

Vision Zero: Shifting the Paradigm for Safety

May 13, 2022



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What We'll Cover:

The Problem

What is Vision Zero?

Safe System approach

National commitment

What works?





42,060 people were killed in preventable traffic crashes in the U.S. in 2020.

National Safety Council estimate

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①

Some are suffering more than others

Traffic deaths are the *leading*
cause of deaths among youth
(ages 1-19)

New England Journal of Medicine, 2018

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**Traffic deaths of people walking
increased 45% 2010-2019**

Smart Growth America, 2021

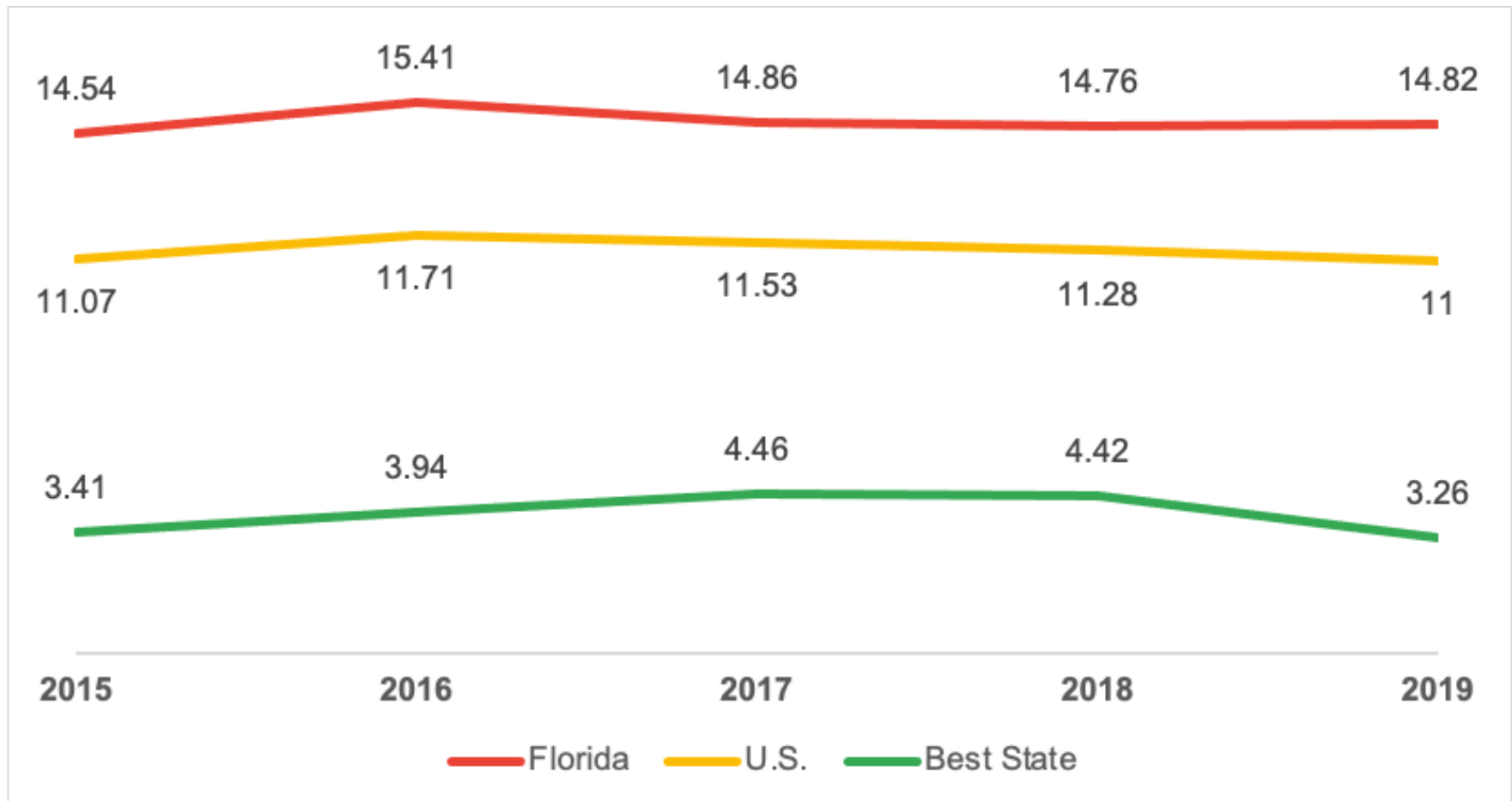
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An aerial, black and white photograph of a dense urban environment. A major highway interchange with multiple overpasses and ramps is the central focus, surrounded by numerous high-rise buildings and smaller structures. The image is used as a background for the main text.

