

# 2023 Columbia Vision Zero Update

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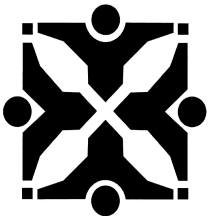
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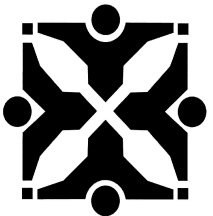
# OVERVIEW

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- What is Vision Zero?
- What is the Safe Systems approach?
- How did Columbia get to Vision Zero?
- Overview of Columbia's Action Plan & Updates
- What you can do to support Vision Zero



# SAFE SYSTEMS APPROACH



**VISION**  **2030**  
**Zero**

# SAFE SYSTEMS APPROACH

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## THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

### Traditional

Prevent crashes

Improve human behavior

Control speeding

Individuals are responsible

React based on crash history

### Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

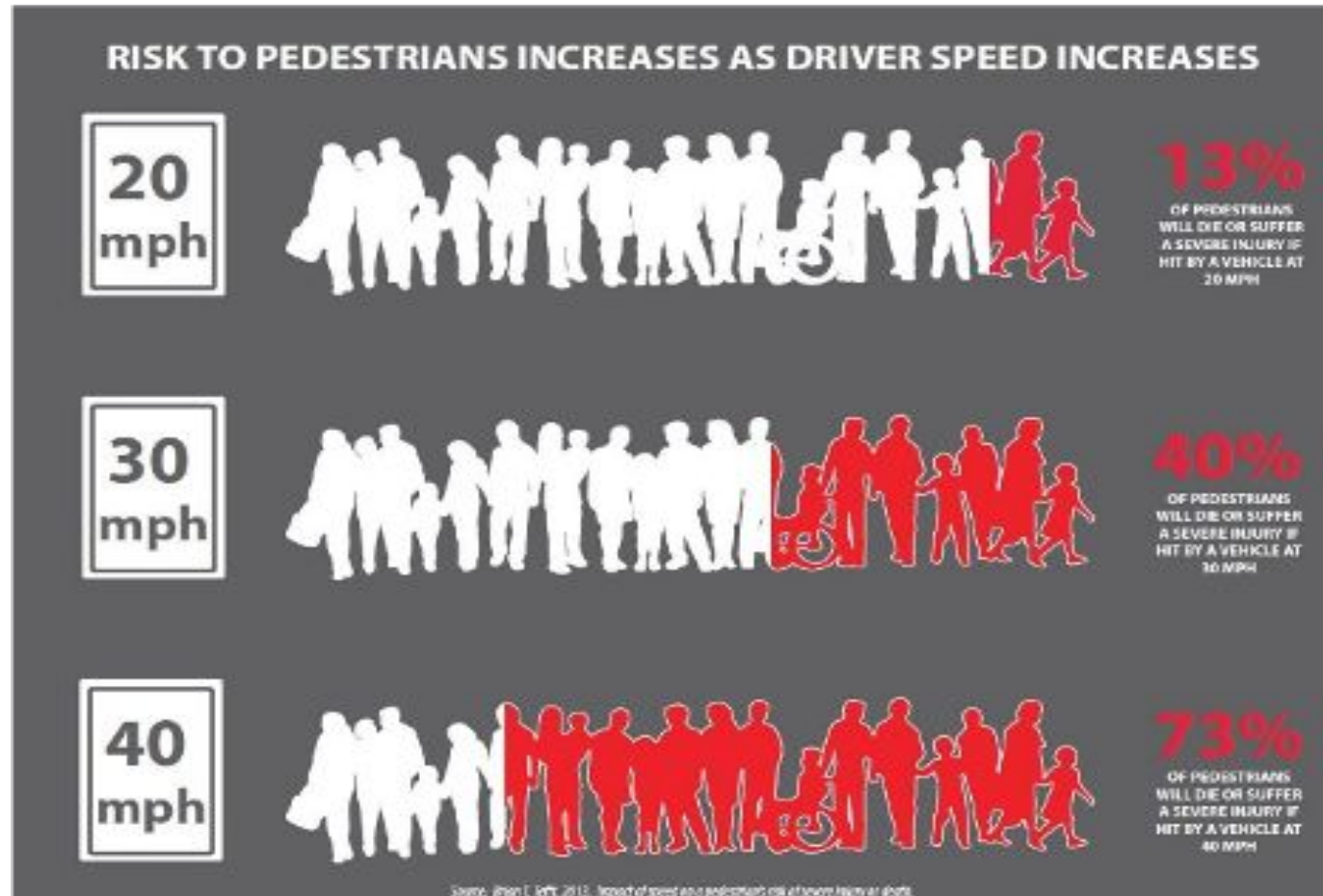
Reduce system kinetic energy

Share responsibility

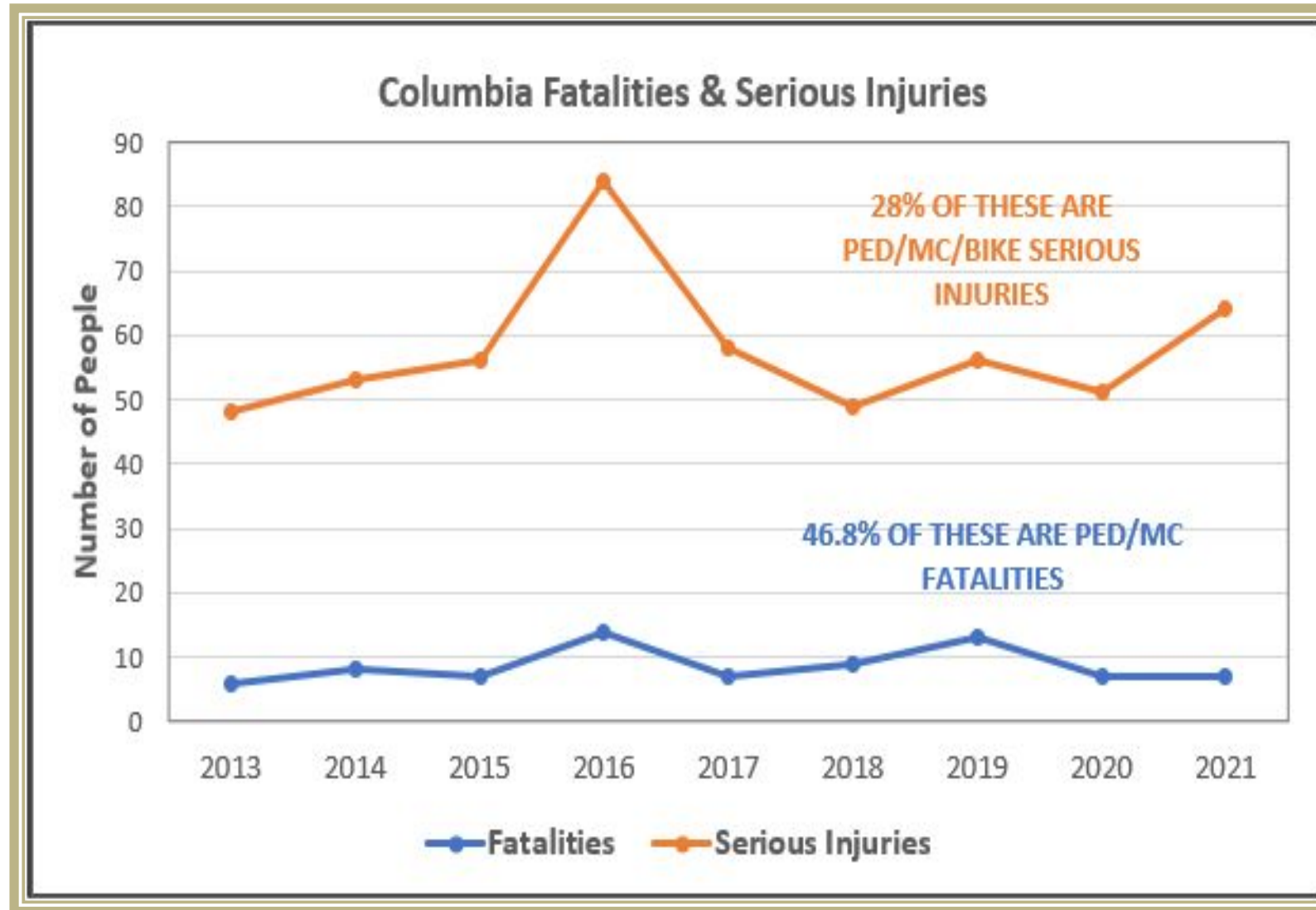
Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

