

ACTION PLAN

 VISION
 ZERO
 HBG




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Special thanks to **LISA JENKINS**, a Harrisburg resident who has contributed countless hours to the State Street project and the Vision Zero planning effort.

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Section I



MAYOR'S COMMITMENT & CALL TO ACTION

In November 2018, Mayor Eric Papenfuse signed a letter committing the City of Harrisburg to Vision Zero principles, including providing safe, healthy, and equitable mobility for everyone in Harrisburg. As stated in the Mayor's commitment letter, the recent loss of residents' lives to traffic crashes is unacceptable, and an immediate change in the City's approach to street design and operations is necessary.

This document details the specific actions to improve street safety in Harrisburg. The Vision Zero Action Plan is expected to be completed in 6-8 months and will be implemented in phases beginning in 2018 and continuing through 2028.



Office of Mayor Eric Papenfuse
MLK Government Center
10 N. Second St
Harrisburg, PA 17101
(717) 255-3040

Nov. 5, 2018

Dear Friends and Neighbors:

On the evening of March 5, 2018, Cynthia Wilson, a 62-year-old resident of the City, was struck and killed while crossing State Street on a quick shopping trip. Ms. Wilson was the fifth pedestrian or bicyclist killed along this section of State Street in a period of 17 months.

In the days immediately following this crash, my administration took decisive action to address the safety of State Street – recognizing that every three months could mean another lost life. This action led us to the Vision Zero Network, a national, collaborative campaign helping communities eliminate traffic fatalities and severe injuries while providing safe, healthy and equitable mobility for all.

Since the crash that claimed the life of Ms. Wilson, many people have come forward with similar stories. Too many of us have friends or family members injured or killed while walking or biking on City streets. This is unacceptable, and therefore I am making this pledge as a resident, business owner, parent and as your mayor: I pledge by the year 2030, we will eliminate all fatalities and serious injuries related to motor vehicles.

The City began developing our Vision Zero Policy and Program in May 2018, and the forthcoming Action Plan will be a major milestone in this effort. While much of our focus this summer has been on the State Street Rapid Response project, the underlying Vision Zero philosophy is already making its way into better street designs and ordinances city-wide. We also are assigning more resources to enforcement and public outreach.

Collaboration is key to the success of any Vision Zero program. We will need the help and support of people who live and work in the City, including residents and commuters, businesses and employers, neighborhood groups and community associations. We must all come together to eliminate traffic fatalities and severe injuries by the year 2030.

The work has already begun – but there is much to do. Moving forward, we will be soliciting your ideas to improve street safety, to identify problem spots and to develop solutions. We seek your support as we implement new policies and projects. Get involved in your neighborhoods, speak up at community meetings, and help promote the idea that these tragedies are unacceptable and preventable.

By working together, this City will be a safer place to live, work and play.

Sincerely,

The Honorable Eric R. Papenfuse
Mayor
City of Harrisburg

A CALL TO ACTION

This document is a call to action for City-wide change to eliminate fatalities and serious injuries.

Harrisburg, like most cities throughout the United States, has historically approached the transportation system in traditional auto-centric ways. However, it has become clear that a new approach must be taken to improve safety on the city streets. Within the past five years alone, 19 deaths and 105 reported injuries occurred via traffic crashes. These devastating events have served as a wake-up call to City residents and City leadership. Death and injury on City streets are unacceptable, and requires an immediate change in the approach to street design and operations in the City.

The individuals killed and injured on Harrisburg streets were exercising what should be fundamental rights, such as commuting to work safely and having the ability to walk around the neighborhood, go shopping, and visit various businesses in a safe manner. Cynthia Wilson, a 62-year-old long-time Harrisburg resident, was struck and killed while crossing State Street on a short shopping trip on March 5, 2018. According to those who knew her, Cynthia always had a kind word for her neighbors, and she preferred walking to driving. Donald Welsh, a loving 27-year old uncle of 12 nieces and nephews, was struck and killed while cycling on May 25, 2017. Donald used his bicycle as his primary means of transportation to and from work.

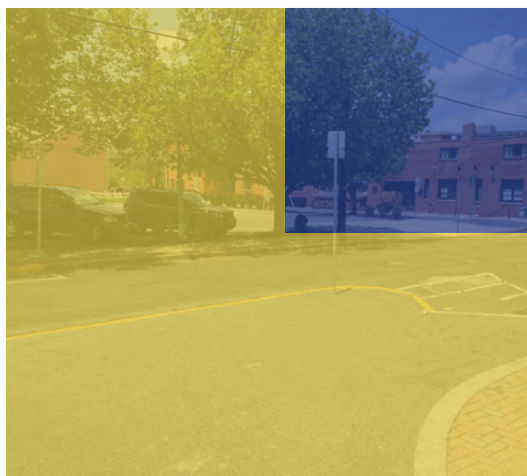
As Harrisburg moves forward towards its goal of zero severe injuries and fatalities, the City wishes to recognize those who suffered injuries and those whose lives were lost on our streets.

We Remember

The City wishes to recognize those who suffered injuries and those whose lives were recently lost on City streets



Section II



KEYS TO SUCCESSFUL IMPLEMENTATION

The Call to Action and launch of the Vision Zero program includes the following initial steps

1. LEADERSHIP: A TASK FORCE WITH BROAD REPRESENTATION AND DECISION-MAKING AUTHORITY

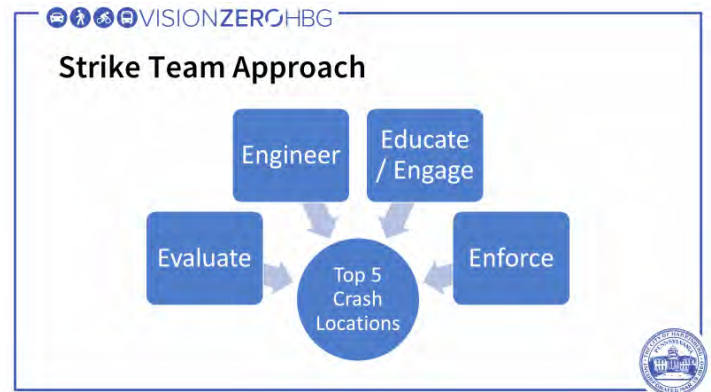
This Vision Zero Action Plan details the steps to eliminate fatalities and severe injuries on City streets. Implementing the project requires leadership and oversight. The Mayor appointed the following representatives to oversee the development, launch, and continued implementation of the Action Plan:

- **ERIC PAPANFUSE**, MAYOR, CITY OF HARRISBURG
- **AUSHA GREEN**, COUNCIL MEMBER, CITY OF HARRISBURG
- **WAYNE MARTIN**, CITY ENGINEER, CITY OF HARRISBURG
- **THOMAS CARTER**, POLICE COMMISSIONER, CITY OF HARRISBURG
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- **ANDREA VIAZANKO**, TRI-COUNTY REGIONAL PLANNING COMMISSION
- **DESIREE HUNG**, AARP

2. COLLABORATION: A STRIKE TEAM APPROACH

An important element of the Call to Action is the City's approach to eliminating high crash / high risk locations. Under the Mayor's direction, the City will develop tactics

to eliminate fatalities / severe injuries at targeted locations by leveraging all relevant City resources. The diagram below illustrates the coordination between City departments to improve safety at these locations.



3. EQUITY IN ACTIONS

As the City aggressively takes action, two perspectives will be balanced to ensure project priorities are established in a correct manner. The City leadership wants to ensure the process is data-driven, with a clear understanding of the high risk / high crash locations, but also that the project priorities and implementation are executed in a fair and equitable manner. This approach is described in Section III.

4. STRATEGIC PARTNERSHIPS

The Call to Action extends beyond the Police Commissioner and Chief Engineer, as outlined in the Task Force membership. The call includes critical partners as shown below.



WHAT IS VISION ZERO?

