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Vision Zero in Chapel Hill

Town Council Work Session
September 29, 2021

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Vision Zero in Chapel Hill



- Background
- Vision Zero
- Draft Resolution and Feedback

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Background

VISION ZERO

2018 Petition

Outcome: Concerns about resources available to implement and what level of commitment was being asked.

ROAD TO ZERO

2018 Pilot Program

Outcome: Pedestrian Safety Action Plan (2019)

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Background, continued

ROAD TO ZERO

2020-2021 GHSP GRANT

Outcomes:

- Traffic safety analysis
- Crash Report
- Crosswalk Enforcement
- Task Force
- Pedestrian Safety Interventions

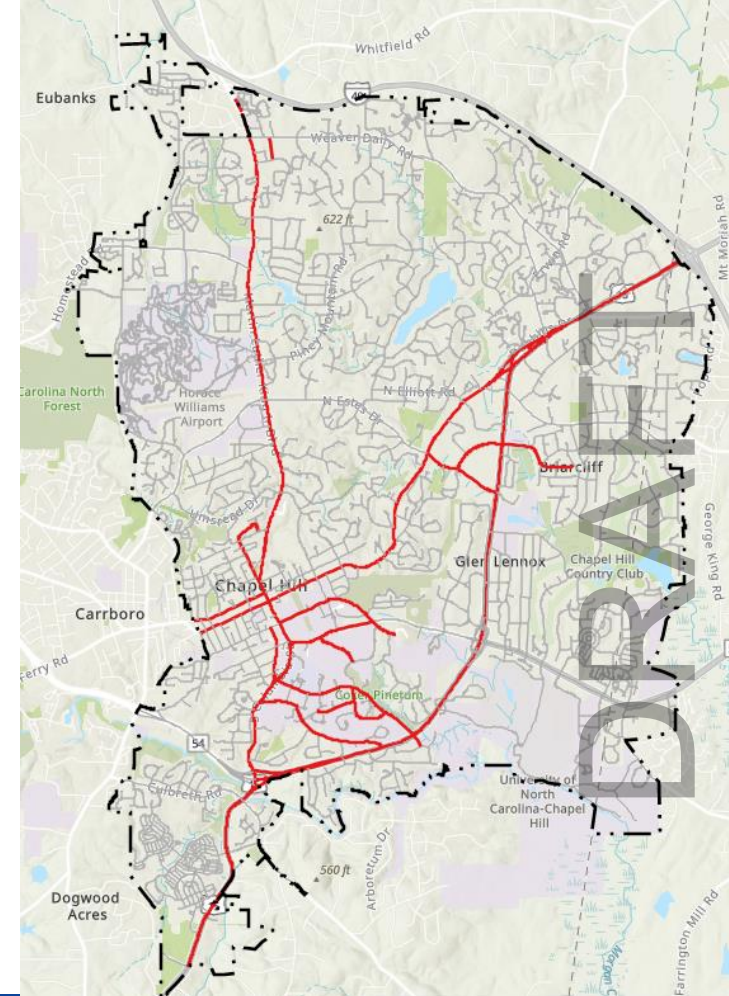


Background, continued

TRAFFIC SAFETY ANALYSIS

High Crash Network

- Streets with a high concentration of pedestrian and bicyclist-involved crashes over a five-year period (2016-2020)
- These 19 streets account for 15% of streets in Chapel Hill
- 58% of crashes occur on these streets. 100% of fatalities.



