



Vision Zero

Safe Mobility for All

December 17, 2024
CA Office of Traffic Safety

VISION 4 ALL NETWORK

What is Vision Zero Network?

Resources

Discussions & Webinars

Peer exchange

Policy Initiatives

Events



Learn more at visionzeronetwork.org

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The nation is experiencing record-high levels of traffic violence – a leading cause of preventable deaths



In 2021, the U.S.
experienced a 16-
year high in traffic
deaths

= 42,915 people



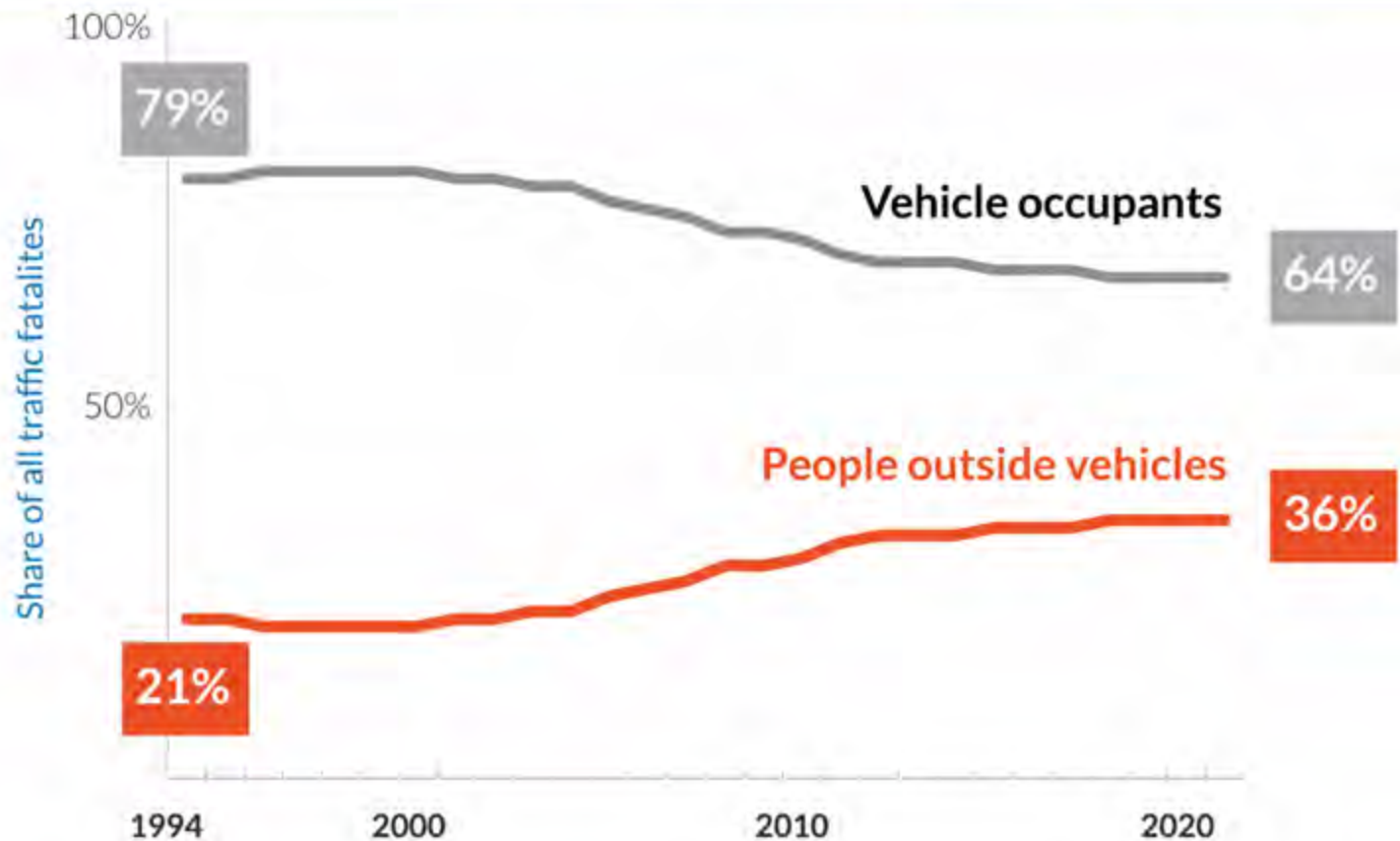
Also in 2021, the
U.S. experienced a
40-year high in
pedestrian deaths

