



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

VISION ZERO TASK FORCE

June 27, 2024



Agenda

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

Asterisk indicates items listed as "for action"



WELCOME

Councilor Sue Anderbois



PRESENTATION FROM PLANNING

Alex Ellis, Principal Planner



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**

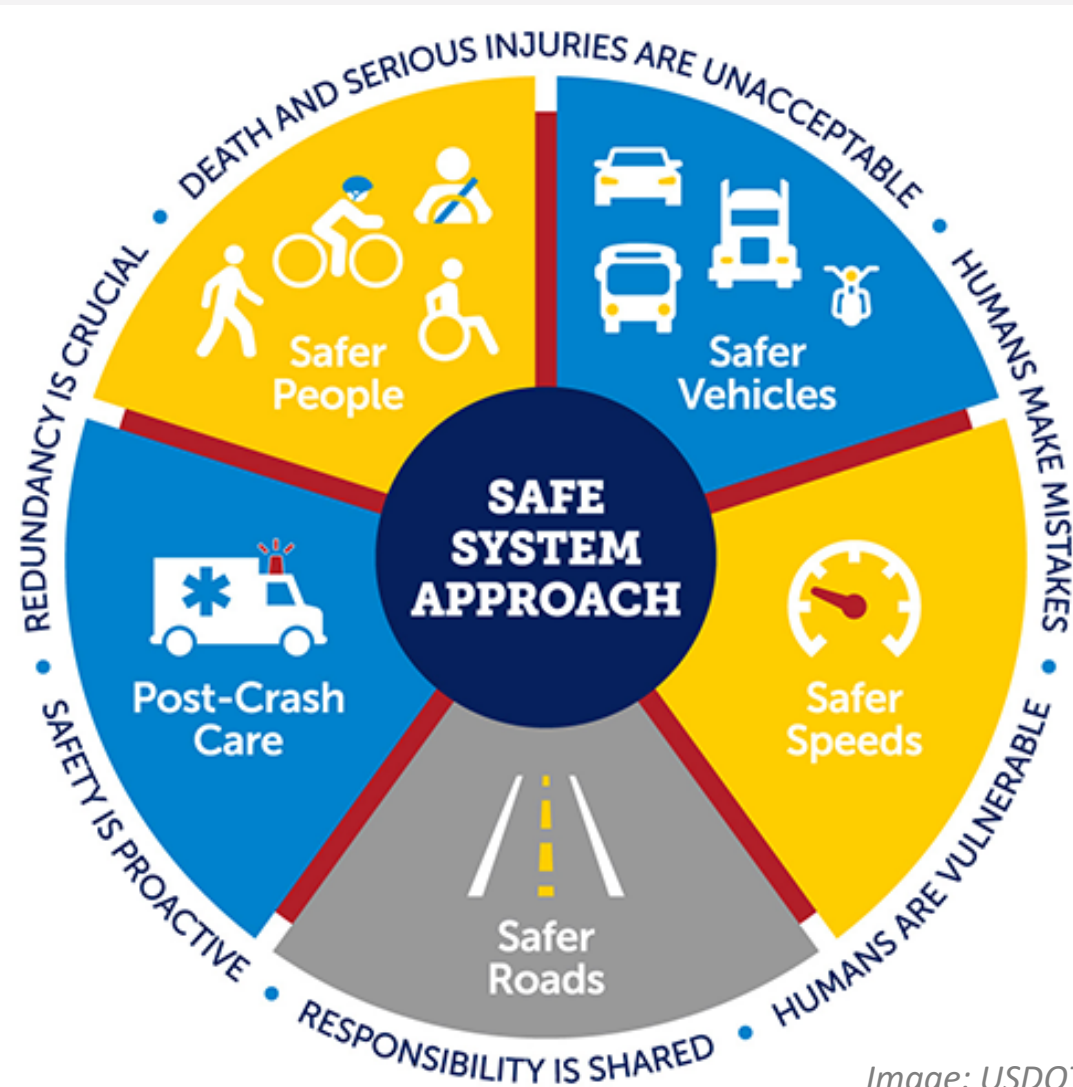
SYSTEMS approach

Saving lives is **NOT EXPENSIVE**



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



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.



