



2018 Vision Zero Scorecard

November 2019

Members

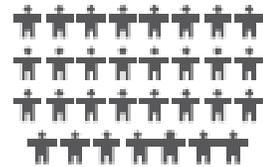
American Heart Association
Bike Walk RVA
Communities in Schools
Greater Richmond Fit4Kids
Groundwork RVA
Partnership for Smarter Growth
Plan RVA
RVA Rapid Transit
Richmond City Health District
Richmond Food Justice Alliance
Richmond PDR
Richmond PRCF
Southern Environmental Law Center
Storefront for Community Design
Virginia Board for People with Disabilities

“

To promote accessible urban infrastructure that allows for safe, active, and healthy living for all Richmonders by facilitating cross-disciplinary collaboration, informing policy, and engaging residents

”

2018 Traffic Fatalities & Serious Injuries



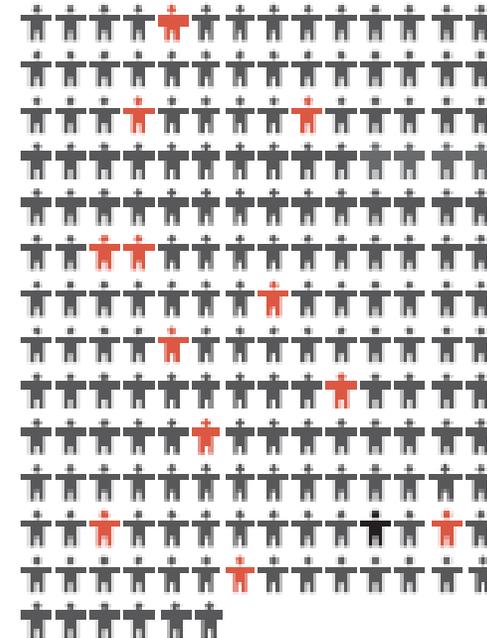
31 people on foot were seriously injured.
None were killed.

An average of 29 pedestrians were seriously injured and 5 pedestrians were killed annually over the past 3 years.



7 people on bikes were seriously injured.
2 were killed.

An average of 10 bicyclists were seriously injured and 1 bicyclist was killed annually over the past 3 years.

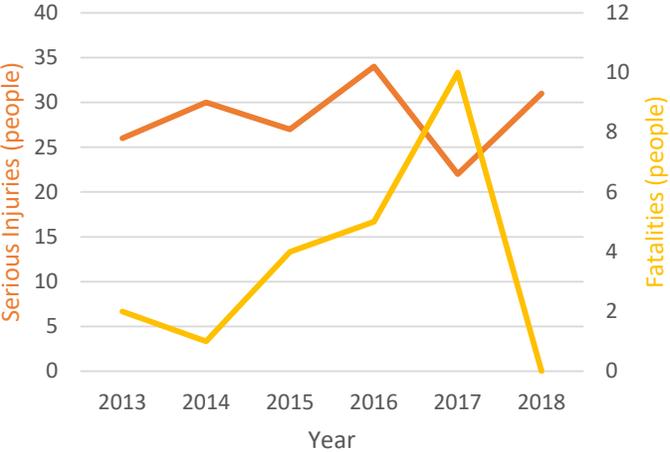


176 people were seriously injured on Richmond streets, across modes.
12 people were killed.

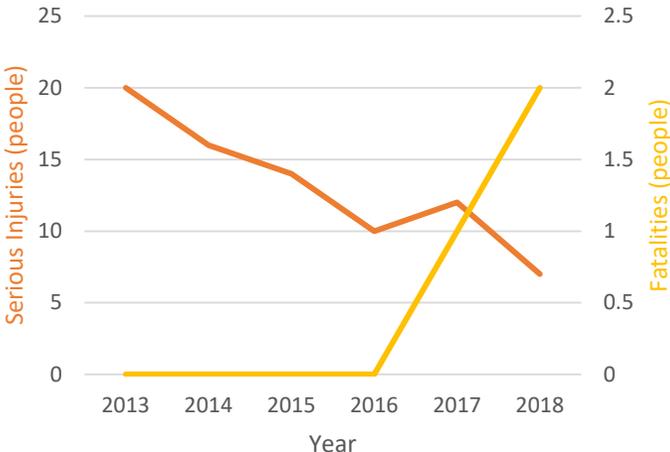
An average of 171 people were seriously injured and 14 people were killed annually over the past 3 years.

