

SAFE STREETS NOW



VISIONZERO

ONE TRAFFIC DEATH IS TOO MANY

Student deaths led to VZ Action Plan



Tampa Bay Times

FLORIDA'S BEST NEWS PAPER

tampabay.com

SATURDAY, JANUARY 3, 2016

Hillsborough County traffic

Record fatal year: 51 pedestrians die

292,000
new jobs
keep U.S.
perking

The hiring gains
signal staying power
some analysts say.

Associated Press
WASHINGTON — The
economy is motoring again
despite slowing global growth
that caused upheavals in
oil markets around the
world.

Employers added a net
292,000 jobs last month, an
unemployment rate stayed
at 5 percent, the Labor De-
partment said Friday. Job gains
in the October-
November
quarter averaged
284,000,
the best three-
month pace since last
January.

The strong
hiring under-
scores the resili-
ence of the
United States at a time of
global growth and financial
turbulence. Healthy consumer
spending, modest gains in
home construction and an
uplift in government spending
are helping to drive growth
this year, economists
said.

The report "immediately
to rest a lot of the worries
the U.S. economy will
undergo due to the inter-
national economic con-
tingency."



DAVID J. PHILLIPS / AP

The 2015 deaths made Hillsborough County
the most deadly place to walk in Tampa Bay.

A pedestrian
crosses E.
Hillborough
Avenue at

Our 1st “Call” - High School Student Video Contest

- ✓ 32 entries
- ✓ 78 participants
- ✓ 7 high schools



- Goal: Peer-to-peer messaging
- Judges: Hillsborough Community College Media Production Class



A collaboration of:



Hillsborough MPO
Metropolitan Planning
for Transportation



Hillsborough County
PUBLIC SCHOOLS
Excellence in Education

There's a place for SR2S in each VZ Action Track

- Future is not like the past
- Consistent & Fair
- Paint Saves Lives
- One message, many voices

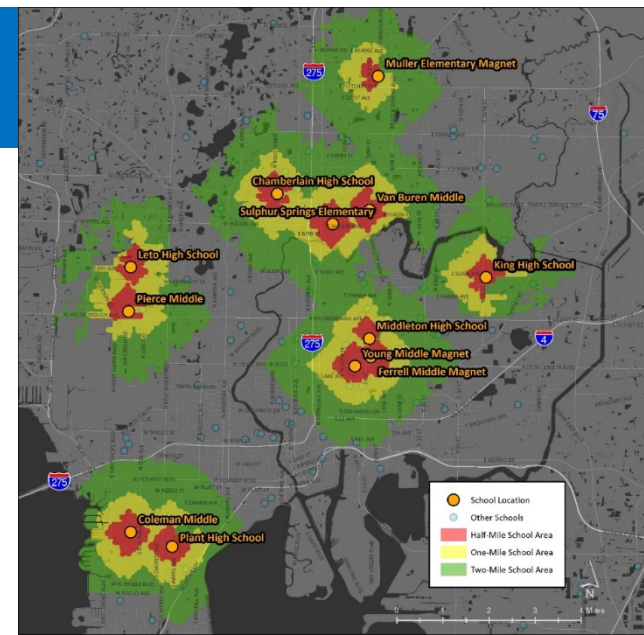


Future is Not Like the Past

- *School Board member added to MPO*
- *School Transportation Working Group*

MPO's School Safety Study

- *School Administration support*
- *Data driven – crashes, equity, existing conditions number of students*
- *On-site audits*
- *Recommendations with cost estimates*



Consistent & Fair

Did you know 56th Street has one of the highest severe crash rates in our county?

We want to work with you to raise awareness and help bring these crash rates down.

Please join your neighbors, the students & administration of King High School, Temple Terrace council members & staff, and many others on **April 23, 3pm-5pm** to place signs along 56th Street with messages to Slow Down, Put Phones Away, and Pay Attention.

First 100 receive a Vision Zero t-shirt!

To sign up, or for more information:

planhillsborough.org/vision-zero or Facebook "Vision Zero Hillsborough"

Vision ZERO. It's the right number.

I BRAKE FOR LIONS!

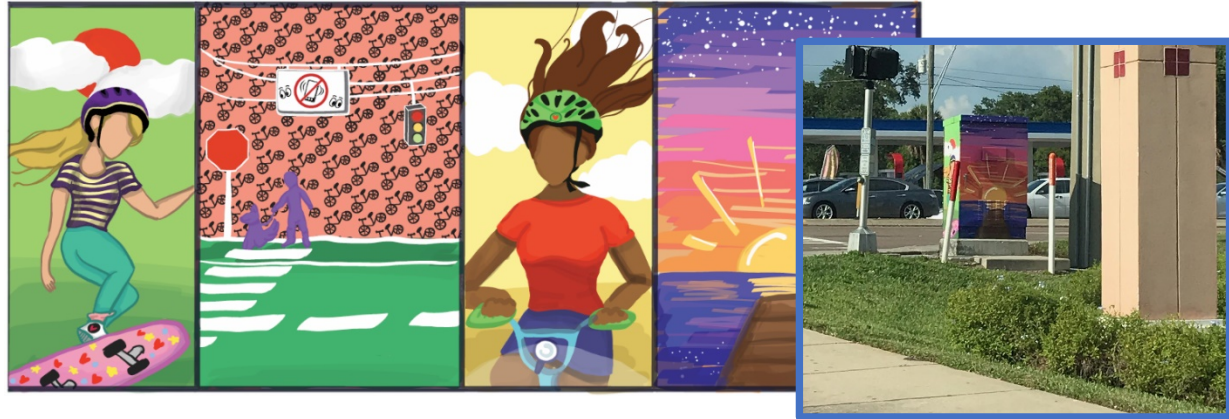
#WalkBikeDrive56thStreet

#VisionZERO813

#VisionZERO813




Paint Saves Lives



One Message, Many Voices


SAFE STREETS NOW

VISIONZERO 

ONE TRAFFIC DEATH IS TOO MANY

Walk of Silence

- OCTOBER 6, 2017
- 822 W. LINEBAUGH - CHURCH PARKING LOT
- WELCOMING COMMENTS 7:00AM
- BEGIN WALK 7:30AM




- NO SPEAKING DURING WALK
- POSTERS PROVIDED
- WEAR WHITE SHOES IF POSSIBLE
- 1 MILE TOTAL

IN MEMORY OF
ALEXIS MIRANDA
4/27/98 - 10/6/15

QUESTIONS: TORRESG@PLANCOM.ORG 813-373-3774 X357

#VisionZero813
[facebook.com/VisionZeroHillsborough](https://www.facebook.com/VisionZeroHillsborough)



Public Health

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Hillsborough County Health Atlas

The Hillsborough County Health Atlas is a living tool intended to provide communities and planners a baseline profile of chronic disease, demographic, transportation, emergency preparedness, and environmental indicators within our communities.

