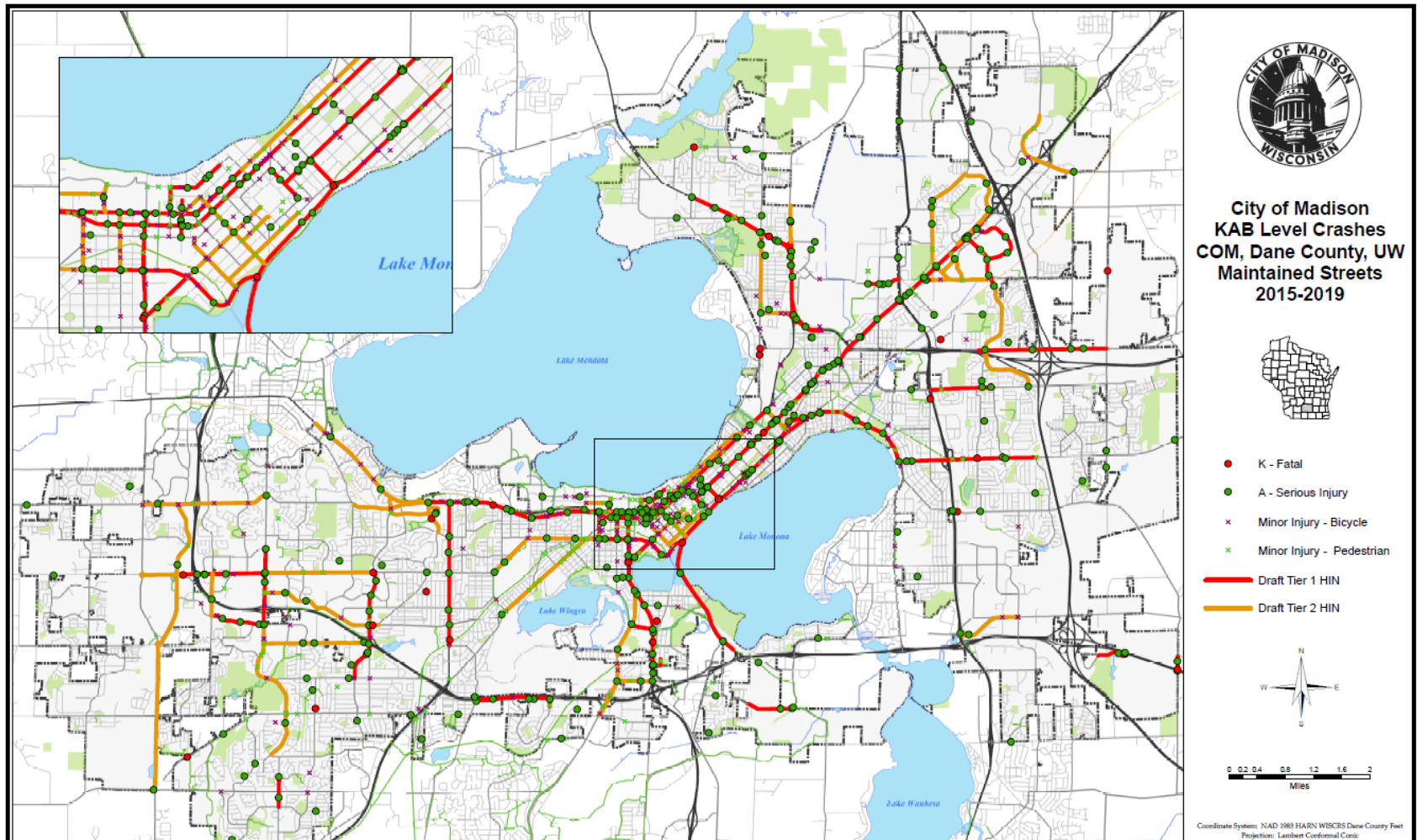




# Transportation Policy & Planning Board December 7, 2020

# Draft High Injury Network



70% of serious & fatal crashes happen on 10% of streets

# Changes made to the HIN

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- The City of Madison High Injury Network (HIN) was derived by using a "Hot Spot" method. This was done by mapping all crashes on City maintained streets using a GIS. Lower severity crashes were filtered out, leaving only K and A level crashes. Clusters of these crashes were then linked together, using best judgement, to create Tier 1 of the HIN
- The mapped B-level bicycle and pedestrian crashes were used to create Tier 2 of the HIN. This was done using the same "Hot Spot" methodology described above. These lower level severity bicycle and pedestrian crashes were used due to the fact that these crashes leave individuals more vulnerable to injury than motor vehicle only crashes.

