

Safe Streets & Roads for All CITY OF BLOOMINGTON

Joint Commission Meeting

April 1, 2024



Agenda

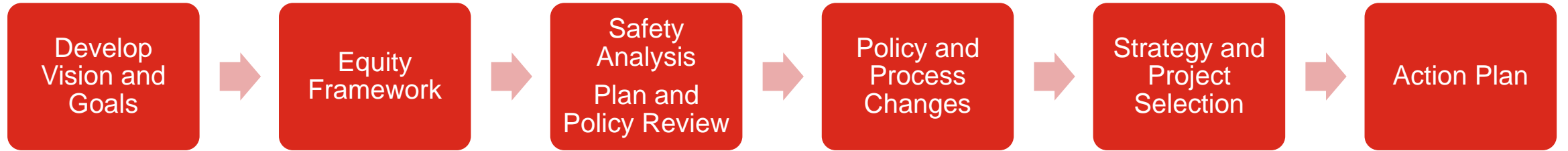
1. Introductions
2. Safety Week Overview
3. Safety Analysis Initial Results
4. Vision Zero Overview
5. Discussion
6. Logistics and Next Steps

Introductions

- Name
- Organization

Project Overview

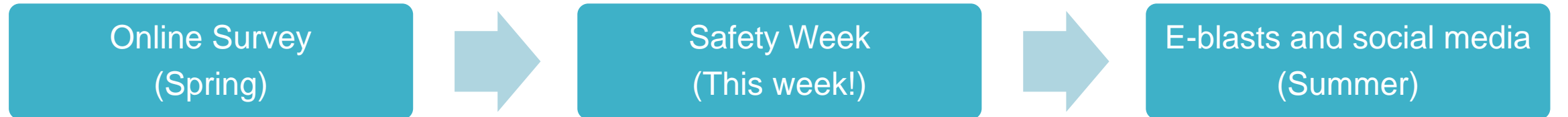
Project Team Efforts



Steering Committee



Public Engagement



USDOT Safe Streets and Roads For All (SS4A)

- Funded by Bipartisan Infrastructure Law
- Supports the [National Roadway Safety Strategy](#) and USDOT goal of **zero roadway deaths**
- **\$5 Billion** available from 2022-2026
 - Planning and Demonstration Grants (fund creation of Action Plans)
 - Implementation Grants (fund projects/strategies in Action Plans)

USDOT Safe Streets and Roads For All (SS4A)

SS4A Action Plan Components:

Leadership Commitment & Goal Setting

Planning Structure

Safety Analysis

Engagement & Collaboration

Equity Considerations

Policy & Process Changes

Strategy & Project Selection

Progress & Transparency

Traffic Fatalities In The United States

Traffic fatalities are a public health crisis *affecting all road users*.

1.3M

Lives lost globally each year from traffic crashes

Source: UN [Decade of Action for Road Safety 2021-2030](#)

42,795

Lives lost on US roads in 2022

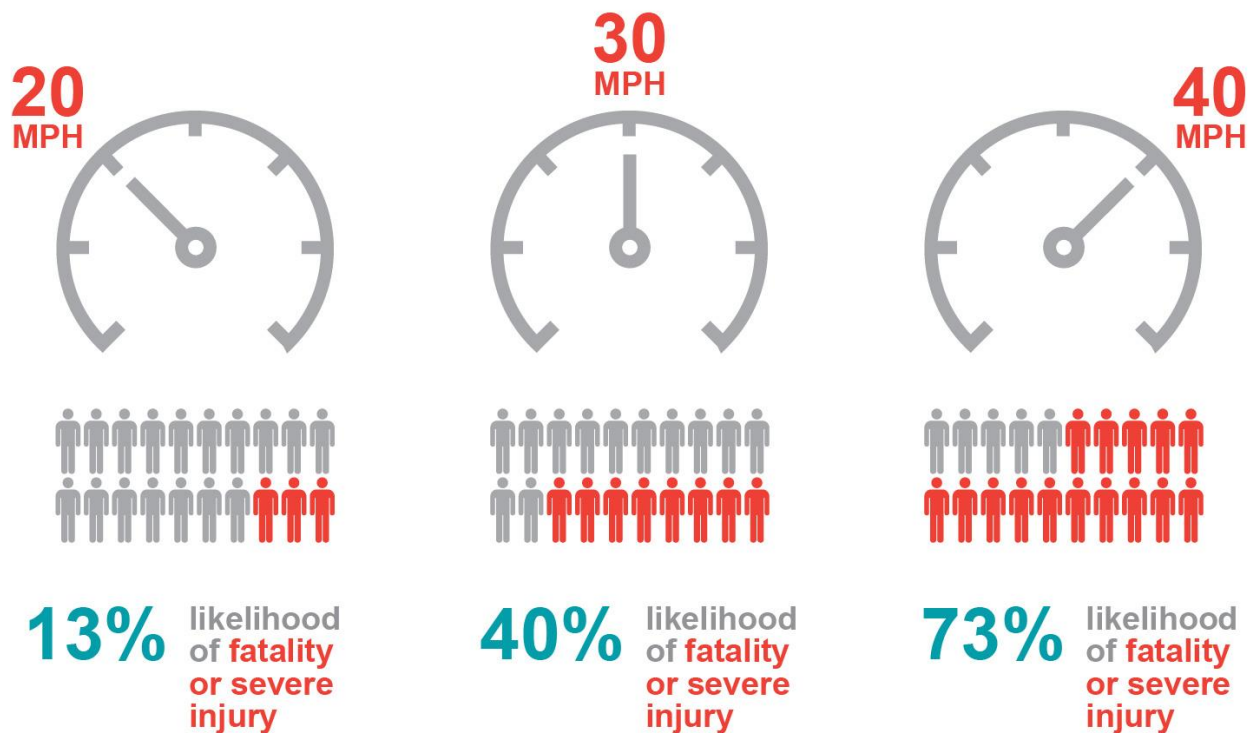
Source: NHTSA [Early Estimates: 2022 Traffic Crash Deaths](#)

↑ 19%

Increase in pedestrians struck and killed between 2019 and 2022.