View this map fullscreen

Health Atlas

[Indicators/Data Sources](#)
[Additional Resources](#)
[Help](#)

+

-

📄

Chronic Diseases

Arthritis (Adults Over 18)

Arthritis (Adults Over 18)

Ashtoria (Adults Over 18)

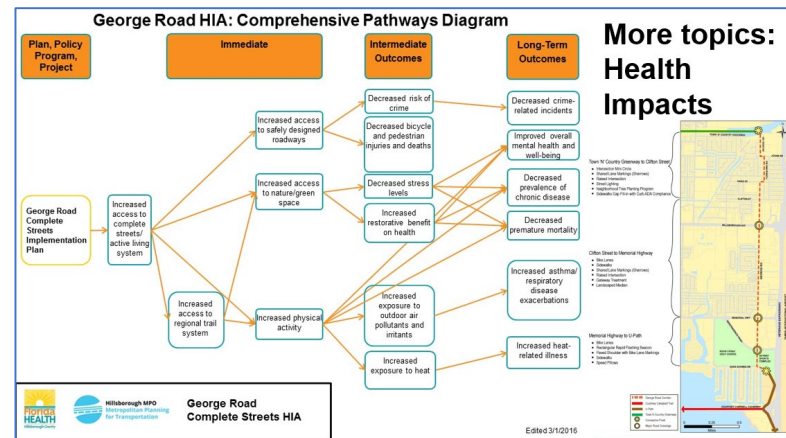
Coronary Heart Disease (Adults Over 18)

Transportation and Health

MPO PRIORITY AREA	INDICATOR
1. Crash & Vulnerability Reduction/Investment for Economic Growth	Recovery time for critical transportation
2. Crash & Vulnerability Reduction	Total crashes reduced, fatal crashes reduced
3. Crash & Vulnerability Reduction	Number street lights installed in high-risk areas
4. Crash & Vulnerability Reduction	Number of miles of sidewalk present

Transportation and Health Indicators Matrix

	MPO PRIORITY AREA	INDICATORS	HEALTH PRIORITY AREA*	MPO PERFORMANCE OUTCOMES
1.	Crash & Vulnerability Reduction/Investment for Economic Growth	Recovery time for critical transportation links after a Category 3 storm	All	Regional Scenario
2.	Crash & Vulnerability Reduction	Total crashes reduced, fatal crashes reduced, bicycle/pedestrian crashes reduced	HE, LHL, AC, CD	TIP, LRTP
3.	Crash & Vulnerability Reduction	Number street lights installed in high crash corridors	All	TIP
4.	Crash & Vulnerability Reduction	Number of miles of sidewalk present in high pedestrian crash areas/ complete network	All	LRTP
5.	Crash & Vulnerability Reduction	Pedestrian infrastructure improvements (example-high visibility crosswalks, ADA compliant sidewalks, median pedestrian refuge and bulb-outs) 1/4 mile from transit stops	HE, LHL, AC, CD	TIP
6.	Minimize Congestion	Pedestrian friendly intersections for Communities of Concern	HE, LHL, AC, CD	TIP
7.	Minimize Congestion	Air Quality: Population or households adjacent (500 feet) to congested or high-volume roads (30,000 ADT or a volume to capacity ratio of 1.0 or greater)	CD, HE, LHL	Regional Scenario
8.	System Preservation/Investment for Economic Growth	Span and frequency of transit service	HE, LHL, AC, CD	TIP; LRTP
9.	System Preservation/Investment for Economic Growth	Highway centerline miles within 1/2 miles of major healthcare (hospitals), recreation (regional parks, entertainment venues), education (universities and colleges)	BH, CD, HE	Regional Scenario; LRTP
10.	Investment for Economic Growth/Real Choices	Transit and sidewalk coverage to areas of Essential Destinations (map attached)	All	TIP; LRTP
11.	Investment for Economic Growth/Real Choices	Ratio of sidewalk and/or bicycle lanes to roadway miles in the Urban Service Area	HE, LHL, AC, CD	LRTP
12.	Investment for Economic Growth/Real Choices	Transit and sidewalk coverage to behavioral health and chronic disease services	All	LRTP
13.	Real Choices when Not Driving	Miles of sidewalk and trails present within 1/4 mile of populations identified with high rates of behavioral health and chronic disease conditions	AC, IM, BH, CD	TIP
14.	Real Choices when Not Driving	Sidewalk coverage (both side of street) within 1/4 mile of transit stops	LHL, HE	LRTP; TIP
15.	Real Choices when Not Driving	Sidewalk coverage (both side of street) for block groups within 1/4 mile of restorative and social activities, e.g. parks, recreation, and community centers	CD, BH, HE, LHL	Regional Scenario; LRTP; LRTP
16.	Real Choices when Not Driving	Transit service route miles within 1/4 miles of high proportion of elderly population (over 500 per square mile)	HE, LHL, AC, BH	LRTP; TIP
17.	Real Choices when Not Driving	Percent of Environmental Justice population living within 1/4 mile of a trail/side path	All	Regional Scenario
18.	Real Choices when Not Driving	Transit and sidewalk coverage within designated USDA Food Deserts	All	TIP
19.	Real Choices when Not Driving	Percent of Community of Concerns population living within 1/4 mile of transit service (map attached)	HE, LHL, AC, CD	TIP; LRTP



Advice...

Diverse and dedicated team for results to be different than status quo

- Include community leaders, NAACP, transit agencies and riders, local businesses, school districts, sports teams, hospitals, health departments, neighborhood advocates, chambers of commerce, elected officials, students, seniors

Resources are available and essential for developing a credible program

- Access to dependable and accurate crash data - locations, progress, and equitable.
- Vision Zero Network and already-established programs around the country



Vision Zero and SRTS

Achieving “Gold Star” Safety Results Through City/School Partnership



SRTS National Conference, Tampa
Hans Larsen, Fremont Public Works Director
November 13, 2019



About Fremont, CA

230,000 Population; 4th Largest City in Bay Area; Home of Tesla Factory;
Evolving from Suburban to “Strategically Urban”; Family Friendly; Diverse



SRTS Program (Pre Vision Zero)

2005 to 2015 - "Reactive and Siloed"

Agency	Role
School	Initiates concern/interest
County	Provides traffic safety education and walk/bike encouragement
Police	Manages school crossing guards
Public Works	Seeks/implements grants for safety studies, improvements

Vision Zero in Fremont

Initiated by Fremont City Council in September 2015

■ Vision Zero Action Plan

(Adopted March 2016)

- Safer People — “Enforcement, Education”
- Safer Streets — “Engineering”
- Safer Vehicles

