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Gainesville.  
**MOBILITY**

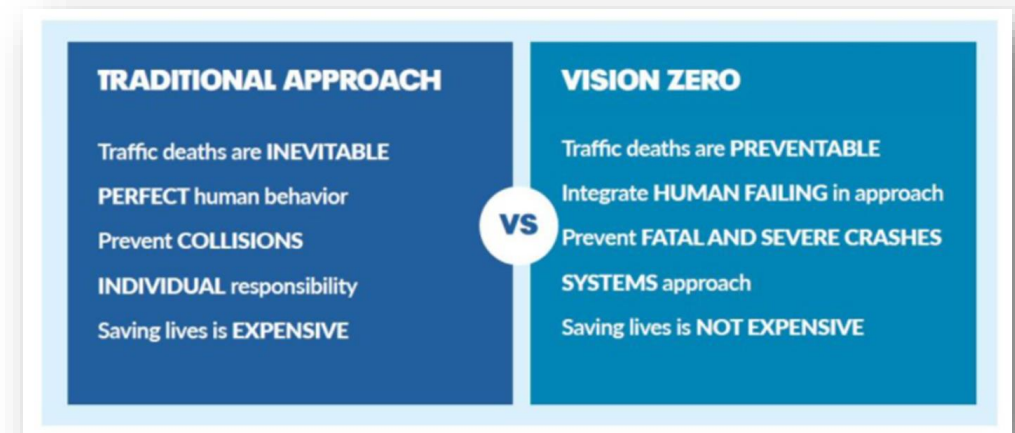
# Vision Zero

Gainesville City Commission

April 21, 2021

# What is Vision Zero?

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



Source: <http://visionzeronetwork.org>



# Vision Zero Approach

- Techniques focus on the Es: **Engineering, Education, Encouragement, Enforcement, Evaluation + Equity**
- Relatively new effort in the USA; different stages of implementation throughout the nation
- Typical applications include strong leadership/local policy; local plan; speed reduction; targeted enforcement; emphasis on outreach; multi-agency effort



# Local Efforts

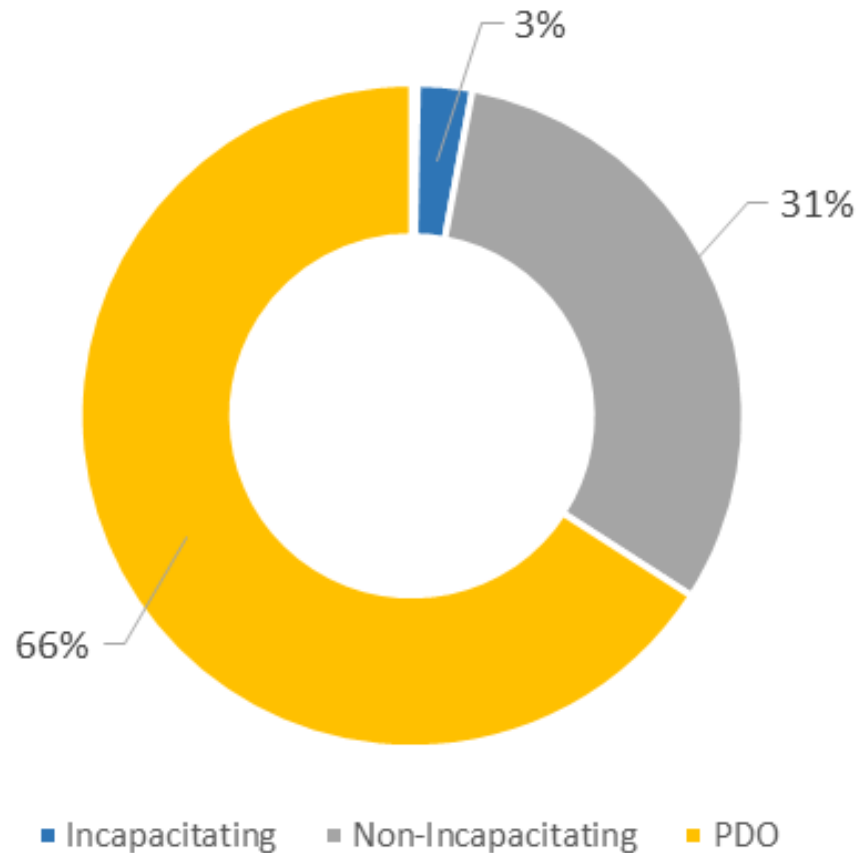
- Vision Zero Policy in 2018 with the goal of eliminating traffic deaths and serious injuries in the City of Gainesville by 2040
- Initial focus on the target area to prioritize vulnerable road users who are disproportionately affected
- Task force for enhanced coordination
- Vision Zero identified as a high priority in the City's FY20/FY21 Strategic Plan



