



HOUSTON

VISION ZERO

OUR STREETS • OUR LIVES • OUR COMMITMENT



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August 2023

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Houston Vision Zero: 2022 Benchmarks

“...Committing to Vision Zero requires more than words. It demands measurable actions and strategic implementation...”

Mayor Sylvester Turner
Houston Vision Zero Action Plan

This report presents 2022 Vision Zero-related data for the City of Houston based on Benchmarks identified in the Vision Zero Action Plan.

TRAFFIC DEATHS AND SERIOUS INJURIES BY MODE, DEMOGRAPHICS, AND CONTRIBUTING FACTORS

In 2022, Traffic Deaths, and Serious Injuries were lower than the previous year. This is the first time we’ve seen a reduction in crashes since the start of the Vision Zero program. However, Houston lost **323** people in fatal crashes, and **1,592** people were seriously injured on our streets. Nearly every day someone lost their life and close to five people every day suffered a serious injury in a traffic crash.

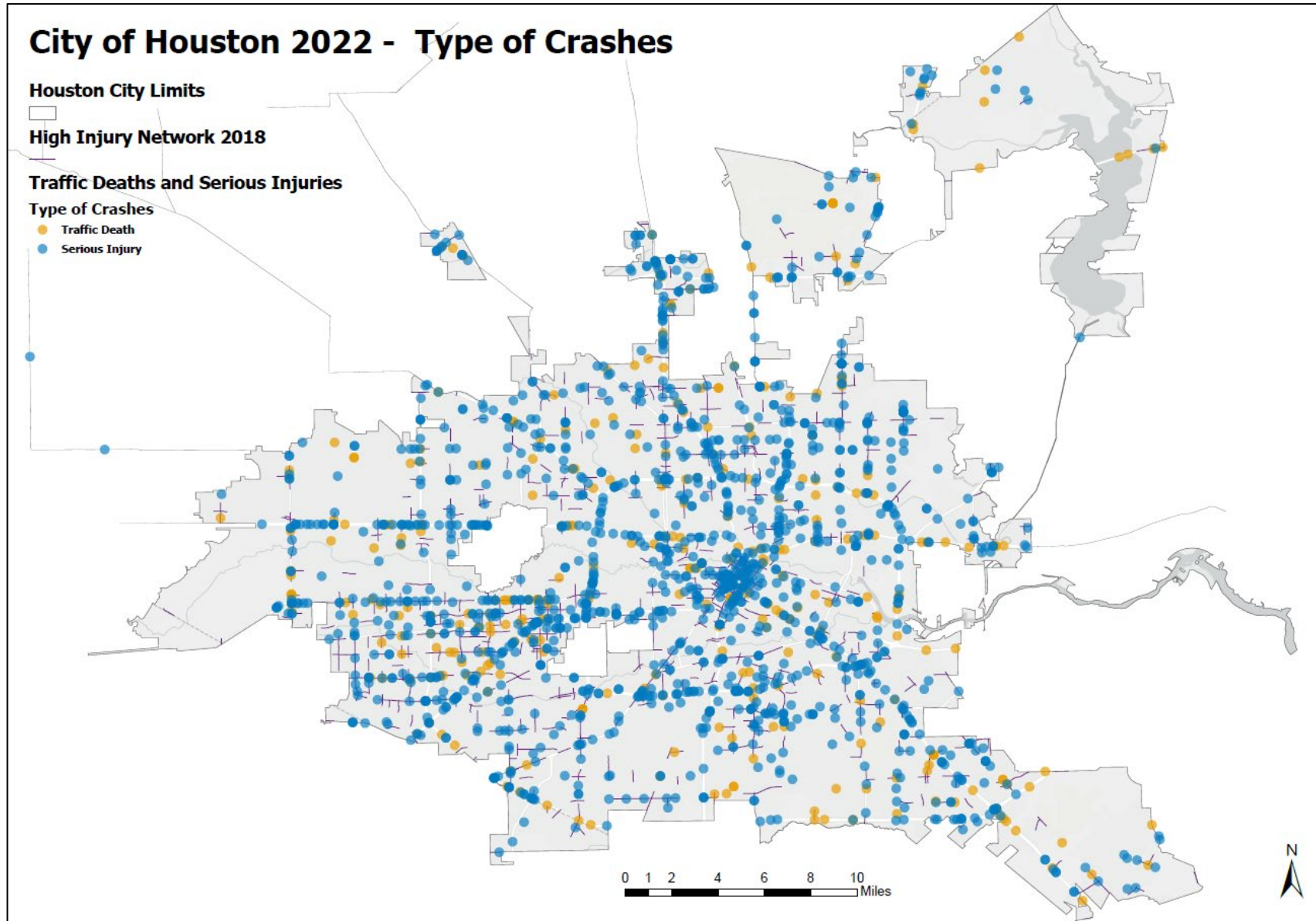
Traffic Deaths increased by 20% from 2020 to 2021 but this trend leveled off in 2022 with a decrease of 2.4%. The number of people seriously injured decreased from 1,624 people in 2021 to 1,592 people in 2022, a 1.7% reduction (see Figure 1). Figure 2 shows the locations of the Traffic Deaths and Serious Injuries within the City of Houston Limits.

Traffic Deaths and Serious Injuries for Pedestrians and Motorcyclists (Drivers & Occupants) increased in 2022. Nine additional Pedestrians died (8.5% increase) and 24 more were seriously injured (11% increase). Three additional Motorcyclists & others died (9% increase and 16 more were seriously injured (11% increase). Driver & Occupant and Pedalcyclist both saw reductions in both Traffic Deaths and Serious Injuries.

Figure 1. Traffic Deaths and Serious Injuries of people involved in Crashes in the City of Houston from 2021 - 2022. (Source: TxDOT Crash Record Information System (CRIS))

Type of Crash	Traffic Deaths		Variation	Serious Injuries		Variation
	2021	2022		2021	2022	
Driver & Occupant	179	160	-19	1,203	1,149	-54
Pedestrian	106	115	9	221	245	24
Motorcyclist & Other	34	37	3	149	165	16
Pedalcyclist	12	11	-1	47	32	-15
Total	331	323	-8	1,620	1,592	-28

Figure 2. Traffic Deaths and Serious Injuries in the City of Houston 2022



Traffic Deaths and Serious Injuries by Mode

In 2022, Drivers & Occupants represented 50% of Traffic Deaths and 72% of Serious Injuries. Pedestrians represented 36% of Traffic Deaths and 16% of Serious Injuries. Motorcyclists & Others represented 11% of Traffic Deaths and 10% of Traffic Deaths, while Pedalcyclist represented 3% of Traffic Deaths and 2% of Serious Injuries (see Figure 3). Locations of crashes by mode are shown in Figures 4-7.

Figure 3. Percentage of Traffic Deaths and Serious Injuries by Mode 2022 (Source: TxDOT CRIS)

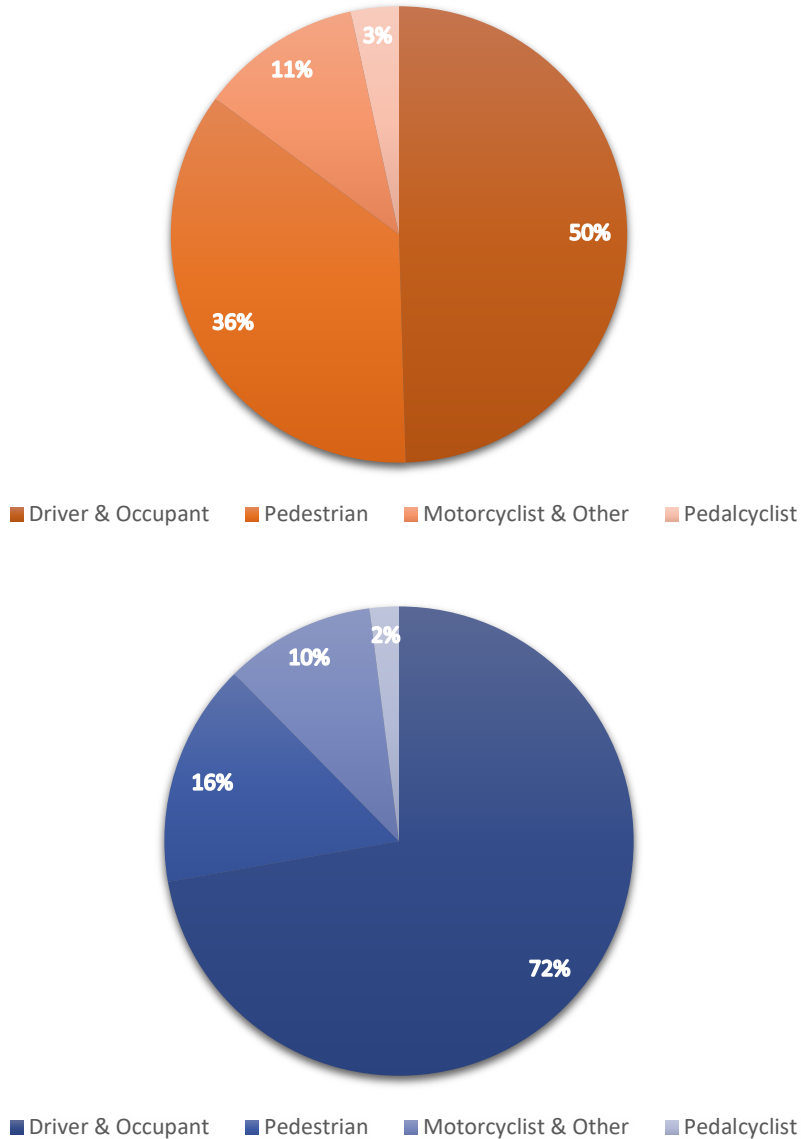


Figure 4. Location of Pedestrian Houston Traffic Deaths and Serious Injuries, 2022 (Source: TxDOT CRIS)

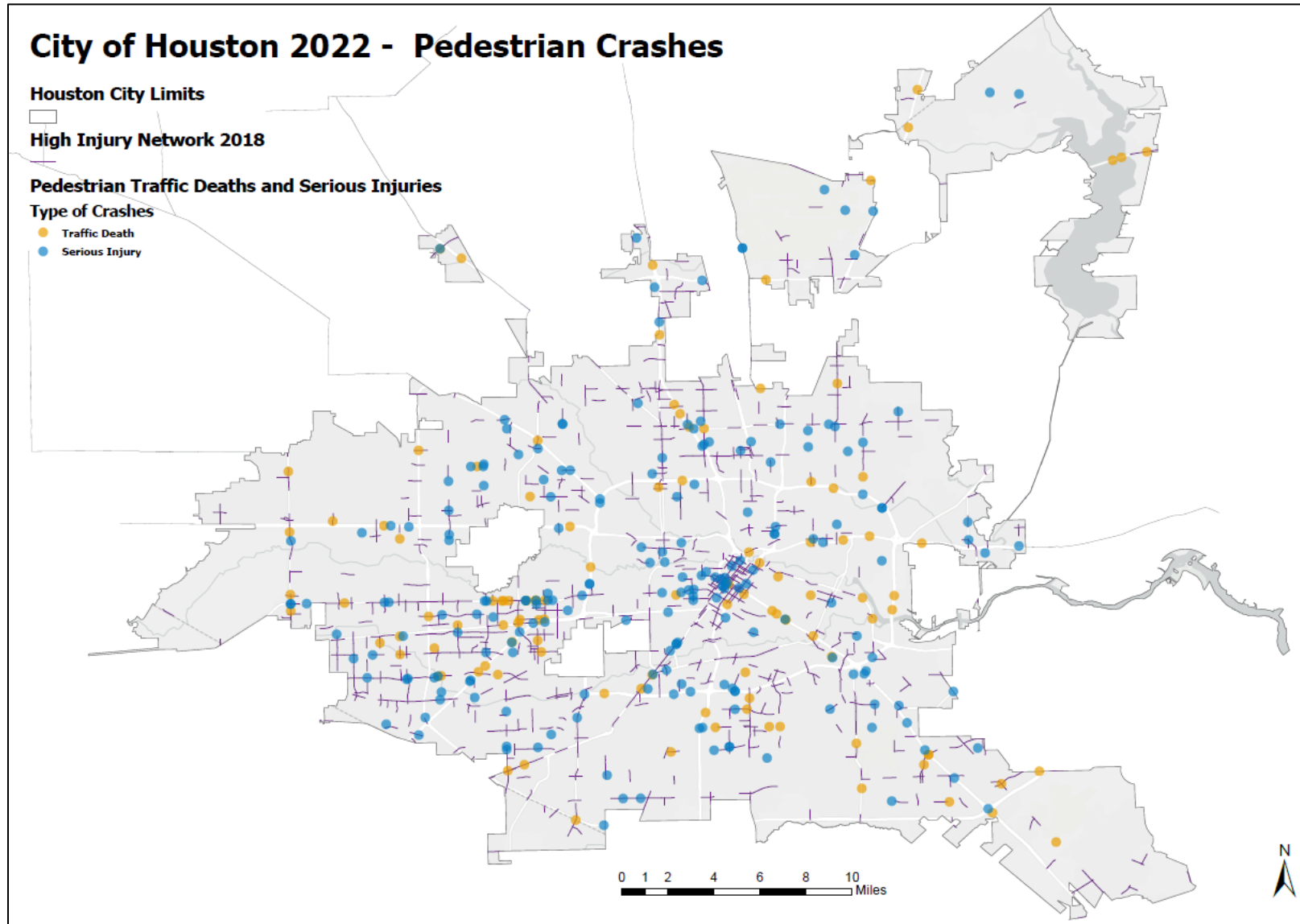


Figure 5. Location of Bicyclist Houston Traffic Deaths and Serious Injuries, 2022 (Source: TxDOT CRIS)

