

VISION ZERO

City of Gainesville
General Policy Committee
September 28, 2017

WHY VISION ZERO?

- Proven initiatives to reduce traffic fatalities & severe injuries
- Focus on built environment, policies & technologies that influence behavior
- Holist, multi-disciplinary approach to identify problems & solutions

Source: <http://visionzeronetwork.org>

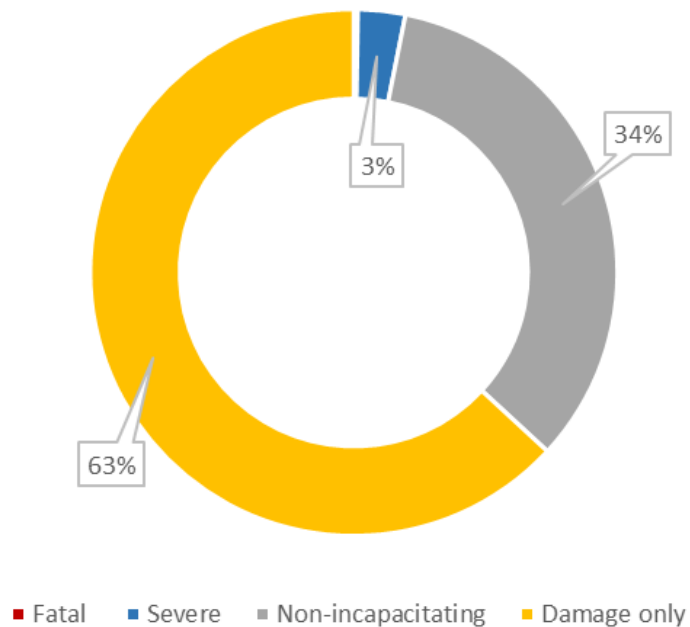
FINDINGS: OVERALL TRENDS

Overall Crashes in Gainesville

Total **18,661** crashes within City limits between 2012-2016.

Less than 1% resulted in fatalities.

3% resulted in severe injuries.

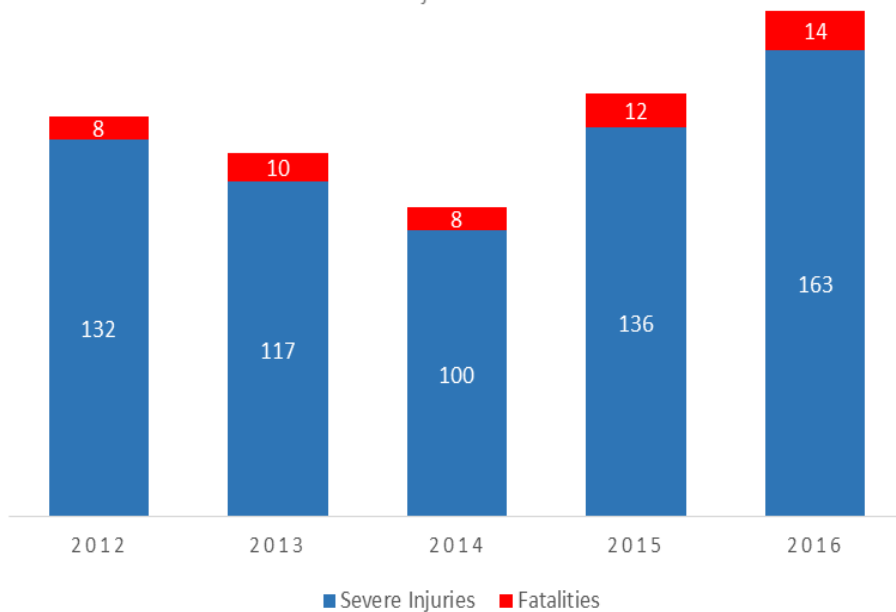


- Crash data between 2012-2016
- 18,661 total crashes
- 1% resulted in fatalities (46 crashes)
- 3% resulted in severe injuries (548 crashes)