= 7,388 people

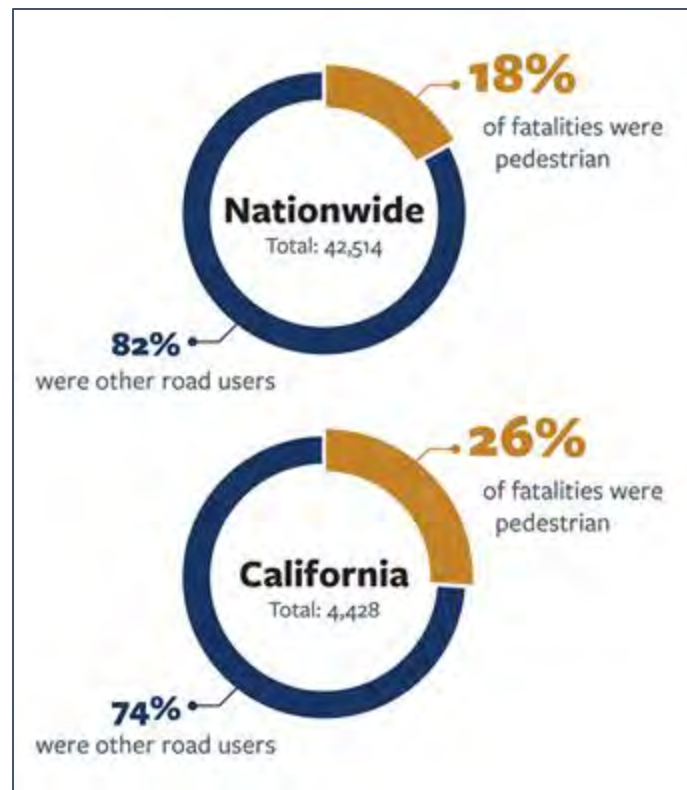
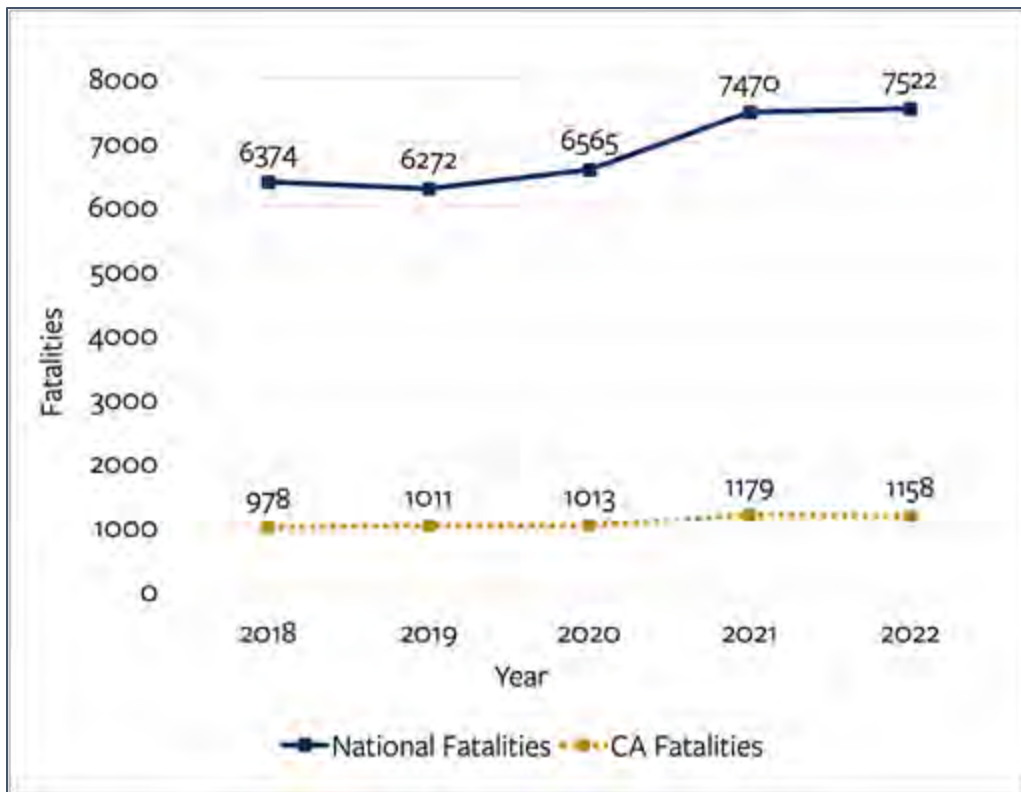




A historic share of all deaths are people outside of vehicles



California -> similar nationwide trends



CRASH

~~ACCIDENT~~

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An aerial, black and white photograph of a dense urban environment. A large, multi-level highway interchange with several overpasses and ramps dominates the lower half of the image. The surrounding area is filled with various buildings, including residential structures and commercial edifices. The overall scene depicts a complex infrastructure project integrated into a city.

**We get the results
we design for.**

VISION4FRONTNETWORK



①

We get the results
we design for.

VISION4RONETWORK



The United States had the **highest motor vehicle crash death rate*** compared with 28 other high-income countries.

*Population-based death rates; deaths per 100,000 people in 2019

www.cdc.gov

bit.ly/mm7126a1

Crash death rates* in high-income countries



Vision Zero is Possible

**We know how to save
31,500 lives a year.**

**What are we
waiting for?**

Improved Emergency Response
2,500 lives per year

Modal Shift
3,000 lives per year

Roadway Design
3,000 lives per year

Lowering Speeds
4,000 lives per year



Driver Assistance Systems
10,000 lives per year

Alcohol Detection Systems
9,000 lives per year

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VISION44:0-NETWORK



VISION4ERO

is not a slogan...
not a tagline...
not even a program.