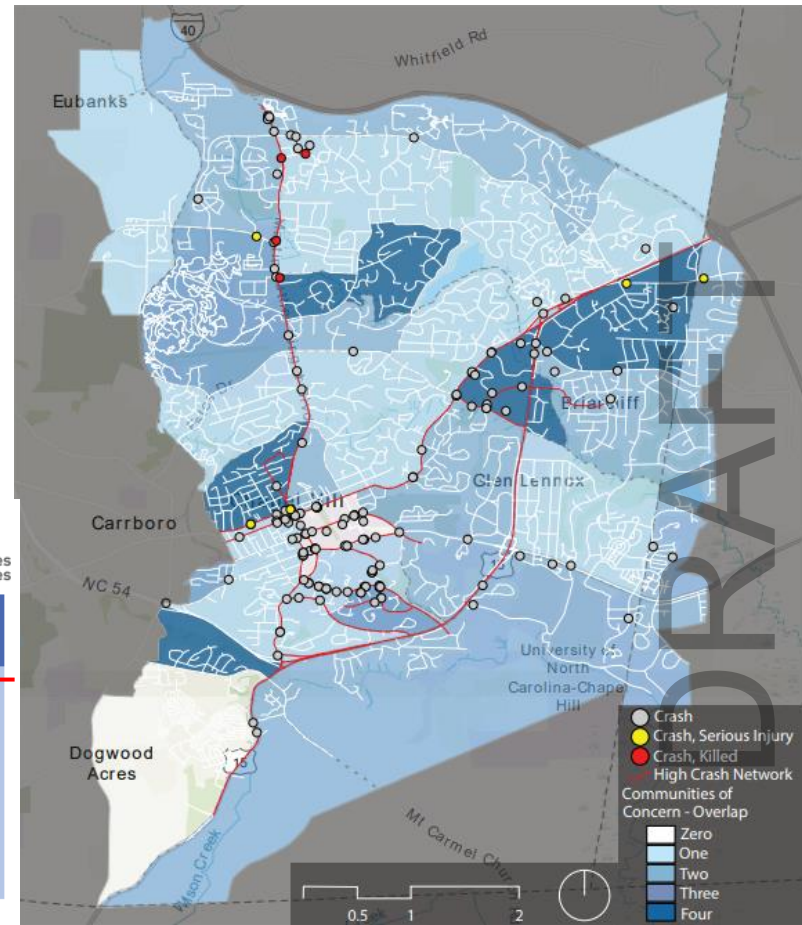
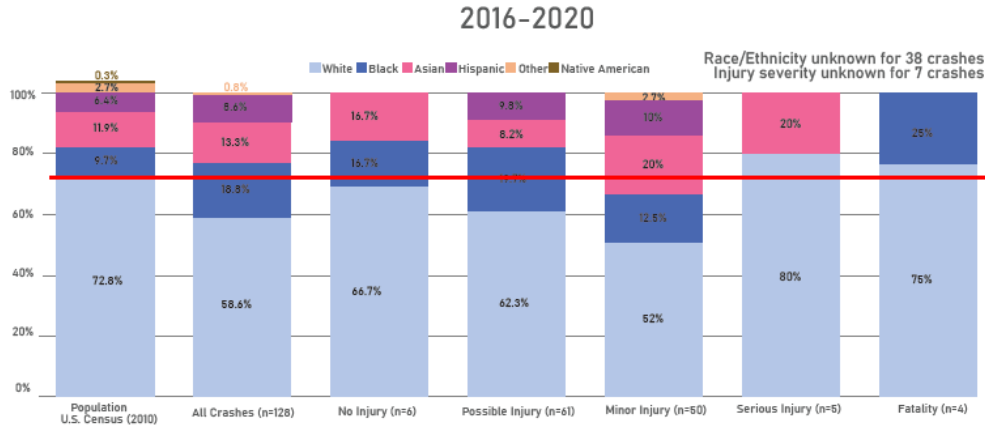
Background, continued

CRASH REPORT

Data-driven analysis of bicycle and pedestrian crashes

Communities of Concern

- Identified transportation "Communities of Concern (COC)": elderly, low income, non-White, and zero-car household.

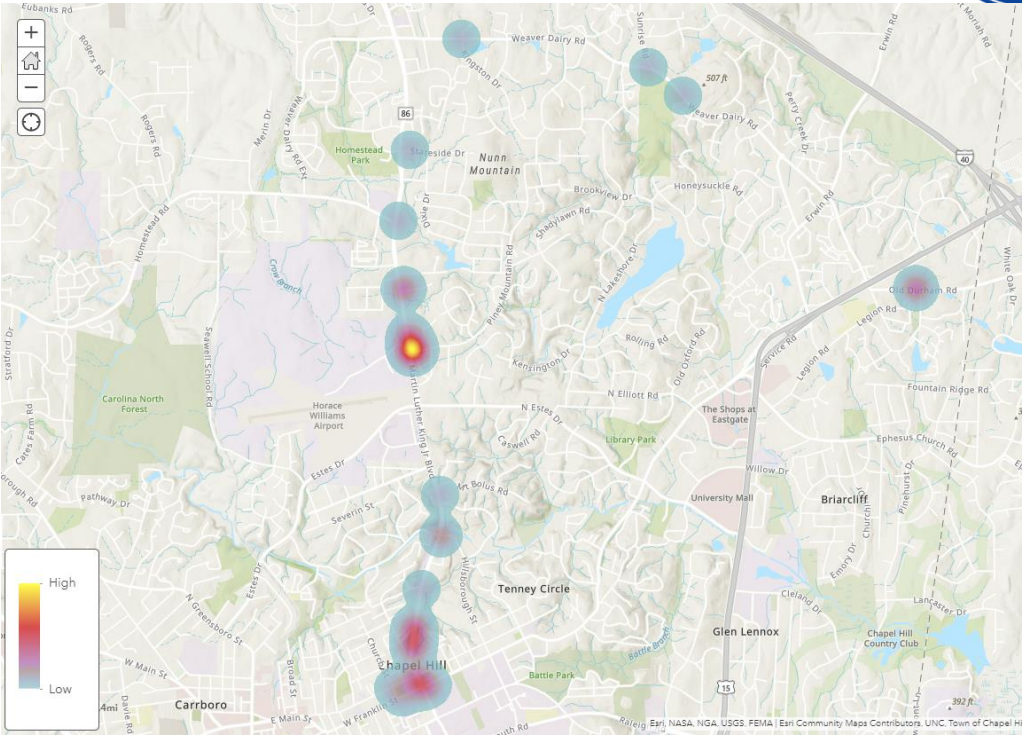




Background, continued

CROSSWALK ENFORCEMENT

113
stops
61%
warnings
64
MPH



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Background, continued

ROAD TO ZERO TASK FORCE

Bring the community together across agencies and organizations to use our collective resources, ideas, and knowledge to develop creative solutions for pedestrian safety and mobility and promote safety for all road users.