**We get the results
we design for.**

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Traffic Fatalities per 100,000 Population: Florida, U.S. & Best State



Data Source: FARS 2015 - 2018 Final and FARS 2019 ARF

THE TOP 20

Most dangerous metropolitan areas for pedestrians (2010-2019)

● Top 1-10 ● Top 11-20



We can make change.

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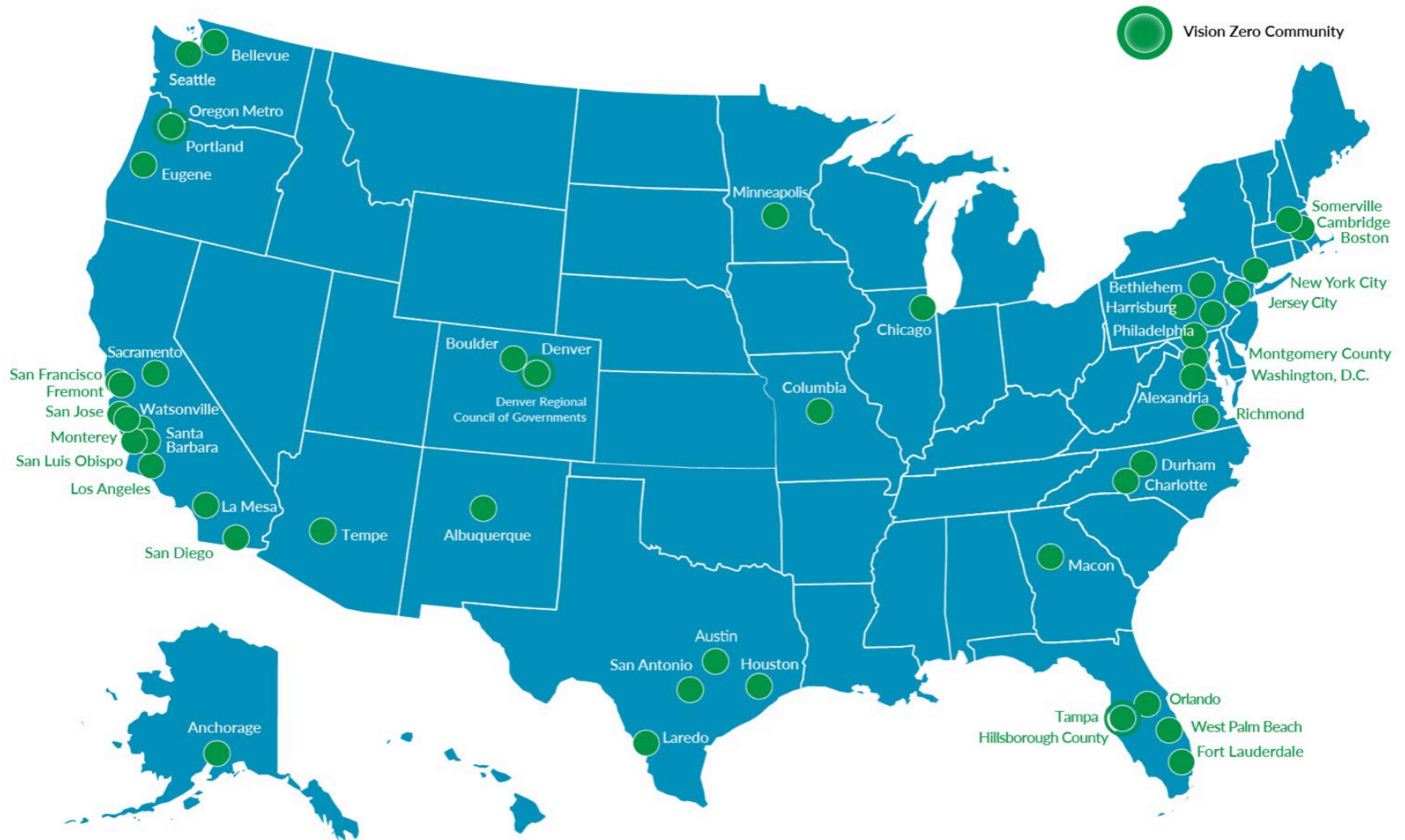
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CRASH