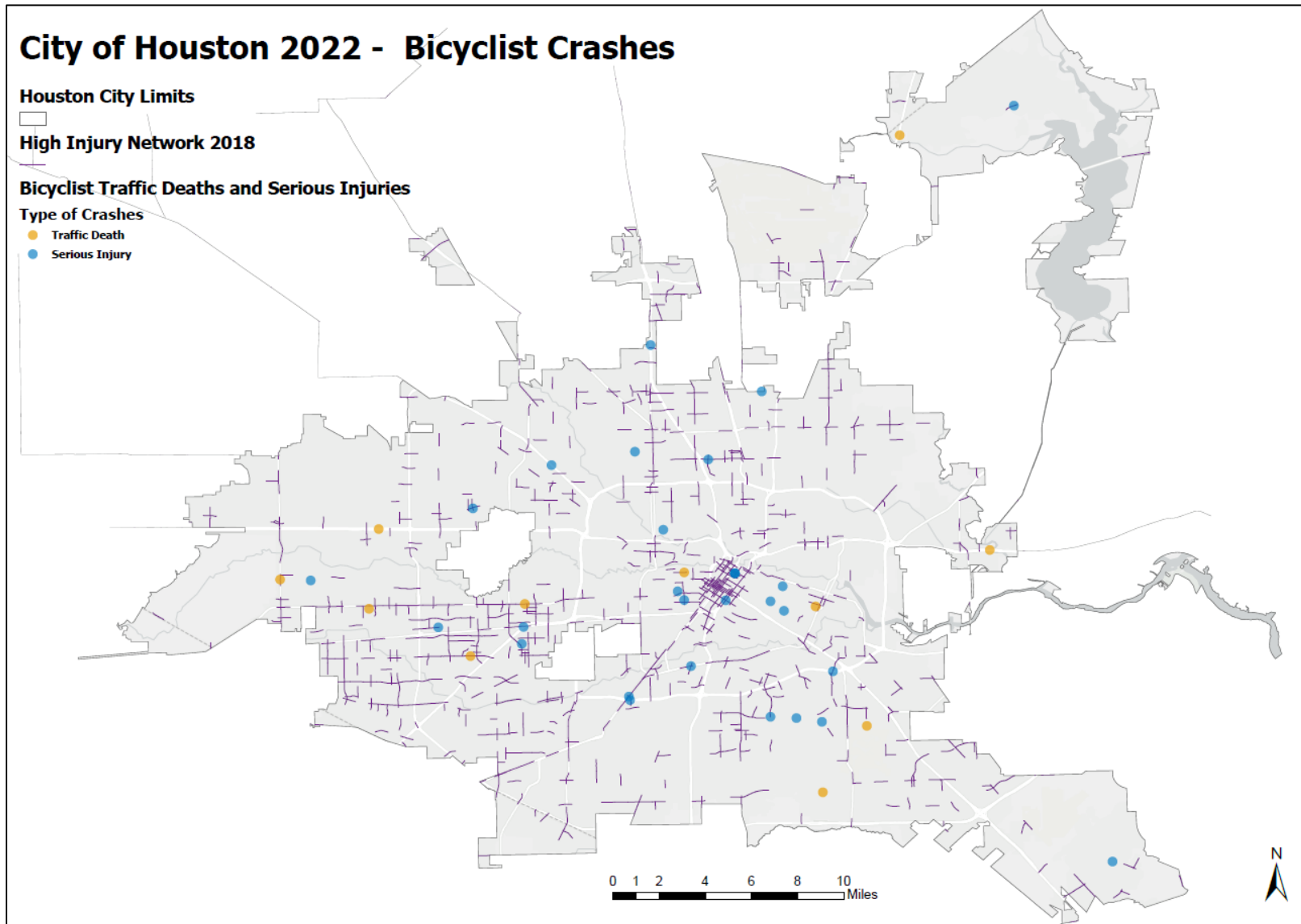


Figure 6. Location of Motorcyclist Houston Traffic Deaths and Serious Injuries, 2022 (Source: TxDOT CRIS)

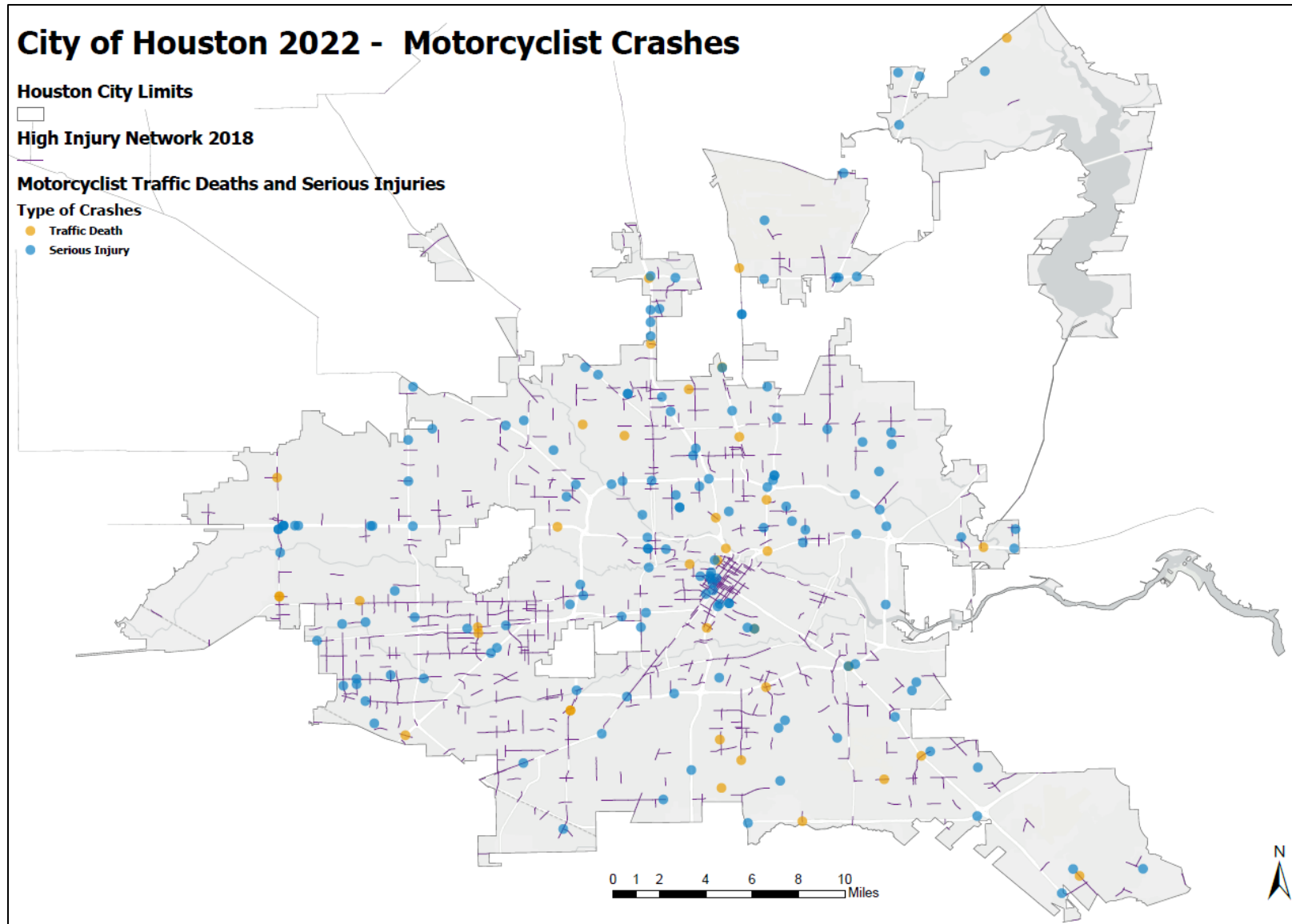
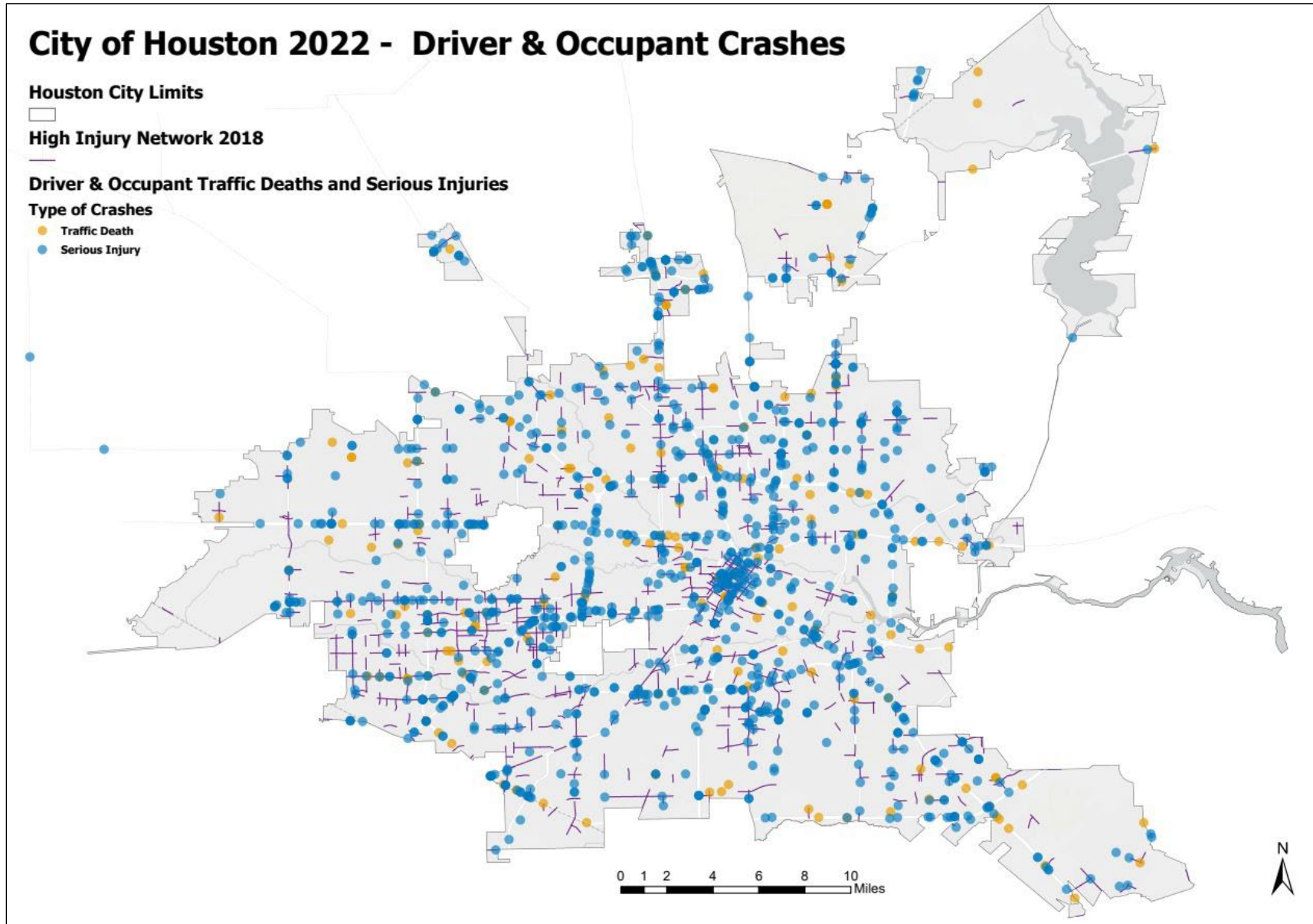
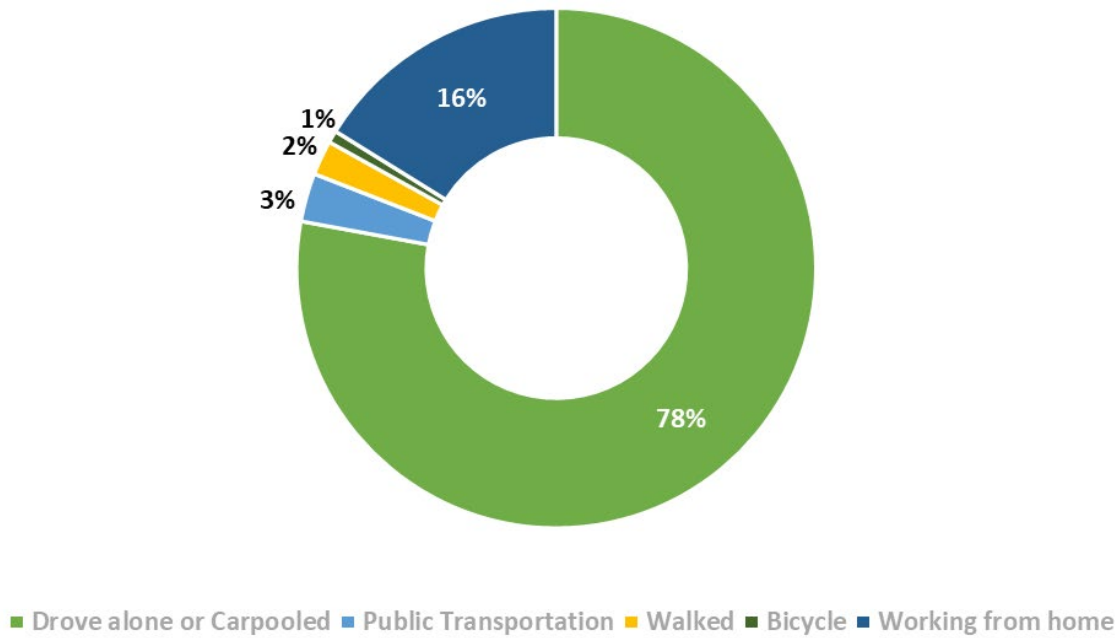


Figure 7. Location of Driver & Occupant Houston Traffic Deaths and Serious Injuries, 2022 (Source: TxDOT CRIS)



According to the U.S. Census¹, 2% of Houstonians walk to work and 1% bike to work (see Figure 8). This means Pedestrians continue to be disproportionately impacted by Traffic Deaths. While drivers represent 78% of commute-to-work patterns, they account for 50% of Traffic Deaths.

Figure 8. Commute Mode Share for Houston residents 2021 (Source: US Census Bureau)



Traffic Deaths and Serious Injuries by Demographics

According to the U.S. Census,² the four largest race groups in Houston are White alone (Non-Hispanic) (24%), Hispanic or Latino (45%), Black or African American (23%), and Asian (7%).

In 2022, the Hispanic or Latino community was the most affected by traffic violence, losing 120 people on our roads, followed by the Black or African American community losing 92 people, the White community 89 people, and the Asian community 19 people.

The Hispanic or Latino community represented 37% of Traffic Deaths and 39% of Serious Injuries in Houston. People who identify as Black or African American represent 23% of Houston residents, they account for 28% of Traffic Deaths and 36% of Serious Injuries. Those identifying as White represents 24% of Houston residents and counts 28% of Traffic Deaths and 19% of Serious Injuries (see Figure 9-11).

¹ <https://data.census.gov/table?q=b08301&g=160XX00US4835000&tid=ACSDT1Y2021.B08301>

² <https://data.census.gov/table?q=demographics+Houston>

In 2022, the data show a reduction of 4% in Traffic Deaths in Hispanic or Latino communities and 5% in Traffic Deaths in Black or African-American communities, and those who identified as White alone showed an increase of 5% in Traffic Deaths. This year Traffic Deaths and Serious Injuries disproportionately affect Black or African-American people in Houston and for the first time, the White community is disproportionately affected by Traffic Deaths in our City.

