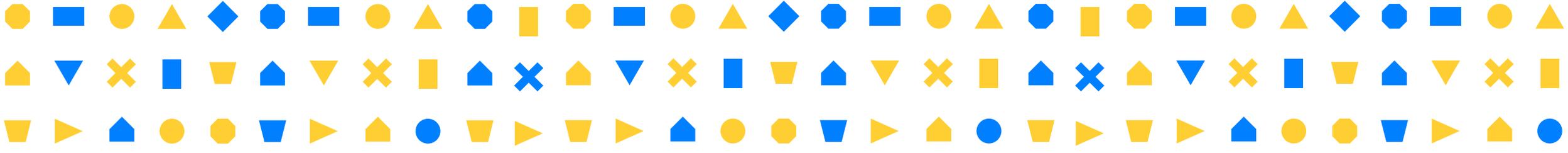


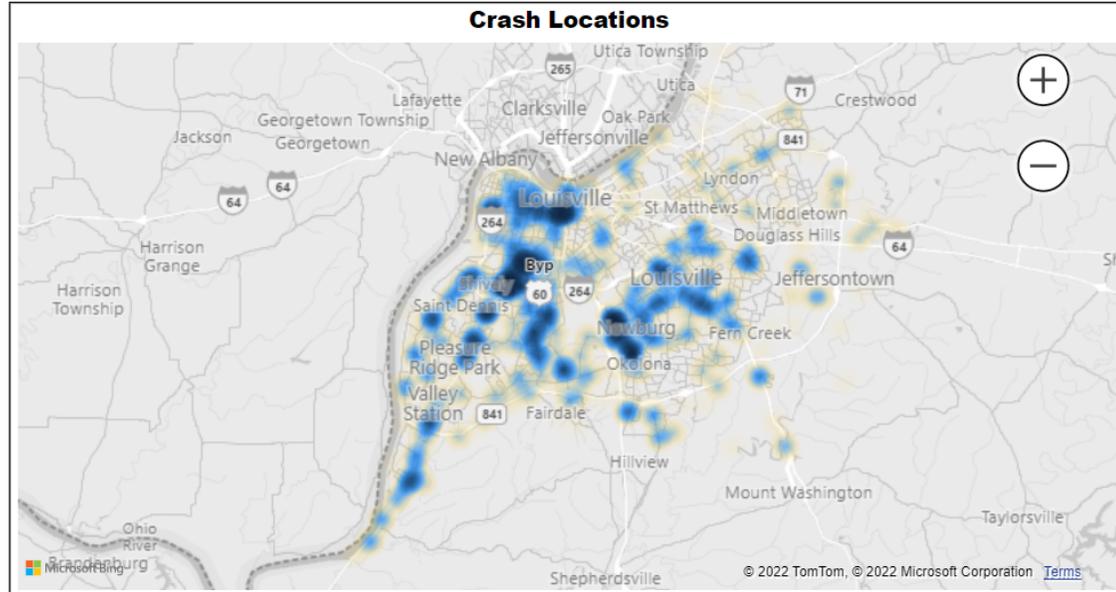
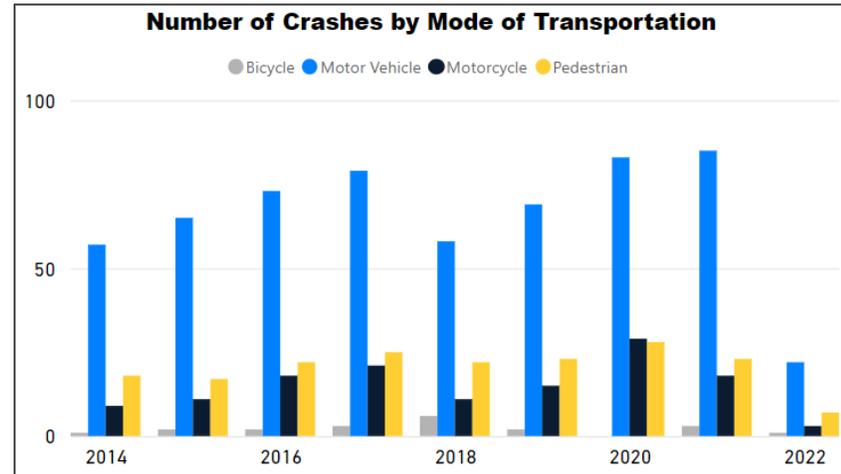
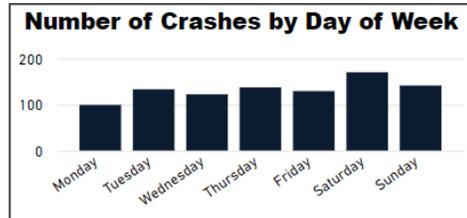
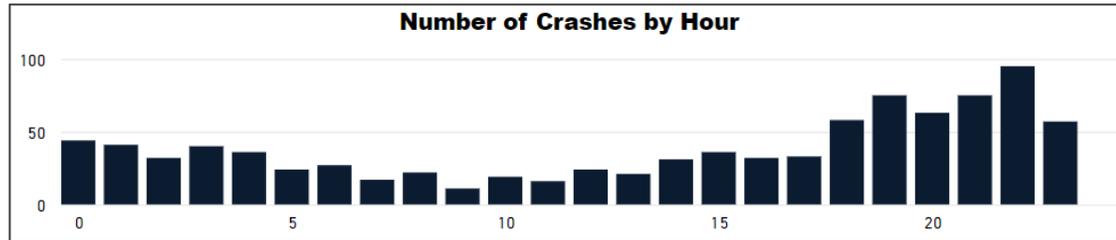
VISION ZERO LOUISVILLE