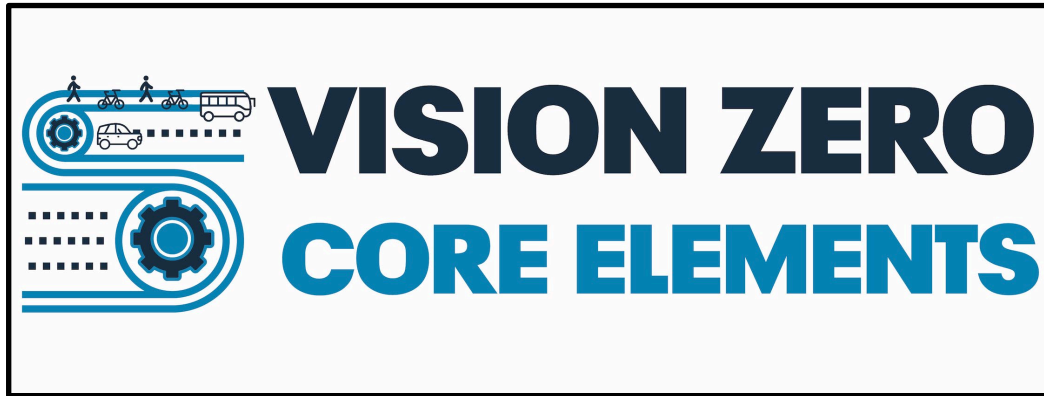
ACCIDENT

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Vision Zero Communities



Where to Start on the Road to Zero?



Welcome to the webinar:

Vision Zero 101

March 31st, 2022

9 Components of a Strong Vision Zero Commitment

Based on the experiences of early-adopter cities in the United States, these nine components have proven to be an effective high-level framework for communities considering a Vision Zero commitment. While these are not the only factors to consider, they are critical aspects to ensure a strong and lasting commitment to Vision Zero.

POLITICAL COMMITMENT

The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, & equitable outcomes.



MULTI-DISCIPLINARY LEADERSHIP

An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero. The Taskforce should include, at a minimum, high-ranking representatives from the Office of the Mayor, Police, Transportation (or equivalent), and Public Health. Other departments to involve include Planning, Fire, Emergency Services, Public Works, District Attorney, Office of Senior Services, Disability, and the School District.



ACTION PLAN

Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.



EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.



COOPERATION & COLLABORATION

A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.



SYSTEMS-BASED APPROACH

City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.



DATA-DRIVEN

City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

COMMUNITY ENGAGEMENT

Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.



TRANSPARENCY

The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).





VISION ZERO

is not a slogan...
not a tagline...
not even a program.

Vision Zero is fundamentally
different – focusing on Safe
Systems.

It is a paradigm shift.

