



VISIONZERO

HILLSBOROUGH

Panel 1
**Land Use &
Design**
9:15 to 9:55 a.m.



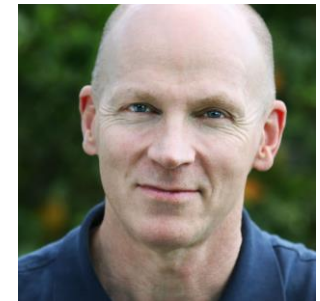
Melissa Zornitta
Executive Director
The Planning Commission



Lucia Garsys
Deputy County Administrator
Development & Infrastructure
Hillsborough County



Mike Callahan
Planning & Design Coordinator
City of Tampa



Ian Lockwood
Livable Transportation
Engineer
Toole Design Group

Matts-Åke Belin
Swedish

Transport Administration
matts-ake.belin@trafikverket.se

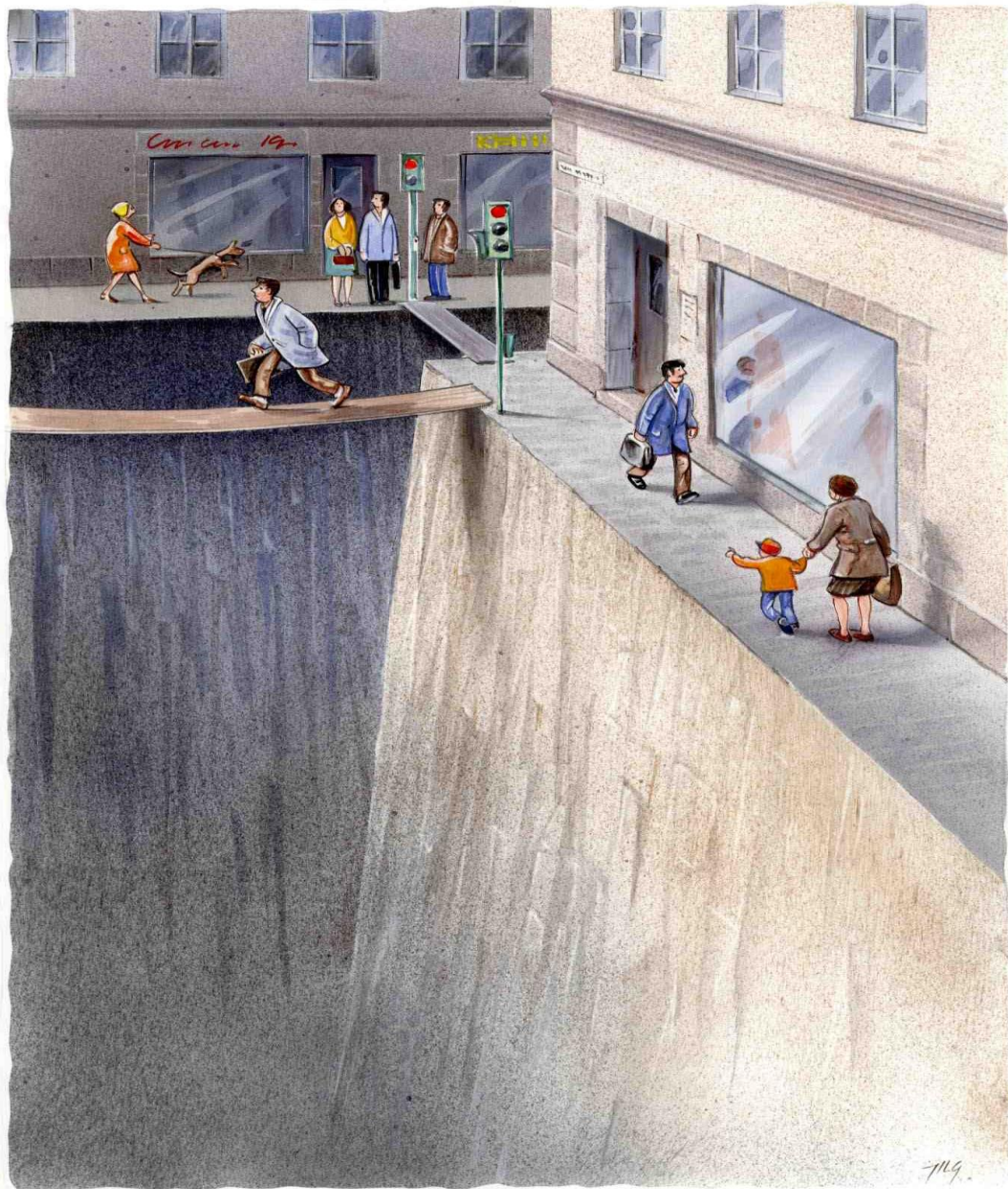
Vision Zero a road safety
policy innovation
Transforming Transportation

