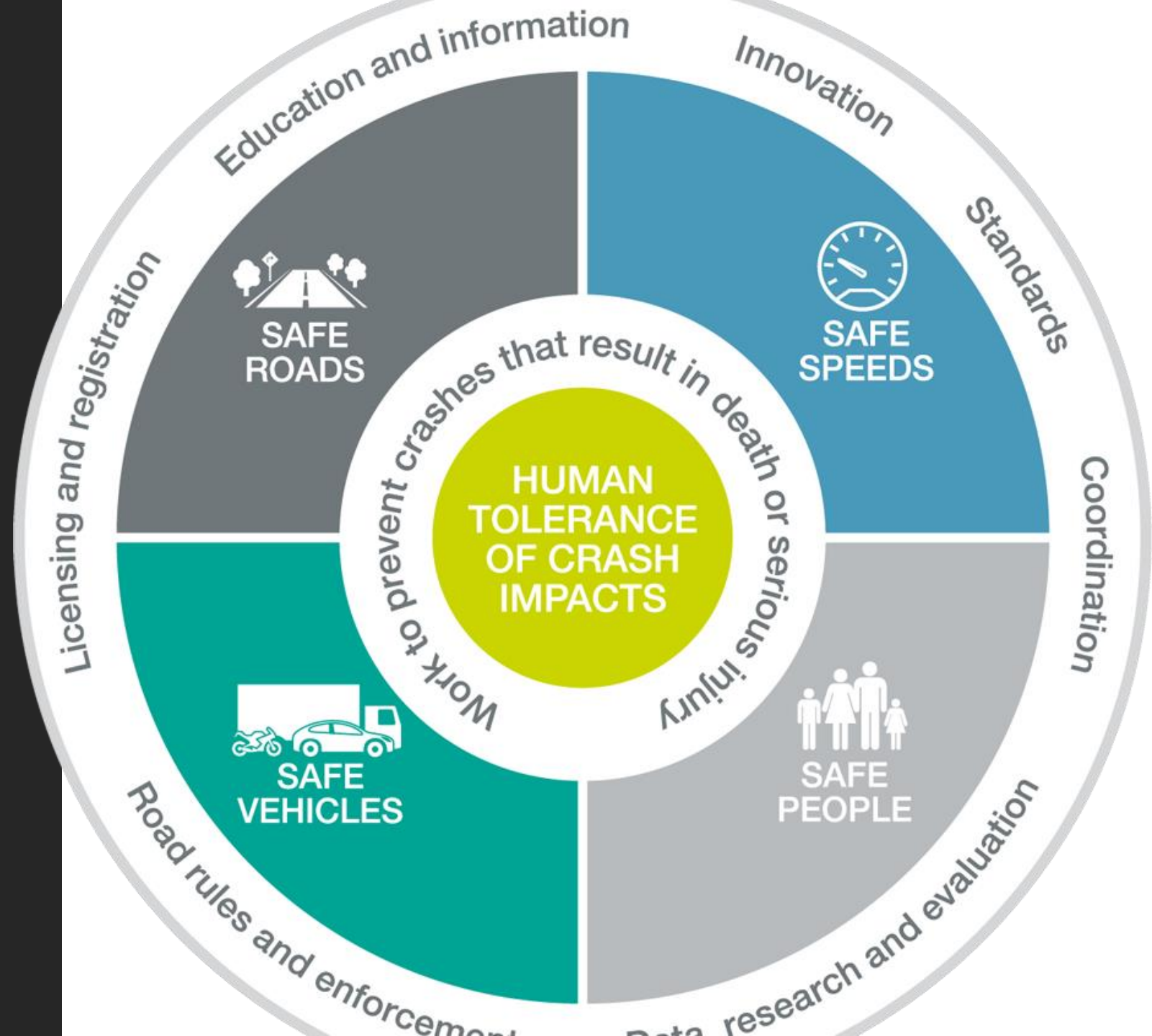


Vision Zero

In the Richmond Region



Overview

- Leadership
- Defining the Issue
- Proposed Organization Structure
- Proposed Vision Statement
- Proposed Mission Statement
- Proposed Implementation Plan
- Proposed Evaluation Plan
- Adjourn