## Overall Crashes in Gainesville

Total 23,986 crashes

less than **1%** resulted in fatalities; **3%** resulted in severe injuries



## Crashes between 2015-2019:

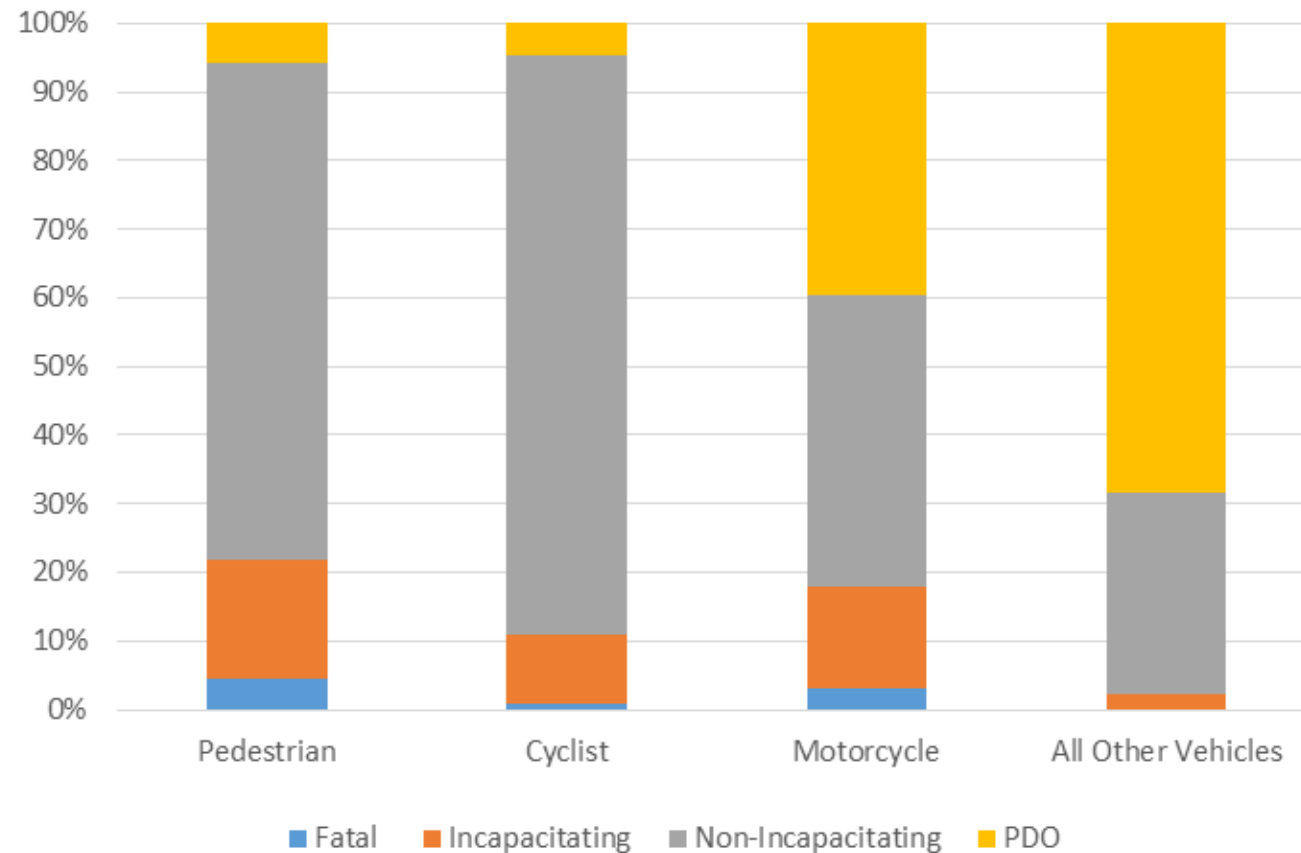
66 (1%) of crashes resulted in fatalities, of which 18 (28%) involved either a bicyclist or a pedestrian

636 (3%) of crashes resulted in severe injuries, of which 91 (15%) involved either a bicyclist or a pedestrian



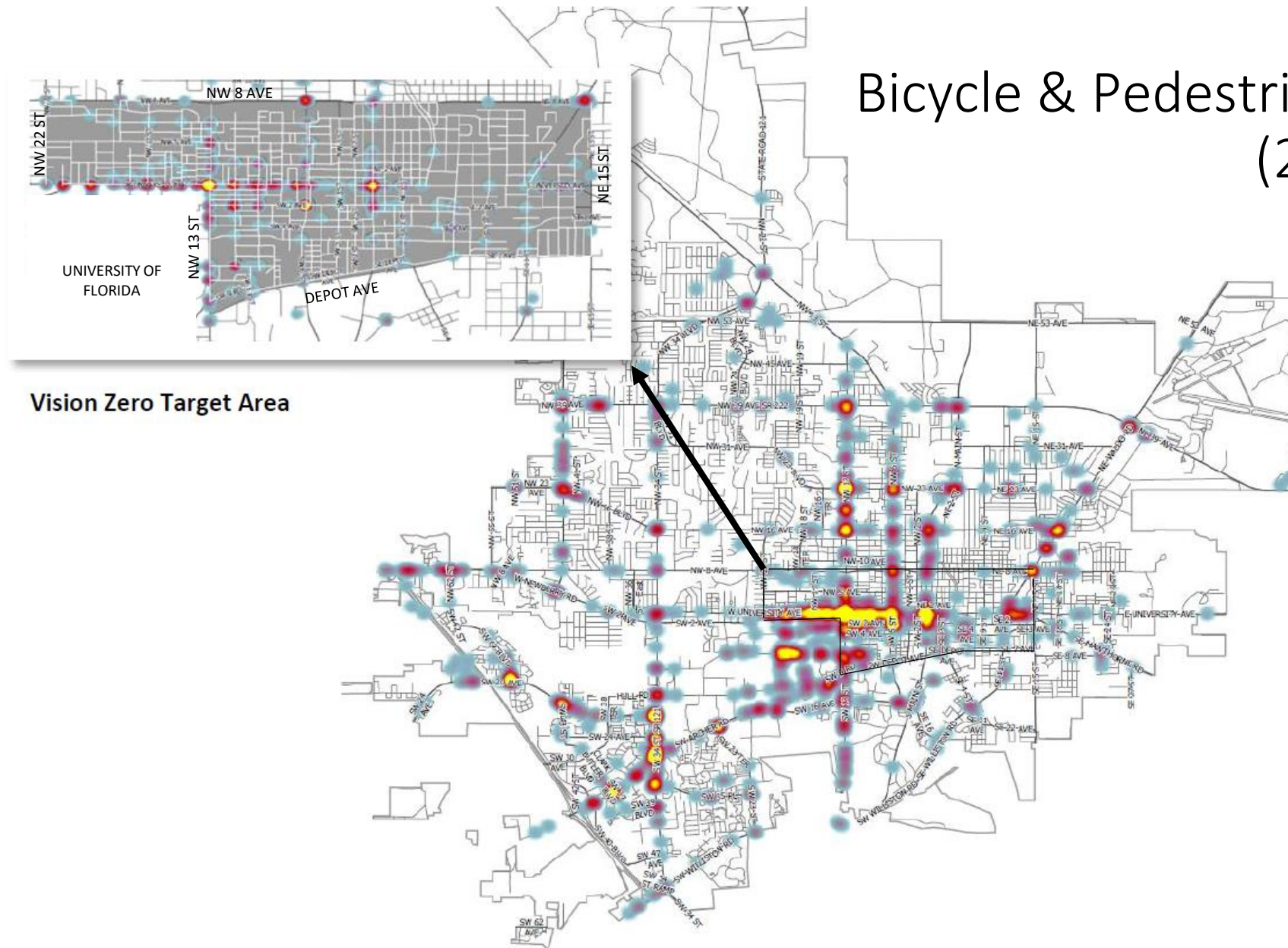
## Crash Severity by Type (2015-2019)

