

## MEMORANDUM

**TO:** Mayor Diane Wolfe Marlin, Members of City Council and City Staff  
**FROM:** Bicycle and Pedestrian Advisory Commission (BPAC)  
**DATE:** January 14, 2020  
**RE:** BPAC recommendation on Vision Zero

### **Background**

Each year in the U.S., millions of people are injured and on average more than **100 people per day** are killed in traffic crashes. **Vision Zero** is a strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all. Vision Zero emphasizes the understanding that traffic deaths are preventable through a systems-based approach focusing on the built environment, policies that influence behavior, and messaging. It builds on successful approaches used in other cities and prioritizes resources based on local data-informed discussions.

While Vision Zero applies to all road users, BPAC has a particular interest in reducing serious crashes because, as vulnerable road users, people riding bicycles or walking are disproportionately impacted in vehicle crashes. According to Urbana police data, from January through October of 2019, cyclists or pedestrians were involved in only 6% of the 605 crashes handled by UPD, but made up 30% of the 125 crashes with serious injuries. Of 17 involving pedestrians, there were 16 injuries and one fatality. Of 19 reported crashes involving bicycles, 18 riders had injuries.

The Bicycle and Pedestrian Advisory Commission held several discussions over the past year about what a Vision Zero commitment could accomplish for the community. A 3-person working group consisting of Cynthia Hoyle, Audrey Ishii, and Jeff Marino was appointed to study the issue and report to BPAC. As part of their reports we reviewed accident statistics, discussed potential community partners, and various funding and implementation strategies. Several members will attend the City Council meeting on January 21<sup>st</sup> to present some of this additional information.

While Vision Zero implementation in the U.S. is relatively new, there are extensive resources available through the non-profit Vision Zero Network. Evaluation is ongoing but in the first 10 months of last year Chicago showed a 1/3 drop in fatalities compared to 2017 when it adopted Vision Zero. Oslo (pop 673,469), the capital city of Norway, which adopted Vision Zero in 1999,

had one person killed in a crash in 2019, with **not a single pedestrian, cyclist or child death from road-related causes**. That has gradually come down from an average of more than 10 fatalities per year in Oslo when Vision Zero was first implemented. As part of their Vision Zero commitment, Grand Rapids, MI received funding for a public education campaign that helped reduce bicycle crashes involving motorists to a 10-year low.

Urbana is already doing much of what the Vision Zero approach involves. Making a more formal commitment would ensure that best practices developed in recent years continue, provide performance measures, improve messaging and increase funding opportunities.

At this point, BPAC is asking the Council to consider making a commitment to Vision Zero by directing staff or members of BPAC to bring forward a proposed Council Resolution. Some sample resolutions passed by other cities are included in this packet. Discussion from Council should direct what should be included in the resolution in terms of first steps. If the Council proceeds with a resolution showing their commitment, the next step would be identifying a task force to work toward developing an Action Plan with strategies, responsible parties, timelines, and performance measures. One possibility suggested is to have the task force meet 2-3 times over the next year as a joint meeting with the Traffic Commission in order to avoid creating a separate entity.

Please review the attached communication from the Commission in the form of a resolution, approved at our October 2019 meeting, sample resolutions passed by other cities, and additional background information on Vision Zero. We hope the City Council will consider this recommendation and work toward implementation of Vision Zero.

Attachments:

- BPAC Resolution

- BPAC Subcommittee factsheet July 16, 2019

- 2-page primer on Vision Zero

- 1-page handout on the 9 components of a strong Vision Zero commitment

- Sample Vision Zero resolutions passed by other cities

**A RESOLUTION SUPPORTING THE VISION ZERO GOAL  
TO END TRAFFIC FATALITIES AND SERIOUS INJURIES**

**WHEREAS**, the City of Urbana Bicycle and Pedestrian Advisory Commission (BPAC) was established on June 16, 2006 and is authorized under Urbana City Code Chapter 23 Article XI, Sections 23-146 through 23-150; and