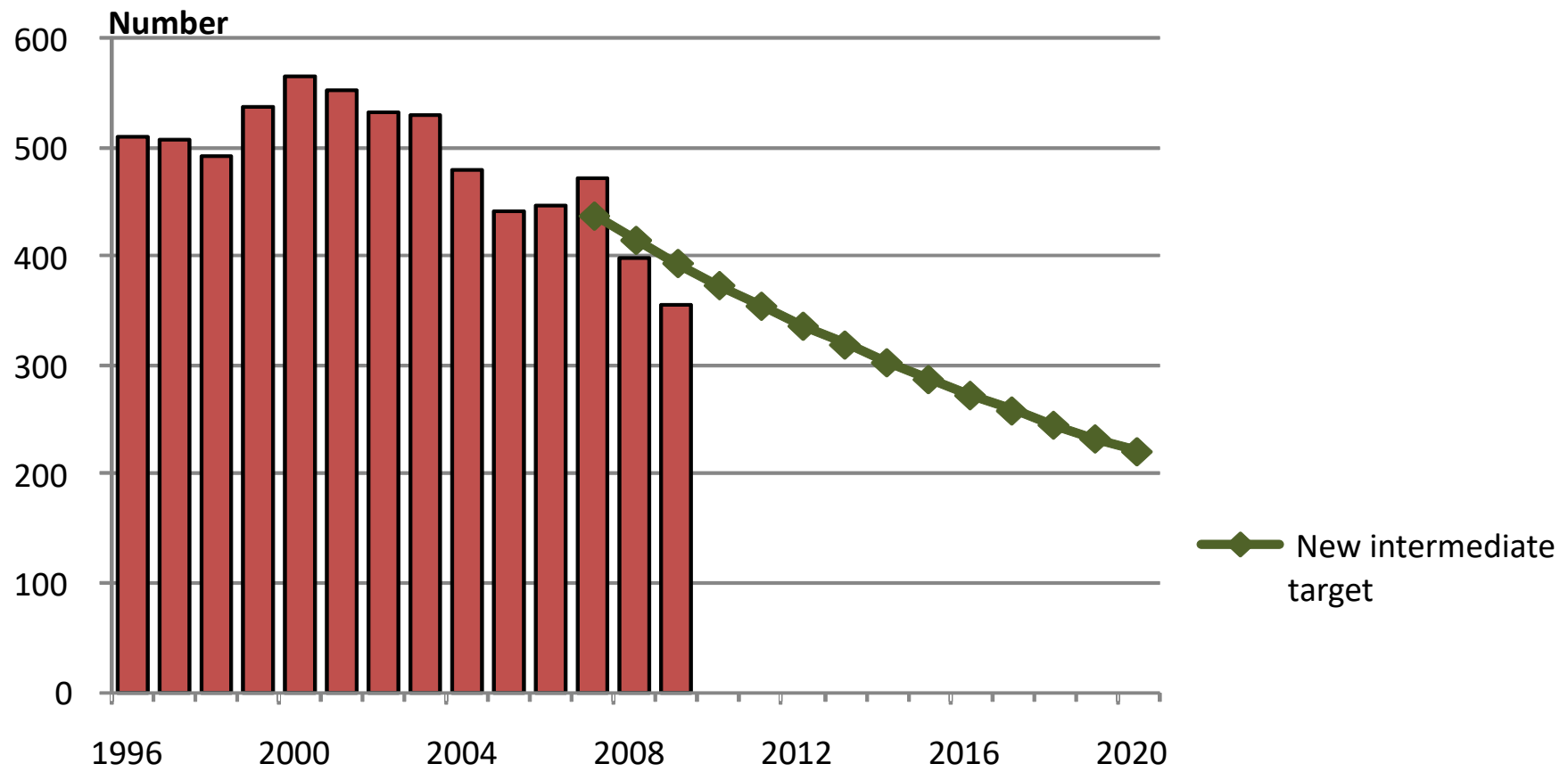


TRAFIKVERKET

VISION ZERO

- **October 1997 the Swedish Parliament passed a new bill on Road Traffic Safety**
- **the design and functioning of the road transport system must be adapted to the requirements resulting from this ruling.**
- **long-term goal no one should be killed or seriously injured as the result of an collision within the road transport system**





Ethics: Human life & health are paramount & take priority over speed & other objectives of the road traffic system.

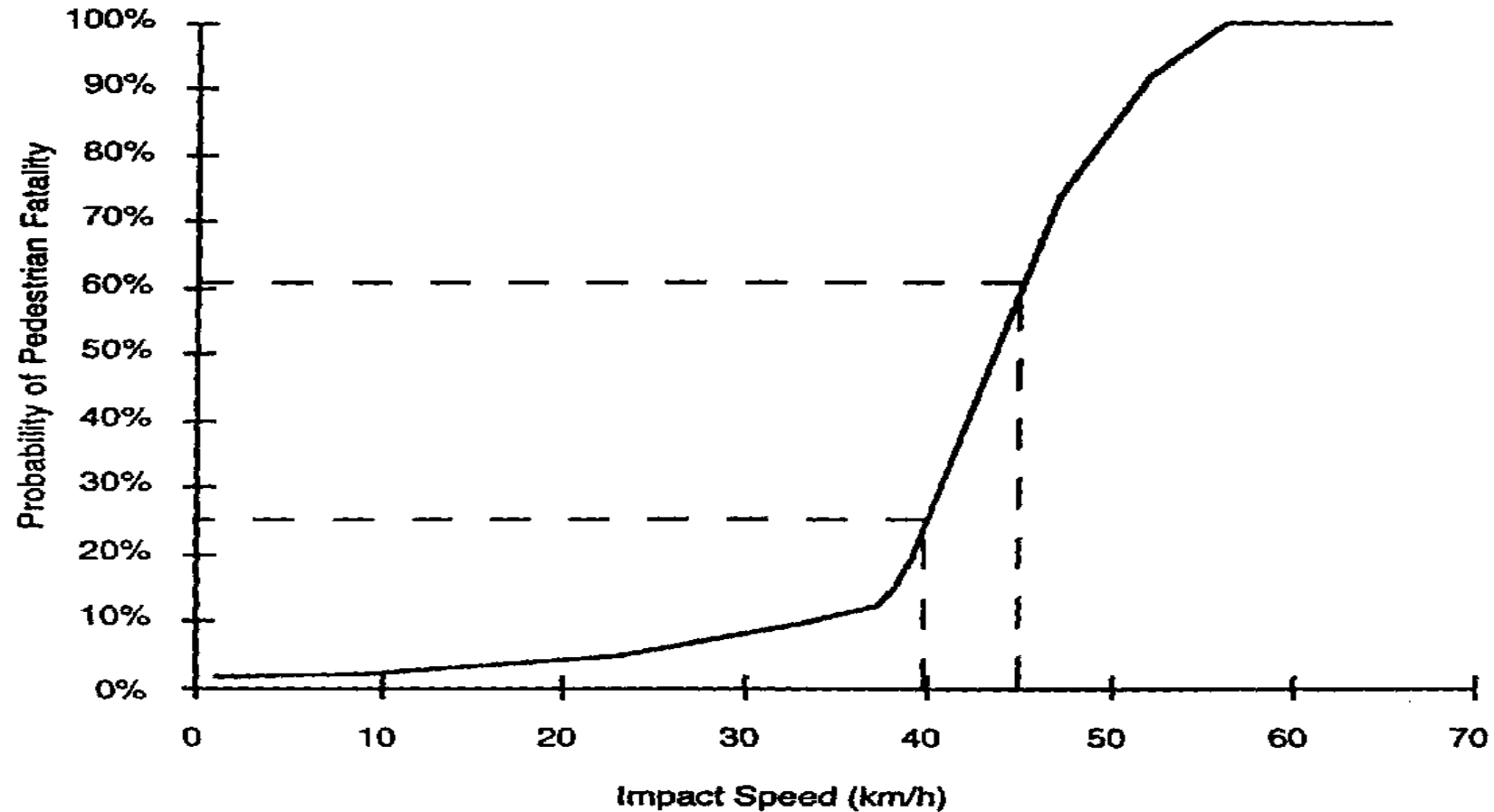
Responsibility: providers & regulators of the road traffic system share responsibility with users.

