

An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows a crosswalk with white stripes, a stop sign, and various vehicles and buildings. The text is centered over the image.

Vision Zero: Theory → Action in the U.S.

June 29, 2023

VISION ZERO NETWORK

Vision Zero Network

Resources

Discussions & Webinars

Peer exchange

Policy Initiatives

Events

RESOURCE LIBRARY



Case Studies
Below are case studies and resources to support communities' Vision Zero policy and action.

- Core Elements for Vision Zero Communities
- Why Vision Zero differs from traditional traffic safety approach
- Nine Components of a Strong Commitment



Equity
Vision Zero recognizes that all people have the right to move about their communities safely. Traffic safety efforts must be part of work to end systemic racism, including longterm under-investment in safe conditions and over-policing in communities of color.

- Acting for Racial Justice & Just Mobility
- Vision Zero Equity Strategies for Practitioners



Safety Over Speed
Safe speed is a core tenet of Vision Zero and the safe systems approach. Learn how cities are managing speed and more about safe systems.

- NACTO Safe Speeds
- Portland Tames Speed, Case Study
- FHWA & ITE: Noteworthy Speed Management Practices
- FHWA & ITE: Noteworthy Practice



CONGRESSIONAL RESOLUTION
Introduced for 0 Traffic Deaths
by 2050

Call your Electeds & Urge Their Support as Co-Sponsors



Learn more at visionzeronetwork.org

Vision Zero Resources

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, 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 NETWORK

Vision, Strategies, Action: Guidelines for an Effective Vision Zero Action Plan

December 2017

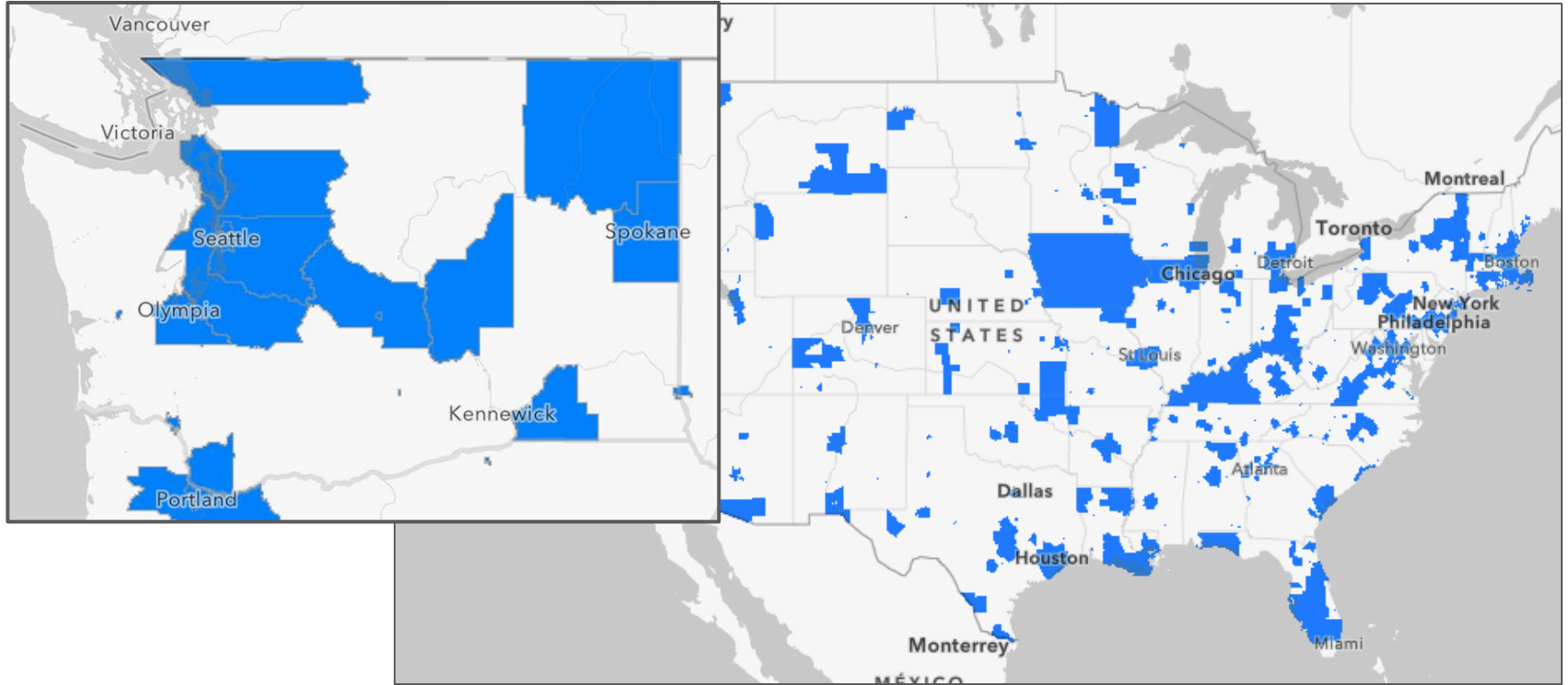
Welcome to the webinar:
Vision Zero 101
March 31st, 2022