Public Works Committee

May 31, 2022



Fatalities January 2014 – March 2022



Severity

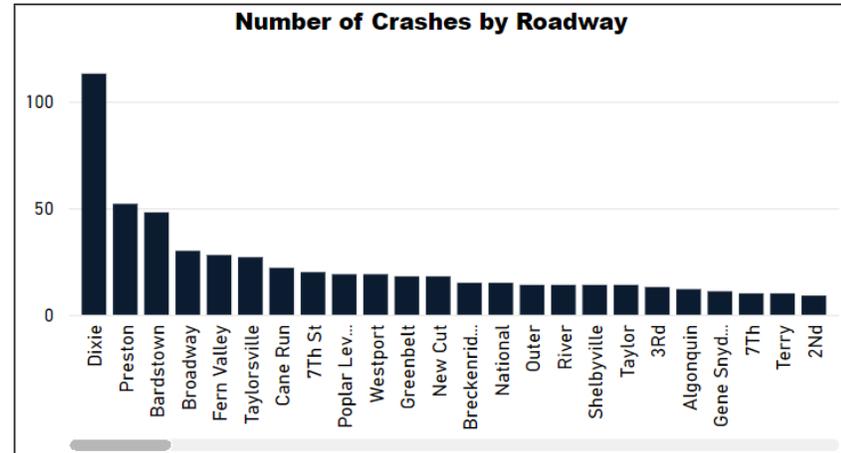
- Fatality
- Suspected Serious Injury

Total

931

Year

Mode



What is Vision Zero?