Safety: road traffic systems should take account of human fallibility & minimize the opportunities for errors & the harm done when they occur.

Mechanisms for change: providers & regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; & all three must be ready to change to achieve safety.

Probability of Pedestrian Fatality by Impact Speed

Figure 2: Probability of Pedestrian Fatality by Impact Speed.
Derived from the Interdisciplinary Working Group for Accident Mechanics (1986) and Watz, Hoefliger and Fehlmann (1983)



Hit by a vehicle traveling at

20
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

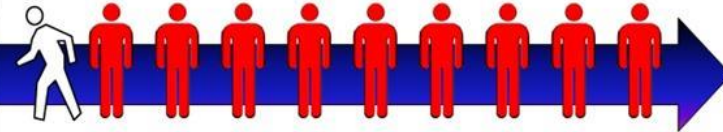
30
MPH



5 out of 10 pedestrians survive.

Hit by a vehicle traveling at

40
MPH



only 1 out of 10 pedestrians survives.



33 / 45

78 feet to stop

30mph



55 / 131

186 feet to stop

50mph



77 / 295

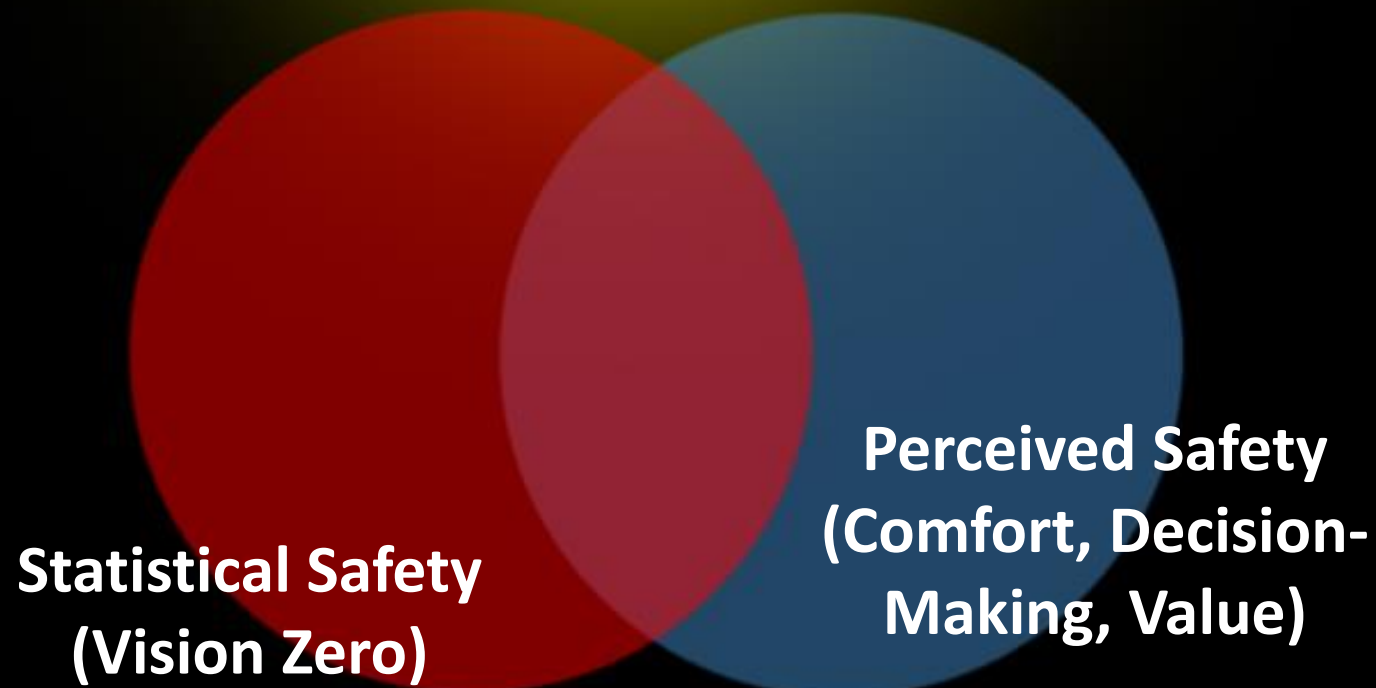
372 feet to stop

70mph



Three Types of Safety

Legal Safety
(Freedom from Liability,
Practices, Street Design
Guidelines, Policy)

