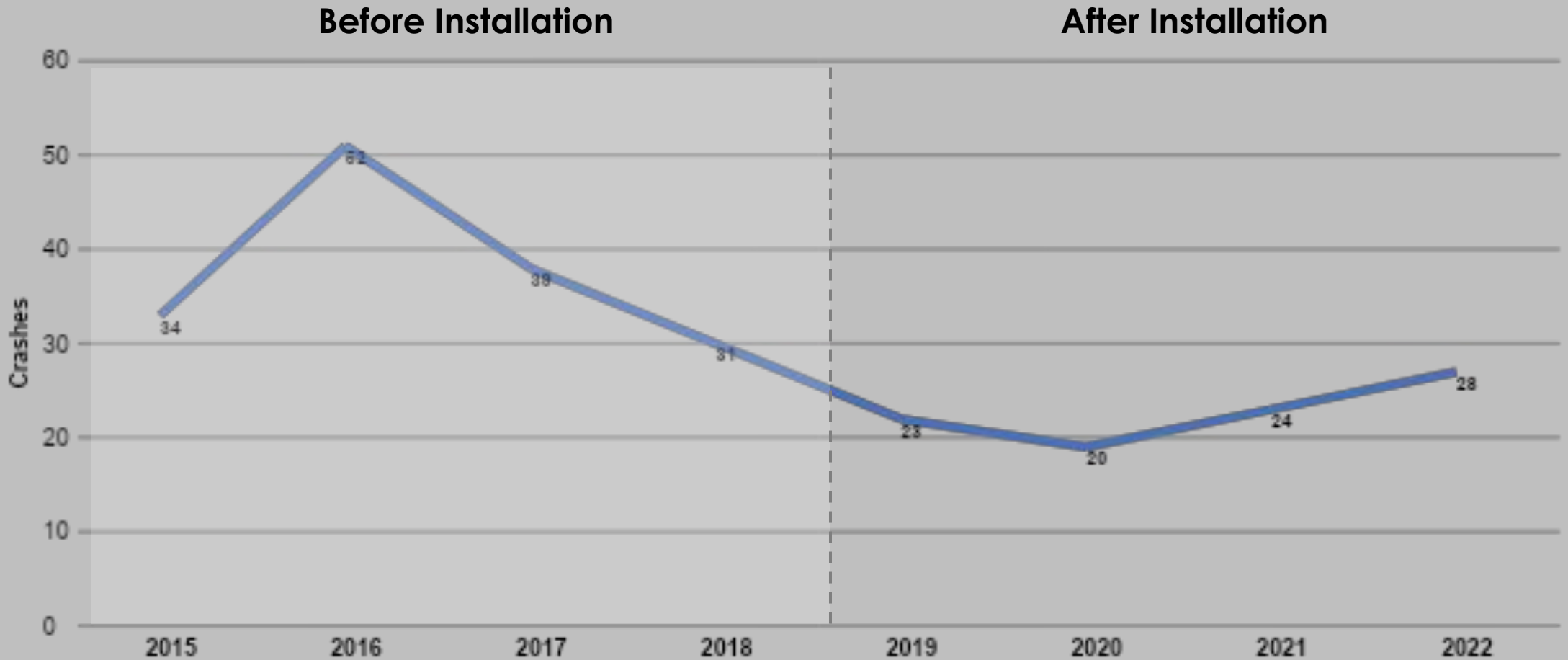
# Big Jump (2018)

