

Lake Tahoe Region Vision Zero Strategy

April 12, 2023

Advisory Planning Commission

Item No. V.C.



Background

- Update to 2019 Safety Strategy
- Revisits recommendations & MOUs in previous strategy
- Supports Regional Transportation Plan safety goals
- Aligns with strategic initiative Keeping Tahoe Moving



Environment



Connectivity



Economic Vitality and Quality of Life



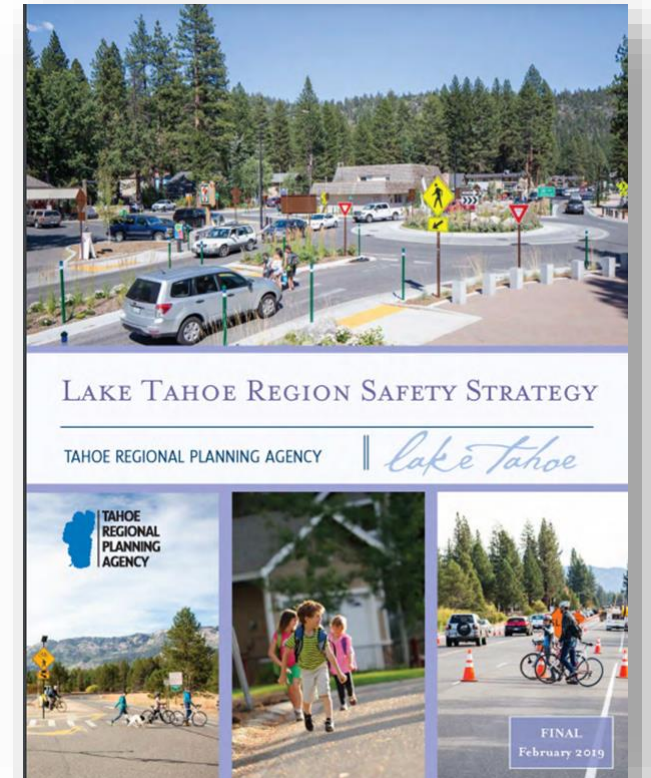
Safety

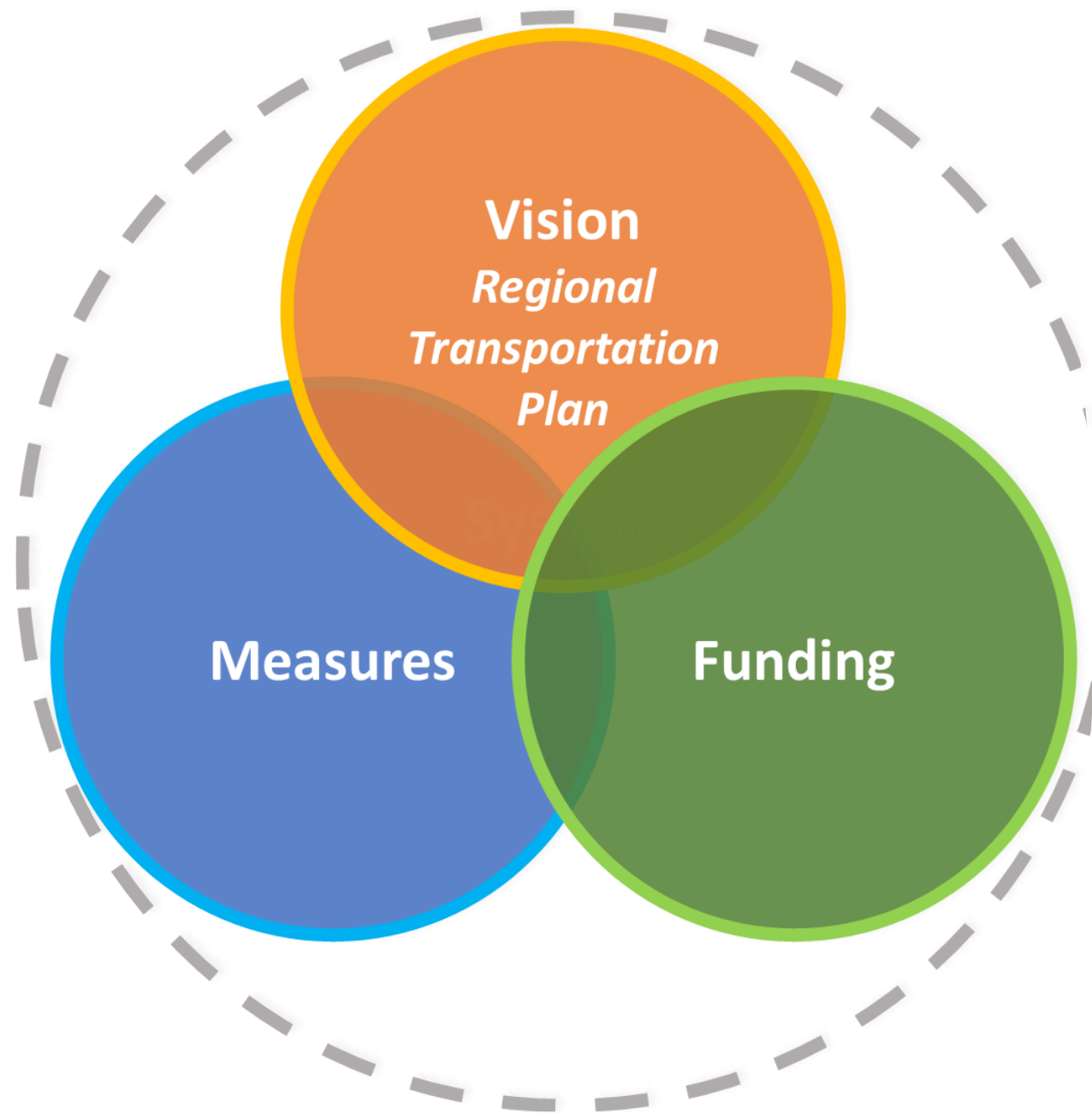


Operations and Congestion Management



System Preservation



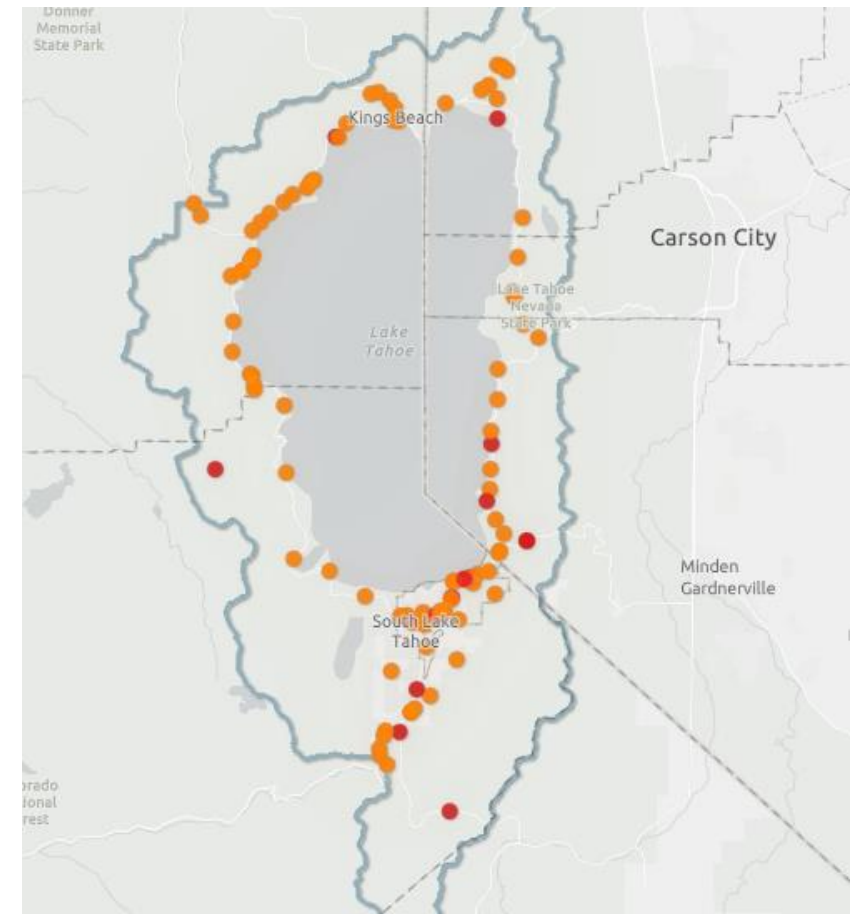


TRPA's Role in Safety

- MPO requirement: establish and report on annual safety targets
- Establish safety policies in the RTP
- Regional coordination for systemic approach
- Provide funding & support grant eligibility

Need for Vision Zero

- **National level:**
 - Roadway fatalities declined for 30 years; that decline stalled over the last decade
 - A preventable health crisis
- **Tahoe Region:**
 - From 2017 to 2021: 19 fatalities, 109 severe injuries
 - Average of 4 fatalities, 22 severe injuries annually



Need for Vision Zero

- Need funding to implement safety projects
- Grant competitiveness & eligibility
 - Safe Streets and Roads for All (SS4A)
 - Highway Safety Improvement Program (HSIP)
 - Pedestrian & Bicycle Funding



What is Vision Zero?