Crash Trends

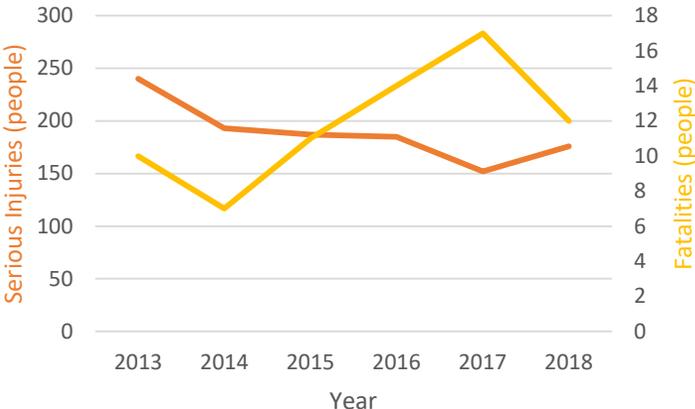
PEDESTRIAN CRASHES



BICYCLIST CRASHES

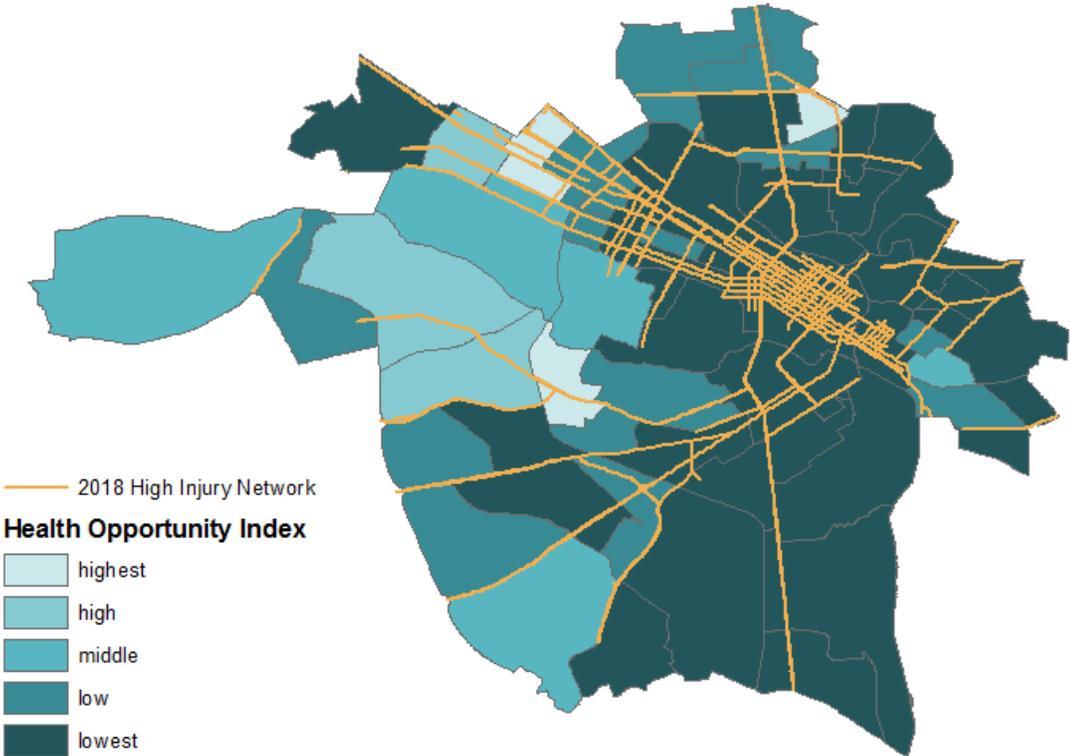


SERIOUS INJURY & FATAL CRASHES, ALL MODES



Crash Locations

2018 HIGH INJURY NETWORK



Fatality and Injuries Rate per 100,000
by Health Opportunity Index Area

Colors on map reflect graph



Assessment Framework



SHOWING
LEADERSHIP



MAKING
PROGRESS



NEEDS
IMPROVEMENT



NO
ACTION

ESTABLISHING A BASELINE

To what degree has the City developed a sustainable framework for funding, implementing, and internally evaluating Vision Zero improvements?

