

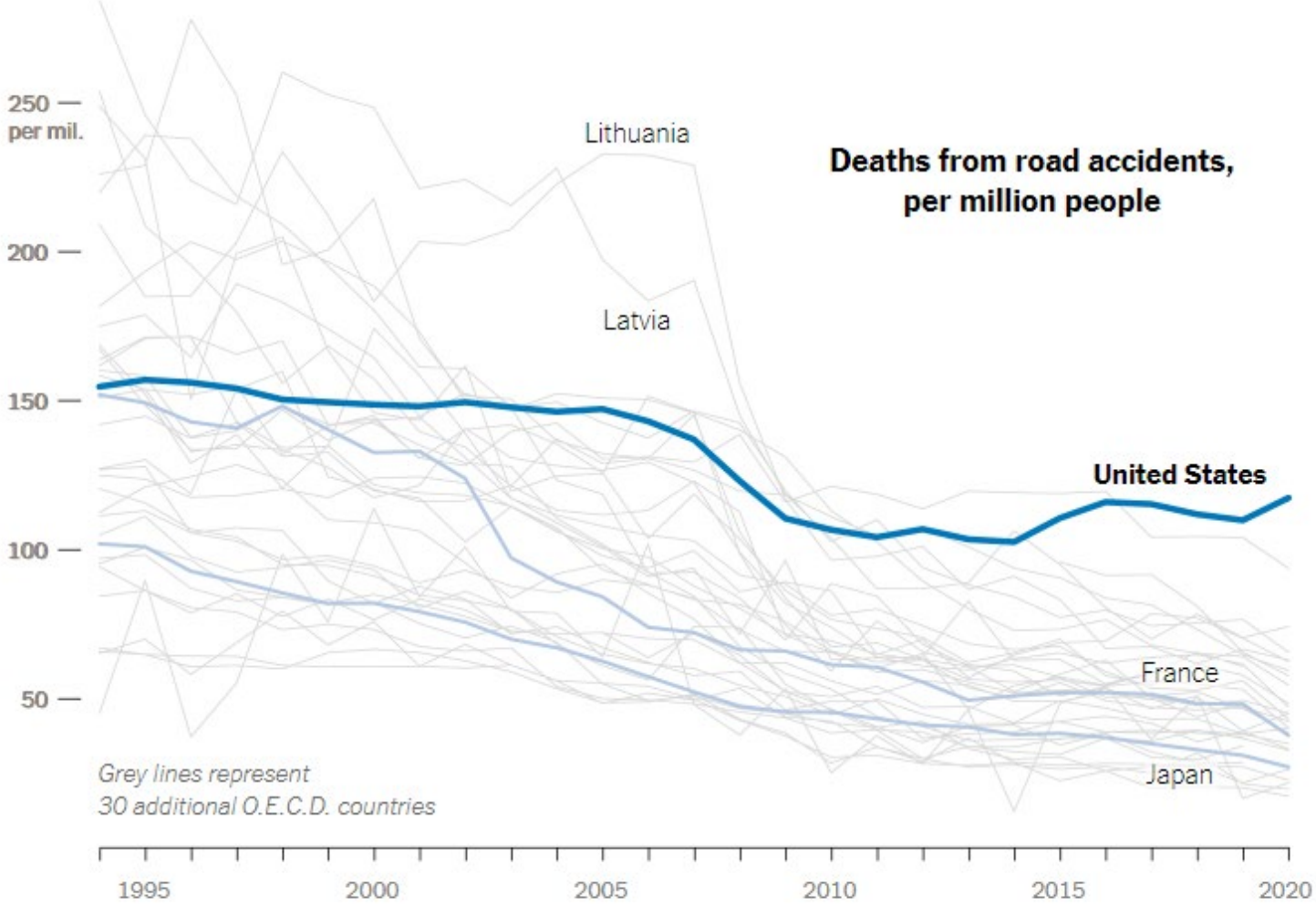
On the Road to Zero

Vision Zero in Stamford

Roadway Fatalities: a National Crisis

- ▶ Traffic fatalities reached a 16 year high in 2021
- ▶ 42,915 deaths in 2021 versus 36,096 in 2019
- ▶ Fatalities
 - ▶ Urban roads up 16%
 - ▶ Among drivers 65 and older up 14%
 - ▶ **Pedestrians up 13%**
 - ▶ In the daytime up 11%
 - ▶ Motorcyclists up 9%
 - ▶ Bicyclists up 5%
 - ▶ Speeding related up 5%

