Vision Zero, Making Streets Safer

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Vision Zero!
Norwegian Capital Completely Quashes Road Deaths

By Aaron Short

https://usa.streetsblog.org/2020/01/03/vision-zero-norwegian-capital-completely-quashes-road-deaths/
AGENDA

01 Introduction
02 Vision Zero Sonoma County
03 Data Dashboard
04 Next Steps
The SCTA is embarking on the next update of the Sonoma County Comprehensive Transportation Plan (CTP) to examine transportation needs and revisit our vision for transportation throughout Sonoma County.
Safety & Health: Active Modes – Reduce drive alone mode share to 33.3% by 2040. Increase active transportation (walk, bike, transit) mode share to 15% by 2040.
Looking Back: 2016 CTP Safety and Health Goal

Safety & Health: Collision Rates – Reduce total daily collisions by 1 by 2040.

Average Daily Collisions in Sonoma County

<table>
<thead>
<tr>
<th>Year</th>
<th># Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>6.3</td>
</tr>
<tr>
<td>2008</td>
<td>5.5</td>
</tr>
<tr>
<td>2009</td>
<td>5.8</td>
</tr>
<tr>
<td>2010</td>
<td>5.5</td>
</tr>
<tr>
<td>2011</td>
<td>5.7</td>
</tr>
<tr>
<td>2012</td>
<td>5.7</td>
</tr>
<tr>
<td>2013</td>
<td>6.2</td>
</tr>
<tr>
<td>2014</td>
<td>6.1</td>
</tr>
<tr>
<td>2015</td>
<td>6.3</td>
</tr>
<tr>
<td>2016</td>
<td>6.7</td>
</tr>
<tr>
<td>2017</td>
<td>6.8</td>
</tr>
<tr>
<td>2018</td>
<td>6.7</td>
</tr>
</tbody>
</table>
“In a modern society, there is no reason for people to lose the only thing we ever own, our lives,” Outgoing Transport Commissioner Violeta Bulc, said. “There’s no reason why that should not stay on top of the European agenda. Vision Zero is the only way to go.”
TRADITIONAL APPROACH

Traffic deaths are INEVITABLE
PERFECT human behavior
Prevent COLLISIONS
INDIVIDUAL responsibility
Saving lives is EXPENSIVE

VISION ZERO

Traffic deaths are PREVENTABLE
Integrate HUMAN FAILING in approach
Prevent FATAL AND SEVERE CRASHES
SYSTEMS approach
Saving lives is NOT EXPENSIVE
A Vision Zero City meets the following minimum standards:
- A clear goal of eliminating traffic fatalities and severe injuries
- The Mayor has publicly, officially committed to Vision Zero
- The Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in a clear time frame
- Key city departments (including Police, Transportation, and Public Health) are engaged.
HIT BY A VEHICLE TRAVELING AT:

20 MPH
10% DEATH RISK

30 MPH
40% DEATH RISK

40 MPH
80% DEATH RISK

Speed Kills
Vision Zero Case Studies

Portland

20 IS PLENTY
VISION ZERO PORTLAND

New York City

FOR A SAFER NYC
SPEED LIMIT 25
VISION ZERO

nyc.gov/visionzero
Traffic deaths in Portland in 2018 were the lowest in four years, down nearly 25% from the previous year.

<table>
<thead>
<tr>
<th>Both Directions</th>
<th>Speeding</th>
<th>Top End Speeding</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE Division Street</td>
<td>47% Decrease</td>
<td>71% Decrease</td>
</tr>
<tr>
<td>SE 122nd Avenue</td>
<td>68% Decrease</td>
<td>91% Decrease</td>
</tr>
<tr>
<td>SW Beaverton Hillsdale Hwy</td>
<td>61% Decrease</td>
<td>92% Decrease</td>
</tr>
</tbody>
</table>

*Percentage speeding decrease before and after speed count, one-year timeframe (2016)*
Located before all fixed speed safety cameras:

(1) “Traffic laws photo enforced” sign
(2) Speed limit sign
(3) Speed reader board with speed feedback
New York City