Vision Zero represents the City's comprehensive approach to eliminating traffic fatalities and serious injuries on City streets by the year 2030. It is a City-wide program that focuses on safety for all street users: those who walk, ride bicycles, take the bus, and drive vehicles. To achieve this ambitious but obtainable goal, this Vision Zero program brings together all relevant City resources including police, communications, transportation engineering, and City management.

The Vision Zero approach to prioritize safety first in all travel-related activities is a refreshing trend that aligns directly with the City's culture and core values.

Vision Zero strategies are emerging across the country and around the world.



HARRISBURG'S VISION ZERO PROGRAM & ITE BEST PRACTICES GUIDANCE

The City's approach to eliminating traffic-related severe injuries and fatalities aligns with the recently released guidance from the Institute of Transportation Engineers (ITE). The following section compares the ITE guidance and the City's Vision Zero program, following the ITE Core Elements outline.

ITE formed a Vision Zero Task Force to bring together experts in transportation safety and Vision Zero strategies to collaborate and produce guidance for transportation professionals. The Task Force recently released a summary document focusing on the approach and essential elements of Vision Zero. Below, we include an excerpt from ITE's publication:

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
Prevent **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

VS.

VISION ZERO

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
Saving lives is **NOT EXPENSIVE**

ITE's perspective on Vision Zero:

ITE CORE ELEMENTS AND THE CITY'S PROGRAM

ITE: Leadership and Commitment

1. PUBLIC, HIGH-LEVEL, AND ONGOING COMMITMENT

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

City's Actions:

- The City formed a Vision Zero Task Force to ensure that City, regional, and state officials collaborate and optimize resources to achieve the Vision Zero goal.
- The Mayor appointed a Task Force that includes a resident representative, transportation (City, regional, and PennDOT), public health, police, fire / rescue, communication, planning, and equity experts, with support by Vision Zero consultants.

2. AUTHENTIC ENGAGEMENT

Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

City's Actions:

- The City recognizes the importance of community engagement to ensure success in planning, analyzing, communicating, engineering, and enforcing the Vision Zero Action Plan. A summary of the engagement program and survey results to date is included later in this document.
- Equity in implementation has been specifically identified

by the Task Force as critical in the following areas:

1. Listening to a broad representation of communities
 2. Balancing (1) a data-driven approach to identifying high risk crash locations with (2) an equitable distribution of geographical (and community) locations
 3. Since the City's diverse community rely on a variety of transportation modes, the City wants to ensure equity in funding safety improvements across these communities and their modal preferences (such as transit access, pedestrian movements, bicycle needs, and traffic circulation)
- The Mayor appointed a resident representative, transportation (City, regional, and PennDOT), public health, police, fire / rescue, communication, planning, and equity experts, with support by Vision Zero consultants.

3. STRATEGIC PLANNING

A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines; it also identifies responsible stakeholders.

City's Actions:

- The Vision Zero Action Plan, including the Year One Actions, represents the City's guidance document.

4. PROJECT DELIVERY

Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, and prioritizing roadways with the most pressing safety issues.

City's Actions:

- The Year One Update Section lists active projects that align with the Vision Zero program.

ITE CORE ELEMENTS AND THE CITY'S PROGRAM

Safe Roadways and Safe Speeds

5. COMPLETE STREETS FOR ALL

Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

City's Actions:

- The State Street Rapid Response Project, the first project launched under the Vision Zero Program, illustrates the City's commitment to Complete Streets and safety as the most important performance measure.

6. CONTEXT-APPROPRIATE SPEEDS

Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

City's Actions:

- All Vision Zero projects will assess speed management. The City plans to coordinate such efforts with PennDOT on State-Owned roads within the City.



ITE CORE ELEMENTS AND THE CITY'S PROGRAM

Data-driven Approach, Transparency, and Accountability

7. EQUITY-FOCUSED ANALYSIS AND PROGRAMS

Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

City's Actions:

- To be consistent with the City's Action Plan, the Call to Action includes appointing Pennsylvania's equity specialist to the Task Force.

EQUITY AND ENGAGEMENT

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

8. PROACTIVE, SYSTEMIC PLANNING

A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

City's Actions:

- The City's High Injury Network (HIN) mapping was developed from citywide data collected from PennDOT's crash database. The HIN reflects the road segments identified by a systems-based approach to safety analyses.

9. RESPONSIVE, HOT SPOT PLANNING

A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

City's Actions:

- The City's High Injury Network (HIN) allows users to map hot spots and then drill down into the systemwide data to review fatal and serious injury crashes.

10. COMPREHENSIVE EVALUATION AND ADJUSTMENTS

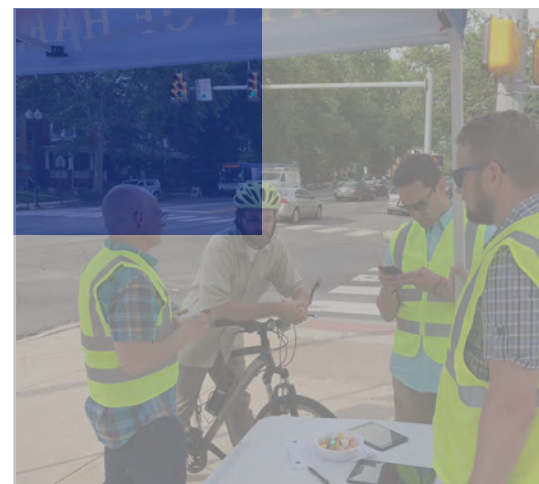
Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

City's Actions:

- The products of the Evaluation Team will be routinely shared with the Executive / Task Force members.



Section III



WHY VISION ZERO IN HARRISBURG?

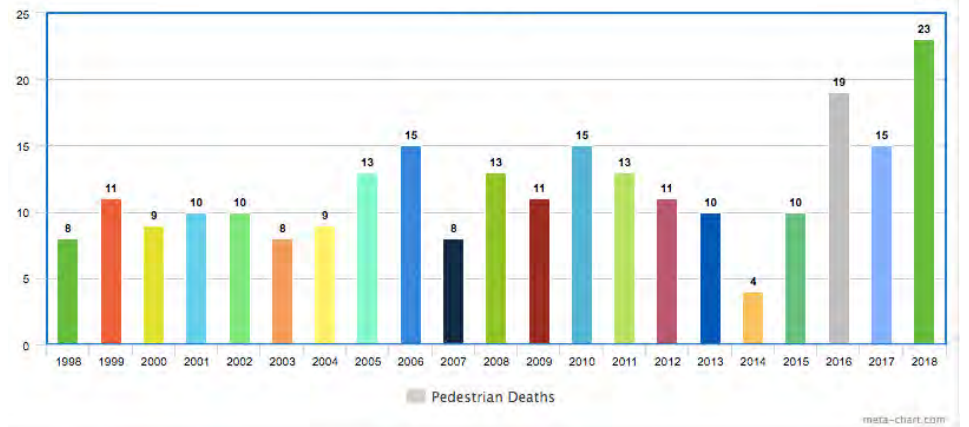
After peaking at around 90,000 people in 1950, the population in the City of Harrisburg has fallen 54 percent over the last 70 years. The City's population currently stands at approximately 49,000 people. The causes of this decline are common among many American cities: burgeoning car ownership and the construction of the interstate highway system fueled urban sprawl to the suburbs; construction of federal and state government offices and public housing displaced neighborhoods; and the popular technique of converting city streets to one-way operation bisected residential areas - which made commercial access more difficult.

These forces have combined to create an auto-centered transportation system that prioritizes the needs of motorists above those of the City's most vulnerable road users. Over the past five years alone, pedestrians, bicyclists, and motorcyclists have accounted for 19 fatalities and 105 serious injuries in the City of Harrisburg.

Across the United States, the number of pedestrian fatalities is growing substantially faster than all other traffic deaths. According to a recent report published by the Governors Highway Safety Association, pedestrian deaths increased 35 percent from 2008 to 2017, during the same time that all other traffic deaths decreased by six percent. Pedestrian deaths as a proportion of total motor vehicle crash deaths increased steadily, from 12 percent in 2008 to 16 percent in 2017. During 2018, the US has likely experienced the largest number of pedestrian fatalities since 1990 (28 years) and pedestrians now account for a larger proportion of traffic fatalities than they have in the past 34 years.