# Action Plan Outline Examples

<u>Minneapolis</u>	<u>Philadelphia</u>
<p>Why Vision Zero</p> <p>Safety Data</p> <p>Minneapolis Vision Zero Guiding Principles</p> <ul style="list-style-type: none"> <li>Safety and human life first</li> <li>Equity</li> <li>Data-driven</li> <li>Accountability</li> <li>Strategies and Actions</li> </ul> <p>Implementation Approach</p> <ul style="list-style-type: none"> <li>Safe Streets</li> <li>Safe Vehicles</li> <li>Safety Data</li> <li>Monitoring Progress</li> </ul> <p>Engagement Summary</p> <ul style="list-style-type: none"> <li>Best safety ideas</li> <li>Feedback on the draft Vision Zero Action Plan</li> </ul>	<p>Letter from the Mayor</p> <p>Vision Zero Pledge</p> <p>Philadelphia 3-year Snapshot</p> <p>Executive Summary</p> <p>Three Year Overview</p> <p>Action Plan Progress</p> <p>Equity in Vision Zero</p> <p>Moving Forward – A Safe Systems Approach</p> <p>Aligning VZ with complementary initiatives</p> <p>Transformative Policies</p> <p>Vision Zero Capital Plan 2025</p> <p>Vision Zero – Year Three Grants</p> <p>Safe Speeds</p> <p>Safe Streets</p> <p>Safe People</p> <p>Safe Vehicles</p> <p>Safety Data</p> <p>Vision Zero Task Force and Subcommittees</p>

Charlotte

Denver

Executive Summary

What is Vision Zero

Why Vision Zero for Charlotte

Guiding Principles

Developing the Action Plan

Focus Areas

- Create safe streets for all users

- Shape Community culture of safety

- Analyze the data

- Evaluate policy and legislation

What you can do

Our Call to Action

Let's Take Action

Positive Changes

How We Developed the Plan

<u>Portland</u>	<u>Seattle</u>
<p>Letter from Commissioner</p> <p>Vision Statement</p> <p>Portland Needs Vision Zero</p> <p>Why Vision Zero</p> <p>Engaging Portland to Create a Plan</p> <p>Causes of Death and Serious Injury</p> <p>A Closer Look at the Data</p> <p>Locations of Death and Serious Injury</p> <p>Taking Action</p> <p>Implementation and Accountability</p>	<p>Letter from the Mayor</p> <p>Letter from SPD Chief and SDOT Director</p> <p>A Vision for Safer Streets</p> <p>Near-Term Actions</p> <p>Evaluation</p> <p>Conclusion</p>

<u><a href="#">San Francisco</a></u>	<u><a href="#">Boston</a></u>
<p>A Note from the Mayor</p> <p>Action Strategy Overview</p> <p>Getting to Zero</p> <p>Vision Zero Core Principles</p> <p>Complementary Goals</p> <p>Transformative Policy Agenda</p> <p>Commitment to Equity</p> <p>Existing Inequities</p> <p>High Injury Network</p> <p>Strategic Actions</p> <ul style="list-style-type: none"> <li>Safe Streets</li> <li>Safe People</li> <li>Safe Vehicles</li> <li>Data Systems</li> </ul> <p>Measuring Progress</p> <p>Vision Zero Pledge</p>	<p>Letter from the Mayor</p> <p>Core Principles of Vision Zero</p> <p>The Evolution of Vision Zero</p> <p>Vision Zero Boston: Why Now?</p> <p>Focusing on the Issues</p> <p>Detailed Action Plans</p> <p>Action Plan to Reduce Speeds and Build Safer Streets</p> <p>Action Plan to Reduce Distracted and Impaired Driving</p> <p>Action Plan to Engage Bostonians in Vision Zero</p> <p>Action Plan to Hold Ourselves Accountable</p> <p>What You Can Do</p> <p>Conclusion</p>