**WHEREAS**, the duties of the Commission include advising City Council on how to make bicycling and walking viable and safe modes of transportation in the city of Urbana, performing evaluations and recommending action plans for biking and walking facilities; developing education and public outreach opportunities on bicycle and pedestrian issues; and assisting the City in the development of bicycle and pedestrian systems with the community specifically; and

**WHEREAS**, the City of Urbana aspires to reduce the number of fatal and serious injury crashes on its streets to zero; and

**WHEREAS**, the most current Long-Range Transportation Plan Report Card indicates worsening traffic crash statistics for the Metropolitan Planning Area in recent years, with Urbana city limits including the University of Illinois having ten pedestrian and one bike deaths among its 20 traffic fatalities in the last ten years (2008-2017) compared to five bicycle/pedestrian deaths among its 12 traffic fatalities in the ten years previous to that (1998-2007); and

**WHEREAS**, the City of Urbana supports and encourages the efforts by our regional partner agencies to prioritize safety improvements for people walking, bicycling, and using mobility devices and to eliminate deaths and serious injuries on our entire transportation network including public mass transit and motor vehicle transportation; and

**WHEREAS**, Vision Zero is a traffic safety policy that takes a systems approach to achieving safety for all road users that has been adopted in more than 30 U.S. cities and in countries throughout the world; and

**WHEREAS**, the City of Urbana has adopted the 2016 Bicycle Master Plan, which includes Vision Zero and with an “ultimate goal being zero transportation-related deaths or serious injuries in Urbana city”, and is in the process of developing a Pedestrian Master Plan; and

**WHEREAS**, Champaign County has a long-term vision of zero fatalities due to roadway crashes; and

**WHEREAS**, the State of Illinois, as stated in the Illinois Strategic Highway Safety Plan 2017 (ILSHSP), has a goal to reduce roadway crash fatalities to zero; and

**WHEREAS**, the City of Urbana departments including Public Works, Police, and Fire are actively employing programs to improve safety and response time; and

**WHEREAS**, Vision Zero builds upon those existing programs to help meet the Council's adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero; and

**WHEREAS**, the Urbana Bicycle and Pedestrian Advisory Commission now finds that a recommendation for a Vision Zero resolution should be submitted to the City Council for adoption;

**NOW, THEREFORE, BE IT RESOLVED BY THE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION OF THE CITY OF URBANA, ILLINOIS**, BPAC recommends the following:

Section 1. The City of Urbana set as the official policy of the City the Vision Zero goal of zero roadway fatalities and serious injuries by 2030.

Section 2. The City Council direct the Urbana Bicycle and Pedestrian Commission to establish a Vision Zero Task Force to develop a Vision Zero Communication Plan for City.

Section 3. The Vision Zero Task Force explore funding options for developing a Vision Zero Strategic Plan, including a listing of available funding sources and options.

PASSED BY THE CITY OF URBANA BICYCLE AND PEDESTRIAN ADVISORY COMMISSION this 15th day of October, 2019.

A handwritten signature in black ink that reads "Bill Brown". The signature is written in a cursive style with a horizontal line underneath the name.

Bill Brown, Chair

## WHAT IS VISION ZERO?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel. The many moving parts of traffic safety, including safety awareness culture, design, enforcement, and public health are united under one strategic framework.

## WHY DOES URBANA NEED TO BE THE VISION ZERO LEADER FOR CHAMPAIGN COUNTY?

Urbana is a community where a high percentage of residents walk and bike for transportation. We have been suffering increasing traffic injuries and fatalities relative to our population and to the rest of the metro area. A clear and positive message such as Vision Zero for roadway deaths and injuries within a specified period, demonstrates that Urbana values the lives and health of all road users first and that the speed and convenience of motorized transport passing through our city is secondary.

### **Traffic Crash Injuries**

The Traffic Crash Statistics reported by the Champaign County Regional Planning Commission indicate that serious traffic injuries may be declining in Champaign while staying relatively constant in Urbana (2004-2016). Monitoring of traffic crash reporting as early as possible is needed to understand the reporting discrepancies and develop strategies for reducing serious injuries in Urbana.