Source: GHSA [Pedestrian Traffic Fatalities: 2022 Preliminary Data](#)

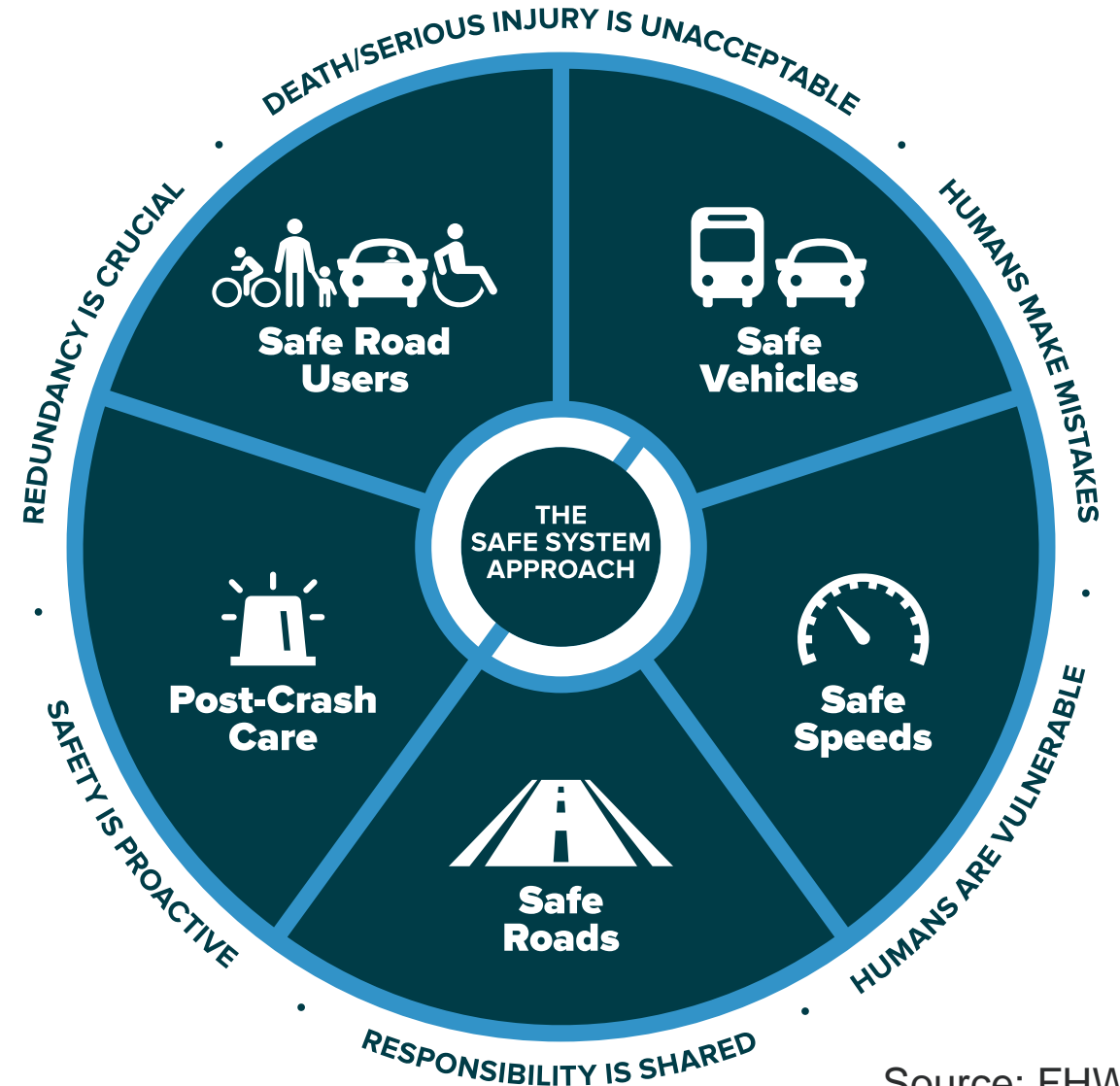
Speed and Crash Severity



Source: Tefft, Brian C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Safe System Approach

- The Safe Systems Approach places safety first and foremost in road investment decisions.



Where are you on the Safe System Journey?

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

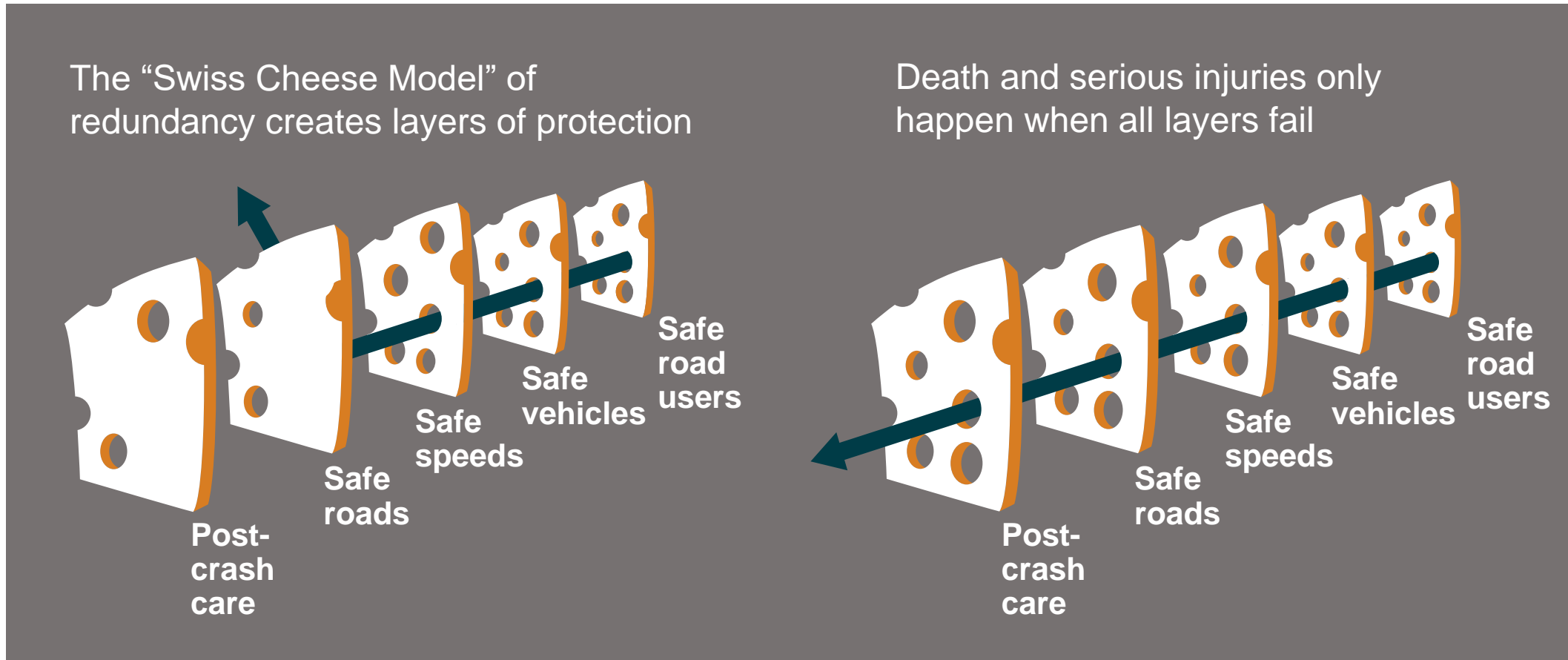
Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