FINDINGS: OVERALL TRENDS

Traffic Related Fatalities & Severe Injuries

46 crashes resulted in 52 fatalities
548 crashes resulted in 648 severe injuries

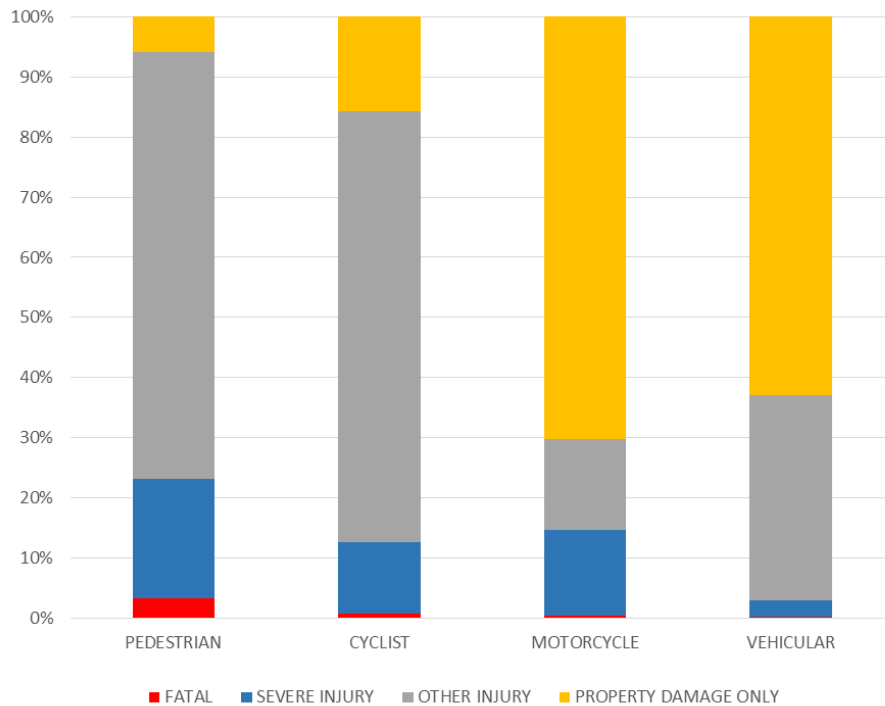


- Within study period: **52** fatalities and **648** severe injuries
- Behaviors such as running red lights, reckless driving, and failure to yield the right-of-way were major contributing factors in fatal and severe injury crashes

FINDINGS: OVERALL TRENDS

Crash Severity by Type (2012-2016)

Pedestrian crashes = **2%** of total, but result in **24%** of fatalities and **12%** of severe injuries.
Bike crashes = **2%** of total, but result in **7%** of fatalities and **9%** of severe injuries.

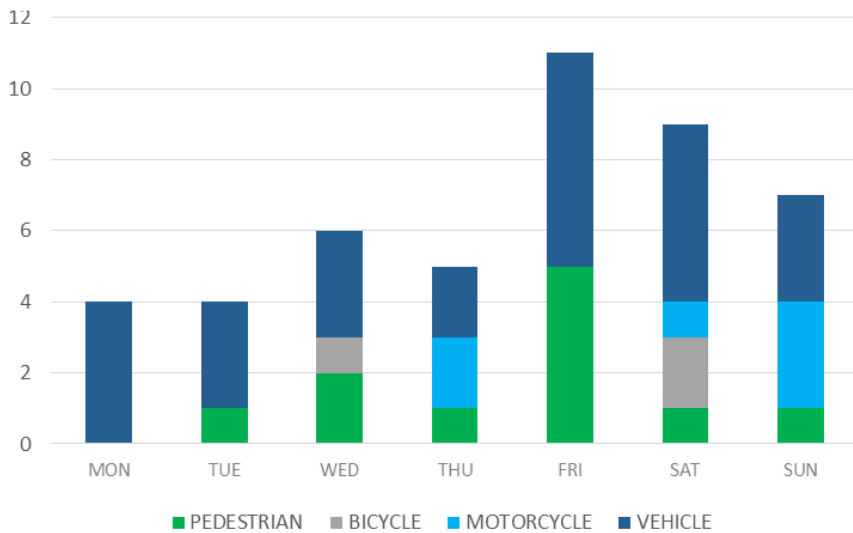


- Vulnerable users are over-represented in the number of fatalities and severe injuries
- **23%** of pedestrian crashes resulted in death or severe injury
- **12%** of bicycle crashes resulted in death or severe injury
- **3%** of vehicular crashes resulted in death or severe injury