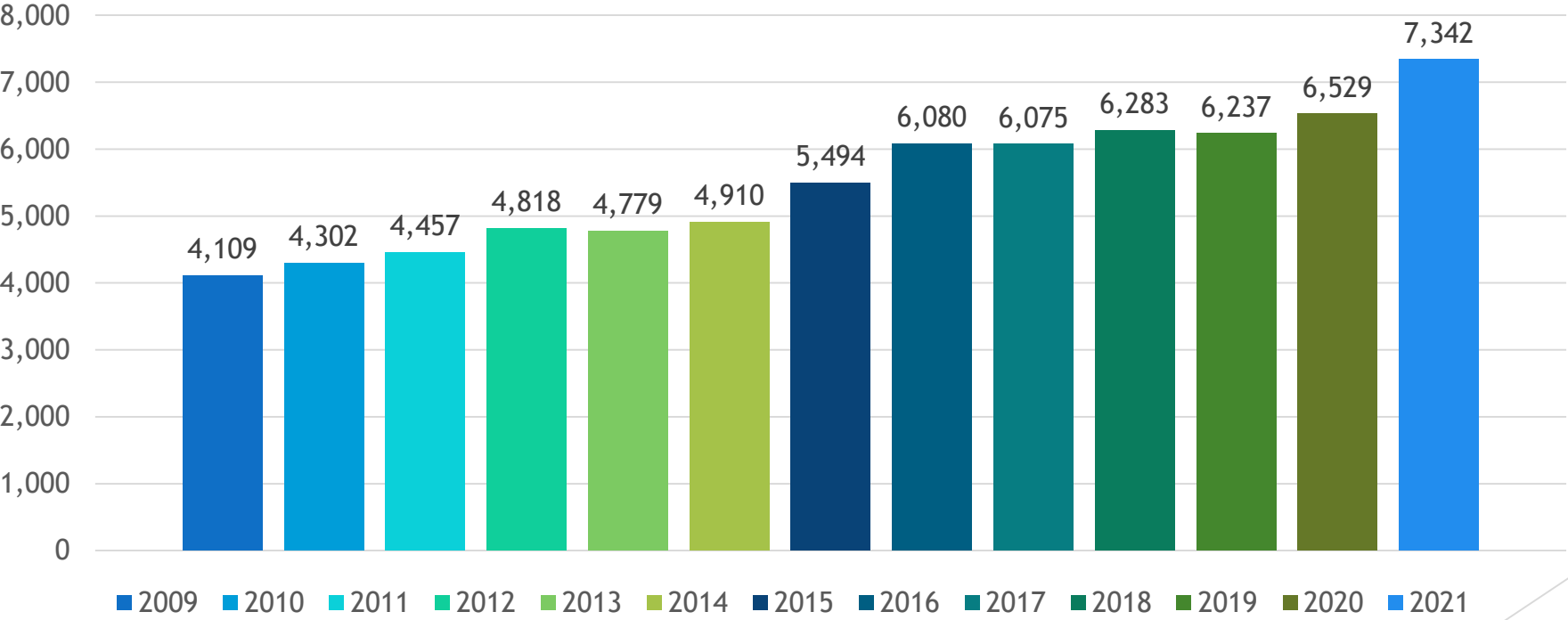
Roadway Fatalities: a Global Disparity



Source: Organization for Economic Cooperation and Development • The New York Times