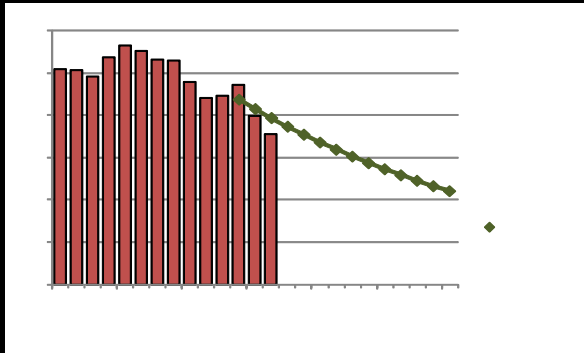


Three Types of Safety

Legal Safety
(Freedom from Liability,
Practices, Street Design
Guidelines, Policy)

Statistical Safety
(Vision Zero)

Perceived Safety
(Comfort, Decision-
Making, Value)



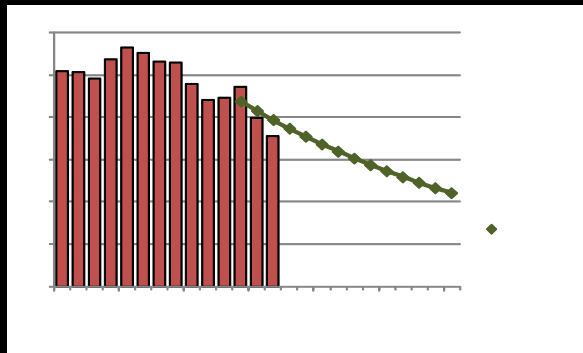
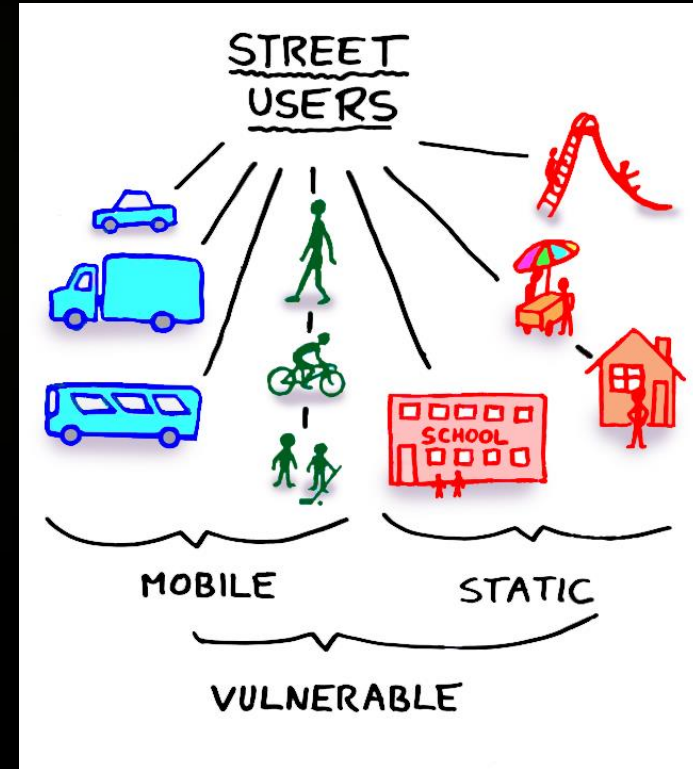
Three Types of Safety

Legal Safety
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Statistical Safety
(Vision Zero)

Perceived Safety
(Comfort, Decision-
Making, Value)

Complete Streets

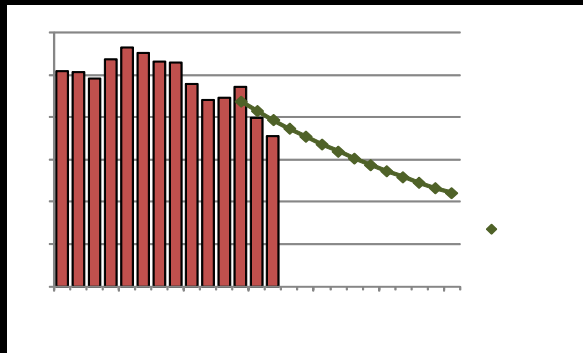
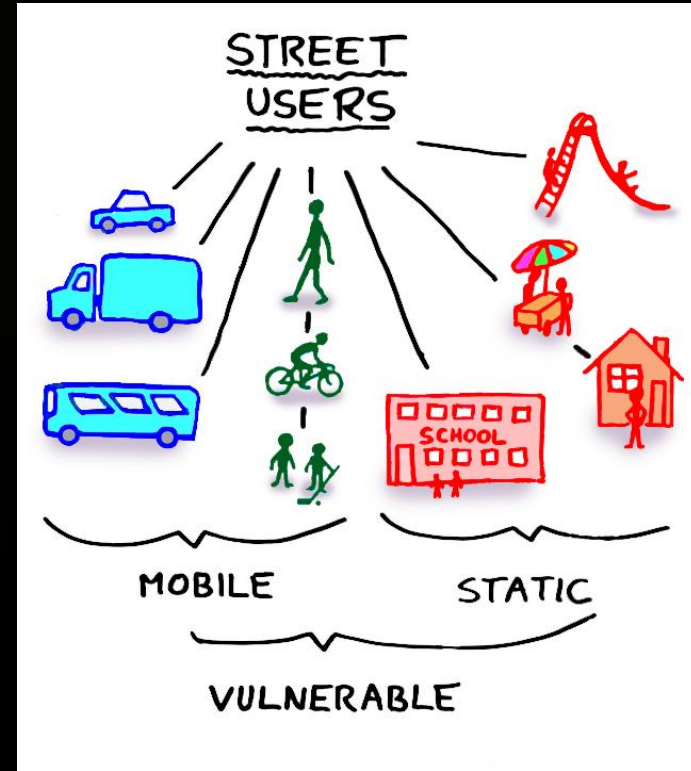