### **Traffic and Pedestrian Deaths**

Between 1998-2007 and 2008-2017, Urbana's average annual traffic deaths increased from 1.2 to 2.1, while Champaign's average annual traffic deaths decreased from 3.4 to 3.3. The 2018 Regional Planning Commission Traffic Crash Facts for 2011-2015 shows that Urbana had 5 pedestrian deaths while Champaign had 2. Over the ten years from 2007-2016 Urbana had 11 pedestrian deaths. The pedestrian death rate of 2.6/100,000 annually, puts Urbana in line with the worst metropolitan areas in the nation for pedestrians. More people walk in Urbana therefore a bold and encompassing initiative to make Urbana a safe and walk-friendly environment is essential.

### **Bicycle Crashes and Death**

Bicycle crash numbers are similar to the pedestrian crash numbers, and both have actually decreased slightly between the periods 1998-2007 and 2008-2015 in both Urbana and Champaign. This good news may be attributed to new infrastructure and awareness as more of the population bicycles. Since 2007 to the present, one person died in a bicycle crash in Urbana (in 2009), while there were two fatalities in Champaign.

## **WHAT MUST URBANA DO TO BECOME A VISION ZERO CITY?**

The Mayor and Urbana City Council must commit to the goal of eliminating traffic deaths and severe injuries with a mayoral proclamation. There are no fees to join the Vision Zero Network and access its resources for planning, analysis, design, and research.

A Vision Zero City is one that meets the following minimum criteria:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- Key city departments (including police, transportation and public health) are engaged.

## **HOW CAN THE CITY IMPLEMENT VISION ZERO?**

The City is already implementing many of the key elements of Vision Zero. Adoption of a Vision Zero policy is part of the Urbana Bicycle Master Plan and the draft Urbana Pedestrian Master Plan. There are more than 30 U.S. cities with Vision Zero resolutions and Vision Zero strategic plans that can serve as templates. The Vision Zero network is supported by grants, not fees, and has a wealth of resources for education and support. Urbana can develop a unique Vision Zero logo through a public arts program competition, or simply adopt the standard wording and symbol.

Urbana city staff are already working on Vision Zero activities through the Urbana Traffic Commission and Champaign-Urbana Urbanized Area Transportation Study. The Urbana Bicycle and Pedestrian Commission are involved as citizen volunteers. Public health and underrepresented road users must also be recruited.

## **HOW WILL VISION ZERO DECREASE INEQUITY?**

Currently, transportation infrastructure improvements are data based and data justified. Traffic enforcement efforts also need to be guided by data analysis. For example, enforcement in the Champaign-Urbana metro area has been very effective at reducing crashes involving impaired driving to far below state and national rates (just 4% in the 2018 Traffic Crash Report). The rate of impairment for pedestrians and cyclists in crashes was only 3% and 1% respectively. Urbana's recognized successes in bicycling safety and friendliness proves that improvement is possible. Stakeholders on the Vision Zero task force must be drawn from all demographic groups to understand how infrastructure and enforcement are working to protect and improve our lives, and ensure a thriving community that is free from the threat of traffic violence.