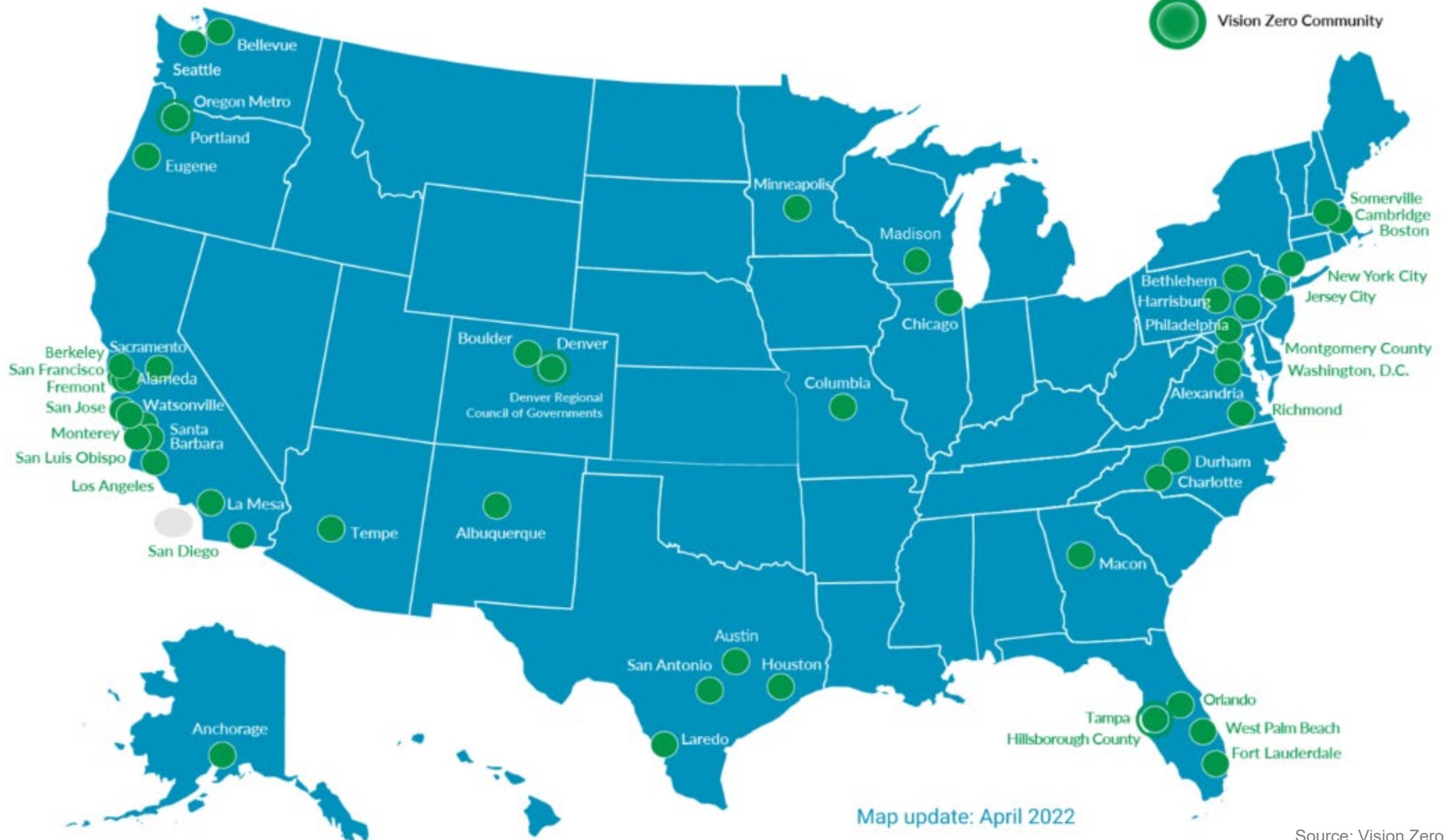
Traditional

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

Safe System

Safe Systems = Safe Mobility





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

¾ of the way to 42,060, the estimated deaths in 2020.

**What are we
waiting for?**

Improved Emergency Response
2,500 lives per year

Source: [Rand Report](#)

Modal Shift
3,000 lives per year

Source: [APTA Report](#)

Roadway Design
3,000 lives per year

Source: [AAA Report](#)

Lowering Speeds
4,000 lives per year

Source: [IIHS Report & NACTO Report](#)



