

NC Vision Zero

BOC Growth and Sustainability Committee

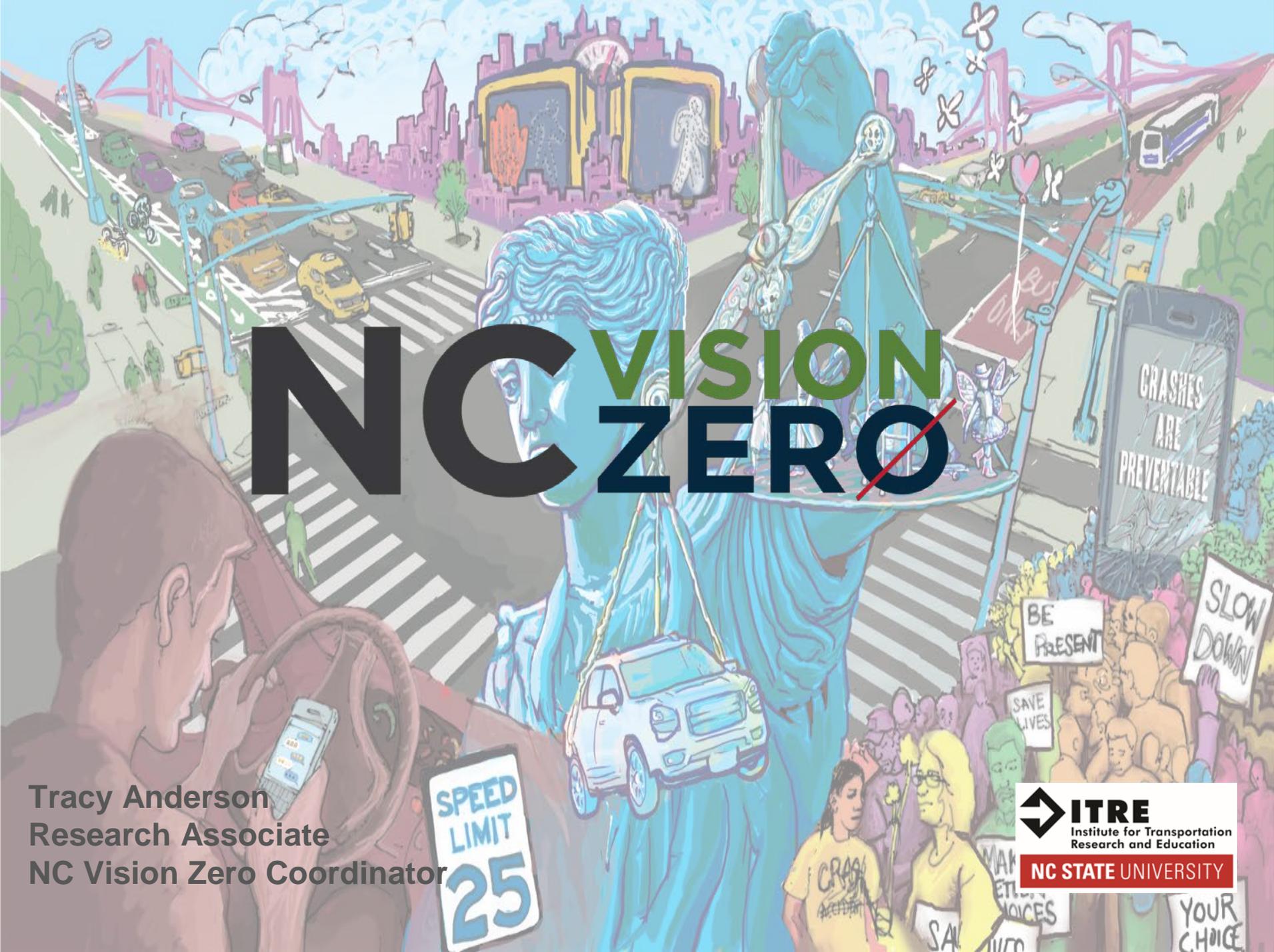


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Today's Objectives

- Receive an Overview of Vision Zero and Safe Routes to School
- Discuss potential linkages to BOC Goals, Objectives, and Initiatives
- Discuss next steps