Vision Zero is fundamentally
different.

It is a paradigm shift.

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What's the difference?

Traditional approach

Prevent crashes



Improve human behavior



Control speeding



Individuals are responsible



React based on crash history



Safe System approach

Prevent death and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

Image source: USDOT

Translating the Pyramid to Vision Zero



Stop Victim-Blaming



Prioritize Safe Spaces, Safe Speeds



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Stop (only) Reacting



**Make Proactive, Systemwide
safety changes**

Safety is proactive



**Reduced speeds on
70% of arterials in
one year**

Reactive & targeted

Proactive &
systemic

4

Stop Super-Sizing Vehicles

Align Vehicles with Safety Priorities

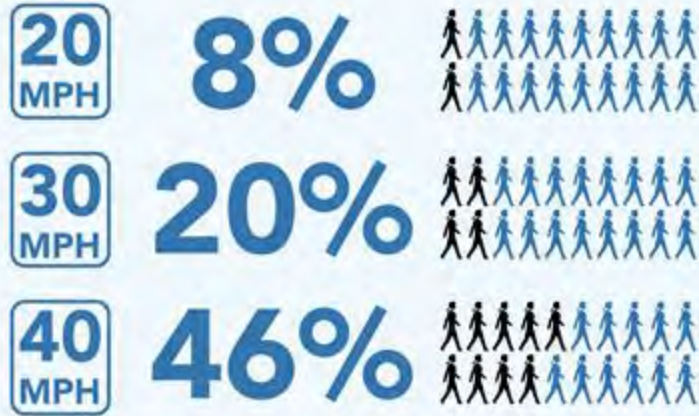
**We get the results
we design for.**



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Prioritizing Safety Over Speed

Higher vehicle speeds significantly increase likelihood of death



Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)



Prioritizing Safety over Speed



Prioritizing Safety over Speed

Lowering speed limits makes Seattle streets safer

March 28, 2023



- Crashes down 39%
- Reduced speeding, esp. high-end speeds



Scaling up road design features:

- Speed cushions
- Painting/posting bulb outs
- Beacon crossings
- New sidewalks & curb ramps
- Protected bike lanes

Hoboken, New Jersey



“Implementing bold action through Vision Zero is tough work. It requires political courage and facing our challenges head on, knowing that saving lives is worth fighting for.”

- Mayor Ravi Bhalla, Hoboken



Hoboken, New Jersey



Hoboken: = 67% reduction in bicyclist serious injuries over the last year

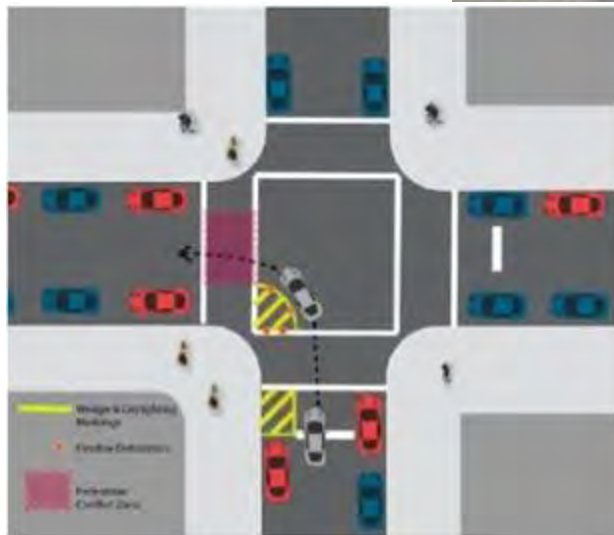
Hoboken: = 50% reduction in ped serious injuries over the last year

- Daylighted 78 intersections
- Installed 61 high visibility crosswalks



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NYC



Pedestrian deaths decreased 29% in NYC, as they increased 67% nationally over past decade

- Reduced citywide speed limits 30->25mph
- Road diets = 28% reduction in ped fatalities & serious injuries
- Turn-calming treatments = 33% reduction in ped fatalities & serious injuries
- Speed cameras = 72% reduction in speeding

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Philadelphia



- Fatal & serious injury crashes decreased 34% where Complete Streets projects implemented.
- Includes road diets, vehicle lane narrowing, separated bike lanes, speed cushions & other traffic calming measures.

Fremont, CA

What is a
Quick-Build
Project?

A **quick-build project** changes the roadway using materials that are easy and inexpensive to install, primarily paint and plastic bollards.



Fremont: 45% reduction in fatal & severe injuries over past 5 years

- Reduced posted speed limits on 20+ miles
- 12+ protected intersections
- 30+ Quick-Build bulb-outs
- Restriped 50% of arterial roads, reducing lane widths
- Shifted to brighter LED street lights

Advancing racial, health equity



Advancing racial, health equity



People walking in low-income communities are ~3X more likely to be killed by drivers than in high-income areas.