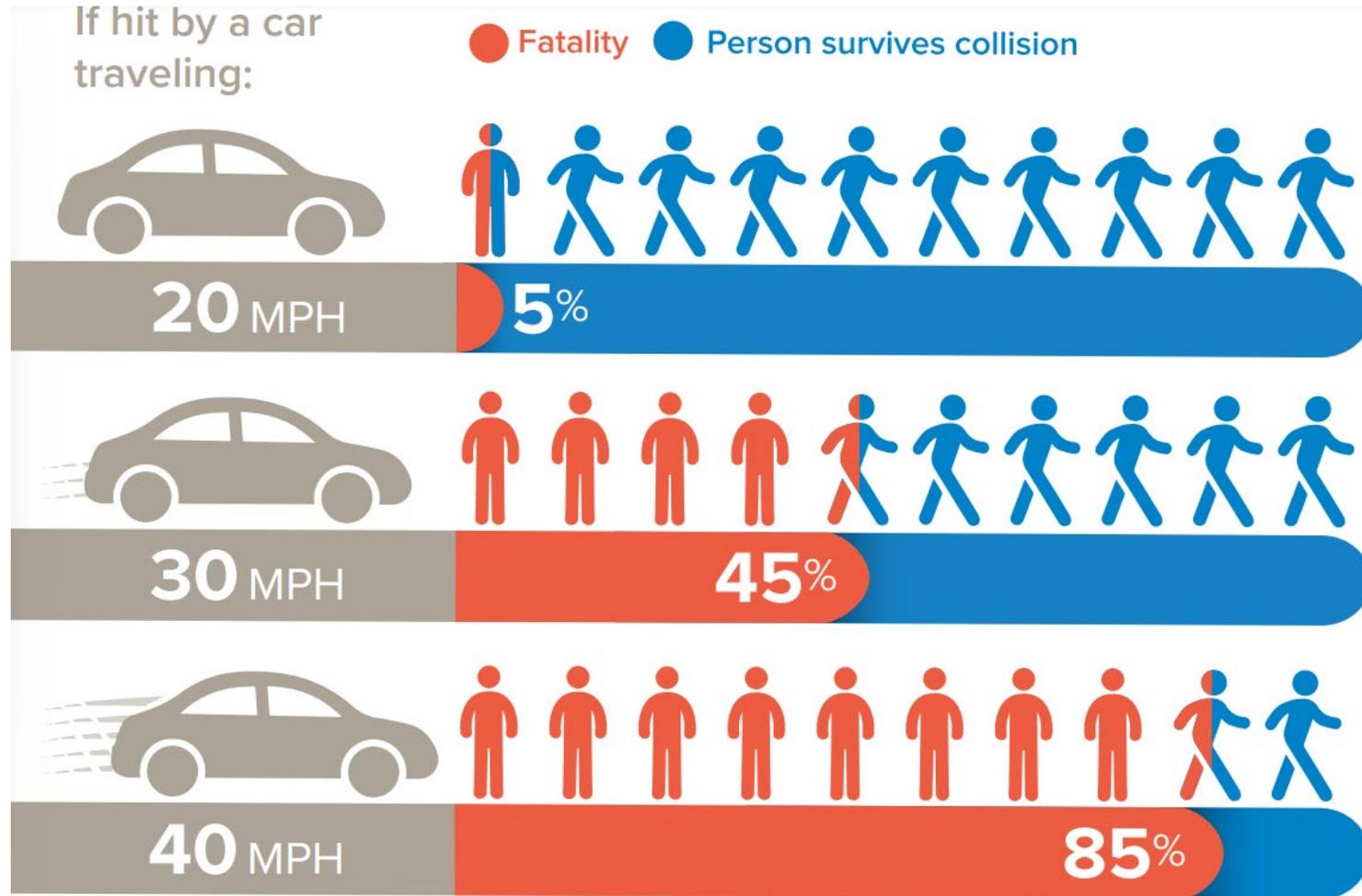
Driver Assistance Systems
10,000 lives per year

Source: [Rand Report](#)

Alcohol Detection Systems
9,000 lives per year

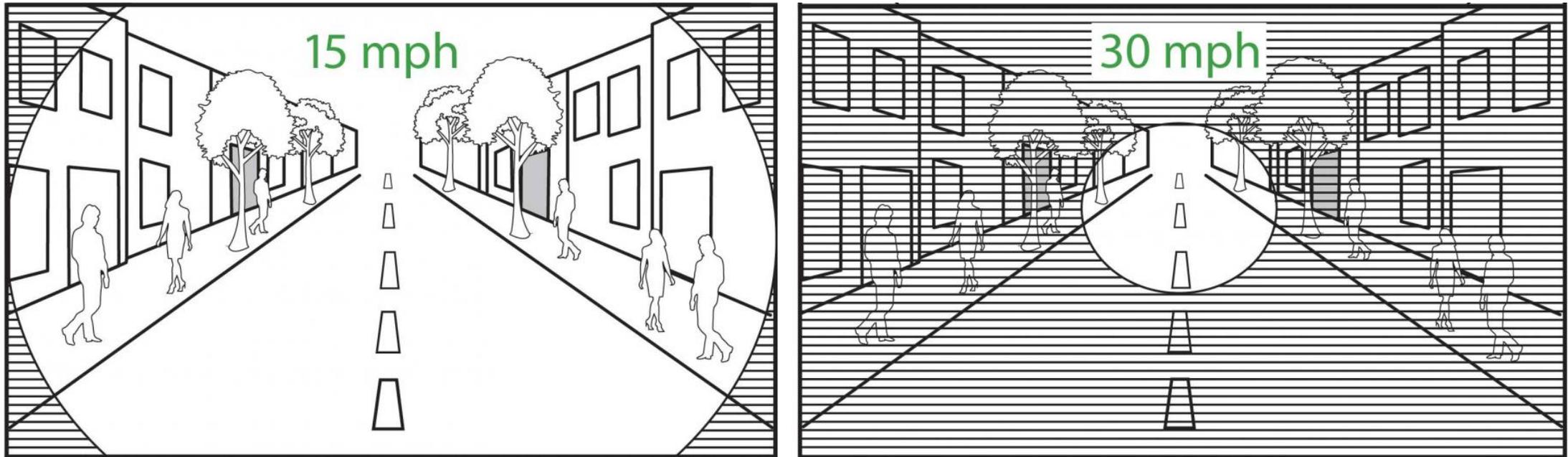
Source: [IIHS Report](#)