Central Pennsylvania Region Pedestrian Deaths



The Central Pennsylvania region reported 23 pedestrian deaths for 2018, an alarming increase from the 15 reported fatalities in 2017. This data comes from four counties surrounding Harrisburg: Cumberland, Dauphin, Perry and York. Although the local increase in pedestrian fatalities follows the national trend, there is no distinct pattern according to officials.

Cities across the world are adopting Vision Zero and Safe Systems philosophies to reverse these trends. Harrisburg becomes the third city in Pennsylvania to join the Vision Zero Network in the United States - a collaborative campaign aimed at building the momentum and advancing this game-changing shift toward safe, healthy and equitable mobility for all. Our Vision Zero Task Force is comprised of local and state leaders in health, engineering, policy enforcement and emergency response,

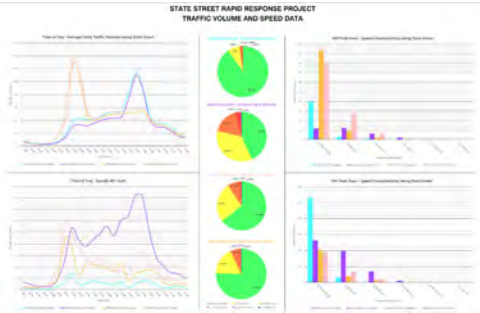
policy, and advocacy to develop and implement strategies to make Vision Zero Harrisburg a reality.

The City has hit the ground running. Pilot safety and multimodal improvement projects are already underway - but there is much work to do if we hope to transform our roads and sidewalks into a network that accommodates all modes of transportation and promotes a better, safer Harrisburg for people to live, work and play.

This visionary approach to transportation planning will reconnect neighborhoods and rebuild our shared sense of community, creating a better and safer City to call home. It is time for a change with a new goal for Harrisburg. Losing lives on Harrisburg's streets is unacceptable and fatal and severe crashes can be prevented. Working together, we will save lives.

HARRISBURG'S VISION ZERO CORE ELEMENTS

This section summarizes the City's Vision Zero Core Elements, grouping the relevant City and City partners' resources to reach the Vision Zero goal.



EVALUATION

The City of Harrisburg's Vision Zero plan uses the best available information to create a data-drive process to identify high crash and high-risk locations on City streets; creates the HIN; and prioritizes City resources based on how well each project would improve safety for vulnerable travelers.



EDUCATION

The City and its partners will leverage their communication resources to educate the public and promote safe driving, walking, and biking. An educated, engaged public is crucial for achieving zero deaths and severe injuries.



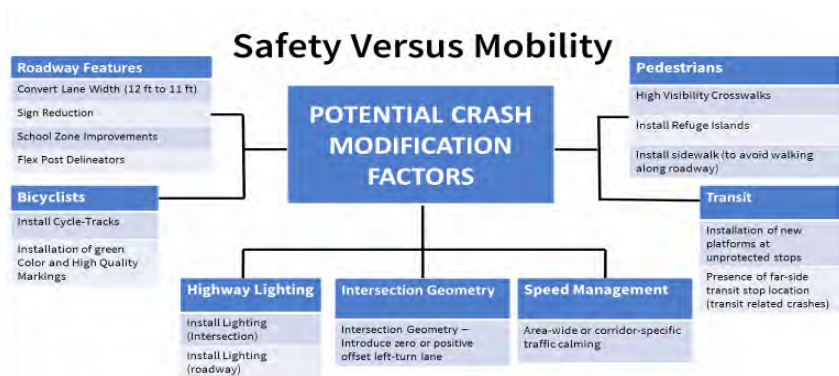
ENGAGEMENT

Harrisburg understands the importance of separating the strategies that educate the public from strategies that engage and listen to the residents. Engagement encourages community interest and investment. Harrisburg will ensure that City residents are involved in the Vision Zero process so that they can learn about safety improvements, voice opinions, and give feedback.



ENGINEERING

With quality data on crash locations in the City and input from the community on safety concerns, the City's engineering department can redesign and operate streets to reduce risk of crashes.



HARRISBURG'S VISION ZERO CORE ELEMENTS



ENFORCEMENT

High Visibility Enforcement will strategically focus on the HIN in order to enforce traffic laws to reduce and prevent unsafe roadway behaviors. This effort will be coordinated with the education and equity committees.



EXECUTIVE

The Executive Core Element represents the City's leadership's role in setting policy, prioritizing funding, ensuring collaboration between the City's departments and Vision Zero partners, and establishing the urgency of meeting the Vision Zero goal.

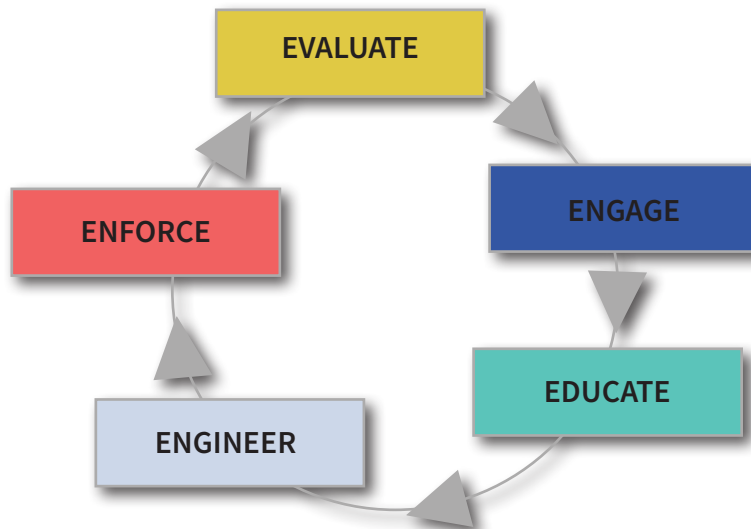
Two Core Elements Span the Vision Zero Action Plan: Executive and Equity



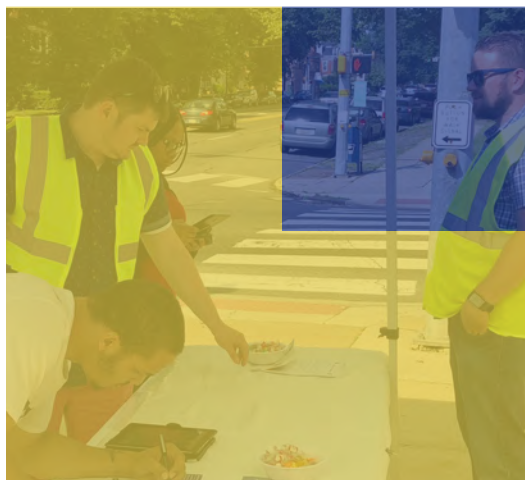
EQUITY

Although Vision Zero's approach is to rely on a data-driven foundation of information, the City strongly believes that the process must identify equitable solutions on behalf of all Harrisburg residents.

WORKING TOGETHER



Section IV



VISION ZERO GOALS

1

Save lives and prevent serious injuries by reducing the number of severe traffic crashes on Harrisburg streets.

2

Improve the street system and prioritize those who are most vulnerable.

3

Reduce traffic congestion, improve air quality, and improve the health of residents by transitioning from motorized to active modes of transportation.

