people are pedestrians by design

join the movement at **www.walkdenver.org**

Our Mission:

To reclaim Denver's streets for people.
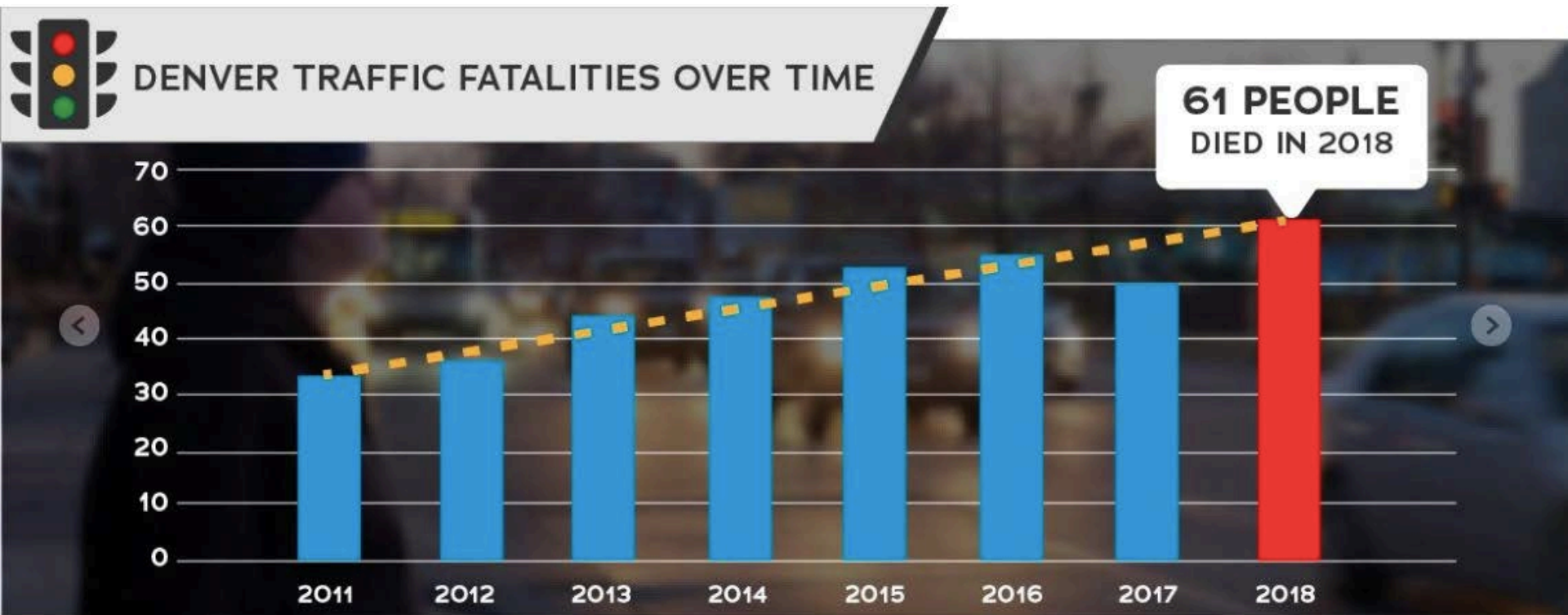
Our Vision:

Denver's streets are designed for people and foster health, happiness, and opportunity for all.

VISION ZERO

SAFE STREETS FOR ALL

A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Traffic Fatalities in Denver

Traffic Fatalities in Denver

In Denver, compared to a motorist:

Pedestrians are approximately **30 times** more likely to die in a crash

Motorcyclists are nearly **13 times** more likely to die in a crash

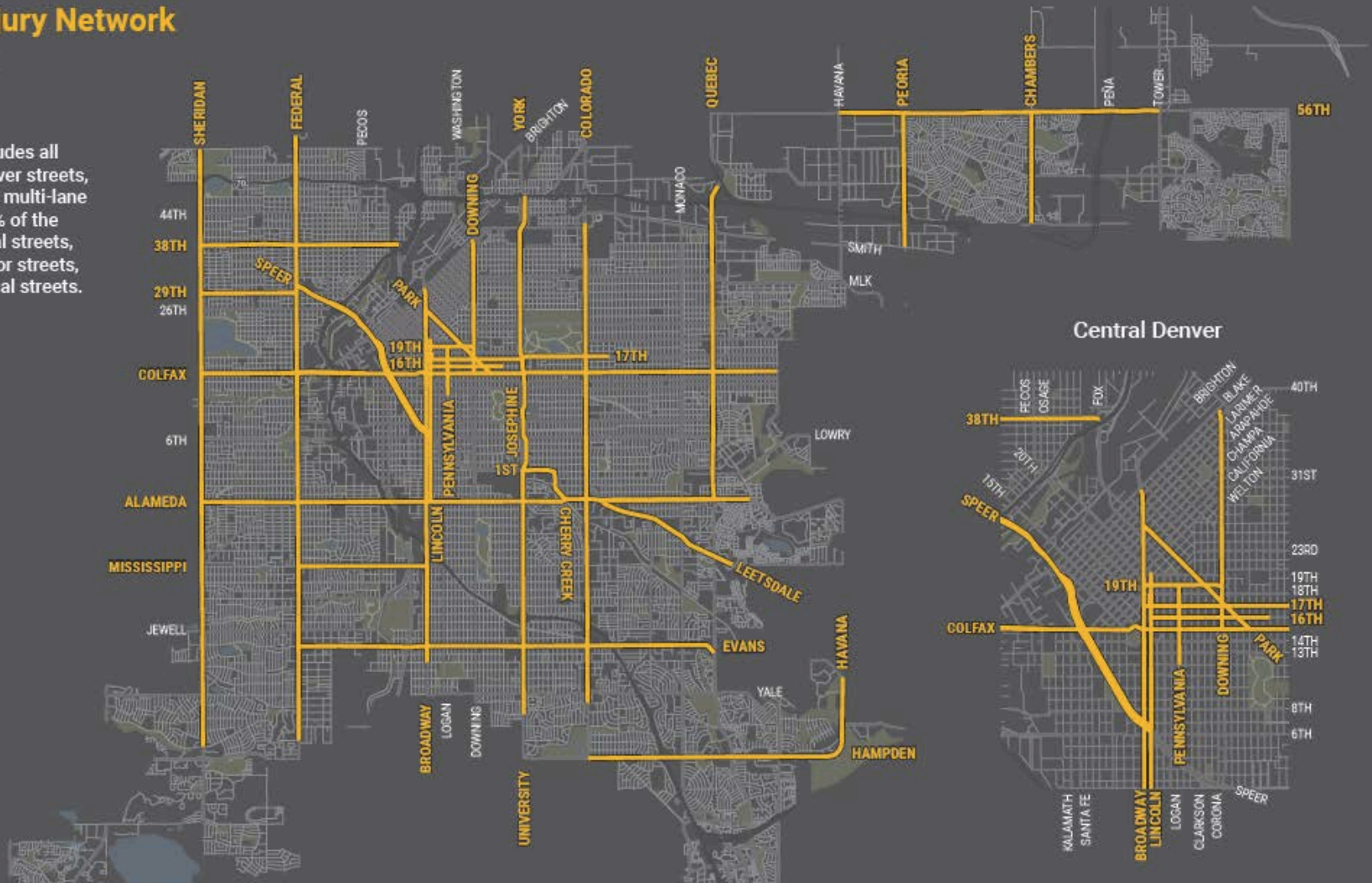Bicyclists are **6.5 times** more likely to die in a crash