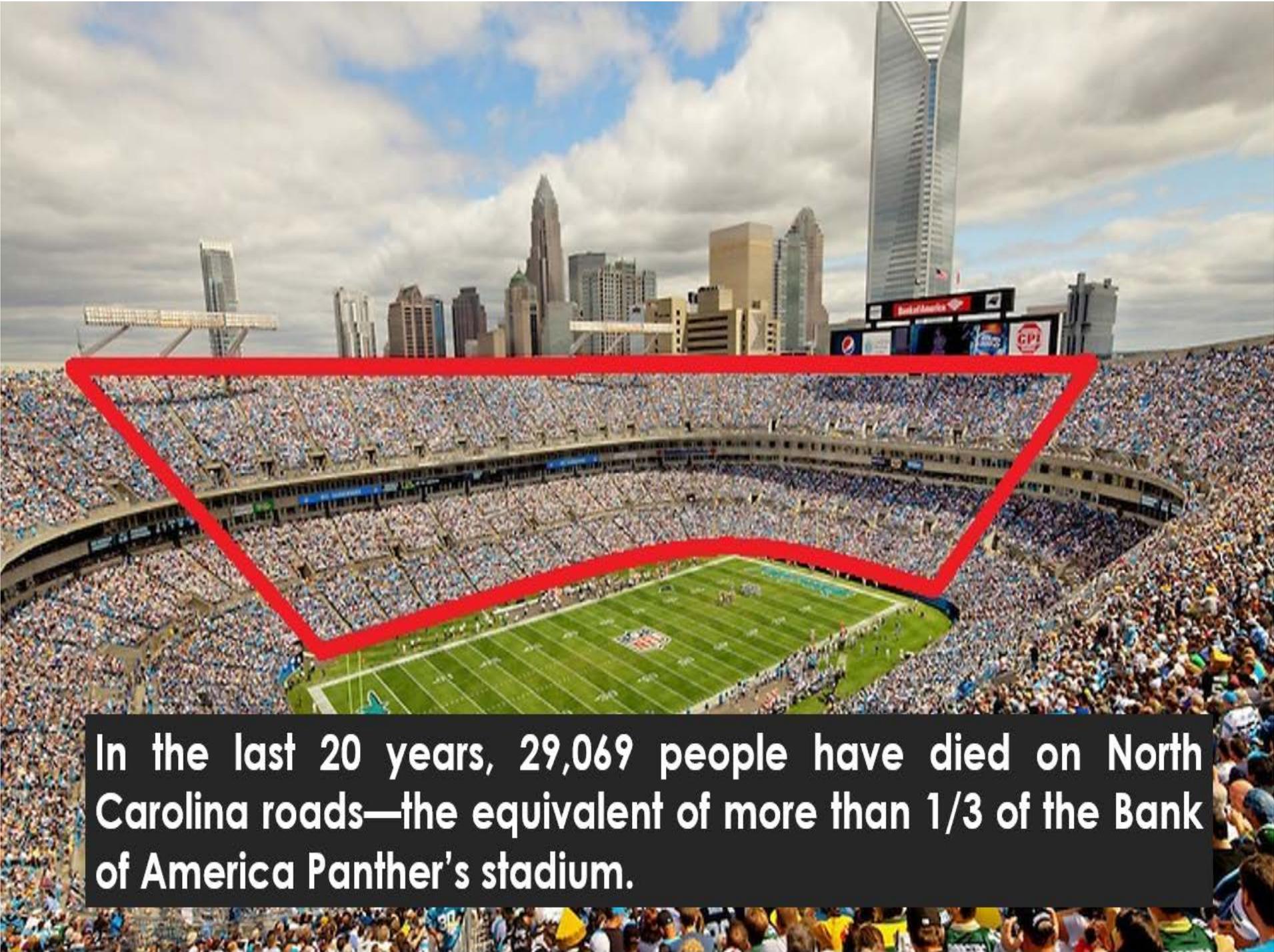
NC VISION ZERO

