Vision Zero and Complete Streets

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What is Vision Zero

● Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
● First implemented in Sweden in the 1990s,
● Vision Zero has proved successful across Europe and now it’s gaining momentum in major American cities
Full speed crash impact on a pedestrian as compared to a free fall from a building

- 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
Sweden, the United Kingdom, Denmark and the Netherlands have the lowest number of fatalities per capita in the EU. Even though Sweden’s proportion has increased from 2.7 to 2.8 between 2013 and 2014, Sweden is still well placed in comparison with the 2013 value for the other countries.

Figure 8. Number of road deaths per 100,000 inhabitants. Sweden (2013 and 2014) compared with other countries (2013). Source: IRTAD and CARE.
2017 472 Deaths To Date

- 210 CAR/TRUCK DRIVERS
- 126 PEDESTRIANS
- 67 CAR/TRUCK PASSENGERS
- 53 MOTORCYCLISTS
- 13 BICYCLISTS
- 3 ATV RIDERS
- 14 AGE 17 AND YOUNGER
- 60 AGE 65 AND OLDER

tinyurl.com/njfatalities2017
• New York City
  0 fatalities by 2024
• Philadelphia
  0 fatalities by 2030
• NJ DOT
  30% reduction in traffic deaths by 2030*

*NJ DOT’s crash reduction goal is to reduce serious injuries and fatalities by 2.5 percent annually with the support of all safety partners.
Turning Priority into Practice

The Vision Zero Three-Year Action Plan outlines the projects and policy changes the City of Philadelphia plans to pursue in the next three years to build safety and livability into Philadelphia streets.

The Action Plan identifies a broad range of solutions to address traffic safety comprehensively while using data to identify and prioritize traffic safety projects.

Chaired by the Managing Director’s Office of Transportation & Infrastructure Systems (OTIS), the Vision Zero Task Force (page 4) leads and provides feedback on Vision Zero priorities and strategies.

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

Vision Zero Subcommittees

Vision Zero subcommittees are comprised of City departments and external agencies. Subcommittees meet on a monthly or quarterly basis, and are responsible for implementing the strategies outlined in the Vision Zero Three-Year Action Plan.

The Vision Zero subcommittees are:

- Evaluation & data
- Engineering
- Education & engagement
- Traffic safety enforcement
- Fleet management
- Policy

Traffic Deaths by 2030.

#VisionZeroPhl
Data Driven Priorities
COMPLETE URBAN STREETS

The majority of Canadians live in urban settings and collisions commonly occur at city intersections. Vision Zero calls for changes in road design and the following strategies are proven ways to increase safety and mobility for urban road users.

**ADVANCE STOP LINES**
- can increase the likelihood of drivers yielding to pedestrians crossing by approximately **60%**

**PROTECTED BIKE LANES**
- can reduce vehicle-bicycle crashes resulting in injuries by as much as **90%**

**PEDESTRIAN/RAISED REFUGE ISLANDS**
- can reduce vehicle-pedestrian crashes by **46%**

**PROTECTED LEFT-TURNS**
- can reduce left-turn collisions by up to **99%**

For more on the research, visit visionzeronetwork.ca/references
COMPLETE RURAL ROADS

The majority of fatal crashes occur in rural locations. Vision Zero calls for changes in road design and the following strategies are proven ways to increase safety and mobility for rural road users.

2-1 ROADS
with a central cable barrier
can reduce fatal collisions and serious injuries by 55%

ROUNDABOUTS
can reduce the risk of fatal crashes by 50-70%

STREET LIGHTING
at rural intersections can reduce night-time crashes by 25-40%

RUMBLE STRIPS
can reduce off-road collisions by up to 36%

Bicycle Compatible
Route 38 and Briggs Rd
Mt. Laurel
Sweden’s Approach

“...in Vision Zero, the accident is not the major problem. The problem is that people get killed or seriously injured. And the reason that people get serious injuries is mainly because people have a certain threshold where we can tolerate external violence, kinetic energy....”

Matts-Åke Belin - Citylab.com Nov 2014