ENGINEERING & INFRASTRUCTURE

To what degree has the City achieved its Year 1 goals related to road design?

EDUCATION & ENGAGEMENT

To what degree has the City achieved its Year 1 goals related to education and public outreach?

ENFORCEMENT

To what degree has the City achieved its Year 1 goals related to speed management and traffic law enforcement?

EQUITY

To what degree has the city identified and prioritized vulnerable locations and populations to ensure safe and reliable transportation for all road users?

VISION ZERO SCORECARD SUMMARY

A SHOWING LEADERSHIP

B MAKING PROGRESS

C NEEDS IMPROVEMENT

D NO ACTION

C ESTABLISHING A BASELINE

To what degree has the City developed a sustainable framework for funding, implementing, and internally evaluating Vision Zero?

- C** Hire dedicated Vision Zero Staff
- C** Establish a permanent, dedicated source of funding
- B** Collect and communicate relevant data

RECOMMENDATION #1

Develop and report on clearer and more specific measurable objectives, including strong, action-based annual priorities for infrastructure improvement

RECOMMENDATION #2

Make Richmond City crash data prepared by the Virginia Dept. of Transportation available on the City's website as part of the Vision Zero dashboard

VISION ZERO SCORECARD SUMMARY

KEY



SHOWING LEADERSHIP



MAKING PROGRESS



NEEDS IMPROVEMENT



NO ACTION



ENGINEERING & INFRASTRUCTURE

To what degree has the City achieved its Year 1 goals related to infrastructure and road design?

- A Develop a complete streets manual to guide new infrastructure projects
- A Perform an evaluation of current design speeds on the HIN and explore context-sensitive ways to make physical engineering changes
- B Implement safety improvements on the HIN

RECOMMENDATION #1

Make it safer and easier for pedestrians to navigate streets that are under construction by enforcing existing WISP standards

RECOMMENDATION #2

Establish a regional authority to manage funding for infrastructure that improves road safety, particularly for bicycles and pedestrians

VISION ZERO SCORECARD SUMMARY

KEY



SHOWING
LEADERSHIP



MAKING
PROGRESS



NEEDS
IMPROVEMENT



NO
ACTION



EDUCATION & ENGAGEMENT

Has the City achieved its Year 1 goals related to education and public outreach?

B Conduct educational campaigns targeted to multiple audiences

B Promote awareness through effective public outreach

RECOMMENDATION

Develop and incentivize a “Friendly Driver” supplement of the state driver’s education curriculum.

VISION ZERO SCORECARD SUMMARY

KEY



SHOWING
LEADERSHIP



MAKING
PROGRESS



NEEDS
IMPROVEMENT



NO
ACTION



ENFORCEMENT

To what degree has the City achieved its Year 1 goals related to speed management and traffic law enforcement?



Establish and enforce safer speeds



Advocate for a primary seat belt law for all vehicle occupants

RECOMMENDATION #1

Support a citywide ordinance to limit distracted driving

RECOMMENDATION #2

Prioritize school zones for traffic safety enforcement

VISION ZERO SCORECARD SUMMARY

KEY



SHOWING LEADERSHIP



MAKING PROGRESS



NEEDS IMPROVEMENT



NO ACTION



EQUITY

To what degree has the City identified and prioritized vulnerable locations and populations to ensure safe and reliable transportation for all road users?