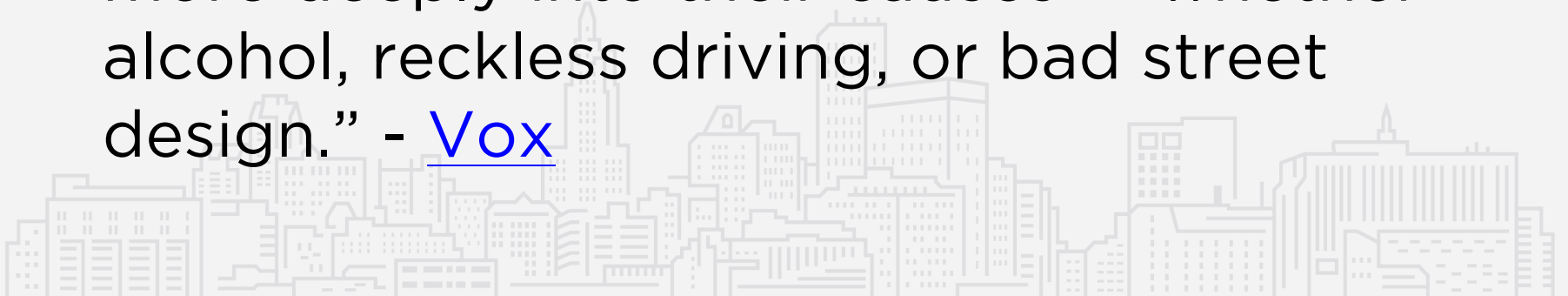
[Photo: ©NYC DOT]

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

“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](#)

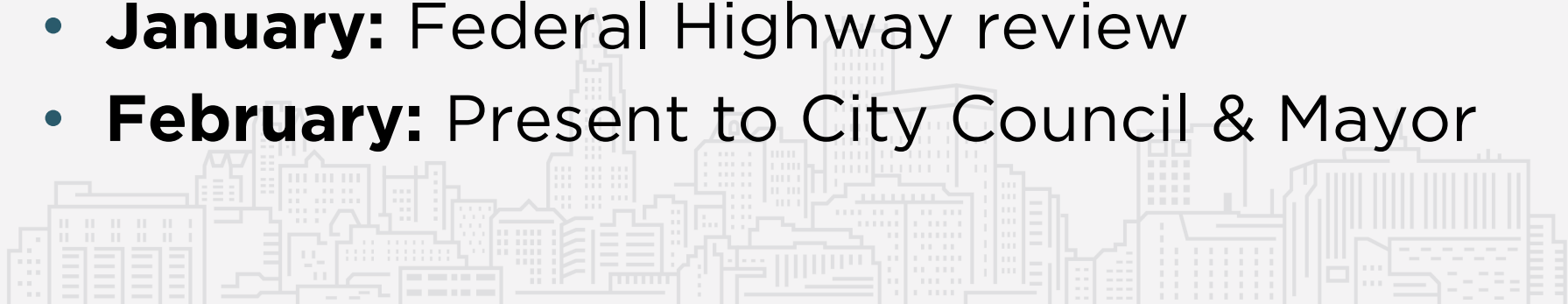


SS4A PLAN UPDATE SCOPE



Timeline

- **July:** Consultant begins analyses
 - Individual meetings between Planning & each department on Task Force throughout summer & early fall
- **September:** Public meetings
- **November:** Analysis work complete
- **December:** Full draft for City review
- **January:** Federal Highway review
- **February:** Present to City Council & Mayor



Analyses

- **Descriptive Crash Analysis:** High-level trends overview
- **Sliding Window Analysis & Intersection Hotspot Analysis:** Road segments & intersections with most severity-weighted crashes per mode
- **Multimodal Crash Rate Analysis:** Crash frequency normalized by volumes
- **Behavior/Scenario-Based Network Screening:** Hotspots of significant types of crashes
- **Risk-Based Safety Analysis:** Types of streets with similar crash contexts

= High-Priority Network (above + equity, proximity to destinations, and public input)



Components of Plan Update

- High-Priority Network
- Urban Trail Network Update
 - What should we add or remove from existing plan?
- Update & Reframe Policy
 - Recommendations in context of other plans
 - Especially Comprehensive Plan
- Implementation Plan for safety improvements