Reduce Speeds



Source: [NTSB](#) "Reducing Speeding-Related Crashes Involving Passenger Vehicles"

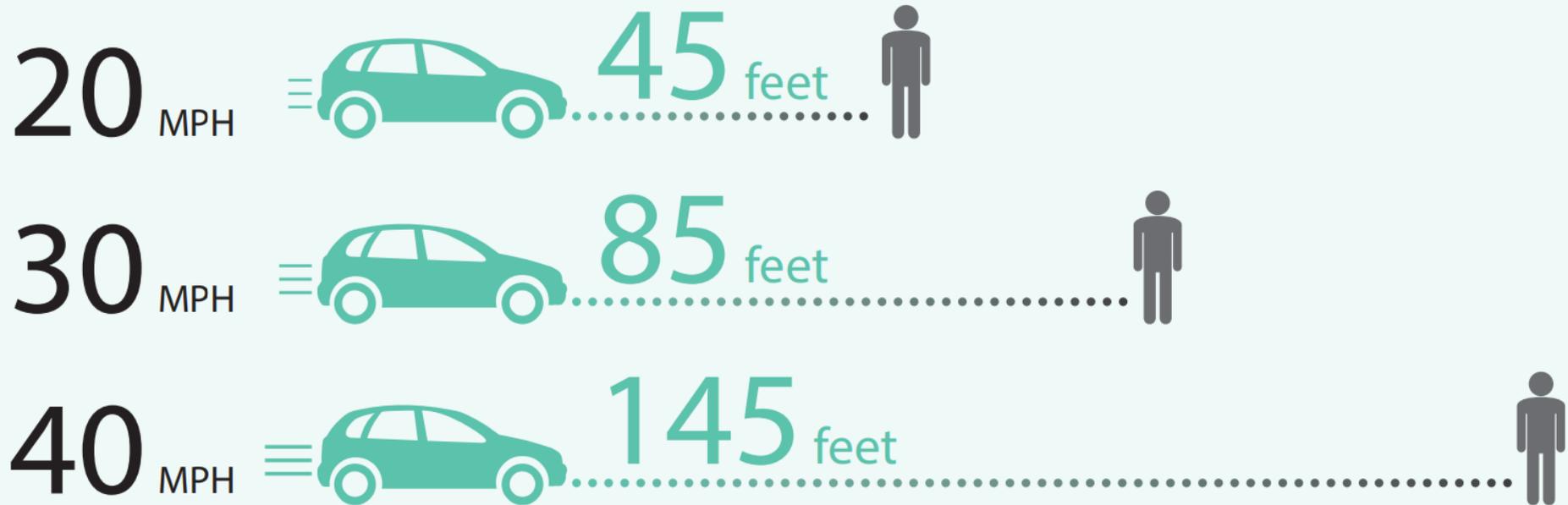
Reduce Speeds



Field of vision based on speed of motorist. Source: *Walkable City Rules* by Jeff Speck

Reduce Speeds

STOPPING DISTANCE
FOR A VEHICLE
TRAVELING AT...



Source: [Louisville Metro Government](#) "Complete Streets Design Manual"

Roadway Design



Pavement Friction Management



Lighting



Local Road Safety Plans



Road Safety Audit



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals



Speed Safety Cameras



Variable Speed Limits



Appropriate Speed Limits for All Road Users



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons (RRFB)