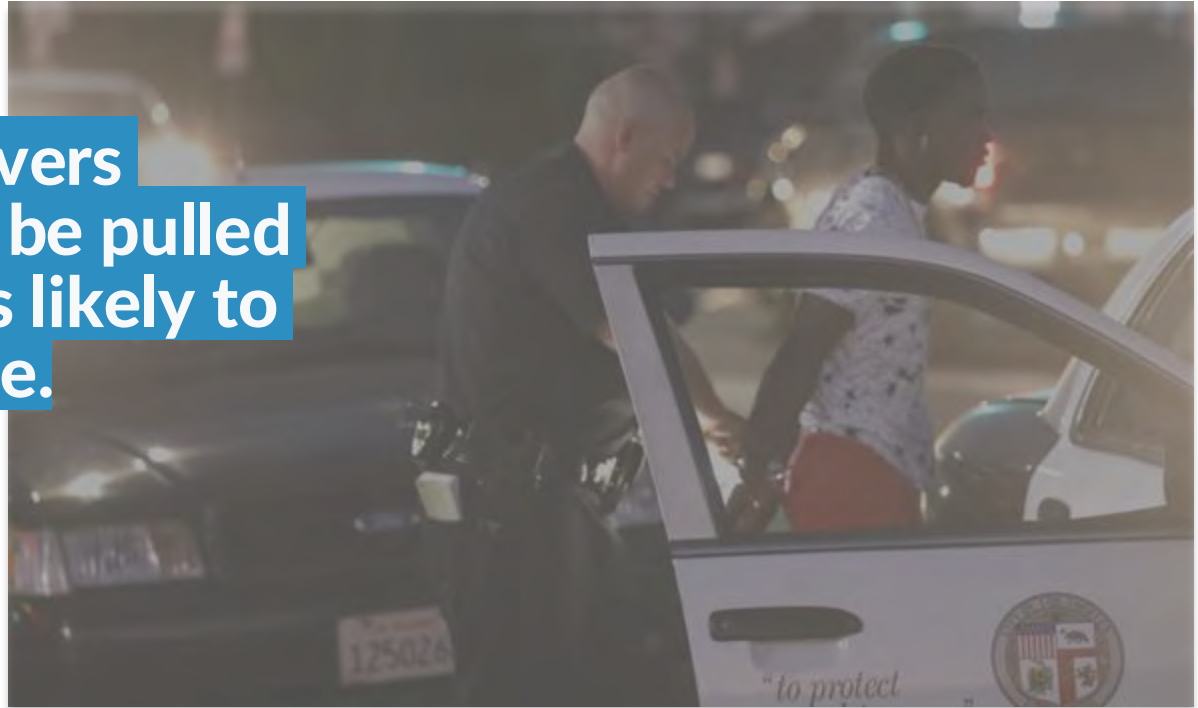
Smart Growth America, 2021

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Advancing racial, health equity

In the U.S., Black drivers about 2x as likely to be pulled over and about 4x as likely to be searched by police.

Source: The Stanford Open Policing Project
Photo: Genaro Molina / Los Angeles Times



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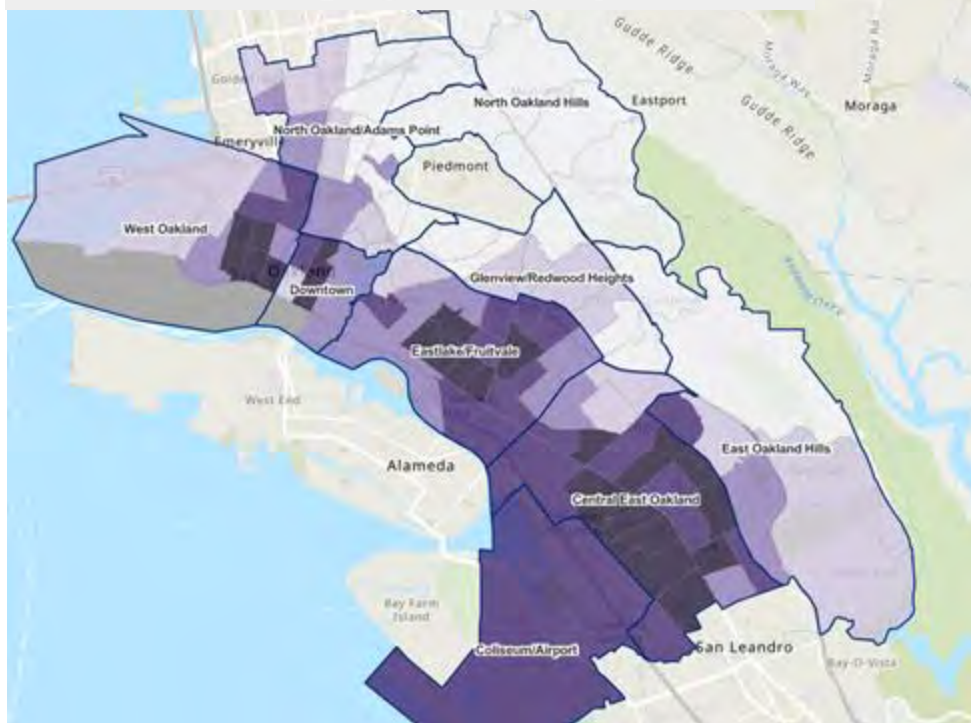
Advancing racial, health equity



**Safe Systems,
not traffic stops**

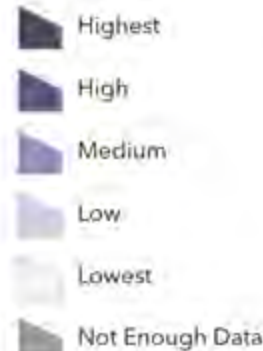
Advancing racial, health equity

OakDOT Geographic Equity Toolbox



Prioritize safety funding & projects in historically underserved communities.