- New York City began Vision Zero in 2014
- Fatalities have decreased by 24%

14th Street Plan
A Transit and Truck Priority Street

- Proposed: Midblock
  - Loading Space/ Pick-up & Drop-off
  - Bus/Truck & Local Access Travel Lane
  - Bus/Truck & Local Access Travel Lane
  - Loading Space/ Pick-up & Drop-off

- Proposed: Intersection
  - Plastic Bus Bulb
  - Bus Only Lane
  - Bus, Truck & Local Access Travel Lane
  - Bus, Truck & Local Access Travel Lane
  - Pedestrian Area
Vehicle stopping distance improves by 45 feet when traveling 25MPH vs 30MPH

FOR A SAFER NYC
SPEED LIMIT 25
VISION ZERO

25 MPH

45 feet

30 MPH

nyc.gov/dot

2014
Default Speed Limit Law
(SB7892/A10144)
Vision Zero in Sonoma County

Sustainable Communities Grant
Sonoma County Transportation Authority (SCTA)
• Create data dashboard to increase ease of access to a variety of transportation and safety-related data

Department of Health Services (DHS)
• Engage with all 10 jurisdictions to support Vision Zero policy & action plan
• Engage community members in planning process throughout
Project Timeline: Oct 2019 – Feb 2022

Deliverables

- Data Dashboard (Dec 2020)
- Community Engagement Plan (Dec 2020)
- Action Plan Outline (June 2021)
- Final Action Plan (Nov 2021)
- Funding Needs Assessment (Feb 2022)
Community Outreach & Assessment

- One-on-One Conversations
- Bicycle & Pedestrian Advisory Boards, Community-Based Organizations
- Neighborhood & school outreach based on High Injury Network data
- Community Surveys
- Street Story
Data Dashboard
Data Driven Approach

Data is a core element of all Vision Zero programs

- Helps identify systemic issues and opportunities
- Supports development of equitable action plans
- Enables tracking of progress over time
Data Dashboard Objectives

- Build a strong foundation of relevant, accurate and timely injury and crash data
- Create a data dashboard that allows for sharing of crash and injury data in forms that are understandable to different audiences.
- Engage residents of disadvantaged communities to incorporate their perspectives into the collection and analysis of injury and crash data.
Data Dashboard Design

• **Data Sources**
  – SWITRS - Statewide Integrated Traffic Records System
  – Local hospital/trauma center
  – Sonoma County Travel Model
  – Bike/Ped plans and studies
  – Community input
  – …and more sources to be identified

• **Target audience**

• **Frequency of updates**
Data Dashboard Examples – New York City

Street Design

Filters
- Leading Pedestrian Intervals
- Major Safety Projects
- Arterial Slow Zones
- Speed Humps
- Safe Streets For Seniors
- Neighborhood Slow Zones
- 25MPH Signal Retiming
- Left Turn Traffic Calming
- Enhanced Crossings
- Priority Intersections
- Priority Corridors
- Priority Areas
- Bike Priority Areas

Data as of 11/30/2019

Safety Engineering Projects
(1 of 4)

Project Name: Greenpoint Avenue & 48th Avenue
Project Type: Traffic Calming - Pedestrian Safety

Zoom To
Data Dashboard Examples - Denver

DATA DASHBOARD

Data showing crash events resulting in deaths and serious injuries in Denver since 2013. Data updates daily (Monday–Friday) from the Open Data Catalog.

Killed or Seriously Injured (Number of Crash Events)

YEAR

MONTH

DAY OF WEEK

HOUR (04:00 am – 23:59 pm)

Injury Type

Fatal
Serious

Mode of Injury

Mode of Seriously Injured

scta.ca.gov
Next Steps
Get Involved!

- Vision Zero Advisory Committee
  - Subcommittees: data, policy, education, enforcement, community engagement, engineering, etc.

- Community Surveys

- Street Story
Next webinar

The Future of Public Transit
Thursday, February 20
11am

More info: scta.ca.gov/2050
QUESTIONs?

THANK you!

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