■ 7th U.S. City to Adopt Vision Zero Plan

1. New York City (2014),
2. San Francisco,
3. Seattle,
4. San Jose,
5. Boston,
6. Washington DC,
7. Fremont



Fremont Vision Zero Actions

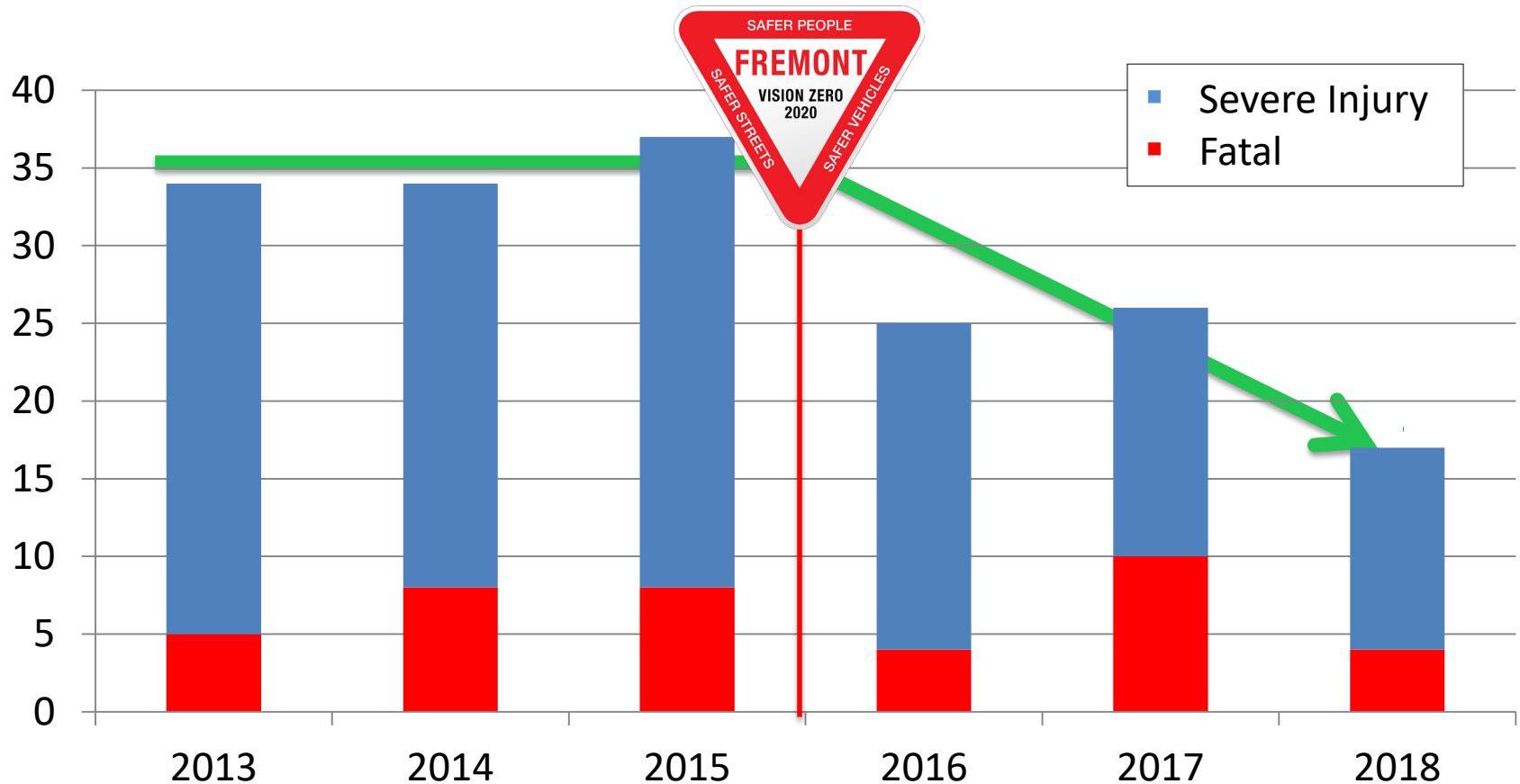
“Just Do It” ... No new budget, staff, consultants, or committees

- **Rigorous Evaluation of Safety Data**
- **Align Transportation Engineering Investment Toward Safety** (Reprioritized CIP; Major investment in better lighting; Implement complete streets with pavement maintenance)
- **Proactive Engagement by Police Department**
- **Integrate Traffic Safety Into Public Communication**
- **Encourage Community to Participate**



Fremont Major Traffic Crash Trends

Since start of Vision Zero program, major traffic crashes are down over 50%



Major crashes involving children (under age 16) dropped from 12 to 1 for the three years before and after start of Vision Zero

SRTS Program (with Vision Zero)

2015 to Now - “Proactive and Collaborative”

- Joint meetings between City Council and School Board
- Safety audits prepared for all 42 schools
- 500 safety recommendations identified
 - 300 “quick-build” projects delivered to date
 - 400 projects delivered by 2020
- 23 schools w/ “walk and roll” programs
- Awards and recognition
 - “Platinum Sneaker” award for local school
 - APA award to Fremont for program excellence



“Quick-Build” Projects

Protecting Pedestrians with Paint and Plastic



Other project types: speed humps, all way stops, high visibility crosswalks, parking restrictions, drop-off circulation changes; signal timing (leading ped interval)

Major Projects

- Flashing beacons
- Median islands
- Curb extensions
- Radar feedback signs
- New traffic signals
- Bike lane striping



“Take Away” Tips

City/School Collaboration Benefits

- Cost/resource sharing
- Accountability
- Urgency, efficiency and creativity
- Fostered “quick-build” delivery program
- “Backstop against backlash”
- Spin-off safety collaborations

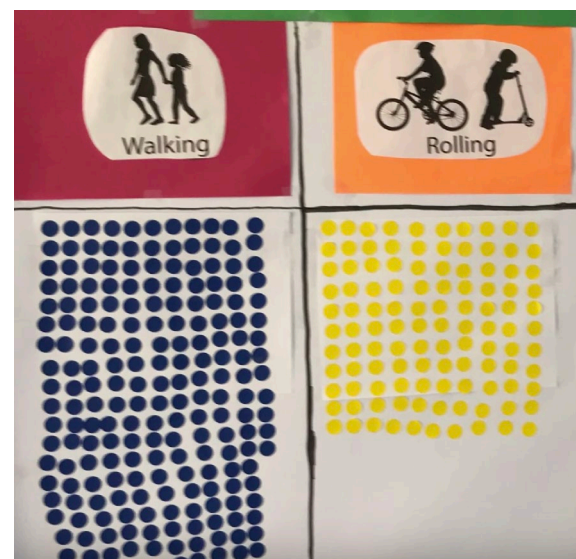
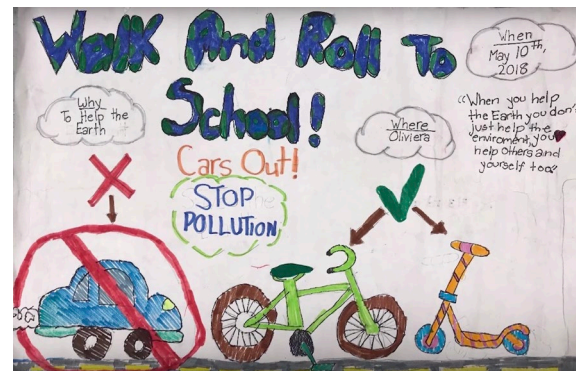
Lessons Learned

- Lag between conducting safety audits and implementing improvements
- Aesthetics of quick-build projects



Next Steps

- Focus on Walk/Bike Encouragement
 - 100% Participation Goal
- Succession Planning for Parent Champions
- Institutionalize Traffic Safety Education



Vision Zero and SRTS

Achieving “Gold Star” Safety Results Through City/School Partnership



SRTS National Conference, Tampa
Hans Larsen, Fremont Public Works Director
November 13, 2019





Vision Zero & Safe Routes to School: Partners in Safety, A Hands-on Training Session

Jaime Fearer, AICP
Health Impact Policy & Practice Analyst
Office of Health Equity

BACKGROUND



The statewide voice for pedestrian safety and healthy, walkable communities for people of all ages and abilities.



DC | HEALTH

The Office of Health Equity (OHE) works to address the root causes of health disparities, **beyond** healthcare and health behaviors, by supporting projects, policies, and research that will enable every resident to achieve their optimal level of health.



PUBLIC HEALTH COLLABORATION: CALIFORNIA

WALK/BIKE AUDIT CHECKLIST

WALK & ROLL
safe routes to school in santa clara county

OBSERVER NAME _____
DATE OF SURVEY _____ OBSERVATION TIME _____
SCHOOL NAME _____ LOCATION OF OBSERVATION _____

RATE 1 Not a Problem 2 Minor Problem 3 Moderate Problem 4 Serious Problem 5 Very Serious Problem

IS THERE ROOM TO WALK?

- ☐ No sidewalks, path, or shoulders
- ☐ Sidewalks are blocked by poles, shrubbery, etc. and have less than 4 ft of clearance
- ☐ Sidewalks are broken, cracked, or uprooted
- ☐ Sidewalks or path start and stop

RATING FOR SELECTION

IS IT EASY TO CROSS STREETS?

- ☐ Road too wide (more than 40 feet with or without a median in the middle)
- ☐ Traffic signals do not give time to cross or wait was too long
- ☐ Needs marked crosswalk
- ☐ Needs stop sign or traffic signal
- ☐ Needs or plans block view
- ☐ Needs curb ramps or ramps need repair/updates

RATING FOR SELECTION

IS THERE ROOM TO BICYCLE?

