



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

VISION ZERO TASK FORCE

March 20, 2024



Agenda

1. Welcome from Councilwoman Anderbois
2. Introductions
3. Presentation from Planning Department
4. Discussion

Asterisk indicates items listed as "for action"



WELCOME

Councilor Sue Anderbois



INTRODUCTIONS



Task Force Membership

(Attendance 3/20/24)

- City Council *(Councilor Sue Anderbois)*
- Mayor's Office *(COO Courtney Hawkins)*
- Public Works *(Traffic Engineer Nate Urso, Traffic Systems Analyst Jason Cabral)*
- Public Safety *(Chief Oscar Perez)*
- Sustainability *(Deputy Director Kevin Proft, Policy Associate Sophie Worsh-Farnum)*
- Planning *(Director Joe Mulligan, Principal Planner Alex Ellis)*
- Public Property *(Director John Arzoomanian, CIP Manager Dan Kittridge)*
- School Department or School Board *(School Board Chair Erlin Rogel)*
- City Solicitor



PRESENTATION FROM PLANNING

Alex Ellis, Principal Planner



Language from Resolution

“The purpose of the Vision Zero Interdepartmental Task Force is to **develop and implement a Vision Zero action plan**, ensuring coordination across all relevant departments, agencies, and stakeholders. The Director of Planning and Development (or designee) shall chair the Task Force”



What is Vision Zero?

- “Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable”
- “speed is recognized as a major determining factor of survival in a crash”

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

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**



Image: Vision Zero Network

Safe Streets For All

- “The SS4A program supports USDOT’s National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.”
- Providence received a \$27.2 million implementation grant that is getting started this spring
- The grant will fund roadway improvements and **also pays for a consultant to update the Great Streets Plan.**



USDOT “Safe System Approach”

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



Proven Safety Countermeasures

<https://highways.dot.gov/safety/proven-safety-countermeasures>

28 tools to improve safety

Quantified % crash reduction based on studies of existing use



U.S. Department of Transportation

Proven Safety Countermeasures

The [Proven Safety Countermeasures](#) initiative is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.

Four sample countermeasures improve pedestrian, cyclist, and rural roadway safety:



Crosswalk Visibility Enhancements

[Crosswalk visibility enhancements](#)—lighting, signing and pavement markings, and high-visibility crosswalks—can greatly reduce pedestrian crashes.



Medians and Pedestrian Refuge Islands

[Medians and pedestrian refuge islands](#) can reduce pedestrian crashes by about 50 percent.



Bicycle Lanes

Separated [bicycle lanes](#) can reduce crashes up to 49 percent on certain four-lane roads as well as local roads.

Examples: Hoboken & Jersey City

FASTCOMPANY

03-12-24

How 'daylighting' helped Hoboken make its streets safer—and how other cities can follow its lead

Cities that want to get serious about Vision Zero and eliminate traffic deaths should follow these 3 best practices.



