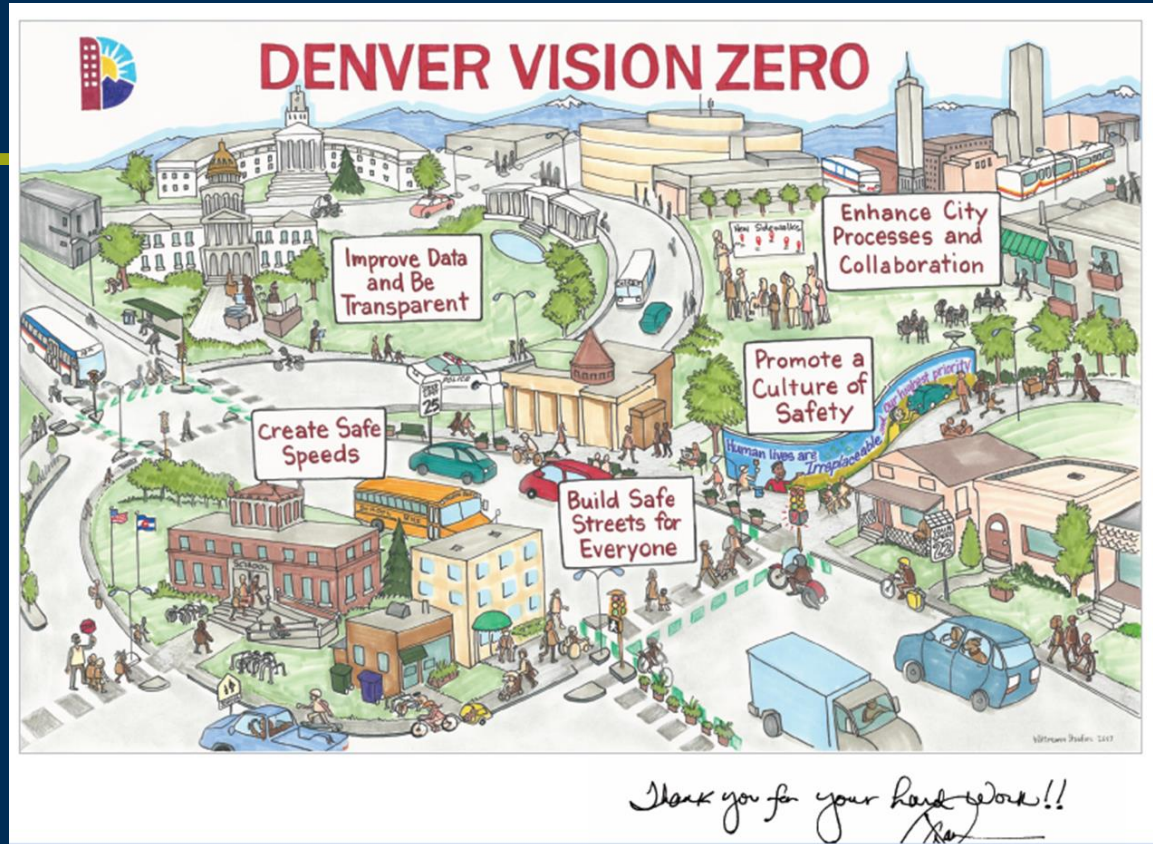


Denver's Vision Zero



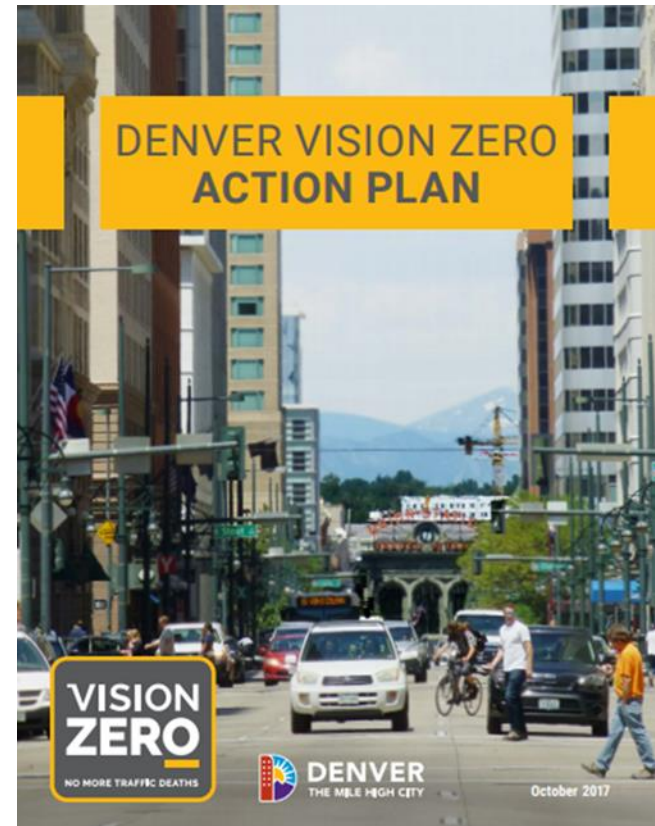
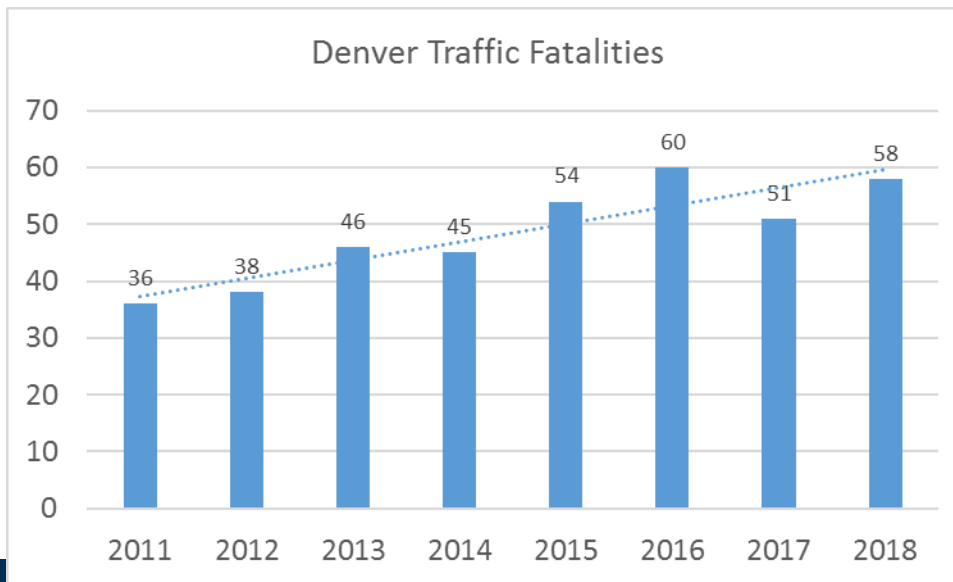
Michele Shimomura, MS, MPH

Denver Dept. of Public Health & Environment

Our Call to Action

Five-year Action Plan for eliminating traffic deaths by **2030**.

Someone loses their life every **six days** while traveling in our city. We do not have to accept this as inevitable.



Our Call to Action

In Denver, compared to a motorist:



Pedestrians are approximately **30 times** more likely to die in a crash

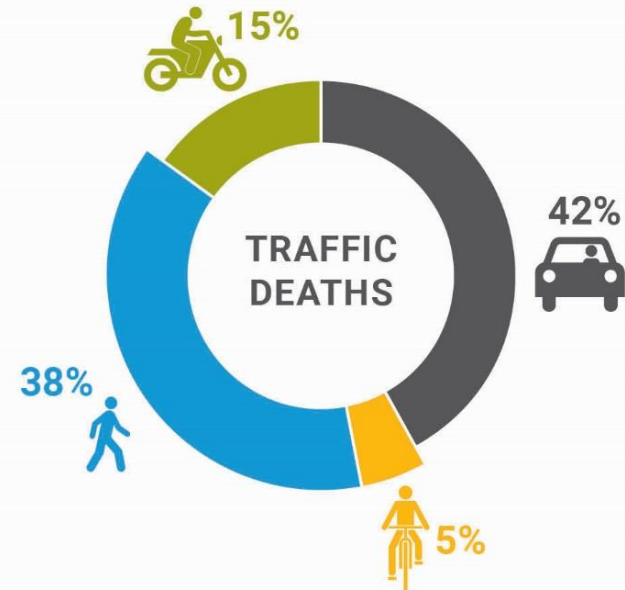
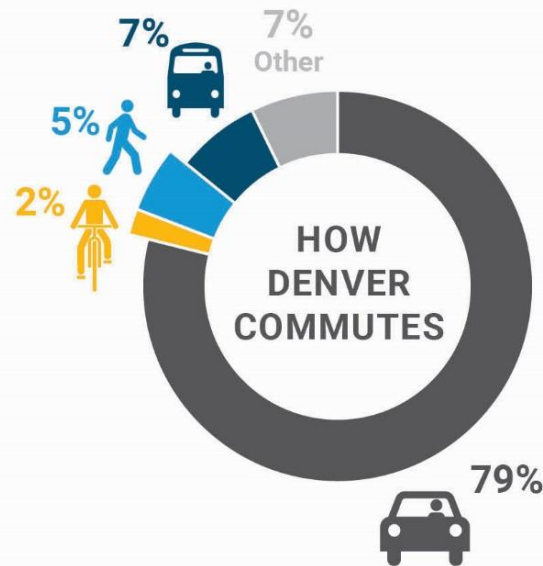


Motorcyclists are nearly **13 times** more likely to die in a crash