National Pedestrian Deaths

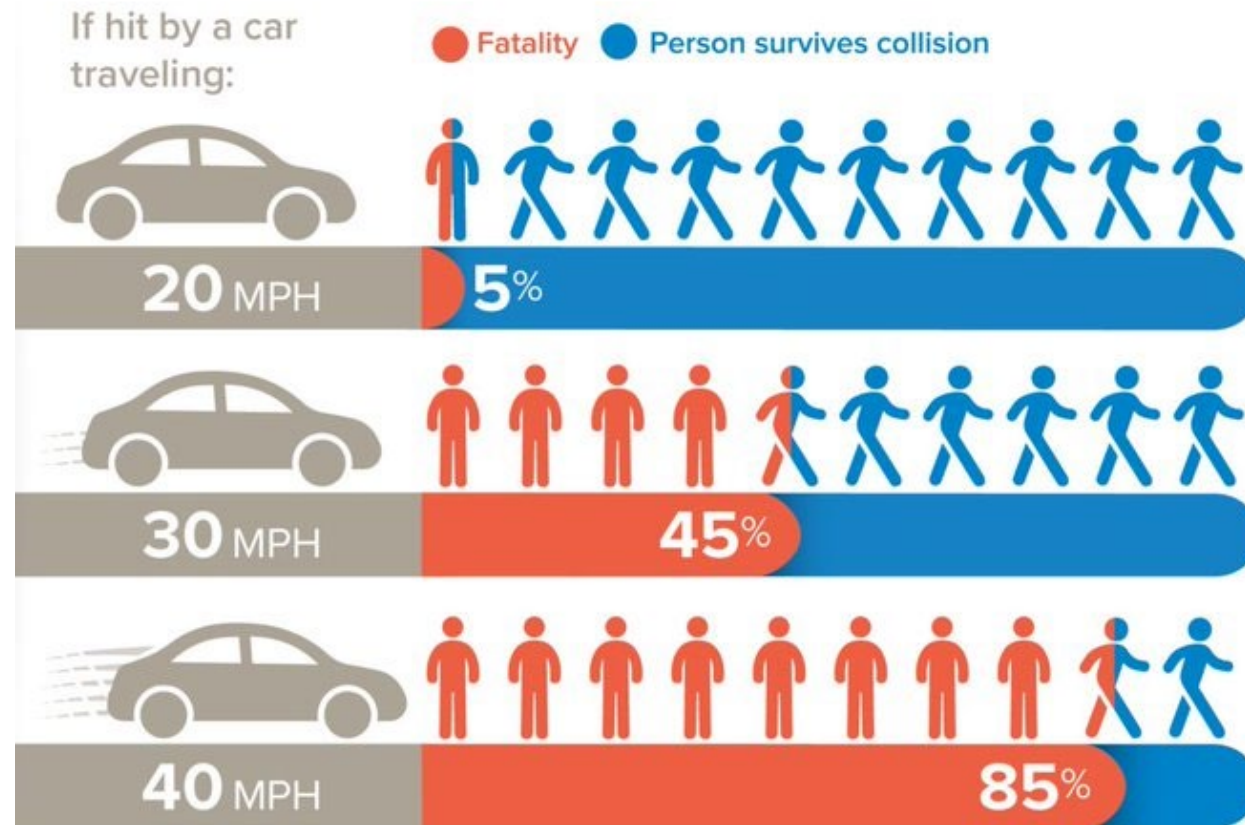
U.S. Pedestrian Fatalities



Roadway Deaths in Connecticut

- ▶ 327 roadway deaths in 2021
- ▶ 249 roadway deaths in 2019
- ▶ 62 pedestrian fatalities in 2022
 - ▶ 67 deaths including those on bikes
- ▶ 61 pedestrian fatalities in 2021
- ▶ Current record 63 pedestrian fatalities set in 1994

Speed Kills



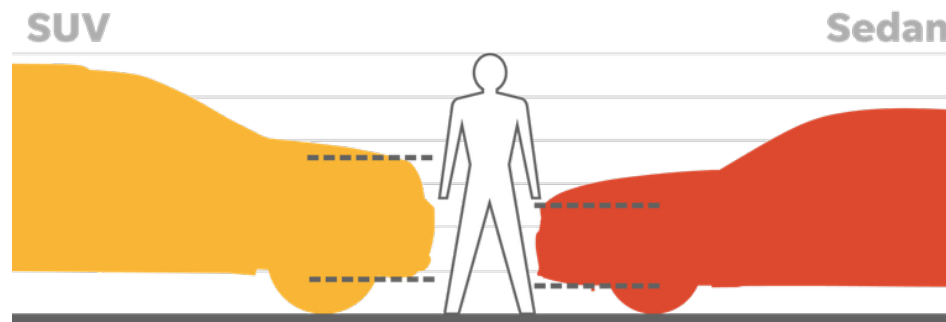
National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

SUVs

- SUVs and Light Pick-up trucks made up 50% of sales in 2010.
- Make up 76% of sales in 2020
- Heavier than normal sedans = more force in a collision
- Increased blind spots especially at turns

Size does matter

SUV front ends are taller, so they strike pedestrians higher on their bodies. That means they are more likely to kill a pedestrian than a car that would strike a person's leg.