VISION ZERO NETWORK

Welcome to the webinar:
Vision Zero 201
April 27, 2022

www.visionzeronetwork.org

Congrats WA: Safe Streets & Roads for All (SS4A) \$\$\$



Source: USDOT



Photo credit: Dylan
Passmore

VISION4ERO

is not a slogan...

VISION4ERONETWORK



Photo credit: Dylan
Passmore

VISION ZERO

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

Vision Zero is
fundamentally different.

It is a paradigm shift.

What does it mean to move to a Safe System approach?

- < Less about *new* technical solutions
- > More about building public & political will for *using* the solutions



The Exceptionally American Problem of Rising Roadway Deaths

The New York Times

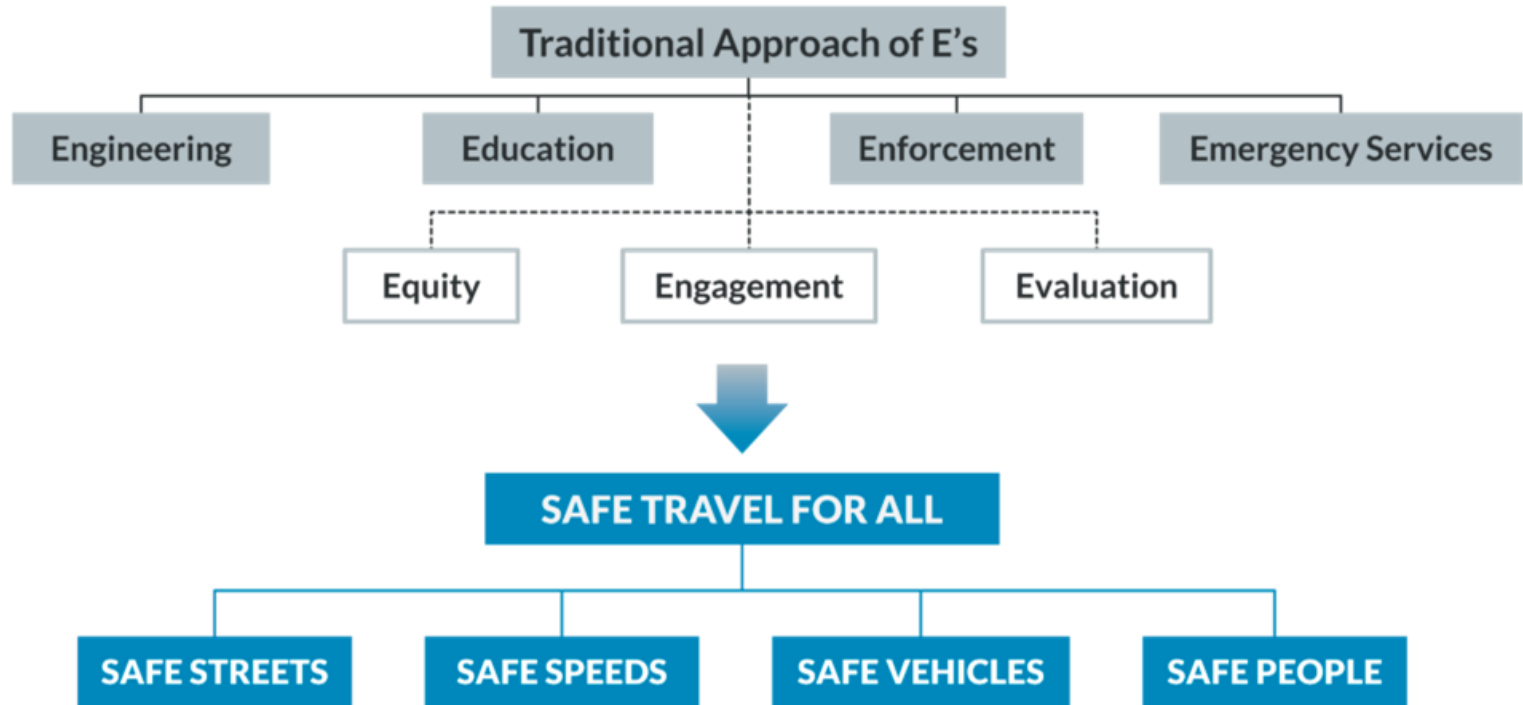
Why other rich nations have surpassed the U.S. in protecting pedestrians, cyclists and motorists.