Source: DPW

Denver's High Injury Network: 5% of streets, 50% of fatalities

Denver Vision Zero Coalition

Vision Zero and Equity

PEOPLE KILLED WHILE WALKING

LOW INCOME 2X AS LIKELY

HIGH INCOME

Governing, 2014

CHILDREN KILLED WHILE WALKING

AFRICAN AMERICAN 2X AS LIKELY

LATINO 40% MORE LIKELY

WHITE

Dangerous by Design, 2011

Vision Zero and Equity

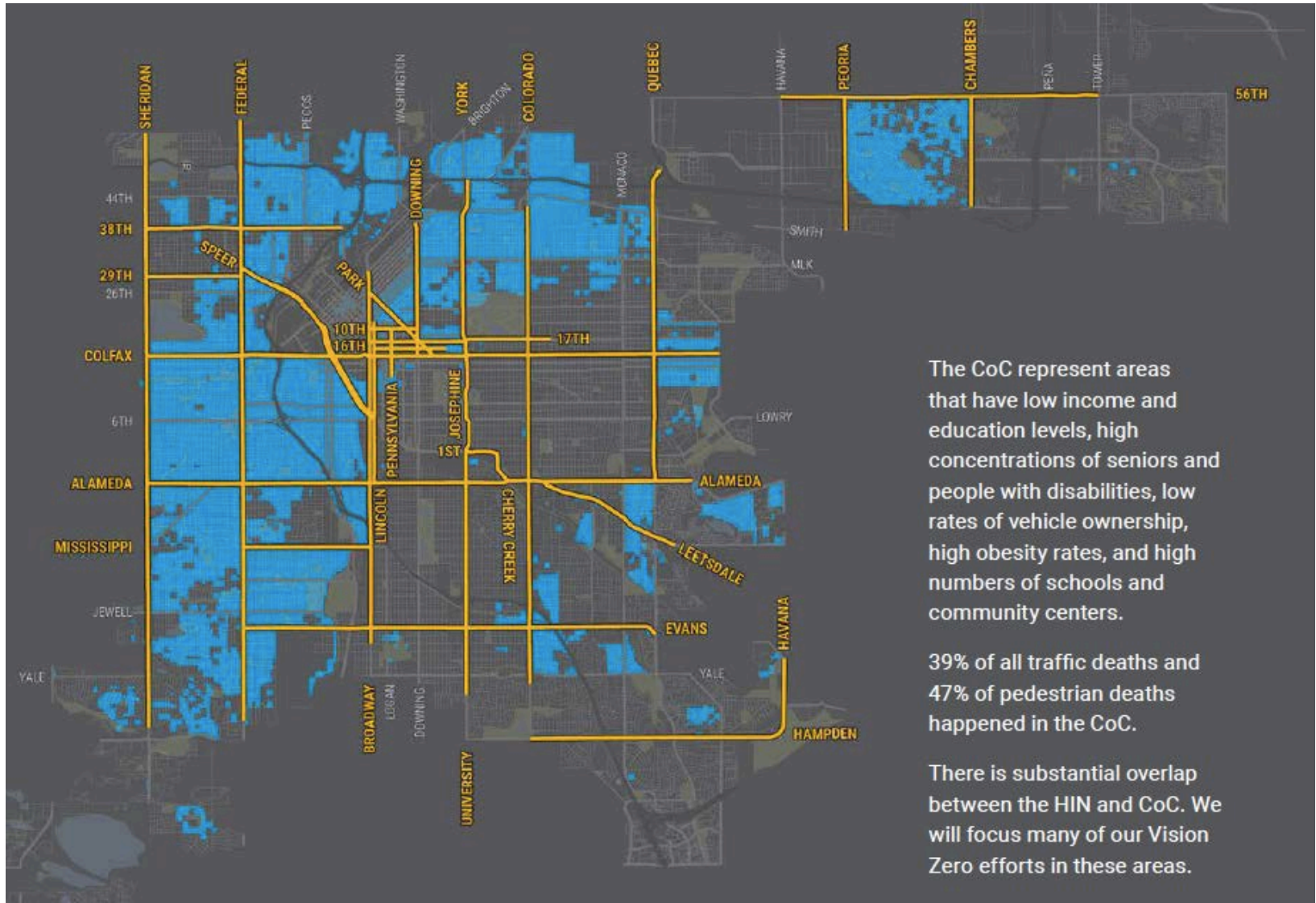STREETS WITH SIDEWALKS

HIGH INCOME COMMUNITIES 90%

LOW INCOME COMMUNITIES 50%

Bridging the Gap, 2012

Vision Zero and Equity

Overlap between the High Injury Network and "Communities of Concern"

The CoC represent areas that have low income and education levels, high concentrations of seniors and people with disabilities, low rates of vehicle ownership, high obesity rates, and high numbers of schools and community centers.

39% of all traffic deaths and 47% of pedestrian deaths happened in the CoC.

There is substantial overlap between the HIN and CoC. We will focus many of our Vision Zero efforts in these areas.

