

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission
Sent: Tuesday, April 16, 2024 12:38 PM
To: Cespedes, Christopher
Subject: RE: Transportation Commission Meeting Materials and Agenda

From: Peter Houk <xxxxxxx@gmail.com>
Sent: Sunday, April 14, 2024 8:20 PM
To: Cespedes, Christopher <xxxxxxx@a2gov.org>
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Subject: Re: Transportation Commission Meeting Materials and Agenda

Dear Commissioners:

One of our agenda items this week is Ann Arbor's crash response protocol. I'm eager to have a discussion about what our community response should be when someone is seriously injured or killed in a crash. Getting to our Vision Zero goal will require more investment in studying, reacting to, and fixing the causes of the crashes that stand between us and our goal of zero serious injuries and deaths.

Developing a robust crash response protocol is called out in our transportation plan, as a short term strategy led by engineering. You can find that recommendation [here on page 127](#).

Many other cities have already created enhanced crash response protocols. Below are examples from three cities.

[New York City has created a crash response and analysis unit within their department of transportation.](#)

[Indianapolis created a commission that evaluates every fatal crash in the city and recommends changes.](#)

[Portland maintains an online list of infrastructure changes that have been implemented after fatal crashes.](#)

This graphic from The Vision Zero Network shows how crash analysis fits into the transportation system. When road users make mistakes, the analysis of what went wrong is fed back to the planners and policy makers. The recent presentation on 2022 crashes attributed many crashes to driver errors like "failure to yield." Human users of the transportation system are going to make mistakes. We need a crash response process that will help us understand why a crash happened and what we should do to eliminate or mitigate future crashes.

Safe Systems = Safe Mobility



I'm looking forward to the meeting this week, and to hearing your thoughts on Ann Arbor's crash response processes.

Thanks

Peter Houk