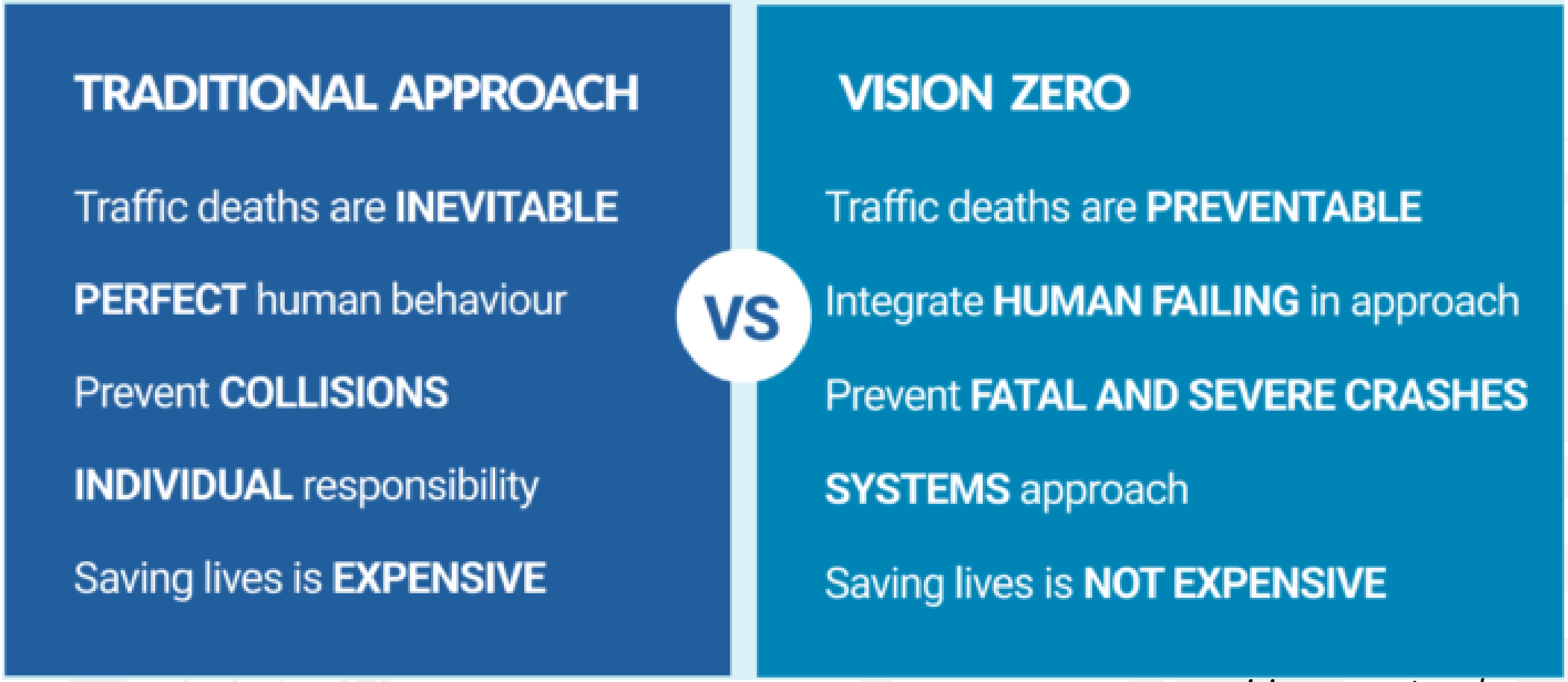
Vision Zero:
Designing Streets for People