Key Trends

- 1 - Shifting to a Safe System Approach
- 2 - Focusing on Managing Speeds (*not just speeding*)
- 3 - Elevating Health Equity
- 4 - Hastening Change: Pilots & Quick-Builds



1 - Shifting to a Safe System Approach



1 - Shifting to a Safe System Approach

Philadelphia Vision Zero Action Plan, 2017

VISION ZERO PRIORITIES

EQUITY Identify equitable solutions developed on behalf of all Philadelphians

EVALUATION Evaluate Vision Zero efforts to prioritize investments and ensure resources are being used effectively

ENGINEERING Engineer streets to reduce risk of crashes

EDUCATION Educate Philadelphians to promote a culture of safe driving, walking, and biking

ENFORCEMENT Enforce traffic laws to reduce and prevent unsafe roadway behaviors

Philadelphia Vision Zero Action Plan, 2020

VISION ZERO PRIORITIES

EQUITY Ensure equitable traffic safety investments in neighborhoods needing them most

SAFE SPEEDS Prevent fatal crashes by managing vehicle speeds

SAFE STREETS Create roads that are predictable and aren't confusing to anyone using them

SAFE PEOPLE Empower Philadelphians to spread Vision Zero messaging, take community action, and promote a culture of safe driving, walking, and biking

SAFE VEHICLES Support all Philadelphians to use the safest vehicles possible for daily trips - with transit, biking, and walking as the priority

SAFETY DATA Use quality data and the latest analytical tools to prioritize actions and track Vision Zero progress

VISION ZERO FOR YOUTH Invest in the transportation safety of young Philadelphians as they grow in schools and neighborhoods

1 - Shifting to a Safe System Approach



Safe Road Users



Safe Vehicles



Safe Roads



Post-Crash Care



Safe Speeds



1. Safe System Element: Safe Speeds

<p>1.2 Re-evaluate speed limits on existing roadways and implement projects (e.g., gateway treatments, chicanes) to calm traffic. <i>Source: FHWA PSC</i></p>	Multi-Jurisdictional	NCDOT, Local jurisdictions	High Injury Network	Medium
<p>1.3 Implement Complete Streets and roadway reconfiguration to provide context-sensitive street design. <i>Source: FHWA PSC</i></p>	Multi-Jurisdictional	NCDOT, Local jurisdictions	High Injury Network; Equity Areas	Medium



2. Safe System Element: Safe Roads

<p>3.1 Systemic application of low-cost countermeasures (signing, delineation, and pavement markings) at stop-controlled intersections. <i>Source: FHWA PSC (Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections)</i></p>	Multi-Jurisdictional	NCDOT, Cities	High Injury Network	Short
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2 - Focus on Managing Speeds (not just speeding)



“Focusing on speeding alone minimizes the actual impacts of speed itself on traffic safety...

...ignores the impact that even high, legal speeds can have on safety, since human injury tolerance can be exceeded even when drivers comply with the legal speed limit.”