Priority Neighborhoods 2021



Source: [Oakland DOT](https://oakdot.org/)

Taking Action



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Taking Action

November 2024: 70+ communities in 30 states & DC

**WORLD DAY
OF REMEMBRANCE**

FOR ROAD TRAFFIC VICTIMS IN THE U.S.



Metuchen, NJ



Worcester, MA



Albany, NY



San Luis Obispo, CA



Jacksonville, FL



Salt Lake City, UT



Parker, CO



Washington DC

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Taking Action



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Taking Action



Taking Action



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Taking Action



MAKING SAN FRANCISCO A 'SAFE SPEEDS CITY'

Solutions to Slow Our Streets and Save Lives



 WALK
SAN FRANCISCO

VISION4HONETWORK

Taking Action



DENVER VISION ZERO ACTION PLAN PROGRESS REPORT CARD 2018

FINAL GRADE: **C** 2018 FATALITIES: **59***

Denver showed progress but failed to meet many of their own 2018 goals for street safety improvements outlined in the Vision Zero Action Plan, missing opportunities to make improvements in Communities of Concern and along the High-Injury Network, failing to start substantial work on Smart City intersection technologies or street lighting, and building less than half of the 14 miles of sidewalks goal. Without a full staff for much of 2018, Denver's bright spot was strong progress building out the bike network with new lanes on Brighton, 19th & 20th, Eastmoor & Ulster, and Florida.

*Denver,
Even though you
were short-staffed, you
did some good things in
2018. We look forward to
what you can do with a full
staff in 2019 to accomplish
more of your Vision Zero
goals!
-DSP*

GOALS	ACTIONS	LOCATION	QUALITY	COMPLETION	OVERALL GRADE
(Objectives set in Vision Zero Action Plan for 2018)	(Activities that the City of Denver did in 2018 to achieve stated goal)	(Was the safety improvement located on the High-Injury Network and/or in a Community of Concern?)	(Did the action improve safety for all users?)	(Did the City hit its numeric target?)	



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~~ACCIDENT~~

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ZERO ^{IS} **MORE MÁS** 零更多 ししょうしゃゼロ 제로는 더 많다
ANG WALA AY MAS MARAMI BIRTHDAYS CUMPLEAÑOS 생일
学习 LEARNING 学び **APRENDIZAJE** 배움 **WONDER ASOMBRO**
CELEBRATIONS 庆祝活动 **MGA PAGDIRIWANG** 幸せ **HAPPINESS**
MORE MÁS 更多 もっと 더 **LIFE VIDA**

Leah Shahum

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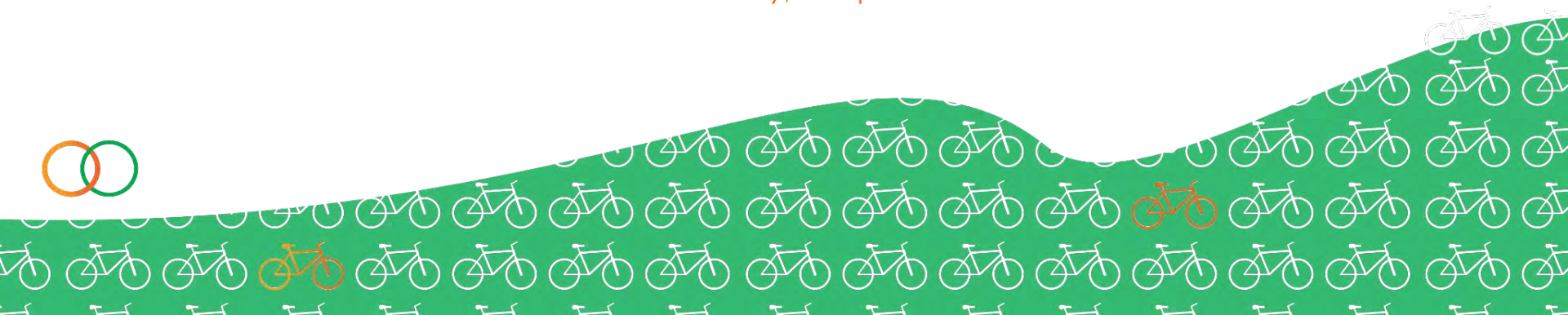
Sign up for Vision Zero E-news:
visionzeronetwork.org/get-involved