August 2024

Vision Zero

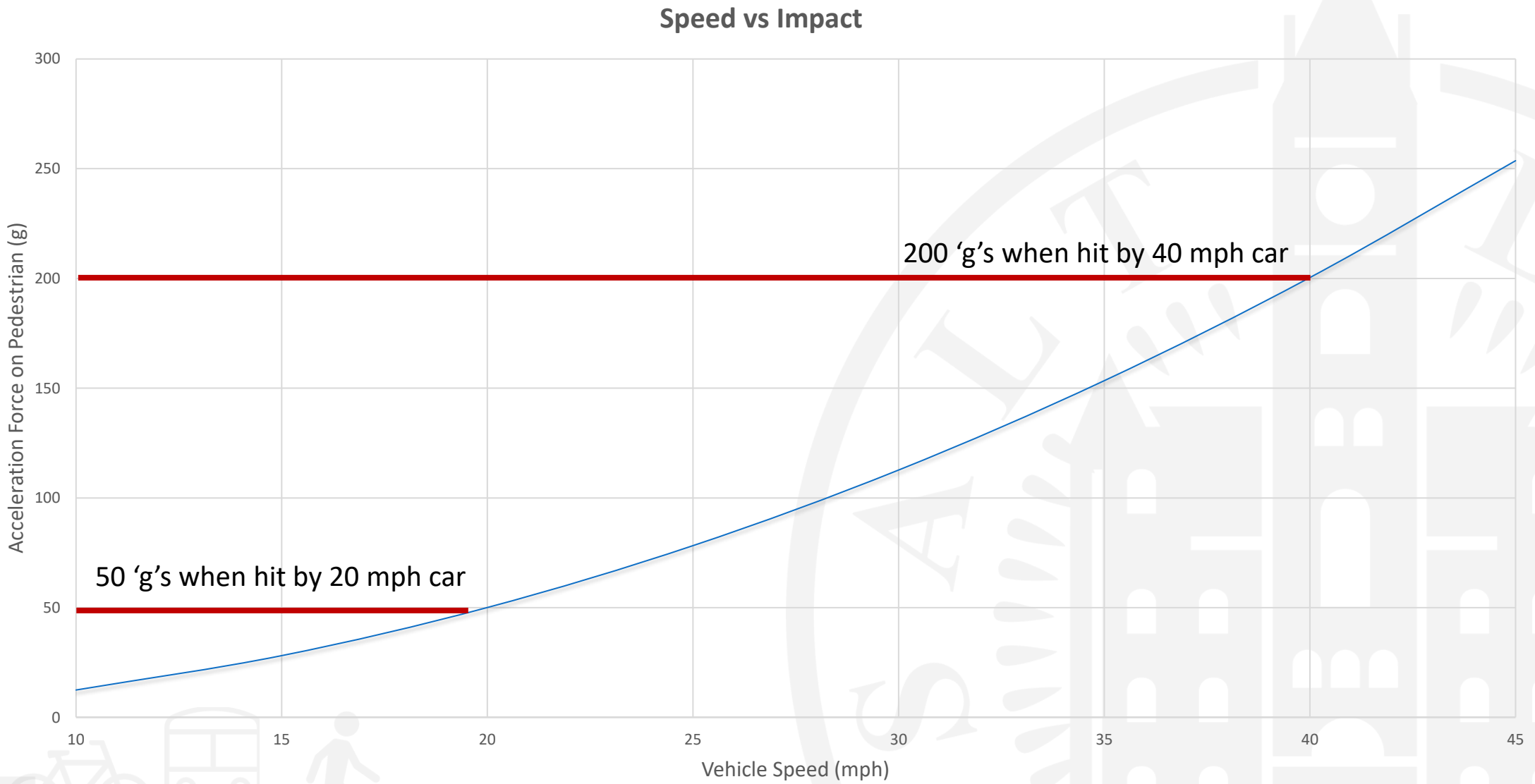


visionzeronetwork.org

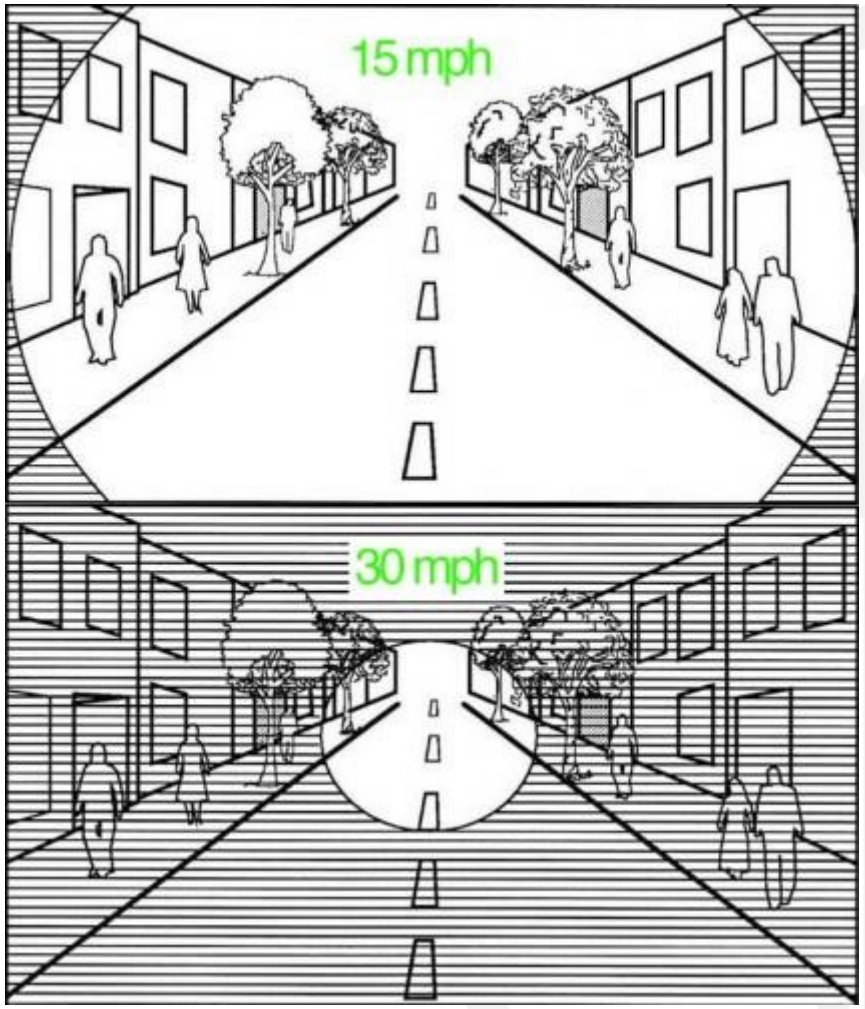
Vision Zero: Safe System Approach

transportation.gov/NRSS/SafeSystem

Let’s Slow Down



Forgiving Design vs Forgiveness of Slow Speeds



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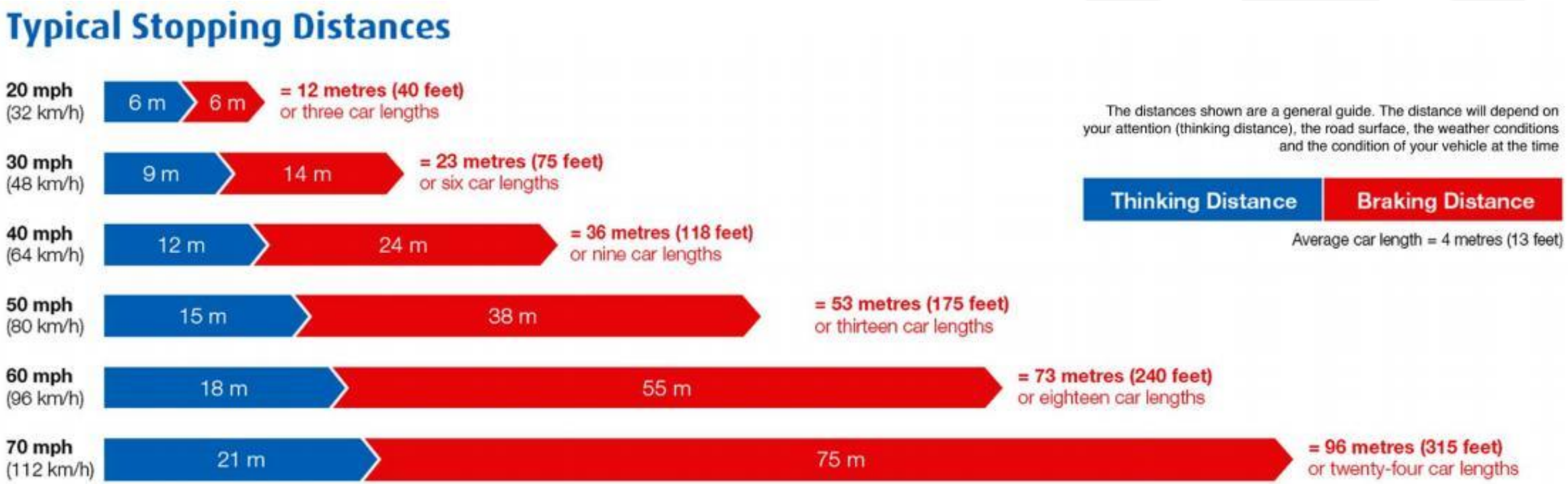


Highways vs Streets

Highway	Street
Go from Point A to Point B	This is Point B
Long trips	Short trips
High speed vehicles	Low speed vehicles
Pedestrian activity discouraged	Pedestrian activity encouraged
Vehicles first	People first

Design Matters

Norman door (n.):

1. A door where the design tells you to do the opposite of what you're actually supposed to do.

2. A door that gives the wrong signal and needs a sign to correct it.

Are we doing this
to our street users?