– FHWA Safe System Approach for Speed Management report, 2023

2 - Focus on Managing Speeds



Road safety improvements using speed humps



An enhanced crossing

TRANSFORMATIVE ACTION 5

Institute a Vision Zero/Complete Streets checklist to institutionalize prioritizing safety first in all stages of capital project planning and development, and project review.

Key Implementer(s): Public Works, Planning and Development, Environmental Services

Focus Area: Safe Roads

Progress Metric(s):
1. Development and adoption of a Vision Zero/Complete Streets checklist by 2024.
2. Use of checklist on all projects.

Implementation Notes:
1. Tie checklist to the Right-of-Way Design Manual and other best practice design guidance including ADA guidance. Integrate Vision Zero into the City's development review checklist for private development.
2. Application of the checklist could also include all resurfacing projects, planned maintenance activities (i.e. signal retiming), and other major projects (i.e. new traffic signals).
3. Institutionalize use of the checklist through trainings and project development procedures.



2 - Focus on Managing Speeds

Vision Zero



FY 2021-2025 ACTION PLAN

THE MISSION TO END TRAFFIC FATALITIES
AND SERIOUS INJURIES BY 2030

THE FIVE GOALS FROM THE ACTION PLAN

➔ Reduce Speeds to Safe Levels

- Context Based Speed Limit Analysis - Underway (2022)
 - Expansion of Speed Camera Program - 2025
 - Speed Awareness & Safety Program - Funding Requested (2022)
 - Slow-Zone Program - Underway (2022)
 - Expand Pop-Up Events - DELAYED (COVID-19)
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2 - Focus on Managing Speeds



CONTEXT-APPROPRIATE SPEEDS

As crash speed increases, the likelihood of a severe injury or fatality also increases, especially for people walking and biking. For example, research completed by the AAA Foundation for Traffic Safety shows that the likelihood of a fatality or severe injury is 13 percent for a person walking struck by a vehicle traveling at 20 miles per hour, but this likelihood increases to 40 percent at 30 miles per hour and 73 percent at 40 miles per hour.

Source: Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, September 2011

Denver Regional Vision Zero Action Plan

2 - Focus on Managing Speeds

OBJECTIVE

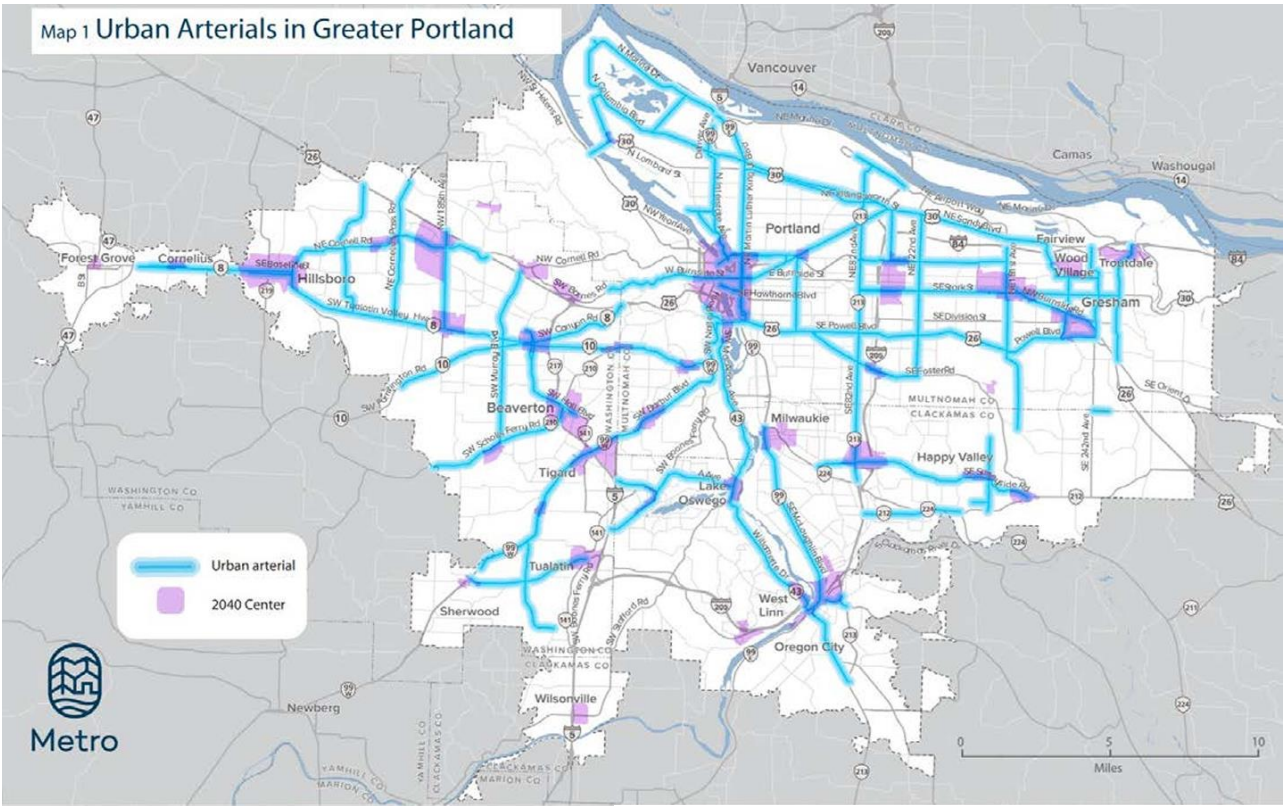
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**INCREASE
LEGISLATIVE
SUPPORT**