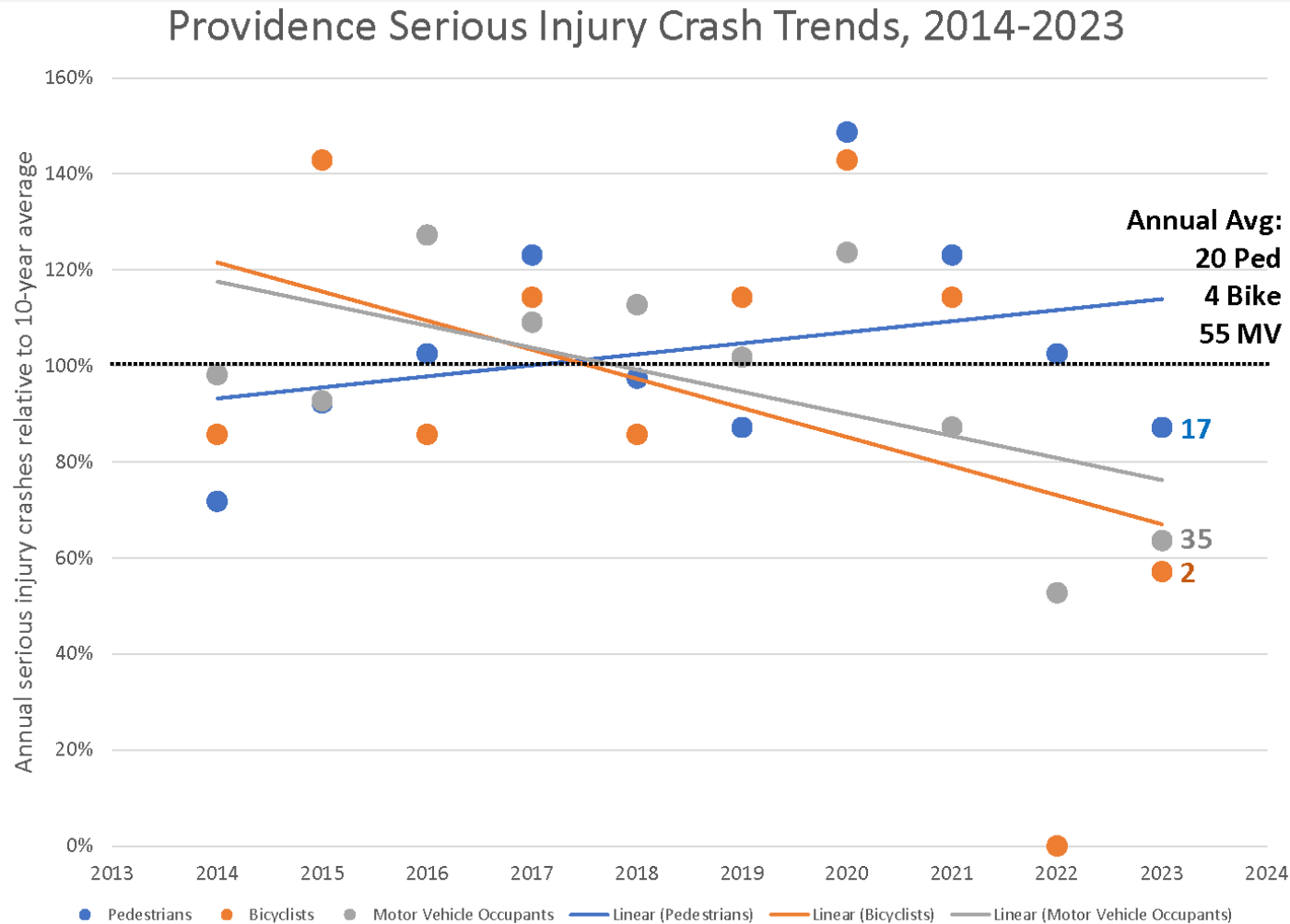
[Photo: ©NYC DOT]

Both cities have achieved zero traffic deaths, Hoboken for 7 years in a row

- Curb extensions (both painted and curbed)
- Leading Pedestrian Intervals (LPIs)
- Raised crosswalks & raised intersections
- 20 mph speed limit
- Rapid Rectangular Flashing Beacons (RRFBs)
- Speed Feedback Signs
- Bike lanes
- Bus lanes
- Maintenance
- Promoting low car ownership through car share & bike share

Providence Crash Trends

Year	Annual serious injuries		
	Pedestrian	Bicyclist	Motor vehicle
2014	14	3	54
2015	18	5	51
2016	20	3	70
2017	24	4	60
2018	19	3	62
2019	17	4	56
2020	29	5	68
2021	24	4	48
2022	20	0	29
2023	17	2	35
10y Avg	19.5	3.5	55
10y Trend	+0.5/yr	-0.2/yr	-2.5/yr
3y Avg	20.3	2	37.3
3y Trend	-3.5/yr	-1/yr	-6.5/yr
Trend to 2030 VZ goal			
	-2.9/yr	-0.3/yr	-5.3/yr