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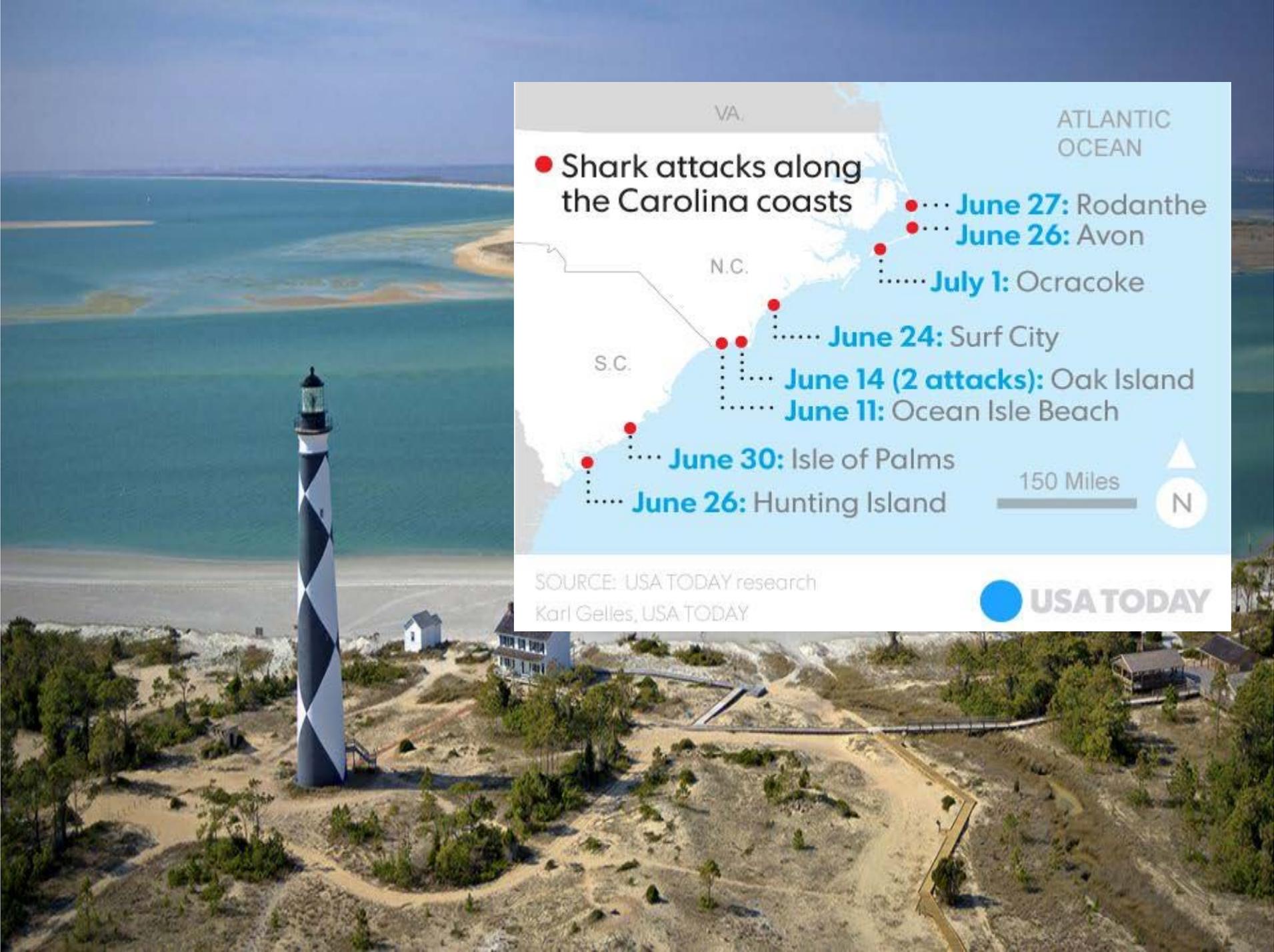