- ☐ No space for bicyclist to ride (e.g., parked cars make lanes too narrow)
- ☐ Bicycle lane or paved shoulder disappears

RATING FOR SELECTION

IS IT EASY TO RIDE A BICYCLE?

- ☐ Potholes, cracked, broken or uneven pavement
- ☐ Debris on roadway (broken glass, sand, gravel, etc.)
- ☐ Dangerous drain grates, utility covers, or metal plates on roadway
- ☐ Heavy or fast moving traffic
- ☐ No bicycle parking at destination
- ☐ Too many hills in the area
- ☐ Signal does not change when bicyclist is present

RATING FOR SELECTION

DO DRIVERS' BEHAVIORS SUPPORT WALKING & BICYCLING?

- ☐ Backs out without looking
- ☐ Does not yield to people crossing the street
- ☐ Turns into people crossing the street
- ☐ Pikes too close to bicyclists
- ☐ Does not signal turns
- ☐ Cuts off bicyclists when turning
- ☐ Drives fast, speeding
- ☐ Speeds up to make it through the light or drives through yellow/red light
- ☐ Blocks a crosswalk, driveway, or other no parking zone
- ☐ Blocks traffic around the school by double parking
- ☐ Harasses bicyclists or pedestrians
- ☐ Fails to stop for school bus or crossing guard

RATING FOR SELECTION

DO PARENTS' BEHAVIORS SUPPORT WALKING & BICYCLING?

- ☐ Parent or other adults are walking
- ☐ Parent or other adults are biking
- ☐ Parents double park to load or unload children
- ☐ Parent calls/enrages child to cross the street illegally

RATING FOR SELECTION

DOES THE ENVIRONMENT FEEL SAFE?

- ☐ Littering outside of buildings
- ☐ Panhandling
- ☐ Unleashed dogs
- ☐ Graffiti

RATING FOR SELECTION

IS THE WALKING AND BIKING ENVIRONMENT PLEASANT?

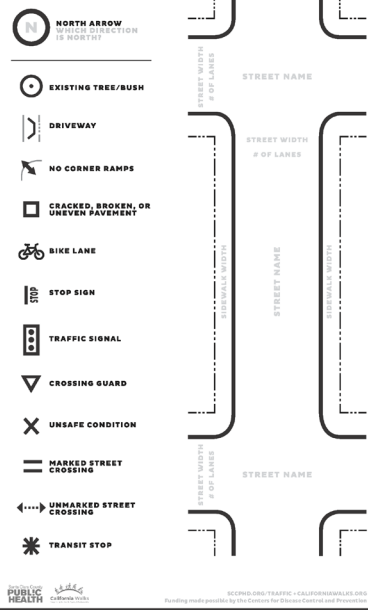
- ☐ Needs more grass, flowers, or trees
- ☐ Dirty, lots of litter or trash
- ☐ Dirty air due to automobile exhaust

RATING FOR SELECTION

ADDITIONAL COMMENTS

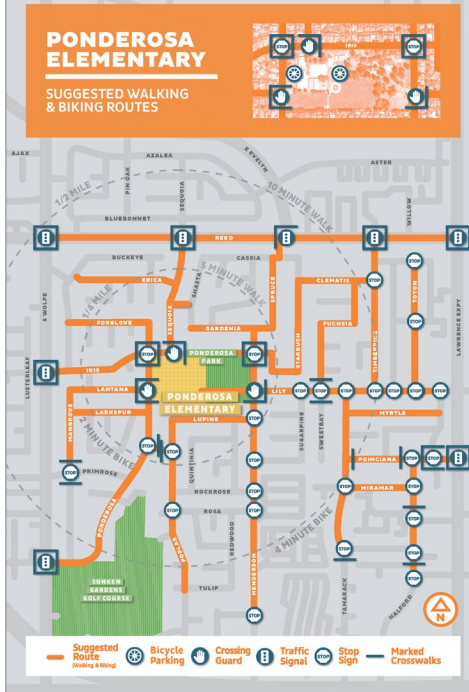
WALK/BIKE AUDIT KEY MAP

WALK & ROLL
safe routes to school in santa clara county



PONDEROSA ELEMENTARY

SUGGESTED WALKING & BIKING ROUTES



SAFE ROUTES TO SCHOOL SAFETY TIPS

Our School encourages students and families to safely walk, bike, or roll to school.

WALK SAFE!



Walk on the Sidewalk

Always use sidewalks when available. If there is no sidewalk, walk on the left facing oncoming traffic.



Make Eye Contact

Be sure drivers see you before stepping off the sidewalk.



Look Before You Cross

Look left, right, and left again before crossing a street.



Use The Crosswalk

Always cross at corners or at a marked crosswalk, where drivers expect you.

BIKE SAFE!



Wear Your Helmet

It's the law. Helmets should fit snug, sit level on your head, and always be buckled firmly under your chin.



Be Predictable

Obey all stop signs and traffic signals. Ride on the right, in the same direction as traffic. Follow the same rules of the road as car drivers.



Be Visible

Wear bright clothing, use a headlight and a taillight.



Be Alert

Watch out for drivers turning left or right, or coming out of driveways. Avoid the door zone from parked cars. Yield to pedestrians.

DRIVE SAFE!



Respect The School Zone

Go slow and use extra caution.



Obey Traffic Laws

No parking in the red zone, bus loading zones, and crosswalks. Avoid illegal U-turns.



Watch For Children

Stop for pedestrians in crosswalks and corners. Obey instructions from crossing guards.



Follow School Guidelines

When dropping off or picking up students, always ensure that s/he exits or enters the car from the curb side.

BE SAFE! AVOID TEXTING, PHONE CALLS, OR OTHER DISTRACTIONS WHILE WALKING, BIKING, AND DRIVING.

WALK & ROLL
safe routes to school in santa clara county
Funding made possible by the Centers for Disease Control and Prevention.

Images: California Walks

PUBLIC HEALTH COLLABORATION: CALIFORNIA

California Walks
Stepping Up for Health, Equity, & Sustainability

Stanislaus County Safe Routes to School Audits:
Empire Elementary School, Richard R. Moon Primary School & Lucille Whitehead Intermediate School

November 2018

PREPARED BY:

Jaime Fearer, AICP, Tony Dang & Esther Rivera

1300 Clay Street, Suite 600


Oakland, CA 94612

www.californiawalks.org

tel: (510) 464-8052













Images: California Walks

What affects your decision to allow your child to walk/bike to school?
¿Cuáles situaciones afectaron su decisión de permitir que su niño camine o ande en bicicleta hacia la escuela?



1 Mark your top 3 reasons. / Marque los 3 principales situaciones que aplican.

2 If there are other reasons not listed, please write them down in "Other." / Si hay otras razones que no son incluidos, por favor escribalas en categoria "Otras Razones."