VISION ZERO NETWORK

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

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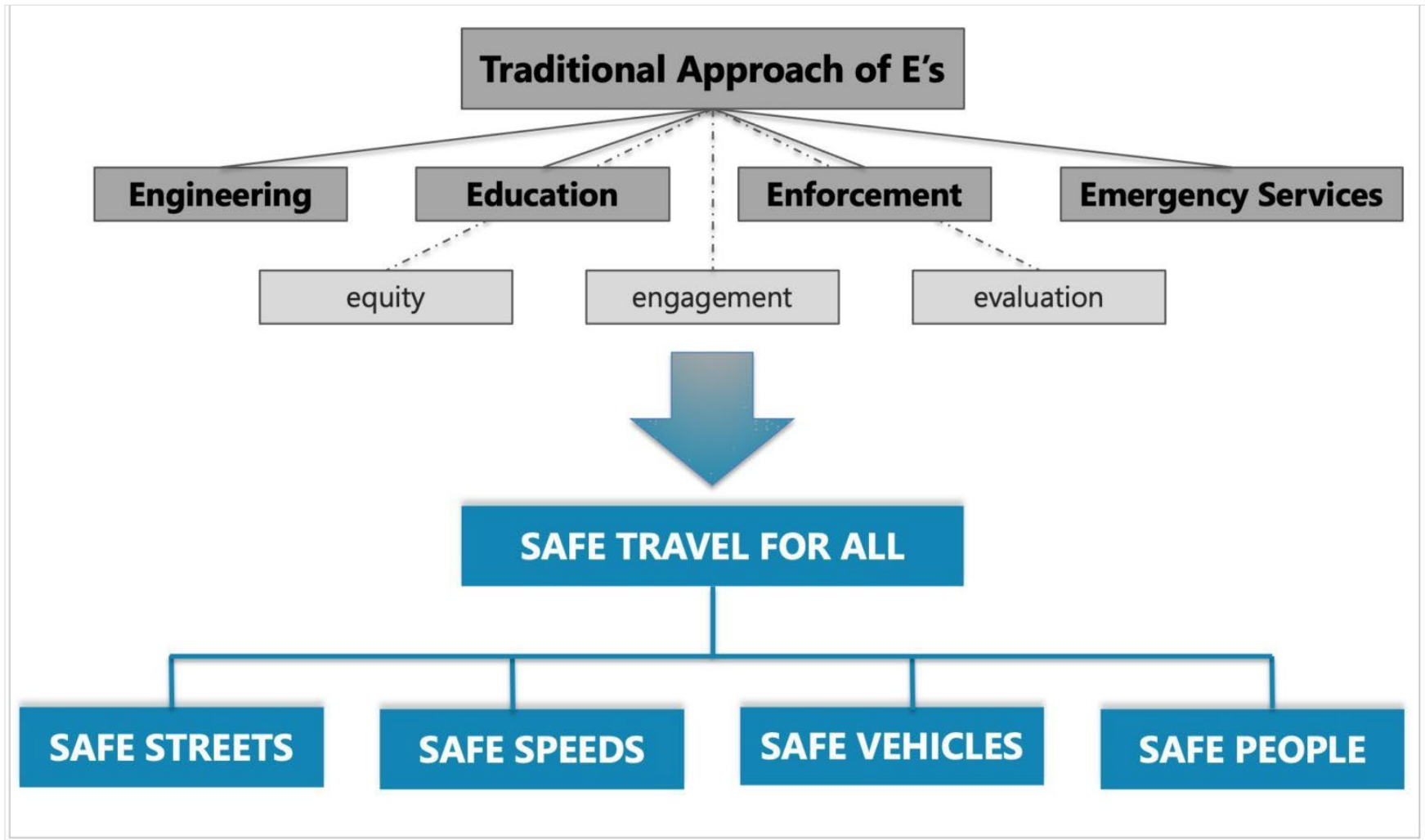
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Safe Systems = Safe Mobility



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Pivoting to the Safe System Approach





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“

Today we commit that our goal is this: Zero. ***Our goal is zero deaths***; a country where, one day, nobody has to say goodbye to a loved one because of a traffic crash.

*Pete Buttigieg, U.S. Secretary of Transportation,
on National Roadway Safety Strategy release,
January 27, 2022*

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Safe System Approach



U.S. Department of Transportation

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Policy Commitments backed with \$\$\$

Safe Streets for All – This program will provide funding directly to local and tribal governments to support their efforts to advance Vision Zero plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.