Bicyclists are **6.5 times** more likely to die in a crash

Denver traffic modes versus traffic deaths:



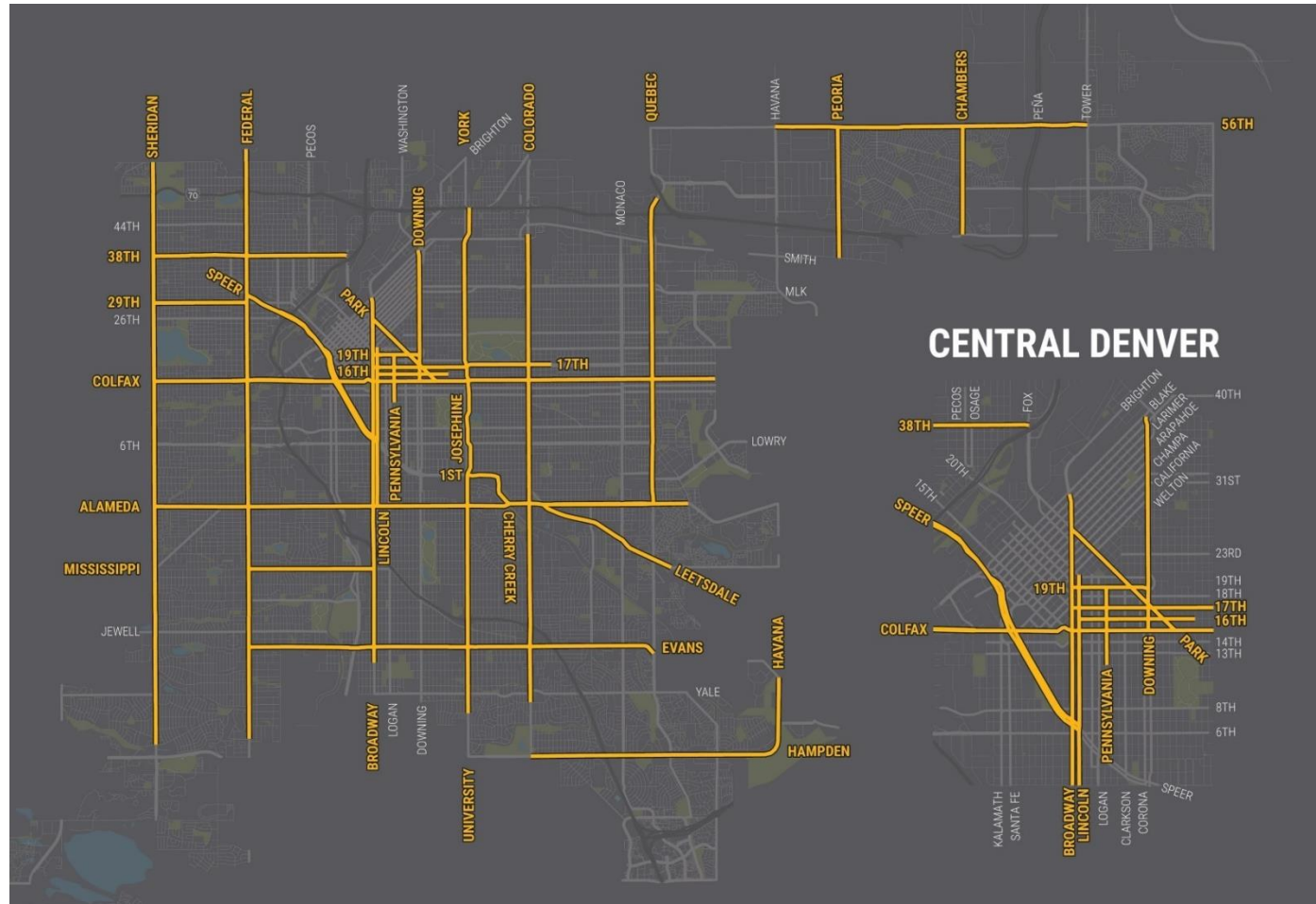
Denver population size (2017 est., ACS):