Vision Zero Actions in Salt Lake City

- Vision Zero Proclamation from Mayor Mendenhall
- Multi-discipline task force that meets quarterly
- Partnered with WFRC to develop Safety Action Plan
- Reboot of traffic calming as Livable Streets
- Lower speed limits
- Complete Street makeovers
- Crosswalk enhancements
- Neighborhood Byway program
- Infusing safety into all decision making

Vision Zero Action Plan

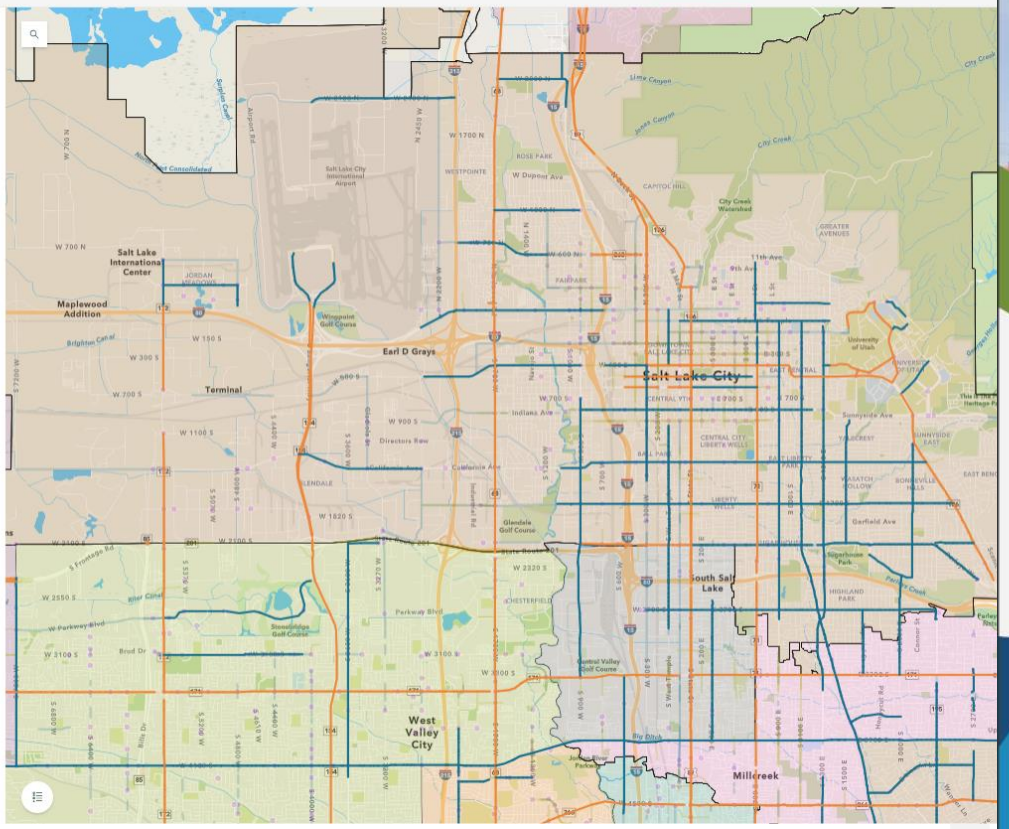
WFRC Safety Action Plan Supplemental Information

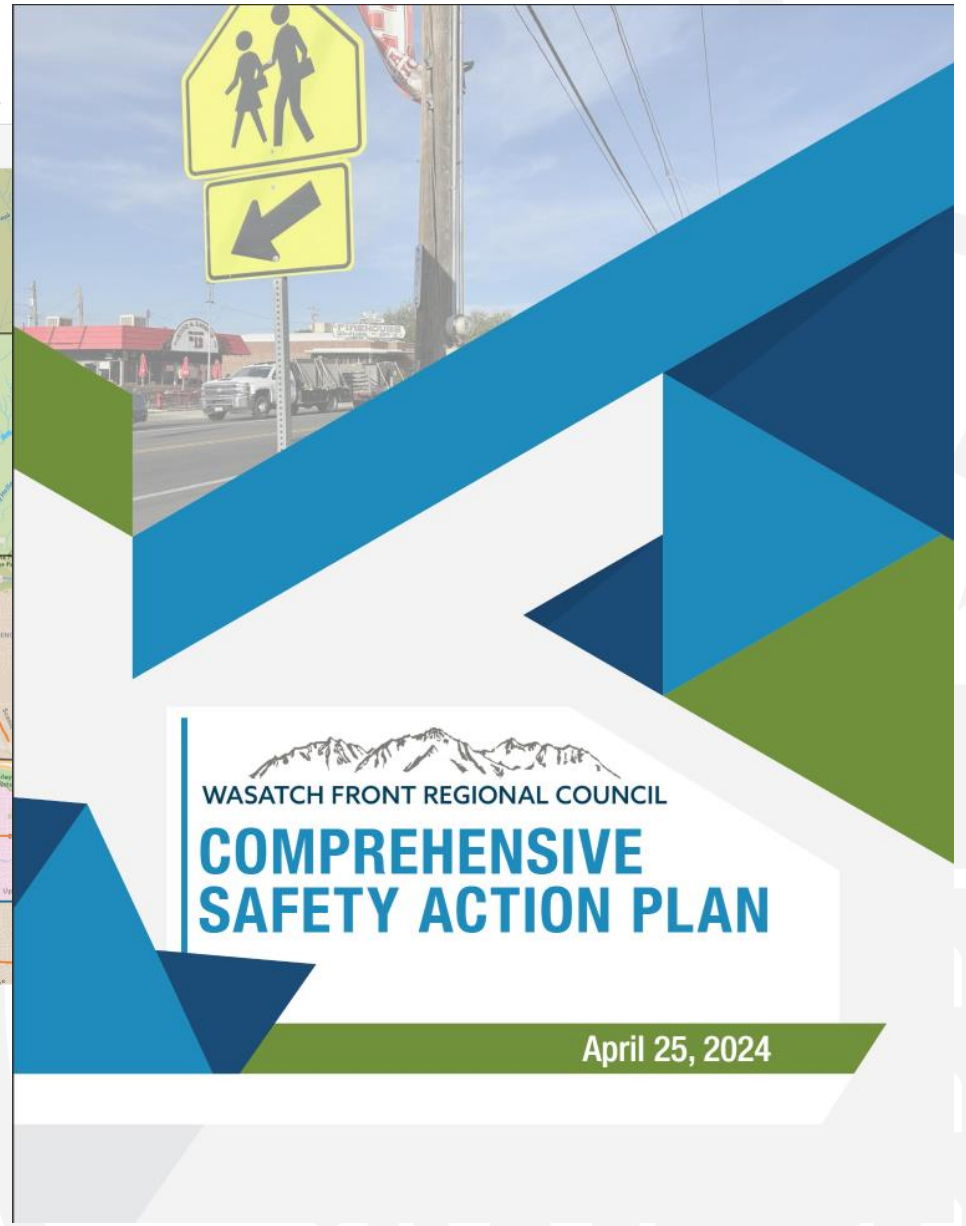
Description | Case Study Project Locations | CSAP Safety Analysis

Map 7 - Composite Network

Informed by each of the safety analyses previously described, a Composite Network was created to identify roadways and intersections with the **highest** potential for safety improvements.