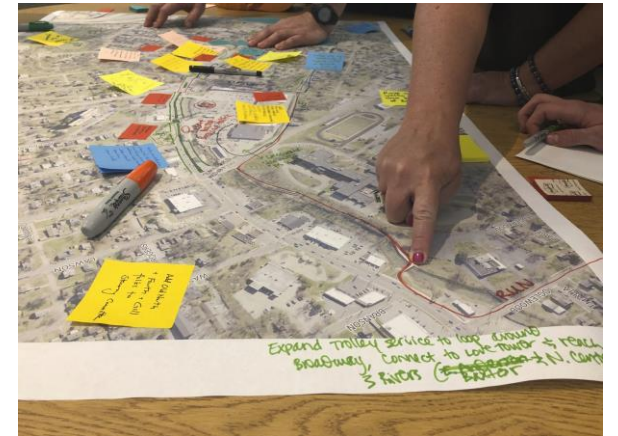
The Safe System Elements Create Redundancy



Safety Week Overview



In-Person Engagement – Safety Week!



In-Person Engagement – Safety Week!

Monday, 4/1	Tuesday, 4/2	Wednesday, 4/3	Thursday, 4/4	Friday, 4/5
	7:30-9:30 Pop-Up 3 rd & Walnut Transit Center	7:30-9:30 Pop-Up IU Health Sciences	7:30-9:30 Pop-Up 3 rd & Walnut Transit Center	7:30-9:30 Pop-Up Transit Center (TBD)
	10:00-Noon Pop-Up Bloomingfoods Co-op		10:00 – Noon Pop-Up Courthouse Square	
	11:00-12:00 School Presentations Fairview Elementary – 4 th & 6 th Grade	10:00-2:00 School Presentations The Project School – K-3 rd grade	10:00-11:00 AM Steering Committee	10:00-11:00 Walking Tour
	4:00 – 6:00 Pop-Up 10 th /Fee Arboretum	2:30 – 4:00 Pop-Up B-line/Hopscotch	11:00-1:00 School Presentations Tri-North Middle School	
		3:45-5:45 Pop-Up Downtown Library	1:00 – 3:00 Pop-Up Stadium Parking Lot	1:30-3:30 Pop-Up La Bonita grocery store
		5:30-6:30 Pop-Up Little 500 Practice	4:00-5:30 Pop-Up Sample Gates	
5:30-6:30 Multi-Commission Meeting	5:00-7:00 Taco Tuesday Event	6:30 Presentation City Council		
	7:30-9:00 Pop-Up The Back Door/The Blockhouse	6:30- 8:00 Chocolate Moose Event	5:00-7:30 Friendly Beast Trivia Event	