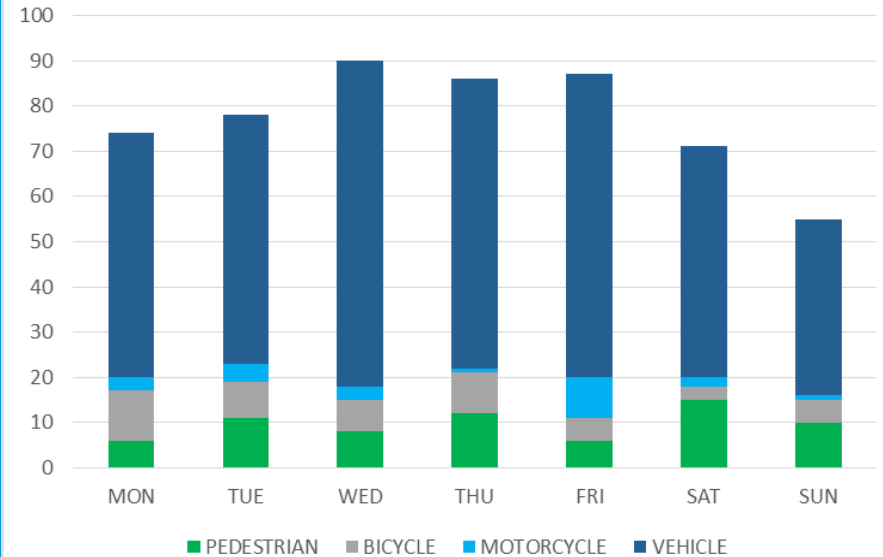
FINDINGS: DAY OF WEEK

Fatal Crashes by Type & Day of Week

59% of fatal crashes occurred between Fridays and Sundays



Severe Crashes by Type & Day of Week

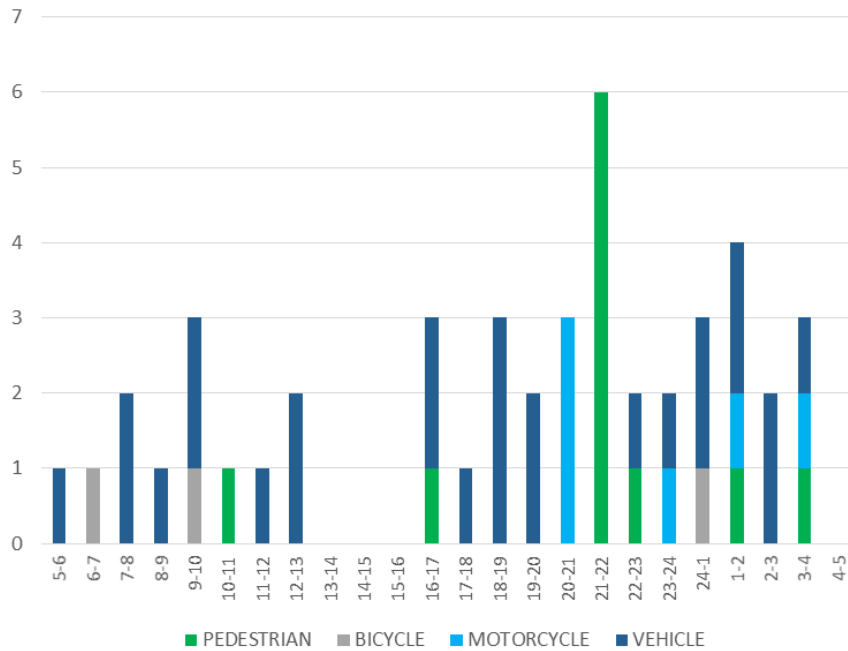


FINDINGS: TIME OF DAY

Fatal Crashes by Type & Time of Day

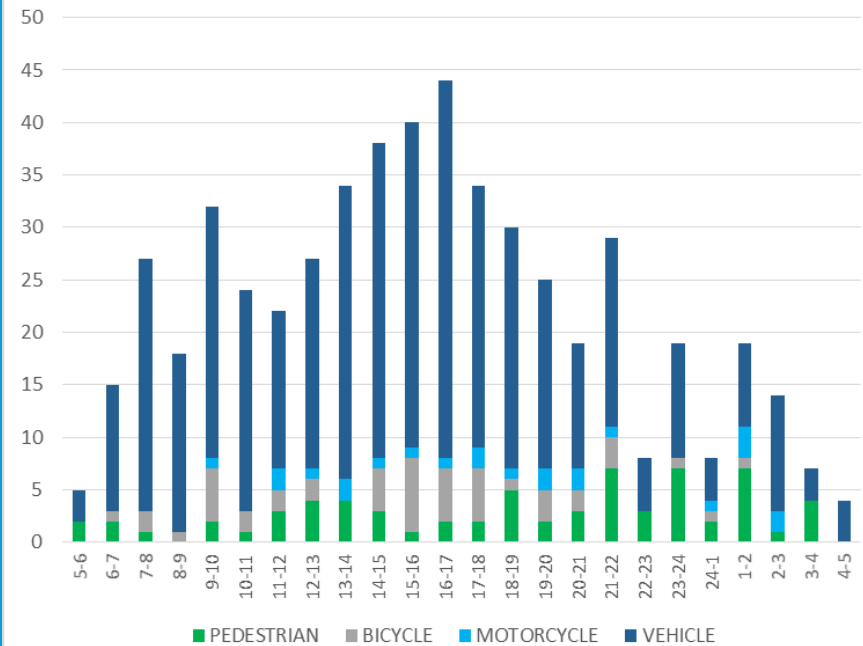
74% of fatal crashes occurred between 4 PM and 4 AM

55% of fatal crashes occurred after 8 PM