VISION ZERO NETWORK



State Advocacy for Safer Streets

Office of Traffic Safety Webinar
December 17, 2024



Agenda

- Who is CalBike?
- State Policy Advocacy
- Legislative Process
- Bill Success Story
- How to get more involved
- Q&A / Discussion





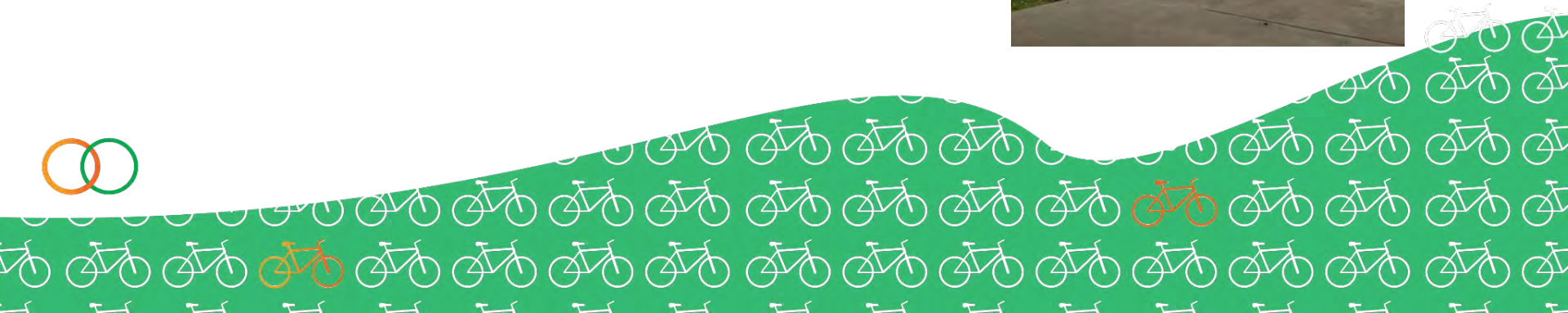
CalBike advocates for equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives.

We are your voice in the Capitol for state policies that enable your community and your neighbors to feel safe and comfortable biking.



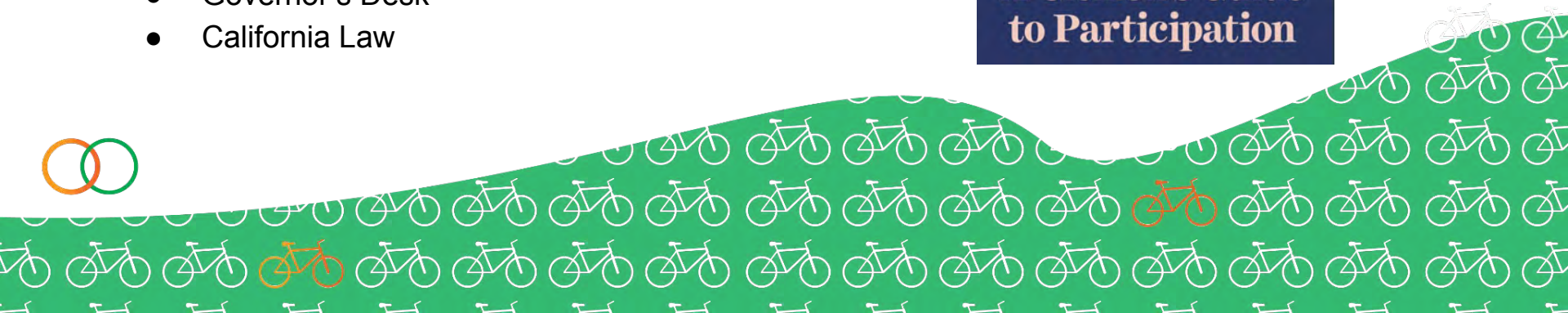
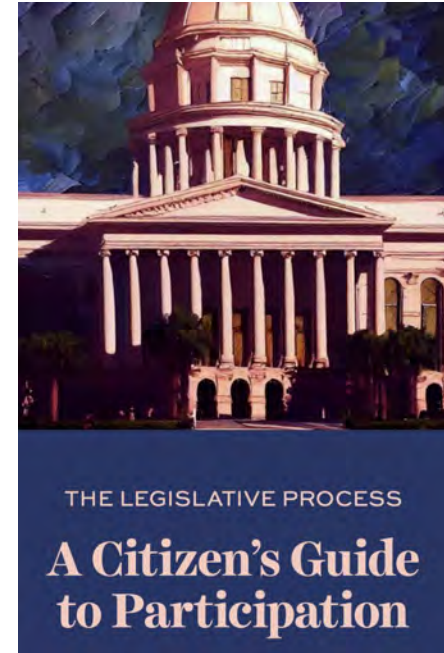
State Policy Advocacy

- Administrative (i.e. state agencies, Governor's Office)
- Budgetary
- Legislative