- Critical Crash Rate Analysis (Map 3)
- Crash Profile Risk Assessment (Map 4)
- usRAP Rating Assessment (Map 5)
- Local Street Assessment (Map 6)



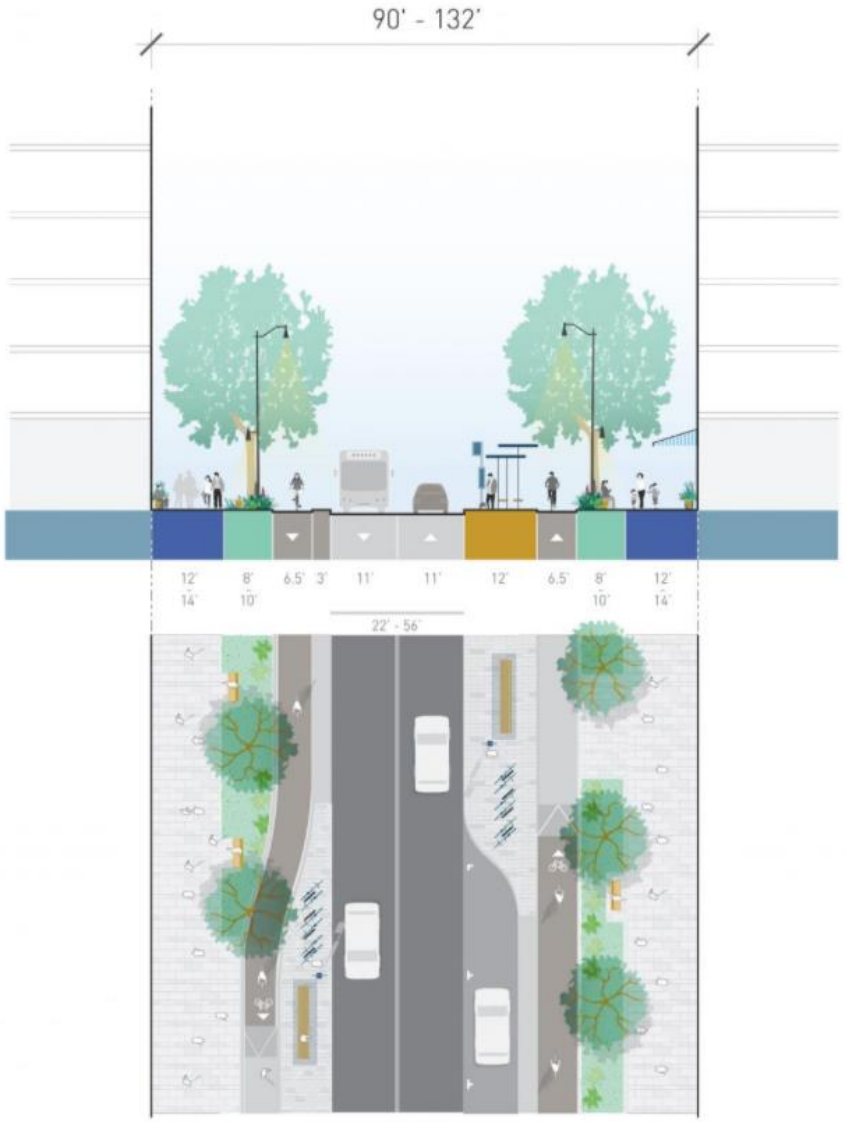


Street and Intersection Typologies Design Guide

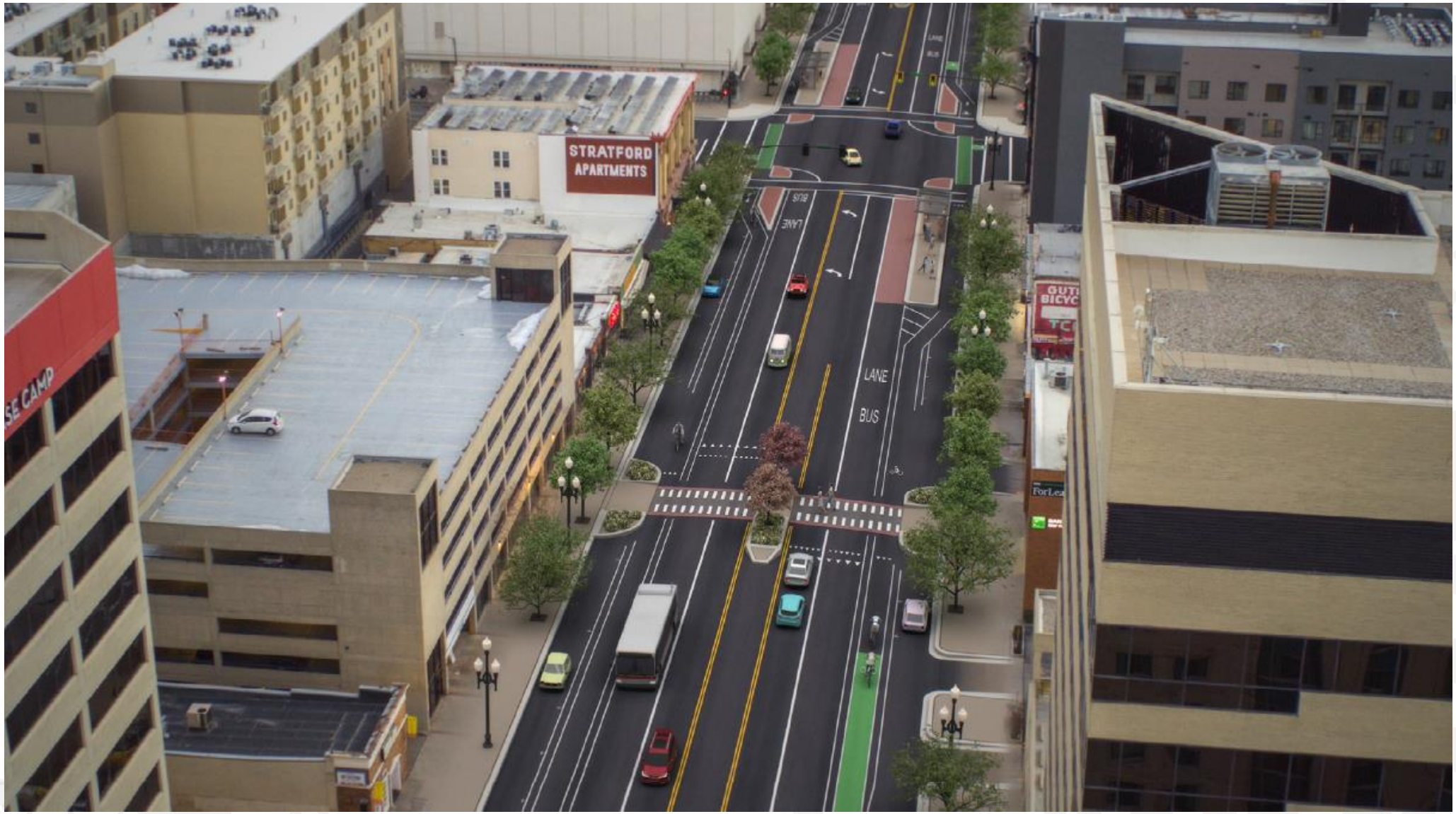
7. Urban Village Main Street

Main street in or connecting urban village centers with multiple land uses and building types, where activity, movement, sense of place, and access are important.

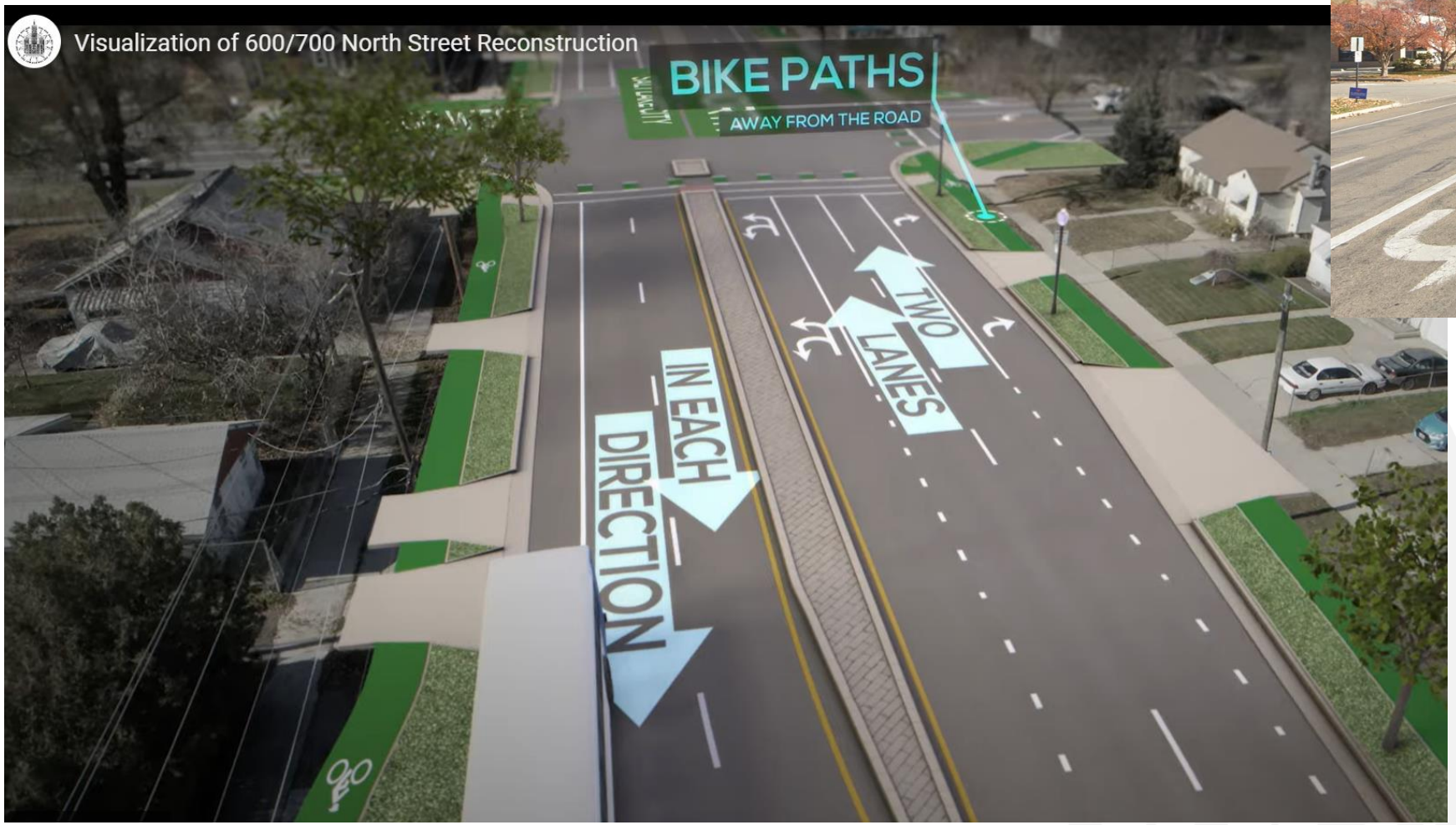
ROW	**90' - 132'**
Travel Lanes per direction	**1-2** (2 lanes if ROW =132')
Lane Width / Crossing Distance	**11' / 22' + 22'**
Bike Lane	**Separated** (Type 1)
Transit	**B**
Median (or Left Turn Lane, when needed)	**10'** (add if ROW=132')
Flex Area (i.e.,parking, transit stop, art, etc.)	**50%, One Side**
Sidewalk ft (Min-Max)	**12-14'**
Bldg Height (Existing/Allowable)	**15' / 150'**
Setback (Min-Max)	**Varies**
Likely Functional Classification	**Collector**
Target Speed	**25 mph**
Traffic Volumes	**Medium**
Miles (% of total)	**7.1**
Person Mobility	**High**
Greening	**Medium / High**
Placemaking	**High**
Curbside Diversity	**High**
Vehicle Mobility	**Medium**



