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 TREDS Report
- Real-Time 911 Dispatch for Traffic Crashes
Defining the issue:
2017 to 2019 K+I People
Defining the issue:
Life ended or changed
Defining the issue:
2017 to 2019 K+A Pedestrians
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 injuries 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.