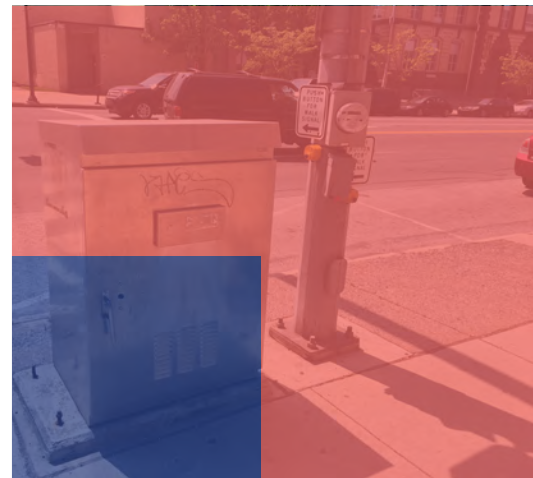
INJURY AND CRASH DATA

City of Harrisburg	2013	2014	2015	2016	2017
Total Fatalities (Pedestrian, Bicyclist, and Motorcyclist)	3	4	6	4	6
Total Severe Injuries (Pedestrian, Bicyclist, and Motorcyclist)	9	8	11	7	11
Pedestrian Fatalities	1	0	2	3	2
Pedestrian Severe Injuries	7	3	7	6	6
Bicyclist Fatalities	0	0	0	0	1
Bicyclist Severe Injuries	0	1	0	0	2
Motorcyclist Fatalities	2	4	4	1	3
Motorcyclist Severe Injuries	2	4	4	1	3

PUBLIC OUTREACH, PROBLEMS & SOLUTIONS

Public Comment	Problem	Proposed Solution
Difficult to See Oncoming Traffic	Poor Sight Distance at Crosswalks	Pedestrian Bulb-Outs
Lack of Clearly Marked Bicycle Space	No Bicycle Accommodations	6' Wide Cycle Track
Unsafe to Enter/Leave Parked Car	No Defined Edge of Travel Lane	Clearly defined parking spaces and improved accessible spaces

Section V



YEAR ONE ACTION PLAN

Strike Team Approach:

Critical to the success of the City's Vision Zero Action Plan implementation is collaboration between City departments to optimize resources and closely coordinate efforts. Under the Mayor's direction, City departments are working together to reach the goal of zero deaths and severe injuries on City streets by executing the following process:

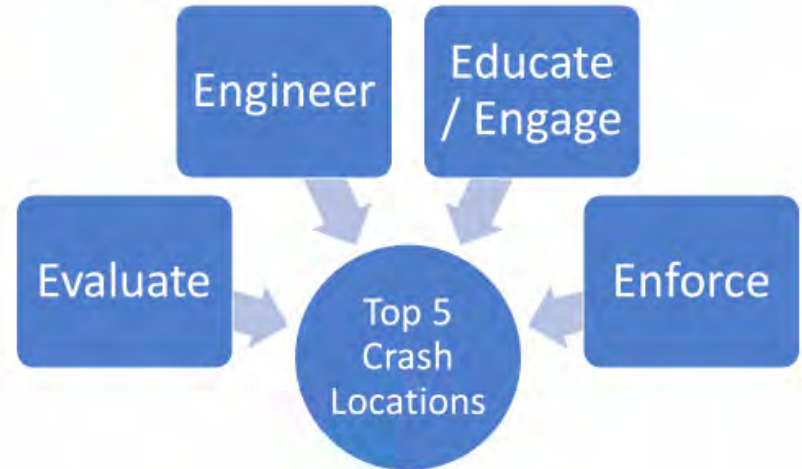
1 The Evaluation Team, on a regular basis, utilizes the City's High Injury Network to identify and analyze the highest risk locations.

2 The Engineering Team uses the Evaluation Team's data-driven process to focus on the highest risk locations and perform the following actions:

1. Assess potential operational changes in the transportation infrastructure to quickly address risks
2. Identify quick response tactics to improve safety by using materials such as signing, markings, flex posts, and other devices
3. Determine permanent solutions to improve safety that require CIP funds, such as lighting upgrades, street geometric improvements, and traffic signal infrastructure modifications
4. Recommend policy and regulatory changes to address behavioral challenges, speed control, and other factors

3 In parallel to the Engineering Team's efforts, the Education/ Engagement Team (led by the Communications Department) reaches out to the community in the high-risk areas with the City's identified safety concerns and asks for input to understand the causes of those concerns. We include an example of this work from the State Street project on page 23 and detail it on pages 30-31.

4 The Enforcement Team works closely with the Education/Engagement Team to observe the conditions at the high-risk locations and educate the public with front line police presence (understanding limitations on police resources).



5 The Engineering Team implements improvements via construction, maintenance crews (quick build), and / or operational changes.

6 The Education / Engagement Team notifies and publicizes the new improvements to the community / street users, providing guidance on how to safely travel in the location.

7 The Enforcement Team continues to educate the community and street users, then begins spot enforcement to complement the improvements.

8 The Evaluation Team performs an "after" study to monitor the performance of the improvements and feeds the results back to the Strike Team.

EVALUATION

The focus of the first year is to understand the best available resources, collect the information, and develop a process and tool to understand the safety challenges on City streets. For example, to eliminate traffic fatalities, the City requires crash data including where, when, and how an incident occurred. Reported injuries and fatalities information is imperative to the data set. With this information, it becomes easier to determine the factors that need the most attention such as lighting, driver behavior, or timing for crosswalks.

Action Item	Description	Lead Agency	Vision Zero Year
1.1	Develop Vision Zero Walk Audit Checklist and complete Walk Audits along High Injury Network.	City of Harrisburg, Engineering Department	1
1.2	Spot check streetlight levels along the High Injury Network to identify areas of further evaluation.	City of Harrisburg, Engineering Department	1
1.3	Develop neighborhood slow zones program that reduces traffic speeds, ensuring the safety of the most vulnerable roadway users (seniors, children, and people walking and bicycling).	City of Harrisburg, Engineering Department	1+
1.4	Implement a road safety audit process for neighborhood streets.	City of Harrisburg, Engineering Department	1+
1.5	Perform speed limit traffic studies on neighborhood streets within the High Injury Network.	City of Harrisburg, Engineering Department	1+
1.6	Evaluate High Injury Network for Traffic Hazards per Pennsylvania Vehicle Code Section 6112. (Trees, plants, shrubs, similar obstructions).	City of Harrisburg, Engineering Department	1+
1.7	Develop a Bicycle Master Plan that identifies potential bicycle facilities.	City of Harrisburg, Planning Department	1+
1.8	Assess safety in school zones, including pick-up and drop-off areas. Coordinate efforts with the school administration to identify the top three highest risk locations. Short-term solutions include (1) maximizing compliance with traffic laws such as speeding, use of crosswalks, parking; and (2) review of the pick-up / drop-off area plans for safety.	City of Harrisburg, Engineering Department, Police, Harrisburg School District	Ongoing
1.9	Develop a Special Events Plan to encourage bicycle and pedestrian use.	City of Harrisburg, Engineering and Planning Department	1+
1.10	Update High Injury Network annually or as data becomes available and report project successes.	City of Harrisburg, Engineering Department	1+

EDUCATION/ENGAGEMENT



This subcommittee of communication specialists aims to establish a comprehensive and cohesive public education campaign to increase awareness of crash-related data. Their work promotes a culture of transportation safety and responsibility throughout Harrisburg.



Action Item	Description	Lead Agency	Vision Zero Year
1.1	Channel 20: Produce, air, and share pedestrian, cyclist, and driver safety promos.	City of Harrisburg, Communications Department	Ongoing
1.2	Social Media and Webpage: Pedestrian, cyclist, and driver safety campaign and resources.	City of Harrisburg, Communications Department	Ongoing
1.3	Provide promos on pedestrian and driver safety for Channel 20, website, social media.	Pennsylvania Department of Health & PennDOT	Ongoing
1.4	Post at local government offices; provide to schools.	Pennsylvania Department of Health	Ongoing
1.5	Develop graphics for pedestrian and driver safety posters (CAT + Harrisburg Comms).	Capital Area Transit	Ongoing
1.6	Print pedestrian and driver safety posters for posting on buses.	Capital Area Transit	Ongoing
1.7	Traffic safety officers present pedestrian and driver safety info to neighborhood groups.	City of Harrisburg, Police Department	Ongoing
1.8	Vision Zero presentations to parent groups and incoming students.	Harrisburg School District	Year 1
1.9	Distribute and post printed Vision Zero materials.	Harrisburg School District	Year 1



ENGINEERING

One of Vision Zero’s primary goals is to engineer streets to avoid dangerous crashes. The Engineering Subcommittee is responsible for coordinating street design efforts within the public right-of-way to prioritize traffic safety. The Subcommittee also ensures that the public investment portion of the Action Plan includes active transportation and facilitates obtaining Occupancy Permits. This committee is comprised of members of the City Engineering Department, City Planning Department, Tri-County Regional Planning Commission, Pennsylvania Department of Transportation (PennDOT), and Capital Area Transit (CAT).