1,412 fatalities
4,500 serious injuries

North Carolina
2017



In the last 20 years, 29,069 people have died on North Carolina roads—the equivalent of more than 1/3 of the Bank of America Panther's stadium.



● Shark attacks along the Carolina coasts

- June 27: Rodanthe
- June 26: Avon
- July 1: Ocracoke
- June 24: Surf City
- June 14 (2 attacks): Oak Island
- June 11: Ocean Isle Beach
- June 30: Isle of Palms
- June 26: Hunting Island

SOURCE: USA TODAY research
Karl Gelles, USA TODAY



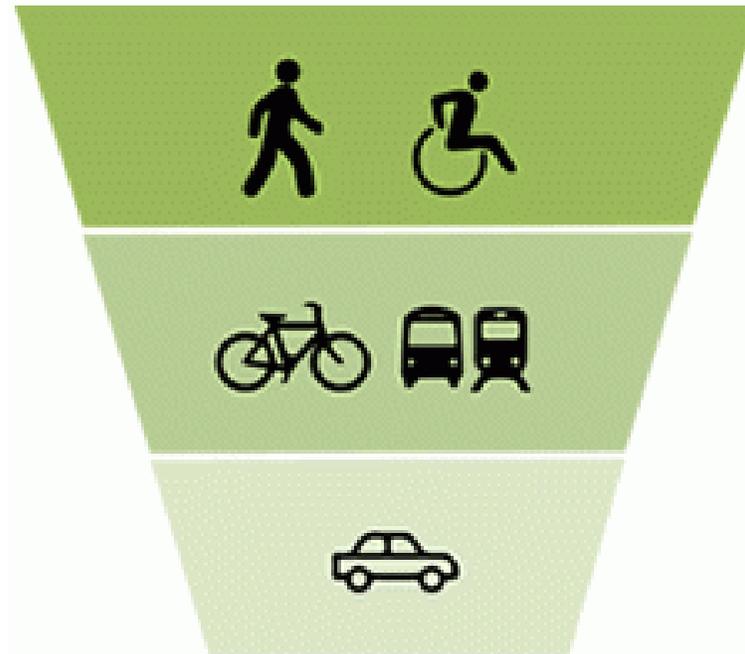




What is Vision Zero?

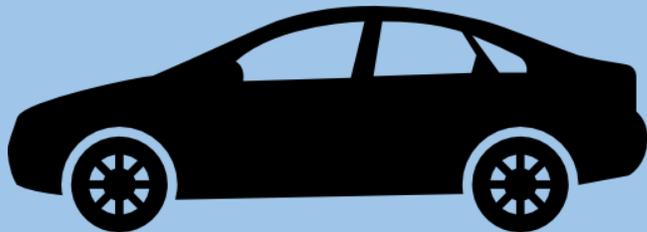
Transportation paradigm

- Changes the way we define transportation problems
- Changes how we evaluate system performance
- Types of solutions considered



Old paradigm(s)

1. Speed
2. Convenience
3. Affordability of motor vehicle travel



Vision Zero Paradigm

1. Safety
2. Multimodal alternatives
3. Accessibility
4. Equitable results



No loss of life on our roads is acceptable.

All road users deserve safe streets.

North Carolinians should not incur risk of death or serious injury in exchange for mobility.

A safe systems approach is required to eliminate fatal and serious injuries.