# City of Madison Draft Action Plan Outline

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1. Letter from Mayor and Council President
2. Why Vision Zero
3. Vision Zero Guiding Principles
  - Prioritizing Safety
  - Data Driven
  - Equity/Communities of Concern
  - Engagement
4. Data
  - High Injury Network
  - Crash Factors
  - Crash Demographics
  - Equity & Disproportionate Impact Analysis
5. Strategies and Actions
  - Safe Streets
  - Safe People
  - Safe Vehicles
  - Safety Data
  - Safety Focused Enforcement
6. Implementation & Accountability
  - Short Term Actions
  - Vision Zero & other Initiatives
  - Ongoing Engagement
  - Measuring and Reporting Progress



# Strategies and Actions

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## Safe Streets

- Infrastructure improvements
- Street design
- Street lighting
- Traffic operations
- Speed limit changes
- Project selection
- Plan coordination

## Safe People

- Safety culture
- Alternatives to driving
- Education programming
- Public Information Campaigns
- Website, social media
- Engagement

## Safe Vehicles

- City driver training
- Fleet vehicle safety
- Emerging technology

## Safety Data

- Data Gathering & Analysis
- Continuous Evaluation
- Reporting

## Safety Focused Enforcement

- Role of enforcement in transportation safety

# Strategies & Actions

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## From Madison's Vision Zero Resolution:

BE IT FURTHER RESOLVED, that the Vision Zero Action Plan will document the disproportionate effects of traffic enforcement and the impacts of traffic injuries and fatalities on people of color and that a plan is developed that works to reduce and eliminate those harms.

### EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide



safe transportation options for all road users in all parts of the city.

# Stakeholder Task Force

Initial meeting held November 18, 2020

Next meeting planned for February 17, 2021

Vital role in supporting and informing  
Madison's Vision Zero initiative.

- Share the importance of safety culture and commitment to the public
- Help guide outreach, messaging and strategies related to Vision Zero
- Providing insight, feedback and local knowledge to Vision Zero staff team
- Participate in quarterly meetings

Additional City Agencies
Madison Parks
Madison Fire Department
Department of Planning, Community Economic Development
Greater Madison Area MPO
Department of Civil Rights
Madison Senior Center
Other Public Agencies & Community Organizations
Wisconsin DOT
Dane County
UW Madison Transportation Services
Madison College
Madison Metropolitan School District
Wisconsin Council of the Blind & Visually Impaired
Access to Independence
HEAR WI
Safe Communities
UW Health
Healthy Kids Collaborative of Dane County
Safe Kids Madison Area
Madison Bikes
BikEquity
Downtown Madison Inc
Downtown BID
AAA Wisconsin
AARP Wisconsin
Centro Hispano
Latino Academy of Workforce Development
Urban League of Greater Madison
Foundation for Black Women's Wellness
Center for Resilient Cities/Badger Rock CC
Sustain Dane
1000 Friends of Wisconsin
Bayview Foundation
Dane County Joining Forces for Families
YWCA Madison
Freedom Inc
Urban Triage
OutReach, Inc

# Stakeholder Feedback

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Where should the city prioritize reducing posted speeds?

## **Top Answer:**

- High Injury Network

## **Second Top Answer:**

- Near Schools
- Business/Shopping Districts
- Streets with speeds 35mph+

## **Third Tier:**

- Residential areas
- Bike Boulevards
- Near Parks

## **No Support:**

- Nowhere - speeds limits seem fine

# Stakeholder Feedback

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## What things need to change to make it safer for everyone to travel safely?

- Expansion of safety elements outside of the city center
- Remove barriers for active transportation options to cross major arterials
- Focus on pedestrians & bicyclists first.
- Include finding ways to lower VMT, reducing speeds on roads, make intersections safer for pedestrians.
- All modes must work together
- Culture of driving needs to change
- People centered design of streets
- Education and commitment from general population to change behavior
- Following the rules of the road by all