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Designing Complete Streets



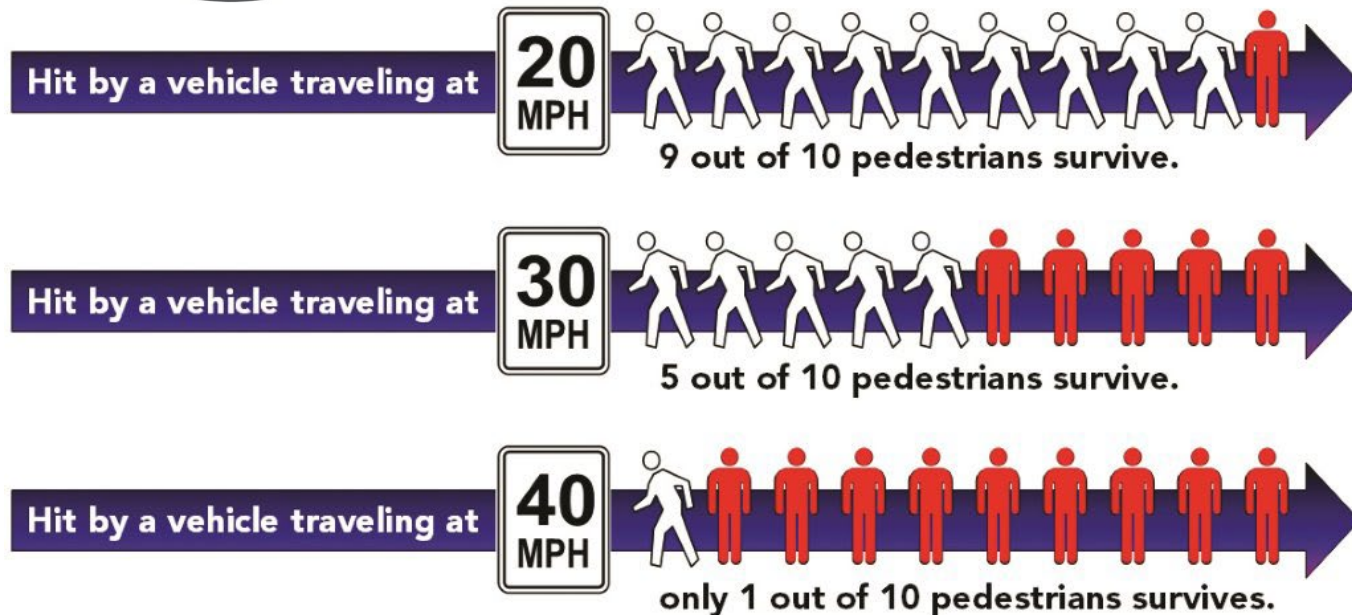
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Designing Complete Streets



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Managing Speeds for Safety



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Elevating Equity & Justice in Roadway Safety

People Killed While Walking by Income



Governing, August 2014

© 2015 Safe Routes to School National Partnership

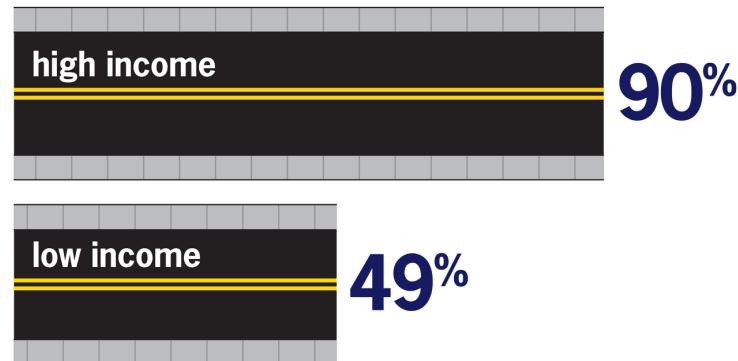
People Killed While Walking



Governing, August 2014

© 2015 Safe Routes to School National Partnership

Communities with Sidewalks



Bridging the Gap, *Income Disparities in Street Features that Encourage Walking*, 2012

© 2015 Safe Routes to School National Partnership

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SAFE STREETS NOW

VISIONZERO

HILLSBOROUGH

ACTION PLAN

DECEMBER 2017

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THE FUTURE WILL NOT BE LIKE THE PAST

2

GOAL 2: / CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

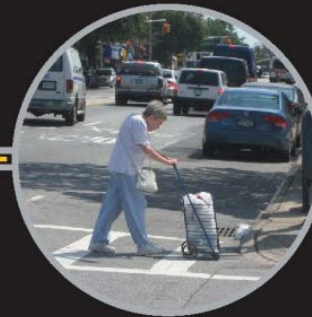
	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ PRIORITY VISION ZERO ACTION: Install new LED lighting or retrofit existing lighting in corridors with high crash occurrences under dark or unlit conditions				
<ul style="list-style-type: none"> Define and prioritize needed lighting improvements based on severe crash occurrences 	Start: Summer 2017	<ul style="list-style-type: none"> FDOT Hillsborough County 	<ul style="list-style-type: none"> TECO 	Highway Safety Improvement Program (HSIP)
	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION: Construct new bicycle facilities in locations with high bicycle crash fatalities and no bicycle facilities and high pedestrian crash fatalities and no sidewalk or crosswalk facilities				
<ul style="list-style-type: none"> Revisit local walk/bike safety plans in Hillsborough County, City of Tampa and City of Plant City to track progress towards implementing the recommendations for new bicycle and pedestrian facilities Identify other needed bicycle and pedestrian facilities based on current crash data to address unsafe travel conditions Prepare cost estimates for five priority bicycle facilities and five priority pedestrian facilities and incorporate improvements into agency budgets and improvement plans Identify opportunities to integrate implementation of improvements into resurfacing or other capital improvement projects 	Start: Winter 2017 Completion: Summer 2020	<ul style="list-style-type: none"> Hillsborough County Local municipalities FDOT 	<ul style="list-style-type: none"> MPO 	Various federal, state and local funding sources
▶ LONG-TERM ACTION : Evaluate implementation of modern roundabouts at intersections with high crash occurrences				
<ul style="list-style-type: none"> Prioritize high severe crash locations for potential implementation of modern roundabouts 	Start: Winter 2017	<ul style="list-style-type: none"> FDOT Hillsborough County 	<ul style="list-style-type: none"> MPO 	Various federal, state and local funding sources