Bicycle and Pedestrian crashes represent less than **3%** of total crashes but result in **28%** of fatalities and **15%** of severe injuries



Vulnerable road users are over-represented in the number of fatalities and severe injuries

# Bicycle & Pedestrian Crashes (2015-2019)



Vision Zero Target Area



# Vision Zero Core Area Findings

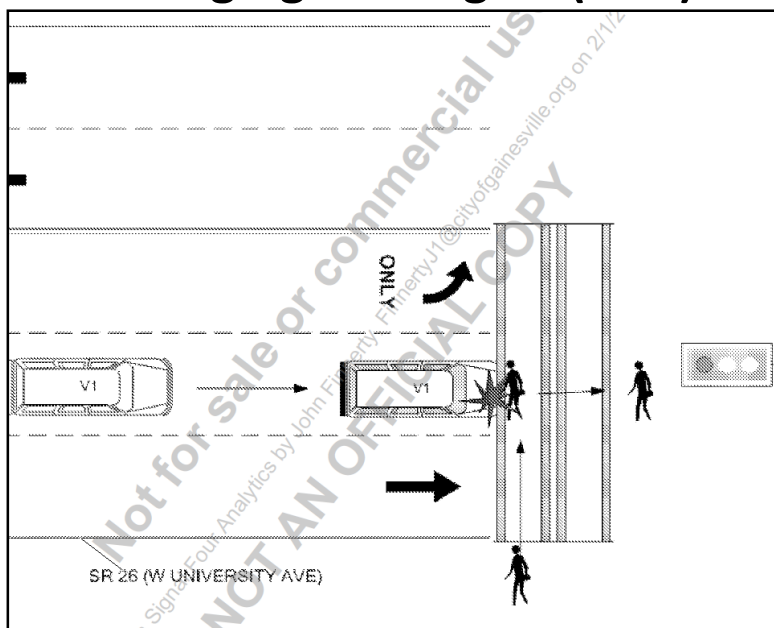




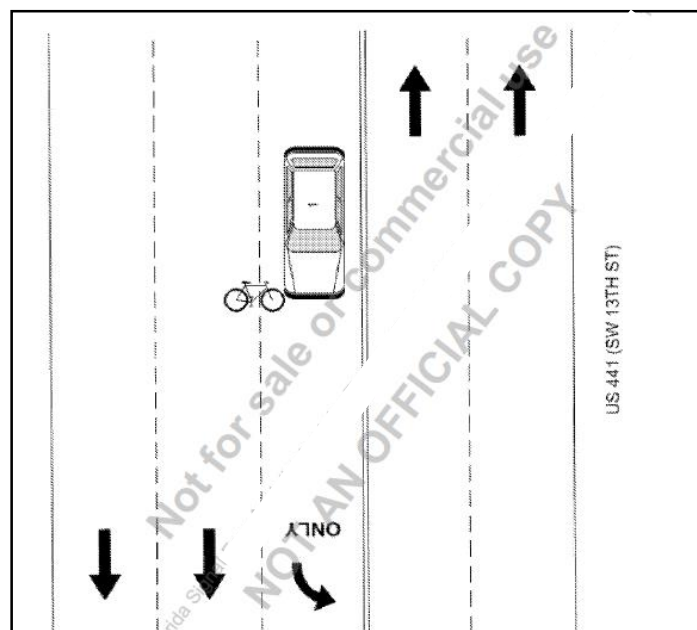
# Core Area - Primary Factors, Severe Crashes

Among severe crashes, **61%** fall into the following three categories:

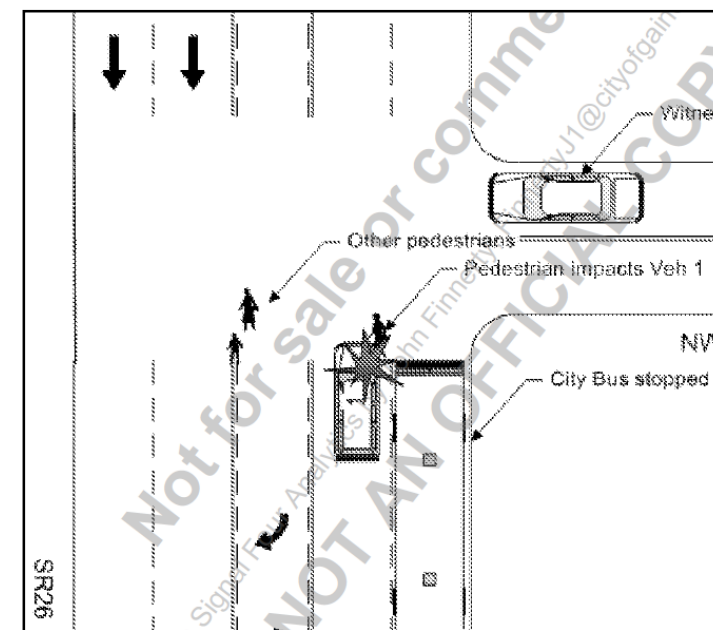
## Crossing Against Signal (23%)