## A PRIMER ON VISION ZERO

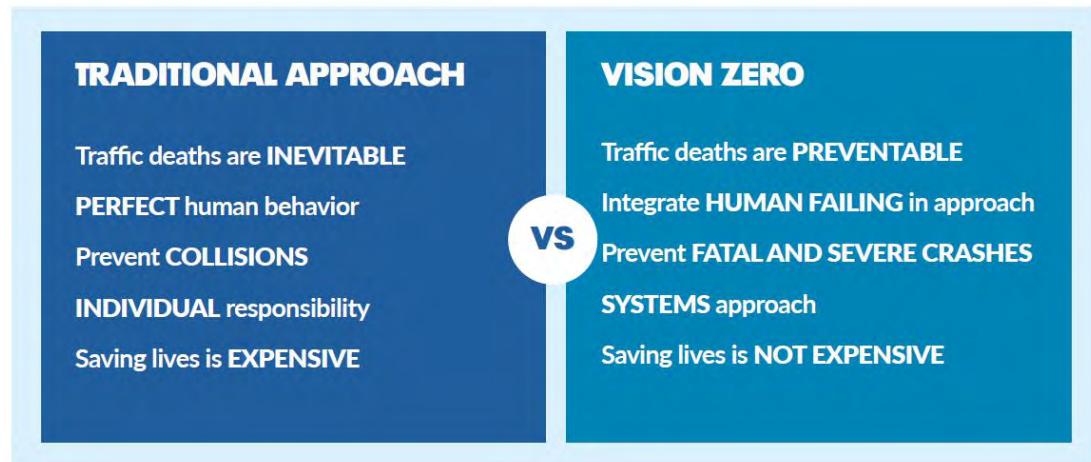
Advancing Safe Mobility for All

### What is Vision Zero?

Vision Zero is a strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased, Vision Zero is gaining momentum across the globe, including in many U.S. communities.



Each year in the U.S., more than 40,000 people — an average of 100 people per day — are needlessly killed, and millions more are injured, in traffic crashes. While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

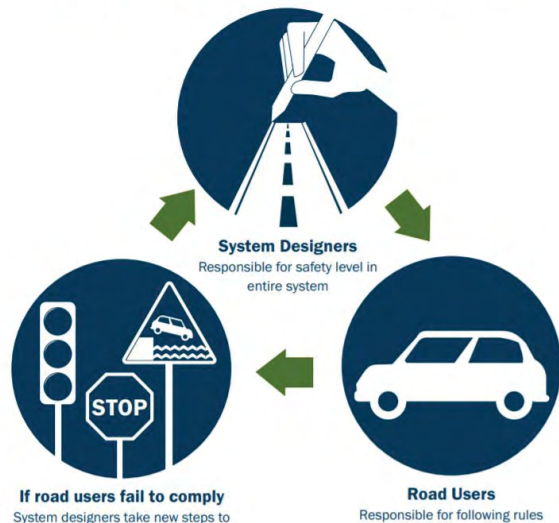


### Changing the Status Quo - A New Vision for Safety

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel.

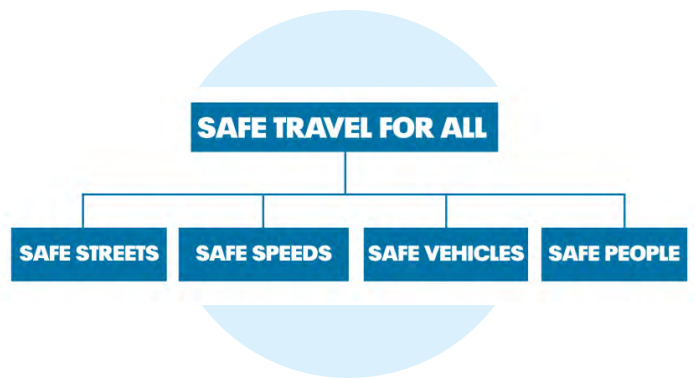
The Vision Zero approach recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.

### Vision Zero Ethical Platform



## What a Commitment to Vision Zero Means

Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety. Communities that want to succeed at Vision Zero need to acknowledge that business as usual is not enough and that systemic changes are needed to make meaningful progress. Effective communities will recognize and commit to core Vision Zero principles and strategies.



## Committing to Vision Zero will take the following strategies:

- » Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members;
- » Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations;
- » Prioritizing equity and community engagement;
- » Managing speed to safe levels; and
- » Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges.

**Key among Vision Zero priorities are managing speed, centering equity, and engaging the community.**



### Managing Speed

Speeding kills more than 10,000 people each year in the U.S. – on par with drunk driving – yet, the act of speeding does not carry the same social consequences as drunk driving. Vision Zero calls on communities to prioritize safe speeds through safe street design, automated speed enforcement (or safety cameras), and setting safe speed limits.



### Centering Equity

Safe mobility is a basic right, and Vision Zero is based on the premise that *all* people have the right to move about safely. Vision Zero communities should invest in proven safety strategies with a focus on ensuring equity. This includes identifying communities or populations that are disproportionately impacted by traffic deaths and serious injuries, and prioritizing roadway safety investments in these areas. It also means that *if* police are involved in Vision Zero, the community should make a public commitment to fair and equitable enforcement and ensure transparency and accountability on this commitment.