Figure 9. Percentage of Traffic Deaths and Serious Injuries by Demographics in 2022. Other includes American Indian, Native Hawaiian, Some Other Race, or Two or More Races (Source: US Census Bureau)

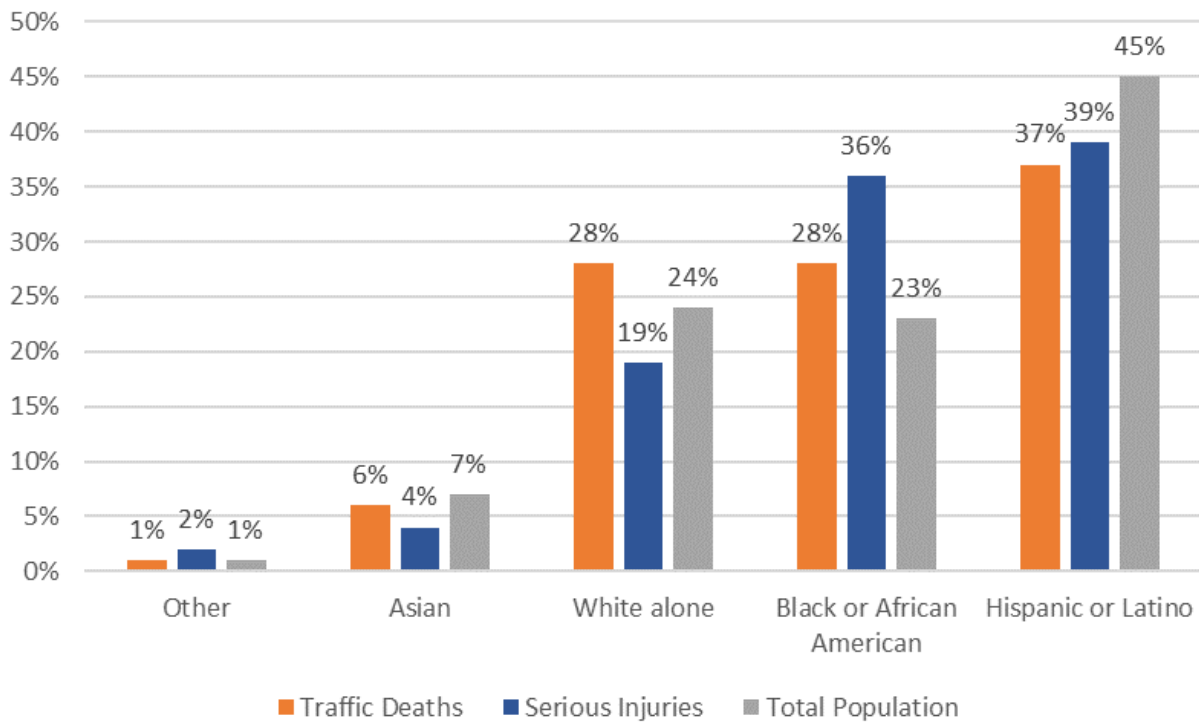


Figure 10. Houston Traffic Deaths by Demographics, 2022 (Source: TxDOT CRIS).

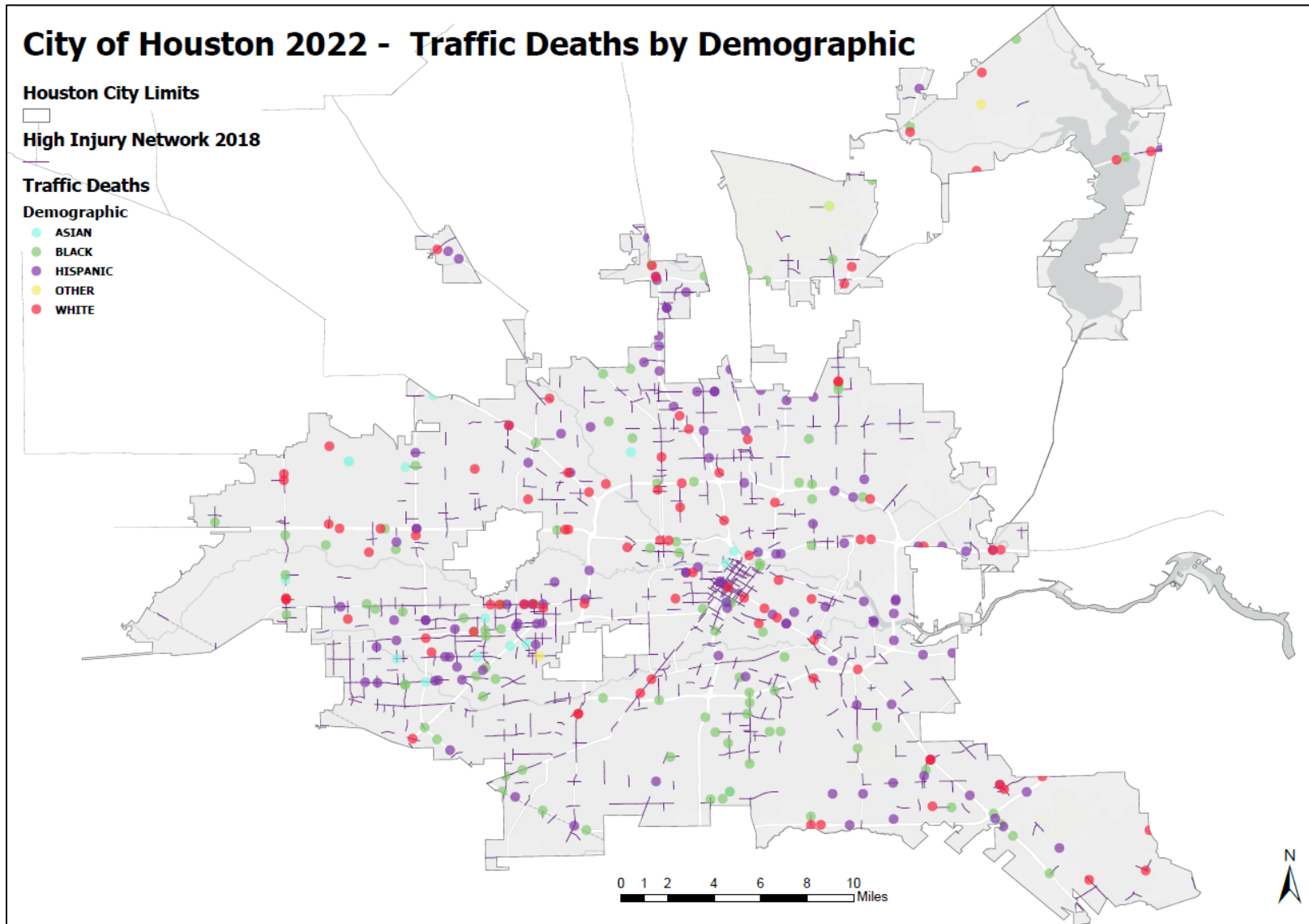
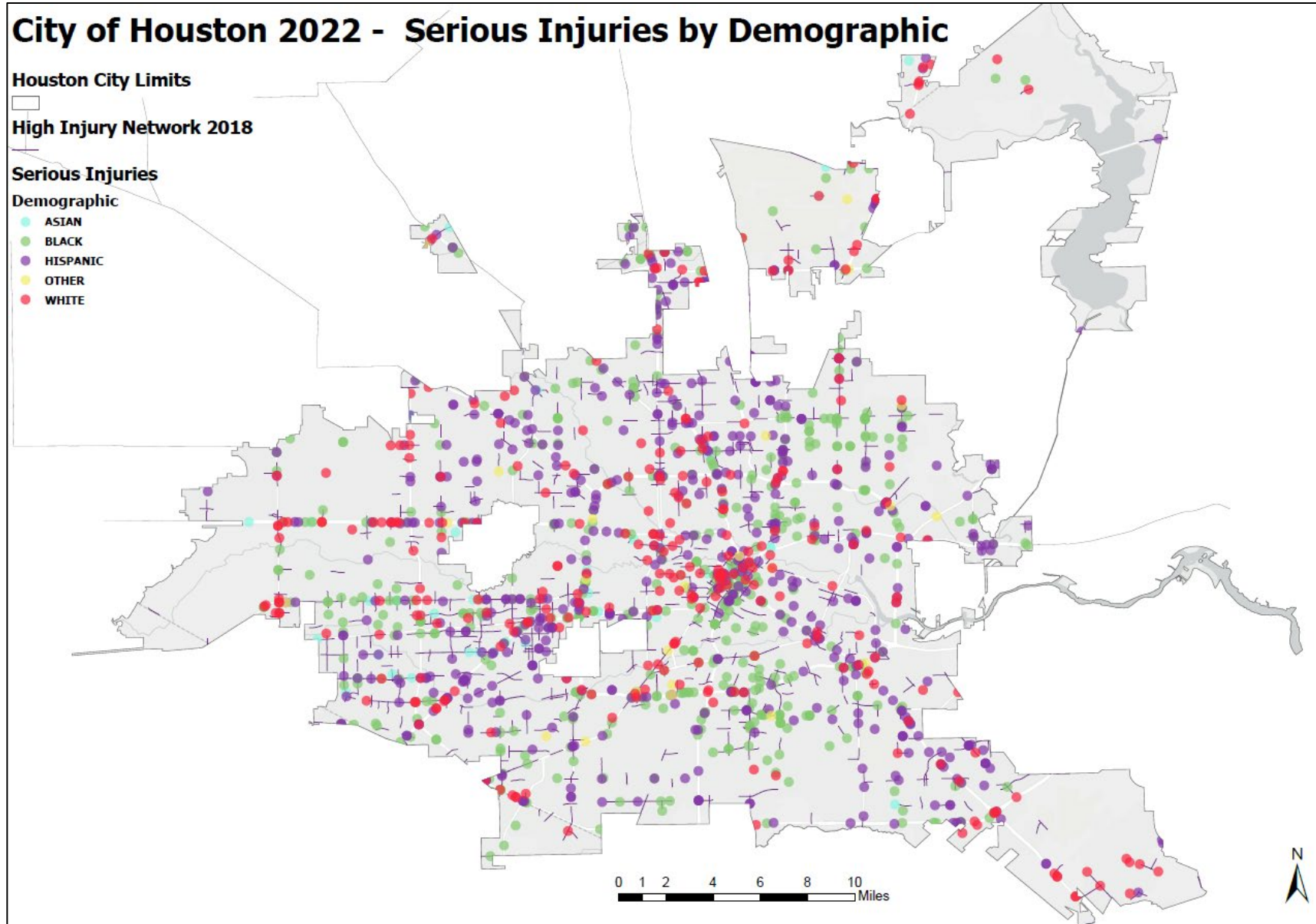


Figure 11. Houston Serious Injuries by Demographics, 2022 (Source: TxDOT CRIS)



Traffic Deaths and Serious Injuries by Contributing Factor

The most frequent contributing factors of Traffic Deaths and Serious Injuries in Houston have been consistent since 2014 and continued in 2022: speeding, impaired driving, unsafe driving maneuvers, and disregarding traffic signs and signals. Of these factors, speeding was indicated in over 30% of both serious injury and fatal crashes, however, there was a 1% reduction in fatal crashes compared to 2021. (see Figure 12).

Criminal Behaviors and Disabled in Traffic Lanes are new Contributing Factors to show this year on the report.

Figure 12. Top contributing factors of Traffic Deaths and Serious Injuries in Houston, 2021-2022. (Source: TxDOT CRIS)

Contributing Factors	Traffic Deaths		Serious Injuries	
	2021	2022	2021	2022
Speeding	34%	33%	33%	37%
Impaired	28%	32%	14%	10%
Distracted Driving	3%	3%	10%	11%
Disregarding Traffic Signs and Signals	16%	14%	19%	22%
Failing to Yield Right-of-Way	6%	5%	14%	16%
Unsafe Driving Maneuvers	40%	42%	28%	28%
Criminal Behavior	N/A	15%	N/A	5%
Disabled in Traffic Lane	N/A	5%	N/A	1%

The percentage of Traffic Deaths related to impaired drivers increased by 4% in 2022 but decreased in Serious Injuries by 4%.

Figures 13-14 present locations of traffic deaths caused by speeding and impaired driving.