## Mid-Block Crossing (23%)

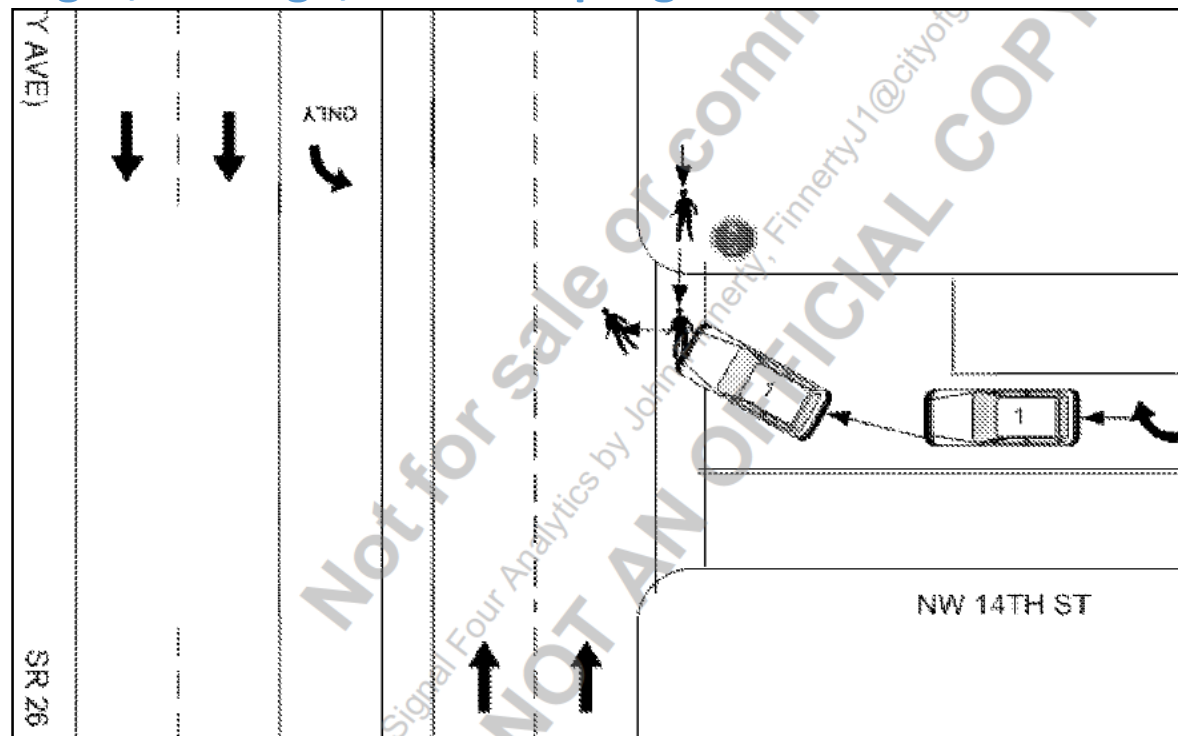


## Unmarked Crossing (15%)

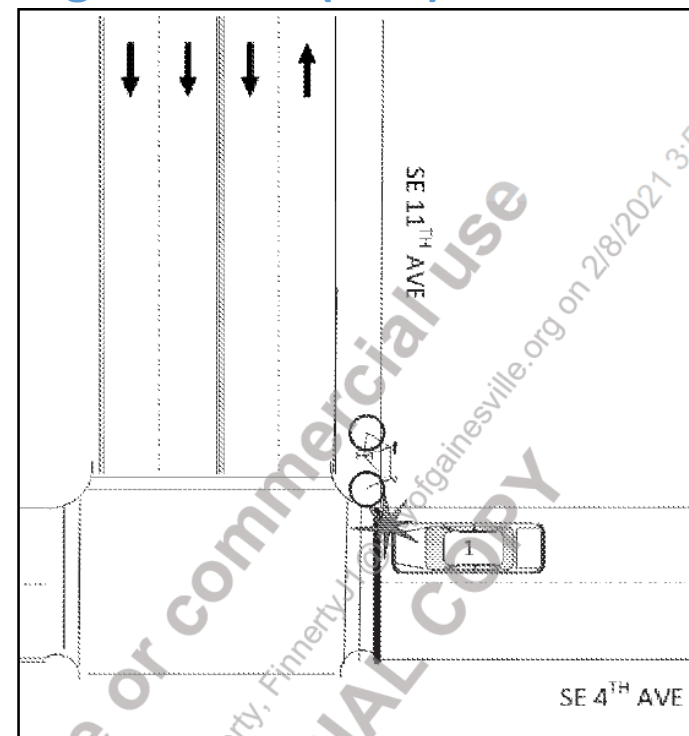


# Core Area - Primary Factors, All Crashes

Right, Through, Left – Stop Sign