### Engaging Communities

When it comes to experience and knowledge of how a neighborhood works, no one knows better than the people who live there. Assessing which needs are greatest requires complementing a data-driven approach with robust community engagement. The Vision Zero Network recommends working with and supporting community based organizations who have established trust and relationships with residents.

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**Find out more about Vision Zero and the nonprofit advocacy work of the Vision Zero Network at [www.visionzeronetwork.org](http://www.visionzeronetwork.org).**



# 9 Components of a Strong Vision Zero Commitment

Based on the experiences of early-adopter cities in the United States, these nine components have proven to be an effective high-level framework for communities considering a Vision Zero commitment. While these are not the only factors to consider, they are critical aspects to ensure a strong and lasting commitment to Vision Zero.

## POLITICAL COMMITMENT

The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, & equitable outcomes.



## MULTI-DISCIPLINARY LEADERSHIP

An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero. The Taskforce should include, at a minimum, high-ranking representatives from the Office of the Mayor, Police, Transportation (or equivalent), and Public Health. Other departments to involve include Planning, Fire, Emergency Services, Public Works, District Attorney, Office of Senior Services, Disability, and the School District.



## ACTION PLAN

Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.



## EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.



## COOPERATION & COLLABORATION

A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.



## SYSTEMS-BASED APPROACH

City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.



## DATA-DRIVEN

City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

## COMMUNITY ENGAGEMENT

Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.



## TRANSPARENCY

The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).



For more visit the Vision Zero Network at [visionzeronetwork.org](http://visionzeronetwork.org).  
Questions or ideas? Contact [leah@visionzeronetwork.org](mailto:leah@visionzeronetwork.org).

## RESOLUTION NO. 5143

**A RESOLUTION SETTING AS OFFICIAL POLICY THE VISION ZERO GOAL THAT NO LOSS OF LIFE OR SERIOUS INJURY ON OUR TRANSPORTATION SYSTEM IS ACCEPTABLE.**

**The City Council of the City of Eugene finds that:**

- A.** The life and health of the City of Eugene's residents are our utmost priority.
- B.** No one should die or be seriously injured on our transportation system.
- C.** Step It Up! is the U.S. Surgeon General's call to action to reduce the risk of chronic diseases through increased physical activity by improving access to safe and convenient places to walk and wheelchair roll and by creating a culture that supports these activities for people of all ages and abilities.
- D.** Children, seniors, people of color, people with disabilities, and people in low-income communities face a disproportionate risk of traffic injuries and fatalities.
- E.** Between 2003 and 2012, an average of almost 6 people per year died in crashes on our transportation system.
- F.** During this same period, an average of nearly 3 people per year died in crashes on our transportation system while walking or bicycling.
- G.** Based upon the ratio of people driving to people walking or bicycling, people walking or bicycling represent a disproportionate share of the fatalities on our transportation system.
- H.** The City of Eugene's Climate Recovery Ordinance calls for reducing community-wide fossil fuel consumption by 50 percent by 2030.
- I.** Increasing walking, bicycling, and bus trips is a key strategy in reducing fossil fuel consumption.
- J.** Increasing real and perceived safety for people walking, bicycling, and riding a bus is a key step in enabling more people to do so, as called for in city plans and policies.
- K.** Local school districts strive to provide Safe Routes to Schools to thousands of school children every year.
- L.** The U.S. Department of Transportation's Mayors' Challenge for Safer People, Safer Streets is consistent with the City of Eugene's goals to enhance the safety of our transportation system and encourage people to walk, bicycle, and ride a bus for a greater number of trips.
- M.** The City of Eugene and our regional partners are taking steps to enhance safety for people walking or bicycling within the following seven categories of the Mayors'

Challenge: Complete Streets, Fix Barriers, Gather Data, Design Right, Create Networks, Improve Law, and Educate, and Enforce.

N. Vision Zero is an approach to transportation safety that accepts no loss of life or serious injuries on the transportation system.