Figure 13. Location Traffic Deaths in Houston Caused by Speeding, 2022 (Source: TxDOT CRIS)

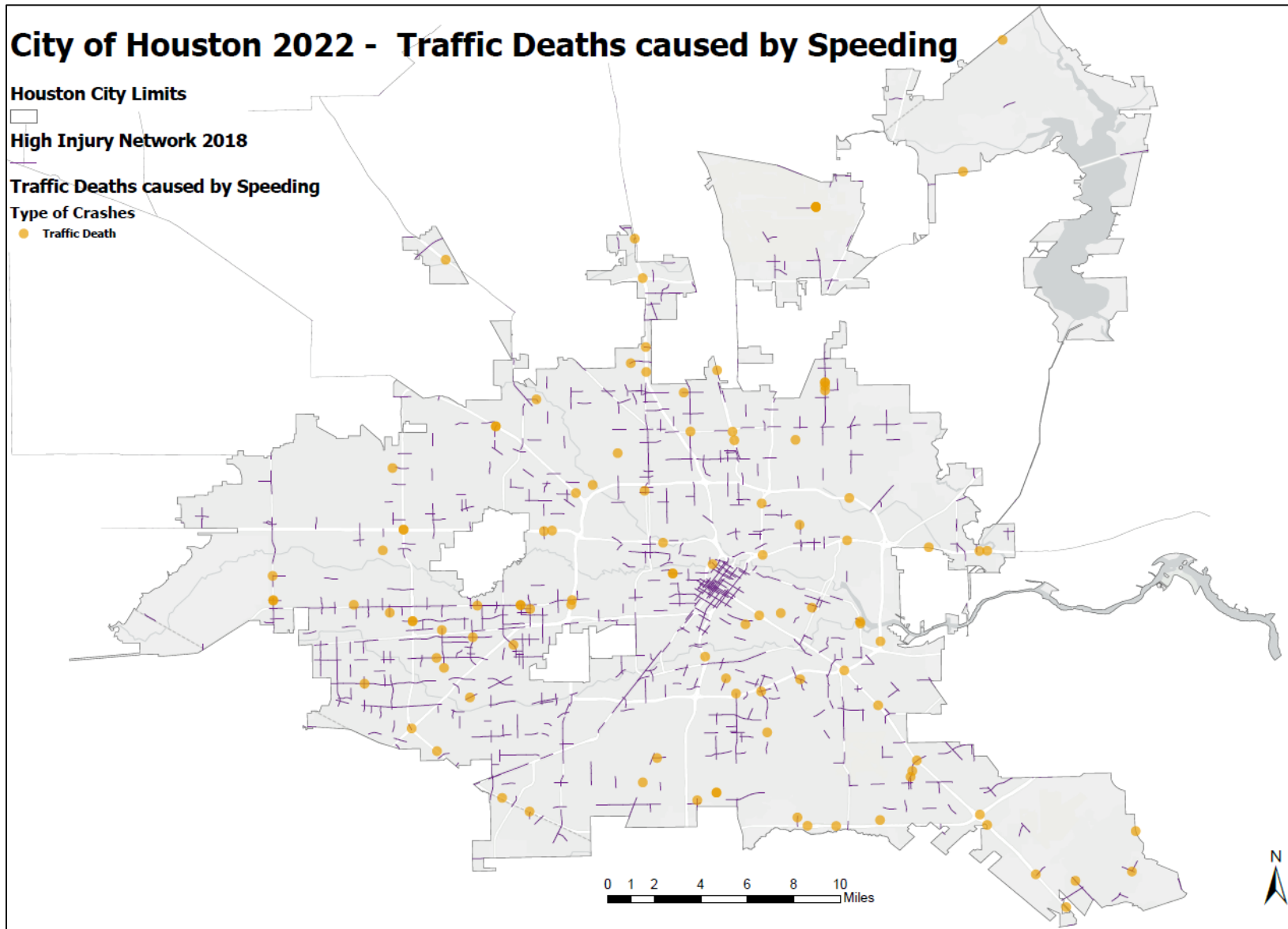
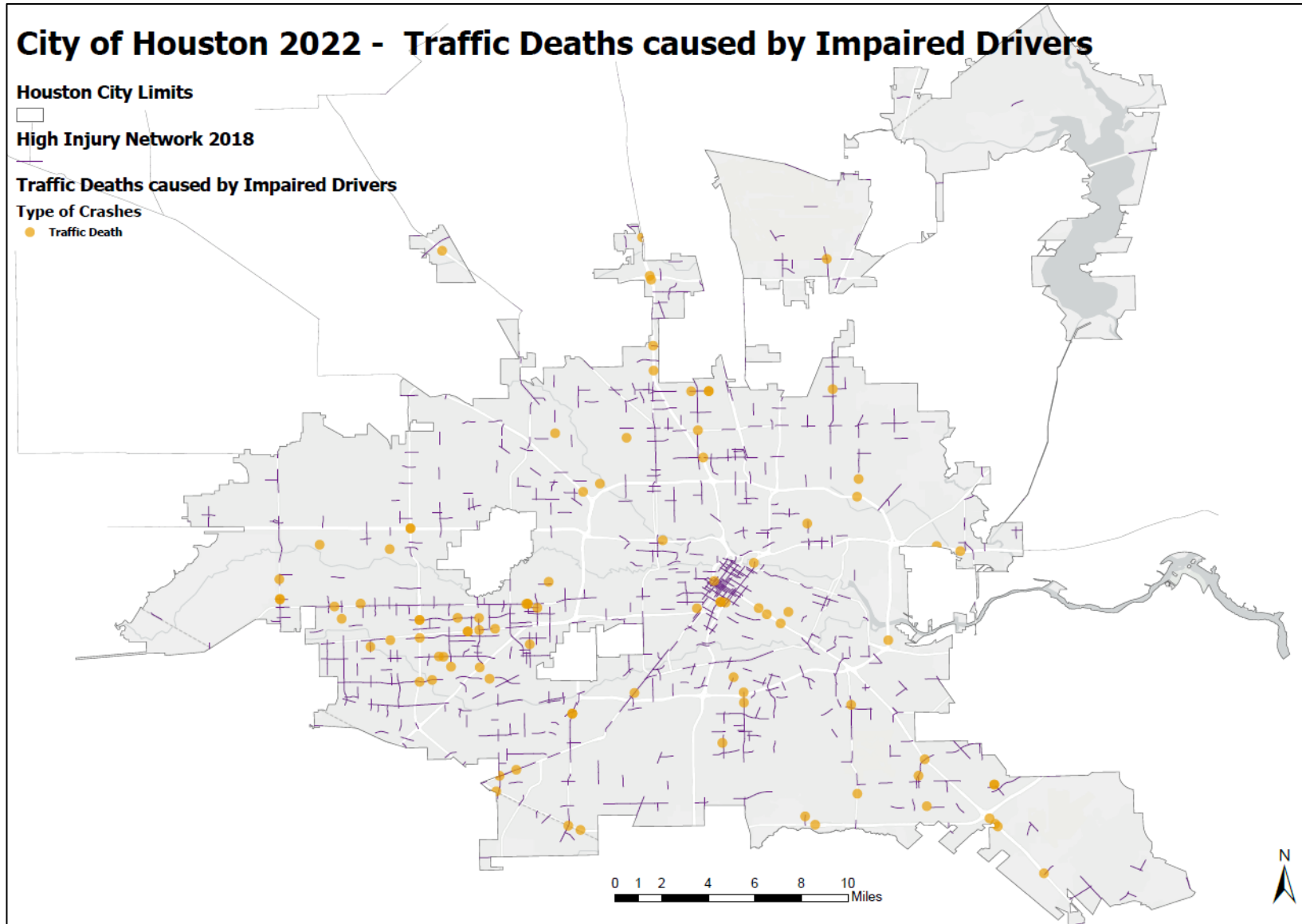


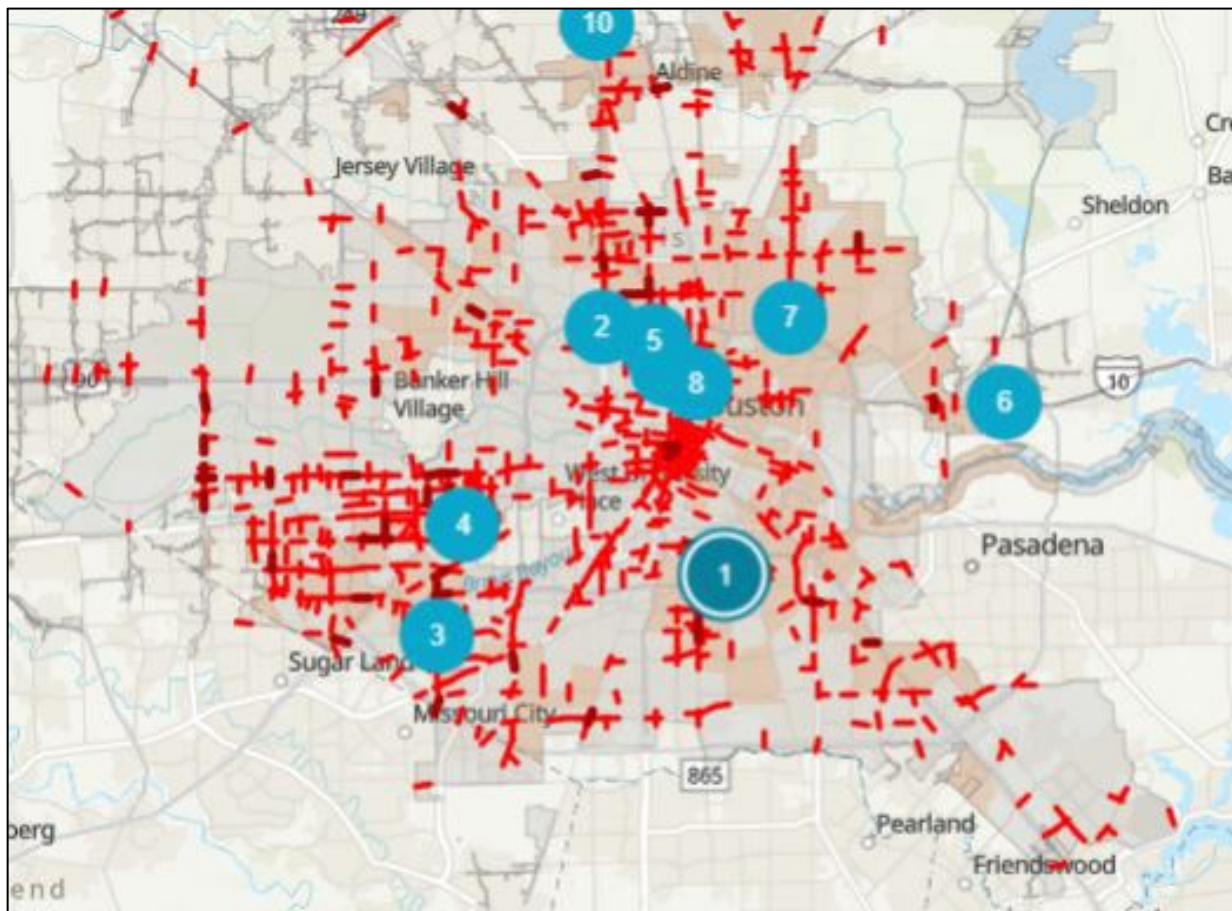
Figure 14. Location Traffic Deaths in Houston Caused by Impaired Drivers, 2022 (Source: TxDOT CRIS)



PERCENTAGE OF HIGH INJURY NETWORK (HIN) WITH NEW STREET SAFETY IMPROVEMENTS. LIST IMPROVEMENTS MADE, INCLUDING THE NUMBER OF INTERSECTIONS AND TREATMENT TYPE, AND MILES OF FOUR, SIX, AND EIGHT-LANE STREETS CONVERTED TO A SAFER CONFIGURATION

In 2021, the City of Houston identified 10 locations on the High Injury Network (HIN) to plan, design, or construct some improvements aligned with Vision Zero efforts (see Figure 15). During 2022, two projects were **completed**, two are **in construction**, and six are **in design**.

Figure 15. Locations of Projects identified in HIN 2021



1. Martin Luther King Blvd/Griggs Road/Calhoun Road Bikeway (Harris County Precinct 1)

Improvements to pedestrian, bicycle, and transit facilities include safer crossings, protected bike lanes, and upgraded bus stops.

Status: In Design

Project Webpage: <https://www.letstalkhouston.org/calhoun-griggs-mlk>

2. Shepherd Drive/Durham Drive Reconstruction from I-610 to I-10 (TIRZ 5)

Full street reconstruction including improvements to street safety for all road users, pavement condition, multimodal access, and stormwater mitigation.

Status: Phase I (West 15th to I-610): In Construction; Phase II (West 15th to I-10): In Design

Project Webpage: <https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project>

3. Fondren Road Paving and Drainage: Braeswood to Airport Blvd (City of Houston)

Design and construction for concrete paving with storm drainage, curbs, sidewalks, driveways, street lighting, and necessary underground utilities.

Status: In Design

Project Webpage: <https://www.engagehouston.org/fondren-road-paving-and-drainage-from-braeswood-to-creekbend-and-creekbend-to-w-airport>

4. Hillcroft Avenue Safety Improvements Project - Bellaire to High Star (City of Houston)

A project to design Hillcroft Avenue as Gulfton's Main Street, including reconfiguring vehicle lanes, improving bus stop placement and spacing, widening sidewalks, adding protected bicycle lanes, and adding safe crossings.

Status: Completed May 2022

Project Webpage: <https://houstontx.gov/visionzero/pdf/hillcroft.pdf>

5. METRO BOOST 56 Airline/Montrose (METRO)

As part of METRONext Moving Forward Plan, BOOST projects include enhancements to 17 high-ridership bus routes including Line 56 Airline/Montrose. Enhancements include faster and more reliable service, improved bus stops and shelters, and new or improved sidewalks, crosswalks, and accessibility along the route.

Status: In Design

Project Webpage: <https://www.ridemetro.org/about/metronext/boost-and-signature>

6. Freepoint Street - I-10 to Alderson St (Harris County Precinct 2)

Study and design of an eight-foot wide concrete sidewalk and pedestrian amenities on both sides of Freepoint St. from I-10 to Alderson St.

Status: In Construction

Project Webpage: <https://www.hcp2.com/projectsdashboard/Projects-Home/Completed-Project-Listing/sidewalk---freepoint-street>

7. Cavalcade-Homestead Healthy Connection Corridor (Harris County Precinct 1)

The Cavalcade-Homestead Healthy Connection Corridor is planned to improve street safety and connect people to work, school, parks, and other destinations in a way that supports a healthy lifestyle. The improvements include wider and more comfortable bike lanes, sidewalks, and bus stops on Cavalcade Street and Homestead Road, two major streets in Kashmere Gardens and Trinity Gardens.

Status: In Design

Project Webpage: <https://www.letstalkhouston.org/cavalcade-homestead-corridor>

8. Quitman Corridor Pedestrian-Transit Improvements Project (Greater Northside Management District, METRO, COH)

The project includes improvements to the pedestrian realm, transit, and bicycle facilities including ADA accessible sidewalks and ramps, safer crossings, landscaping, protected bicycle facilities, better bus stops, and streetlights.

Status: In Design

Project Webpage: <http://www.greaternorthsidedistrict.org/CapitalProjects.html>

9. North Main Street Safety Improvements - Boundary to Airline Drive (City of Houston)

Improvements include travel lane reconfigurations from a four-lane undivided roadway to two lanes, which will help slow vehicle speeds, improve crossings for pedestrians, and provide protected bicycle facilities.

Status: In Design

Project Webpage: <https://www.letstalkhouston.org/north-main>

10. Rankin Road Curb Repair and Ditch Regrading (Harris County Engineering Department)

Improvements to stormwater management and accessibility including ditch regrading and repair, curb repair and new or improved ADA curb ramps.

Status: Completed

Additionally, the City of Houston completed four projects that included safety improvements on the High Injury Network in 2022. Two of them were sidewalks projects, one project on Lawndale Street and another one on multiple streets in the Magnolia Park neighborhood.