<p>Distance / Distancia</p>  <p style="text-align: center;"> 5</p>	<p>Convenience of Driving / Conveniencia de manejar</p>  <p style="text-align: center;"> 1</p>	<p>Time / Tiempo</p> 	<p>Before/After School Activities / Actividades antes o después de la escuela</p> 	<p>Speed of Cars or Traffic / Velocidad del tránsito en la ruta</p>  <p style="text-align: center;"> 13</p>	<p>Lack of Adult Supervision / Falta de adultos que acompañen a su niño</p>  <p style="text-align: center;"> 7</p>	<p>Lack of Sidewalks / Falta de banquetas</p>  <p style="text-align: center;"> 4</p>
<p>Lack of Crossing Guards / Falta de Guardias de cruce peatonal</p>  <p style="text-align: center;"> 3</p>	<p>Safety of Intersections + Crossings / Seguridad de las intersecciones y cruces</p>  <p style="text-align: center;"> 12</p>	<p>Violence or Crime / Violencia o crimen</p>  <p style="text-align: center;"> 11</p>	<p>Weather or Climate / Tiempo o clima</p>  <p style="text-align: center;"> 2</p>	<p>No Access to Childcare / No tener acceso al cuidado de niños</p>  <p style="text-align: center;"> 1</p>	<p>Other Reasons? / Otras Razones?</p>	

PUBLIC HEALTH COLLABORATION: CALIFORNIA

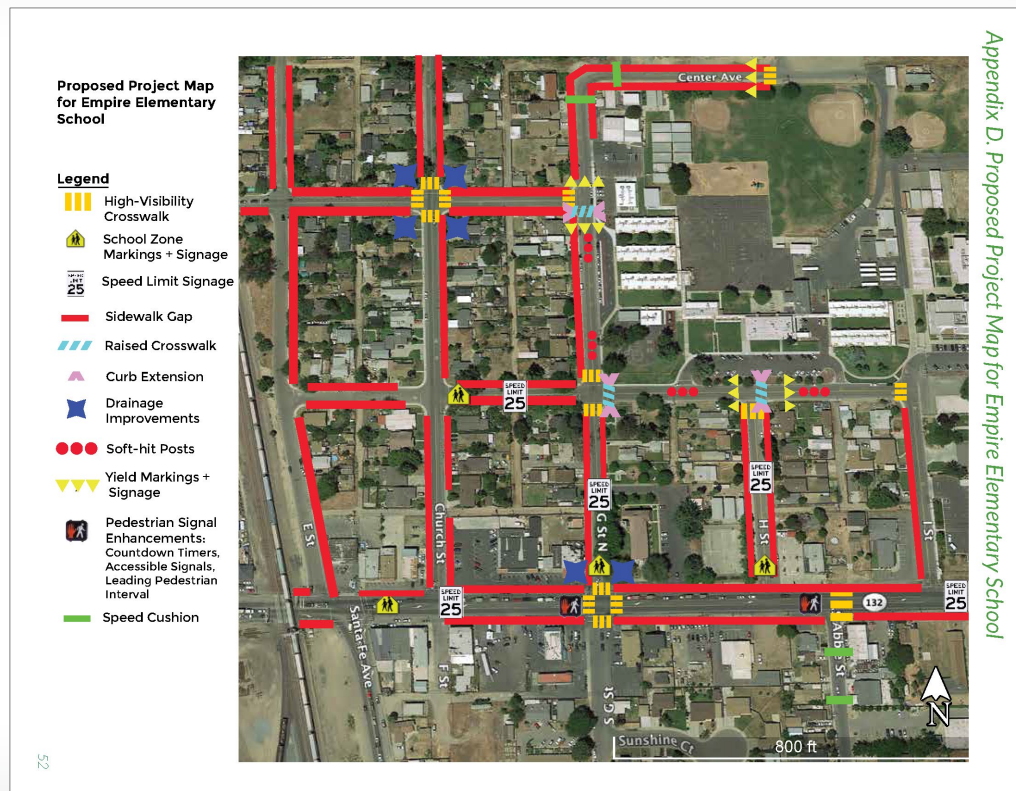


Image: California Walks

HEALTH EQUITY

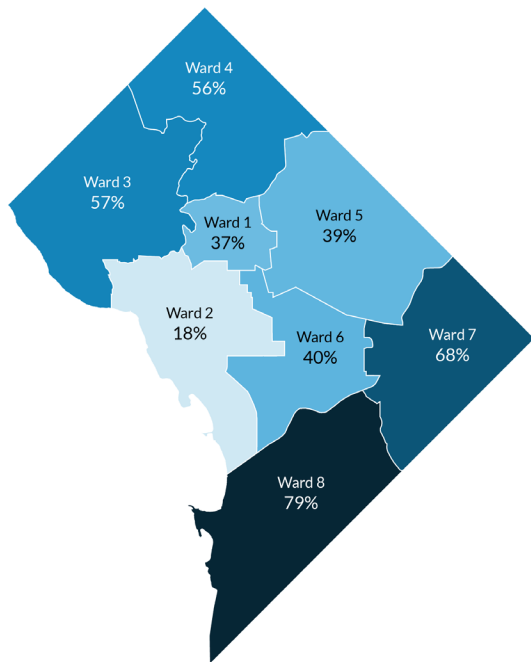


DC HEALTH EQUITY REPORT 2018



DC HEALTH EQUITY REPORT 2018

Share of Students Who Live and Attend School in the Same Ward, 2017–18



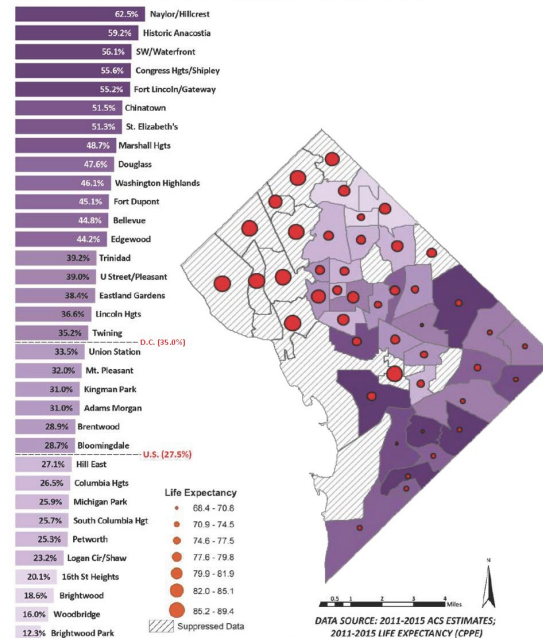
Source: Urban Institute and DC Policy Center's DC Master School File.