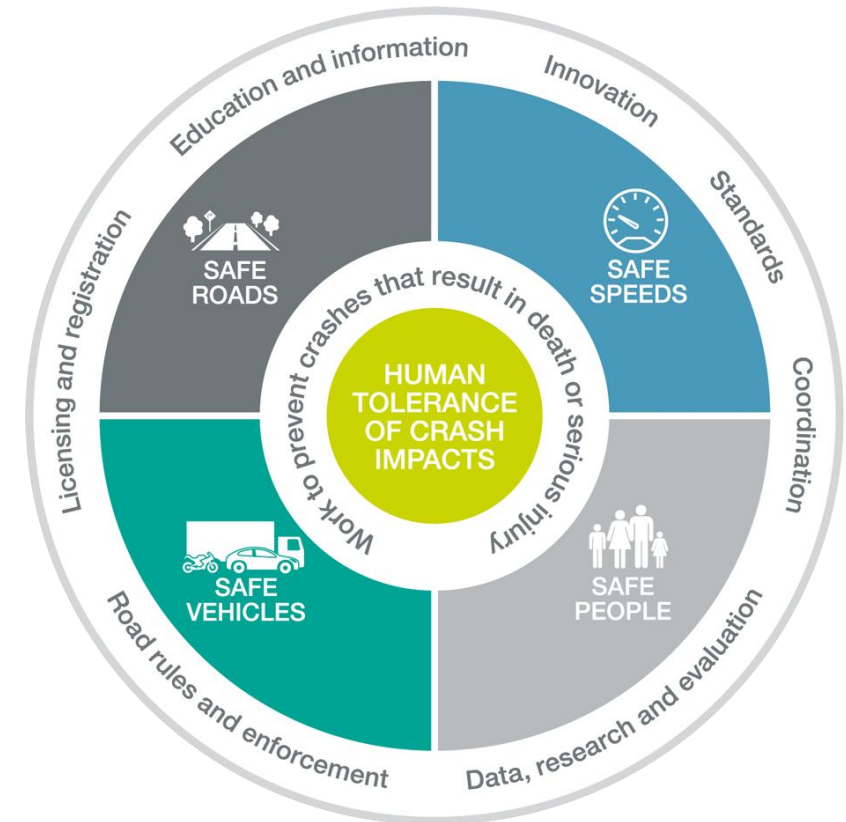
Leadership

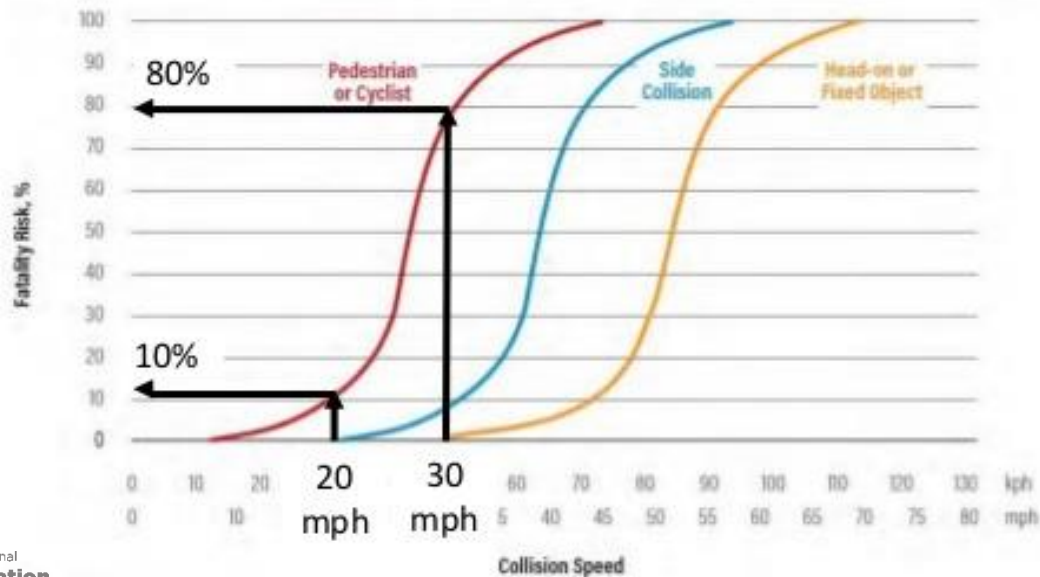
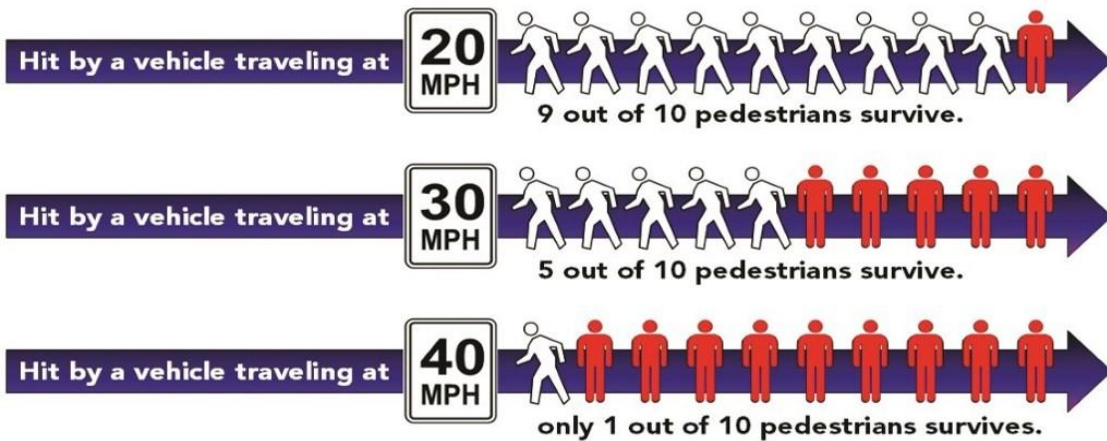
Member organizations – select chair and vice chair