Three Types of Safety



Legal Safety
(Freedom from Liability,
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Guidelines, Policy)

Complete Streets



Statistical Safety
(Vision Zero)

Perceived Safety
(Comfort, Decision-
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Three Types of Safety



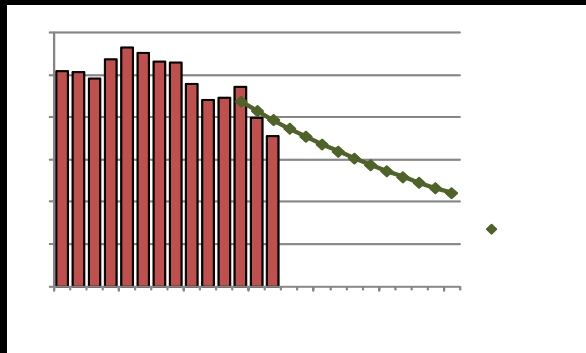
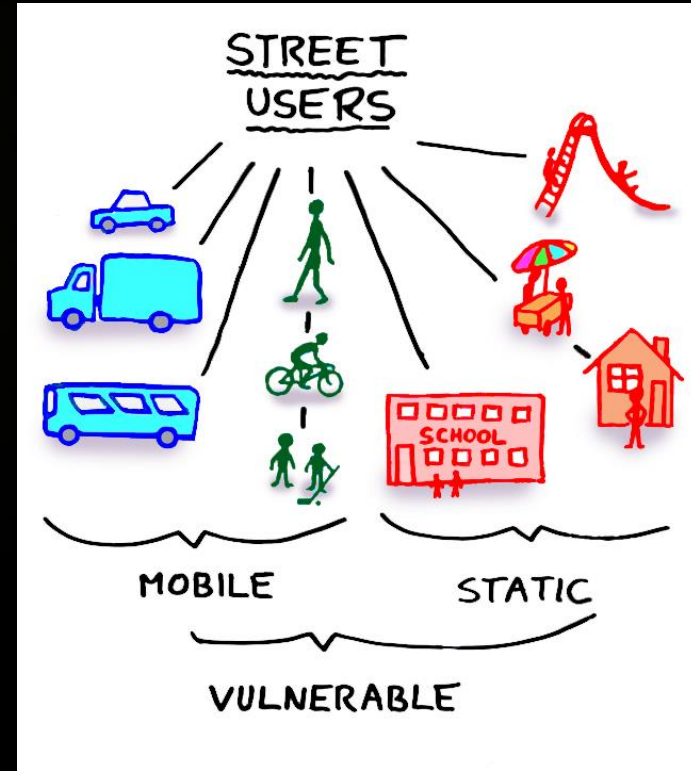
Legal Safety
(Freedom from Liability,
Practices, Street Design
Guidelines, Policy)

**Conventional
Practice**

Statistical Safety
(Vision Zero)

Perceived Safety
(Comfort, Decision-
Making, Value)

Complete Streets



Three Types of Safety



Legal Safety
(Freedom from Liability,
Practices, Street Design
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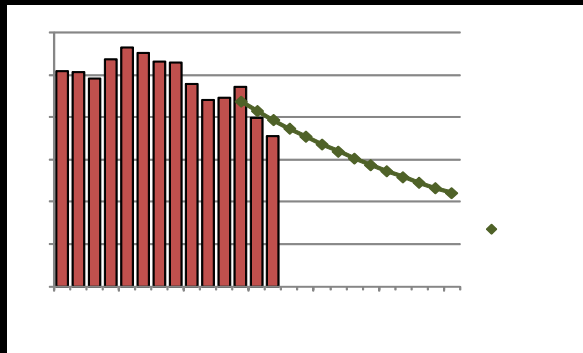
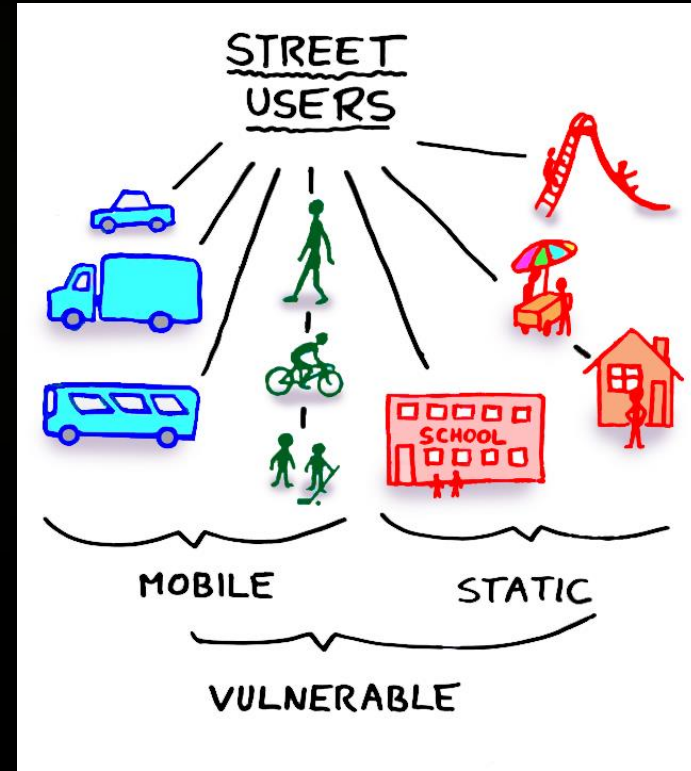
Better
Policy
Environment