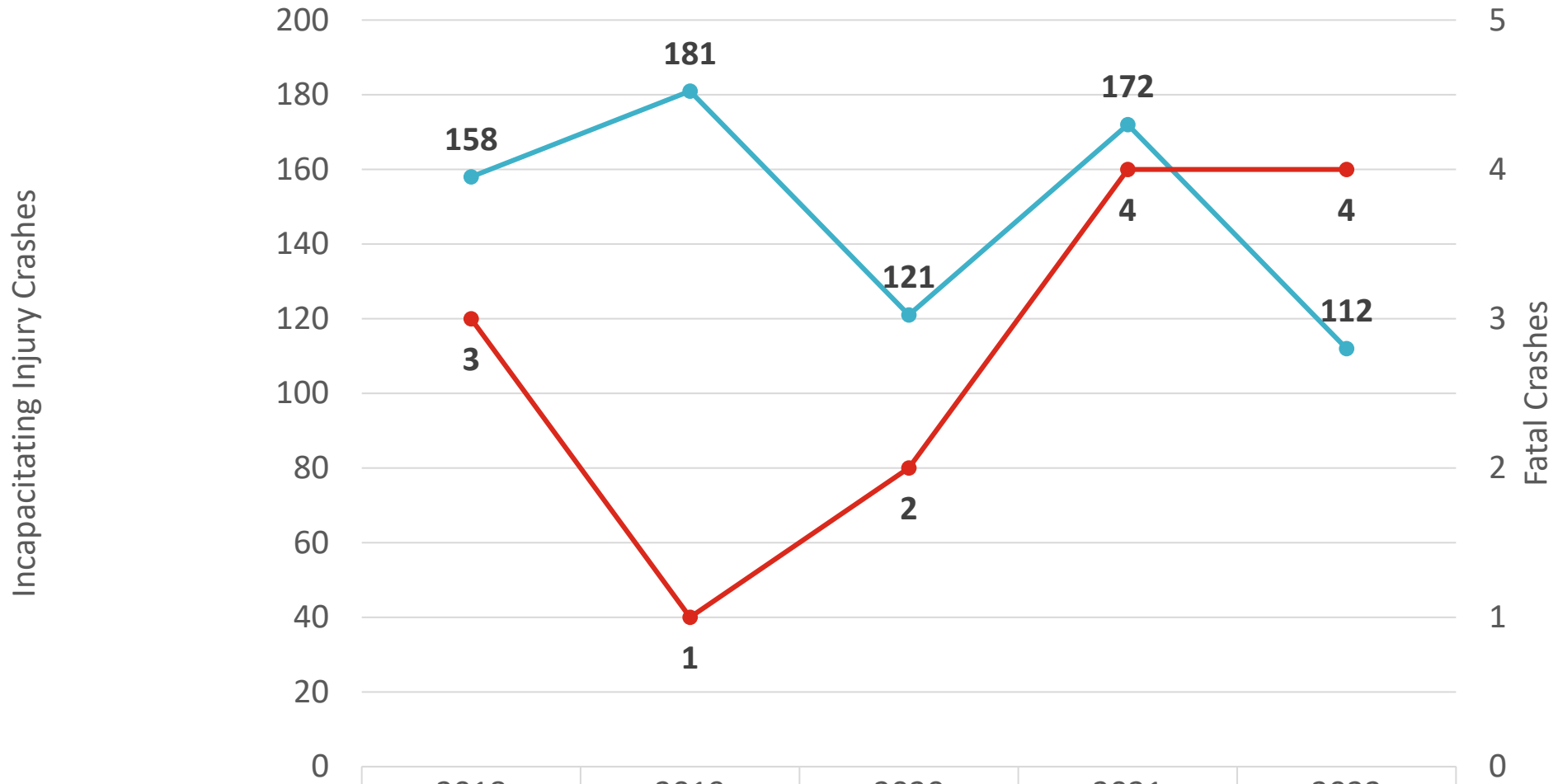
Safety Analysis Sneak Peek



Safety Analysis Preliminary Findings

- **Primary Study Period: 2018 – 2022**
- **Total Crashes: 13,626**
- **Total Fatal Crashes: 14**
- **Total Serious Injury Crashes: 742**
- **Total Fatal and Serious Injury (FSI) Crashes: 756**

FSI Crashes by Year, 2018-2022



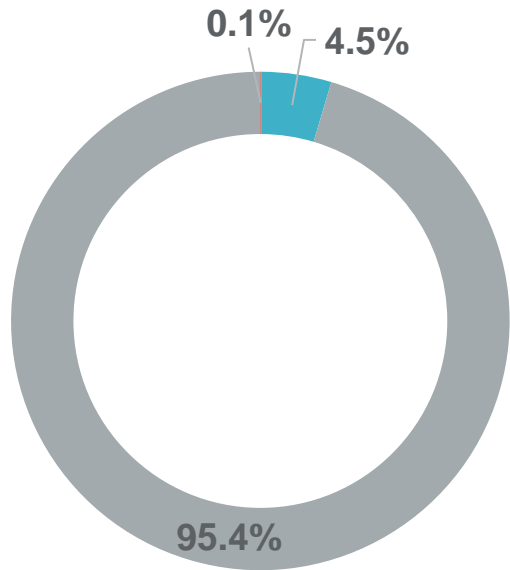
	2018	2019	2020	2021	2022
Incapacitating Injury	158	181	121	172	112
Fatality	3	1	2	4	4

FSI Crashes by Mode and Severity, 2018-2022

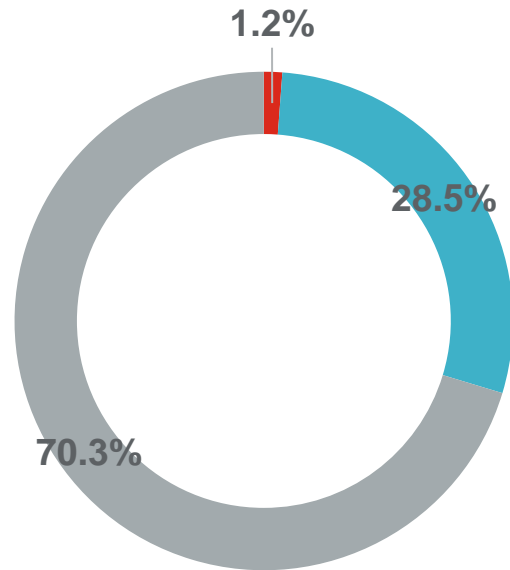
	Fatal Crashes	% of Total	Incapacitating Injury Crashes	% of total	Total Crashes	% of total
Vehicle	9	64.3%	590	79.3%	13,029	95.6%
Pedestrian	4	28.6%	96	12.9%	337	2.5%
Bicyclist	0	0.0%	45	6.0%	209	1.5%
Scooter	1	7.1%	13	1.7%	51	0.4%
Total	14	100.0%	744	100.0%	13,626	100.0%