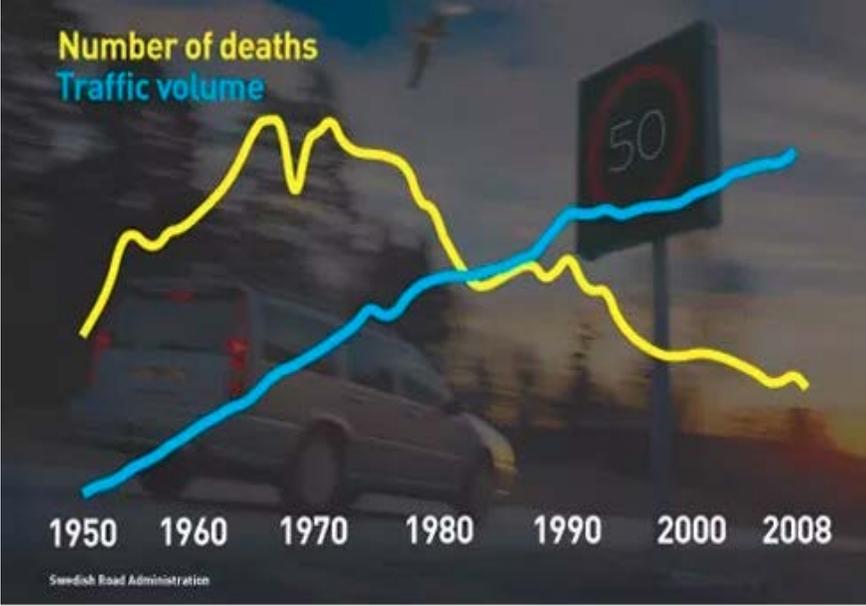
[NC Vision Zero YouTube](https://www.ncvisionzero.org/videos)
ncvisionzero.org/videos





Sweden has seen a
50% reduction
in crash death rates since
starting Vision Zero in 1997.





Safe Systems Approach

- Automated speed enforcement
- Median barriers
- Alcohol interlocks
- Roundabouts



- Lower speed limits
- Better enforcement of law requiring motorists to yield to pedestrians
- Street design to improve pedestrian safety
- Public outreach

Traffic Deaths in New York City Drop to 200, a Record Low



Traffic Deaths In NYC Hit 100-Year Low

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New York City Photo Credit: *File photo*

...n New York City dropped to 200 last year, the lowest level in more than a century.
...man for The New York Times