Vision Zero

Achieving zero roadway deaths

“

A fundamental rethinking of street safety

”

Even one death is unacceptable

People make mistakes, our road design shouldn't mean people die from their mistakes

How is Vision Zero Different

Traditional Thinking

- ▶ Traffic deaths are **inevitable**
- ▶ **Perfect** human behavior
- ▶ Prevent **collisions**
- ▶ **Individual** responsibility
- ▶ Saving lives is **expensive**

New Thinking

- ▶ Traffic deaths are **preventable**
- ▶ Integrate **human failing** in approach
- ▶ Prevent **fatal and sever crashes**
- ▶ **Systems** approach
- ▶ Saving list is **not expensive**

Safe Systems Approach

People make mistakes
People are vulnerable
Safety is proactive

Traditional Approach

- ▶ Prevent crashes
- ▶ Improve human behavior
- ▶ Control speeding
- ▶ Individuals are responsible
- ▶ Reach 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

Focus on the System, not the Individual

- The roadway system should be designed to prevent fatalities
- Layered and redundant safety system

Safe Streets and Safe Speeds

- Design roads to
 - Reduce speeds
 - Physically separate users
 - Improve visibility

Vision Zero and Complete Streets

Vision Zero

- ▶ Overarching philosophy about streets
- ▶ A goal to achieve zero deaths
- ▶ A systems based approach to addressing roadway safety
- ▶ Calls for Complete Streets Designs

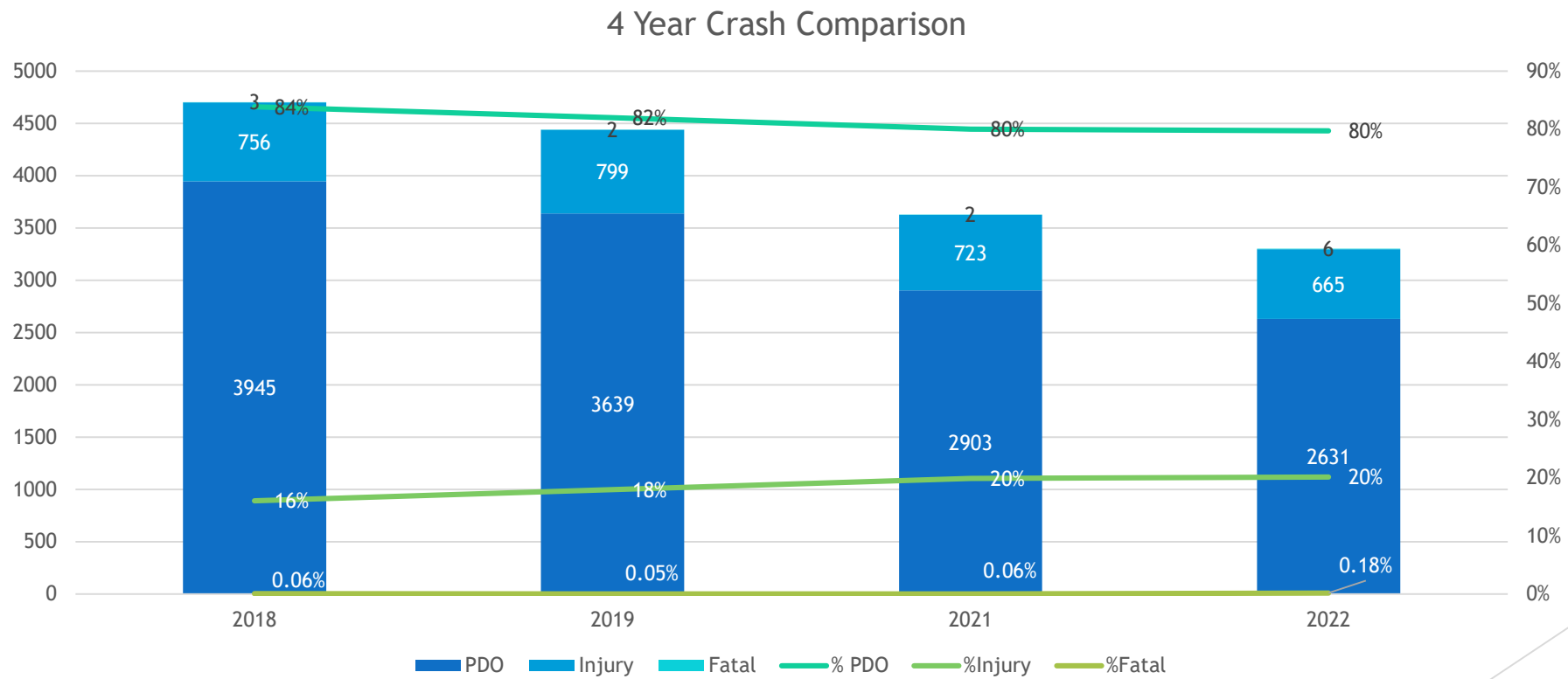
Complete Streets

- ▶ Street designs that incorporates facilities for all roadway users
- ▶ Emphasis on most vulnerable users
- ▶ Process for *how* our streets are designed and engineered
- ▶ Essential to Vision Zero and Safe Systems Approach
- ▶ City Ordinance passed in 2015