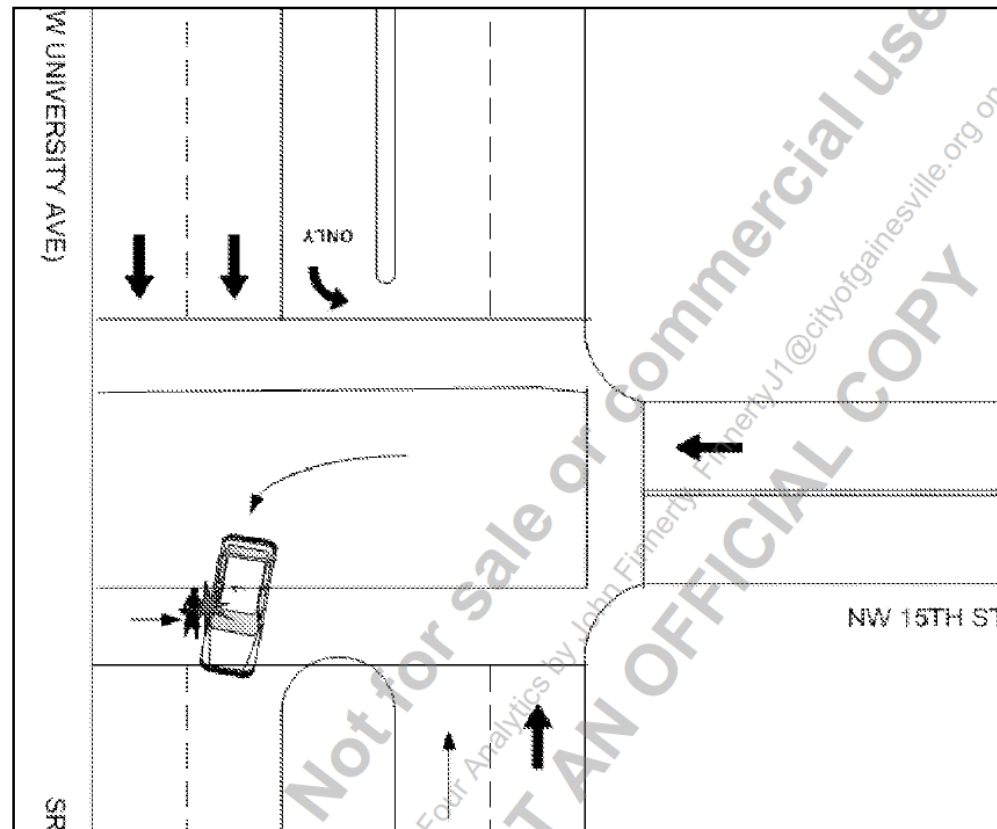
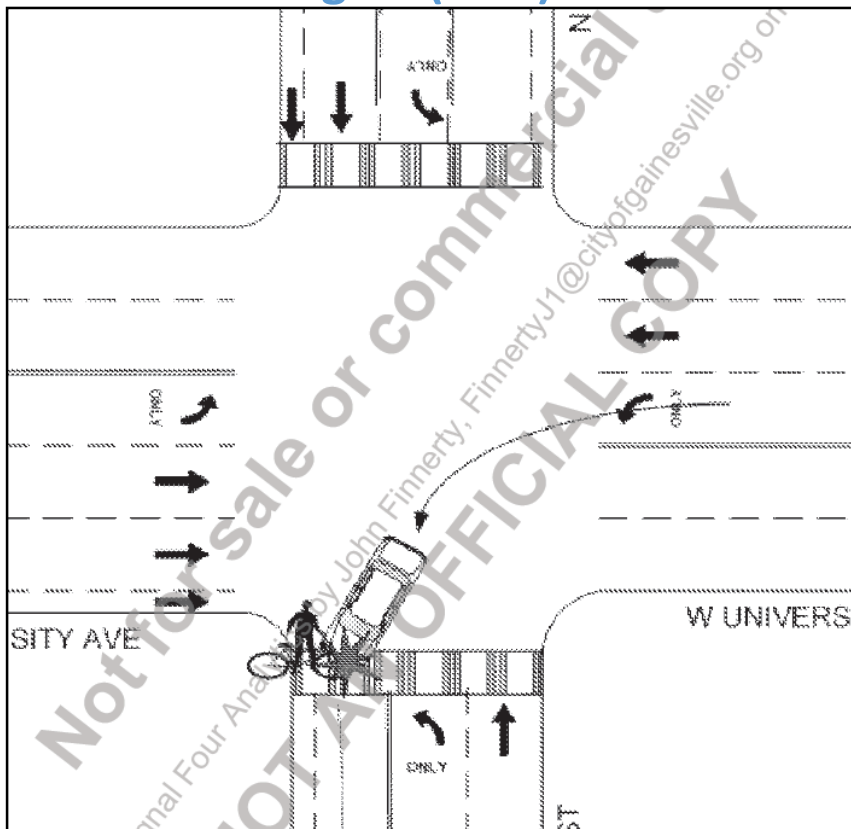


Right on Red (10%)



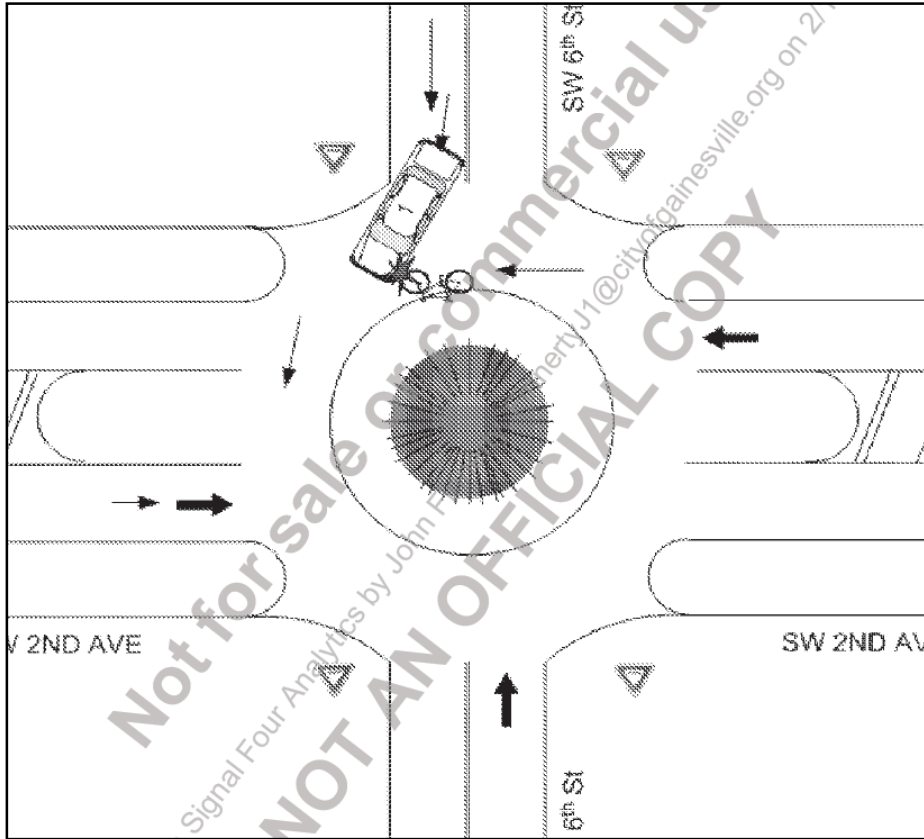
# Core Area - Primary Factors, All Crashes