The Spectrum of Prevention

Influencing Policy & Legislation

Changing Organizational Practices

Fostering Coalitions & Networks

Educating Providers

Promoting Community Education

Strengthening Individual Knowledge & Skills

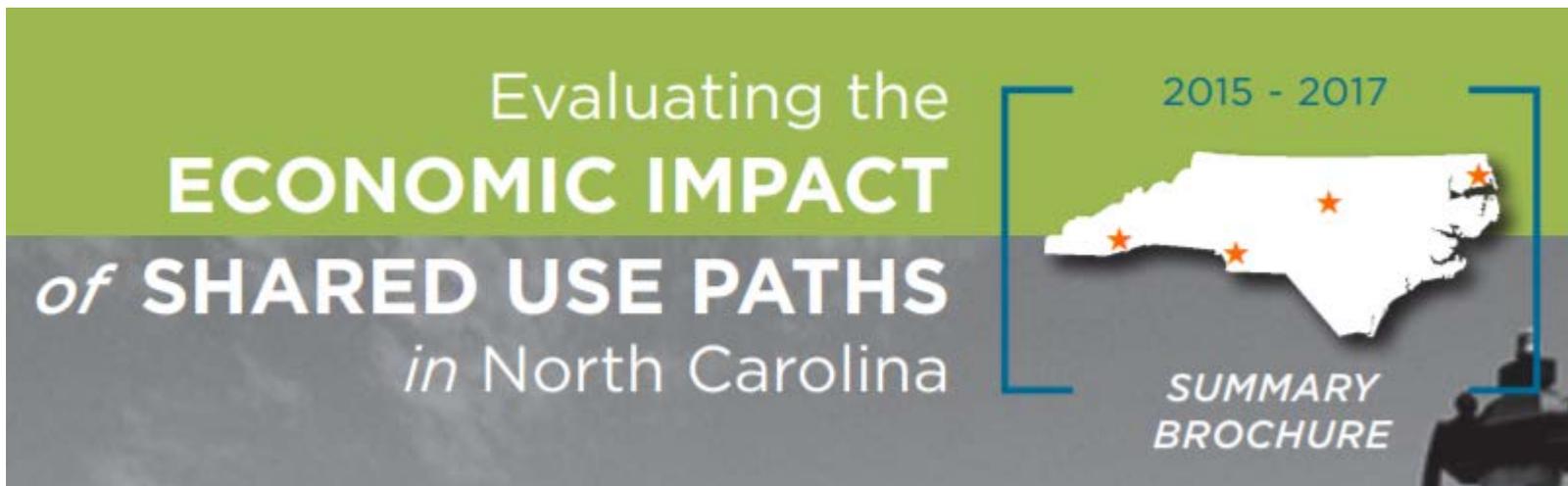
Board of Commissioners Goals

Objective CH2: Improve health outcomes of Wake County residents through a comprehensive approach to population health.

Objective GG3: Create a culture within the county government that supports enhancing the health and wellbeing of employees and their families.

Objective GS1: Implement a comprehensive approach for preserving open space and developing parks and greenways to address gaps, leverage opportunities and resources, and enhance collaboration with municipal partners.

Objective GS5: Guide the implementation of the Wake County Transit Plan.



\$19.4M

In total estimated annual business output resulting from sales revenue at businesses along all four SUPs in this study.



\$684K

In total estimated annual local & state tax collections resulting from trip expenditures for all four SUPs in this study.



\$25.7M

In total estimated savings associated with increased physical activity and reduction in congestion, traffic injuries, and air pollution from use of all four SUPs in this study.



\$48.7M

In total estimated business output resulting from construction of all four SUPs in this study.



Clearinghouse

- Data, research, resources.

Bridge for collaboration

- Facilitate communication between traffic safety stakeholders across the state.