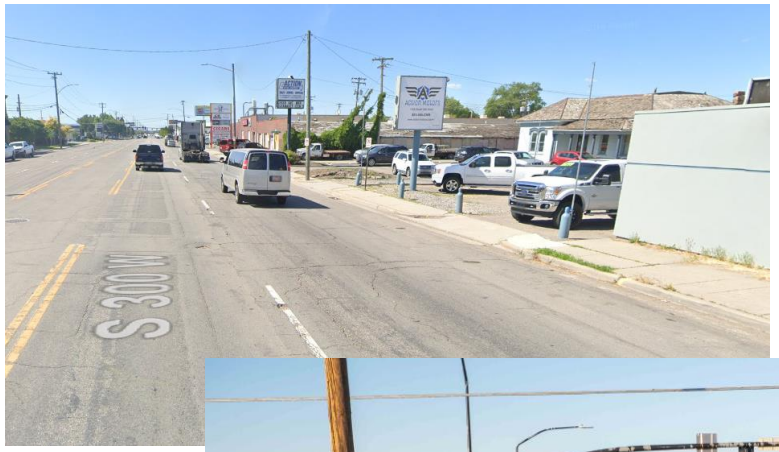
200 South- Transit Corridor Makeover



600 North- Calming a “Stroad”

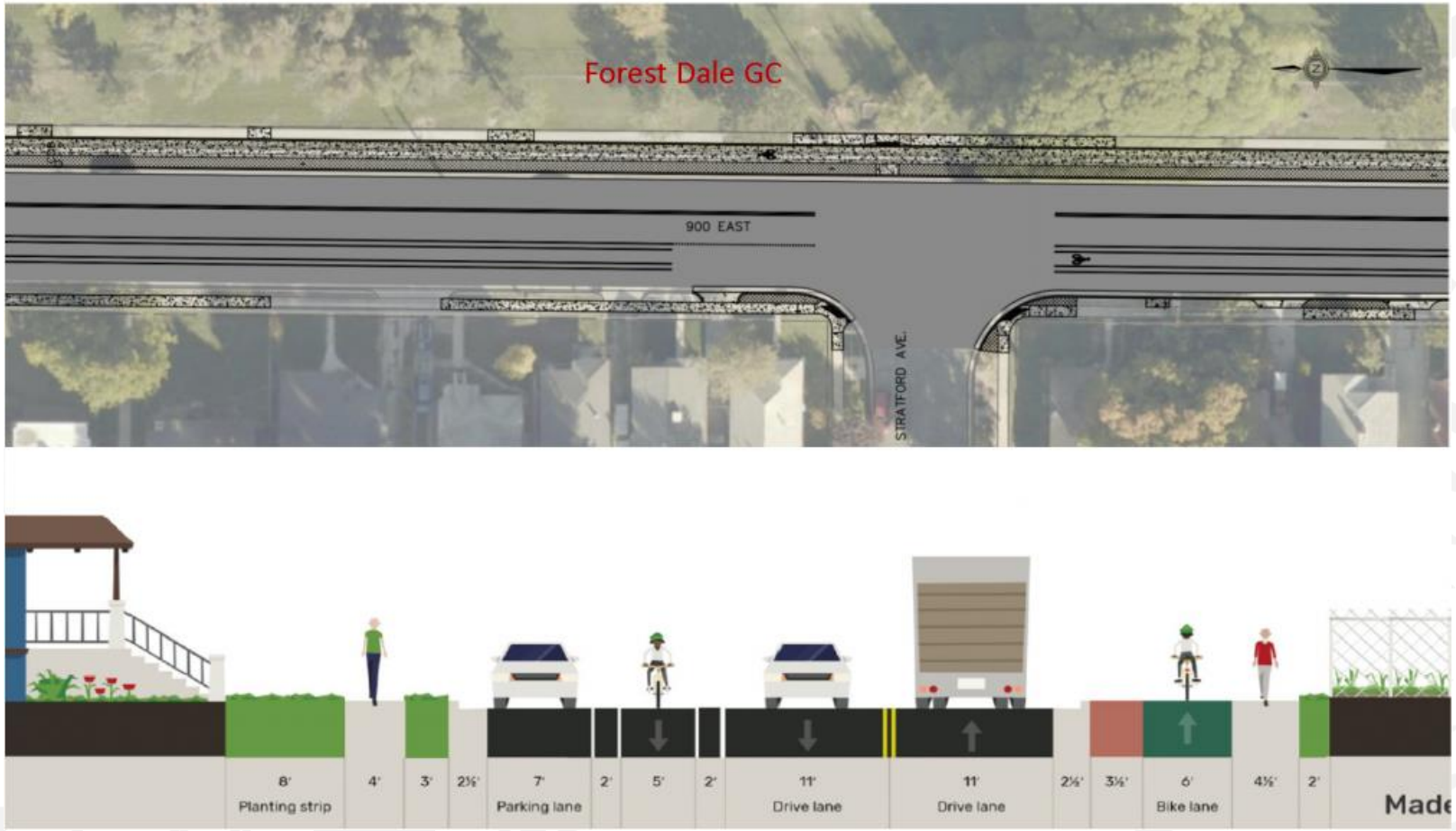


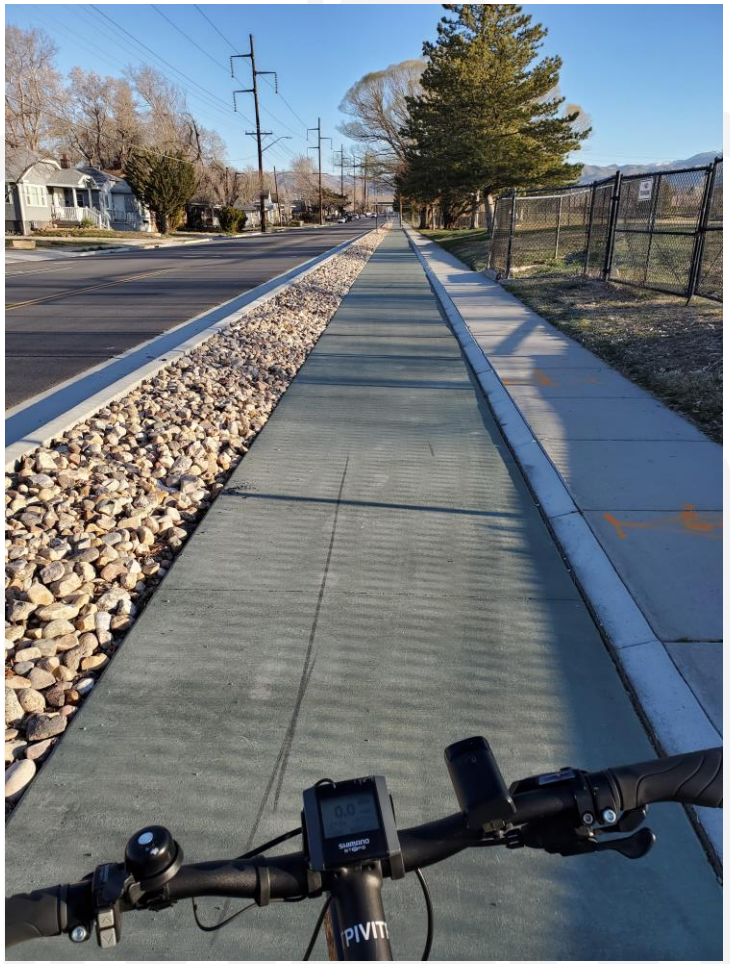
300 West- From Car-Centric to Multi-Modal