Statistical Safety
(Vision Zero)

Perceived Safety
(Comfort, Decision-
Making, Value)

Complete Streets



Mobility (in the past)

the movement of people & goods

assumption: faster, farther, and in greater numbers means progress for society

Mobility (now and in the future)

The populations'
capabilities and strategies
to move in order to access
what they need to live
within the city.

Mobility (now and in the future)

The **populations'**
capabilities and strategies
to move in order to access
what they need to live
within the city.

**Many Populations: young people, elderly, disabled,
different income levels, millennials, pedestrians,
cyclists, transit users, students,...**

Mobility (now and in the future)

The populations' capabilities and strategies to move in order to access what they need to live within the city.

the movement is purposeful:

<u>Trip Type</u>	<u>%</u>
work	18.0
work-related	2.6
shopping	20.2
doctor/dentist	1.5
family/personal	24.2
church/school	8.8
social/recreational	24.5
other	0.2



Hello? Mixed land use and density reduce my average weekend trip length by about 85%

Lockwood

Mobility (now and in the future)

The populations'
capabilities and strategies
to move in order to access
what they need to live
within the city.

Mobility

How are the best cities in the world growing their populations and economies while shrinking traffic?

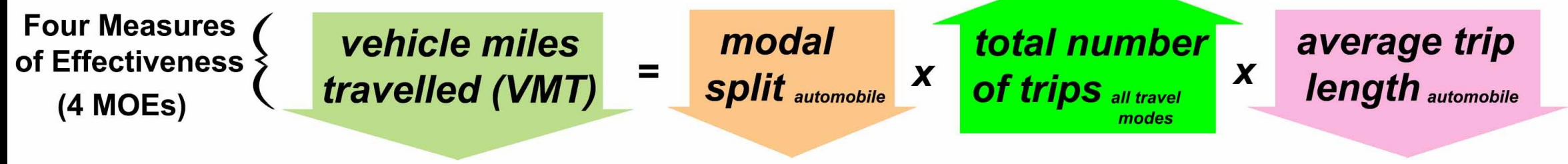
Mobility

How are the best cities in the world growing their populations and economies while shrinking traffic?

They have a complete understanding of “mobility”

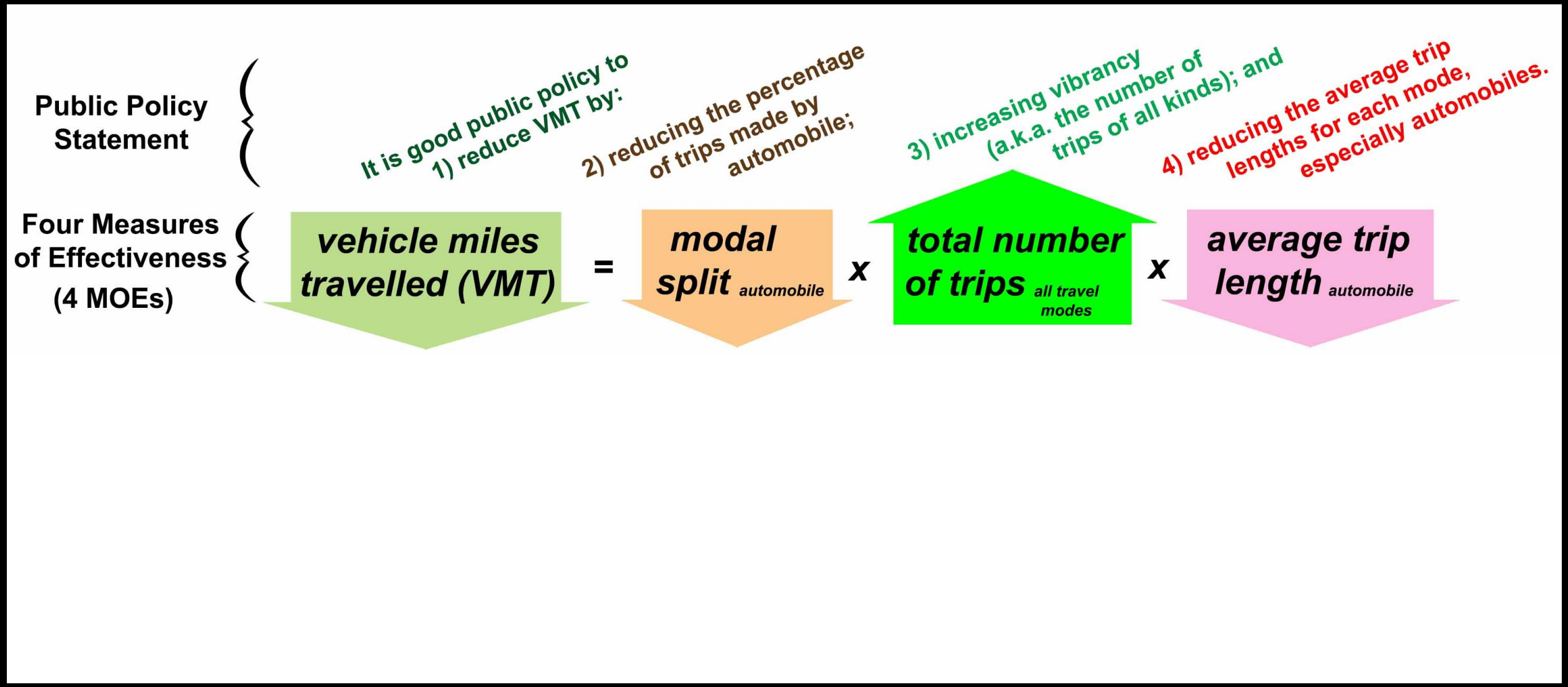
Universal Transportation and Land Use Planning Equation