# Human Vulnerability & Speed



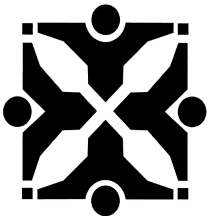
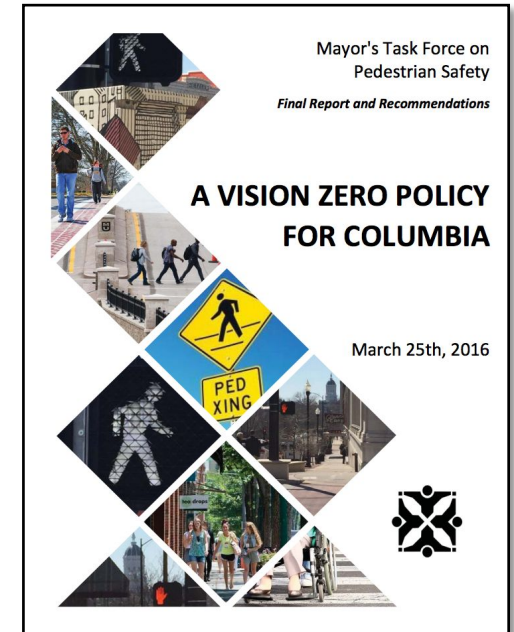
# WHY IS VISION ZERO NEEDED?



# HOW WE GOT TO VISION ZERO

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- 2015 - Mayor's Task Force on Pedestrian Safety
- 2016 - City Council resolution (PR178-16A)
- 2017 – First Vision Zero Action Plan developed



# Vision Zero Council Resolution

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- December 19, 2016
- Adopted Vision Zero policy
- Early adopter
- Deaths and serious injuries preventable and unacceptable
- Set goal to eliminate traffic deaths and serious injuries by 2030
- Focus on vulnerable road users
- Policy alignment with other City plans
- Focus on equity



**VISION**  **2030**  
**Zero**



# Vision Zero Council Resolution

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- Speed related to serious injuries and deaths
- Aligned with MoDOT strategic plan
- CPS policies
- Set the following as guiding principles for transportation system planning, design & operations:
  - Safety most important factor in decisions
  - Traffic deaths and serious injuries are preventable & unacceptable
  - Systems should be designed and operated so user errors aren't fatal

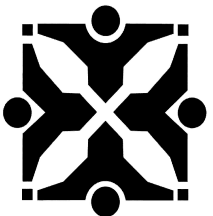


 **VISION Zero** 2030

# Vision Zero Council Resolution

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- Directed review of Mayor's Task Force findings & recommendations & formation of Vision Zero Plan
- Included implementation plan guidelines

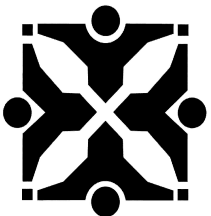


# ACTION PLAN

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- Vision Statement

“Working together we will take equitable and data-driven actions that will eliminate deaths and serious injuries for all who share Columbia streets by 2030. The City of Columbia, partner agencies and organizations, and community members will work together to realize this vision.”