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways



Wider Edge Lines



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



SafetyEdgeSM



Roadside Design Improvements at Curves



Median Barriers

Mode Shift



Nexus with Other Priorities

Complete Streets

Sustainability

**Economic
Development**

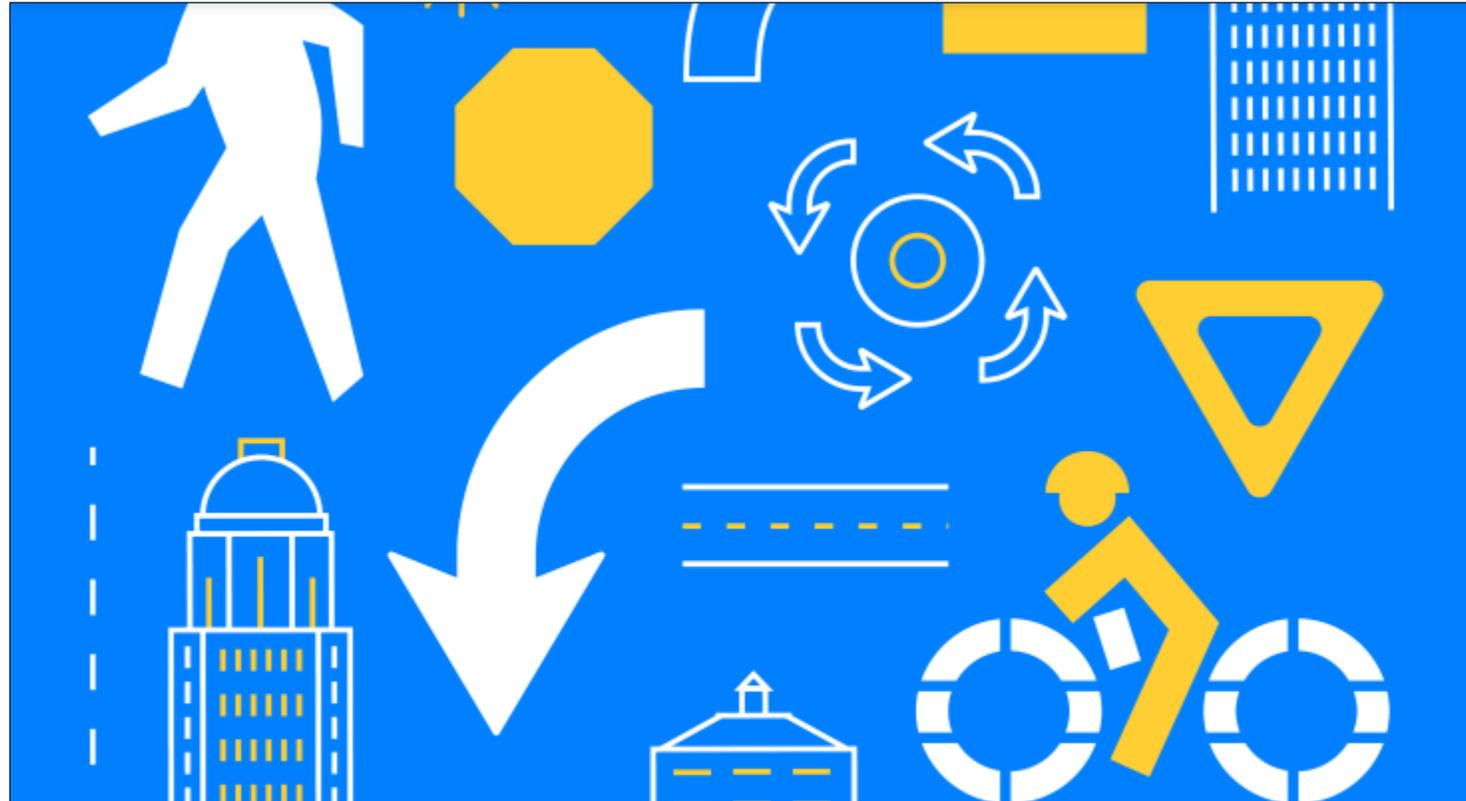
Equity



Supporters of Vision Zero Strategies

- **AAA Foundation for Traffic Safety**
- **Advocates for Highway and Auto Safety**
- **CDC: Centers for Disease Control and Prevention**
- **FHWA: Federal Highway Administration**
- **GHSA: Governors Highway Safety Association**
- **IACP: International Association of Chiefs of Police**
- **IIHS: Insurance Institute for Highway Safety**
- **NACTO: National Association of City Transportation Officials**
- **NHTSA: National Highway Traffic Safety Administration**
- **NSA: National Sheriffs' Association**
- **NSC: National Safety Council**
- **NTSB: National Transportation Safety Board**
- **TRB: Transportation Research Board of the National Academies**
- **Vera Institute of Justice**

Next Steps



Published On: April 13, 2021

**VISION
ZERO
LOUISVILLE**



Vision Zero Louisville
Safety Report 2013-2017

Call to Action

1. **Commit to zero deaths by 2050.**
2. **Formally join the Vision Zero Network.**
3. **Pursue funding for capital projects.**
4. **Be flexible. Re-evaluate data.**
5. **Look out and take good care of each other.**