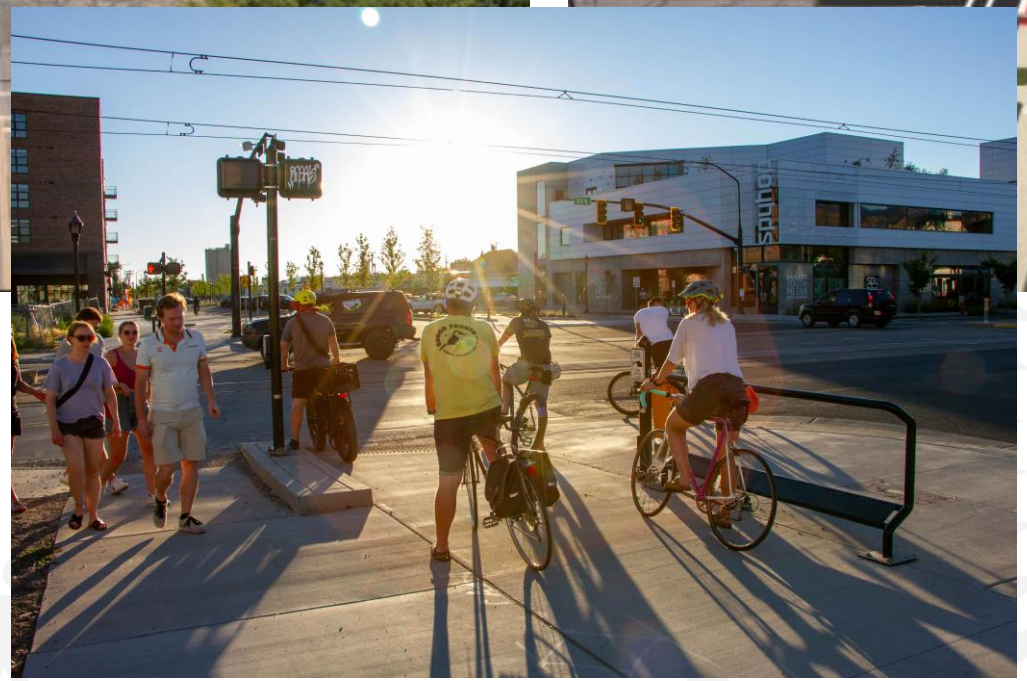
900 East- Reconstruction with Protected Bike Lanes