# FORMATION OF ACTION PLAN

- **Public Input**

- Input meetings for each Engineering, Education, Enforcement – open to public, invites to key partners/stakeholders

- Ward town hall meetings

- Surveys

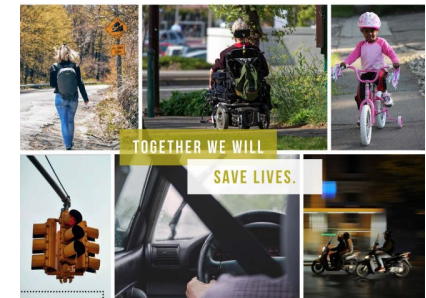
- **Staffing**

- Assigned City staff

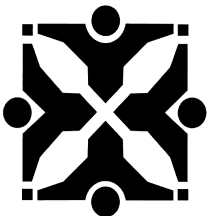
- Team Leads for 3E's

- Collaboration with PedNet(now LocalMotion)/MO

Foundation for Health Grant



RESPECTFULLY SUBMITTED BY CITY MANAGER MIKE MATTHES



# WHAT'S BEEN DONE

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- Vision Zero perspective incorporated into everyday work
- Established Crash Analysis Team
- Established Safe Systems Team
- Identified systematic focus areas for engineering solutions
- Conducted first Road Safety Audit (RSA) – Route B/Paris Rd
- Focus on dangerous driving behaviors
- SS4A Grant



# Systematic Focus Areas for Engineering Solutions

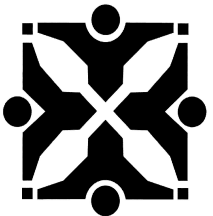
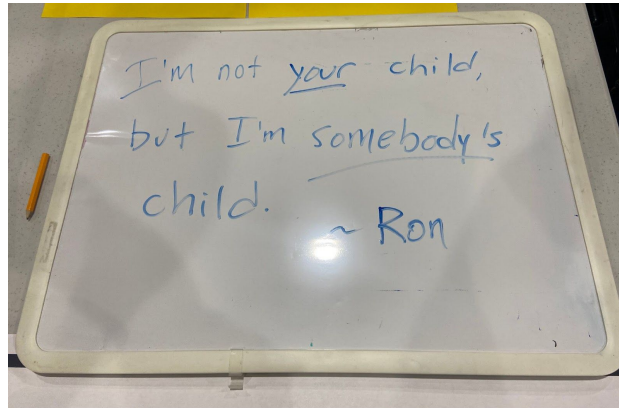
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- “Visibility of Things” (seek ways to improve the visibility of all things in the right of way)
- Clear zone/run off roadway/stay within the travel lane improvements
- “Safe Pedestrian Crossing” – in process of defining
- Speed
- Manage turning movements - seek ways to minimize conflicts related to all turning movements
- Focus on improving and minimizing conflicts related to left turn movements and seek ways to improve safety specifically for left turns

# Project Homeless Connect

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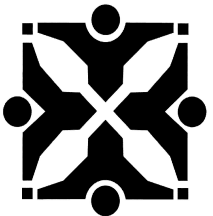
- Public Works staff attended event
- Provided 192 high-visibility backpacks
- Conducted short traffic safety survey
- Plan to participate in future PHC events



# WHAT'S TO COME

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- Update High Injury Network
- Update Action Plan
- Update Complete Street Standards
- Additional Road Safety Audits
- Marketing/Education Campaigns

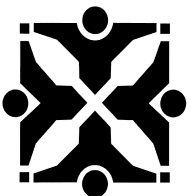




# WHAT'S TO COME

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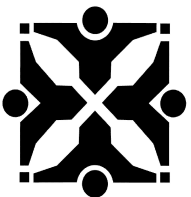
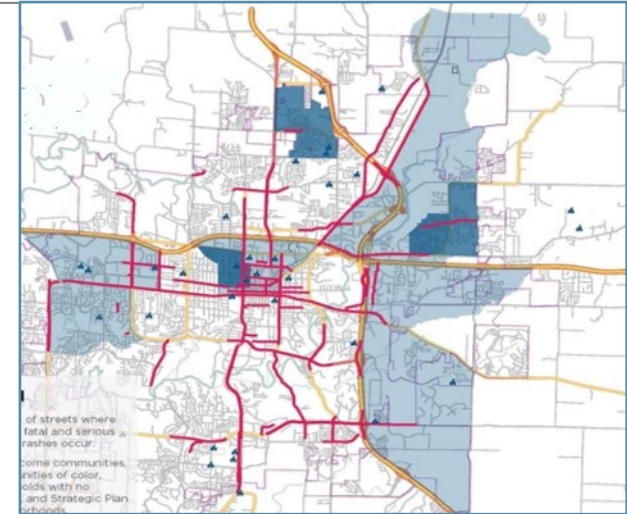
- More effectively engage underserved vulnerable road users
- Explore Traffic Court Diversion Program
- Explore Education Opportunities
- Vision Zero webpage
- Business Toolkit
- Identifying human risk factors for vulnerable road user crashes