## Left Turn at Signal (10%)

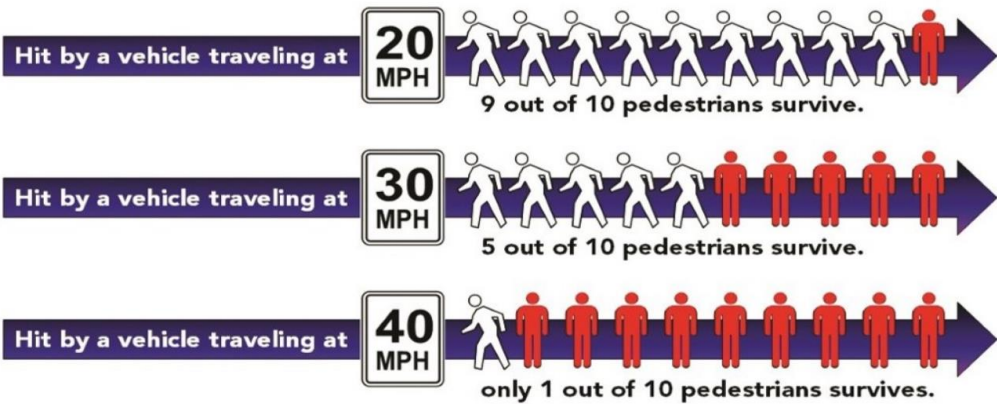
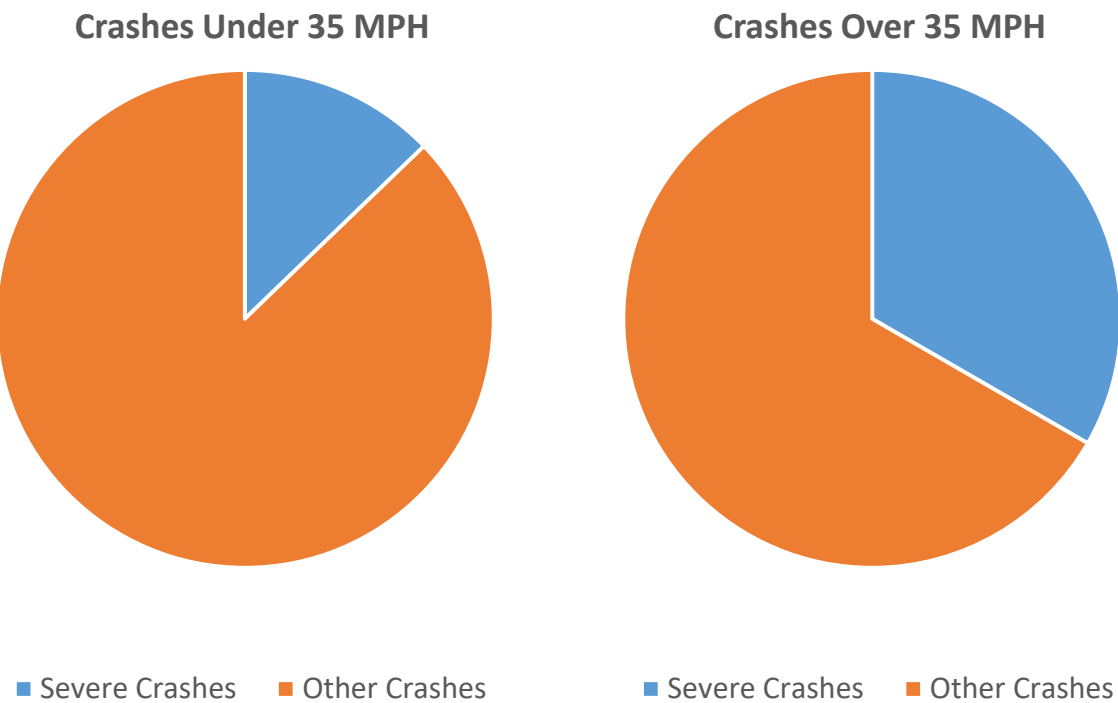


# Core Area - Primary Factors, All Crashes

## Roundabout (8%)



# Core Area - Other Factors, Speed

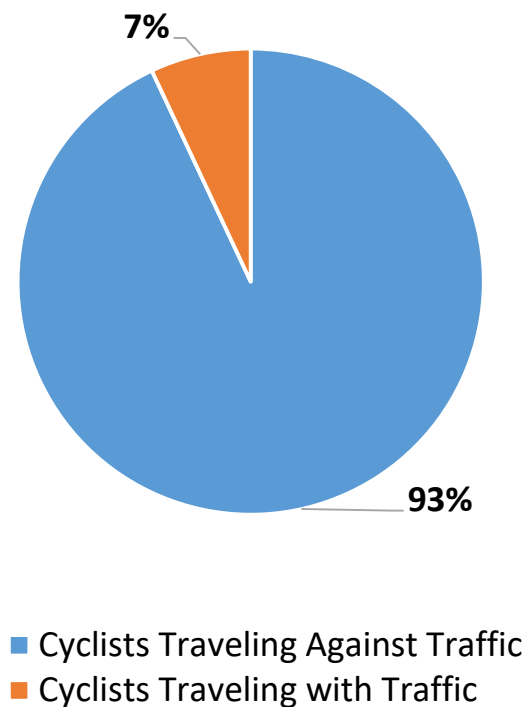


Source: Vision Zero Network

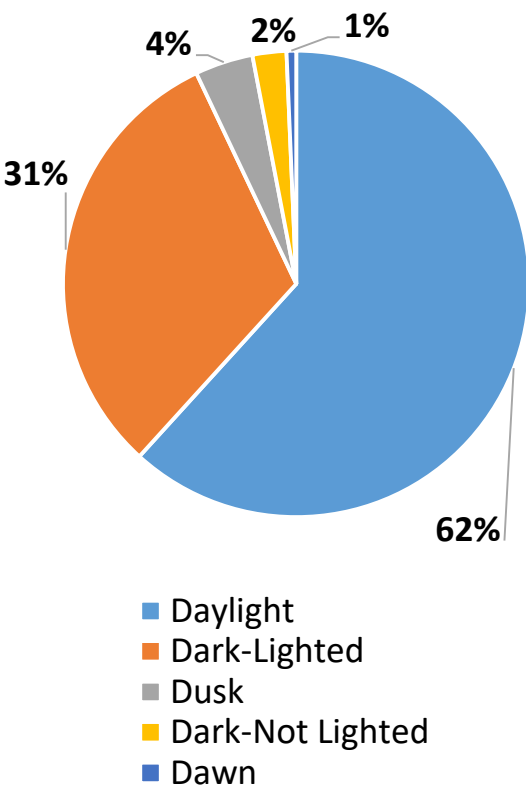
*\*Note that for most crashes speeds were simply estimated, not determined using formal analysis; actual speeds for many crashes were likely higher.*