Public Comment	Existing Conditions	Proposed Conditions
Lack of Crosswalks	10 Crosswalks	16 Crosswalks
Distance Across State Street	76’ Crossing Distance	11’-21’ Typ. 40’ Max
Distance to Nearest Crossing is too far	1,470’ Max Spacing	475’ Max. Spacing

Public comments regarding Crosswalks from State Street Survey

PRIORITIZE MAINTENANCE EFFORTS ALONG HIGH INJURY NETWORK (HIN)

Action Item	Description	Lead Agency	Vision Zero Year
1.1	Install pedestrian countdown timers, 12-inch traffic signals with reflective backplates, overhead street name signs and high visibility crosswalks at all signalized intersections within the HIN.	City of Harrisburg, Engineering Department and PennDOT	1+
1.2	Update all stop and yield signs within the HIN. Add retroreflective sleeves to the sign posts. Install stop bars and crosswalks as needed.	City of Harrisburg, Engineering Department	1+
1.3	Remove or replace non Manual on Uniform Traffic Control Devices compliant signs along the HIN.	City of Harrisburg, Engineering Department	1+
1.4	Update School Zone Signal Plans.	City of Harrisburg, Engineering Department	1+



ENGINEERING

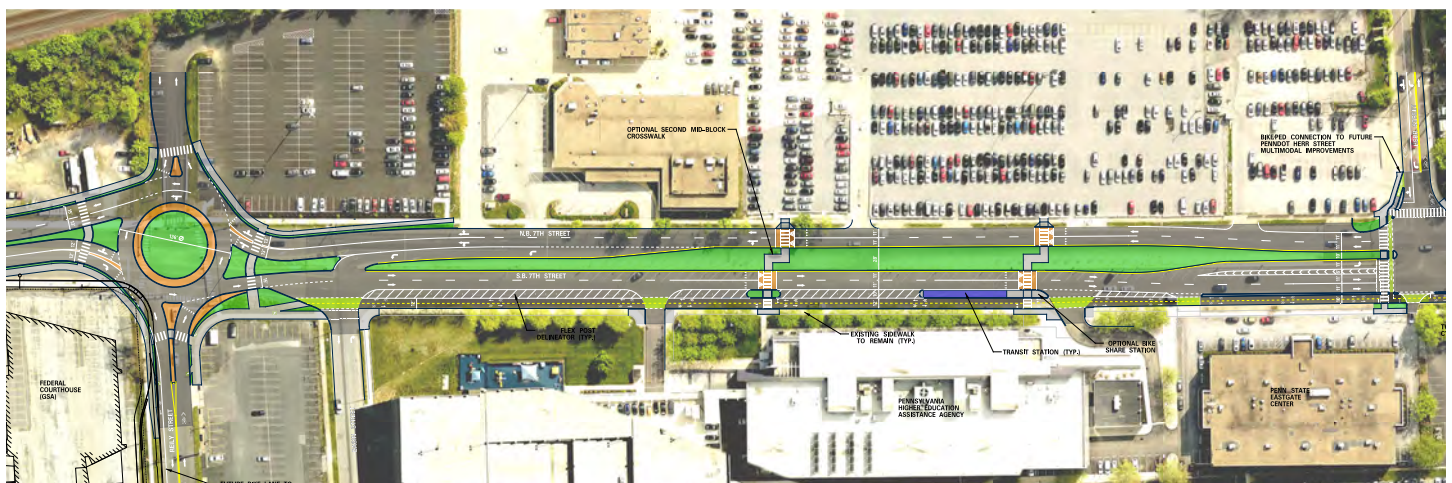
PRIORITIZE STREET SAFETY PROJECTS ALONG HIGH INJURY NETWORK

Action Item	Description	Lead Agency	Vision Zero Year
2.1	Complete the State Street Rapid Response Project.	City of Harrisburg, Engineering Department	1
2.2	Complete Second Street two-way conversion.	City of Harrisburg, Engineering Department	2
2.3	Traffic Signal Timing: Install Leading Pedestrian Intervals (LPI's) at signalized 25 intersections. Incorporate priority pre-emption for emergency vehicles and transit priority as standard equipment for all new signals and signal rebuilds. All pedestrian signals retimed to 3.5"/second by November 2020.	City of Harrisburg, Engineering Department and PennDOT	2
2.4	Install raised intersection at Market Street and Dewberry Street.	City of Harrisburg, Engineering Department	1
2.5	Install two urban traffic roundabouts.	City of Harrisburg, Engineering Department	2
2.6	Install Two-Way Cycle Track and protected intersection on North 7th St between Boas Street and Reily Street.	City of Harrisburg, Engineering Department	2
2.7	Pursue funding to implement the recommendations of the Derry Street Safety Study.	City of Harrisburg, Engineering Department	1+
2.8	Pursue funding to implement the recommendations of the Paxton Street Safety Study.	City of Harrisburg, Engineering Department	1+
2.9	Pursue funding for Front Street and Forster Street intersection improvements.	City of Harrisburg, Engineering Department	1+
2.10	Pursue Funding for Cameron Street and Maclay Street Intersection Improvements	City of Harrisburg, Engineering Department	1+
2.11	Construct multimodal safety improvements as part of paving of State roads and reconstruction of State bridges through the PennDOT Connects Program.	PennDOT	1+
2.12	Relocate and Improve existing bus stops based off the Harrisburg Bus stop Optimization Project 2017-2018.	Capital Area Transit	1+

ENGINEERING

PURSUE CITY CODE AND POLICY AMENDMENTS TO ALIGN WITH VISION ZERO.

Action Item	Description	Lead Agency	Vision Zero Year
3.1	Propose an Amendment to the City of Harrisburg Subdivision and Land Development Ordinance, Chapter 7-513.11 Traffic Impact Assessment to replace the traffic impact study (TIS) with a comprehensive transportation review (CRT) to provide options for multimodal uses.	City of Harrisburg, Planning and Engineering Departments	1+
3.2	Draft amendment to remove off-street parking requirements from the Zoning Ordinance. Alternatively, consider whether to rezone more corridors for Commercial Neighborhood (CN) designation, which does not require off-street parking.	City of Harrisburg, Planning and Engineering Departments	1+
3.3	Draft amendment to remove off-street parking requirements from the Zoning Ordinance. Alternatively, consider whether to rezone more corridors for CN designation, which does not require off-street parking.	City of Harrisburg, Engineering Department	1+
3.4	Amend City codes for permit applications to improve bicycle and pedestrian detours in construction zones.	City of Harrisburg, Engineering	1+



ENFORCEMENT

The City Police role is to use the High Injury Network information to (1) understand the types of crashes and behavioral issues (compliance with traffic laws); (2) educate / engage people on the street of such challenges; and (3) enforce traffic laws to improve safety.

