

Resolution to Support Vision Zero Related Activities

Whereas, on October 5th, 2015, City Council accepted the recommendations of the Pedestrian Safety and Access Task Force and affirmed the vision zero goal of zero traffic fatalities by 2025 ([R-15-321](#));

Whereas, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safety, health, and equitable mobility for all;

Whereas, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes;

Whereas, Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries;

Whereas, Vision Zero encourages utilizing a “Safe Systems” approach to identify crash trends and patterns to help identify future problem areas and work to prevent severe crashes before they happen. This means determining, analyzing, and addressing the underlying risk factors that influence dangerous actions;

Whereas, City of Ann Arbor staff currently utilize a Safe Systems Approach;

Whereas, in 2017, there were 3,422 total crashes within the City of Ann Arbor, 3 fatalities, 31 serious injuries, 57 crashes involving pedestrians, and 56 crashes involving cyclists;

Whereas, on November 26, 2016, City Council voted to establish a Transportation Commission to advise the City Council and city administrator on transportation grants, streets and highways, public rights-of-way, bus and rail service, pedestrian and bikeway programs and projects, safety-related programs and projects, and regulation of vehicles for hire;

Whereas, the Transportation Commission’s Speed Reduction Committee offered seven specific recommendations:

1. Dedicated Funding and Staffing for Implementing Vision Zero;
2. Adopt City Policy of Using Safe Systems to Design Roadways;
3. Increase Enforcement Efforts;
4. Expanded and Sustained Public Outreach Campaigns;
5. Amend the Traffic Calming Program;
6. Lobby for Speed Changes on State-owned Roads; and
7. Create a Vision Zero Task Force.

Whereas, *Reducing Speeding-Related Crashes Involving Passenger Vehicles* (Safety Study NTSB/SS-17/01 PB2017-102341. National Transportation Safety Board, 2017) recommends adoption of a safe system approach to setting speed limits;

Whereas, The safe system approach to speed limits differs from the traditional view that drivers choose reasonable and safe speeds. In the safe system approach, speed limits are set according to the likely crash types, the resulting impact forces, and the human body's ability to withstand these forces;

Whereas, on March 21, 2018, the Transportation Commission accepted the recommendations of the Speed Reduction Committee;

Whereas the Non-Motorized Plan recommends “designing facilities to the best currently available standards and guidelines” including the NACTO Urban Street Design Guide and NACTO Urban Bikeway Design, among others,

Whereas on June 20, 2018, the Transportation Commission passed a resolution to recommend a [Vision Zero Transportation Plan Update](#); now, therefore, be it

RESOLVED, the Transportation Commission recommends Council formally recognize the *ITE/CNU Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* as a resource for guidance on the development of streets in Ann Arbor; and

RESOLVED, the Transportation Commission requests to receive project information and opportunity for input on all transportation projects that involve an opportunity for roadway reconfiguration on major streets as defined by ACT51 and provide input to Engineering on recommended design elements consistent with Vision Zero principles; and

RESOLVED, The Transportation Commission urges the City Administrator to implement ‘Recommendation 3: Increase Enforcement Efforts’ from the [Transportation Commission Speed Reduction Committee Recommendations](#); and

RESOLVED, the Transportation Commission recommends the City Administrator implement ‘Recommendation 7: Create a Vision Zero Task Force’ from the [Transportation Commission Speed Reduction Committee Recommendations](#), including community stakeholders and integrated with other on-going efforts including the Transportation Plan Update; and

RESOLVED, The Transportation Commission recommends the Vision Zero Task Force be integrated into the City’s Vision Zero Transportation Plan Update process, oriented to developing a plan with clear strategies for eliminating all traffic fatalities and serious injuries in the City by 2025.