704,621 (600,158 in 2010)

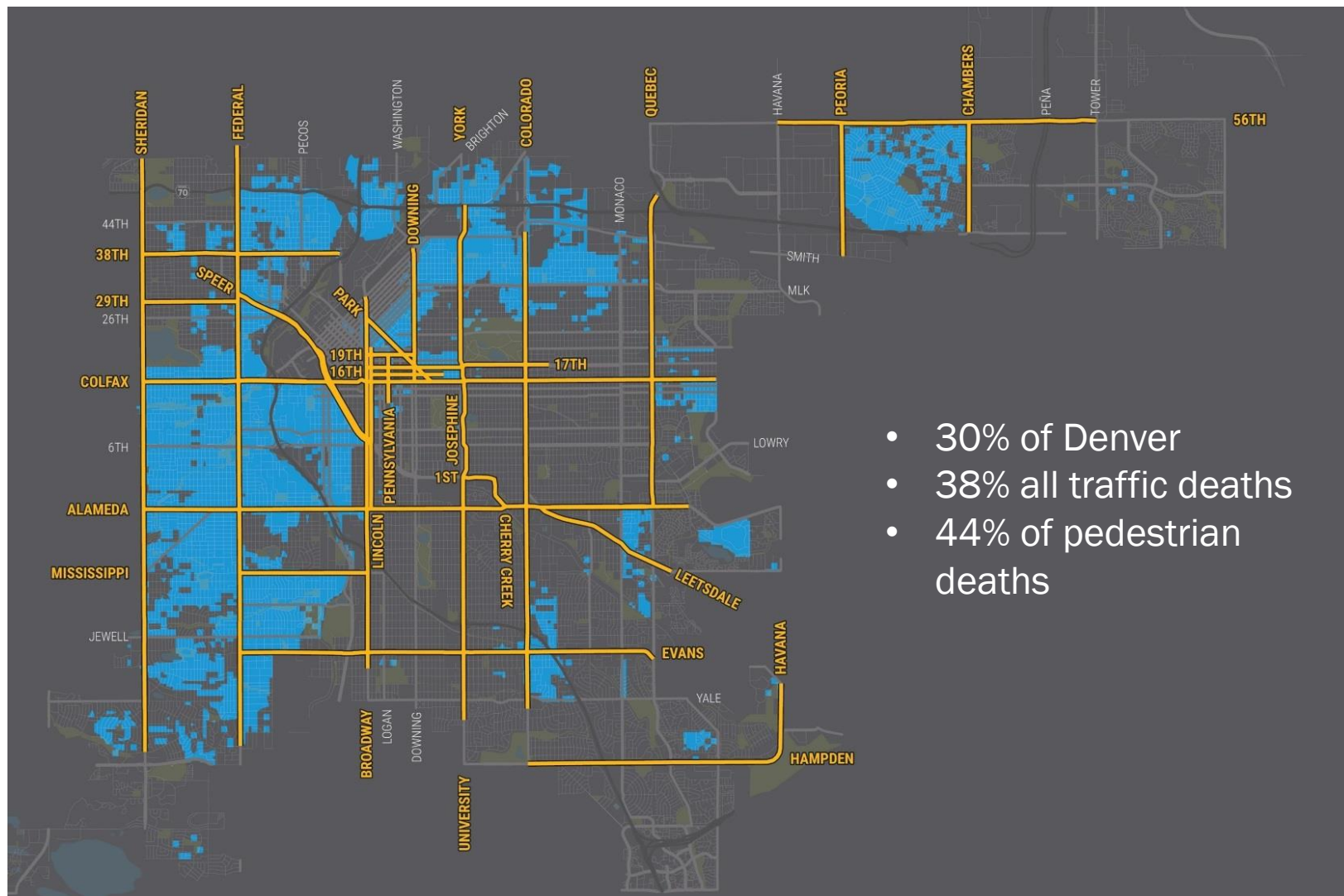
➤ 100,000+ person increase

High Injury Network (*all modes*)

- 123 miles
- Around 5% of Denver's street network
- ~50% of fatalities occurred on HIN



Communities of Concern (CoC)



Denver's Plan

1. Enhance Processes and Collaboration
- 2. Build Safe Streets for Everyone**
- 3. Create Safe Speeds**
- 4. Promote a Culture of Safety**
5. Improve Data and Be Transparent

Safe Streets

Keep it simple.

Basic traffic engineering concepts.