Vision Zero and Equity

Vision Zero and Equity

Who Is Searched, and Who Has Contraband

In four states that best track stops, blacks were more likely to be searched with their consent than whites, even though the police found contraband less often.
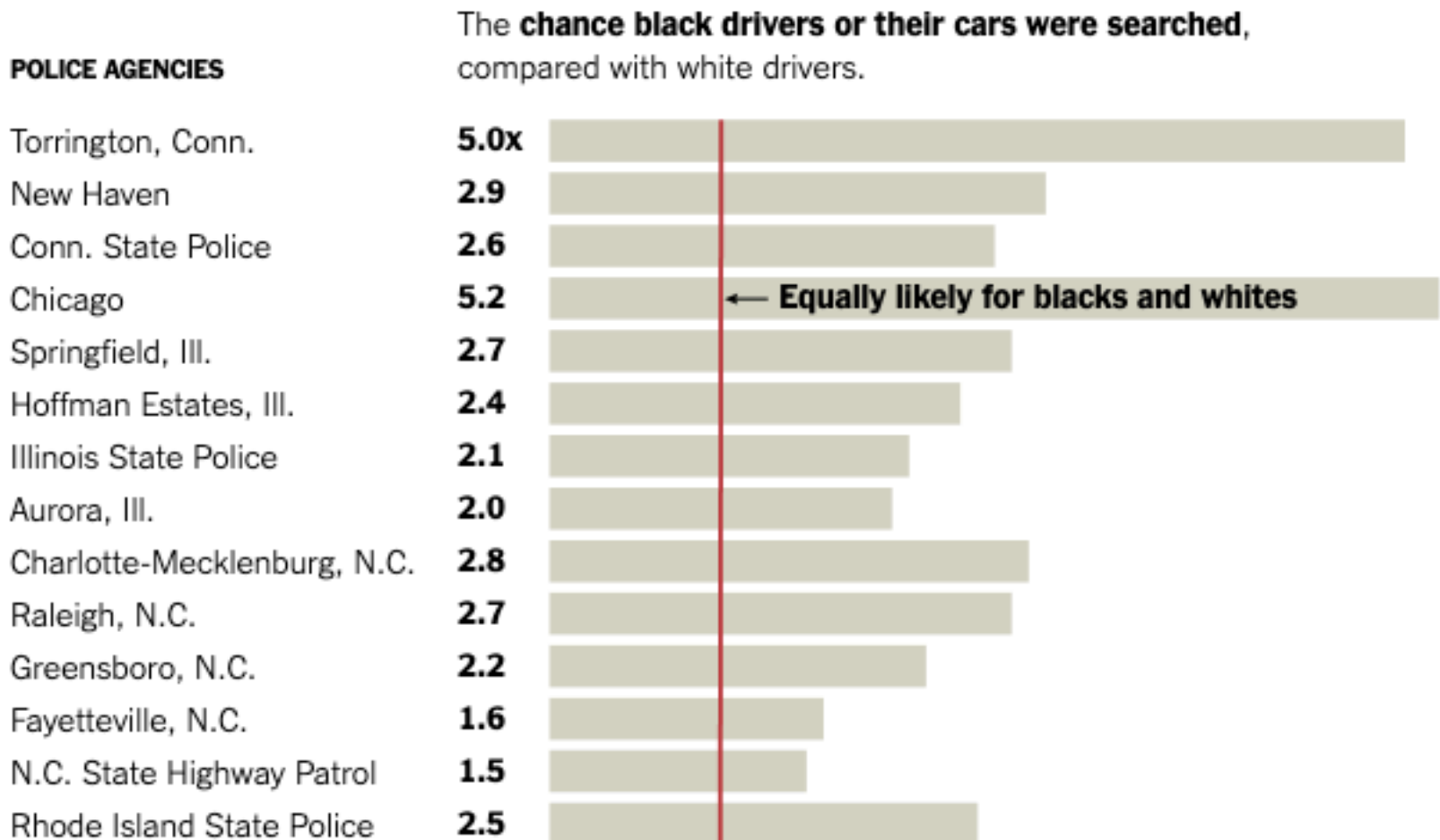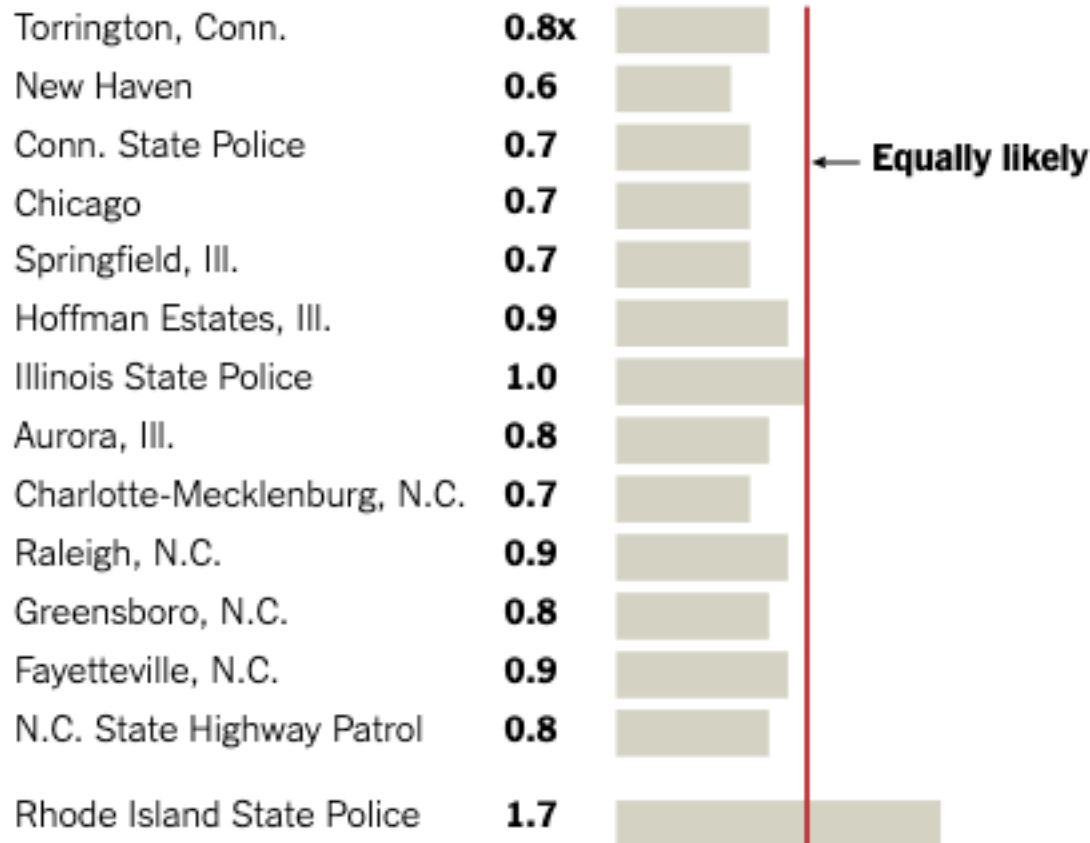
The chance black drivers or their cars were searched, compared with white drivers.