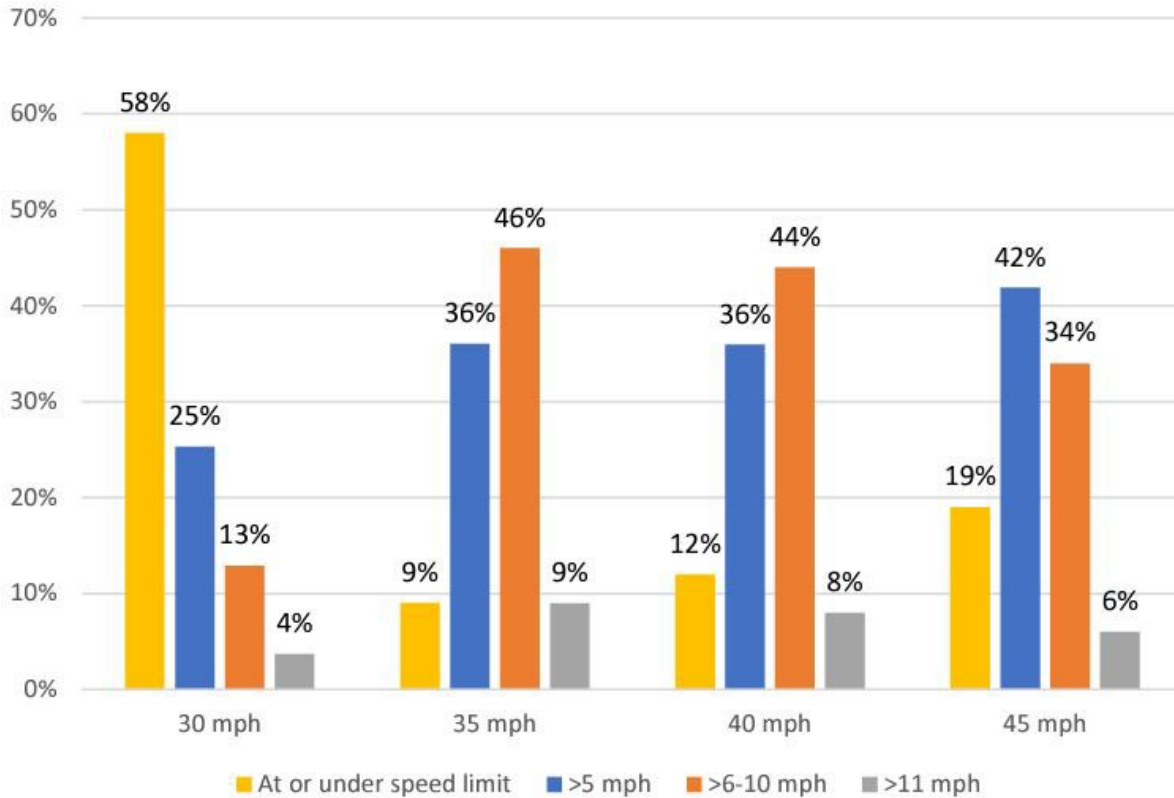
The city of Houston completed one road diet in 2022. 11th Street between Shepherd Drive and Micheaux Street was a formerly four lane, undivided road that now has protected bike lanes and new safe pedestrian crossings.

PERCENTAGE OF DRIVERS EXCEEDING THE SPEED LIMIT AND MEDIAN SPEEDS ON SELECT STREETS

On streets with a 30-mph speed limit, most drivers are adhering to or driving under the speed limit.³ However, nearly 17% of drivers are going at least 6 mph or more over the 30-mph speed limit. On streets with speed limits above 30 mph, fewer drivers are adhering to the speed limit. For example, on streets signed at 35 mph, 46% of drivers are going 6-10 mph over and 9% of drivers are going at 11 mph over the speed limit (see Figure 16).

³ Where data is available. Data was analyzed using Houston Public Works traffic count and speed data, which are limited to select streets.

Figure 16. Percentage of motorists driving over the speed limit and by how much they were going over the speed limit



PERCENTAGE OF STREET SAFETY IMPROVEMENTS IN COMMUNITIES DISPROPORTIONATELY IMPACTED BY TRAFFIC DEATHS AND SERIOUS INJURIES

Four of twelve City of Houston projects with street safety improvements in 2022 were in Complete Communities or communities with a Social Vulnerability Index greater than .75.

This equates to 23% of the projects in communities disproportionately impacted by Traffic Deaths and Serious Injuries.

COMMUTE MODE SHARE

According to the U.S. Census in 2021⁴, 75. % of Houstonians reported driving to work; this percentage is almost 10% less than in 2020. This correlates to a nearly 10% increase in Work From Home during this time

⁴ <https://data.census.gov/table?q=b08301&q=160XX00US4835000&tid=ACSDT1Y2021.B08301>

and is expected to be attributed to COVID-19 conditions. 2021 also saw a small increase in the percentage of people walking, biking, or using public transportation (see Figure 17).

Figure 17. Commute Mode Share for Houston residents, 2018, 2020, and 2021. (Source: U.S. Census Bureau)

Transportation Mode	2018	2020	2021
Drove alone or Carpooled	88.0%	85.9%	75.3%
Walked	1.5%	1.9%	2.1%
Bicycle	0.4%	0.4%	0.7%
Public Transportation	3.9%	3.7%	3.9%
Work from Home	3.9%	6.2%	15.7%

TOTAL NUMBER AND PERCENTAGE OF STREET RECONSTRUCTION PROJECTS WITH MULTIMODAL SAFETY NEEDS AND IMPROVEMENTS MADE TO ADDRESS NEEDS

One Capital Projects’ street reconstruction project (Magnolia Park Sec. 2 Area Drainage and Paving Improvements Sub-Project 1A) included improvements to multimodal safety needs in 2022. This improvement includes sidewalks and accessible curb ramps.

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law (BIL) as the largest long-term investment in the infrastructure and economy in the United States’ history. The competitive grants will help cities, counties, Tribes, and metropolitan planning organizations (MPOs) create plans and implement measures that prevent deaths and Serious Injuries on our nation’s roadways.

The City of Houston applied for and was awarded a RAISE Discretionary Grant program (Rebuilding American Infrastructure with Sustainability and Equity), for Telephone Road.⁵

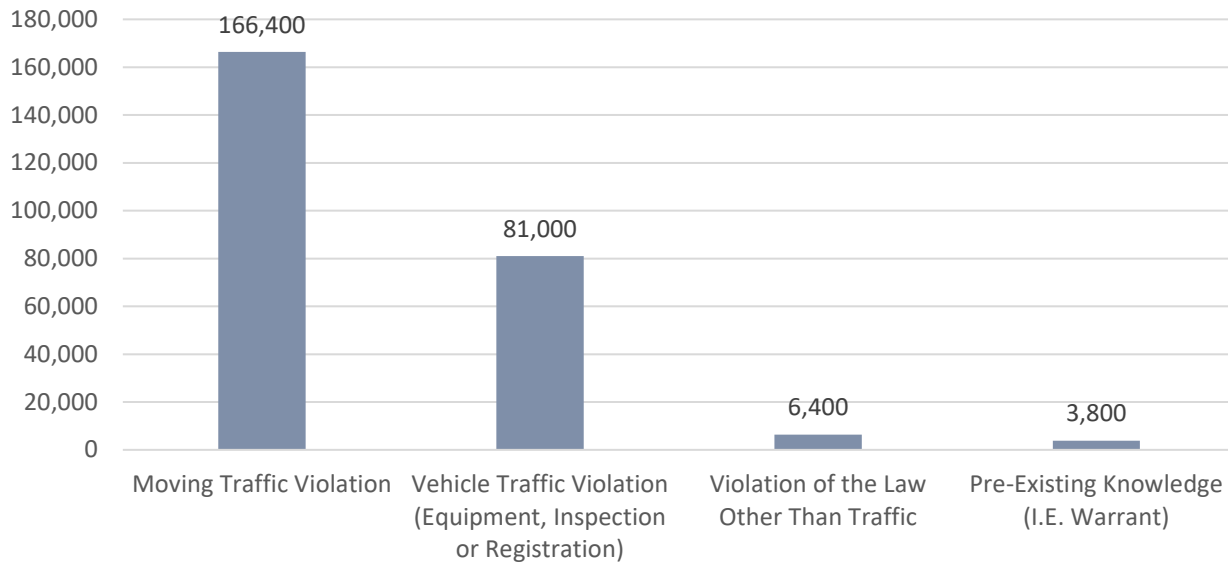
⁵ <https://www.houstontx.gov/mayor/press/2022/telephone-road-project-grant.html#:~:text=August%2010%2C%202022%20%2D%2D%20The,Road%3A%20Main%20Street%20Revitalization%20Project.>

PERCENTAGE OF TRAFFIC STOPS BASED ON TOP CONTRIBUTING CRASH FACTORS ON HOUSTON STREETS. INCLUDE DRIVERS' CHARACTERISTICS.

The Houston Police Department maintains a public-facing database with traffic stop information.⁶ The traffic stop dataset assigns stops into four categories: moving traffic violation, vehicle traffic violation (equipment, inspection, or registration), violation of the law other than traffic, and pre-existing knowledge (i.e., warrant).

In 2022, the Houston Police Department reported 257,755 total Traffic Stops, equaling more than 700 traffic violations daily. **Moving Traffic Violations** were the most common reason for stops (166,400) representing 65% of total stops (see Figure 18).

Figure 18. Reason for Traffic Stops, 2022 (Source: Houston Police Department Police Transparency Dashboard)



⁶<https://mycity.maps.arcgis.com/apps/dashboards/8e62e67b8855477b993cfdc48a94ca17>

MILES OF SIDEWALK AND BIKEWAYS CONSTRUCTED AND MAINTAINED, INCLUDING HIGH INJURY NETWORK STREETS

In 2022, the City of Houston constructed 214 new accessible curb ramps and 6 miles of sidewalk.

There were 20 total miles of bikeways constructed in 2022 and 155 Miles of Bikeways planned for 2023 (see Figures 19-20).

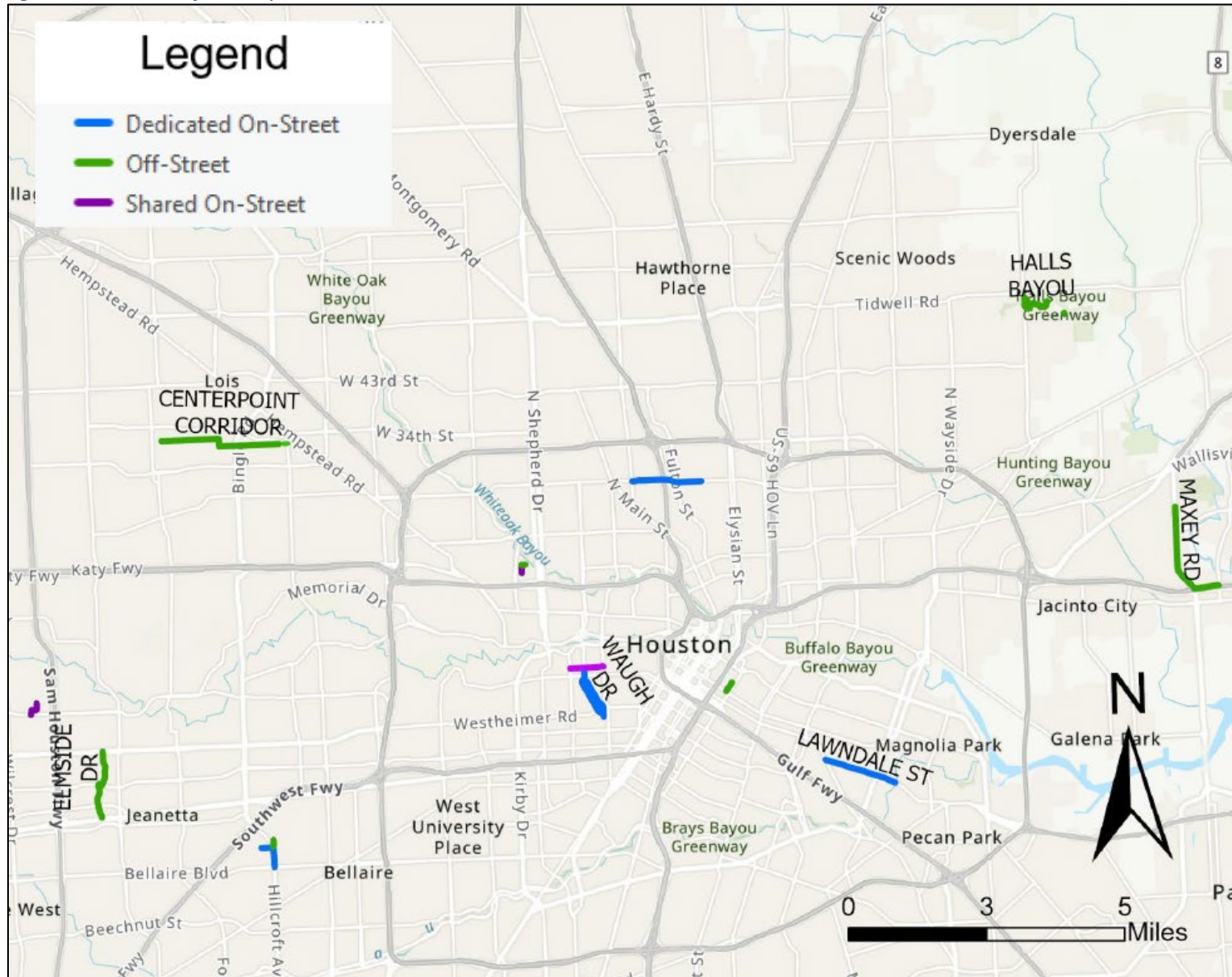
Figure 19. City of Houston Bikeway Implementation Status

Bikeways	Miles Built in 2022	Total Miles Built as of December 31, 2022	Miles Programmed 2023
Dedicated On-Street	10	39	75
Shared On-Street	0	33	1
Off-Street	10	334	79
Total	20	406	155

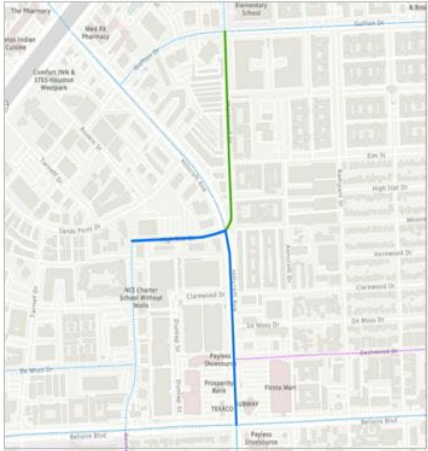
Locations of Bikeways built in 2022:

- Almeda Road
 - Carpenter's Bayou Trail
 - High Star Drive
 - Hillcroft Avenue/Westward Drive
 - Lawndale Street
 - Spring Branch Trail (Wirt Road to Blalock Road)
 - Walnut Bend Lane
 - Waugh Drive/Commonwealth Street
 - West Dallas (Shepherd Drive to Tirrell Street)
 - Westward Street
-

Figure 20. Locations of Bikeways built in 2022



Hillcroft Avenue/Westward Drive



Hillcroft Ave. Bikeway Map



Hillcroft Ave at Westward St.