# Core Area - Other Factors

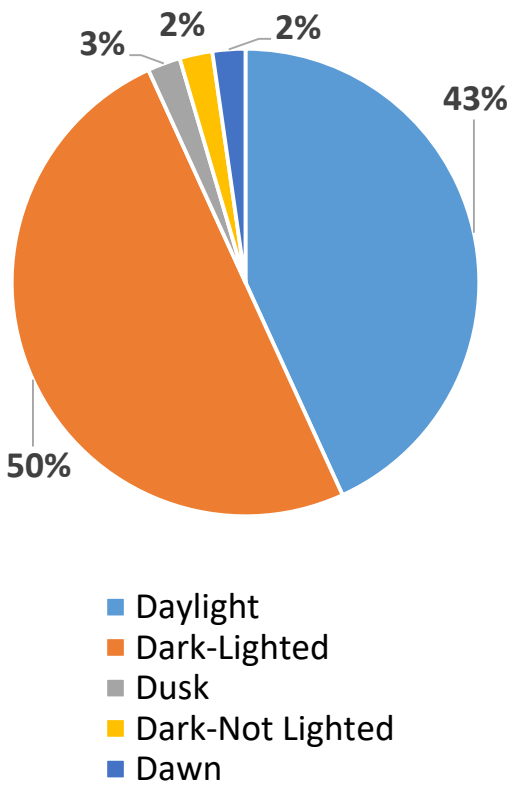
Drivers Turning Right +  
Cyclists Travelling Against Traffic



Lighting Conditions  
All Crashes



Lighting Conditions  
Severe Crashes



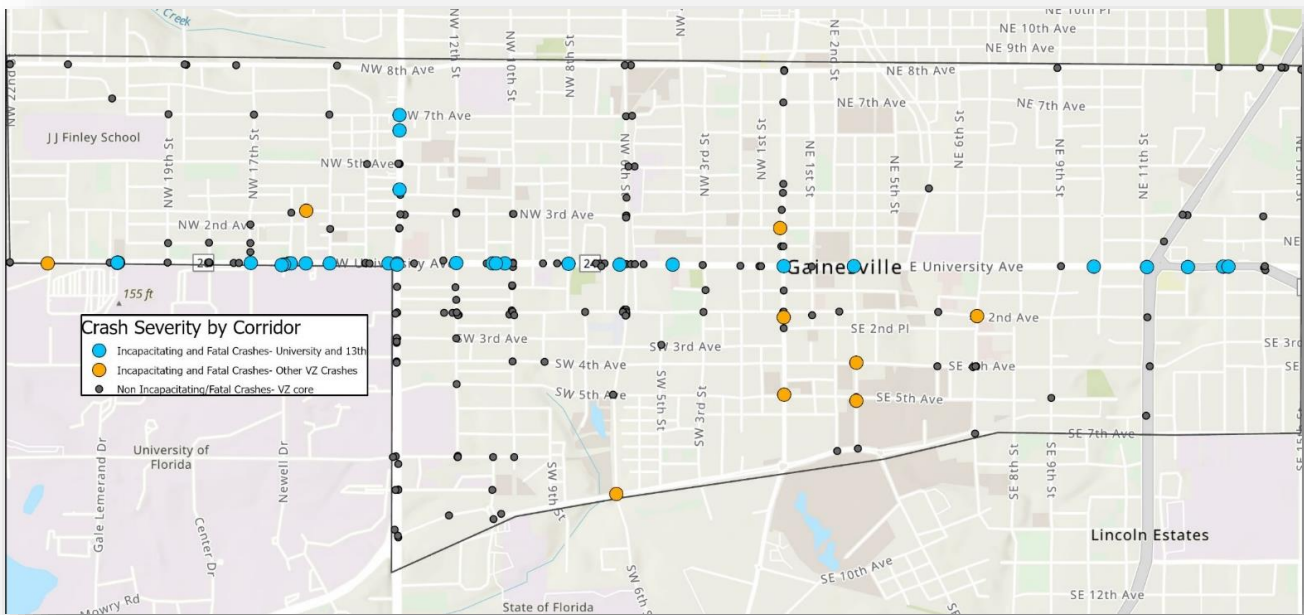
Indicates need for turning restrictions and directional bike facilities.

University Ave & W 13<sup>th</sup> St



# UNIVERSITY AVENUE & W 13<sup>TH</sup> STREET

**298 total crashes** occurred in the VZ Core Area, **172 (58%)** on University Avenue and W 13<sup>th</sup> Street  
**44 severe or fatal crashes** in the VZ Core Area; **30 (68%)** on University Avenue and W 13<sup>th</sup> Street