Severe Injury Crashes by Type & Time of Day

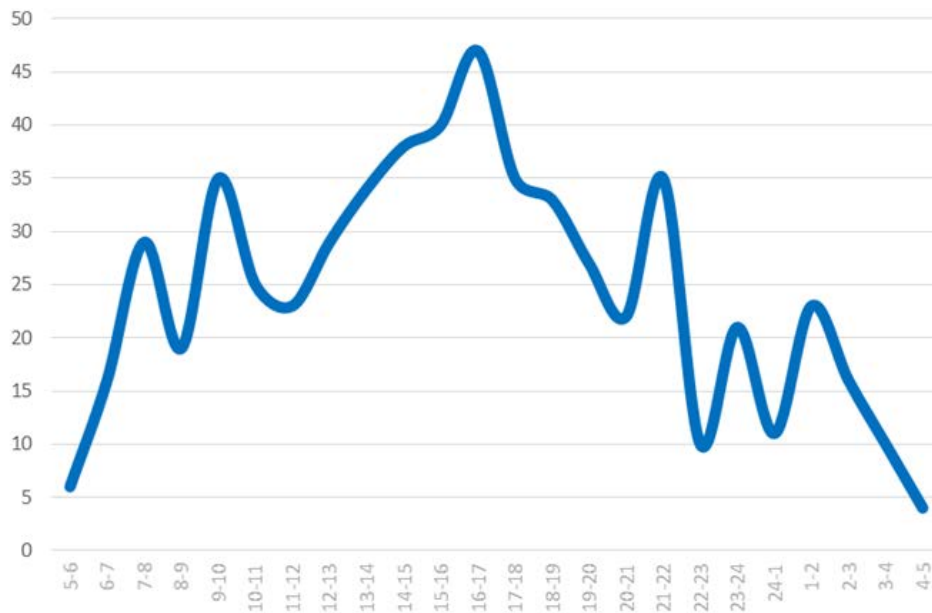
68% of incapacitating crashes occurred between 7 AM and 7 PM



FINDINGS: TIME OF DAY

Fatal & Severe Crash Trend by Time of Day

Overall **70%** of fatal crashes and **30%** of severe crashes occurred in dark conditions. **82%** of fatal pedestrian crashes and **65%** of severe pedestrian crashes occurred under dark conditions.