VISION 4:  NETWORK



April 2020

Managing Speed on Hillsborough's High Injury Network



Hillsborough MPO
Metropolitan Planning
for Transportation

VISIONZERO
SPEED MANAGEMENT ACTION PLAN



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SPEED LIMIT REDUCTION RESULTS

Seattle

- 40% in crashes
- 30% in injury crashes

NYC

- 14% in crashes
- 49% in pedestrian crashes
- 42% in bicyclist crashes

Mexico City

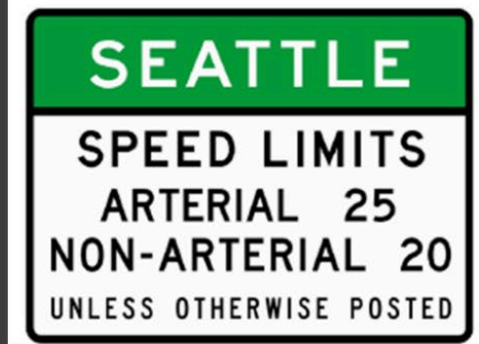
- 18% in crashes

Boston

- 30% in speeds over 35 MPH

Other Cities

- Washington, DC
- Portland, OR
- Cambridge, MA
- Albuquerque, NM
- Nashville, TN
- Minneapolis
- St. Paul
- Boulder, CO

A white rectangular sign with a black border. At the top, it says "FOR A SAFER BOSTON". Below that, it says "SPEED LIMIT" in blue, and "25" in large black numbers. A red horizontal bar is at the bottom of the sign.

Boston has a new default speed limit.

IF YOU DON'T SEE A SIGN, THE SPEED LIMIT IS 25 MPH.

HELP SPREAD THE WORD.
Talk with your family, neighbors, and friends about the speed limit change.

SHOW YOUR SUPPORT.
Visit boston.gov/25mph to learn how to show your support and get engaged.

BE AWARE OF YOUR SPEED.
Drive at or below the 25 mph speed limit. You can help save lives. If you crash, you're less likely to cause serious injury or death.

WHY THE CHANGE?
Increasing driving speeds from 30 mph to 25 mph will help make Boston safer for people of all ages and abilities walking, driving, and bicycling on our streets.

17% 30% 42%
LIKELIHOOD OF SEVERE OR FATAL INJURY

WHICH STREETS ARE AFFECTED?
The default speed limit applies to all streets without speed limit signs. Some streets will have signs with higher or lower speed limits.

EFFECTIVE 01.09.17

BOSTON.GOV/25MPH // VISIONZEROBOSTON.ORG

Charlotte, NC



SAFER STREETS FOR CHARLOTTE

As a community, it's our responsibility to eliminate traffic deaths and serious injuries for all who share Charlotte streets by 2030.

- Vision Zero Commitment

**Get ready for lower speed limits, more speed humps
and more stop signs in Charlotte**

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Charlotte, NC



SIGNAL IMPROVEMENTS

- ✓ 56 traffic signals installed
- ✓ 152 leading pedestrian intervals
- ✓ 12 school flashers installed