Westward St.

Lawndale Street



Lawndale St. Bikeway Map



Lawndale St.



Lawndale St.

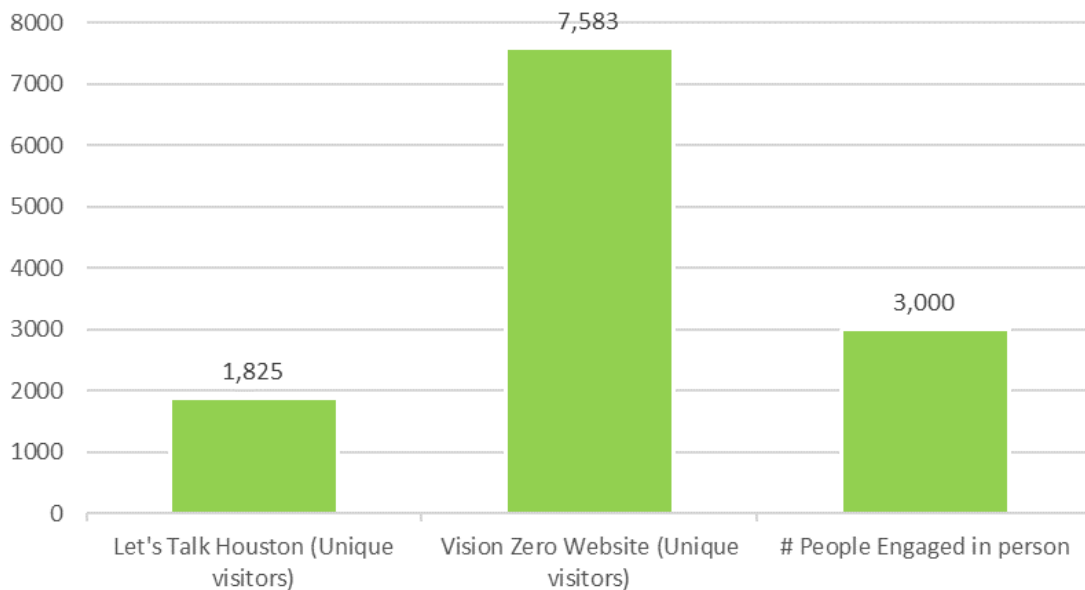
NUMBER OF COMMUNITY MEMBERS REACHED BY VISION ZERO ENGAGEMENT ACTIVITIES

During 2022, the Vision Zero Team had the opportunity to attend, support, and host meetings and events across the City of Houston, to spread the word about our Mission and Vision, and share helpful information related to traffic safety and current projects.

The Vision Zero team attended over 25 community events, including two Mayor's events: Mayor's Back to School Fest and Tour de Houston, resulting in over 3,000 people engaged during events, public speaking engagements, and in-person interactions.

In terms of virtual engagement in 2022, the VZ website (www.visionzerohouston.com) had 7,583 unique pageviews representing a 75% increase compared to 2021. Let's Talk Houston (Vision Zero), an additional platform to reach and engage more individuals, saw 1,825 unique visitors last year (see Figure 21).

Figure 21. People engaged virtually and in person, 2022



NUMBER AND TYPE OF AGENCIES AND COMMUNITY MEMBERS REPRESENTED IN VISION ZERO WORKING GROUPS

In 2022, the City of Houston worked closely with community members and stakeholders to continue engagement and to build more partnerships.

The Vision Zero Implementation Group met 10 times in 2022. Attendees included 10 City departments, six partner agencies, and a representative of the community.

- City of Houston
 - Mayor's Office of Complete Communities
 - Mayor's Office for People with Disabilities
 - Mayor's Office of Communications
 - Houston Public Works
 - Houston Health Department
 - Houston Human Resources Department
 - Houston Fire Department
 - Houston Legal Department
 - Houston Planning & Development Department
 - Houston Police Department
- Federal Highway Administration
- Harris County
- Houston-Galveston Area Council
- Houston Parks Board
- METRO
- Texas Department of Transportation
- Community representative

Additionally, the Vision Zero Team had the opportunity to work on different projects and campaigns with three additional City departments, three traffic safety organizations, four non-profits, and individual community members.



Vision Zero 2020: Nationally, Regionally, and Locally

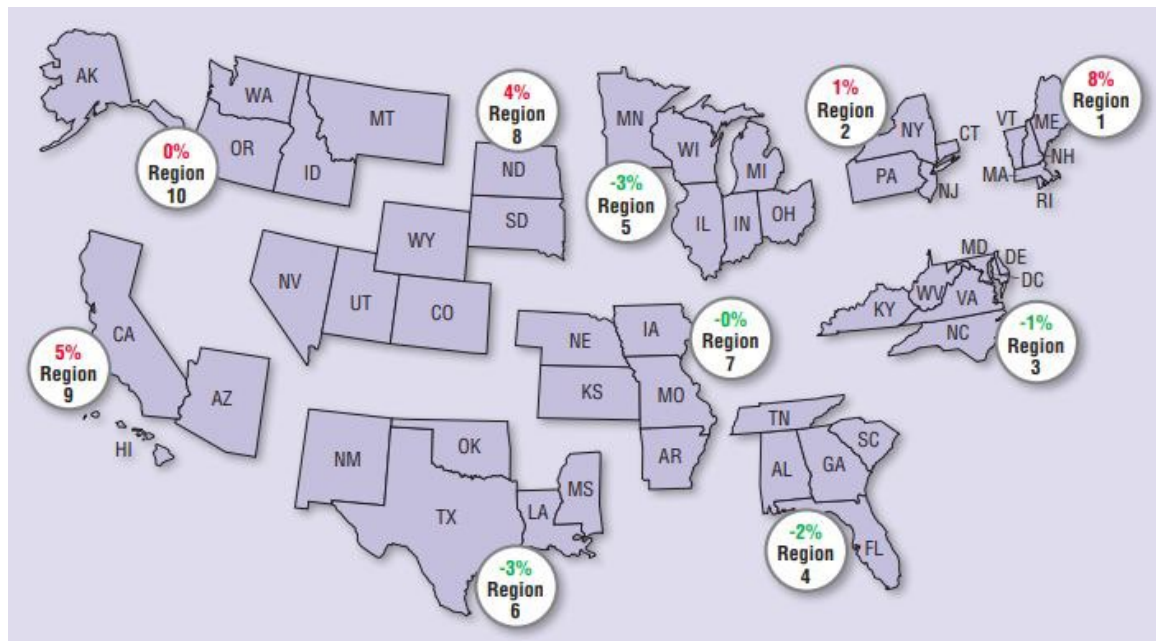
*“We continue to face a national crisis of Traffic Deaths on our roadways,
and everyone has a role to play in reversing the rise that we experienced in recent years,”*
U.S. Transportation Secretary **Pete Buttigieg**.

Pete Buttigieg, United States Secretary of Transportation, in January 2022 released the comprehensive National Roadway Safety Strategy (NRSS) to address the national crisis in Traffic Deaths and Serious Injuries statement: “We cannot tolerate the continuing crisis of roadway deaths in America. These deaths are preventable, and that’s why we’re launching the National Roadway Safety Strategy today - a bold, comprehensive plan, with significant new funding from President Biden’s Bipartisan Infrastructure Law.” “We will work with every level of government and industry to deliver results, because every driver, passenger, and Pedestrian should be certain that they’re going to arrive at their destination safely, every time.”⁷ It adopts the Safe System Approach and builds multiple layers of protection with safer roads, safer people, safer vehicles, safer speeds, and better post-crash care. The NRSS is complemented by unprecedented safety funding with billions of dollars in grants to help communities carry out projects that can address high-crash areas.

According to National Highway Traffic Safety Administration (NHTSA) estimates of nationwide **42,795** people were killed in traffic crashes in 2022, a 0.3% reduction from 2021.⁸ Nearly 117 people lost their lives daily on U.S. roads, and fatal crashes are the fourth top cause of death (Centers for Disease Control and Prevention, National Center for Health Statistics).⁹

In addition, NHTSA estimates that 5 of the 10 Regions across the nation experienced an increase in Traffic Deaths compared to 2021.¹⁰ While Texas was the state with the highest number of Traffic Deaths in 2022 (nearly 11% of Nationwide Traffic Deaths occur in Texas), Region 6 (which includes Texas) saw a 3% of reduction in Traffic Deaths from 2021 to 2022 (see Figure 22).

Figure 22. Regions across U.S. decrease or increase the number of Traffic Deaths in 2022. (Source: NHTSA)



According to the Texas Department of Transportation, Texas experienced a 0.36% decrease in the number of motor vehicle Traffic Deaths from 4,497 in 2021 to **4,481** in 2022. There were 18,880 people who sustained

44817 <https://www.transportation.gov/briefing-room/us-transportation-secretary-pete-buttigieg-announces-comprehensive-national-roadway>

⁸ Crash Stats: Early Estimate of Motor Vehicle Traffic Deaths in 2022 (dot.gov)

⁹ FastStats - Deaths and Mortality (cdc.gov)

¹⁰ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813428>

serious injuries. This number represents nearly 12 people dying on Texas roads every day and nearly 52 people seriously hurt in a crash.

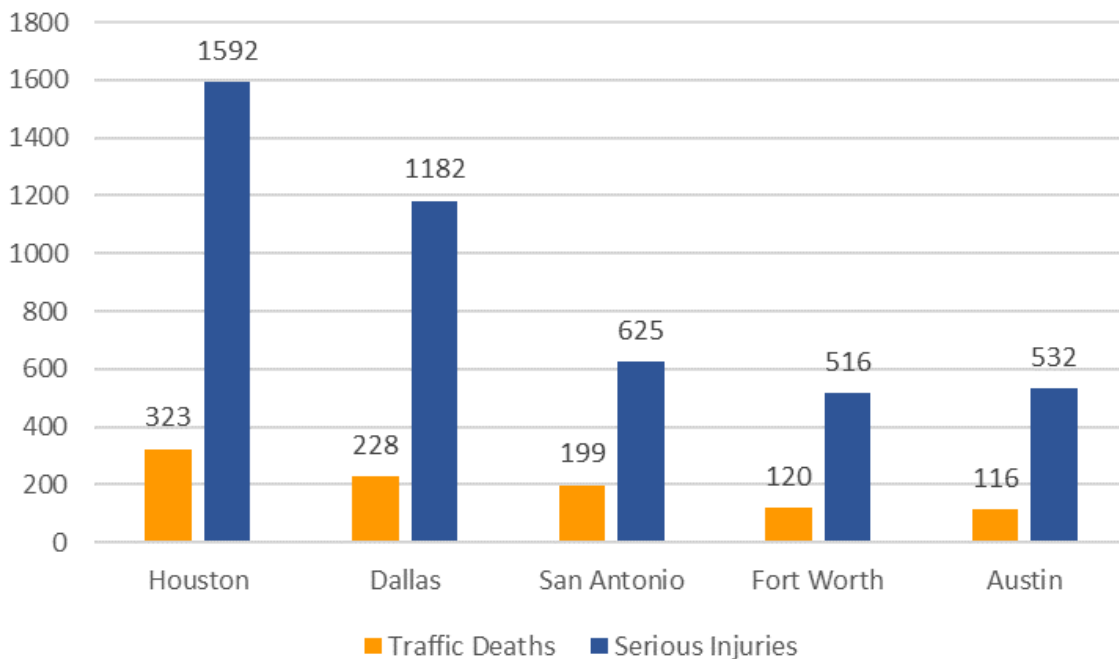
2022 Crash Texas Facts:¹¹

- 1,030 people killed in crashes occurring in intersections or related to an intersection.
- There were no deathless days on Texas roadways in 2022. This continues the streak of no deathless days on Texas roadways since November 7, 2000.
- Two crashes resulted in 6 or more Traffic Deaths.
- 828 Pedestrian Traffic Deaths, a 0.24% increase from 2021.
- 91 Pedalcyclist Traffic Deaths, a 1.1% increase from 2021.
- 562 Motorcyclists (operators and passengers) Traffic Deaths.
- 484 people were killed in crashes involving distracted driving, an 11% increase from 2021.

*Texas crashes in 2022: 1 person was killed every 1 hour 57 minutes
1 person was injured every 2 minutes and 9 seconds
1 crash reported occurred every 57 seconds*

In 2022, Houston saw the most crashes in Texas with 75,711 total crashes, resulting in 323 Traffic Deaths, and 1,592 Serious Injuries.¹²

Figure 23. Top Texas Cities on Traffic Deaths and Serious Injuries, 2022 (Source: TxDOT)



¹¹ https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2022/01.pdf

¹² https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2022/14.pdf



Houston Vision Zero Action Plan: 2022 Updates

Since November 2020, Vision Zero has committed to making Houston’s transportation network safer for everyone. This past year’s work has made it clear that progress is possible, and the need is greater than ever.

During 2022, the City of Houston continued implementing the 13 priority actions plus initiated six new actions, for a total of 44 out of 50 actions underway.

Highlights from the progress on the Vision Zero Action Plan are detailed in the following chart.

- Ongoing: Previously started Action
- Underway: Action started in 2022
- Complete: Action complete

Communication Approach

1.1 *	Report Vision Zero efforts and effectiveness with a public-facing dashboard and an annual report card.	Underway: The public-facing dashboard will be launched in 2023. Projects and requests will be published on the Houston Vision Zero website regularly. This report serves as the annual report card.
1.2	Provide publicly accessible ways for residents to contribute qualitative data regarding street safety and risks, including expansion of 311 system.	Action not yet started.
1.3*	Implement a citywide communication campaign on street safety to celebrate the reality that people use different modes of transportation to get around Houston.	Underway: Developing a simplified interview/testimonies process for the Human of Houston initiative. The goal is to share quarterly positive stories of Houstonians who use different modes of transportation focused on the most vulnerable road users: Pedestrians, bikers, and people with disabilities to inspire others to use, and be aware of those who use, multiple modes of transportation.
1.4*	Train city employees on how to speak to the public and media about crashes.	Underway: Relevant communications language in development, first for provision to City of Houston staff, then to regional media.
1.5	Create more opportunities for general stakeholder collaboration in the City of Houston planning and implementation of mobility projects, overcoming issues of disenfranchisement.	Ongoing: Different types of outreach undertaken this year.
1.6	Include grassroots organizations and community leaders in Vision Zero committees to provide guidance on equity and equitable outcomes in Vision Zero work.	Underway: Vision Zero Team attends diverse Communities meetings to provide updates on projects and efforts across the City. A new community member is now representing the Voice of Houston on the Implementation Group, providing feedback and recommendations on the best approach to community engagement.