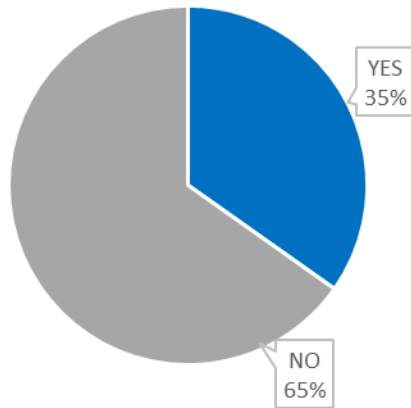


Dark conditions:

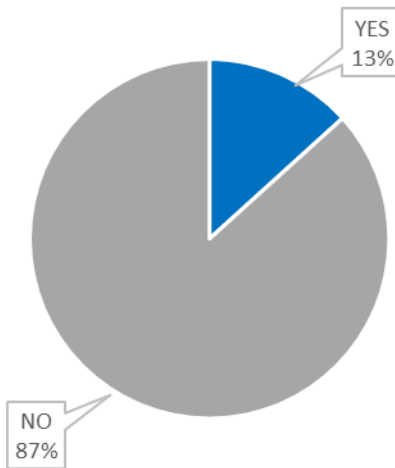
- **70%** of overall fatal & **30%** of overall severe injury crashes
- **82%** of pedestrian fatal & **65%** of pedestrian severe injury crashes
- **67%** of bicycle fatal & **21%** of bicycle severe injury crashes

FINDINGS: IMPAIRMENT

Alcohol or Drug Involvement
in Fatal Crashes



Alcohol or Drug Involvement
in Severe Crashes



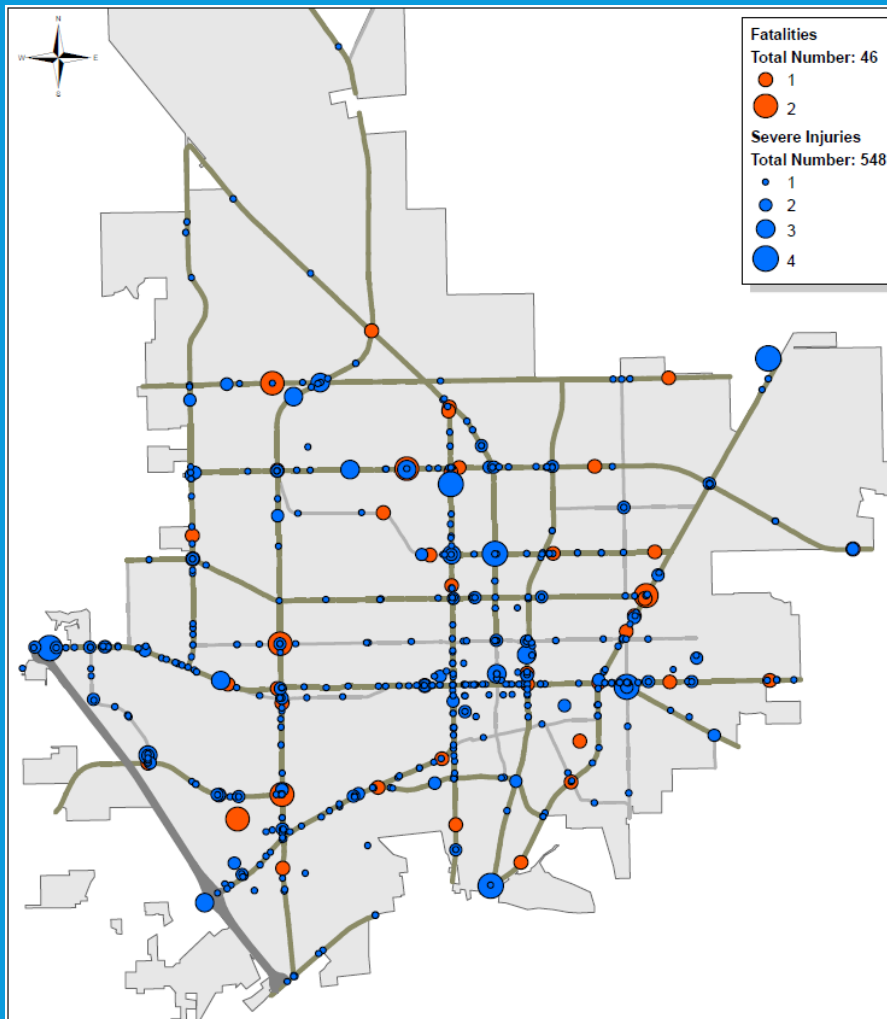
- **30%** of fatal crashes & **13%** of severe injury crashes involved impairment
- **53%** of fatal & severe crashes associated with alcohol and/or drug consumption occurred between the hours of 6 pm - 6 am