Legislative Process

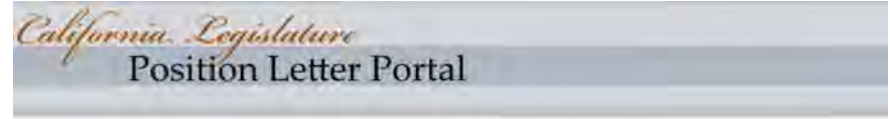
- Policy Idea
- Bill Introduction (in both Senate & Assembly)
- Committee Hearings
 - Policy
 - Fiscal
- House Floor Votes (majority vote)
- Other House repeats
- Governor's Desk
- California Law



Legislative Process

Ways to get involved

- Contact and meet your state legislators
- Pitch your idea(s)
- Form or join a coalition
- Follow legislation and amendment process
- Attend Committee hearings
- Attend Legislative Advocacy Days
- Generate media and press coverage
- Request meetings, make calls, and submit letters!



WELCOME!

Welcome to the updated Position Letter Portal

This site was designed to facilitate the submission of position letters to committees as bills move through California's legislative process. The site is still a work in progress and we are striving to provide you and committees with features that streamline the overall position letter process.

Who should use this site? Anyone wishing to submit a position on a California Legislative bill can use this site. Please note we have three categories of registrants:

1. Registered Lobbyists with the Secretary of State
2. Organizations – an individual affiliated with an organization
3. Individuals

How Do I Get Started?

After completing a one-time registration to obtain a username and password, log in to submit your position letter as a registered lobbyist, organization or individual seeking to communicate your views to the bill author's staff as well as the committee that will be hearing the bill.



Legislative Process

Important Resources

- [Two-year legislative cycles](#)
- Active December to September
- [Legislative calendar](#)
- Legislative updates - [Bill watch list](#)
- Legislative committees ([Assembly](#) & [Senate](#))
- [CalBike Legislative Watch](#)



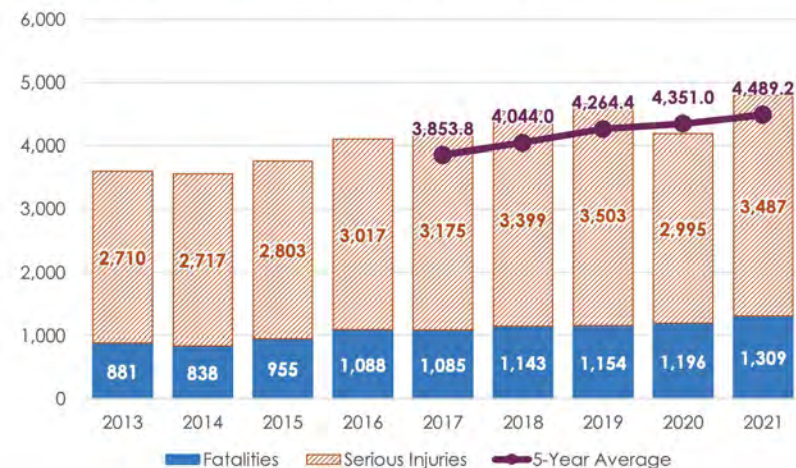
Bill Success Story

- **SB 960 (Wiener, 2024): California Complete Streets Bill**
- Safer State Highways for people walking, biking, and taking transit
- Statewide Safe Streets Coalition

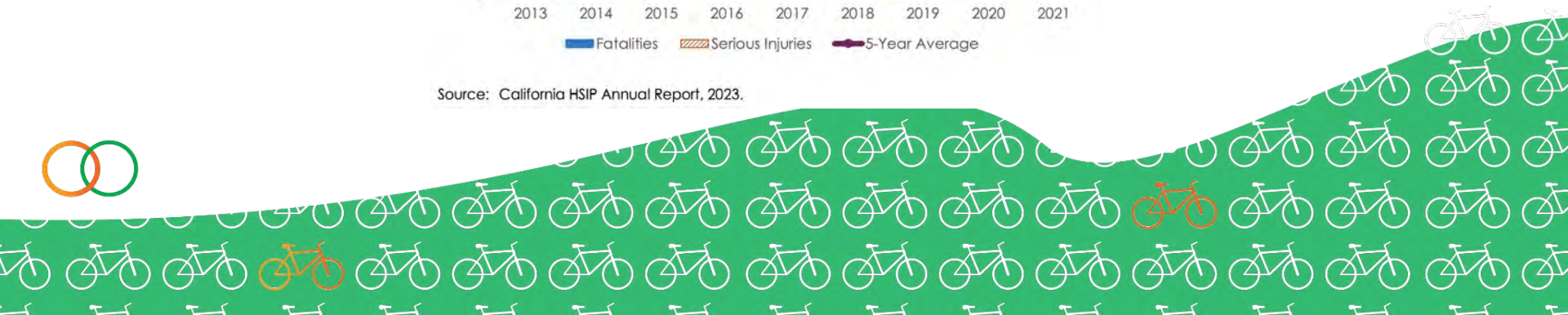


Increasing Pedestrian and Bicyclist Fatalities

FIGURE 2.5 NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (2013-2021)