- City of Richmond
- Town of Ashland
- Henrico County
- Chesterfield County
- Goochland County
- VDOT

Defining the issue

- Not eliminating traffic-related crashes
- Eliminating traffic-related crashes that cause death or serious injury
- Crashes that cause death or serious injury need:
 - The human body to be exposed to speed
 - Speed creates exponentially greater crash energy
- A safe systems approach protects humans from crash energy





Defining the issue: impact speed

Impact speeds above which chances of survival decrease rapidly

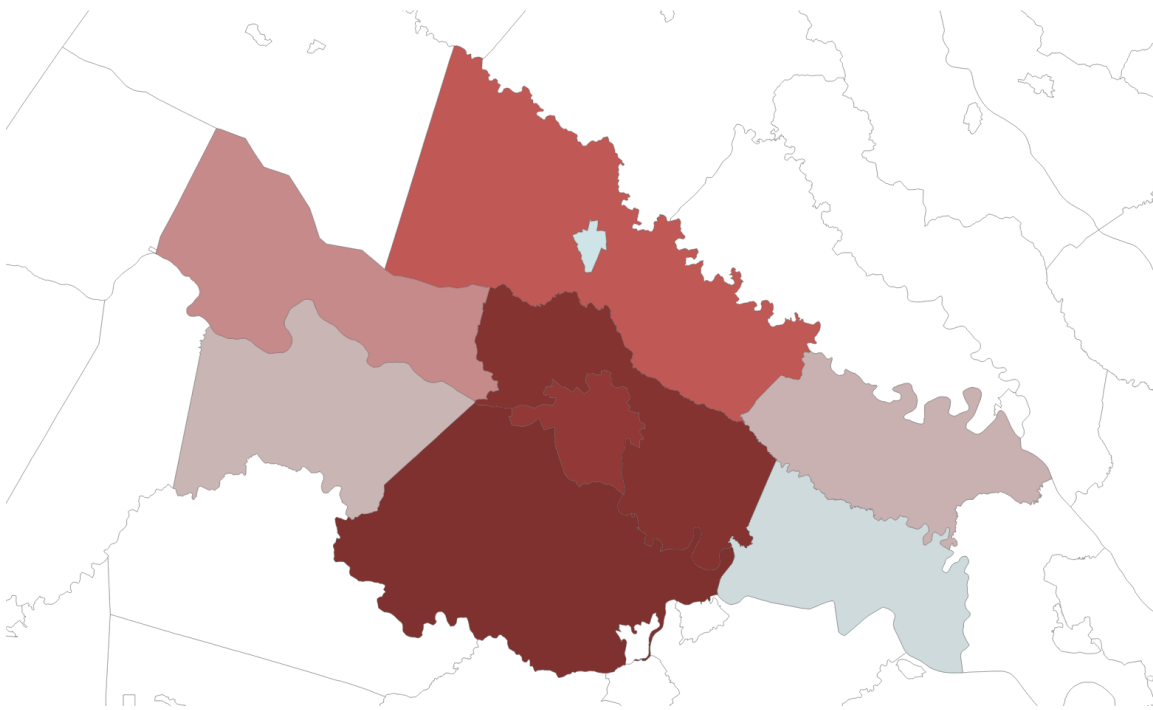
1. Vehicle / People who walk, bike, ride: 25 MPH (vulnerable road users, elderly, or unbelted).
2. Vehicle / Fixed Object: 30 MPH (unprotected road hazards exist)
3. Side Impact: 35 MPH (intersections)
4. Head on: 45 MPH (no separation between opposing lanes)