# UPDATED ACTION PLAN

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- Based on High-Injury Network
- Safe System instead of three “E’s”
- Equity analysis
- Additional community input and engagement
- Involvement of several city departments and community partners
- Guide for future funding opportunities



# Safe Streets for All FY22 Grant

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- Applied for just over \$13.6 million
- Received just over \$1.4 million - supplemental planning projects
  - Highway Safety Manual Analysis
  - High-Injury Network Update
  - Reexamination of Complete Streets Policy
  - Leading Pedestrian Signal Exam
  - GoCoMo Transit Route Study
  - Pedestrian Level of Comfort Map



# Safe Streets for All FY22 Grant

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- 80/20 cost share
  - Federal share - \$1,440,000
  - City share - \$360,000
- Received highest award amount in Missouri
- Received almost as much as KC and St Louis combined



# New FY23 SS4A Application

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- Process currently open
- Closes July 10
- Next application will be more focused
  - Center on one major construction project
  - Updated equity analysis
  - Include demonstration/pilot projects
  - RSA
  - More Transit projects
  - Traffic Offender pilot municipal court diversion program
  - Education/behavior modification programming



# Potential Future SS4A Projects

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- Safety-related construction projects in several areas of city
- Pedestrian and bicycle infrastructure improvements
- Proven safety countermeasure pilot projects
- Additional road safety audits (RSAs)
- Safety improvements identified in previous RSAs
- Sidewalk master plan projects
- ADA Transition Plan improvements
- Improvements related to transit study
- Education/Behavior modification programs and strategies



# ACTIONS FOR CONSIDERATION

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- Emphasize safety in workplace culture
  - Training
  - Policies
  - Walk the walk
- Set a good example – family, friends, employees
  - Always buckle up – Every Trip, Every Time
  - Put your phone away when you drive
  - Never drive impaired
  - Follow speed limits



# ACTIONS FOR CONSIDERATION

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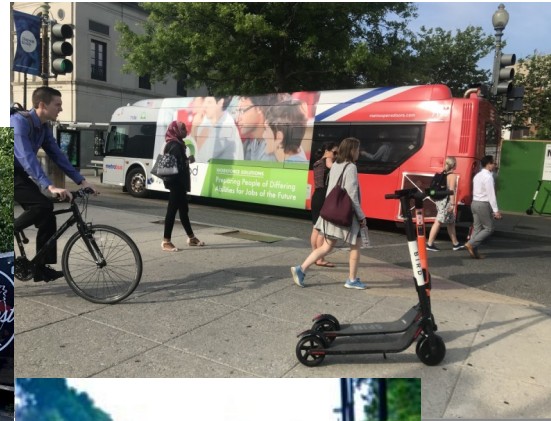
- View proposed projects through lens of vulnerable road users
- Funding for Vision Zero program needs
- Promote traffic safety innovations & improvements
- Support community outreach & engagement
- Prioritize
  - Road designs that encourage safe speeds
  - Complete Streets for all road users
  - Safe, convenient options for transit, walking & biking
  - Equitable strategies & outcomes





# WHY IS THIS IMPORTANT?

- Safe transportation related to other crucial areas:
  - Equity
  - Health outcomes
  - Education outcomes
  - Climate concerns
  - Workforce needs
  - Economic development



# WHY IS THIS IMPORTANT?

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# Questions?

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