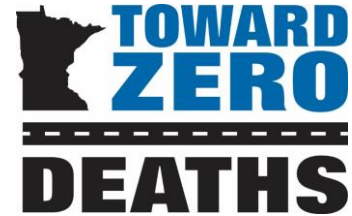


~~Vision Zero Vs. TZD~~
Vision Zero + TZD



Kristine Hernandez – Statewide TZD Coordinator

Michelle Pooler – MN DOT

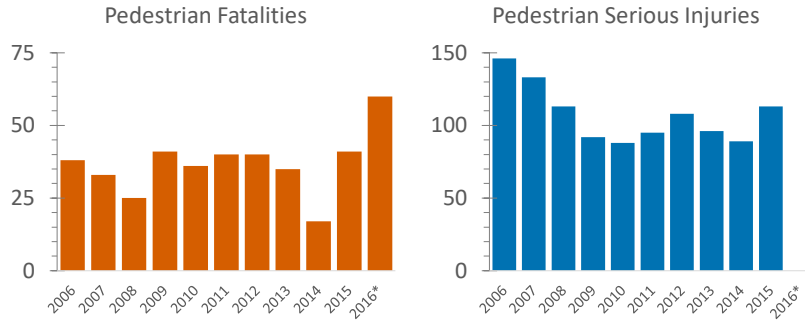
Russ Stark – St. Paul City Council President

Jeremy Ellison - St. Paul Police

Portland Oregon, Vision Zero Vision Statement

- Working together, we will take equitable and data-driven actions that will eliminate serious injuries and deaths for all who share Portland streets by 2025.
- Guiding Principals
 - Equitable
 - Data Driven
 - Accountable

Pedestrian Crash Trends



SOURCE: Crash Facts. 2016 data is preliminary



Source: Minnesota Crash Mapping Analysis Tool Data

Pedestrian and Bike Crash Data - City of St. Paul

2017 Crash Stats: January 1, 2017 through October 9, 2017



Pedestrians

Crashes: 153
Injuries: 126
Fatalities: 2



Bicyclists

Crashes: 87
Injuries: 62

- [Full Crash Summary Data](#)
- [Crash Map - Open Data Portal](#)
- [Full Data - Open Data Portal](#)

Crash Data Comparison 2016 & 2017	
Jan 1 - October 9, 2016	Jan 1 - October 9, 2017
Ped: 133	Ped: 153
Bike: 101	Bike: 87
Fatal: 3	Fatal: 2
2016 (total) Crash Summary Data	2017 (YTD) Crash Summary Data

Stop For Me – Pedestrian Safety Campaign





Stop For Me – Pedestrian Safety Events

- 2015 – 1 Week of events in August
- 2016 – Annual plan to do 34 events throughout the City
 - Actual Result was 60 events
- 2017 – Annual plan to do 60 events, data driven, corridor focus
 - Actual result was 107 events
- 2018 – Annual plan to do 100 events, research driven



<http://StopForMe.org>



City of St. Paul

- Role of local government in supporting traffic safety initiatives
 - TZD and Vision Zero
 - Stop For Me Campaign
- Pedestrian Safety Advocate Position
 - Citywide Pedestrian Plan
- Vision Zero – City Council Resolution
 - Future plan
 - Funding
 - Goals



The City of Saint Paul hereby adopts the goal of Vision Zero – that no loss of life is acceptable on our streets due to traffic crashes.

WHEREAS, the health and well-being of the people of Saint Paul are our top priorities; and

WHEREAS, the City of Saint Paul recognizes that no one should die or be seriously injured while travelling on our city streets, and that traffic injuries and fatalities are preventable; and

WHEREAS, walking is the most basic way we get around, but people on foot – especially children, the elderly, people of color and people in low-income communities – suffer a disproportionate number of injuries and fatalities on our city streets; and

WHEREAS, after the death of a Macalester student in 2010, several district councils launched an education and enforcement campaign focused on the state pedestrian crossing law that requires drivers to stop for pedestrians at every intersection; and

WHEREAS, this community-led pedestrian safety initiative has now grown into the Stop for Me campaign, a citywide collaboration of district councils, Saint Paul Police Department, St. Paul Walks (a program of Smart Trips) and metro area Toward Zero Deaths campaign, all working together to improve safety for everyone who uses Saint Paul's sidewalks and crosses our streets; and

WHEREAS, the U.S. Department of Transportation, through the Mayors' Challenge for Safer People, Safer Streets has challenged Mayors to take significant action on improving the safety of transportation networks for pedestrians and bicyclists of all ages and abilities; and the City of Saint Paul accepted that challenge; and

WHEREAS, the City of Saint Paul adopted a Complete Streets policy in 2009; and

WHEREAS, the Saint Paul Street Design Manual and Action Plan (was adopted by the City Council on June 1, 2016), providing guidelines for roadway planning, design and management, and next steps to complete the streets, accommodate all modes of travel, and ensure safety for all users, especially more vulnerable groups such as pedestrians, children, senior citizens, cyclists, and persons with disabilities; and

WHEREAS, the City Council, in May 2015, adopted the Saint Paul Bicycle Plan to expand the city's network of bicycle routes, and has begun implementing some of the priority bicycle facilities with funding from the 8-80 Vitality Fund; and

WHEREAS, the City of Saint Paul and the Saint Paul School District have recently received funding and began implementing a Safe Routes to Schools program to encourage children to walk or bike to school, providing healthy exercise and reducing transportation costs; and