Action Item	Description	Lead Agency	Vision Zero Year
1.1	Assign limited police resources to Strike Team, focus on top crash locations.	City of Harrisburg, Police	1
1.2	Institute high visibility enforcement, prioritizing high crash corridors and using a combination of education and enforcement.	City of Harrisburg, Police	1
1.3	Integrate Vision Zero curriculum into police officer Training.	City of Harrisburg, Police	1
1.4	Pursue automated enforcement.	City of Harrisburg, Mayor's Office and Police	1-3
1.5	Coordinate monthly fatal and severe injury crash reviews with Engineering.	City of Harrisburg, Police and Engineering Department	1
1.6	Increase parking enforcements and increase parking ticket fines for violations that effect pedestrian safety.	City Ordinance, Standard Parking, Mayor's Office, and Police	1+
1.7	Coordinate monthly fatal and severe injury crash reviews with Engineering.	City of Harrisburg, Mayor's Office and Police	1+

TOP REPORTED DANGEROUS BEHAVIORS

- *Speeding*
- *Red Light/Stop Sign Running*
- *Driving Under the Influence*
- *Failing to Yield to Pedestrians*
- *Illegally Parking on Sidewalks and Crosswalks*
- *Distracted Driving and Cell Phone Use*
- *Reckless/Careless Driving*



EXECUTIVE & EQUITY

The Call to Action develops executive initiatives and associated actions to fulfill the following purpose:

1 Exhibit leadership with the Vision Zero Plan and promote the initiatives.

2 Provide Mayor’s office support for the Vision Zero Plan regarding prioritization of City resources and associated funding, as well as facilitate collaboration between City departments. The Strike Team approach to collaboration is detailed on the right.

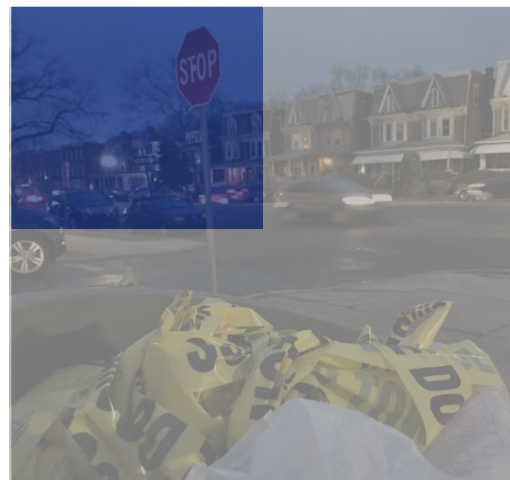
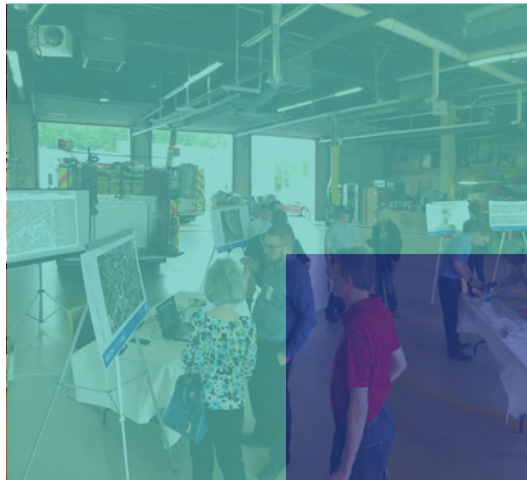
3 Identify policy and procedural hurdles, and lead efforts to resolve such hurdles.

4 Track the overall program’s success, using a data-driven performance measurement process balanced with an equal distribution of City resources to communities.

Action Item	Description	Lead Agency	Vision Zero Year
1.1	Create Vision Zero Task Force. For more information see Call to Action.	City of Harrisburg, Mayor’s Office	1
1.2	Assemble Strike Team. For more information see below.	City of Harrisburg, Mayor’s Office	1
1.3	Ensure Equity in All Aspects of the Program For more information see Call to Action.	Task Force	1
1.4	Forge Partnerships with Key Decision-makers. For more information see Call to Action.	City of Harrisburg, Mayor’s Office	1
1.5	Pursue City Policy Changes: Investigate opportunities to support Strike Team with funding and policy changes to reduce implementation timeframe.	Task Force	1-5
1.6	Pursue State Policy Changes : Create Vision Zero Working Group, with members of Pennsylvania local governments.	City of Harrisburg, Engineering Department	1



Section VI



YEAR ONE UPDATE

The City has made significant progress in improving safety on its streets since the launch of the Vision Zero program. Below are summaries of the Year 1 action items and projects to improve safety.

1 66% of all traffic-related deaths and severe injuries involving people walking, biking, and motor biking occur on just 4% of Harrisburg street miles.

2 Compared to motorists, pedestrians are 42 times more likely to die in a crash, motorcyclists are 16 times more likely to die in a crash, and bicyclists are five times more likely to die in a crash.

3 48% of fatalities and major injuries occurred on streets with speed limits over 35 mph.

4 21% of fatalities and major injuries were alcohol related.

5 55% of fatalities and major injuries involved aggressive driving.

EVALUATION TOOLS

High Injury Network: The foundation for the data-driven program.

The HIN represents a collection of crash datasets from within Harrisburg's city limits. This dataset was developed from five years of PennDOT crash data (2013-2017) and excludes Interstate 81 and 83. The City reviewed all crashes within its limits and assigned a higher score to deaths or severe injuries of the vulnerable road users (someone walking, biking, or riding a motorcycle). The City also reviewed intersections with the highest number of crashes, regardless of severity.

This dataset reveals the following information:

66% of all traffic-related deaths and severe injuries occur on just 4% of our streets



On the HIN map, the red lines represent the streets with high numbers of pedestrian, bicyclist and motorcycle fatalities and severe injuries. The orange circles represent the intersection with the highest number of crashes. The map will be used by the Vision Zero Task Force to prioritize improvements in the city to prioritize improvements

to reduce traffic deaths to zero by the year 2030.

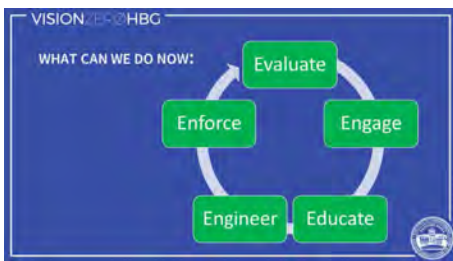


The HIN has been completed and is available for the public and City of Harrisburg employees to access. The data, which includes information about fatal and serious injury crashes from 2013- 2017, is available at www.VisionZeroHBG.org.

YEAR ONE UPDATE

VISION ZERO PROJECTS APPLYING EDUCATION / ENGAGEMENT ENGINEERING

During year one of the Action Plan, the City has focused its engineering resources on developing capital improvement projects within the HIN. These projects, based on Vision Zero, emphasize infrastructure improvements for the most vulnerable of road users. Each project follows the process illustrated below:



STATE STREET

State Street is the first major Rapid Response project that was initiated through Vision Zero. The project will make physical and operational changes to State Street through a two-year trial period beginning in the Spring of 2019. During 2018, the following accomplishments were made in preparation for the project's implementation:

EVALUATION (JUNE-SEPTEMBER 2018)

- Speed Collection
- Traffic Volume Collection
- Lighting Level Analysis
- Existing Condition Inventory
- High Injury Network

Crash Data on State Street

Section	Pedestrian Fatality	Bicycle Fatality	Motorcycle Fatality	Total Motor Vehicle Crashes	Angle	Head-On	Hit Fixed Object	Hit Pedestrian	Sideswipe	Rear-End	Non Collision
16 th Street Intersection	1	0	0	10	6	0	0	3	0	0	1
17 th Street Intersection	1	0	0	12	8	0	0	3	0	1	0
State Street 13 th Street to Parkway Drive	2	0	0	77	49	4	2	9	8	3	2
State Street 7 th Street to Parkway Drive	3	1	1	109	54	5	12	11	9	16	2

Note: Data taken from PennDOT Crash Data from 2013 to 2017

STATE STREET SAFETY SURVEY - PRELIMINARY RESULTS



STATE STREET RAPID RESPONSE PROJECT Harrisburg High Injury Network



YEAR ONE UPDATE

STATE STREET

VISION ZERO PROJECTS APPLYING EDUCATION / ENGAGEMENT ENGINEERING

ENGAGEMENT

(JUNE-SEPTEMBER 2018)