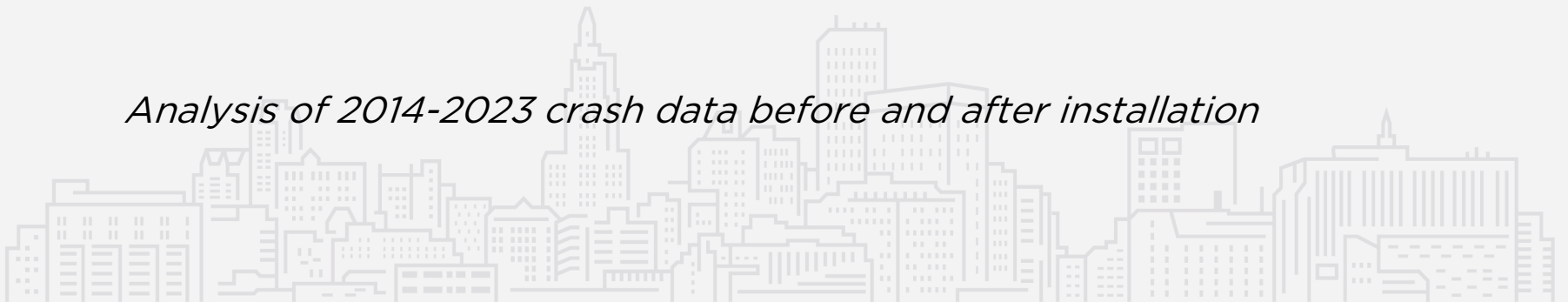


We can do it!

Providence Bike Lane Safety

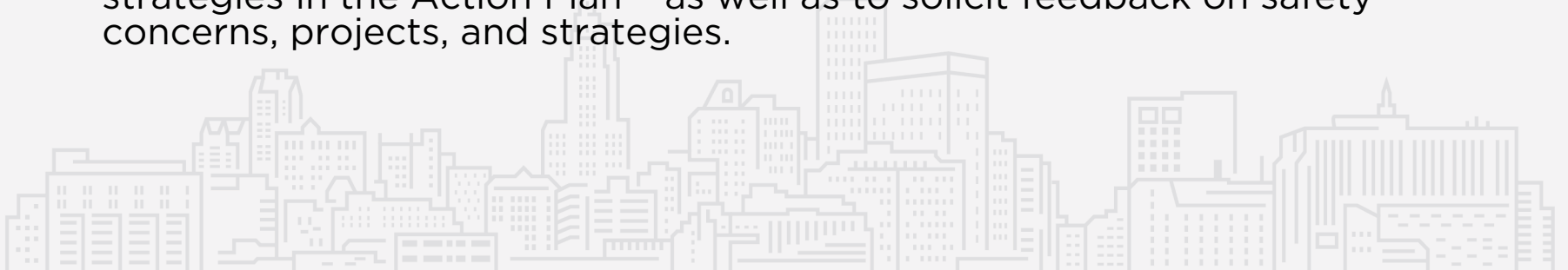
- Two-way Protected Bike Lanes
(e.g. S Water, Broad, Clifford, Empire)
 - 10% decrease in fatalities
 - 21% decrease in total crashes per-year
 - 22% decrease in injuries per-year
 - 55-61% decrease in pedestrian injuries
 - 53-63% decrease in serious injuries

Analysis of 2014-2023 crash data before and after installation



Tasks of the Task Force

- Within 12 months [*Feb 2025*], (1) **develop and finalize an updated Vision Zero Action Plan** (“Action Plan”) and (2) **present the Action Plan to the Mayor and the City Council**. This will incorporate and leverage existing plans and policies.
- ~~Convene its first meeting within 30 days and **meet at least monthly** until the Action Plan is finalized, and thereafter quarterly.~~
- Immediately **begin collection and analysis of Traffic Safety Data** so that such data can be used to develop the Action Plan; and put in place a system for collecting and analyzing such data on an ongoing basis.
- **Consult with the Green & Complete Streets Advisory Council (GCSC)** throughout development, implementation, evaluation, and reporting on Action Plan.
- Maintain a **comprehensive public web page** to share information on the City’s Vision Zero program – for example, relevant data; the adopted Resolution; the Action Plan and any updates to it; and progress on the strategies in the Action Plan – as well as to solicit feedback on safety concerns, projects, and strategies.



Reporting & Community Meetings

- Within 6 months **[Jul 2024]**, submit to the City Council and the Mayor's Office and make publicly available online a written progress report.
- Within 6 months of finalizing the Action Plan **[Jul 2025]** and annually thereafter, make available to the same a written implementation report based on performance goals, including:
 - Overview of progress toward full implementation of the Action Plan and the Vision Zero goals of the Resolution
 - Status of all strategies set forth in the Action Plan, including specific highlighting of the status of all strategies benefitting Historically Underinvested Areas and High-Injury Networks
 - Status of funding necessary for implementation of the Action Plan, and steps taken to address any unmet funding needs
 - Description of any unanticipated obstacles to implementation, and plans to address those obstacles
- Within 30 days of these reports **[Aug 2024 & Aug 2025]**, two or more members shall host at least two public forums, at least one of which is in an area identified as a Historically Underinvested Area, to report on progress and receive feedback.



THANK YOU

City of Providence