2 Vehicle Travel Lanes with Barrier Protected Shared Use Path (varies)



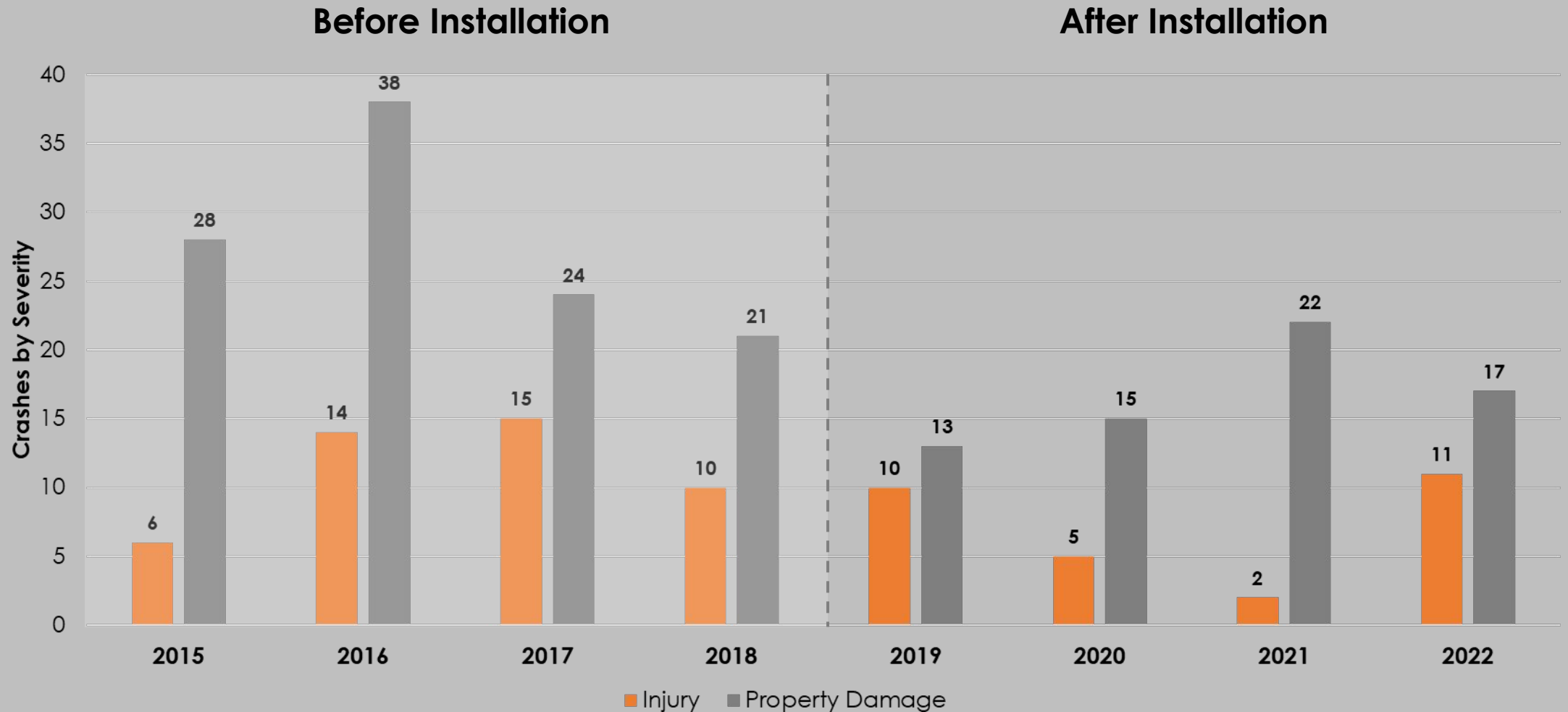
# Big Jump (2018)

2 Vehicle Travel Lanes with Barrier Protected Shared Use Path (varies)



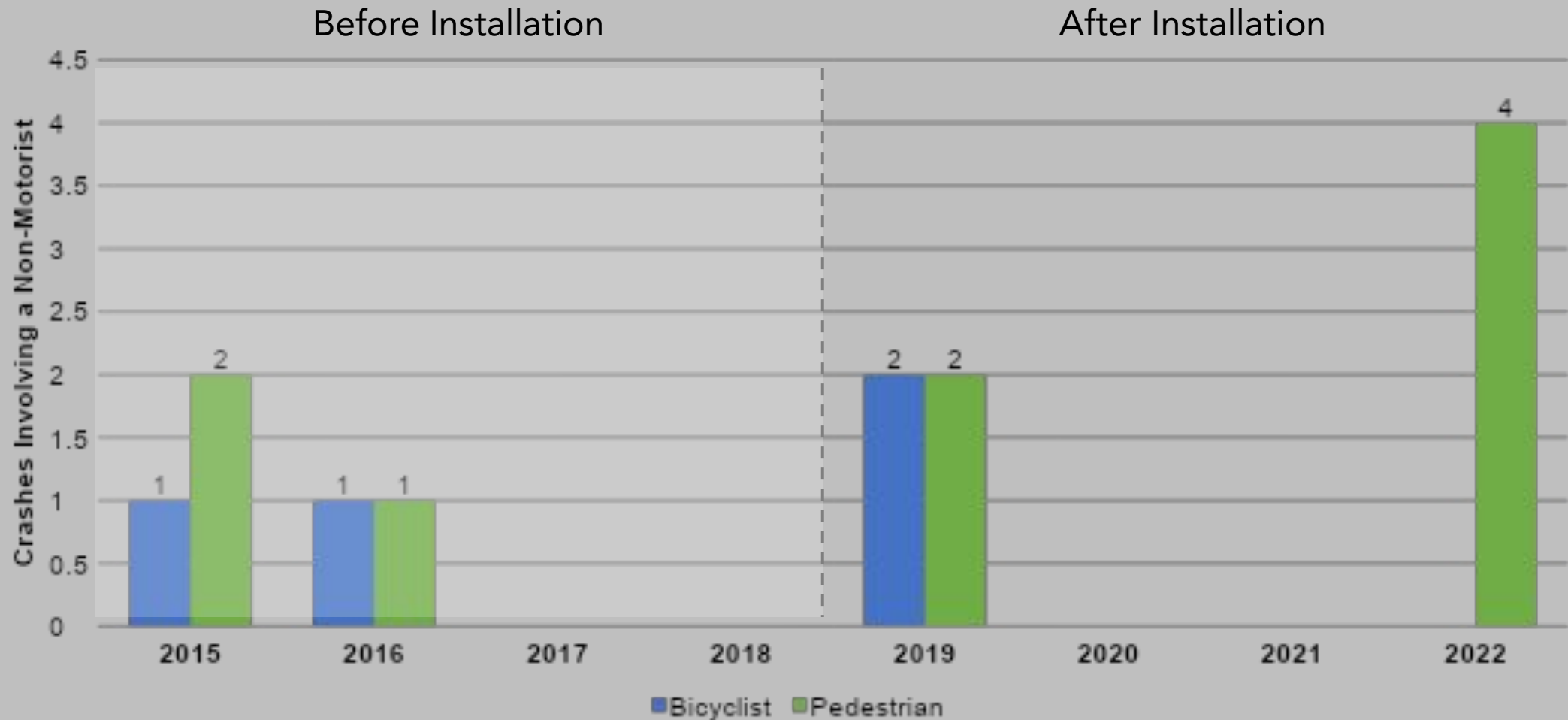
# Big Jump (2018)