Most airbags and seatbelts are tested below 35 MPH.

Defining the issue: Existing Data

- [VDOT Crash Tool – Power BI](#)
- [VDOT Dashboard](#)
- [DMV Safety Office Interactive TREDIS Report](#)
- [Real-Time 911 Dispatch for Traffic Crashes](#)

Defining the issue: 2017 to 2019 K+I People

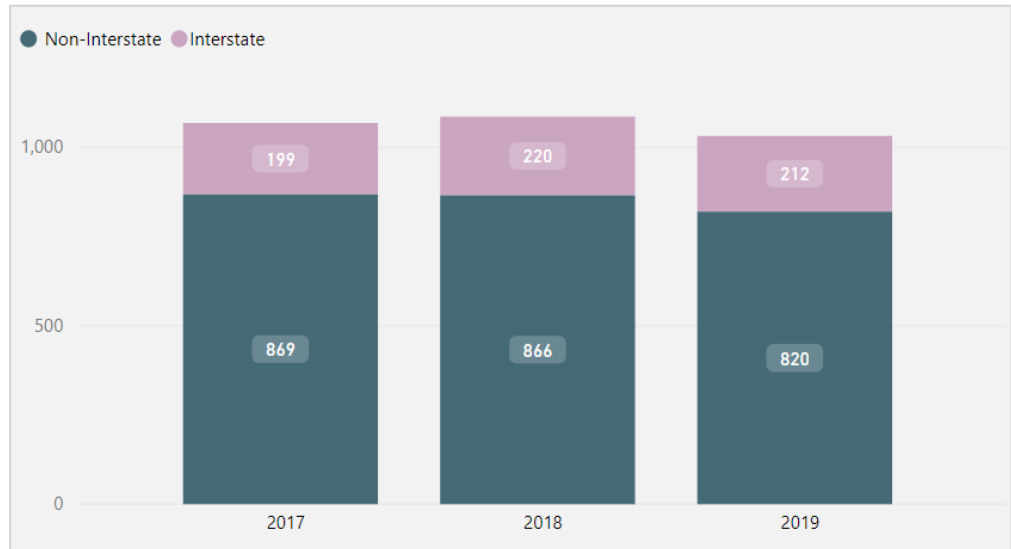
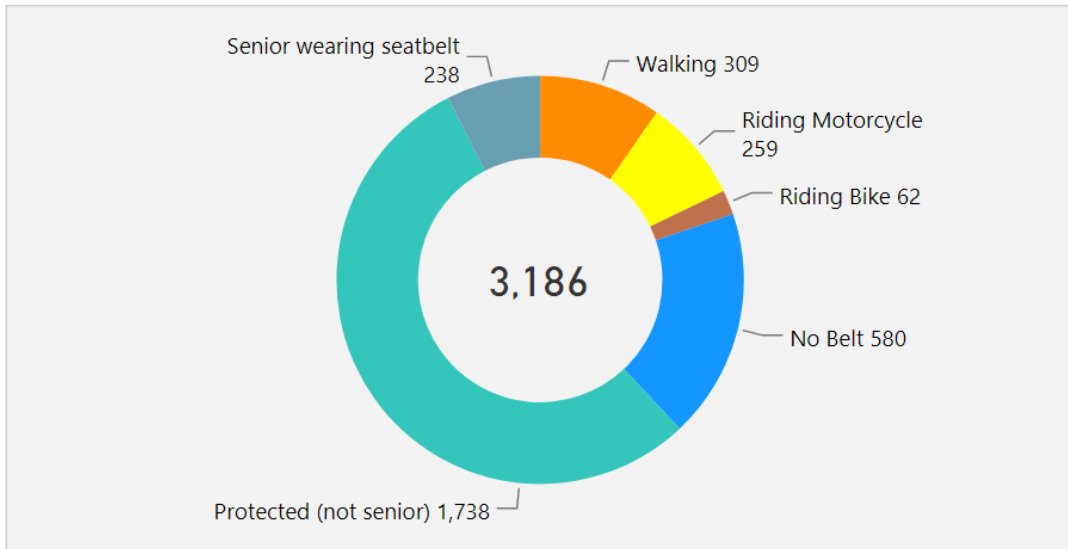