FSI Crashes by Mode and Severity, 2018-2022

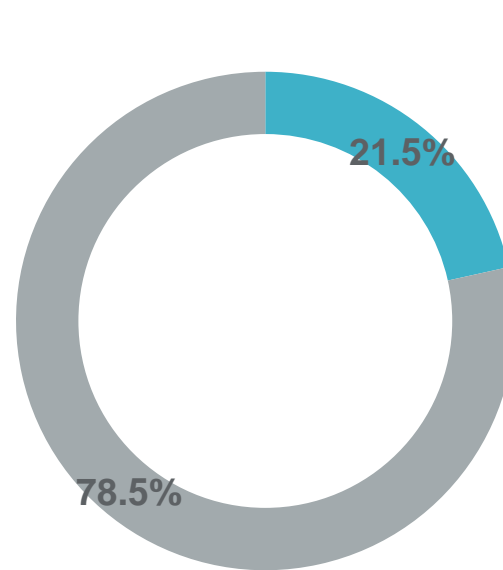
Motor Vehicles Only Crashes



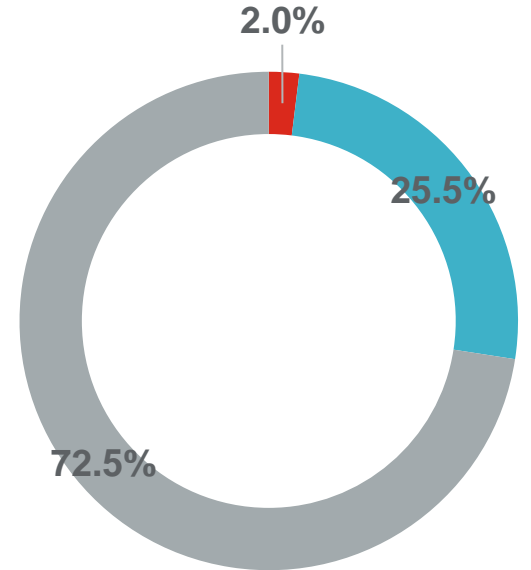
Pedestrian-Involved Crashes



Bicyclist-Involved Crashes



Scooter-Involved Crashes



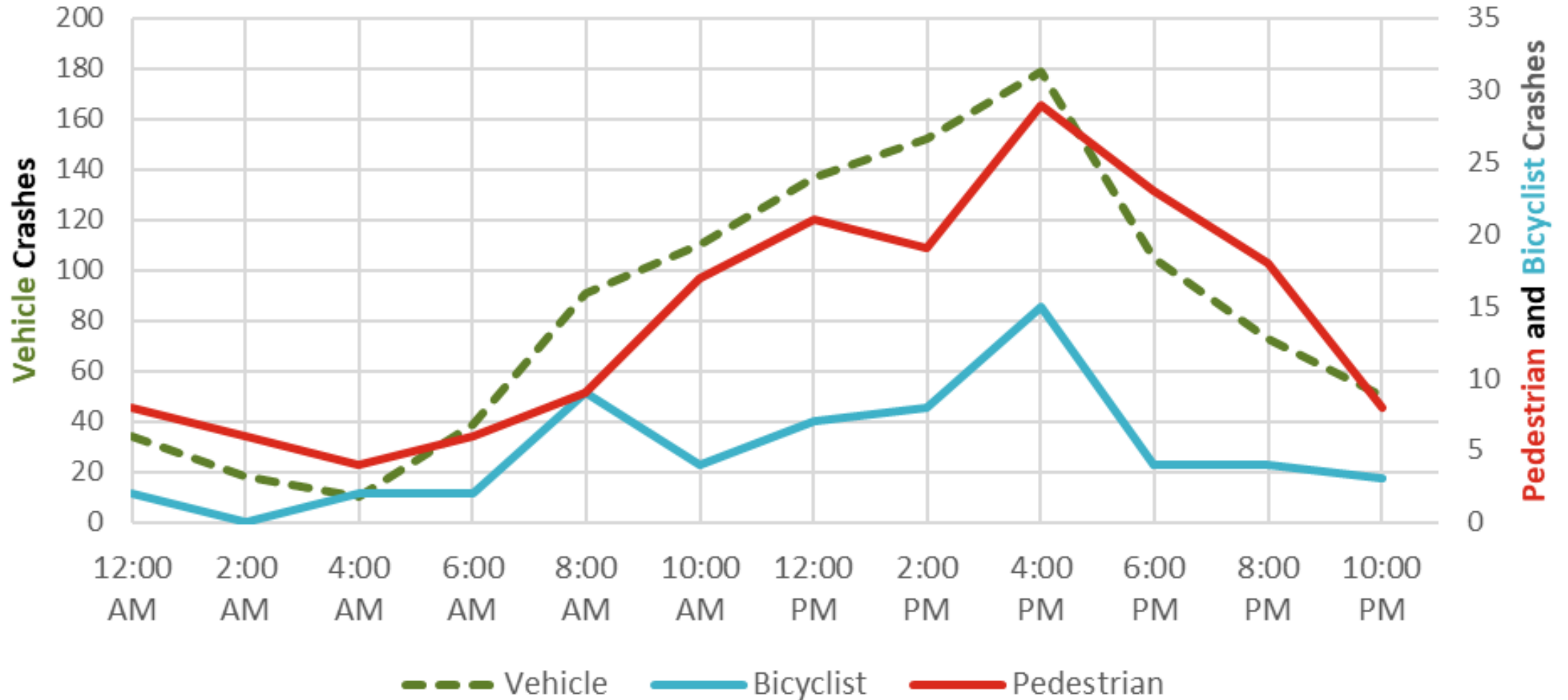
■ Fatal %
■ Incapacitating Injury %
■ Other %

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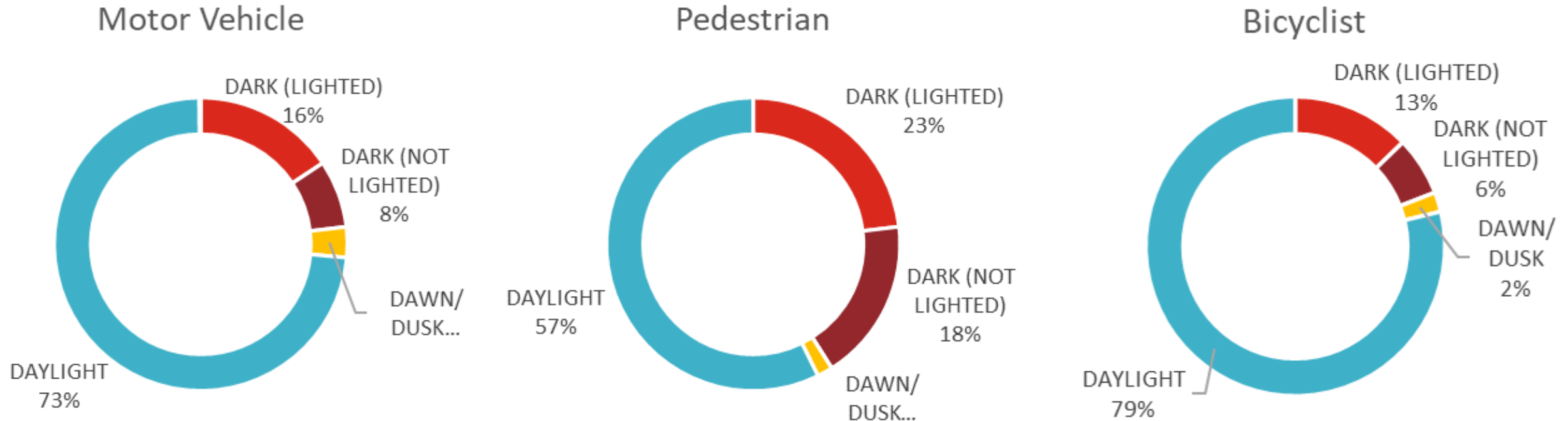
■ Fatal %
■ Incapacitating Injury %
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■ Fatal %
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FSI crashes by Mode by Hour of the Day, 2018-2022