## VZ Core Area Crashes

All Crashes



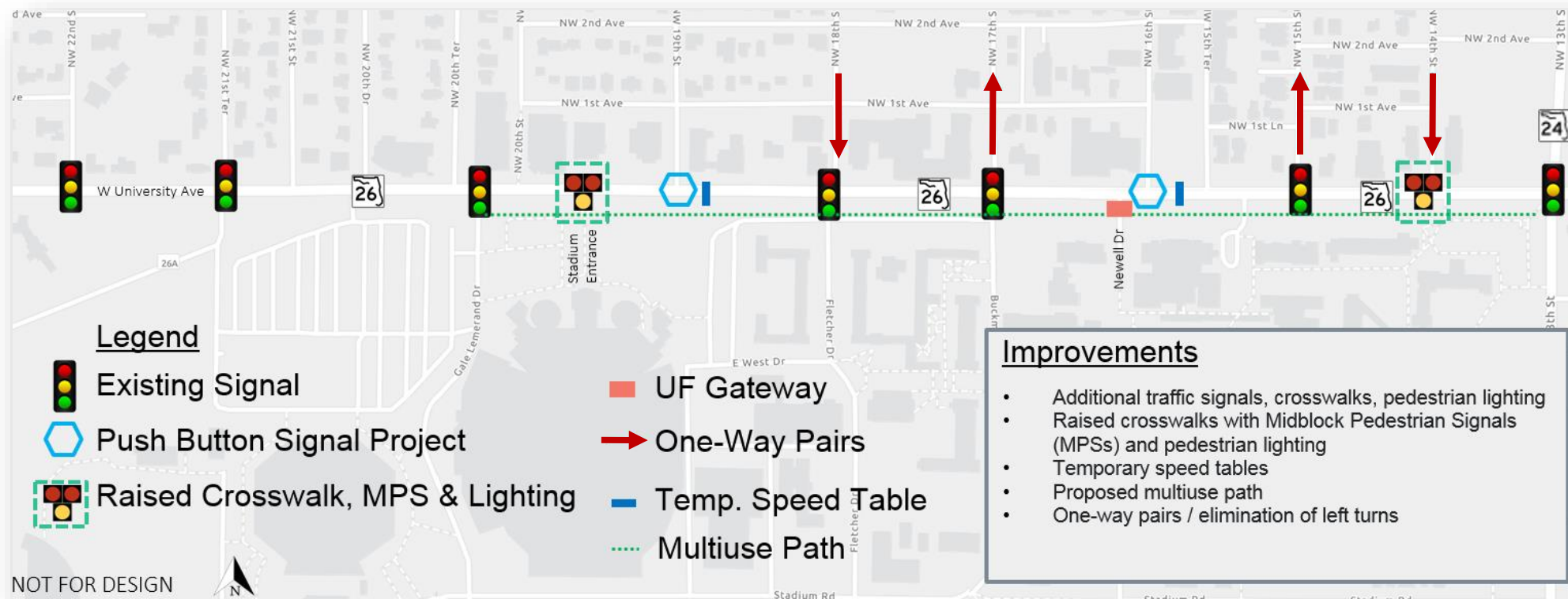
Severe / Fatal Crashes



- University Ave & 13th St
- Other VZ Corridors



- Enhanced collaboration with FDOT and UF

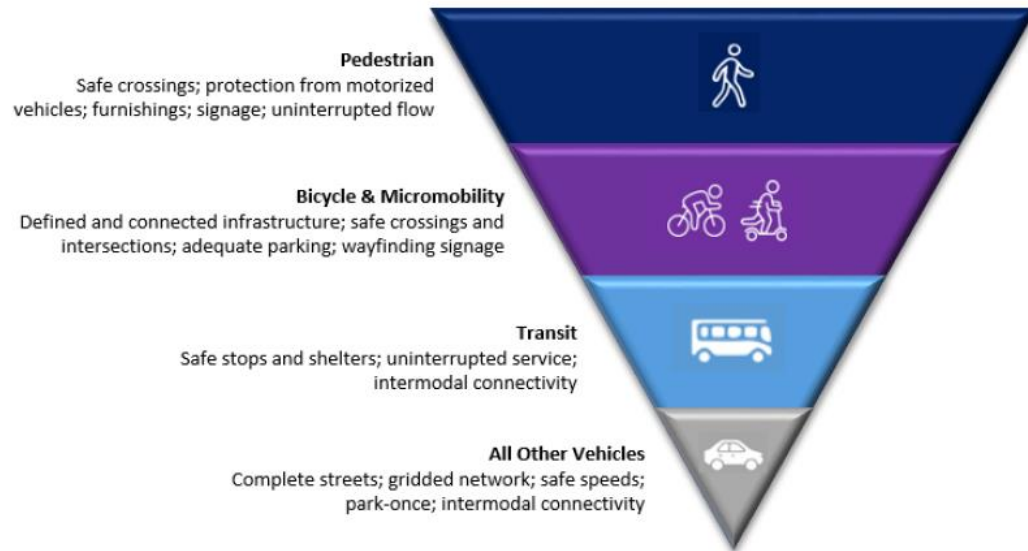


- Evaluation of corridors to determine future cross-section:  
University Ave – NW 22<sup>nd</sup> St to NE 3<sup>rd</sup> St; W 13<sup>th</sup> St – SW 8<sup>th</sup> Ave to NW 5<sup>th</sup> Ave

# STRATEGIES



# Strategies



- Increase safety and equitable mobility for all neighbors
- Employ an equity lens that prioritizes people versus cars
- Fill gaps in infrastructure
- *6Es framework* – Engineering, Encouragement, Education, Enforcement, Evaluation, Equity
- Collaborate with other agencies



# Short-Term Strategies

- Identify locations for infrastructure retrofits
- Develop and maintain a list / map of projects
- Incorporate Vision Zero policies into Comprehensive Plan and development review process to leverage resources
- Enhance collaboration for data sharing and analysis
- Identify opportunities for community engagement
- Evaluate feasibility of speed limit reduction
- Seek funding / implement projects as funding becomes available



# INFRASTRUCTURE RETROFITS

- University Ave & W 13<sup>th</sup> St
- One-way pairs – NW 14<sup>th</sup> St/15<sup>th</sup> St; NW 17<sup>th</sup> St/18<sup>th</sup> St; W 10<sup>th</sup> St/12<sup>th</sup> St
- NE 15<sup>th</sup> St bike lanes
- Curb ramps
- N 3<sup>rd</sup> Ave bike boulevard enhancements
- NW 8<sup>th</sup> Ave (N Main St – NW 6<sup>th</sup> St)
- NW 6<sup>th</sup> St (NW 7<sup>th</sup> Ave – NW 8<sup>th</sup> Ave)
- New sidewalks (SW 5<sup>th</sup> Ave; NE 7<sup>th</sup> St; NE 11<sup>th</sup> St)
- Enhanced crossings
- Leading pedestrian intervals at key signalized intersections
- Lighting study based on severe crash data







# ENCOURAGEMENT & EDUCATION

- Policy development (comprehensive plan / development review)
- Mobility hubs
- Wayfinding signage
- Elementary and middle school outreach
- Safe Walks program
- Walk to School day



# ENFORCEMENT

- Safe motorcycle/scooter rider program
- Safe Gator program
- Distracted driver program
- Crash analysis
- Targeted enforcement





# Long-Term Strategies

- Identify dedicated funding source
- Dedicate staff and resources for planning and enforcement
- Evaluate effectiveness of solutions implemented
- Expand interventions citywide based on results obtained in core area
- Continue to maintain project list and map
- Continue outreach efforts





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QUESTIONS?