POLICE AGENCIES	
Torrington, Conn.	**5.0x**
New Haven	**2.9**
Conn. State Police	**2.6**
Chicago	**5.2**
Springfield, Ill.	**2.7**
Hoffman Estates, Ill.	**2.4**
Illinois State Police	**2.1**
Aurora, Ill.	**2.0**
Charlotte-Mecklenburg, N.C.	**2.8**
Raleigh, N.C.	**2.7**
Greensboro, N.C.	**2.2**
Fayetteville, N.C.	**1.6**
N.C. State Highway Patrol	**1.5**
Rhode Island State Police	**2.5**

← **Equally likely for blacks and whites**

Vision Zero and Equity

The **chance black drivers who were searched had contraband**, compared with white drivers.

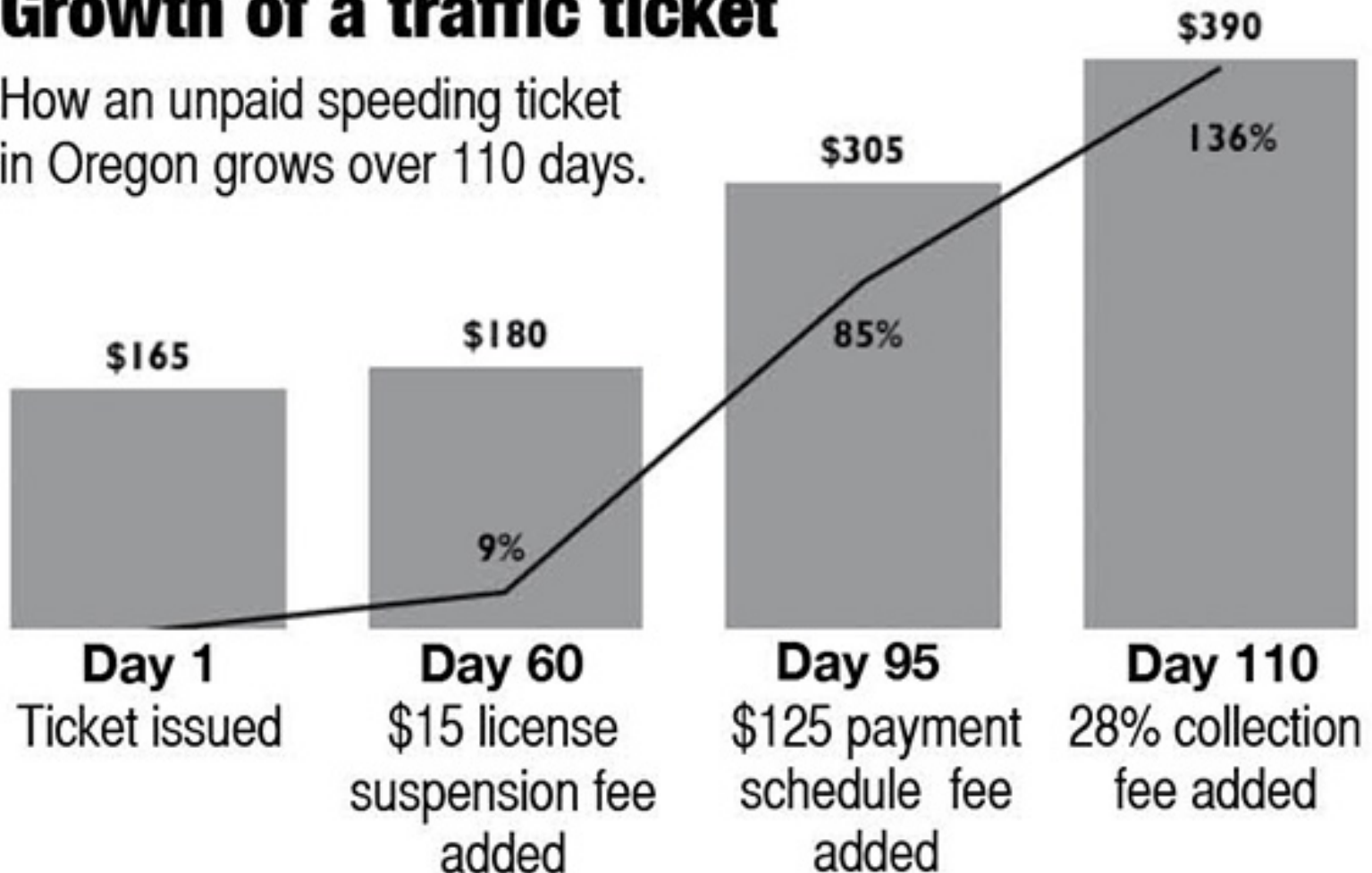| Jurisdiction	Multiplier
Torrington, Conn.	0.8x
New Haven	0.6
Conn. State Police	0.7
Chicago	0.7
Springfield, Ill.	0.7
Hoffman Estates, Ill.	0.9
Illinois State Police	1.0
Aurora, Ill.	0.8
Charlotte-Mecklenburg, N.C.	0.7
Raleigh, N.C.	0.9
Greensboro, N.C.	0.8
Fayetteville, N.C.	0.9
N.C. State Highway Patrol	0.8
Rhode Island State Police	1.7

← **Equally likely**

Of these jurisdictions, only the Rhode Island State Police found contraband more often among blacks.

Vision Zero and Equity

Growth of a traffic ticket

How an unpaid speeding ticket in Oregon grows over 110 days.

