MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

VISION ZERO TASK FORCE

April 30, 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

What role do you see your department playing in eliminating traffic fatalities and serious injuries in Providence?

PRESENTATION FROM PLANNING

Alex Ellis, Principal Planner

Safe Streets for All update (SS4A)

- Still working on contracts, consultants expected to kick off in May

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"

Image: Vision Zero Network

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

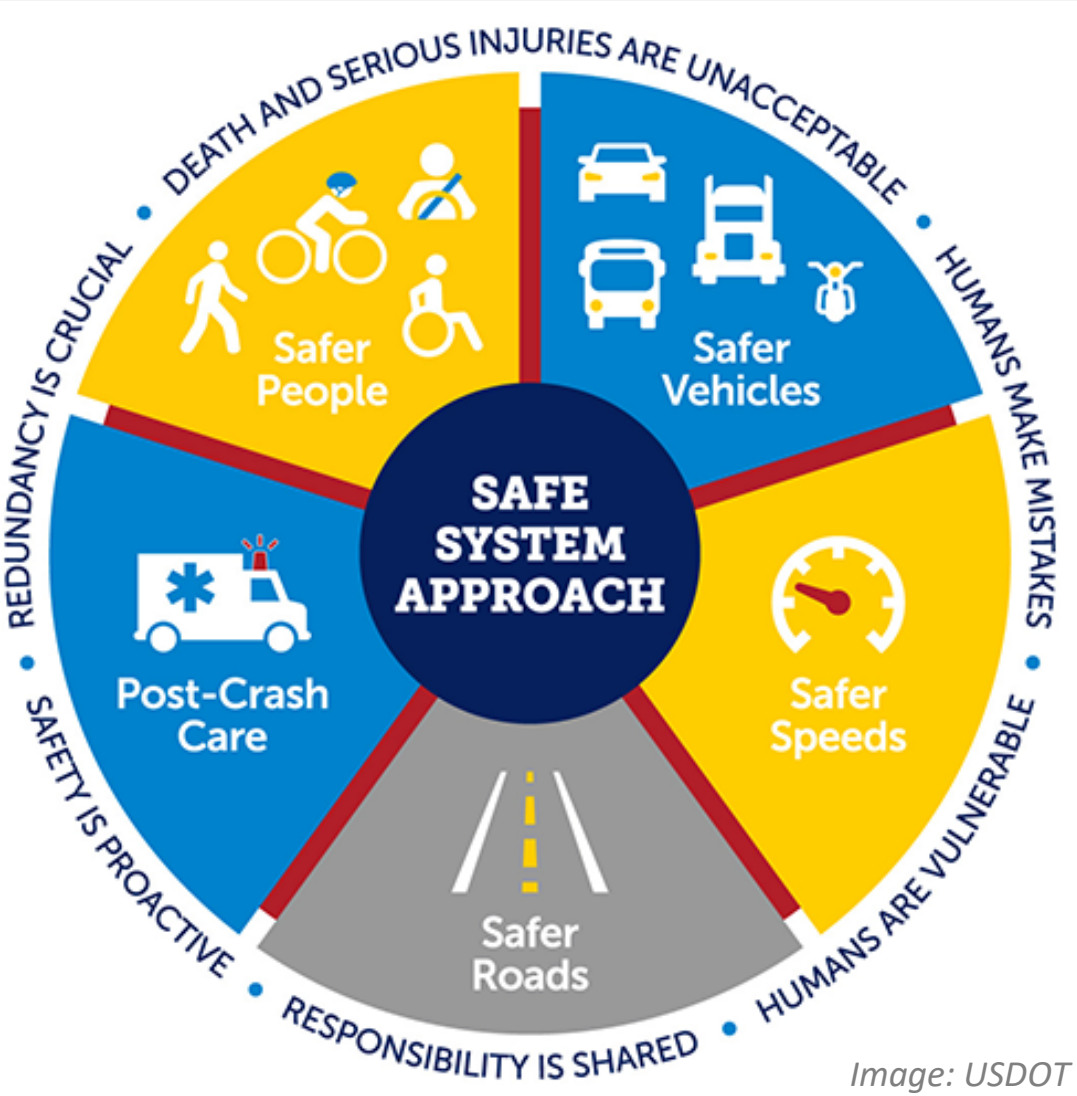


Image: USDOT

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.