Roadway Safety in Stamford

Where we've been, where we are, and where we're going

Stamford Crash History



Stamford Pedestrian Safety

- ▶ 6 total fatal crashes
- ▶ 4 fatal pedestrian crashes, 5 pedestrian deaths
 - ▶ Washington Boulevard and Tresser Boulevard
 - ▶ Exit 9 and East Main Street
 - ▶ Courtland Avenue and Seaton Road
 - ▶ Washington Boulevard and Main Street (2)
 - ▶ All occurred on State owned and controlled roadways
- ▶ 81 pedestrian crashes in 2022, 82 in 2021, 67 in 2020, 93 in 2019, 87 in 2018
- ▶ 1 pedestrian death in each year
- ▶ *2022 numbers are still preliminary

Washington Blvd Crash

Stamford Vision Zero

Putting the City on the road to Zero



Mayor Simmons Signs Vision Zero Executive Order

September 20, 2022

Vision Zero Efforts Now and in the Future

- ▶ Formation of Vision Zero Task Force
 - ▶ Technical City staff and key community stakeholders
 - ▶ Guides City's Vision Zero efforts
- ▶ Development of Citywide Vision Zero Action Plan
 - ▶ City's 10 year guide to eliminating *all* fatal and serious roadway crashes
 - ▶ Significant community outreach process included
 - ▶ Data backed and community driven recommendations
- ▶ Development of Citywide Crash Dashboard
- ▶ Implementing the Safe Systems approach at all levels
- ▶ Working with the Board of Education and Uconn on education campaigns
- ▶ Targeted Traffic Enforcement
- ▶ Focus on equity

Transportation, Traffic & Parking Bureau Changes and Actions

- ▶ Updated design standards
 - ▶ Include raised crosswalks in new capital projects
 - ▶ Include separated bicycle facilities in new capital projects
 - ▶ Adding a Leading Pedestrian Interval to new signals
 - ▶ Increased use of Roundabouts in capital project designs
 - ▶ Use of bump outs and pedestrian refuge islands
- ▶ More quick-hit, pilot projects
 - ▶ 25 locations planned for 2023
- ▶ Studying pedestrian crash locations and factors and redesigning locations
- ▶ Analysis of No Turn on Red restrictions
- ▶ Build out of our pedestrian and biking network
- ▶ Aggressively applying for roadway safety grants (\$40 million in grants applied for in 2022)

Projects in the Years Ahead

- ▶ Various quick-hit projects across the City in 2023
- ▶ Greenwich/Pulaski Roundabout (Construction start in 2023)
- ▶ Lower Summer Street Pedestrian Promenade (Construction start in 2023)
- ▶ Springdale Train Station and Hope Street Safety Project (Construction estimated to start in 2023)
- ▶ Forest Street Pedestrian Safety Project (Construction estimated to start in 2023)
- ▶ Pacific Street Village Streetscape Project (Construction estimated to start in 2024)
- ▶ Atlantic Street Reconstruction between Tresser Boulevard and Broad Street (Construction estimated to start in 2024)
- ▶ North State Street Reconstruction (Construction estimated to start in 2024)
- ▶ Shippan/Harbor/Magee Roundabout (Construction estimated to start in 2024)
- ▶ Broad Street between Greyrock Place and Main Street Reconstruction (Construction estimated to start in 2024)
- ▶ CMAQ Phase G (under construction) and CMAQ Phase H (in design)

Next Steps and Action Items

- ▶ Vision Zero requires political and financial support
 - ▶ TTP Capital Budget leverages significant State and Federal grant dollars
 - ▶ Capital Budget focuses on safety and improving walking and biking in Stamford
- ▶ Recommend BOR Resolution in support of Vision Zero
 - ▶ Strengthens City's efforts on improving roadway safety
 - ▶ Shows commitment from the BOR
- ▶ The City is working closely with the Connecticut Department of Transportation on addressing the State Road Safety crisis in Stamford
- ▶ TTP, Stamford Police, and the Vision Zero team are moving quickly with many actions coming in 2023
- ▶ Creation of the Vision Zero Action Plan

Stamford Vision Zero

Achieving zero roadway deaths by 2032