$165
$180
$305
$390

9%
85%
136%

Day 1
Ticket issued

Day 60
$15 license suspension fee added

Day 95
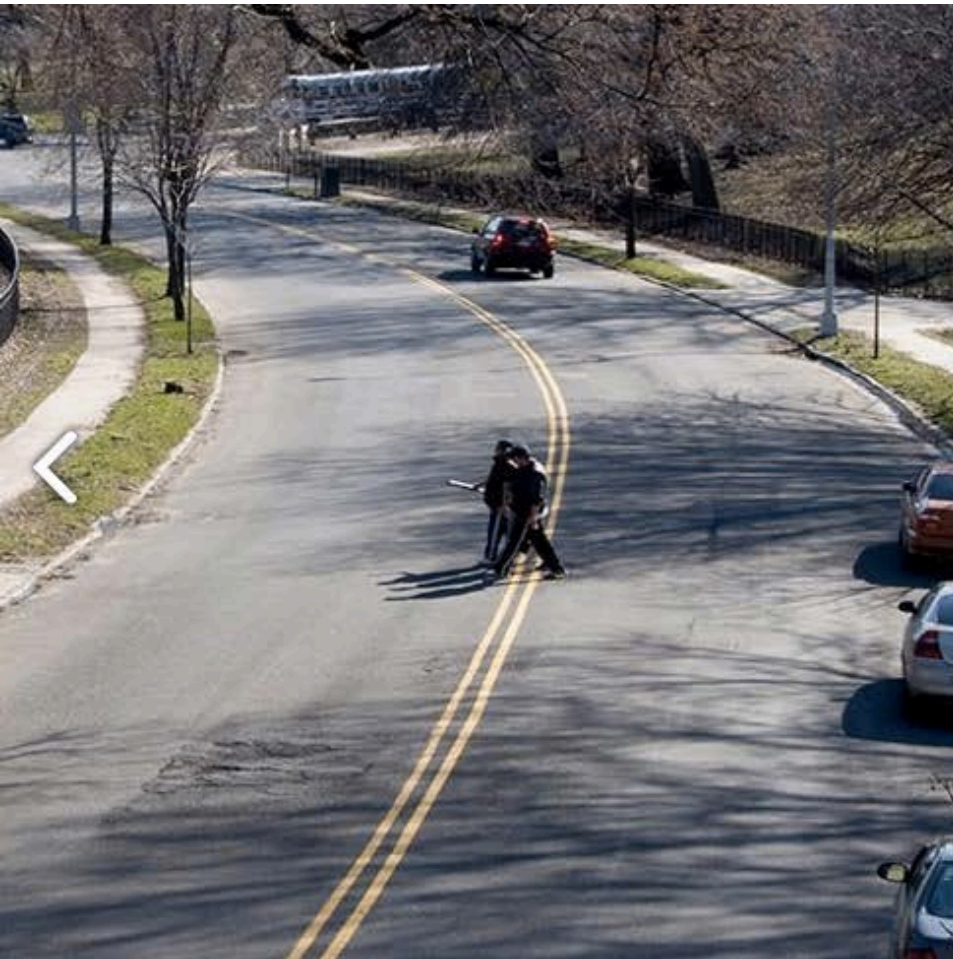$125 payment schedule fee added

Day 110
28% collection fee added

VZ Coalition Core Principle: Every person matters
Streets are for everyone, regardless of age, income, race, ethnicity, or ability

VZ Coalition Core Principle: Enforcement cannot correct for dangerous street design

Equity Considerations

- Focus on street design along the High Injury Network and within Communities of Concern

- Increase use of automated enforcement, paired with warning signs

- Pilot a "diversion program" instead of increasing traffic fines

Focus on Street Design:
Silverman Park Pop-Up Traffic Calming

- Pop-up crosswalks and mini traffic circle at park entrance
- 58% of drivers over the speed limit before event vs 9% during
- DPD followed up with enforcement, issued 600 tickets in just two days
- DPW now studying road diets in the neighborhood

Automated enforcement is unbiased

Photo speed radar

Red light cameras

Automated enforcement saves lives

- A review of 28 U.S. and international studies found in areas with speed cameras:
  - All crashes **decreased 8% - 49%**
  - Injury crashes **decreased 8% - 50%**
  - Fatalities and serious injuries **decreased 11% - 44%**

- Large cities with red light cameras between 2004 and 2008 saw a 24% reduction in fatal red light running crashes compared to those without

Automated enforcement best practices

- Focus on most dangerous locations

- Don't surprise drivers
  - Pair with signage
  - Use in consistent/widespread manner

- Goal is to reduce speeds/red light running and ultimately have no violations

State law often hampers efficacy and equity of automated enforcement

In Colorado, speed cameras are:

- Banned on most of the High Injury Network
  - Limited to residential areas, schools, parks, construction zones
- Not truly automated
  - Officer must be present during operation
  - Less effective at changing behavior, more tickets issued

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