2 Vehicle Travel Lanes with Barrier Protected Shared Use Path (varies)

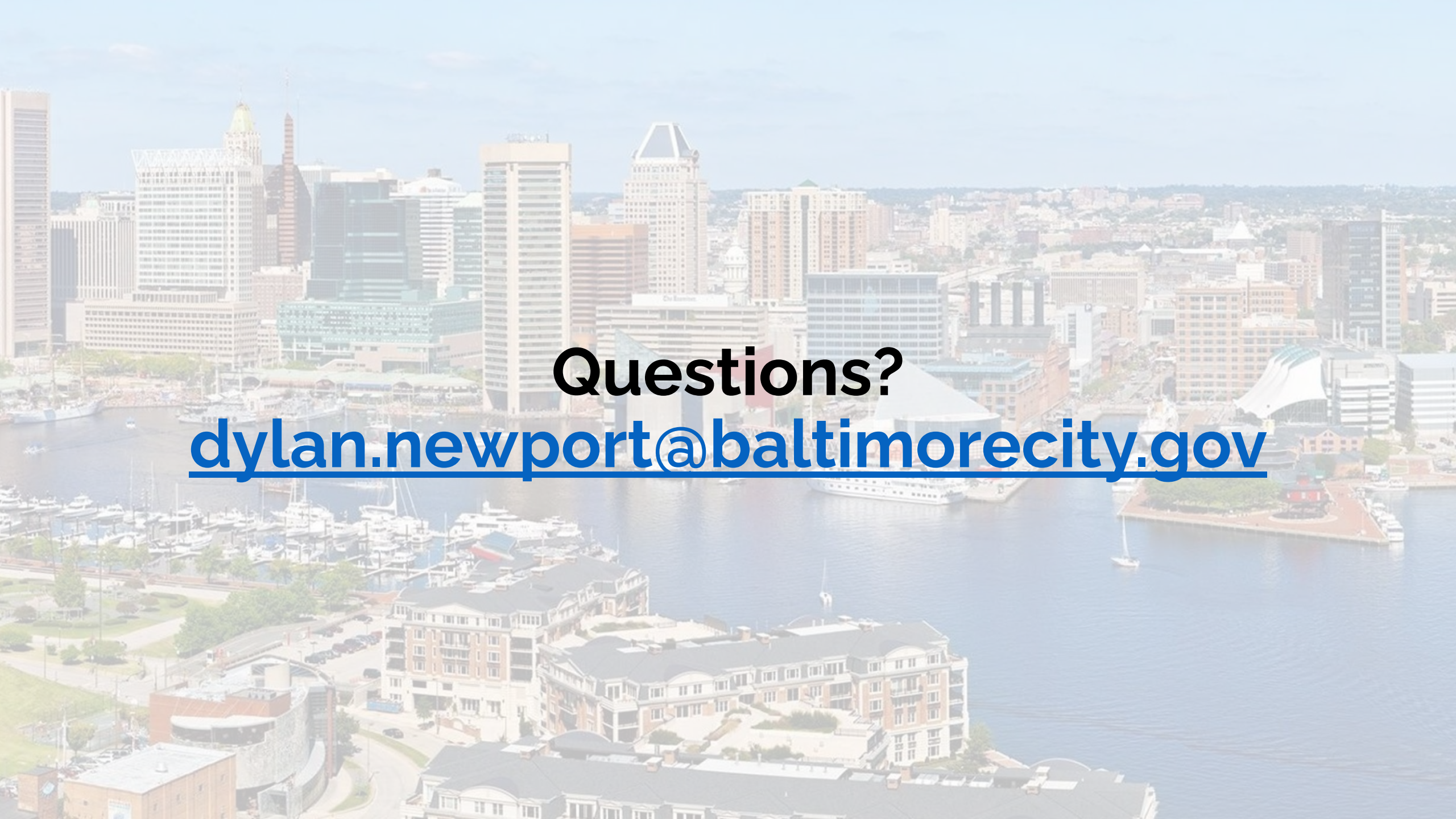


# Big Jump (2018)

2 Vehicle Travel Lanes with Barrier Protected Shared Use Path (varies)







**Questions?**

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