ACTION INITIATIVES	RESPONSIBILITY	ACTION YEAR
20. Pursue legislation to increase funding and evaluate reallocation of existing funding to safety projects to create a reliable, dedicated funding stream.	DRCOG	2020
21. Pursue legislation that enables approaches to setting speed limits that reduce vehicle operating speed and crash severity, such as the injury minimization/safe system approach.	DRCOG	2022

Denver Regional Vision Zero Action Plan

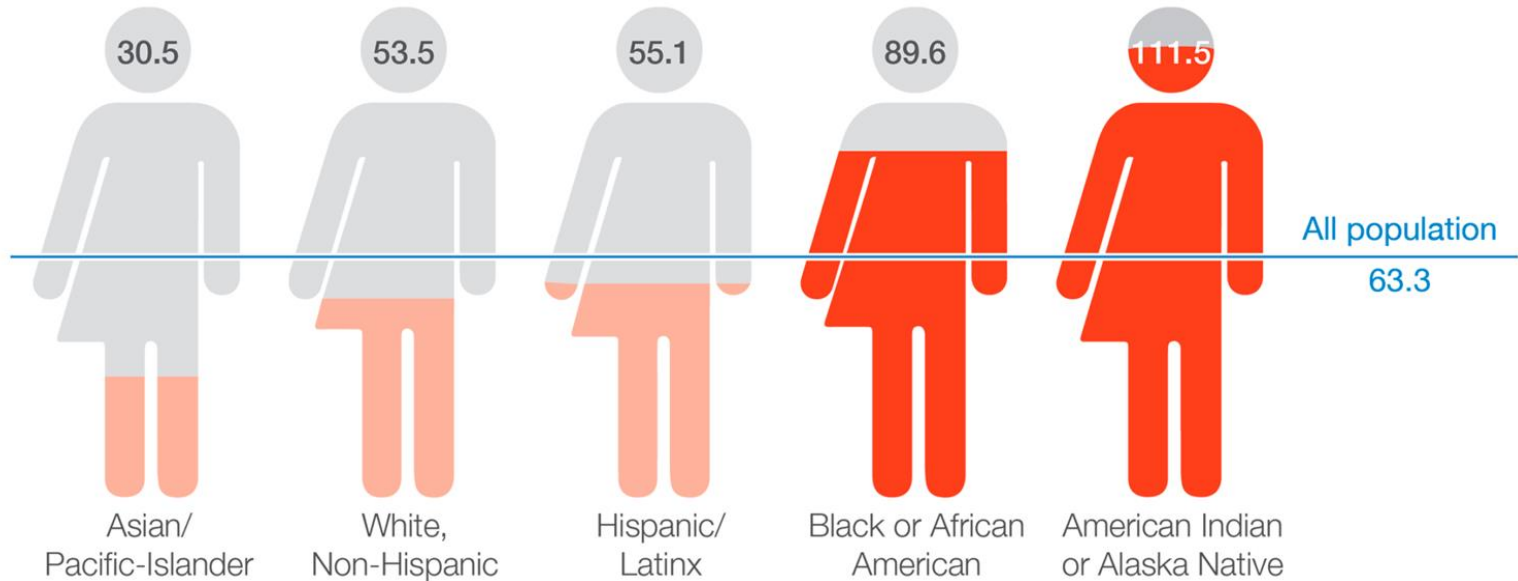
2 - Focus on Managing Speeds



Oregon Metro Regional Safety Plan

3 - Elevating Health Equity

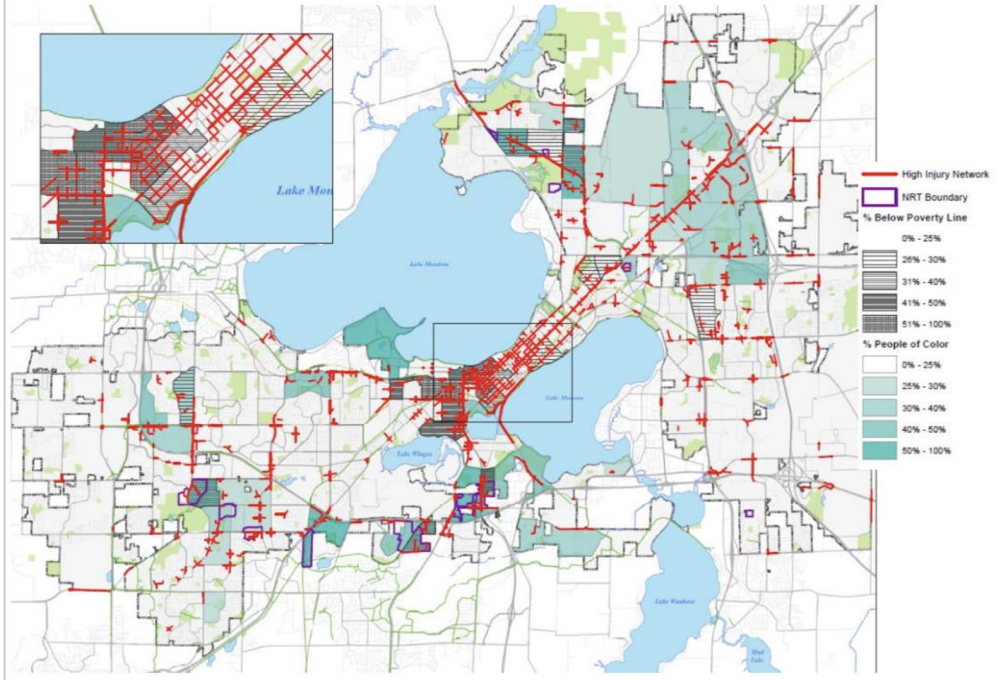
Relative pedestrian danger by race and ethnicity (2010-2019)