Image: USDOT

Proven Safety Countermeasures

- Appropriate Speed Limits for All Road Users
- Speed Safety Cameras
- Variable Speed Limits
- Bicycle Lanes
- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands
- Pedestrian Hybrid Beacons
- Rectangular Rapid Flashing Beacons (RRFB)
- Road Diets (Roadway Reconfiguration)
- Walkways
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Yellow Change Intervals
- Lighting
- Pavement Friction Management

Image: USDOT

Examples: Hoboken & Jersey City

FAST COMPANY

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.

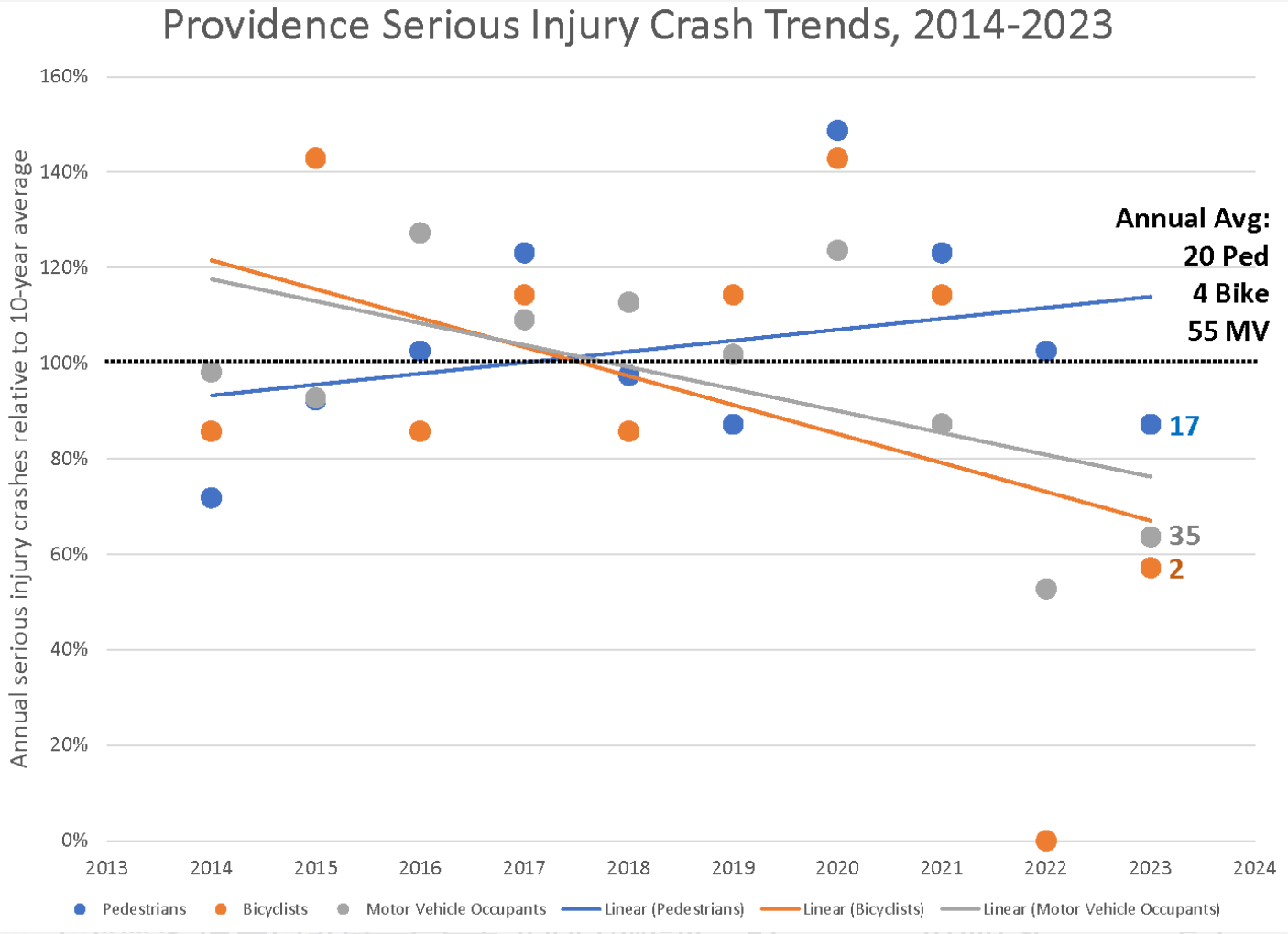
[Photo: ©NYC DOT]

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!

