Vision Zero: Building from the Ground Up
Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.
Charlotte, NC

Vision Zero

Safer Streets for Charlotte

As a community, it’s our responsibility to eliminate traffic deaths and serious injuries for all who share Charlotte streets by 2030.

- Vision Zero Commitment

Get ready for lower speed limits, more speed humps and more stop signs in Charlotte
Fremont, CA
Tampa, Florida & Hillsborough County
Macon, GA

VISION 4 NETWORK
Driving too fast is an epidemic which not only causes crashes but leads to more serious injuries and deaths.

Furthermore, drivers who drive too fast cannot bear the full blame. This is because that's how engineers, planners and city leaders here and in other cities have designed roads for decades — we invite people to drive too fast.

- St. Pete Mayor
  Rick Kriseman
Double Down on What Works
Accelerate Advanced Technology
Prioritize Safe Systems
Safety in All Policies
Data: Not all Communities’ Safety is Treated Equitably

People Killed While Walking by Income

- Low-Income: 2x as likely
- High-Income:

Govern, August 2014
© 2015 Safe Routes to School National Partnership

People Killed While Walking

- African American: 2x as likely
- Latino: 2x as likely
- White:

Govern, August 2014
© 2015 Safe Routes to School National Partnership

Communities with Sidewalks

- High income: 90%
- Low income: 49%

Bridging the Gap, Income Disparities in Street Features that Encourage Walking, 2012
© 2015 Safe Routes to School National Partnership
Portland, Oregon

Portland will prioritize investments where the High Crash Network and Communities of Concern overlap.

Denver, Colorado

The CoC represent areas that have low income and education levels, high concentrations of seniors and people with disabilities, low rates of vehicle ownership, high obesity rates, and high numbers of schools and community centers. 

39% of all traffic deaths and 47% of pedestrian deaths happened in the CoC. There is substantial overlap between the HIN and CoC. We will focus many of our Vision Zero efforts in these areas.
Protesters march in New York City against the killing of Philando Castile and Alton Sterling earlier this summer. // Bria Webb/Reuters

Vision Zero's Troubling Blind Spot

LAURA BLISS  SEPTEMBER 1, 2016

The safe-streets campaign has pushed for more law enforcement at a time when communities of color feel targeted.
LAPD will drastically cut back on pulling over random vehicles over racial bias concerns
Several years into a ten-year “Vision Zero” target, some cities that took on a radical safety challenge are seeing traffic fatalities go up.
SAFETY OVER SPEED

SAFE STREET DESIGN
SAFE SPEED LIMITS
AUTOMATED SPEED ENFORCEMENT

VISION NETWORK
Safe Systems,
not traffic stops
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