Source: Dangerous by Design report by Smart Growth America

3 - Elevating Health Equity

The High Injury Network, Areas of High Poverty, & Communities of Color

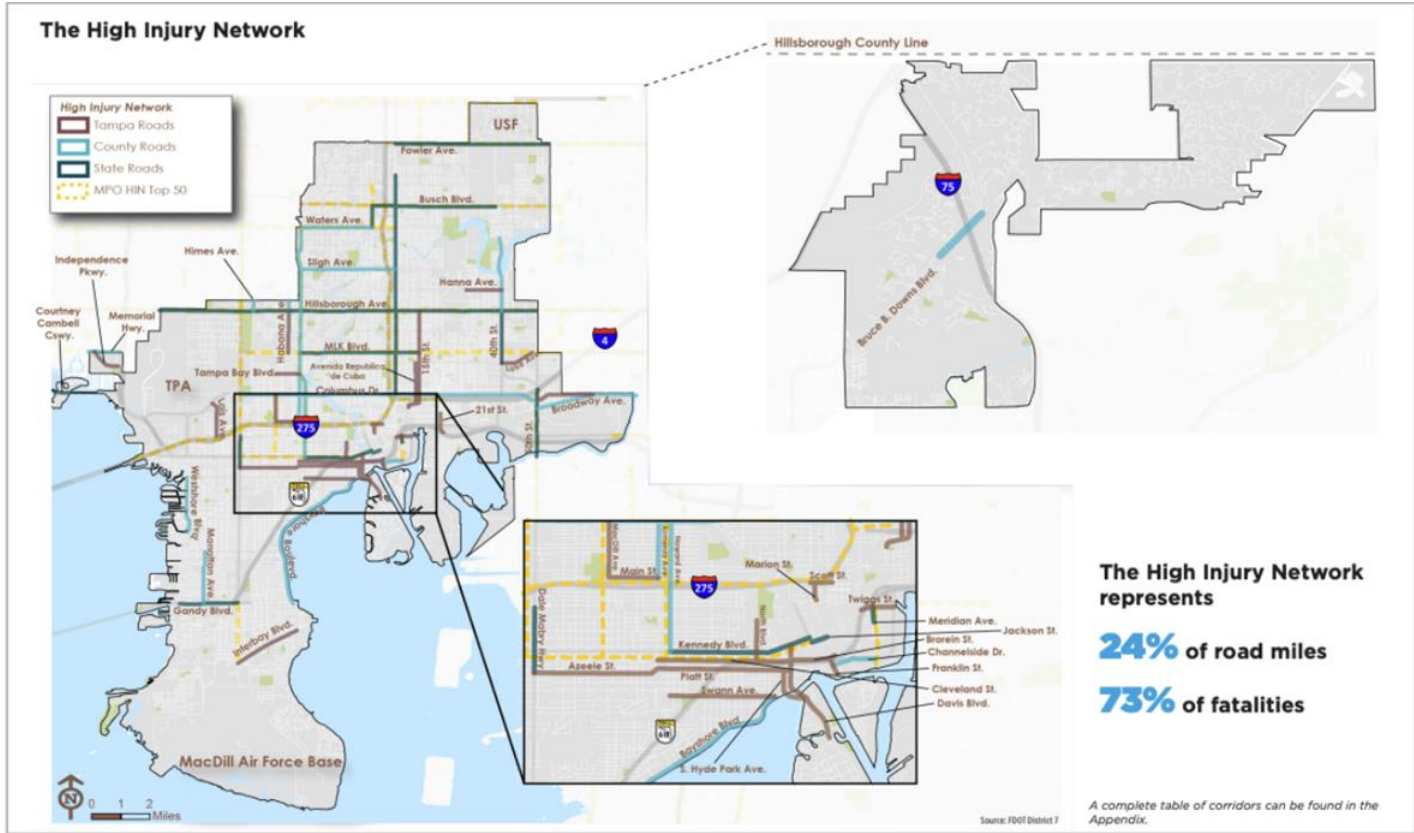


Source: Madison Vision Zero Action Plan

In Madison, Wisconsin, Black residents are

- Nearly 2x as likely to be hit & killed in vehicle crashes, compared to general population.
- 4x as likely to be injured while walking.

3 - Elevating Health Equity



3 - Elevating Health Equity



- **Enforcement with empathy** – Enforcement must not have an outsized effect on low-income communities and communities of color, nor should they damage police-community relationships. Because safe infrastructure is lacking in many low-income communities and communities of color, these communities are already unfairly burdened by the transportation system. Strategies to integrate equity into enforcement include community policing, officer

Denver Regional Vision Zero Action Plan

3 - Elevating Health Equity



	Engineering	Policy	Planning & Evaluation	Engagement Education & Programs	Enforcement
General Efficacy Score*	High/Medium	Limited/Unknown to High (Mixed) Speed limit reduction policies are high efficacy	Limited / Unknown Independent effects difficult to measure but critical complementary strategy	Limited/Unknown Independent effects difficult to measure but can be complementary strategy	Limited/Unknown to High (Mixed) Automated enforcement implementation can have a high efficacy
General Equity Score	★★	★★	★★	★★★	★
Equity Key: Benefit = ★★★ It Depends = ★★ Concern = ★					

4 - Hastening Change: Demonstrations & Quick-Builds



4 - Hastening Change: Demonstrations & Quick-Builds



ZERO ^{IS} _{ES} 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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