- A Focus projects and safety initiatives on the HIN to target geographic vulnerability
- C Improve connectivity and accessibility for all road users

RECOMMENDATION #1

Address social vulnerabilities by identifying and prioritizing communities of concern

RECOMMENDATION #2

Include metrics to assess equity explicitly in annual Vision Zero priority action plans

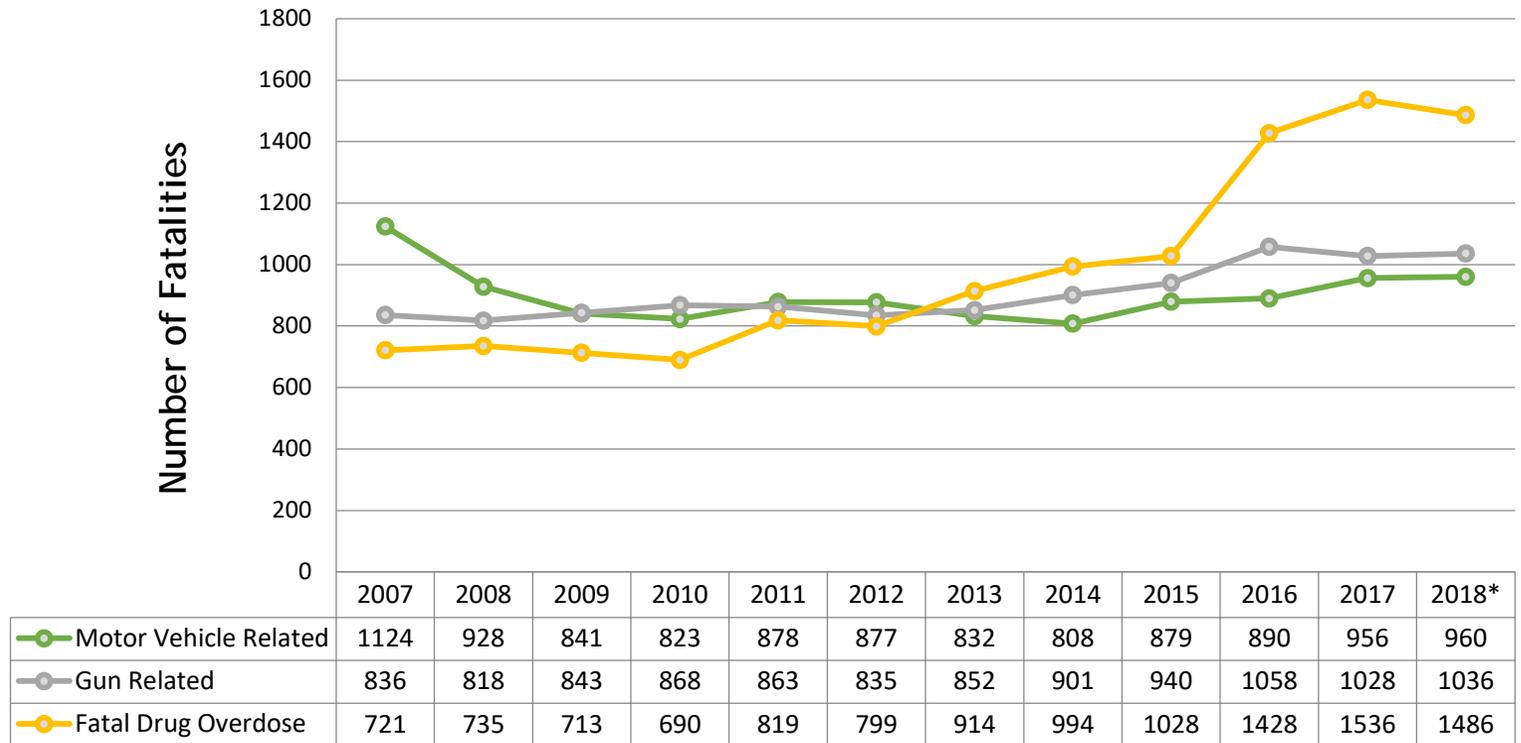


Thank You!