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Task Force



NORTH CAROLINA
DEPARTMENT OF PUBLIC INSTRUCTION



NC Vision Zero Communities

Asheville

Charlotte *

Durham *

Greensboro *

Greenville

Raleigh

Robeson County *

Wake Forest

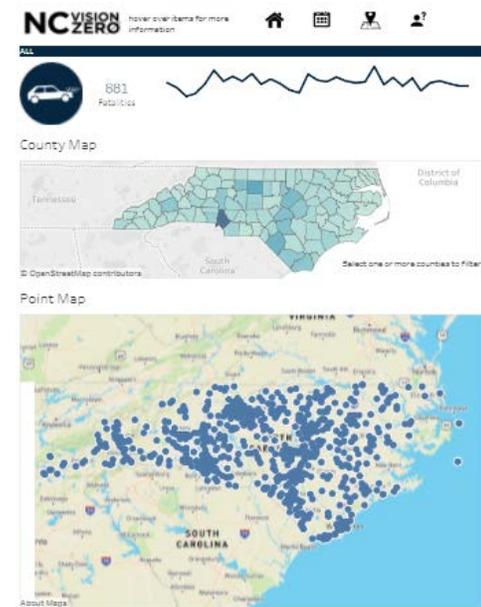
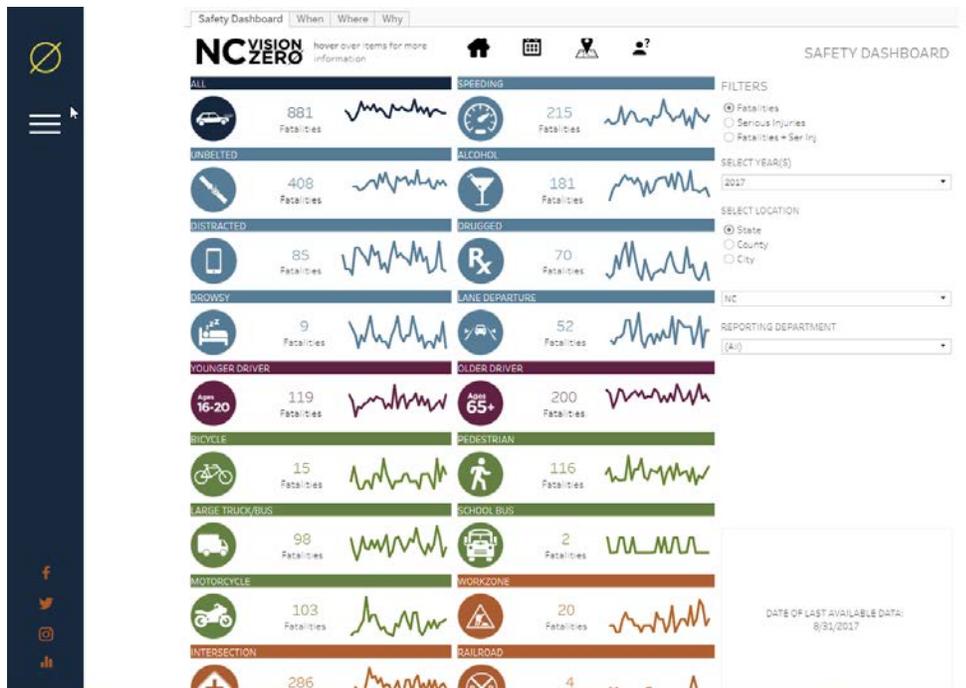




To qualify as a NC Vision Zero Community, a city/town/county must meet the following requirements:

- Set a clear goal of eliminating traffic fatalities and severe injuries.
- Mayor (or top official) has publicly, officially committed to Vision Zero and adopted a [Resolution](#).
- Develop Plan of Action or strategy, with commitment from top official.
- Engage with key city departments (including Police, Transportation, and Public Health) for multi-agency support for [national](#), [state](#), and local traffic safety campaigns.

ncvisionzero.org/data





NATION ROUSED AGAINST MOTOR KILLINGS

THE need for vigorous anti-automobile safety legislation has prompted Secretary Hoover to call a conference of representatives of the various agencies interested in checking the steady increase in vehicular fatalities. The conference will be held in Washington on Dec. 23. It will treat 24 subjects from road design, including potholes, traffic control, construction and engineering, city planning and zoning, insurance, education and the motor vehicle and public relations.

THE increase of war appears to be less startling than the horror of peace. The automobile takes to us a far more destructive piece of mechanism than the machine gun. The machine gunner kills more men than the automobile. The man in the street seems less safe than the man in the trench.

Every element of our war was killed in action or died of wounds in the absence of this weapon's participation in our World War. This is at the rate of 2,000 casualties a month—a number never again equaled. The effective use of 2,000 lives destroyed monthly by accidents in the United States.

The greatest single factor in the automobile, it has a standard 11 units as it entered through 1923. It averaged for 1924. According to the traffic safety statistics reported in the first six months of this year there will be an increase of more than 2,000 for 1924. At the beginning of October approximately 21,000 motor deaths had already been reported.

A conference called by Secretary Hoover for next month will consider the automobile upon street and highway conditions. A Committee on Motor Safety was appointed by Mr. Hoover to apply the conference with a clearly defined plan of the public safety situation. This committee is giving preliminary reports upon the annual report of the United States Census Bureau on motor vehicle accidents, which revealed that 22,000 persons died in vehicular accidents in 1923, an increase of almost 4,000 over 1922.