MAINTENANCE

- ✓ 1,151 miles of streets resurfaced
- ✓ More than 2,000 potholes repaired



PEDESTRIAN NETWORK

- ✓ 71 miles of sidewalk constructed
- ✓ 115 pedestrian crossing upgrades



STREET LIGHTING

- ✓ 3,424 street lights added, upgraded or transferred to the city's system



BICYCLE NETWORK

- ✓ 41 miles of facilities constructed
- ✓ 12 urban trail crossings marked



STREET PROJECTS

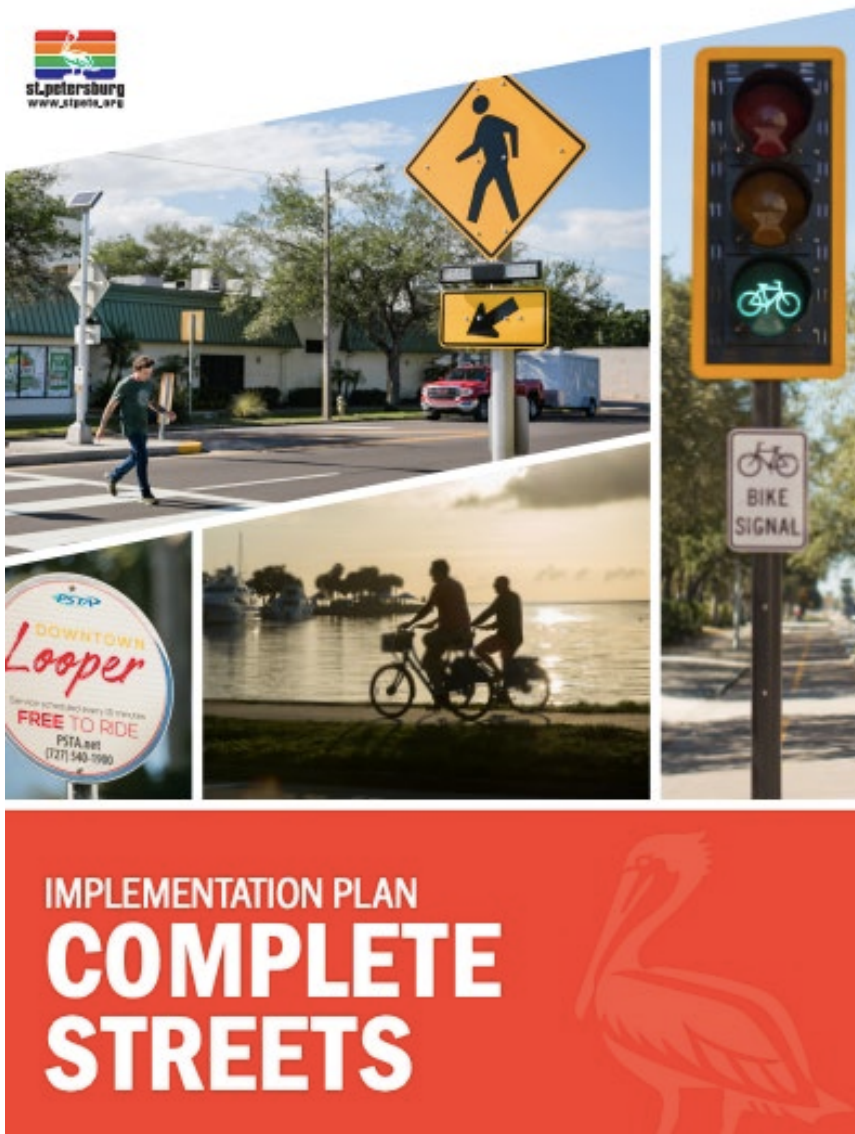
- ✓ 8 street projects constructed/initiated
- ✓ 12 intersections projects constructed/initiated

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Macon, GA



VISION 4 R NETWORK



Driving too fast is an epidemic which not only causes crashes but leads to more serious injuries and deaths....

Furthermore, drivers who drive too fast cannot bear the full blame. This is because that's how engineers, planners and city leaders here and in other cities have designed roads for decades – we invite people to drive too fast.

– Rick Kriseman,

Mayor

St. Petersburg,

Florida

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Thank you!

ZERO ^{IS} MORE MÁS 零更多 ししょうしゃゼロ 제로는 더 많다
ANG WALA AY MAS MARAMI BIRTHDAYS CUMPLEAÑOS 생일
学习 LEARNING 学び APRENDIZAJE 배움 WONDER ASOMBRO
CELEBRATIONS 庆祝活动 MGA PAGDIRIWANG幸せ HAPPINESS
MORE MÁS 更多 もっと 더 LIFE VIDA

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