- Reduce the **number** of conflicts
- Reduce the **severity** of conflicts

...And keep the city moving smoothly

Safe Streets

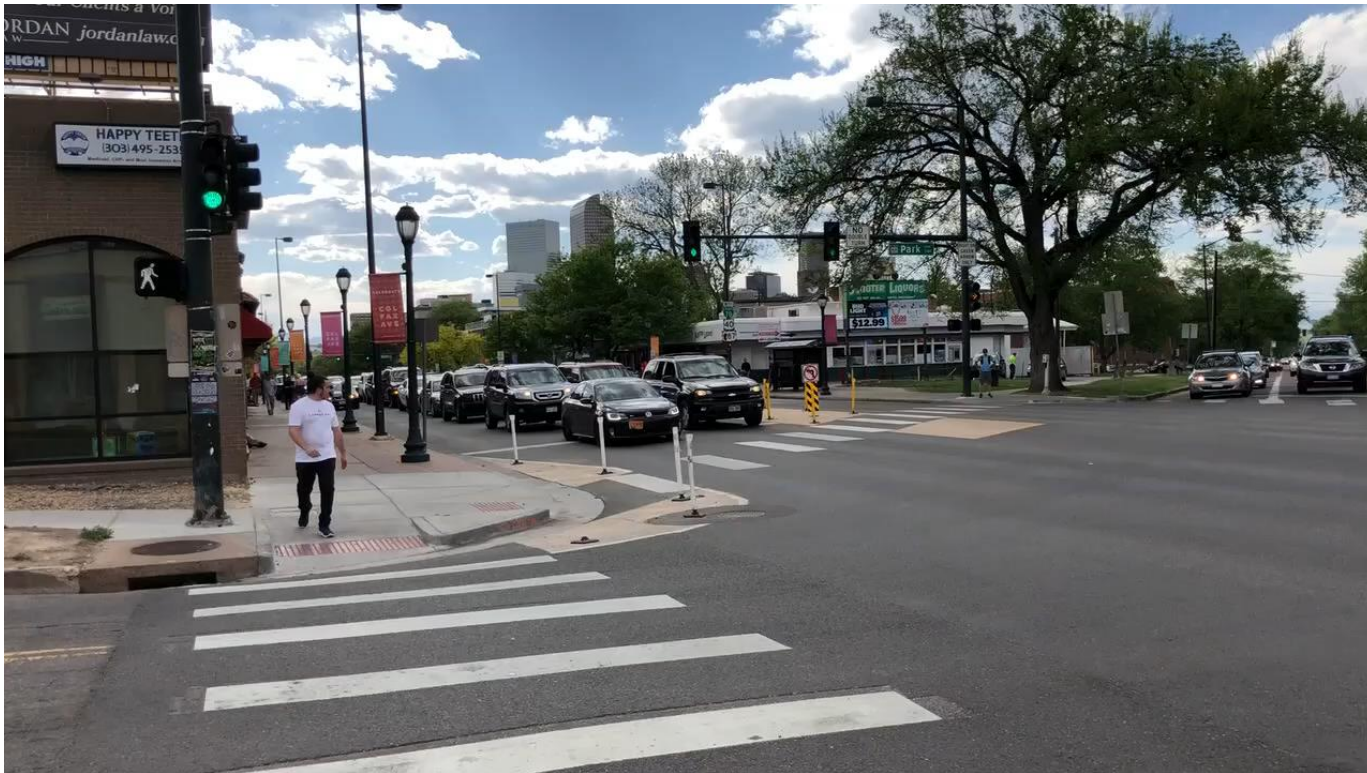
Curb Extensions



8

Safe Streets

Curb Extensions



9

Safe Streets

Curb Extension –Green Infrastructure



10

Safe Streets

Pedestrian Refuge Islands



11

Safe Streets

Pedestrian Refuge Islands



12

Safe Streets

Pedestrian Refuge Islands



13

Safe Streets

Leading Pedestrian Interval (LPI)



14

Safe Streets

Protected-Only Lefts

Before Condition – Six-second leading pedestrian interval

After Condition – Lagging protected-only left turn



15

Safe Streets

Rapid Rectangular Flashing Beacon (RRFB)



16

Safe Streets

Pedestrian Hybrid Beacon



17

Safe Streets

Roundabout Pilot



Safe Speeds

- Infrastructure
- Education
- Enforcement



DRIVE SAFE



Be an aware driver

- **It is illegal in the State of Colorado** to text, email or surf the web while driving a motor vehicle.
- **Turn off your phone** or put it out of sight. Navigation should be programmed prior to driving.
- **Be ready for driving, don't be distracted** by seats, mirrors, climate controls, clothing, etc.
- **Secure everything** – children, pets, positions. Multitasking takes your attention away from the road.
- **Slow down, and be prepared to stop** when turning/entering a crosswalk or school zone.
- **Always look at cross traffic** to ensure they've stopped at their red light or stop sign.

denvergov.org/visionzero



Pedestrian and Bicycle tips too

Culture of Safety

- Safe Routes to School
- Teen Driving
- Booster Seat Education
- Vision Zero Community Program
- Vision Zero Messaging Programs
- Vision Zero Educational Modules



Focus Areas: Priorities

Focusing efforts on the most dangerous streets and in the most vulnerable communities is a responsible use of limited City resources.

Equity: Communities of Concern

→ ↻ ↗ geospatialdenver.maps.arcgis.com/apps/MapJournal/index.html?appid=e333ca7679ec40c2a3ef449e3b11743

Apps CCD Resources DEHWEB - Home Split Raster—Help | Embedding a Story M Globeville and Elyria 1128_739.pdf Removing Tableau P The Neighborhood SRTSNP/LACBC.Com healthy la data - Go healthyplan.la/inter Information is Beautiful

Vision Zero: No More Traffic Deaths

Denver Vision Zero

No issues detected »

Communities of Concern

The Communities of Concern show areas of Denver where more vulnerable populations live. These areas are places with higher speeds, in closer proximity to schools and high school density, elderly populations, disability populations, and those with no vehicle ownership.

In this map, the most vulnerable populations, with the highest Community of Concern value, are the darker, brown shades, while the least vulnerable are the lighter colors.

To identify the highest need segments of the HIN, the HIN was overlaid on the COC map and the average underlying COC values were attributed to each HIN segment. In this way, the HIN can be prioritized.