- Originated in Sweden in 1997
- Fundamentally different approach to traffic safety
- Goal: *eliminate all traffic fatalities and severe injuries for all road users*



TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

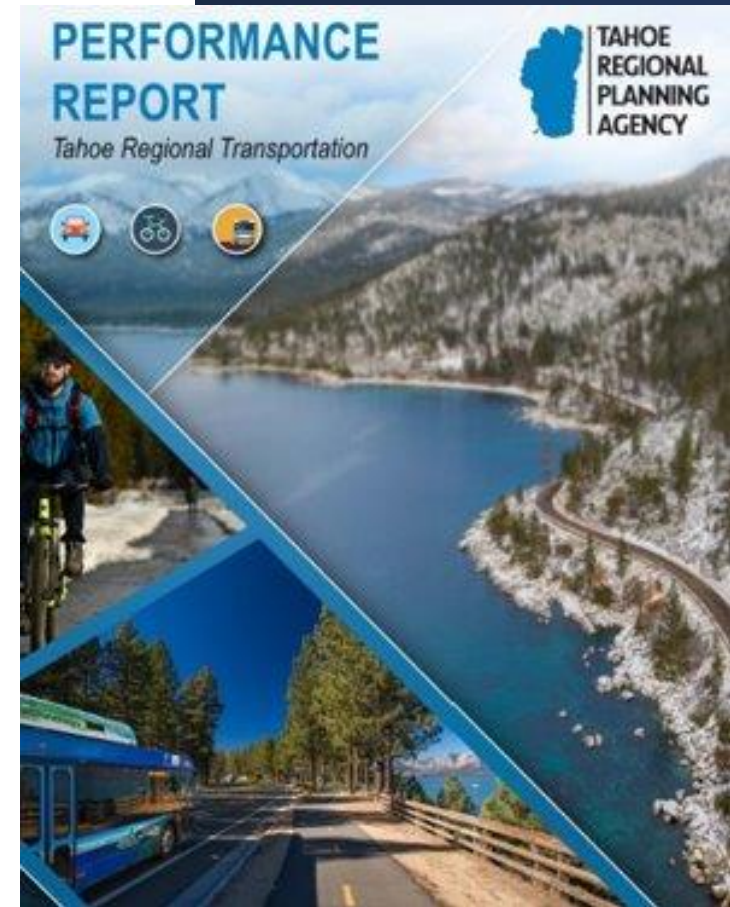
Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Strategy Objectives

1. Achieve significant declines in roadway fatalities and severe injuries, with a long-term goal of zero.
2. Support and accelerate attainment of the Regional Transportation Plan goals.
3. Establish a method to measure progress in meeting Objective 1 over time.
4. Enable agencies in the Tahoe Basin to be eligible for new and existing funding to implement safety improvements.



Strategy Overview



Vision Zero Goal*



Crash Data Analysis



Level of Traffic Stress Analysis*



Project lists &
Countermeasures
Toolbox



Equity
Considerations*



Policy Analysis &
Recommendations



Funding
Opportunities*



Description of How
Progress will be
Measured*

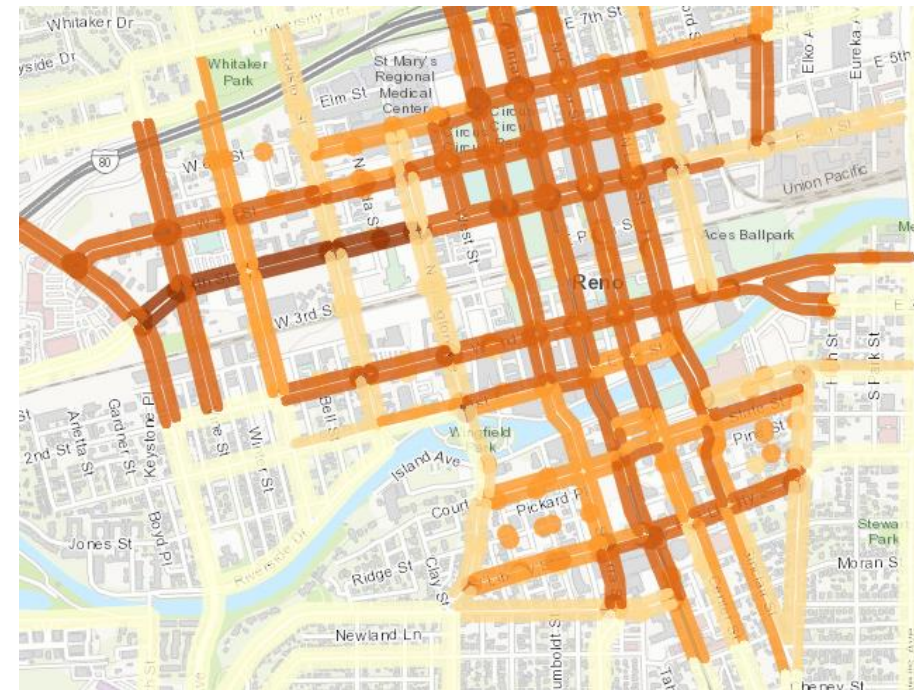


Public Outreach

**Elements new to this update*

Level of Traffic Stress Analysis

- Active Transportation Plan component
- Level of Traffic Stress (LTS)
 - Quantifies discomfort when bicycling close to traffic
- Pedestrian Environment Index (PEI)
 - "Walkability" score
 - Incorporates infrastructure and built environment data to quantify the pedestrian experience



Source: RTC Washoe

Stakeholder Involvement

- At the table:
 - State DOTs
 - Local and State Law Enforcement
 - Local Jurisdictions
 - Advocacy groups
- Coordination with local plans
 - City of South Lake Tahoe Vision Zero Plan
 - Local Roadway Safety Plans



Commission Comments/Questions

Public Comment



Final Comment