**NOW, THEREFORE,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:**

**Section 1.** The Eugene City Council supports the city's participation in the Mayors' Challenge for Safer People, Safer Streets.

**Section 2.** The Eugene City Council supports efforts by the City of Eugene and our regional partner agencies to prioritize safety improvements for people walking, bicycling, and using mobility devices.

**Section 3.** The Eugene City Council supports efforts by the City of Eugene and our regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable users.

**Section 4.** The Eugene City Council sets as official policy Vision Zero's goal of zero fatalities or serious injuries on our transportation system.

**Section 5.** This Resolution is effective immediately upon its passage by the City Council.

**Section 6.** The Eugene City Council directs the City Manager to initiate the formation of a Vision Zero Task Force that includes community stakeholders and staff to develop a Vision Action Plan.

**The foregoing Resolution adopted the 18th day of November, 2015.**

  
\_\_\_\_\_  
**City Recorder**

**RESOLUTION NO. R2018.13**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA AUTHORIZING THE MAYOR TO ADOPT THE VISION ZERO FRAMEWORK ON BEHALF OF THE CITY COUNCIL.**

WHEREAS, Tempe aspires to reduce the number of fatal and serious injury crashes on its streets to zero;

WHEREAS, Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users;

WHEREAS, in the past six years more than 60 people have lost their lives and more than 400 people were seriously injured on Tempe streets;

WHEREAS, traffic related deaths and serious injuries are preventable;

WHEREAS, the severity of motor vehicle related crashes can be reduced;

WHEREAS, transportation safety is everybody's responsibility;

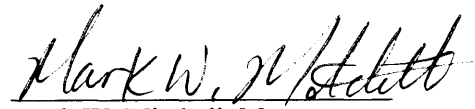
WHEREAS, City departments including Public Works, Police and Fire Medical & Rescue are actively employing programs to improve safety and response time; and

WHEREAS, Vision Zero builds upon those existing programs with new strategies to help meet the Council's adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero.


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA as follows:

That the Mayor is authorized to sign a commitment to the Vision Zero framework on behalf of the City Council.

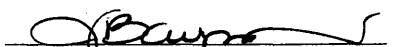
PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this 8th day of February, 2018.

  
Mark W. Mitchell, Mayor

ATTEST:

  
Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:

  
Judith R. Baumann, City Attorney

## **VISION ZERO STRATEGY RESOLUTION**

Adopted by the County Board of Arlington County, Virginia, on \_\_\_\_\_.

**WHEREAS**, Arlington County endorses development, implementation, and monitoring of a Vision Zero strategy to eliminate traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all; and

**WHEREAS**, one death or severe injury on Arlington County's streets is one too many; and

**WHEREAS**, collisions resulting in death or severe injury are not inevitable but can be prevented through changes in human behavior, technology, and designs that accommodate multimodal uses; and

**WHEREAS**, a commitment to Vision Zero is a commitment to life and equitable opportunity for all people in Arlington County; and

**WHEREAS**, Vision Zero unequivocally supports the County Vision: "*Arlington will be a diverse and inclusive world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important.*"; and

**WHEREAS**, Arlington County is recognized and strives to be continually acknowledged nationally and internationally as a healthy, attractive, desirable and safe place to live and work; and

**WHEREAS**, Arlington County promotes a focus on reducing single occupancy vehicle rides and encouraging walking, bicycling, transit, and carsharing/carpooling, which emphasizes safety for all roadway users and encourages more active transportation, thereby supporting public health; and

**WHEREAS**, the principles of a Vision Zero commitment are supported in the County's Comprehensive Plan, including the goals and policies of the County's *Master Transportation Plan* (updated in 2017) and elements thereof, the *County's Community Energy Plan* (adopted in 2013), the County's *General Land Use Plan* (updated 2018) and the *Public Spaces Master Plan* (adopted 2019); and