URBAN INSTITUTE

EDUCATIONAL ATTAINMENT by Neighborhood Group and Life Expectancy

Figure 7.6: Adults Without a High School Diploma and Living in Poverty

PERCENTAGE OF ADULTS (25+) WITH LESS THAN HIGH SCHOOL DIPLOMA LIVING IN POVERTY

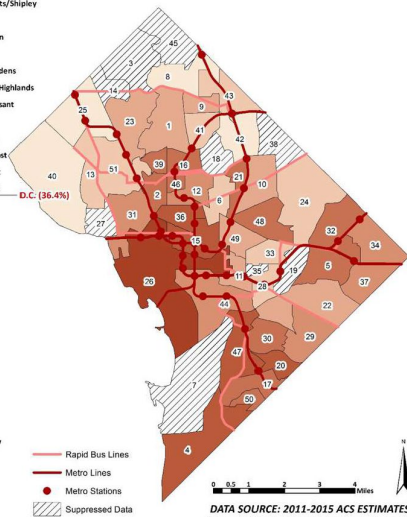


Graphic: DC Health Equity Report 2018

DC HEALTH EQUITY REPORT 2018

PERCENTAGE OF OCCUPIED HOUSING UNITS WITH NO VEHICLES

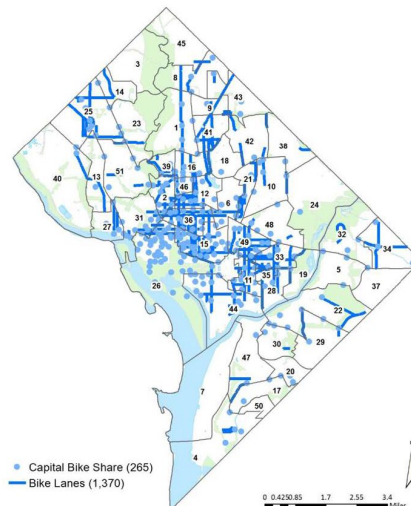
66.0%	26. GWU/National Mall
54.4%	4. Bellevue
52.9%	15. Chinatown
51.4%	36. Logan Cir/Shaw
51.3%	47. St. Elizabeth's
49.8%	20. Douglass
49.2%	5. Fort Dupont
48.2%	16. Columbia Hgts
48.0%	30. Historic Anacostia
47.8%	46. South Columbia Hgt
47.5%	39. Mt. Pleasant
47.2%	17. Congress Hgts/Shipley
46.7%	48. Trinidad
45.9%	2. Adams Morgan
45.9%	21. Edgewood
45.8%	32. Eastland Gardens
44.7%	50. Washington Highlands
42.8%	12. U Street/Pleasant
41.6%	34. Lincoln Hgts
40.9%	37. Marshall Hgts
39.5%	31. Georgetown East
38.7%	29. Naylor/Hillcrest
38.3%	44. SW/Waterfront
33.7%	23. Forest Hills
33.1%	22. Twining
31.2%	9. Brightwood Park
29.4%	1. 16th St Heights
28.3%	49. Union Station
28.3%	10. Brentwood
28.1%	11. Capitol Hill
26.6%	6. Bloomingdale
26.4%	28. Hill East
26.1%	51. Woodley Park
25.1%	33. Kingman Park
24.3%	41. Petworth
22.8%	13. Cathedral Hgts
22.6%	43. Lamond Riggs
22.5%	24. Fort Lincoln/Gateway
20.2%	8. Brightwood
19.6%	42. Mt. Pleasant
19.3%	25. Tenleytown
9.3%	40. Kent/Palisades
9.1%	U.S.



DATA SOURCE: 2011-2015 ACS ESTIMATES;
OFFICE OF THE CHIEF TECHNOLOGY OFFICER

NUMBER OF CAPITAL BIKE SHARE LOCATIONS AND BIKE LANES

41	26. GWU/National Mall
28	15. Chinatown
16	44. SW/Waterfront
14	36. Logan Cir/Shaw
13	31. Georgetown East
12	49. Union Station
11	2. Adams Morgan
10	25. Tenleytown
10	11. Capitol Hill
8	12. U Street/Pleasant
7	6. Bloomingdale
7	22. Twining
6	33. Kingman Park
6	16. Columbia Hgts
6	1. 16th St Heights
5	48. Trinidad
4	51. Woodley Park
4	46. South Columbia Hgt
4	34. Lincoln Hgts
4	28. Hill East
4	10. Brentwood
4	4. Bellevue
3	43. Lamond Riggs
3	27. Georgetown
3	17. Congress Hgts/Shipley
3	32. Eastland Gardens
3	8. Brightwood
2	21. Edgewood
2	47. St. Elizabeth's
2	40. Kent/Palisades
2	29. Naylor/Hillcrest
2	24. Fort Lincoln/Gateway
2	5. Fort Dupont
2	20. Douglass
2	13. Cathedral Hgts
2	30. Historic Anacostia
1	42. Michigan Park
1	41. Petworth
1	19. Stadium-Armory
1	18. DC Medical Center
1	39. Mt. Pleasant
1	38. Woodbridge
1	23. Forest Hills
1	9. Brightwood Park



Data Source: Office of the Chief Technology Officer

Graphics: DC Health Equity Report 2018

VISION ZERO DC & SAFE ROUTES TO SCHOOL



Back to School Campaign
Photo: Vision Zero DC



RRFB at Hyde-Addison Elementary School
Photo: Vision Zero DC

VISION ZERO DC & SAFE ROUTES TO SCHOOL



Safety Assessments at Tubman Elementary & Two Rivers PCS
Photos: Vision Zero DC



VISION ZERO DC & SAFE ROUTES TO SCHOOL



Aiton Elementary School Traffic Garden Charette & First Day
Photos: Vision Zero DC



Traffic garden at Aiton ES
Photo: Torti Gallas + Partners

THANK YOU!

Jaime Fearer, AICP
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Office of Health Equity
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Photo: Jaime Fearer

Safe Routes & Vision Zero: Partnering in Portland



WE KEEP PORTLAND MOVING.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Safe Routes to School Timeline

5 E
concepts
8 schools,
3 districts

2005

6 E
concepts
at 100+
schools,
5 districts

2012-2014

Strategic
plan
& primary
investment
routes

2017

Education
revamp
& youth
programs

2019

2016

32 actions
with
annual
measures

2018

Updated
actions &
tasks

Vision Zero Timeline

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SAFE ROUTES to School



Weaving Together SRTS & VZ

Engineering

Equity

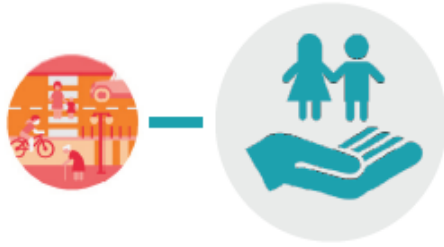
Policy

Education

Messaging



Safe Routes Strategic Plan



No child is involved in a serious crash accessing school or school programs



Every school has safer access via infrastructure improvements on Primary Investment Routes



Program activities for older students are youth oriented and youth driven



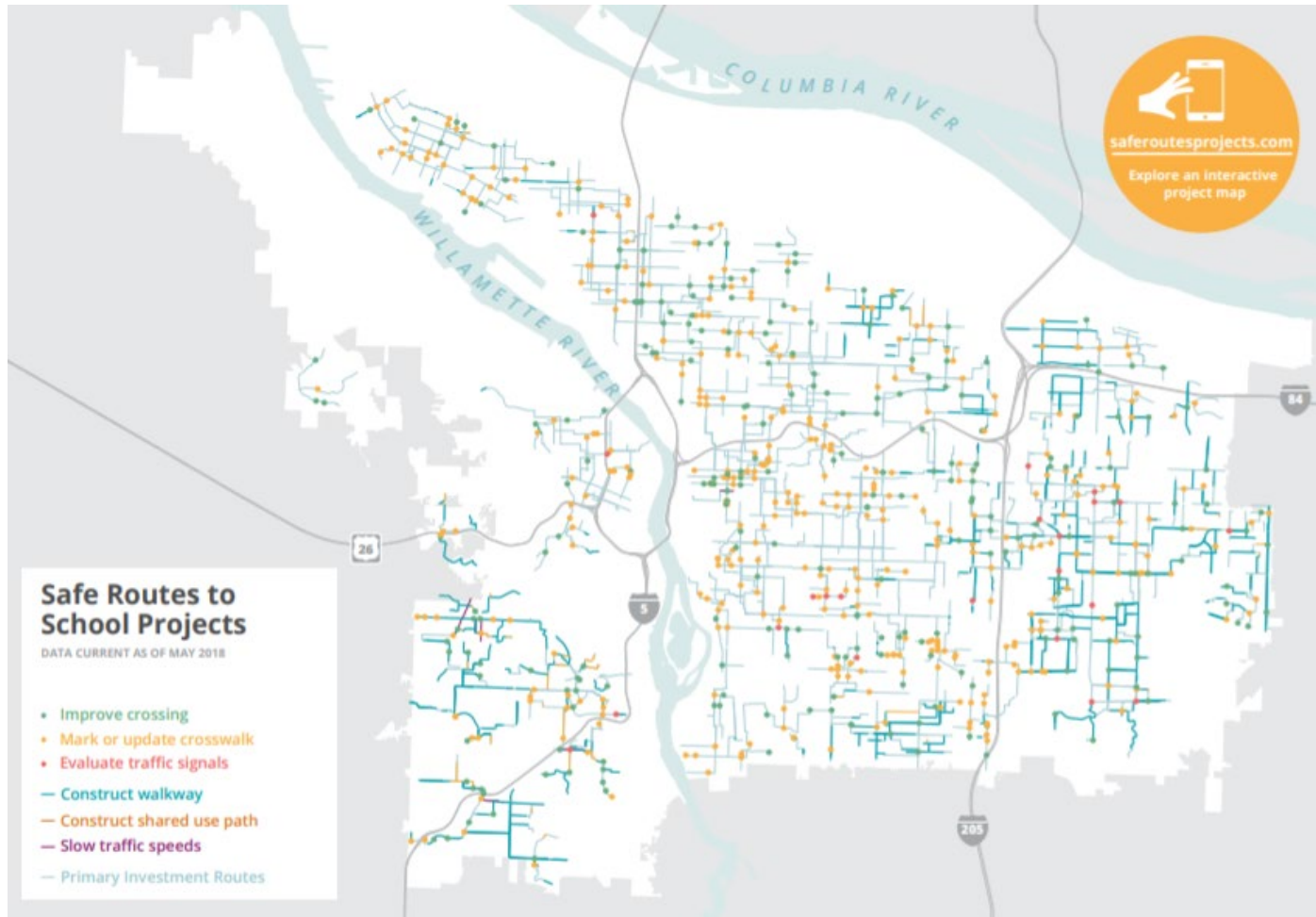
Education campaigns focus on all members of the school community to create a culture of safety