Public
Engagement

Equity

Technical
Review

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Background, continued

SAFETY INTERVENTION PROPOSALS

MLK mid-block crossing gateway treatment



Not This

This

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Vision Zero in Chapel Hill

What is Vision Zero

- Vision Zero is a firm commitment to eliminate traffic related fatalities and serious injuries.
- Started in large cities, spreading into cities 20K+
- Coalition of communities that work collectively
- Commitment to equity and sustainability

A Vision Zero Community meets the following minimum standards:

- Key city departments {including Police, Transportation and Public Health} are engaged
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Mayor has publicly, officially committed to Vision Zero

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Why Vision Zero?

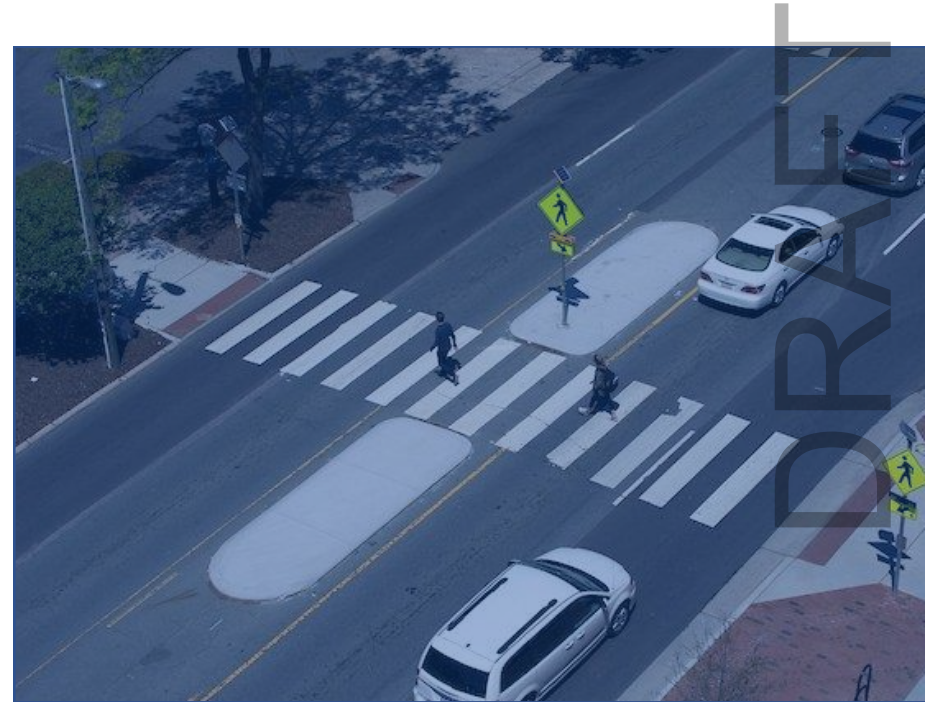
Organization-wide commitment to zero deaths on streets in Chapel Hill

Unites Chapel Hill goals

Provide renewed guidance and structure

Clarity around safety as a top priority

Opens opportunities for future funding





What would it mean in practice?

Adopting a Vision Zero Resolution establishes SAFETY of the MOST VULNERABLE as the top priority when balancing the competing needs for roadway space.

Speed Management

- Data shows that managing speeds is one of the best ways to make streets safer.
- Slower streets are more livable and inviting. (**Safe Community, Vibrant & Inclusive Community**)

Street Design

- Prioritizing the vulnerable user (through things like minimizing crossing distances and corner radii, assessing the need for on-street parking) makes a system that is connected and inviting (**Connected Community, Vibrant & Inclusive Community**)

Supportive Infrastructure

- Creating a system that encourages walking and biking will help greenhouse gas reduction goals and make Chapel Hill more climate resilient (**Environmental Stewardship**)

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A Vision Zero Resolution

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Be It Resolved That..

- Goal of **eliminating traffic deaths and serious injuries by 2031.**
- Vision Zero is the **town-wide guiding principle.**
- **Interdepartmental Vision Zero Executive Committee** charged with... **updating this Action Plan with proposed safety projects and associated cost estimates.**
- The National Association of City Transportation Officials (NACTO) guides used to **evaluate and recommend modifications to existing roadway standards and policies.**
- Equitable manner **accounting for historic inequities in transportation and safety investments**
- The **safety of vulnerable road users shall be given top priority** in transportation decisions.

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Questions, Comments, Feedback

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