(the essential four planning metrics for better built environments)



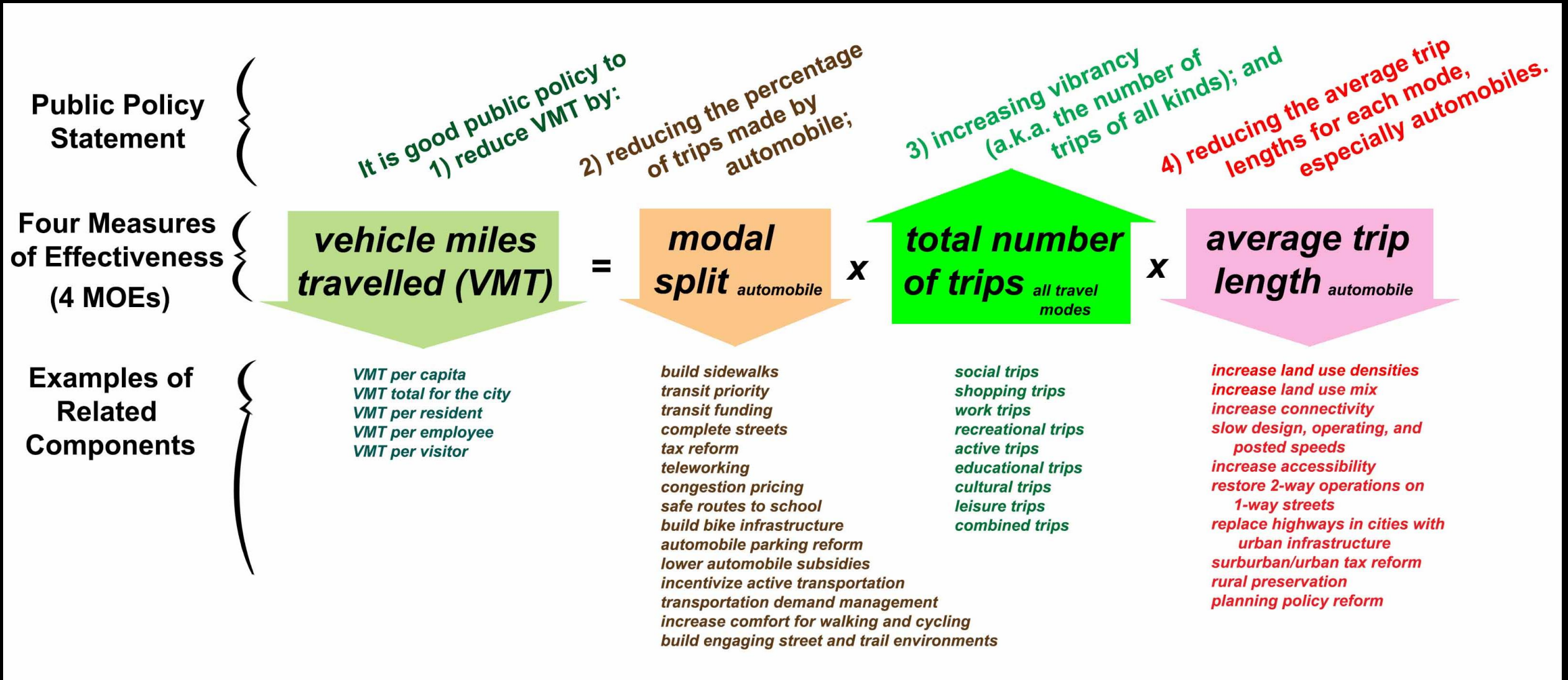
Universal Transportation and Land Use Planning Equation

(the essential four planning metrics for better built environments)



Universal Transportation and Land Use Planning Equation

(the essential four planning metrics for better built environments)



The New York Times



Grand Makeover Is Set for Maryland Strip City

by EUGENE L. MEYER

Rockville Pike, heading north.



Above, a rendering of the White Flint plan,
which seeks to create a walkable community.