“Crash” not “accident”

- NHTSA (traffic safety branch of USDOT) stopped using “accident” in 1997.
- “Accident” implies that collisions are inevitable, when we know they are preventable.
- “In a subtle way, ‘accident’ normalizes the crash and discourages us from looking more deeply into their causes — whether alcohol, reckless driving, or bad street design.” - Vox

Street design plays central role

- Motorists take cues on how to drive based on surroundings (lane width, roadside activity)
- Street design changes behavior all the time, 24/7, vs. non-automated enforcement
- Frees up public safety resources
  - What are biggest obstacles to traffic division success in street safety?

“Why Vision Zero Isn’t Working Yet”

- **Stop blaming the victim:** Media & cities implicitly frame crashes in how we describe them, and we can do so more responsibly to highlight likely causes
- **Do things that work, even if they slow drivers down or reduce on-street parking:** Lower speed limits, install signalized crossings, provide sidewalks, crosswalks, and safe bicycle infrastructure, regulate vehicles and enforce safer driver behavior.
- **Stop adding to the problem:** Widening roads, adding lanes, allowing right turns on red and permissive left turns, building roads without safe connections for walking and biking, speeding up traffic, increasing pedestrian exposure, lengthening crossing distances, allowing vehicle turns when people may be crossing, and adding slip lanes

https://tooledesign.com/insights/2024/03/why-vision-zero-isnt-working-yet/

“5 Lessons for the 10-yr Anniversary of Vision Zero”

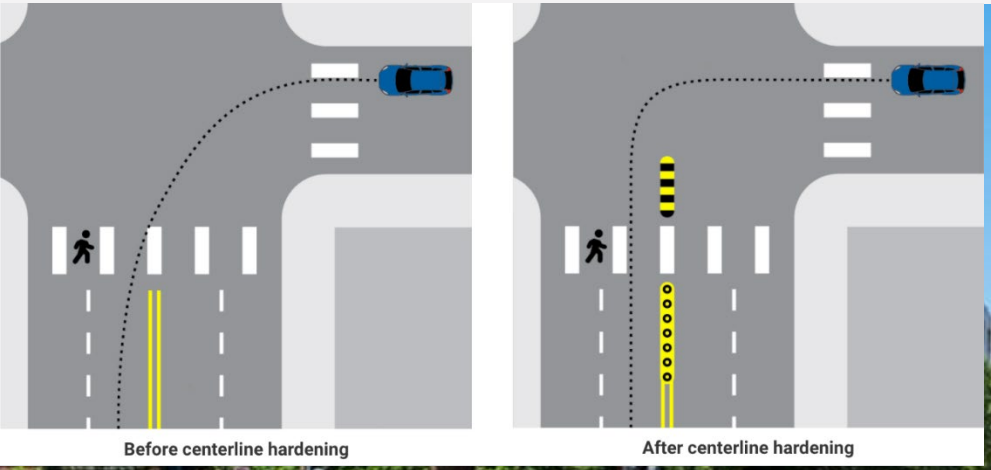
- **Be proactive and systemwide, not just reactive:** For example, speed safety cameras in NYC active 24/7 reduced speeding at 92% of locations, violations by 35%, and injuries by 16-45%. Most people slowed down after just one $50 ticket. Even distribution citywide = no correlation with race or poverty level.
- **Make inexpensive changes universal:** Lower speed limits, speed safety cameras, raised crosswalks, narrower vehicle travel lanes, retimed traffic signals. Hoboken uses “universal daylighting”. In NYC LPIs reduced pedestrians killed or serious injured (“KSI”) by 34%
- **Build self-enforcing streets:** Making it hard to speed through design protects people equitably 24/7 without staffing burden on police
- **Focus on action, not advertising:** Many cities use public education advertising campaigns that are expensive and largely ineffective
- **Adapt to changing conditions:** Changing commute patterns, increasing car sizes, etc can change safety context and Vision Zero strategies need to keep up

https://projects.transalt.org/lessons-from-vision-zero-new-york-city

Corner wedges

Credit: Denver Streets Partnership

Centerline hardening



Credit: Insurance Institute for Highway Safety

Corner wedges + centerline hardening

Credit: DC (Beth Osborne)

THANK YOU

City of Providence