1.7**	Develop and disseminate new educational resources to equip new drivers with information on how to be safe on Houston streets, emphasizing unsafe behaviors identified in the High Injury Network.	Complete: A new brochure of Safety Tips for All Road Users was published to educate Houstonians on the best behaviors to keep our community safe while they are driving, walking, or biking. The brochure can be downloaded at www.visionzerohouston.com .
1.8**	Develop and disseminate new education resources for walk, bike, and bus safety for K-12 students.	Complete: The Vision Zero Coloring and Activity Book was published to educate kids from kindergarten to 12th grade on traffic safety and Vision Zero concepts. Full digital version at the website www.visionzerohouston.com Underway: Educational videos for children are in development with a goal to distribute to school districts in Houston in 2023.
1.9**	Coordinate with TxDOT and H-GAC on a Houston-focused education campaign to target impaired driving.	Ongoing: Initial conversations with regional agencies underway to consolidate diverse resources and materials related to impaired drivers and design a strategy to provide these resources to target locations.
1.10	Work with the State to include Vision Zero language and resources on reducing traffic Deaths in the Defensive Driving course.	Action not started yet.

(*) Priority Action

(**) New Strategic Action started in 2022

Safe Systems Approach

2.1 *	Reframe the City's transportation planning tools: shift citywide standards to Multimodal Level of Service (MMLOS). Prioritize Vision Zero goals in the Infrastructure Design Manual (IDM).	Underway: Updates to IDM Chapters 15 and 17 proposed in 2022. Public process and final approval pending for summer 2023.
2.2 *	Evaluate every city roadway reconstruction project for multimodal safety needs and opportunities at project inception.	Underway: Street reconstruction projects are evaluated to meet Vision Zero goals.
2.3 *	Identify high-risk roadway features and develop templates to simplify consistent safety redesigns.	Underway: Analysis of high-risk features. Development of redesign templates pending. Complete: Analysis of Priority Streets in the High Injury Network (26 miles)

City of Houston Annual Report 2022 – VISION ZERO

2.4**	<p>Expand fatal crash review board to multidisciplinary group of City departments:</p> <ul style="list-style-type: none"> -Intentionally recruit and review representation by departments to ensure members routinely use modes other than driving and therefore have a genuine perspective and respect for people walking, biking, and riding transit day-to-day across Houston. -Understand the most severe crashes occurring in the city by reviewing crash reports of High Injury Network Traffic Deaths and publicly-submitted reports. Evaluate crash reporting procedures to improve data collection methods (linked to 1.1). 	<p>Ongoing: Fatality Review Board initiated with: Houston Planning & Development Department, Houston Police Department, Houston Public Works, Houston Fire Department, Houston Health Department, Mayor's Office for People with Disabilities, Houston Human Resources Department, and METRO. 15 locations reviewed in 3 meetings.</p>
2.5	<p>Coordinate ongoing Intelligent Transportation Systems (ITS) efforts with Vision Zero to safely accommodate traffic demands without requiring roadway widening while increasing driver awareness and improving incident response.</p>	<p>Underway: TxDOT launched the App ConnectSmart to link communities and provides multiple mobility options besides driving alone. https://www.houstonconnectsmart.com/</p>
2.6	<p>Utilize Connected Vehicle/Internet of Things data sources to inform near misses and other unreported conditions (linked to 1.2).</p>	<p>Ongoing: Hillcroft Near Miss Analysis complete. Staff investigating additional opportunities for similar methodology and technology.</p>
2.7	<p>Give higher consideration to planning, design, and engineering firms bidding for city roadway projects who attend training programs/webinars on safety and mobility.</p>	<p>Action not started yet.</p>
2.8	<p>Enable the public and City to collect uniform, useful sidewalk condition data by creating a user-friendly Pedestrian Access Route audit tool (linked to 1.2).</p>	<p>Complete: Harris County Health's Infrastructure Assessment Tool to be City's standard tool.</p>
2.9	<p>Require construction sites to provide safe and convenient pedestrian, bicycle, wheelchair, and transit access.</p>	<p>Underway: Updates to IDM Chapters 15 and 17 proposed in 2022. Public process and final approval pending for summer 2023.</p>
2.10	<p>Perform systematic review of all trail/street crossings, recommend safety improvements, and implement all trail crossing improvements.</p>	<p>Underway: Houston Parks Board leading initial review of trail crossings and safety recommendations.</p>
2.11	<p>Coordinate with METRO on design criteria (METRO Transit Design Guidelines) for waiting for space, signage, and wayfinding for transit centers, bus and rail stops, and park and rides. (Find My Stop etc.)</p>	<p>Underway: METRO Design Guidelines in development; anticipated to be complete in 2023.</p>
2.12	<p>Coordinate all bike network and transit network extensions with bikeshare services.</p>	<p>Ongoing: Coordination between Houston BCycle, METRO, and City of Houston for consolidation of the bikeshare system into the transit system.</p>

2.13	<p>Make Houston-area vehicle fleets the safest in the nation.</p> <ul style="list-style-type: none"> -Use technology to track speed in City fleet vehicles and other interested fleets. -Inventory fleet management practices of City departments to determine vehicle coordinators, GPS, and number of vehicles. -Amend administrative policy 2.2 to address crashes, speeding, and employee Motor Vehicle Records. 	<p>Ongoing: Coordination with Houston Fleet Management Department to track speed of City fleet vehicles.</p>
2.14	<p>Establish and enroll Houston-area businesses in Safe Fleet Management Program.</p>	<p>Complete: Together for Safer Roads Safe Fleet Management Program for Houston, TX complete.</p>
2.15**	<p>Designate a citywide freight network.</p>	<p>Underway: City Council approved the consultant service contract in November 2022. The project will start in January 2023.</p>
2.16	<p>Collaborate with Vision Zero Texas cities about traditional police enforcement of traffic violations and alternative enforcement options. Generate next steps for working with communities on their vision for enforcement.</p>	<p>Ongoing: Quarterly meetings with Vision Zero Texas Cities to discuss all street safety topics, including rethinking police enforcement.</p>
2.17	<p>Join with law enforcement and legal system, including prosecutors and defense attorneys, to analyze traffic citations and court convictions. Use findings to inform enhanced penalties for serious driving offenses, such as killing another road user, driving under the influence, running red lights, and repeat offenders.</p>	<p>Action not started yet.</p>
2.18	<p>Incorporate Vision Zero goals into Mayor's Police Reform Task Force recommendations.</p>	<p>Action not started yet.</p>

(*) Priority Action

(**) New Strategic Action started in 2022

Safe Speed Approach

3.1	<p>Re-evaluate the Neighborhood Traffic Management Program and expand to a shared street implementation program which prioritizes people walking and biking and includes countermeasures to slow vehicle speeds. Target program availability to socially vulnerable communities.</p>	<p>Underway: Investigation into the updating Slow Streets program.</p>
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3.2	<p>Revise crosswalk and sidewalk policies:</p> <ul style="list-style-type: none"> -Establish criteria for regularly spaced safe crossings on major streets. -Establish enforcement mechanisms for residential sidewalk maintenance, including providing means for residents to report hazardous conditions (linked to action 1.2). -Revisit striping maintenance. 	<p>Completed: Street crossing methodology by HPW.</p>
3.3 *	<p>Design streets to support and enforce Pedestrian right-of-way at intersections and crosswalks. Include automatic Pedestrian phases as default at signalized intersections with guidelines for where push buttons are appropriate.</p>	<p>Underway: Studying speed management tools, such as FHWA's USLIMITS2, NCHRP's Posted Speed Limit Setting, and NACTO's City Limits.</p>
3.4 *	<p>Determine safest vehicle speeds for all people using the street and then design the street to support that speed.</p>	<p>Underway: Studying speed management tools, such as FHWA's USLIMITS2, NCHRP's Posted Speed Limit Setting, and NACTO's City Limits.</p>
3.5 *	<p>Use signal timing to maximize safety and comfort of all modes over vehicle throughput.</p>	<p>Underway: Proposed revisions to IDM Chapter 15 (Traffic and Signal Design Requirements) to increase the signal time for Pedestrian crossings in 2022. Public process and final approval pending for summer 2023.</p>
3.6	<p>Lobby for state authority to establish a 25mph default speed limit on city residential streets and 30mph speed limit on all other city streets.</p>	<p>Action not yet started.</p>

(*) Priority Action

(**) New Strategic Action started in 2022

Programming Approach

4.1 **	<p>Redesign 10 locations on the High Injury Network every two years and implement reconstruction within the following fiscal year (linked to 2.3).</p> <ul style="list-style-type: none"> -Prioritize socially vulnerable communities and locations identified by the Special Task Force on Intersection and Sidewalk Safety for Persons with Disabilities. -Meet the community where they are to inform redesign. -Publish list of locations and progress on public-facing dashboard (linked to 1.1). 	<p>"MLK Bikeway Harris County Precinct 1, Shepherd/Durham Dr Reconstruction TIRZ 5, Fondren Road Paving and Drainage COH, & Others, Airline Dr BOOST 56 Metro, Freeport Blvd Sidewalk Improvements Harris County, Cavalcade-Homestead Bikeway Harris County Precinct 1, Quitman St Redesign Metro, COH, GNMD N Main St Bikeway COH</p>
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4.2	Set aside capital projects funding to include multimodal safety projects. Establish a mechanism to ensure funds go to safety and maintenance of safety infrastructure (either stand-alone projects or to be included as portions of projects meeting additional City goals).	Ongoing: Incorporated HIN in CIP development.
4.3	Leverage outside funds (including METRO, TIRZ, and Management Districts) for Pedestrian and bicycle improvements for every roadway project along transit routes and in TIRZs and Management Districts.	Ongoing: Awarded \$20m from USDOT for Telephone Rd. Applied for \$30m from USDOT for Bissonnet.
4.4	Establish a pipeline of projects to be funded with federal Highway Safety Improvement Program (HSIP) money through Texas Department of Transportation (TxDOT) and other funding opportunities.	Underway: 30 HSIP projects funded from 2020 and 2021 submissions. 11 of which will go into construction in 2023. 32 additional projects submitted in 2022.
4.5 *	Construct at least 50 miles of new sidewalks each year. Start by prioritizing corridors along the High Injury Network, in the City's existing sidewalk programs, and in socially vulnerable communities.	Ongoing: 6 miles of sidewalk were constructed and 214 curbs ramps.
4.6	Create a "quick planning" program to assess all council districts every two years for low-cost Pedestrian safety improvement projects.	Complete: Briarmeadow/Dunvale Connectivity Study. Ongoing: Willowbend/W. Belfort Connectivity Study to kickoff Q1 2023.
4.7	Develop a Pedestrian/sidewalk plan to target investment in walkability infrastructure. Start by focusing efforts on the Pedestrian High Injury Network and high-density Pedestrian areas.	Underway: Coordinated with the key stakeholders to draft the Sidewalk Network Ordinance; engaged the public for feedback on the sidewalk in lieu fee and gained substantial public support.
4.8 *	Install at least 25 miles of high-comfort bicycle facilities every year in street right-of-way or on City-owned public land. Year 1 Projects start with 11th and Patterson.	Ongoing: 20 total miles of bikeways constructed, of which the City of Houston constructed 10 miles of on-street bike facilities.
4.9	Develop a two-year implementation plan for elements of the Houston Bike Plan, including bikeway maintenance, recommendations from Road Safety Audits, and public feedback on Vision Zero to any future bike plan updates.	Ongoing: Bikeway maintenance plan in progress of being implemented with purchase of City's first mini-sweeper.
4.10	Implement a citywide Safe Routes to School (SR2S) program which proactively improves walking and biking access to school. Find priority partners in socially vulnerable communities and where students are already walking or biking frequently.	Underway: Pilot project in Acres Home in partnership with Harris County Health Dept; funded by MD Anderson.
4.11 *	Inventory sidewalks and street crossings within ½-mile of transit centers and light rail stops. Use crash and transit ridership data, and other available information, to prioritize safety improvements and access for persons with a disability.	Ongoing: Collaborating with METRO to track and inventory transit locations with improvements for safety and accessibility.
4.12	Support implementation of METRONext by fast tracking complementary projects that improve access to and from transit stops.	Ongoing: City staff coordinating with METRO to incorporate safety components to all transit projects including BOOST, University Corridor BRT, and Inner Katy BRT.

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4.13	Design City of Houston Street reconstruction projects so that every bus stop is built to METRO specifications.	Underway: METRO Design Guidelines in development; anticipated to be complete in 2023.
4.14	Update requirements for developers: -Upgrade bus stops when development projects touch bus stops. -Integrate opportunities for public transit and bikeshare into every new development, regardless of whether a stop exists, to accommodate potential future transit expansion. (Linked to action 2.1)	Underway: Updates to IDM Chapters 15 and 17 proposed in 2022. Public process and final approval pending for summer 2023.
4.15	Evaluate feasibility of road diets/reassignment of lanes on streets targeted for repaving in the City's Street Rehabilitation Program, including but not limited to corridors identified in the High Injury Network and Houston Bike Plan.	Action not yet started.
4.16	Adopt Hands-Free ordinance which prohibits the use of all electronic hand-held devices while operating a vehicle.	Ongoing: Hands-Free ordinances from cities across Texas reviewed. Next steps to be evaluated with members of Implementation Group.

(*) Priority Action

(**) New Strategic Action started in 2022



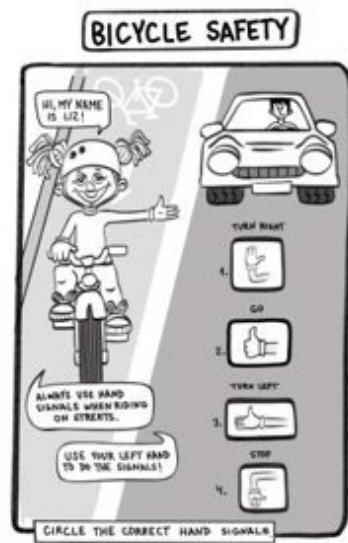
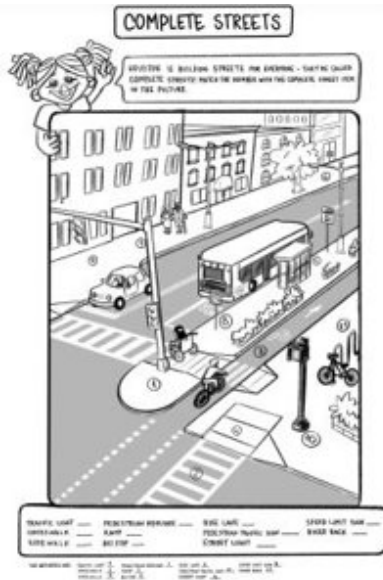


Implementing Vision Zero: 2022 Highlights



Vision Zero Coloring & Activity Book

The Vision Zero Coloring & Activity Book is an educational resource created for kids from K-12th grade to educate them about Vision Zero and safety for travelers: walking, biking, riding, and driving.