VZ Priorities 2019-21

- ✓ Protect pedestrians
- ✓ Reduce speeds citywide
- ✓ Deliver High Crash Network safety projects & targeted rapid response fixes
- ✓ Create a culture of shared responsibility
- ✓ HS & MS youth programming



SRTS Engineering Projects



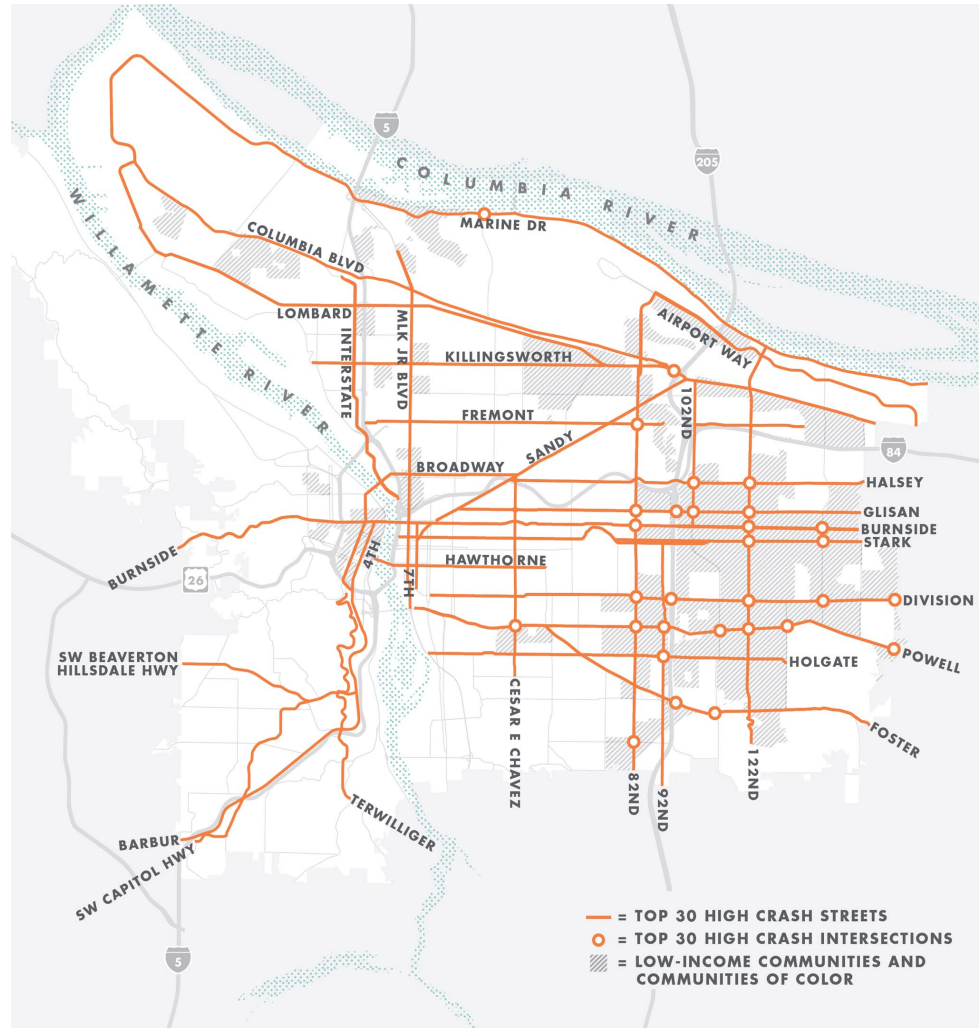
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SAFE ROUTES to School



