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PART I

Vision Zero Action Plan
OKLAHOMA CITY



PART I

Chapter 1: Creating a Vision

Safety Guiding Principles

Chapter 2: Engaging the Community

Introduction
Project Timeline
Vision Zero Advisory Board
Internal Work Sessions
Public Events
Online Engagement

CHAPTER 1: CREATING A VISION

> ***Through this holistic approach Vision Zero aims to achieve the goal of eliminating all traffic fatalities and severe injuries.***

SAFETY GUIDING PRINCIPLES

The Oklahoma City Vision Zero Safety Action Plan was developed using three guiding principles to help Oklahoma City achieve their goal of zero traffic related fatalities in the City: Vision Zero, Safe System Approach, and the Six Es of Safety. The Vision Zero Safety Action Plan will assist City Staff and local partners through making informed decisions when identifying projects that will improve traffic safety in the City.

VISION ZERO

Vision Zero is a traffic safety initiative, pioneered in Europe, that enacts change through prioritizing the principles of safe road design, enforcement, education, and community engagement. Through this holistic approach Vision Zero aims to achieve the goal of eliminating all traffic fatalities and severe injuries. The Vision Zero initiative recognizes that human error is inevitable therefore road systems should be designed to mitigate consequences of mistakes. Through the emphasis of a comprehensive approach to crash related injury reduction cities can experience improvements in quality of life, safety, and community mobility.

The Vision Zero initiative is different from other approaches, because it works to create a shift in the community through challenging the idea that traffic injuries and fatalities are simply a byproduct of modern transportation network. Instead, promotes the idea that there is a possibility of creating a safe and accessible transportation for all and opens the opportunity to influence real change in a community. Although the Vision Zero goal is a large goal, every step closer to the goal, every reduction in a traffic related injury or fatality, has a tremendous positive impact on a community.

SAFE SYSTEM APPROACH

The Safe System Approach was pioneered in the 1990's by Swedish road safety expert, Claes Tingvall. The Safe System Approach is the framework and mechanism by which this Vision Zero Action plan can be implemented. There are six key principles that can be utilized to implement the elements of the Safe System Approach, and are as follows:

DEATH OR SERIOUS INJURY IS UNACCEPTABLE

Focusing attention on preventing fatal and severe crashes over minor crashes so residents are better protected on the public roads.

HUMANS MAKE MISTAKES

Human error is inevitable, inevitably leading to crashes, but a roadway system that accounts and accommodates for this fact can mitigate the effects (avoiding serious injury or death).

HUMANS ARE VULNERABLE

Human tolerance to crashes is a recognized and measurable benchmark (kinetic energy transfer can be measured) and should be incorporated into design considerations.

RESPONSIBILITY IS SHARED

No single party is responsible for crash prevention alone, but collectively all parties are responsible. This includes transportation designers and engineers, users, law enforcement, vehicle manufacturers, and publicly appointed decisionmakers.

SAFETY IS PROACTIVE

Rather than responding to tragedy, measures should be taken beforehand to identify and mitigate potential risks.

REDUNDANCY IS CRUCIAL

Affecting change requires strengthening of all Safe Systems elements. In the case that one element fails, redundancy prevents systemwide failure, ensuring people are protected.

The Safe System Approach is a principles-based approach intended to eliminate serious and fatal injuries. This approach acknowledges that humans make mistakes that can be offset through traffic safety planning. Efforts to mitigate or lessen the physical impacts on the human body include roadway design, reducing speeds, physically separating automobiles from alternative road users, as well as technological advancements in vehicles, such as lane departure assist and autonomous emergency breaking.

There are five complementary objectives outlined by the U.S. Department of Transportation (USDOT) that correspond to and support implementation of the Safe System Approach detailed below:

1. **Safe Roads** are not defined by their design alone. Rather, the road design, construction, maintenance, operation, and countermeasures work collaboratively to improve safety.
2. **Safe Speeds** have a direct correlation with increased rate of survival in crashes. Reducing speeds reduces impact, improves visibility, and affords drivers additional breaking time.
3. **Safe Vehicles** are responsible for mitigating or preventing the potential impacts of crashes. Active safety measures can help prevent crashes from occurring, while passive measures can lessen the implications of a crash.
4. **Safe Road Users** bear the burden of responsibility for complying with rules and regulations of the roadway.
5. **Post-Crash Care** accounts for the actions of those that respond to a crash, whether it be emergency services, law enforcement, or clean up.

FIGURE 2: THE SAFE SYSTEM APPROACH



Source: USDOT

SIX "E'S" OF SAFETY

Similar to how the Safe System Approach works, the Six Es of Safety are components of an integrated and comprehensive framework. While every community varies in its composition and understanding of safety, the Six Es can be deployed at all levels to enhance the user experience and improve safety.

ENGINEERING

Engineering projects and interventions in support of Vision Zero may be implemented through the built environment to improve safety. Calming traffic and improving safety for all users is the primary goal. Examples of engineering projects proven include the implementation of safety countermeasures, or traffic calming measures that reduce speeding.

EDUCATION

Education can improve safety by raising awareness of transportation choices, furthering, or establishing the benefits of multimodal transportation, and demonstrating the proper way to utilize the system, thus reducing the margin of error.

EVALUATION

Evaluation can support both proactive and responsive measures. Understanding the when, where, and why of crashes allows us to respond to historical trends and adjust to improve future safety. Similarly, careful evaluation can help head off potential issues before they reach greater severity.

EQUITY

Equity efforts must be made to acknowledge and rectify the imbalance and additional burden that disadvantaged populations carry. Vulnerable and disadvantaged populations are historically under-served and deserve access to the same information and infrastructure as everyone else.

ENFORCEMENT

Enforcement can ensure that traffic laws and regulations are being followed by system users, while also ensuring that profiling does not occur. Enforcement can also target and prioritize problem behaviors like speeding and other dangerous behavior over minor infractions.

ENCOURAGING

Encouraging the community to further their knowledge and understanding of safety principles can be fun and interactive. Events and activities can support and promote better behavior.