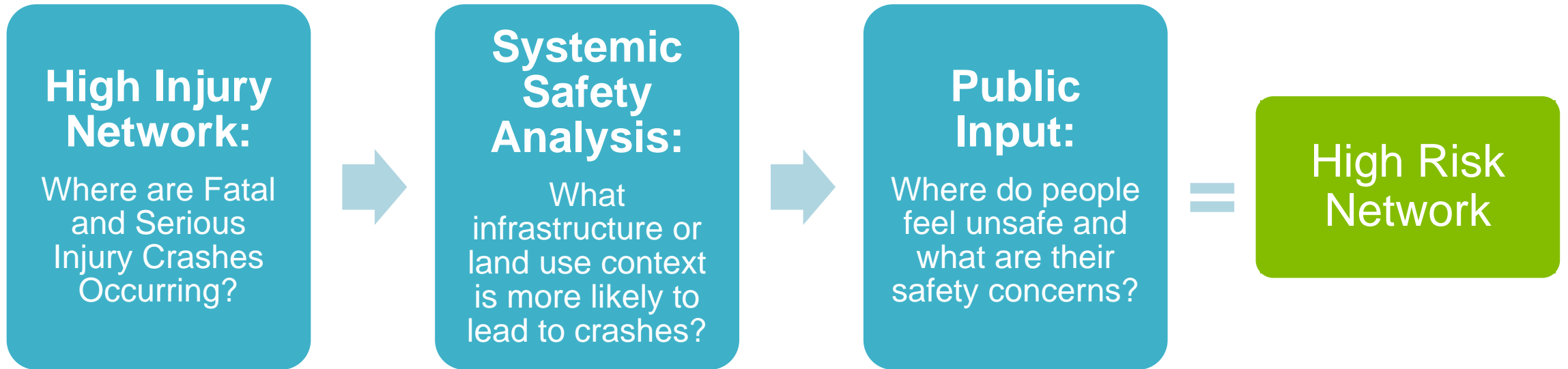


FSI Crashes by Lighting Condition by Mode, 2018-2022



High Injury Networks Interactive Maps

High Injury Network and High Risk Network



Vision Zero Examples



Indianapolis MPO Safe Streets and Roads for All Safety Action Plan (2022)

Commitment

“reducing fatal and serious crashes
by 35% by 2040”

Minneapolis Vision Zero Action Plan 2023-2025 (2023)

Commitment

“zero traffic deaths and severe injuries on City streets by 2027”

Guiding Principles

- **Safety and human life first**
- **Data-driven**
- **Equity**
- **Accountability**

Vision Zero Madison (2020)

Commitment

“reducing all traffic deaths and severe injuries on city streets to zero by 2035”

Guiding Principles

- **Safety:** Safety for all roadway users, including bicycle and pedestrian safety. One life lost on our streets is too many.
- **Equity:** The City of Madison recognizes the disparity, racial and economic difference in neighborhoods and will focus on improving lower income community roadways included in the high injury network. Equity is a top priority for the City of Madison and will be at the forefront of discussions, actions and improvements.
- **Data-Focused:** Data will drive our focus on where to invest time and money to improve the highest injury intersections and roadways.
- **Accountability:** The City of Madison will set clear goals and objectives, as well as engaging the community in outreach and collaboration to make Vision Zero a success.

Ann Arbor Moving Together Towards Vision Zero (2021)

Commitment

“No one dies or is seriously injured in crashes on Ann Arbor’s streets. **By 2025**, we have all worked together to **eliminate fatalities and serious injuries** resulting from traffic crashes.”

Mobility Values

- Safety
- Mobility
- Accessibility for All
- Healthy People & Sustainable Places
- Regional Connectivity

Vision Zero Chicago Action Plan 2017-2019 (2017)

Commitment

“eliminate Traffic Fatalities
and Serious Injuries by 2026”

Goals

- Goal 1: Invest additional resources in communities that are most affected by severe traffic crashes.
- Goal 2: Work to change behaviors and perceptions to build a citywide culture of safety.
- Goal 3: Make streets safer for all users.
- Goal 4: Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers

Streets for People: Detroit Comprehensive Safety Action Plan (2022)

Commitment

“The CSAP reflects the City of Detroit’s commitment to advance SFP’s “Safety First” value, and it endorses the Southeast Michigan Council of Governments (SEMCOG) goal of eliminating traffic deaths and severe injuries by 2050. “

Values

- **SAFETY FIRST:** Safe streets for all Detroiters - zero crashes, zero deaths.
- **EQUITY, DIGNITY, AND TRANSPARENCY:** Transparent planning and rigorous community engagement.
- **ACCESS FOR ALL:** Easy mobility throughout the city, no matter age or ability.
- **ECONOMIC OPPORTUNITY:** Access to jobs, empowerment and neighborhood support.
- **PUBLIC HEALTH:** Safe mobility options to improve health and reduce pollution.

