



PBTSAC VISION ZERO 10-YEAR PLAN

Workshop #3 – Principles & Strategies
November 19, 2020

Tonight's Activities



FINALIZE RECOMMEND CHANGES OR ADDITIONS, IF ANY, TO THE EXISTING SIX VISION ZERO PRINCIPLES.



BRAINSTORM STRATEGIES AND ACTIONS THAT THE PBTSAC WOULD WANT TO SEE IN THE 10-YEAR STRATEGIC PLAN.



PREPARE FOR WORKSHOP #4 – PRIORITIZATION OF RECOMMENDATIONS.



VISION ZERO PRINCIPLES

PRINCIPLES AGREED TO LEAVE AS IS

- **#1 Transportation–related deaths and severe injuries are preventable and unacceptable.**
- **#2 Human life takes priority over mobility and other objectives of the road system.** The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
- **#4 People are inherently vulnerable, and speed is a fundamental predictor of crash survival.** The transportation system should be designed for speeds that protect human life.

PRINCIPLES AGREED TO REMOVE

- **#5 Safe human behaviors, education, and enforcement are essential contributors to a safe system.**

PRINCIPLES TO KEEP, BUT WITH CHANGES

- **#6 Policies and resources at all levels of government need to align, making safety the highest priority for roadways.**

PRINCIPLES LEFT TO DISCUSS (1/2)

- **#3 Human error is inevitable;** the transportation system should be designed to anticipate error so the consequences are not severe injury or death. Advancements in vehicle design and technology, as well as roadway engineering advancements, personal electronic device innovations, etc., are necessary components for avoiding the impacts of human errors.
 - Is it more accurate to say behavior vs error? How can human behaviors be acknowledged?
 - How can we streamline this principle? Do we need the last sentence?
- ***Potential new language:***
 - “People will make mistakes; the transportation system should be designed so those mistakes aren’t fatal.” – Austin, TX Vision Zero
 - “Safety work should focus on systems-level changes above influencing individual behavior.” – Denver Vision Zero

PRINCIPLES LEFT TO DISCUSS (2/2)

- **NEW: Equity principle.**
 - How should equity be included in the Vision Zero principles?
- **Potential option**
 - Allocate funding and resources to communities that experience a disproportionate burden of traffic-related fatalities and serious injuries.
 - Use equity lens, data, and evidence to address historical inequities and make meaningful improvements to traffic safety outcomes.

ARE WE MISSING ANYTHING?

EXAMPLE PRINCIPLES FROM [OECD/ITF 2015](#)

Humans
Make Errors

Humans are
Vulnerable to
Injury

Responsibility
is Shared

No Death or
Serious Injury
is Acceptable

Proactive vs
Reactive



BUILDING LONG- TERM STRATEGIES

POTENTIAL TOPIC AREAS

PED/BIKE
INFRASTRUCTURE

LIGHTING

SAFETY TO/FROM
TRANSIT

ENFORCEMENT OF
TRAFFIC LAW

EDUCATION
CAMPAIGNS &
OUTREACH

BUDGET
PRIORITIZATION

OTHER?

HOW ARE WE CENTERING EQUITY, DATA, AND EVIDENCE IN THESE RECOMMENDATIONS?

STRATEGIES WORKPLACE

- Go to Excel workbook



WORKSHOP #4 – PRIORITIZING RECOMMENDATIONS

PBTSAC HOMEWORK

- A survey will be sent to all members allowing you to rank and comment on topics discussed tonight.
- The survey will also be a place where you can add additional thoughts for topics we did not get to tonight.