FLORIDA CONTEXT

- Gainesville ranking in the incidence of deaths and severe injuries compared to 31 Florida cities with population over 75K:
 - #6 in distracted driving
 - #6 in impaired driving
 - #6 in occupant protection
 - #7 in teen drivers
 - #8 in serious injuries and fatalities
 - #9 in motorcycle crashes

Source: <http://www.fdot.gov/Safety/3-Grants/2018Matrix/FY2018%20City%20Matrix%20Group%201.pdf>

CRASH LOCATION



- Majority of fatal and severe injury crashes occurred along major corridors
- **19%** of fatalities (10) and **22%** of severe injuries (143) occurred in the vicinity of the UF campus
- Projected increase in the level of walking and bicycling in the area due to new developments

PROPOSED ACTIONS

Vision Zero = multi-faceted approach

- Gainesville Public Works
- Gainesville Police Department
- University of Florida Police Department
- University of Florida Planning & Transportation
- Alachua County Health Department /
Healthy Communities Coalition
- Florida Department of Transportation
- Bicycle & Pedestrian Advisory Board
- Other local advocacy groups
- Public input - survey

PROPOSED ACTIONS

Vision Zero = engineering & technology

- Enhance **visibility** of pedestrian phase at signals
- Expand implementation of **leading pedestrian intervals**
- Expand installation of **midblock signal actuated crossings**
- **Reduce speed limits** in areas with high bike/ped activity

PROPOSED ACTIONS

Vision Zero = engineering & technology

- Enhance street lighting
- Implement pilot projects/designs to reduce conflicts between vehicles & bikes/peds
- Enhance coordination with UF campus infrastructure
- Implement technologies to enhance data collection (vehicle to infrastructure data sharing; automated counters; bike/ped counts; etc)

PROPOSED ACTIONS

Vision Zero = enforcement

- Pilot automated enforcement
 - Distracted driving enforcement
 - Coordinate with UPD or UF transportation/parking for enforcement of helmet laws for under 21
- Include in City's legislative agenda; seek support from League of Cities

PROPOSED ACTIONS

Vision Zero = high visibility & strong outreach

- Gainesville Vision Zero website
- Traffic safety series
- Support and/or partner with local advocacy groups
- High profile / high impact campaign
- Near miss survey
- Multi-media platform to enhance reach
- Target campaigns by time of year/themes

PROPOSED ACTIONS

Vision Zero = strong leadership

- Local policy that outlines and supports the goal
- Lobbying efforts to make change at state level
- Assign a coordinator
- Dedicate funding to support implementation

SUMMARY

- Focus on target area around campus as pilot initiative
- Target initial efforts on vulnerable road users
- Establish local policy
- Establish local task force / work group with appointed lead staff
- Develop strategic plan
- Dedicate recurring funding to support the efforts
- Continue 4E approach (education, engineering, enforcement, *evaluation*)
- Continue to apply complete streets strategies

QUESTIONS?

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