Physical Jurisdiction	Fatal Crash	Injury Crash	PDO Crash	Killed People	Injured People	Total Crash
020. Chesterfield County	81	600		84	1,119	681
043. Henrico County	73	560		77	1,030	633
127. City of Richmond	50	521		52	965	571
042. Hanover County	41	255		42	456	296
037. Goochland County	18	183		22	291	201
063. New Kent County	10	110		10	217	120
072. Powhatan County	11	103		11	159	114
018. Charles City County	3	34		3	57	37
166. Town of Ashland	4	20		5	33	24

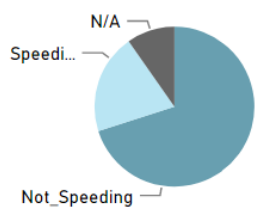
Defining the issue: Life ended or changed

People Injury Type

Multiple selections

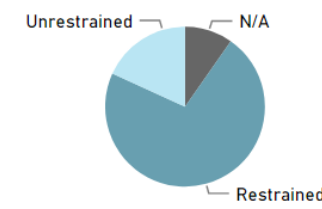


SPEEDING



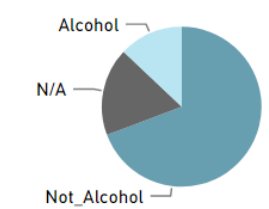
N/A for Pedestrians

UNRESTRAINED



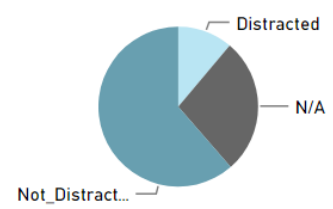
N/A for Pedestrians

ALCOHOL



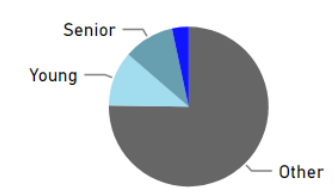
N/A for Passengers

DISTRACTED



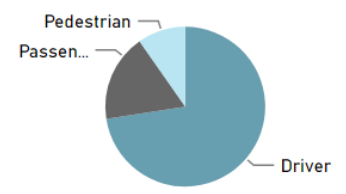
N/A for Passengers and Pedestrians

AGE GROUP

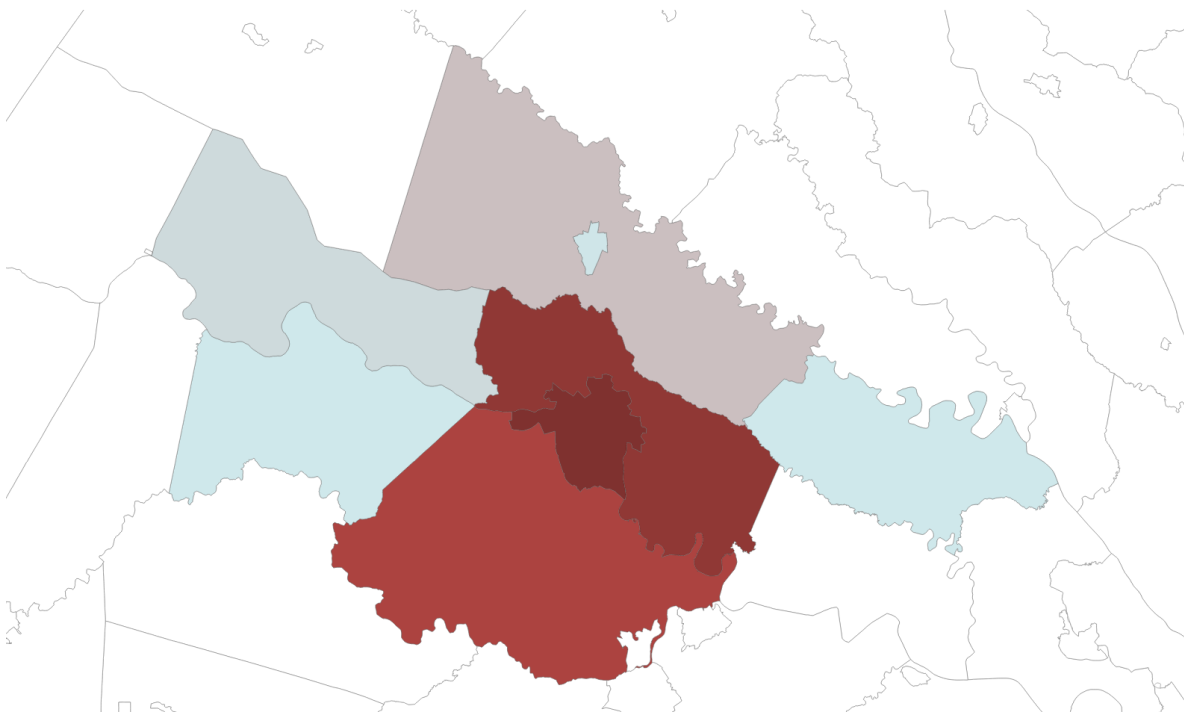


Senior: >=65
Young: 15-20
Children: <=14

USER TYPE



Defining the issue: 2017 to 2019 K+A Pedestrians



Physical Jurisdiction	Fatal Crash	Injury Crash	PDO Crash	Killed People	Injured People	Total Crash
127. City of Richmond	18	90		18	129	108
043. Henrico County	26	64		27	90	90
020. Chesterfield County	21	50		21	65	71
042. Hanover County	6	6		6	15	12
037. Goochland County	2	3		4	5	5
063. New Kent County	2	1		2	5	3
166. Town of Ashland	0	3		0	4	3
072. Powhatan County	1	2		1	2	3

Proposed Organizational structure

Richmond Regional Vision Zero Work Group

- Reports to TAC
- Bi-monthly meeting
- Consensus based decision-making
- Members from all involved jurisdictions serve as POC for:
 - Communication
 - Coordination
 - Collaboration

Proposed Vision statement

Fundamental Principles

1. Traffic deaths and serious injurious are acknowledged to be preventable.