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Transportation & Public Health

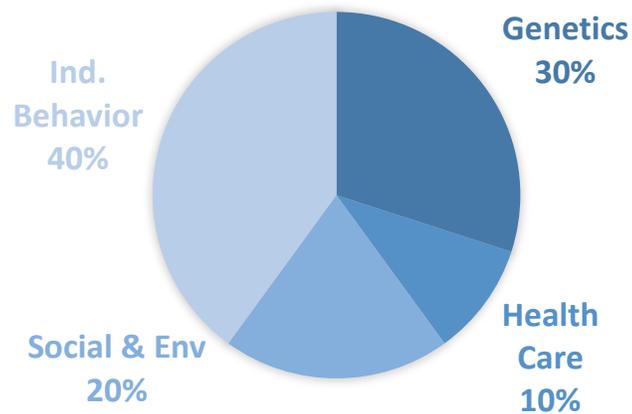
Total Number of Motor Vehicle, Gun, and Drug Related Fatalities by Year of Death, 2007-2018



Virginia Dept. of Health (2018). Top 3 methods of death (motor vehicles, guns, and drugs) include all manners (accident, homicide, suicide, and undetermined).

Transportation & Public Health

IMPACT OF DIFFERENT FACTORS ON RISK OF PREMATURE DEATH



SOCIAL DETERMINANTS OF HEALTH

Economic Stability	Neighborhood and Physical Environment	Education	Food	Community and Social Context	Health Care System
Employment	Housing	Literacy	Hunger	Social integration	Health coverage
Income	Transportation	Language	Access to healthy options	Support systems	Provider availability
Expenses	Safety	Early childhood education		Community engagement	Provider linguistic and cultural competency
Debt	Parks	Vocational training		Discrimination	Quality of care
Medical bills	Playgrounds	Higher education		Stress	
Support	Walkability				
	Zip code / geography				