WHAT ARE OTHER CITIES DOING

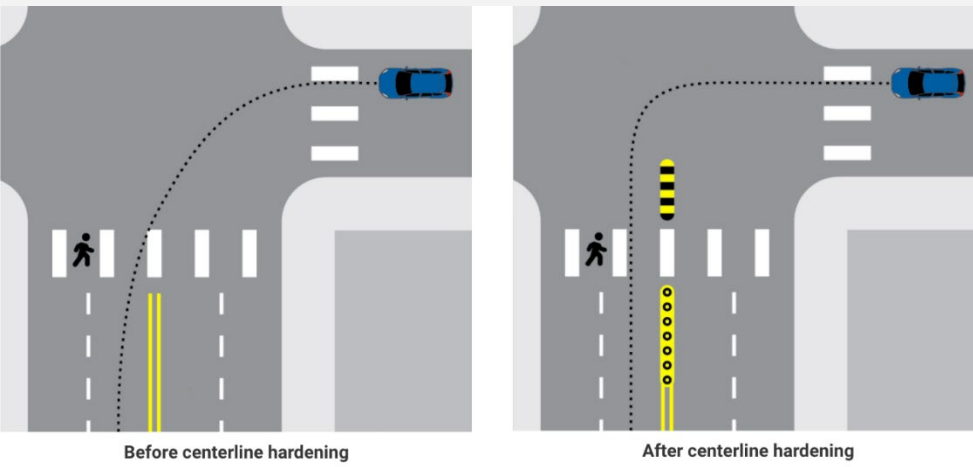


Corner wedges



Credit: Denver Streets Partnership

Centerline hardening



Credit: Insurance Institute for Highway Safety

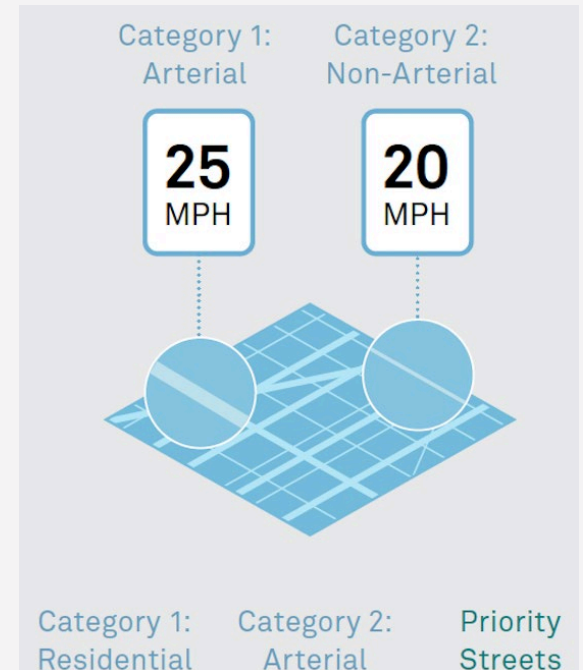
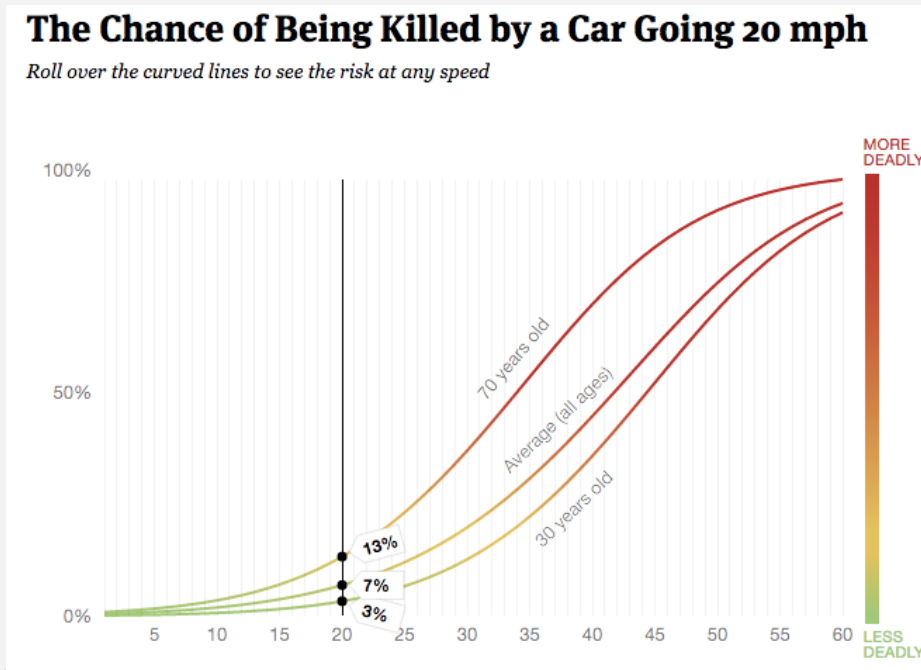
Corner wedges + centerline hardening



Credit: DC (Beth Osborne)

Category Speed Limits

Cities such as Seattle, Portland, Denver, Boston, and New York have 20 mph speed limits on neighborhood streets and 25 mph on arterials.



No Right Turn on Red

- In process on signals with LPIs
- Some signal configurations are higher priority
- Some cities such as Seattle have made No Turn on Red the default.



DISCUSSION



THANK YOU

City of Providence