2. Human life and health are prioritized within all aspects of our transportation systems.
3. Transportation systems are created to account for human error.
4. Our work in transportation safety begins with system-level changes and follow with influencing individual behaviors.
5. Speed is recognized and prioritized as the fundamental factor in crash severity.

The Richmond Region is committed to a strong and effective Vision Zero Action Plan with political commitment collaborating with multi-disciplinary leadership, and using a system-based approach.

Our plan is transparent, data driven, and engages our diverse communities, in an equitable manner.

Proposed Mission Statement

To eliminate traffic-related deaths and serious injuries in the Richmond Region by 2030.

Proposed Implementation:

Five initial actions

1. Encourage formation and activity from local jurisdiction commissions like the City of Richmond's Safe and Healthy Streets Commission
2. Identify and encourage training and funding resources
3. Coordinate safety messaging and outreach
4. Provide supporting resolutions for engineering and behavior-oriented federal safety grants
5. Track deaths and serious injuries and develop a regional Vision Zero plan.

Proposed Evaluation plan

Metrics

1. Number of jurisdictions with active Safe and Healthy Streets Commissions
 - a) Routinely advises local elected officials on all transportation safety matters
 - b) Comprised of multi-disciplined leaders with professionals from the health, engineering, education, enforcement, emergency response, and roadway owners' perspectives.
 - c) Meets at least quarterly
2. Creation of local Vision Zero Action Plan with a defined high injury street network, local safety goals, resources required, and key action plan priorities funded by fiscal year
3. Reports deaths and serious injuries within region to TAC on a quarterly basis.
4. Reports successes and barriers to TAC on a quarterly basis.