Denver's *Refocusing Vision Zero* 2022 Vision Zero Action Plan

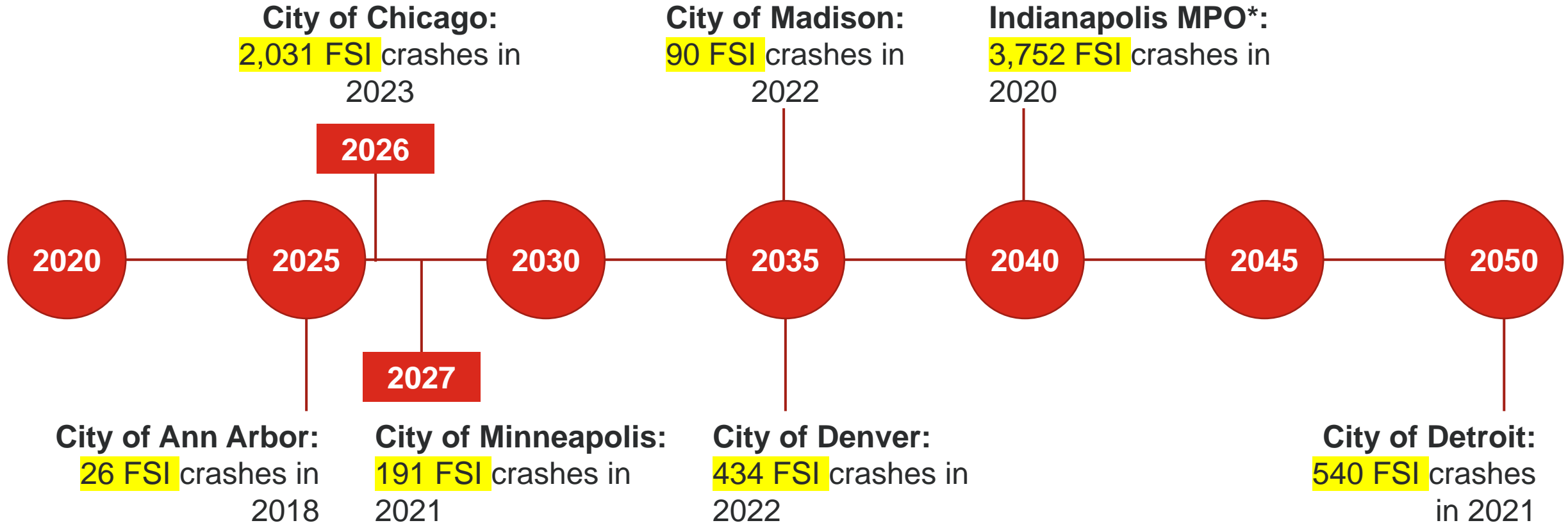
Commitment

“While the 2017 Vision Zero Action Plan set a critical foundation for Vision Zero in Denver, our **revised action plan consolidates, focuses and refines actions** directly related to reducing traffic deaths and serious injuries, with the goal of **zero traffic related deaths by 2030.**”

Action Plan

- Timeframe 2023-2028
- 14 Actions (Programs, policies, and education actions)
- Internal Actions (Hiring additional staff, staffing costs, and annual resource costs)

Summary of Goal Years



Setting a Vision Zero Goal



Setting a Vision Zero Target Year

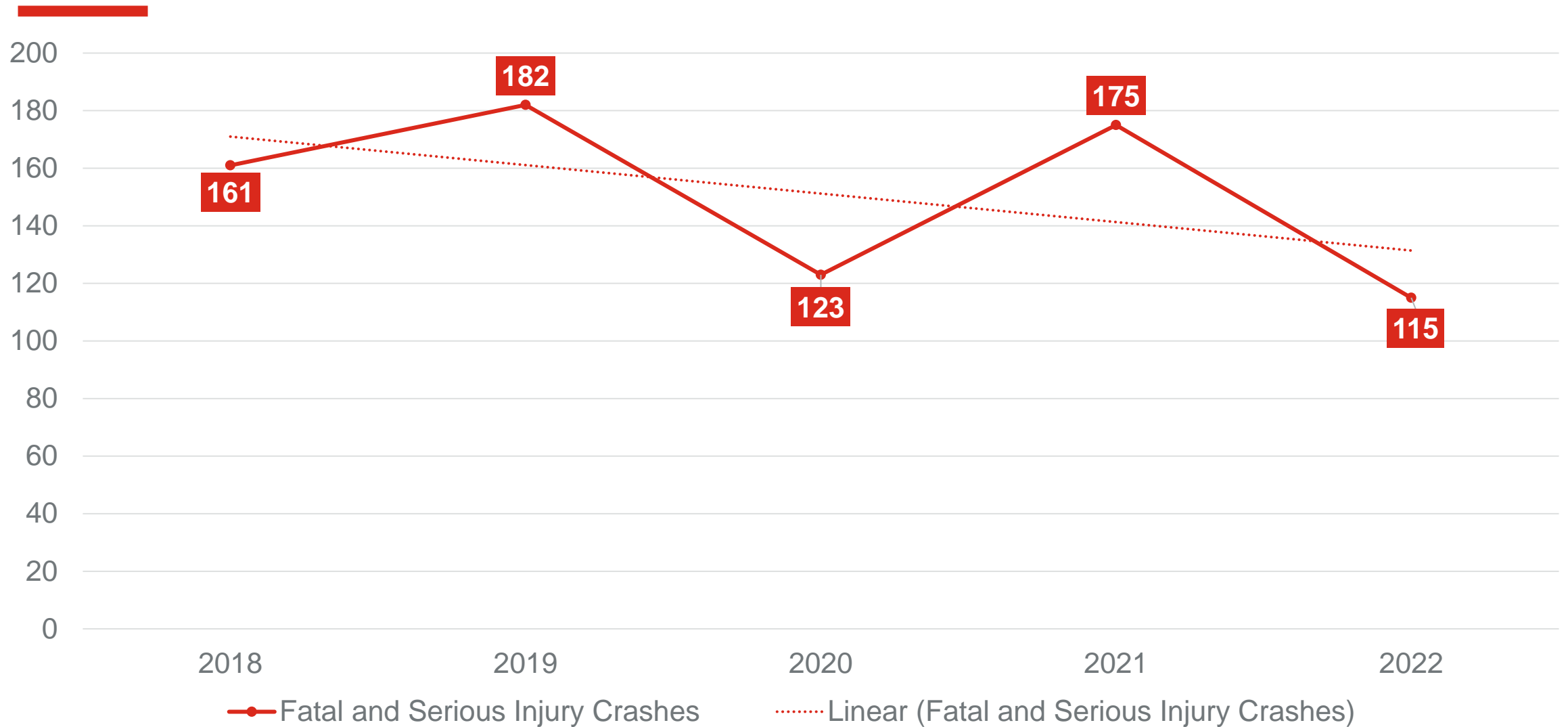
- Identify “reach zero year” as a baseline.
- Many cities use a 10-year time frame as their baseline.
- Your Action Plan should then include:
 - Near term (2-3 year) goals
 - Interim goals and measures of progress (5-to-8-year time horizon).

