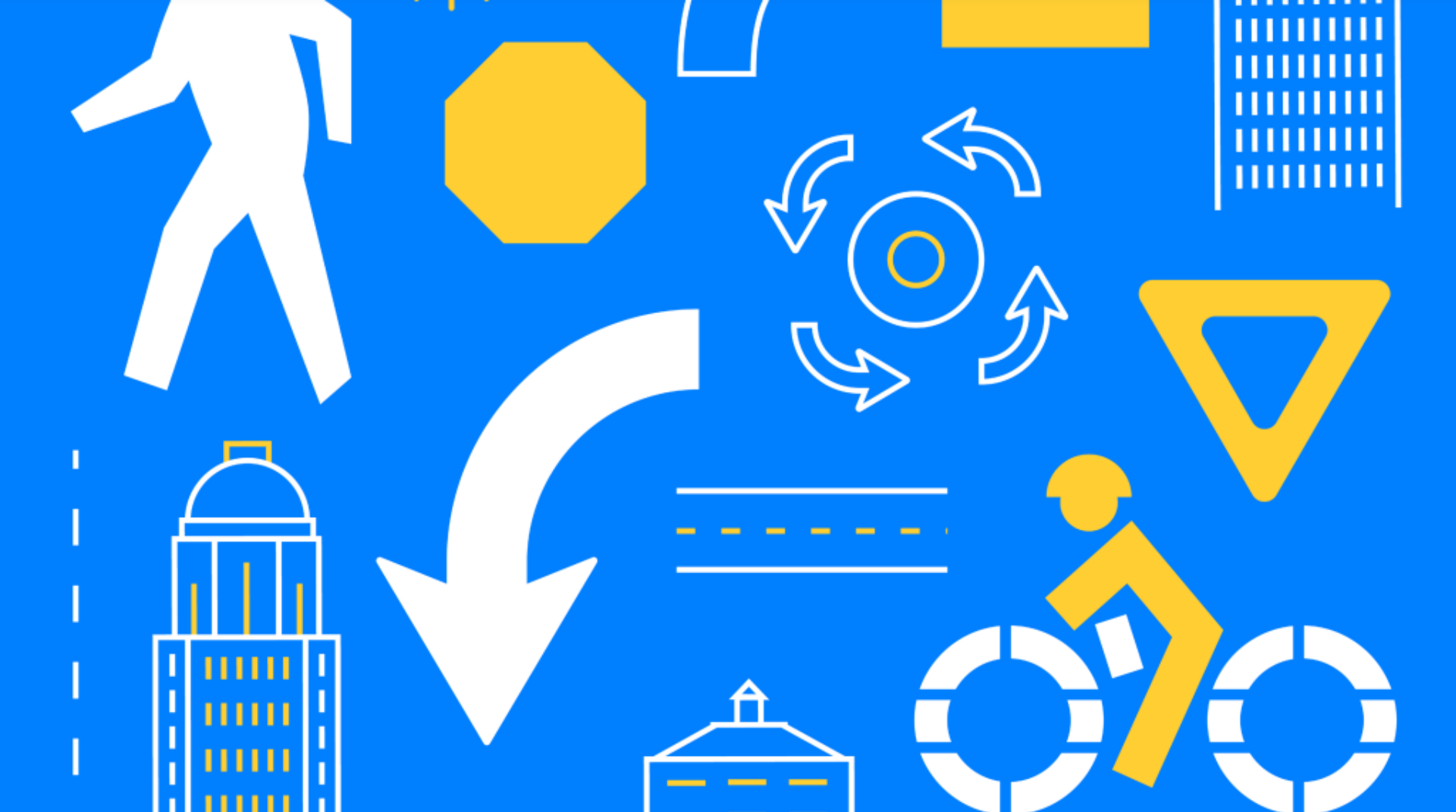


VISION ZERO

A SYSTEMIC APPROACH TO SAFETY

Louisville Metro Public Works
May 10, 2022





Published On: April 13, 2021

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Vision Zero Louisville
Safety Report 2013-2017



Areas of Opportunity

- Intersections
- Roadway Departures
- Four Lane Undivided Roadways
- Pedestrians
- Bicycles
- Motorcycles
- New and Mature Drivers
- Aggressive Drivers
- Distracted Drivers
- Impaired Drivers
- Occupant Protection
- Environmental Justice Areas
- Streetlighting

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Pedestrians

Pedestrians are the most vulnerable users on Louisville's roadway system. Between 2013 and 2017, Louisville experienced a 68% increase in pedestrian fatal and serious injury crashes. In the U.S. during the same time period, the number of pedestrians killed in fatal crashes increased by 27%.⁹ On average, more than **FIVE** pedestrian fatal or serious injury crashes have occurred **per month** in Jefferson County over the five year study period.

In Louisville, over half of all pedestrian fatal crashes occurred in low income and minority neighborhoods. Although a majority of the pedestrian crashes were located in the urbanized downtown area, 43% of all pedestrian fatal crashes occurred on the following five routes:

- US 31W — Dixie Hwy, South 22nd Street, West Market Street
 - US 31E — E Main Street, Baxter Avenue, Bardstown Road.
 - KY 155 — Taylorsville Road
 - KY 1020 — South 2nd Street, Southern Parkway, Southside Drive
 - US 150 — Broadway
- 59% of pedestrian fatal and serious injury crashes occurred at intersections
 - 56% of pedestrian fatal crashes occurred at signalized intersections.

Pedestrian Crash Summary

2% of all crashes

12% of serious injury crashes

26% of fatal crashes

Common pedestrian crash contributing factors

- Speeding
- Distraction
- Traffic Law Violation
- Sight Distance
- Lighting and Visibility

Key countermeasures to prevent pedestrian serious injuries and fatalities

- Exclusive pedestrian phasing
- Youth educational program (i.e. Pedestrian Safer Journey)
- Pedestrian safety campaign
- Traffic law enforcement
- Community outreach program
- Traffic calming
- Roadway narrowing or lane reduction
- Signal timing improvements
- Gateway treatment for pedestrian crossings
- Pedestrian countdown signal heads
- Raised median
- Leading pedestrian interval (LPI)
- Raised refuge islands
- Remove previously warranted signals
- Lighting improvements

● A restricted crossing u-turn intersection can reduce pedestrian injury and fatal crashes by 54%¹⁰

● Leading pedestrian intervals (LPI) can reduce pedestrian crashes by 60%¹¹

● Pedestrian refuge islands can reduce pedestrian crashes by 56%¹²