While the number killed in automobile accidents last year was given as 22,000, the motor car was also reported in Bureau statistics as the cause of 100,000 deaths in the United States. A collision between a truck and an automobile is classified as a truck accident. When street cars were killed, the statistics, the street cars are included upon the results. There were 2,300 deaths in truck accidents

Secretary Hoover's Conference Will Suggest Many Ways to Check The Alarming Increase of Automobile Fatalities.—Studying Huge Problem



made because judgment by comparison with those caused by automobiles. The huge economic loss caused by street and highway accidents is not dealt in a preliminary report prepared by the Committee on Statistics appointed by Secretary Hoover. On this subject the report sets its face.

The economic loss due to these approximately 22,000 accidents in which personal injuries occur was probably never before known. Accidents statistics have been made. The most conservative is based upon the total liability of \$1,000 per \$10 and average of \$175 for each personal injury.

These two items, applied to 22,000 fatalities and 275,000 non-fatal injuries, respectively, give an approximate total of \$300,000,000. Added to this an average actual property damage of \$30 due to all accidents involving either personal injury or property damage consequences estimated at 1,000,000, there results a total estimated loss of nearly \$300,000,000 annually.



accidents there in the actual use of the highway in the presence of superior drivers in the shape of the uneducated masses?

"It is exactly only when it is met at the point-point of an accident or of the one really post-accident from such statistics that the reduction is, as he speaks, allowed to enter his legal rights. That is no matter not to fall victims to the grip of such reasons.

"Some time ago General O'Brien was quoted as saying that 'most of us are still addicted to habits on the street which were suitable in the life of a generation ago when all vehicles were horse drawn. The student street calls for an entirely new set of habits and for a kind of education and preparation which we did not even dream of twenty years ago.' He recommends that the politician familiarize himself with the rules of the road and traffic regulations as well as the positions of the motor vehicle driver.

to streets and roads. However, that would be a privileged class who would have such accidents. In reality, the responsible drivers are a privileged class right now.

"There are no accidents there in a deadly competition between pedestrians and motorists for a use of those streets of motoring we had almost a century ago in its simplicity. The victory is in the motorist.

"Presently, it is hardly a man or of opportunity, this war system, and the same individual it gives a much altered from his other and added the wheel. As both meet on the highway and as two bodies cannot occupy the same space at one time, with the traffic laws, as they are often do, what is the solution?

"Presently, the U. S. or cannot give us. The meeting and creating cannot continue. However, in the end, the business world who must have this child off to school or out to play, the following and person who knowingly attempts a crossing road have some excuse of that standing. Obviously, the administrative system who with their own eyes see the fact that and take the very path from some supposed direction to avoid it some figure.

"As it stands, the motorist has won his reason for the use of the streets over the last generation. Despite the present efforts of cities, courts and motor vehicle authorities to regulate him and his kind. The motorist has beaten four and the rest of us that break laws regularly.

"If we have failed adequately to regulate automobiles shall we succeed any better to attempt to regulate pedestrians? It is well enough to condemn the 'pedestrian,' if by that term we mean the pedagogue individual who is bent on getting them, whether on or off a crosswalk, without looking or giving the way and the motor-vehicle in both directions and children of our generation who do not use the best judgment because they expect and will, unaccounted by the never-ending, never-ending cycle of automobiles that follows roll smoothly toward them, riding on the highway as such as to meet all conditions of time and space, try to cross their way through, if they are to come at all, then I disagree completely.

As to Regulating Pedestrians.

"Any regulating of the pedestrian is to be done with caution. The existing laws are all aimed at the motorist. To place in the hands of any single official such as the Police Commissioner or his or any other city the unrestricted power to promulgate rules for the conduct in a non-motorist situation, or such-

1924 New York Times

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Committee Discussion and Next Steps

- Does the committee need additional information?
- Does Vision Zero fit into Wake County's current activities?
- What are potential next steps for integrating bike and pedestrian infrastructure?
- Should the Board encourage school policies that support these programs?
- Should a resolution come before the Board supporting these initiatives?