Final Design – Golf Course/Stratford Ave



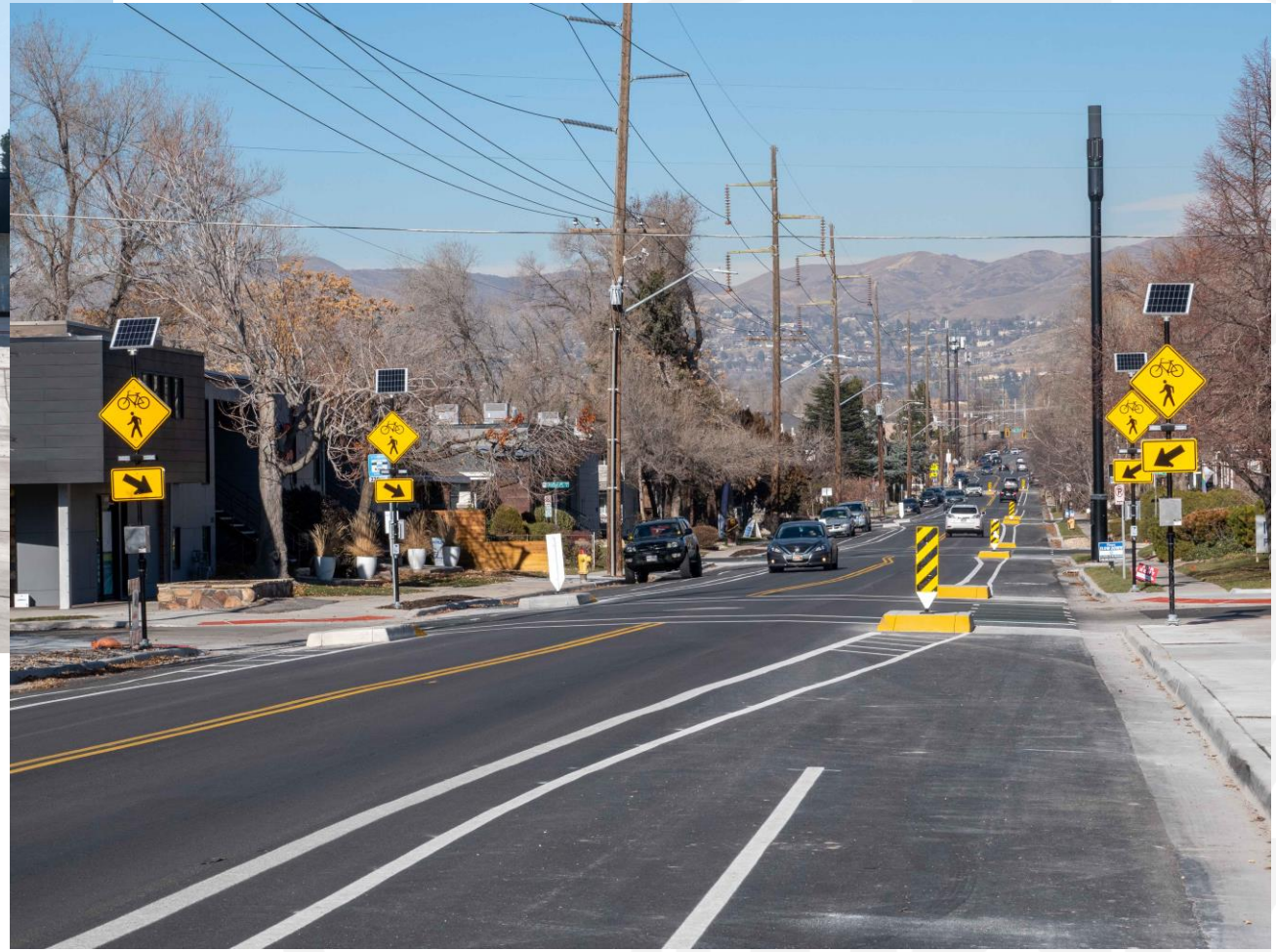


900 South- Complete Street Makeover with a Trail



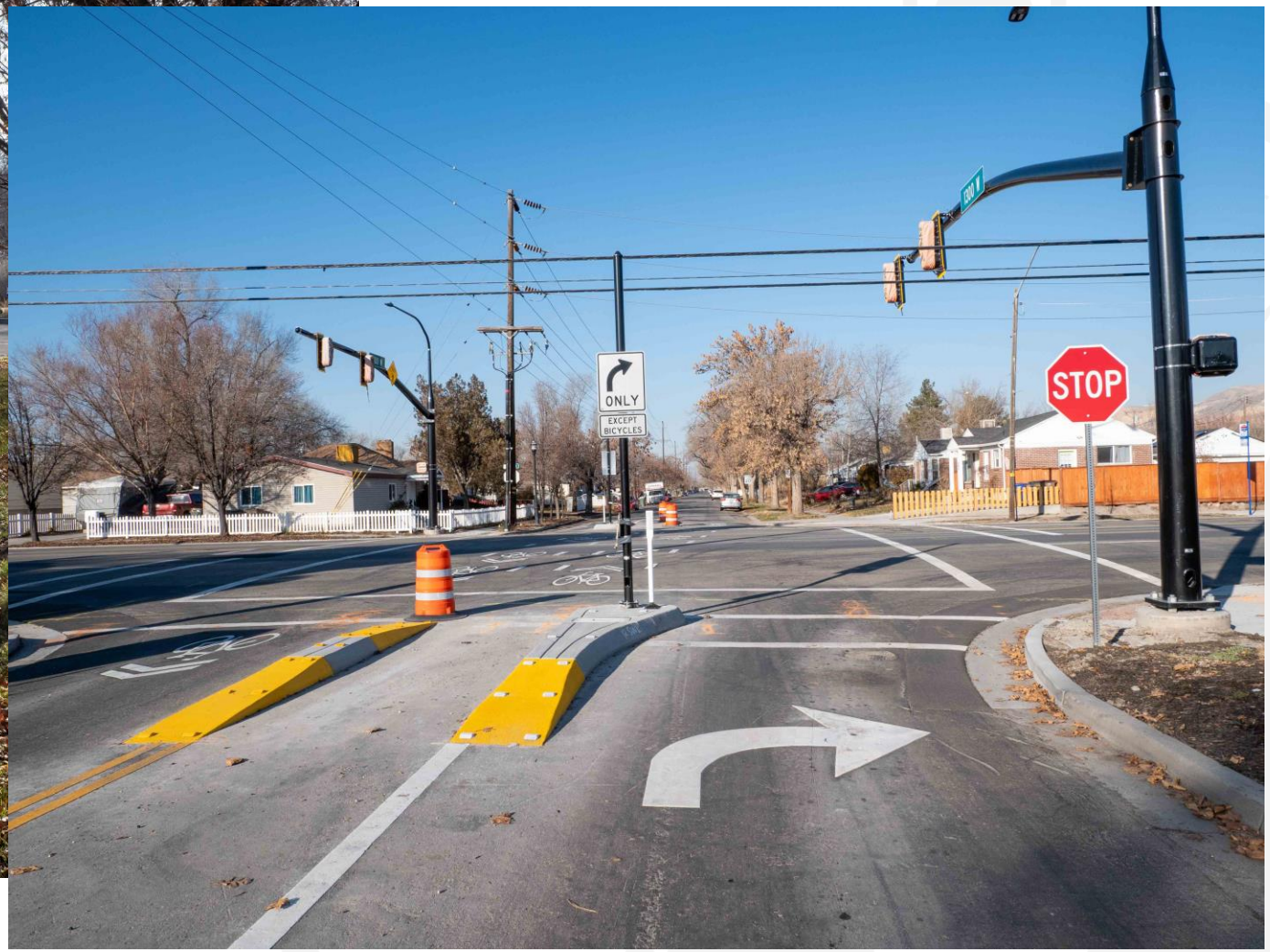
2000 East- Complete Street Makeover

1100 East- Complete Street Makeover

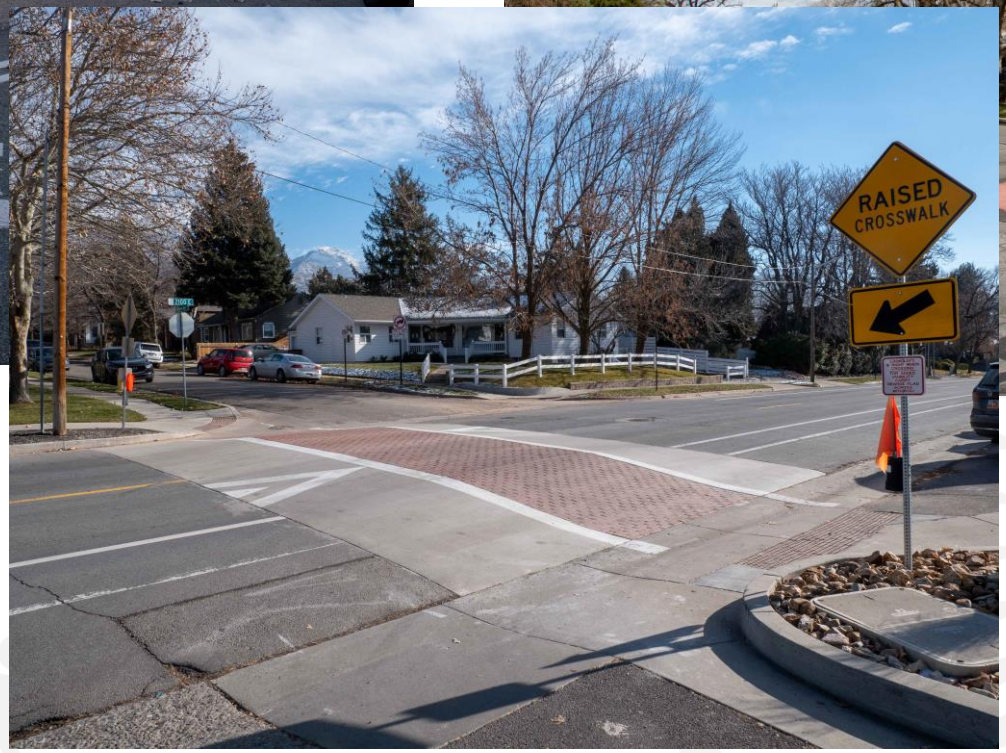


Safer Crosswalks

Neighborhood Byways



Traffic Calming/Livable Streets



Livable Streets- Quick Action

Green Loop