- State Community Survey (Pop-up Event, online, and paper) *May 2018*
- State Street Public Meeting *June 27, 2018*
- State Street Public Workshop *July 19, 2018*
- State Street Engagement Report *August 2018*



Results of Public Engagement

- Engagement begins with *empathy*
 - **May:** Walking tour of State St. with local advocates for change
 - **May:** Pop-up along State St. to survey community
 - **Jun:** Public meeting at Fire Station #2
 - **Jul:** Public workshop at Harrisburg School District



Engagement Activities

- Website – VisionZeroHBG.org
 - Email list
 - Posters and fliers
 - Visual identity
 - Stakeholder ID and recruitment
 - Community survey
 - Public meeting
 - Workshop: city, state, community
- **Results:**
 - Identified biggest problems from various perspectives
 - Continued engagement via email



YEAR ONE UPDATE



State Street at Civil War Drive has been remarked to include a bike lane and high-visibility crosswalks



School zone has been more clearly marked with "School" lettering placed on the street on both approaches



Signal Head upgrades and additional LED lighting

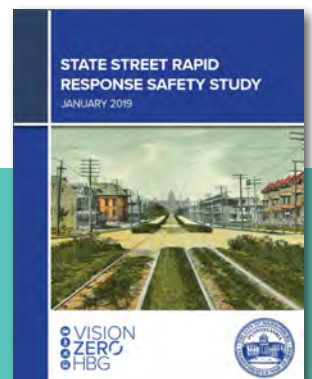
STATE STREET cont.

ENGINEERING INTERIM IMPROVEMENTS (JULY-DECEMBER 2018)

- Installed overhead streetlights on School Zone mast arms at 16th Street, and between 17th and 18th streets
- Upgraded all signal heads to 12" heads
- Installed back plates with reflective tape at all signals
- Installed new pedestrian buttons and signs at 13th Street, 15th Street and Civil War Drive
- Painted speed lines (VASCAR) at two locations for speed enforcement
- Painted "School" in advance of school zones in both directions
- Placed LED inserts in school zone devices
- Deploying speed feedback signs on a rotating basis
- Improved pavement markings at Civil War Drive intersection
- Tree trimming

CONCEPT DEVELOPMENT (AUGUST 2018 - JANUARY 2019)

- Concept Development
August 2018
- Received Input from NACTO
September 2018
- City Concept Review Meeting
September 4, 2018
- PennDOT Partnering Meeting No. 1
October 22, 2018
- Task Force Meeting No. 2 Project Update
November 7, 2018
- PennDOT Partnering Meeting No. 2
December 11, 2018
- State Street Rapid Response Safety Study
November - January 2019



YEAR ONE UPDATE

SECOND STREET

EVALUATION

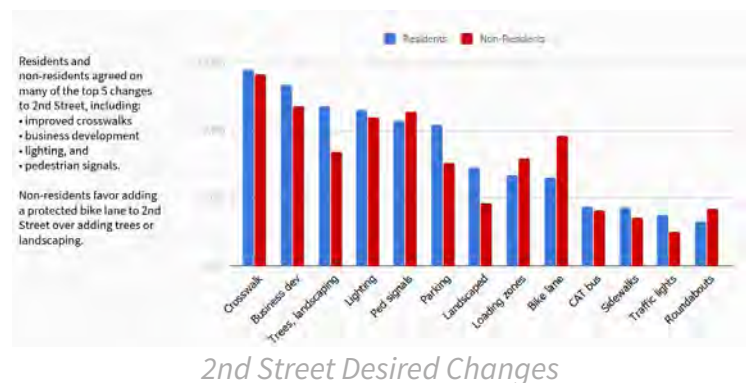
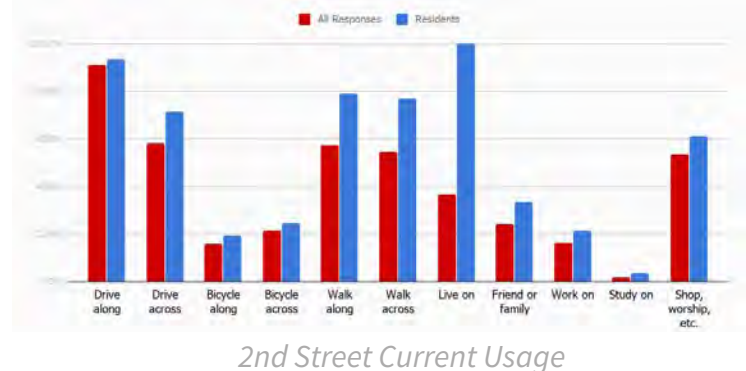
Design work began in 2018 to convert North 2nd Street from one-way northbound to two-way operations from Forster Street to Division Street. To support these changes, the City hired consultant engineering firms to evaluate the existing and future traffic conditions on North 2nd Street and the surrounding area. The study uses the existing conditions analysis as the basis for evaluating future conditions. The existing conditions analysis serves as a comparable benchmark for future developments. The Task Force uses this information to inform decision-makers about the current issues and trends, as well as the objective findings. The future conditions assessment uses the existing conditions evaluation to analyze the potential impacts of changes to the street network. The findings of this study were provided to PennDOT for their review in December 2018.

ENGAGEMENT

From November 21st to December 5th, the City of Harrisburg ran an online survey of residents and other users of N 2nd Street to find out the community's preferences for the upcoming two-way conversion of the street.

The survey respondents represented a broad cross-section of community residents and commuters who regularly use the corridor; in total, 674 people responded to the survey.

Given that the N 2nd Street Two-Way Study has its origins in the City's desire to bolster economic development, this survey included questions aimed at understanding the shopping patterns of respondents. In consideration of census data, the survey begins to paint a picture of the potential for improved economic development opportunities along or near the N 2nd Street corridor.



On November 7, 2018, the first public meeting for the Second Street two-way conversion was held. The well attended meeting was broken into two sections. In the first section, the design team presented the findings from the consultant team's traffic study. In the second portion of the meeting, attendees had the opportunity to articulate their thoughts on the project through a series of workshops.

Survey respondents overwhelmingly asked for improvements to N 2nd Street that will enhance pedestrian safety; they also asked for additional grocery and restaurant options in the neighborhood.



YEAR ONE UPDATE

MULDER SQUARE

ENGINEERING

This project will construct a mini-roundabout at the intersection of Mulberry Street and Derry Street to serve as a gateway to the Allison Hill Community. This intersection is within Harrisburg's Vision Zero HIN. In addition to the traffic calming effects of the roundabout, other improvements that meet the Vision Zero initiative include compliant curb ramps, a raised crosswalk, sidewalk bulb-outs that shorten pedestrian crossing lengths, and improved intersection lighting. The project has been in design throughout 2018 and construction is currently scheduled for 2020.

ENGAGEMENT

From November 21st to December 5th, the City of Harrisburg ran an online survey of residents and other users of N 2nd Street to find out the community's preferences for the upcoming two-way conversion of the street.



7th STREET RECONSTRUCTION

ENGINEERING

This project will reconstruct 7th Street from Herr Street to Reilly Street, which falls on Harrisburg's Vision Zero HIN. Elements include a large landscaped median on 7th Street; an urban multi-lane roundabout at the

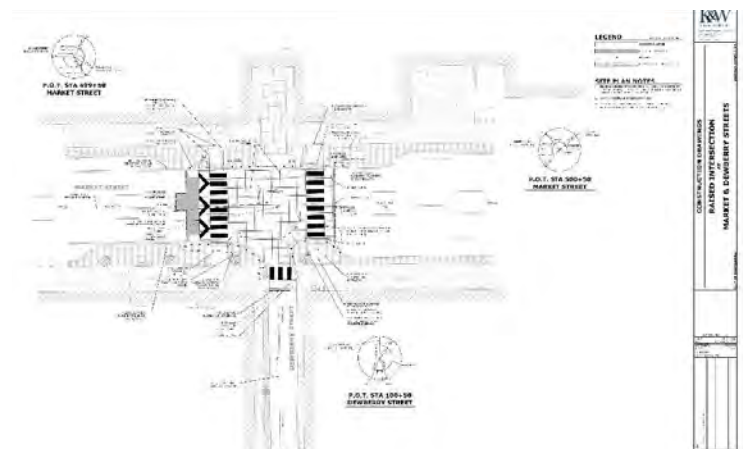
intersection of Reilly Street; a two-way cycle track on the southbound side of 7th Street; a protected intersection at Herr Street; two mid-block pedestrian crossings with raised crosswalks near the Pennsylvania Higher Education Assistance Agency building; and upgraded transit facilities, such as a floating bus stop. The project has been in design throughout 2018 and construction is currently scheduled for Summer of 2019 into Fall of 2020.