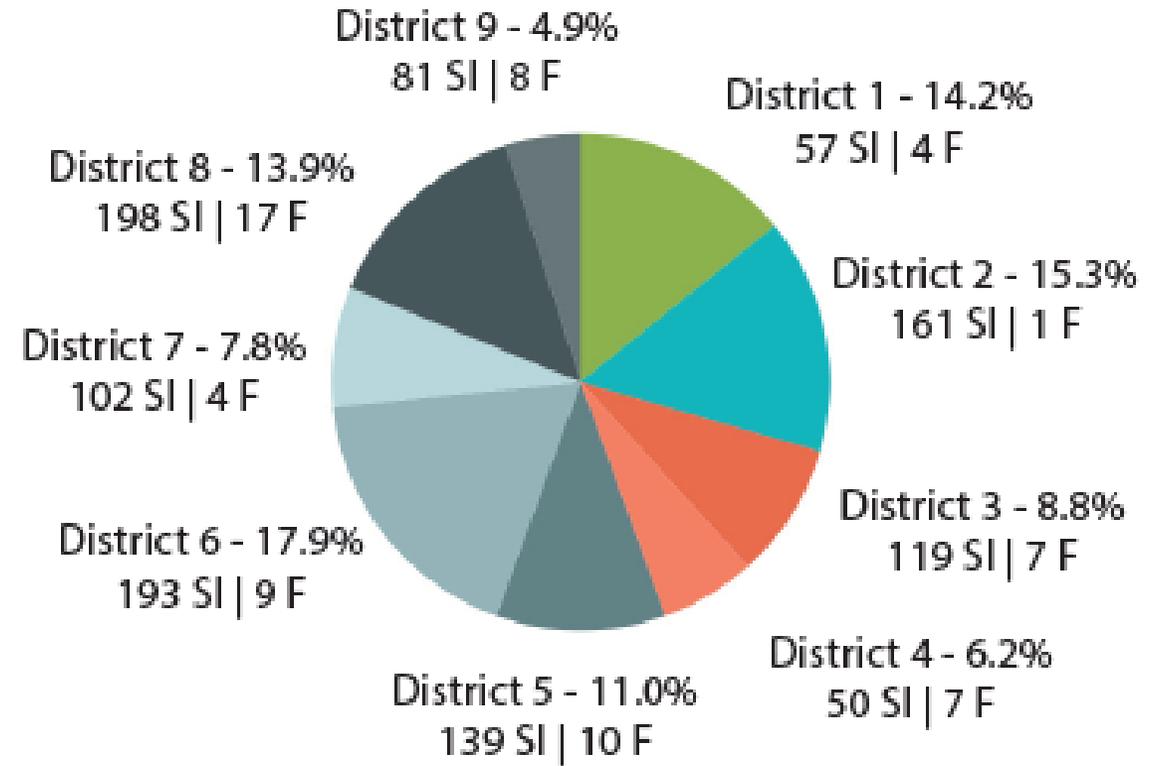
Health Outcomes

Mortality, Morbidity, Life Expectancy, Health Care Expenditures, Health Status, Functional Limitations

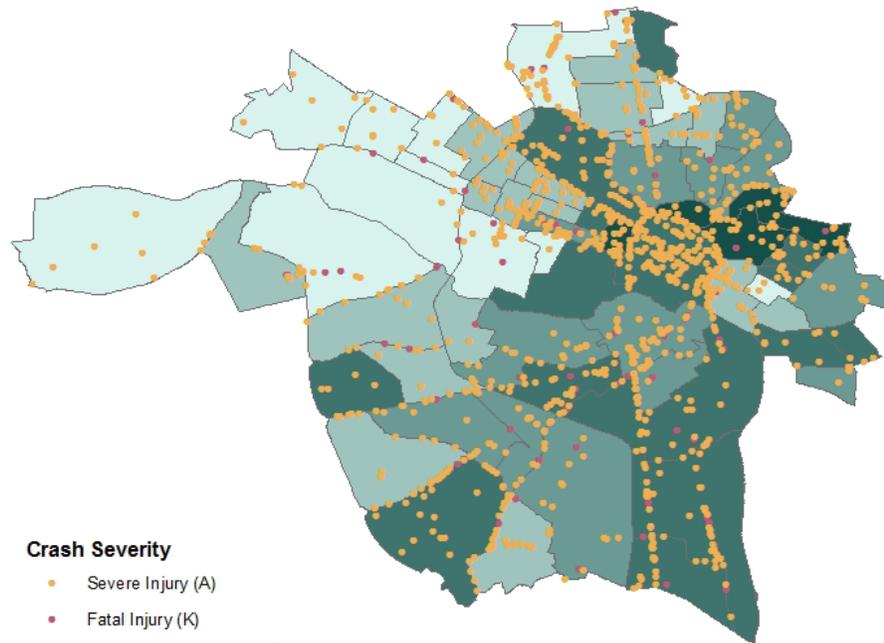
Schroder (2007). We Can Do Better - Improving the Health of the American People. *NEJM*. 357: 1221-8

Traffic Crashes

HIGH INJURY NETWORK



Traffic Crashes on Richmond Streets
All Modes. 2013-2018



Crash Severity

- Severe Injury (A)
- Fatal Injury (K)

Households at or Below FPL

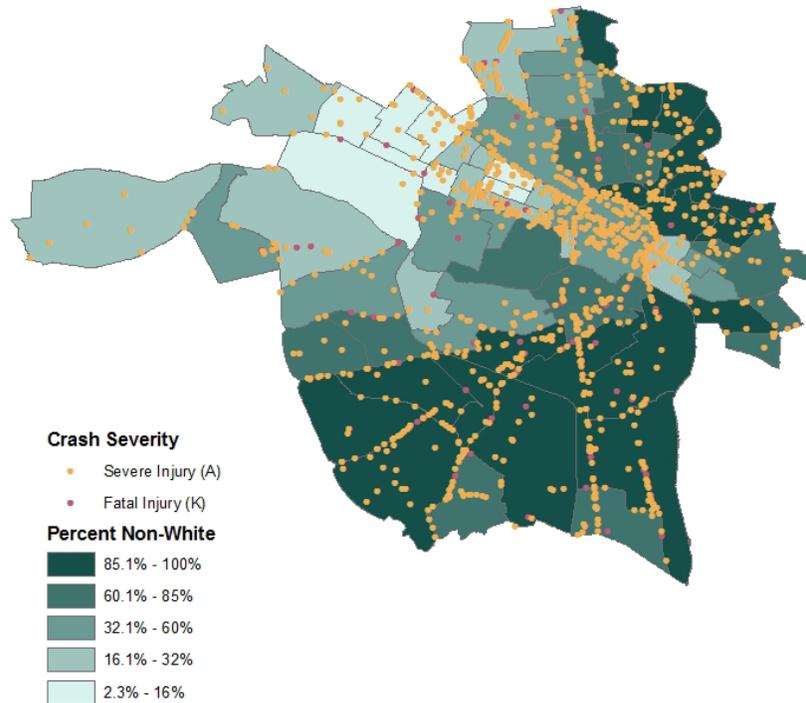
- 44% - 75%
- 32% - 43%
- 21% - 31%
- 10% - 20%
- 1% - 9%