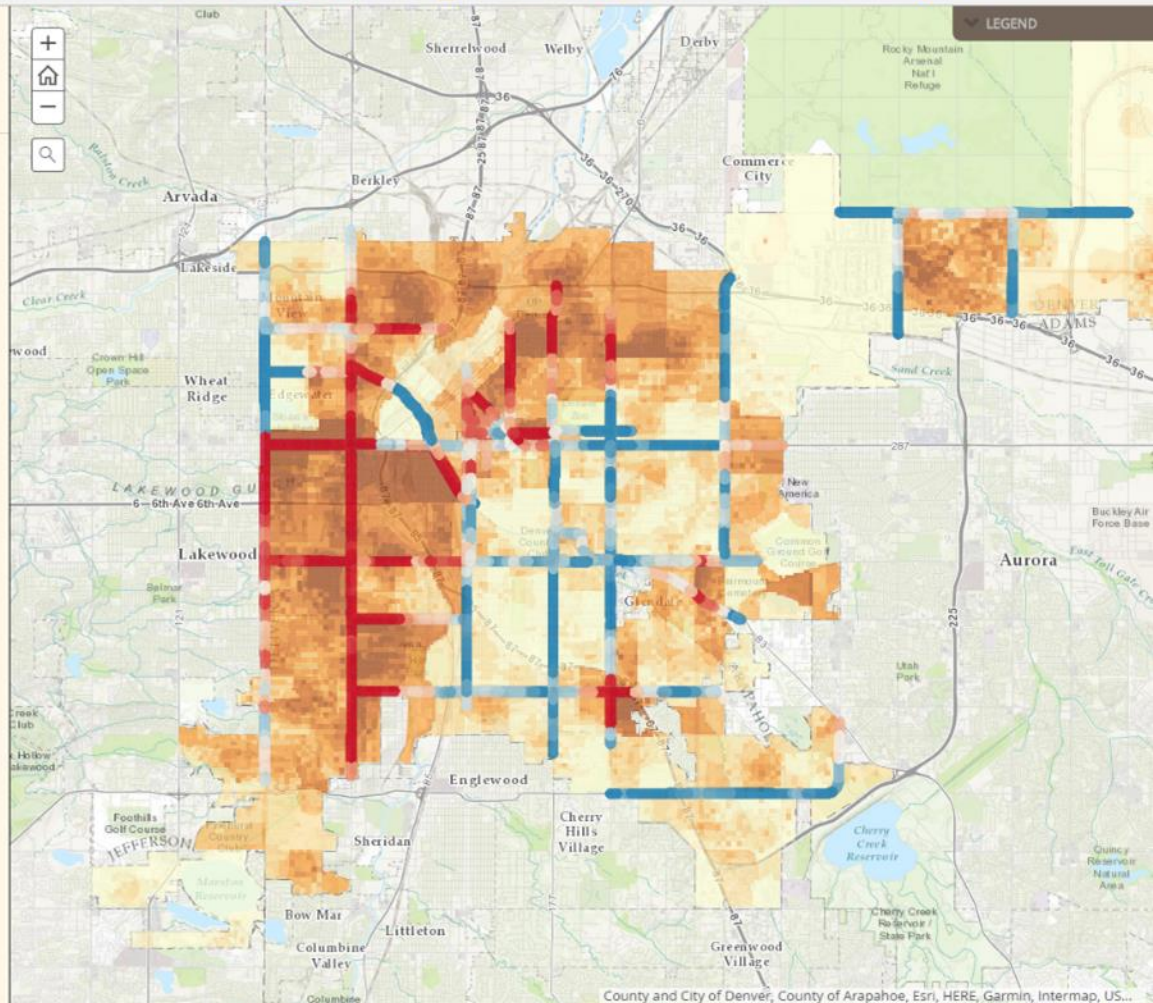
The segment of the HIN in the highest vulnerability areas are dark red, the blue segments are the least vulnerable.

In general, these populations are potentially more reliant on the safety of the public infrastructure. Bicyclists, pedestrians, children the elderly, and the disabled population are disproportionately more vulnerable to unsafe traffic conditions. It is well documented that residents of low-income neighborhoods and communities of color are injured and killed by traffic violence at higher rates than residents of other communities.

In the following sections, each component of Denver's Communities of Concern will be described.

Older Adults and No Vehicle Ownership

Older adults are vulnerable to traffic injuries and fatalities as well as adults without vehicle ownership. These populations must rely on the public infrastructure for transportation. This HIN Community of Concern equally weights adults over 70 years old



VISION ZERO

NO MORE TRAFFIC DEATHS



DENVER
THE MILE HIGH CITY

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