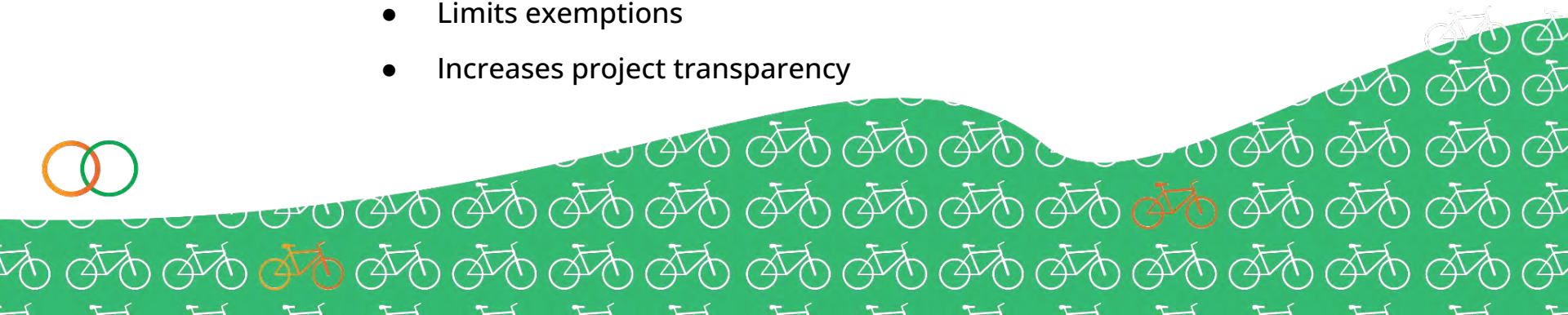


Source: California HSIP Annual Report, 2023.



SB 960: California Complete Streets Bill

- Senator Scott Wiener (San Francisco) leadership past 7 years
- Will create safer streets and faster and more reliable transit on state highways that serve as a community's main street (e.g. PCH, El Camino Real, etc.)
 - State Highway maintenance must include safe facilities for all users including new or improved bikeways, crosswalks, sidewalks, and traffic calming improvements
 - Codifies Caltrans internal policy
 - Sets new Complete Streets targets
 - Limits exemptions
 - Increases project transparency



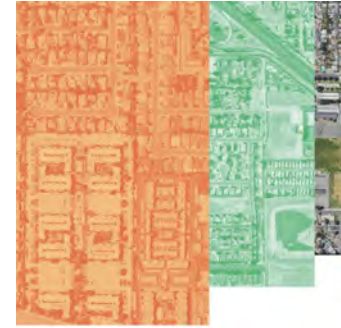
SB 960 Legislative Process

- Policy Idea
- Bill Introduction (in Senate)
- Committee Hearings
 - Transportation Committees
- Amendments
 - Appropriations Committees
- House Floor Votes (majority vote)
- Other House repeats
- Governor's Desk
- California Law



SB 960: Advocacy Next Steps

- Bill takes effect January 1, 2025
- But implementation is just as critical!
 - Opportunities
 - More transportation \$ than ever
 - Community Involvement
 - Challenges
 - Often limited funding slated for most vulnerable road users
 - Community Barriers



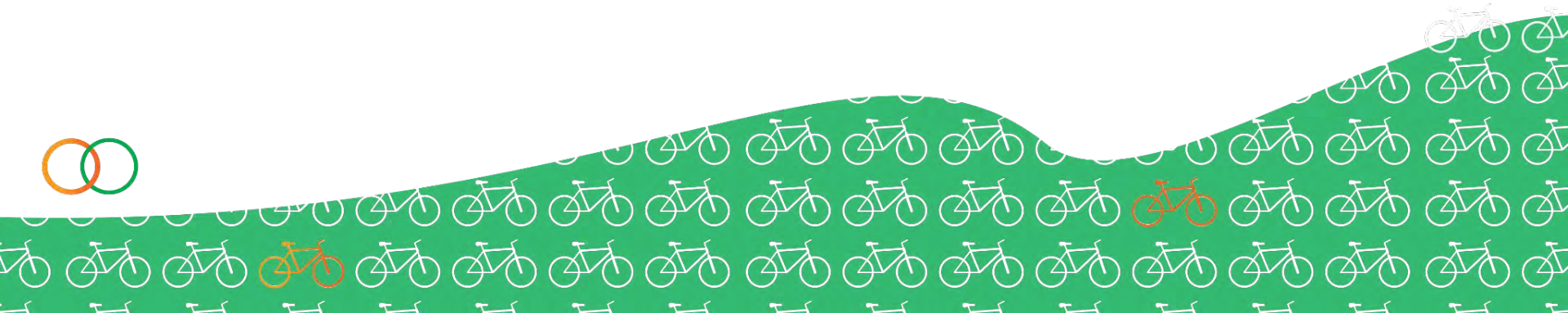
Incomplete Streets
Aligning Practice with Promise in
Caltrans Projects



How to Get More Involved

- Join CalBike and other advocacy groups
- Create your own community group
- Involve yourself in the process

CalBike.org/Join



Questions?