Poverty

- In 7.6% of the City's census tracts, more than half of households live below the Federal Poverty Level (FPL)
- Since 2013, 97 people have been seriously injured and 4 people have been killed in these tracts.

Racial Minority

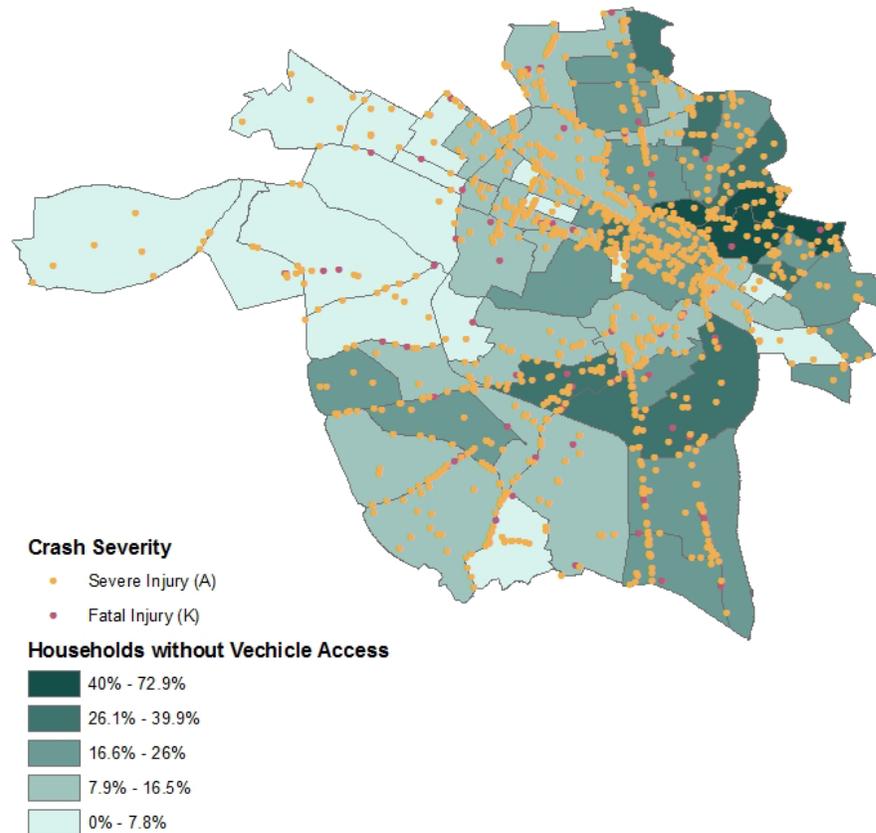
Traffic Crashes on Richmond Streets
All Modes, 2013-2018



- In 56% of the City's census tracts, more than half of the population is non-white.
- Since 2013, 739 people have been seriously injured and 59 people have been killed in these tracts.

Car Ownership

Traffic Crashes on Richmond Streets
All Modes, 2013-2018



- In 7.6% of the City's census tracts, more than a third of households lack access to a vehicle.
- Since 2013 84 people have been seriously injured and 3 people have been killed.
- 62 of the people seriously injured were pedestrians. 16 of them were on a bike.