MARKET STREET-DEWBERRY STREET RAISED INTERSECTION

ENGINEERING

Raised intersections are similar to speed tables and slow traffic at key points in the roadway. This helps pedestrians cross an intersection more safely. The newest raised intersection in the City of Harrisburg will be at the intersection of Market and Dewberry Streets near Strawberry Square. This intersection has high pedestrian volume and is on the HIN. The project has been in design during 2018 and will be constructed in 2019.



YEAR ONE UPDATE

FRONT STREET-FORSTER STREET IMPROVEMENT CONCEPT

ENGINEERING

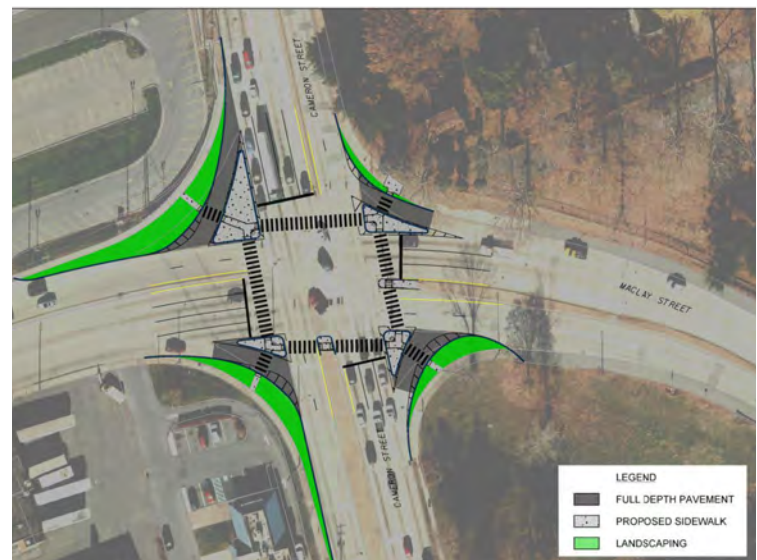
This project will revise the configuration of the intersection of Front Street and Forster Street by removing the unnecessary slip lane from the bridge to Front Street. This intersection falls within Harrisburg’s Vision Zero HIN and has the highest number of reported motor vehicle crashes of any intersection in the City from 2013-2017. Removing this slip lane will shorten pedestrian crossings on the west side of the intersection. The project will also add complaint curb ramps with detectable warning surfaces and pedestrian push buttons to all curb ramps. Other potential improvements include additional sidewalk bulb-outs in the north east and south east side of the intersection, and pedestrian median refuges on Forster Street. A concept was developed for the project in 2018 and the City is currently seeking a funding source to bring the project through final design and construction.



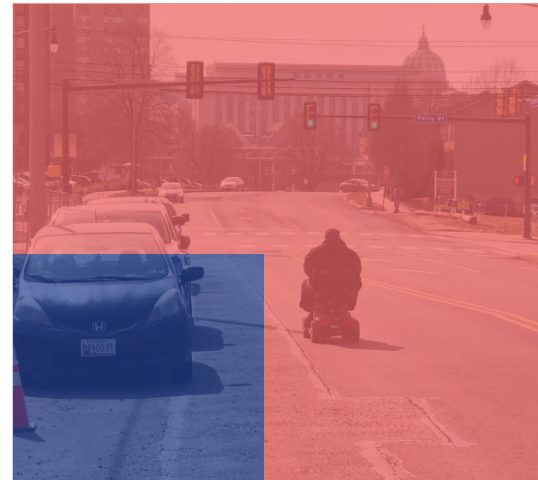
CAMERON STREET AND MACLAY STREET IMPROVEMENT CONCEPT

ENGINEERING

This project will provide complete reconstruction of the traffic signal, pedestrian facilities, and geometric improvements with constructing urban smart channels at the intersection of Cameron Street and Maclay Street. This intersection falls within Harrisburg’s Vision Zero HIN and has the second highest number of reported motor vehicle crashes of any intersection in the City from 2013-2017. Urban smart channels are an innovative pedestrian safety countermeasure supported by FHWA’s Office of Safety. Well-designed right-turn slip lanes provide a tighter radius over a conventional channelized right-turn lane – thereby reducing turning speeds, improving pedestrian visibility, and decreasing the head turn for drivers making right turns. Additionally, the urban smart channels will improve truck turning movements through the intersection by providing additional vehicle tracking areas. A concept was developed for the project in early 2019 and the City is currently seeking a funding source to bring the project through final design and construction.



Section VII



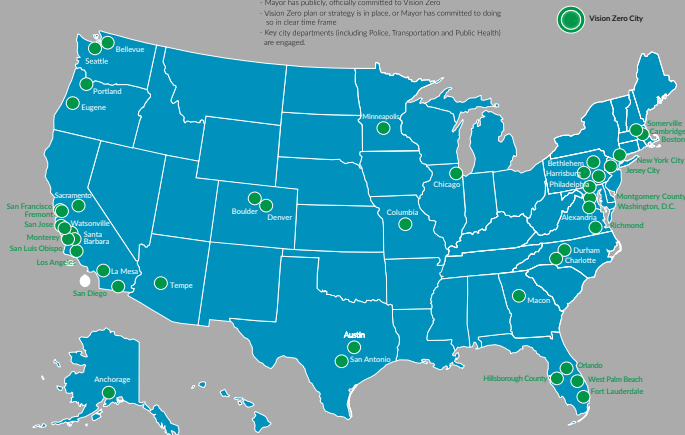
BEST PRACTICES AND RESOURCES

Vision Zero began in Sweden in 1997 and has since been adopted and implemented in over 35 US cities with positive results.

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



Source: <https://visionzeronetwork.org/resources/vision-zero-cities/>

Vision Zero's success in each city begins with political and community-wide commitment and developing an Action Plan with measurable, timely and achievable goals. A complete action plan will address evaluation, engagement, education, engineering, and enforcement as they relate to the Plan's goals.

Throughout the process of adopting and implementing Vision Zero, community leaders in all realms of transportation planning and engineering, policy, law enforcement and community advocacy must share with each other their original ideas, challenges and successes. Maintaining open communication ensures that we will successfully implement safe, healthy, and equitable mobility for all users.

- COMMIT** to Vision Zero
- CREATE** an Action Plan
- COMMUNICATE** Progress

BEST PRACTICES

By committing to Vision Zero, Harrisburg follows in the footsteps of other cities. Early adopters of Vision Zero have set a positive precedent and developed best practices that the City has incorporated in its own plans and policies.

Major Vision Zero cities:

- New York City
- Philadelphia
- San Francisco
- Washington, DC

Other Vision Zero cities:

- Alexandria
- Austin
- Boulder
- Denver

RESOURCES

The City of Harrisburg's Vision Zero Task Force used publicly available resources from the Vision Zero Network and the ITE Vision Zero Task Force. These collections, which include videos, case studies, lists of related links, and more, were created to help communities best understand and enact Vision Zero principals.

Vision Zero Network:

<https://visionzeronetwork.org/about/vision-zero-network/>

ITE Vision Zero Task Force:

<http://toolkits.ite.org/visionzero/>