VZ High Crash Corridors



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SAFE ROUTES to School



VZ Speed Reduction

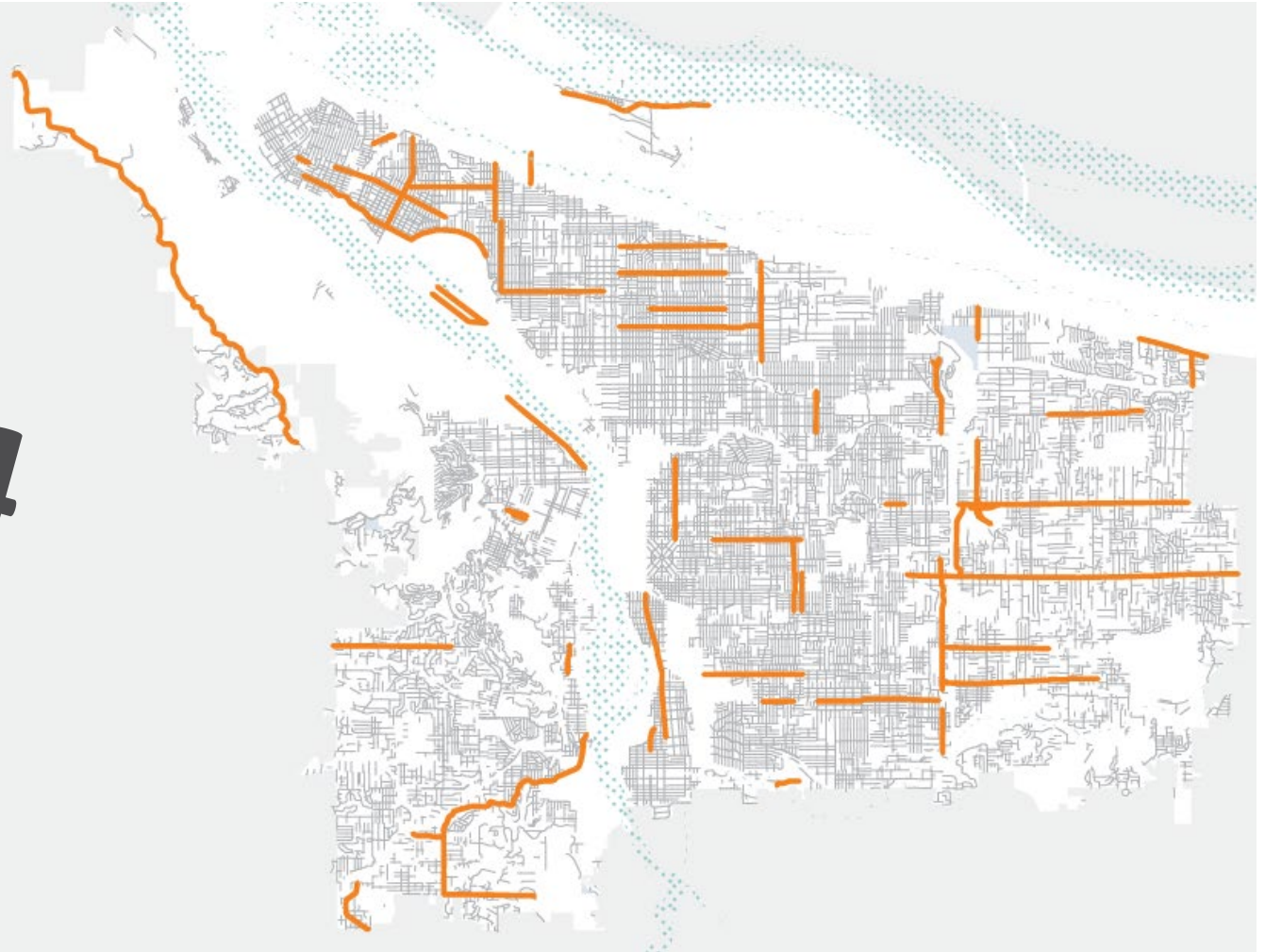
RESIDENTIAL SPEED
REDUCTION —

NON-RESIDENTIAL SPEED
REDUCTION —

104

~~59~~

134
NEW SPEED
REDUCTIONS
on 76 miles of non-
residential streets
2017-18



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SAFE ROUTES to School



Shared Messaging



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SAFE ROUTES to School



Integrating into Classrooms...

and beyond



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Thank you!

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Vision Zero and Safe Routes to School: Partners In Safety

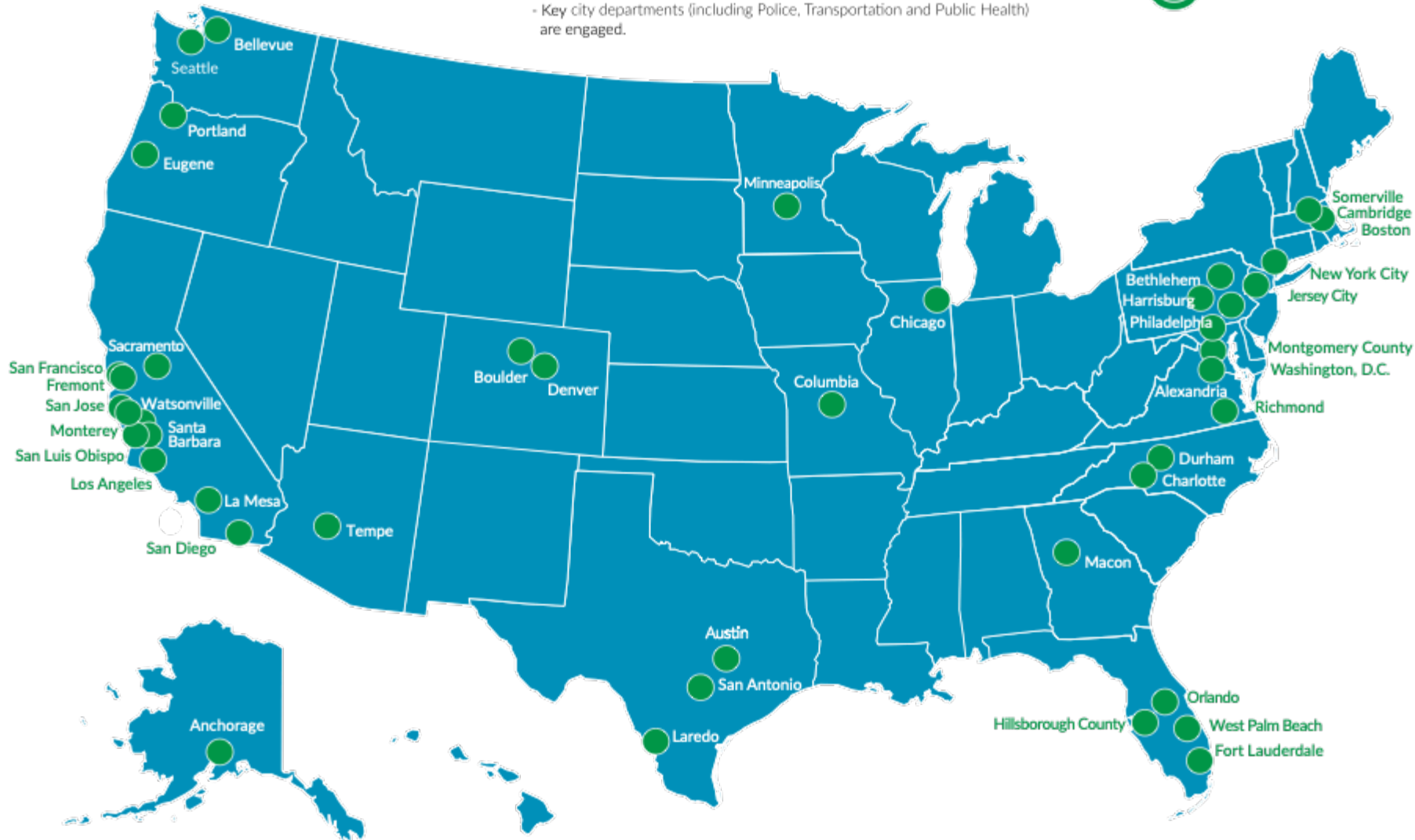


VISION 4 FUTURE NETWORK

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



VISION 4 F.R. 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**

VISION 440 NETWORK

CRASH

ACCIDENT

VISION440NETWORK

The Spectrum of Prevention

Influencing Policy & Legislation

Changing Organizational Practices

Fostering Coalitions & Networks

Educating Providers

Promoting Community Education

Strengthening Individual Knowledge & Skills

SAFE TRAVEL FOR ALL

```
graph TD; A[SAFE TRAVEL FOR ALL] --> B[SAFE STREETS]; A --> C[SAFE SPEEDS]; A --> D[SAFE VEHICLES]; A --> E[SAFE PEOPLE];
```

SAFE STREETS

SAFE SPEEDS

SAFE VEHICLES

SAFE PEOPLE

VISION 4430 NETWORK



VISION44XNETWORK

Hit by a vehicle traveling at

20
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

30
MPH



5 out of 10 pedestrians survive.

Hit by a vehicle traveling at

40
MPH



only 1 out of 10 pedestrians survives.

NYC



VISION 4 K NETWORK

SPEED CAMERA PROGRAMS



ON LOCAL
ROADS

COULD HAVE PREVENTED
>22,000
DEATHS OR INJURIES
NATIONWIDE IN 2015



NYC



VISION44XNETWORK

SOURCE: INSURANCE INSTITUTE FOR HIGHWAY SAFETY, IIHS.ORG

VISION44XNETWORK



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VISION ZERO NETWORK

Group Discussion Questions:

- 1 – Introductions & status of SR2S & VZ
- 2– What benefits can you imagine (or do you have) from aligned programs?
- 3 – What would success look like?
- 4 – What obstacles do you see to aligning SR2S & VZ?
- 5 – What would need to change to overcome obstacles?
- 6 – Who do you need to enlist to help?
- 7 -- What steps could you take to better align programs.....
 - By year's end
 - Within 6 months
 - Within 1-2 years