VISION ZERO NETWORK

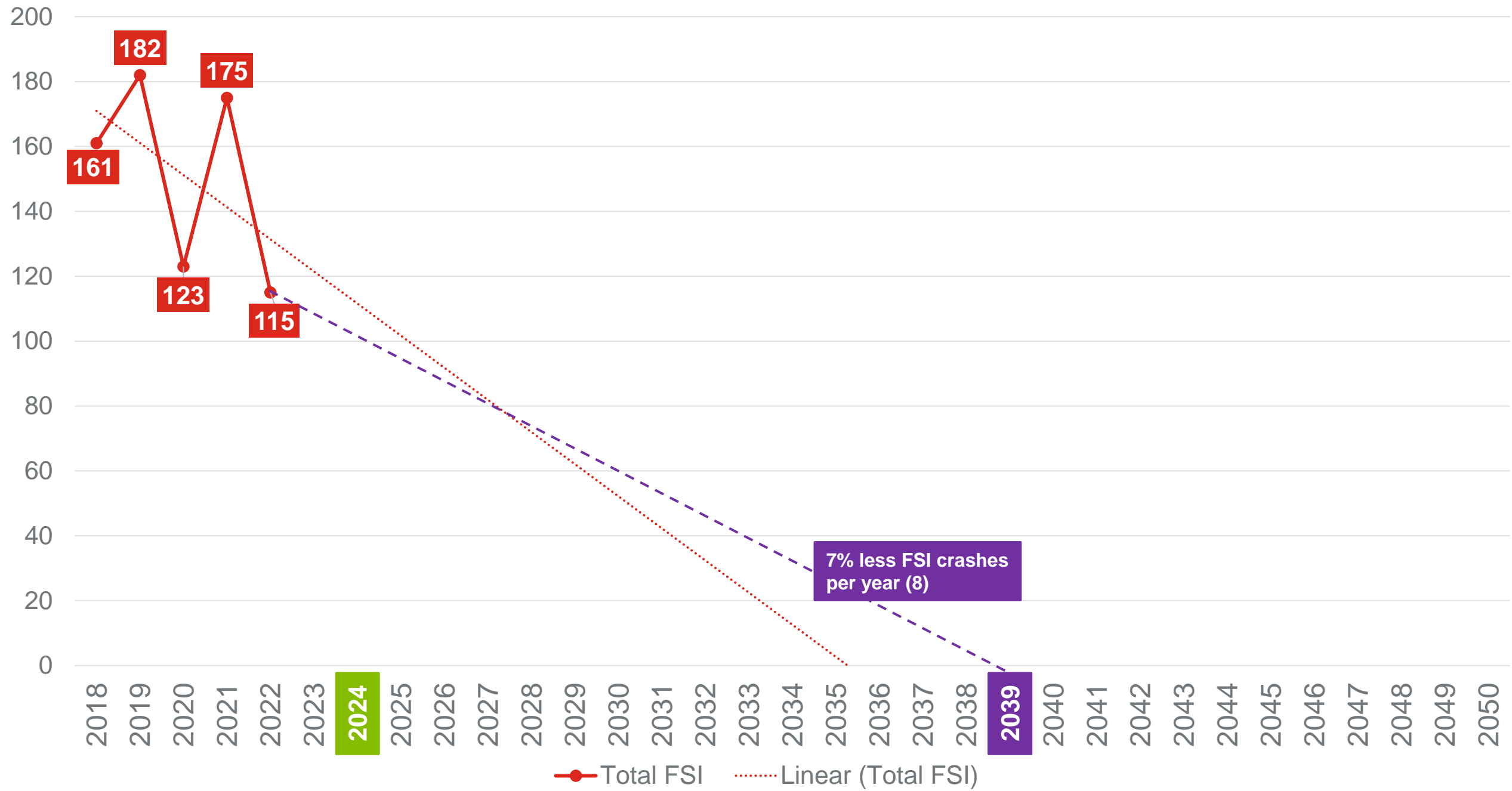
Setting a Vision Zero Target Year

1. Number of Fatal and Serious Injury (FSI) crashes within the past five to ten years
2. Action Item Timeline and Behavior Changes
3. Safety Improvement Projects – Implementation Timeline
 - Consider time for funding, design, and construction
 - Add more time for projects to produce safety results (typically 1 year)

Fatal and Serious Injury (FSI) crashes in the Bloomington area 2018-2022

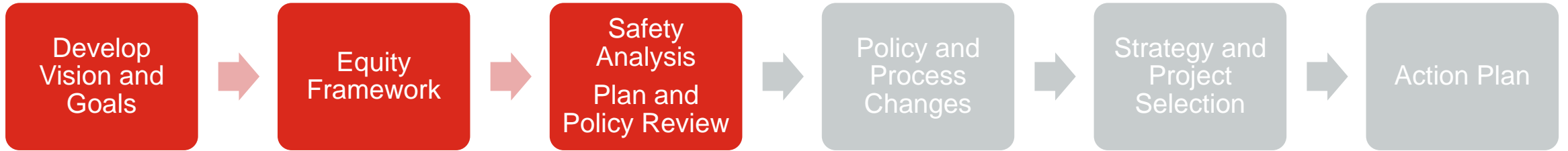


Fatal and Serious Injury Crashes



Next Steps

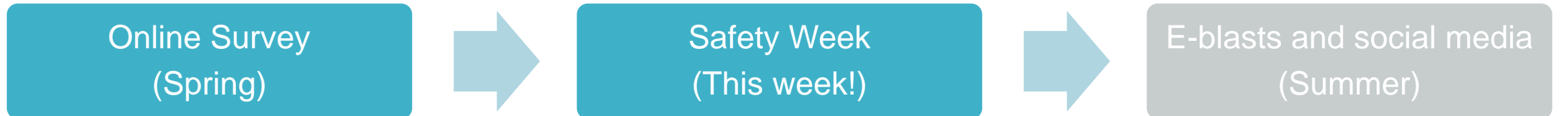
Project Team Efforts



Steering Committee



Public Engagement



Thank you!

For any questions, comments, and/or feedback, please feel free to contact us:

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