**WHEREAS**, Vision Zero focuses on safety as the principal objective for our multimodal transportation system; and

**WHEREAS**, between 2013 to 2018, the average number of collisions per year is 2,425 and the average number of collisions resulting in injury was 680. In this same timeframe, Arlington County's population has increased by 5.8% and the number of collisions resulting in death or severe injury has decreased by 5.9%; and

**WHEREAS**, preventing collisions in the County necessitates an analytical and systemic approach to street planning, design, policy, enforcement, legal processes, education and communication; and

**WHEREAS**, implementing a Vision Zero commitment requires the continued support of residents, business owners, and visitors—acting as individuals and collectively through neighborhood or advocacy organizations to improve the safety, comfort, and usability of County streets for all users; and

**WHEREAS**, Arlington County will join other leading cities around the nation and around the world in a commitment to eliminate traffic deaths and severe injuries, work which has demonstrated success when coupled with adequate funding, staff resources, and top-down support for its implementation;

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY BOARD OF ARLINGTON, VIRGINIA:**

1. Arlington County hereby adopts the Vision Zero strategy as a comprehensive and holistic approach to eliminating traffic fatalities and severe injuries.
2. The County Board directs the County Manager to develop Vision Zero Goals and a Vision Zero Action Plan for future consideration by the County Board, based upon a comprehensive analysis of traffic collisions and other indicators of traffic safety in Arlington.
3. The County Board directs the County Manager to ensure that the Vision Zero Goals and Action Plan address any demonstrated inequity in traffic deaths and serious injuries through a combination of engineering, enforcement, education, encouragement, and evaluation.
4. The County Board directs the County Manager to engage the community in the development and implementation of the Vision Zero Action Plan.
5. The County Board directs staff to provide an annual report on implementation of the Vision Zero Action Plan and quarterly summaries of traffic fatalities, severe injuries, and other collisions to actively track the County's performance.
6. This resolution shall take effect immediately upon its adoption.

# VISION ZERO FOR THE CITY OF URBANA

BPAC VZ SUBCOMITTEE  
JULY 16, 2019

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## REFERENCES:

TRAFFIC CRASH STATISTICS FOR 1999-2015

[HTTPS://DATA.CCRPC.ORG/DATASET/TRAFFIC-CRASH-SUMMARIES](https://data.ccrpc.org/dataset/traffic-crash-summaries)

TRAFFIC CRASH FACTS FOR CHAMPAIGN-URBANA 2011-2015 (APRIL 2018), 2009-2013, 2005-2009 (JUNE 2011)

[HTTPS://CCRPC.ORG/WP-CONTENT/UPLOADS/2015/03/SCIL\\_2017\\_FINALREPORT-6.PDF](https://ccrpc.org/wp-content/uploads/2015/03/SCIL_2017_FINALREPORT-6.PDF)

[HTTPS://CCRPC.ORG/WP-CONTENT/UPLOADS/2015/05/SCIL-2009-2013-REPORT.PDF](https://ccrpc.org/wp-content/uploads/2015/05/SCIL-2009-2013-REPORT.PDF)

[HTTPS://CCRPC.ORG/WP-CONTENT/UPLOADS/2015/03/SCIL-2005-2009-REPORT.PDF](https://ccrpc.org/wp-content/uploads/2015/03/SCIL-2005-2009-REPORT.PDF)

ANNUAL LRTP 2040 REPORT CARD:

[HTTPS://REPORTCARD.CUUATS.ORG/](https://reportcard.cuuats.org/)

THE 20 MOST DANGEROUS METRO AREAS IN AMERICA FOR WALKING

[HTTPS://SMARTGROWTHAMERICA.ORG/DANGEROUS-BY-DESIGN/](https://smartgrowthamerica.org/dangerous-by-design/)

IDOT CITY CRASH SUMMARIES

<http://apps.dot.illinois.gov/eplan/desenv/crash/City%20Summaries/>

WHAT IS VISION ZERO?

<https://visionzeronetwork.org/about/what-is-vision-zero/>

[https://visionzeronetwork.org/wp-content/uploads/2018/05/What-is-VZ\\_FINAL.pdf](https://visionzeronetwork.org/wp-content/uploads/2018/05/What-is-VZ_FINAL.pdf)

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