CENTER
ce DEPOT
BUFFET
2A
BAGEL CITY
PLUS
SIZES

Bank of America
UNITE BANK

LEASE
JBG Rosenthal Retail
301 657-0700

Bou Avenue

MATTHEW

Pediatrics

PANCAKE HOUSE

THE
LEASE
HOLIDAY
2015: 08.01.15



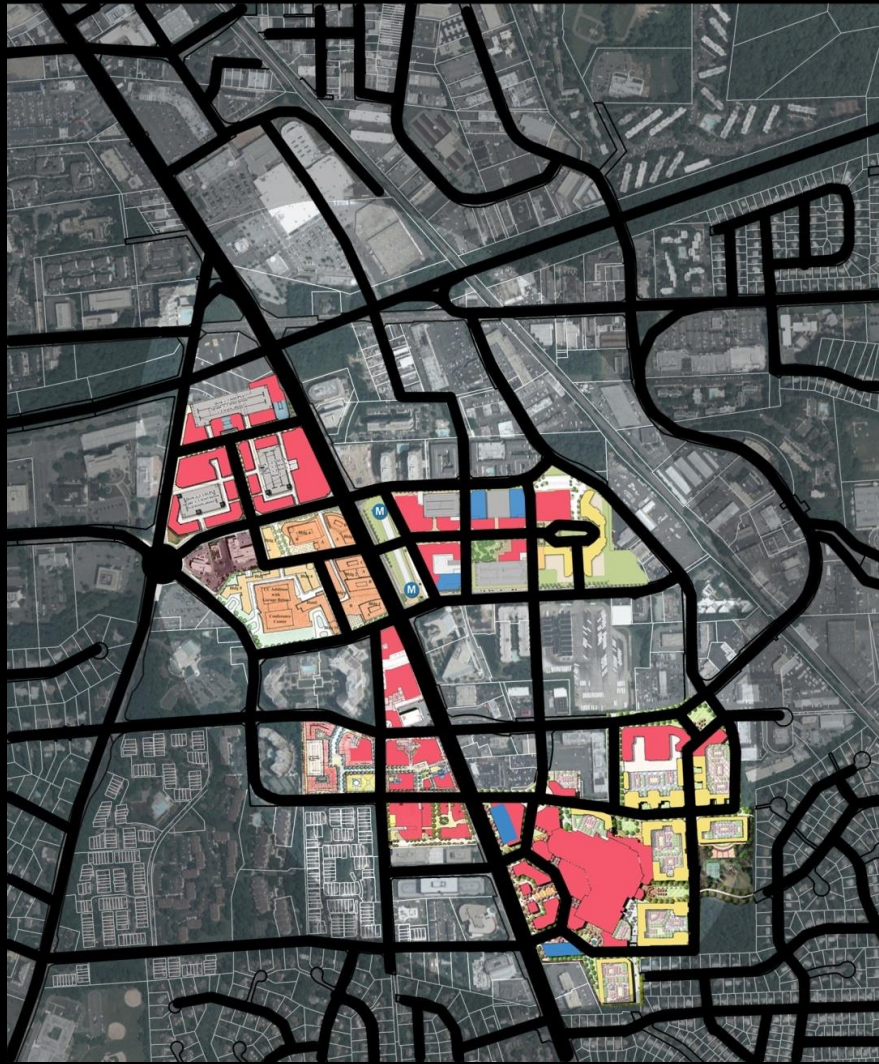




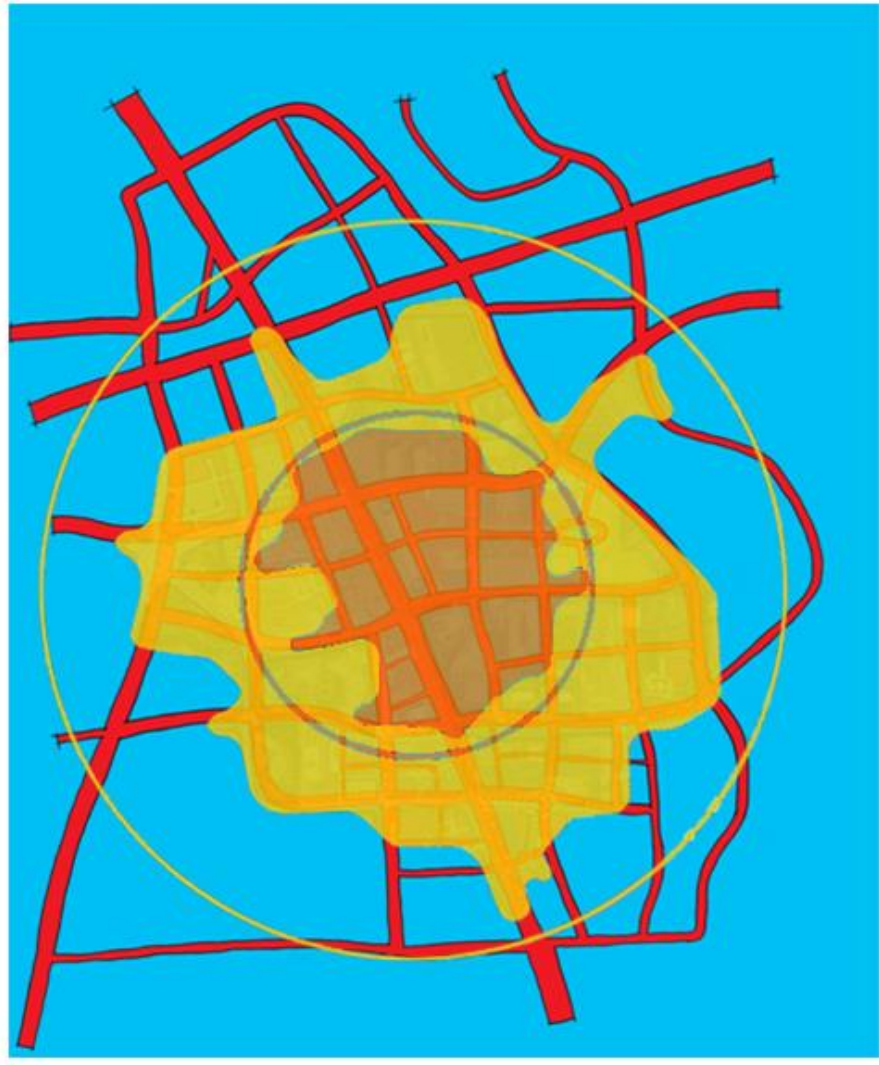






















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Thank You!
Discussion Time