Vision Zero Safety Brochure

This pamphlet of Safety Tips for all road users was created to educate Houstonians on the best behaviors to keep our community safe while they are driving, walking, or biking.



WALKING SAFETY

1. Follow signs and signals.
2. Walk on sidewalks whenever they are available and barrier-free.
3. If there is no sidewalk, or if a sidewalk is inaccessible, walk facing traffic and as far from traffic as possible.
4. Always keep alert; don't be distracted by electronic devices that take your eyes (and ears) off the road.
5. Whenever possible, cross streets at crosswalks or intersections, look for cars in all directions, including those turning left or right.
6. If a crosswalk or well-lit area is not accessible, please monitor for a long, clear opening in traffic before crossing the street.
7. Drinking and drugs can impair your judgment; consume responsibly.



BIKING SAFETY

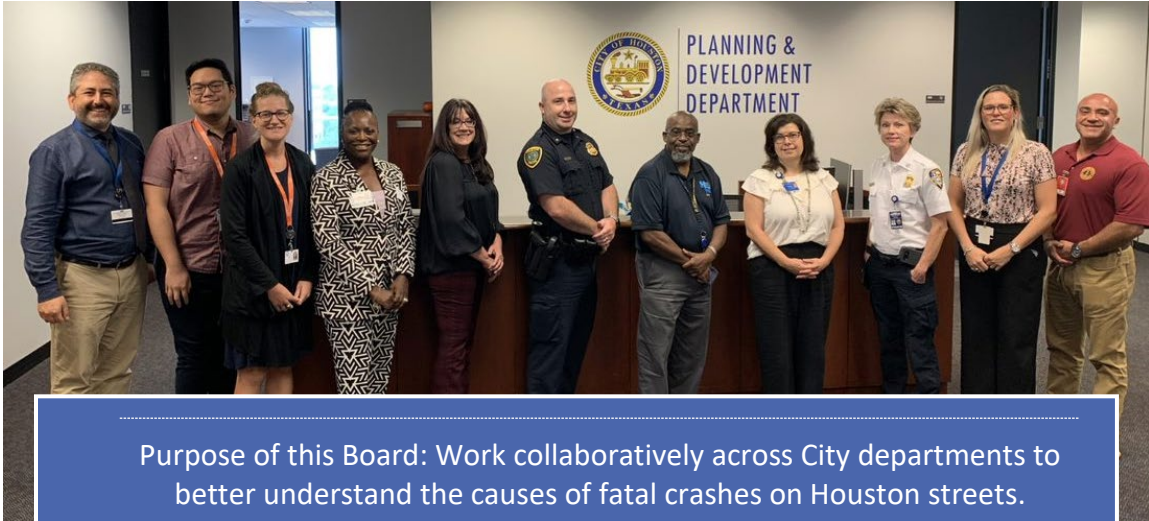
1. Get acquainted with traffic laws; bicyclists must follow the same rules as motorists
2. You may ride two abreast if you are not impeding the normal flow of traffic or when you are riding on a designated bikeway; otherwise ride single file.
3. Remain alert, keep your head up and look around; watch for opening car doors and other hazards.
4. Use hand signals when turning and use extra care at intersections.
5. A horn or bell, a rear-view mirror, reflectors and a bright headlight also are recommended.
6. Never hitch onto cars.
7. Before entering traffic, stop and look left, right, left again and over your shoulder.



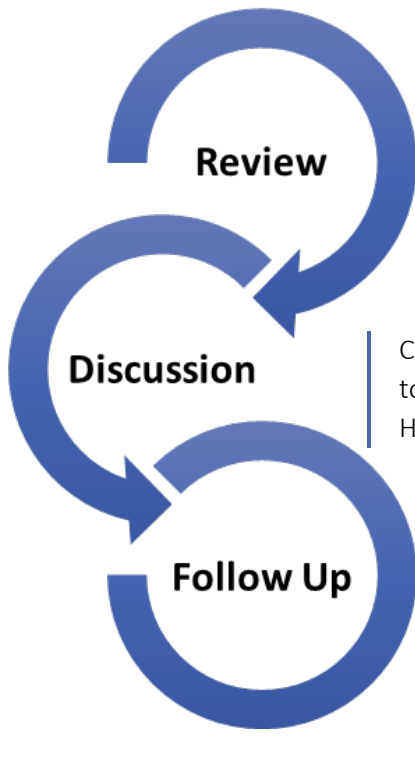
DRIVING SAFETY

1. Look out for pedestrians everywhere, always.
2. Use extra caution when driving in hard-to-see conditions such as nighttime or bad weather.
3. Stop for pedestrians in crosswalks and stop well back from the crosswalk to give other vehicles an opportunity to see the crossing pedestrians so they can stop too.
4. Never pass vehicles stopped at a crosswalk - there may be people crossing that you can't see.
5. Never drive under the influence of alcohol and/or drugs.
6. Follow slower speed limits in school zones and in neighborhoods where children are present.
7. Be extra cautious and double check surroundings when backing up.

Fatality Review Board



Purpose of this Board: Work collaboratively across City departments to better understand the causes of fatal crashes on Houston streets.
Goals: Identify crash trends, create solutions to address trends
Partners: HPD, HFD, HPW, HHD, MOPD, HR, METRO, and P&D



Review

Focus area – person type, manner of collision, contributing factors, coalition’s narrative

Discussion

Context of crash location – residential, commercial, industrial. Google Earth/Street View to put it into context and discuss the design/engineering issues that might be at play. High Injury Network comparison.

Follow Up

Easily implemented actions like improved pavement markings and signage. Use trends to identify opportunities for potential pilot projects. Balance the need to address each individual location and thinking in a Safe Systems way. Identify corridors for long-term capital improvement projects.

Garden City Drive

Project in honor of KaLiyah Harris

The City of Houston’s transportation paradigm shift prioritizes safety for all users over driving fast. Walking, biking, transit, and driving should all work together, and everyone should get home safely after every trip.



The City of Houston, with support from Harris County Health Department, designed safety improvements including concrete curbs, signage, and striping, to narrow the cross distance and slow vehicle traffic. These components were constructed in August 2022 with funding provided by **MD Anderson’s Be Well Communities** program.

All too sadly, tragedies continue to occur on Houston streets. KaLiyah Harris, a first-grader at Anderson Academy in Aldine ISD, was struck and killed on Garden City Drive shortly after getting off a school bus in October 2021.

In honor of her life and memory, local partners united to make Garden City Drive safer for everyone.

Crosswalk Art at Franklin Elementary School



On November 12th, the City of Houston Planning and Development Department’s Complete Communities Team and Houston Public Works, in collaboration with the community, parents, students, and school authorities, implemented a Safety Crosswalk Art Project at Franklin Elementary School. The project was designed by students with the goal to make this space safer for all students when they arrive or leave the school every single day. At the end of the activity, the team provided Vision Zero Coloring and Activities Books and Traffic Safety Brochures to all participants.





Testing Success: Before & After Analysis



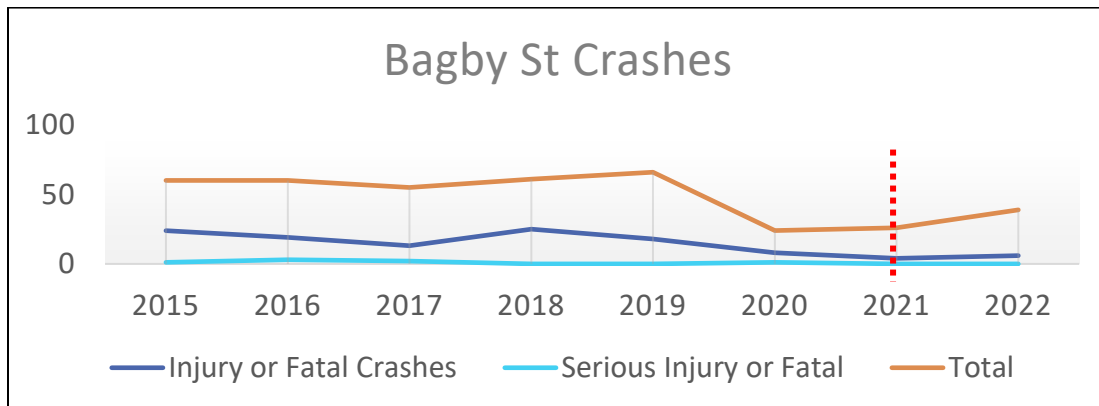
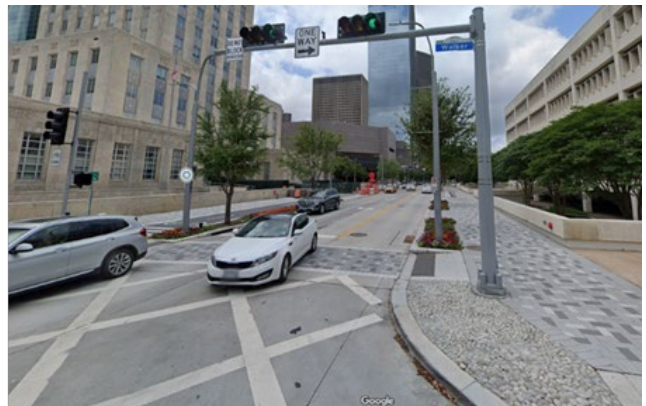
Since 2014, all crashes have increased in the city of Houston by 11% and all injury or fatal crashes have increased by 2.4%. However, along segments of roadways that have had safety improvements that reduce conflict between road users and/or support safe vehicle speeds, the annual number of crashes with injuries has decreased by 26% and all annual crashes on those corridors have decreased by 19%. Most notably, Bagby Street, which due to the number of crashes between 2014 and 2018 is on the High Injury Network, has had 45% fewer crashes annually overall and 75% fewer average annual crashes that resulted in injury since its roadway improvements in 2020 and 2021.

On Bagby Street from Clay Street to Franklin Street, average annual crashes that resulted in injuries reduced by 75% and all average annual crashes reduced by 45% since the street was improved in 2021.

BEFORE



AFTER

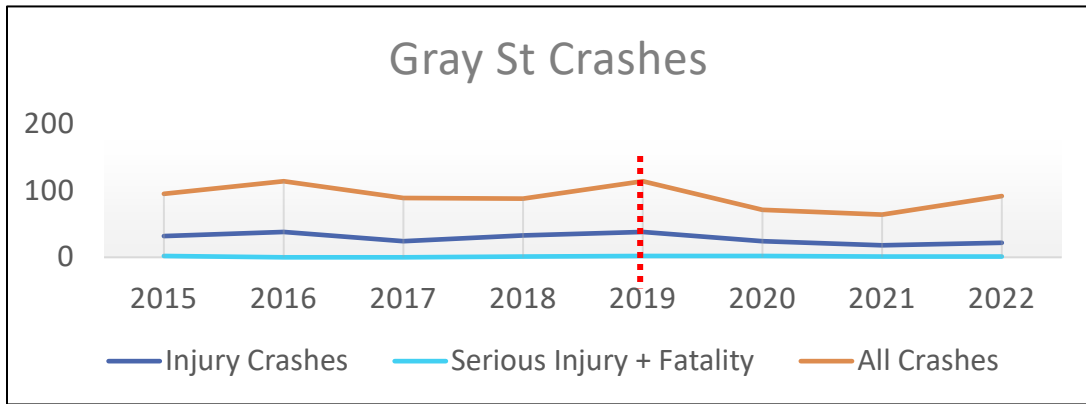


On Gray Street from Bagby Street to Hamilton Street, average annual crashes that resulted in injuries reduced by 34% and all average annual crashes reduced by 22% since the street was improved in 2019.

BEFORE



AFTER

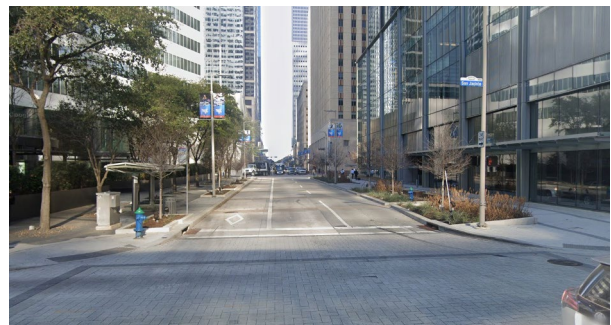


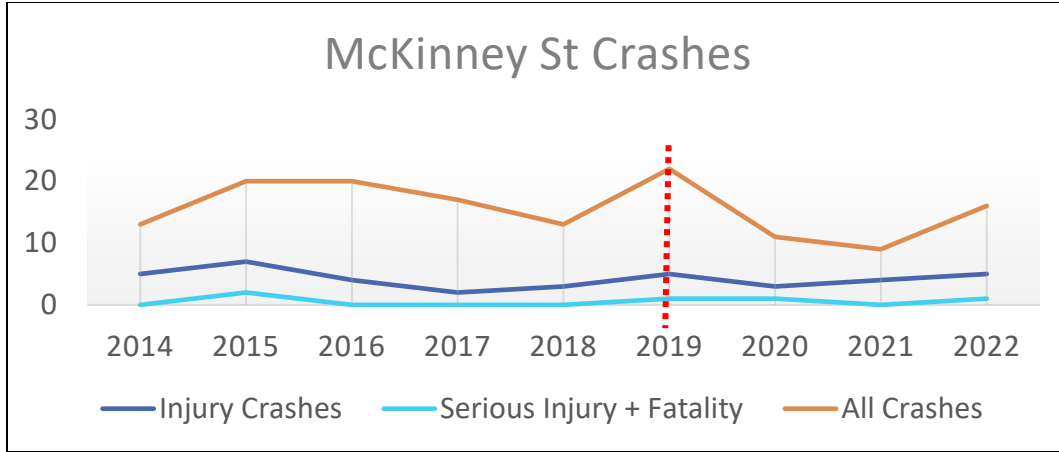
On McKinney Street from Main Street to La Branch Street, average annual crashes that resulted in injuries remained the same and all average annual crashes reduced by 13% since the street was improved in 2019.

BEFORE



AFTER



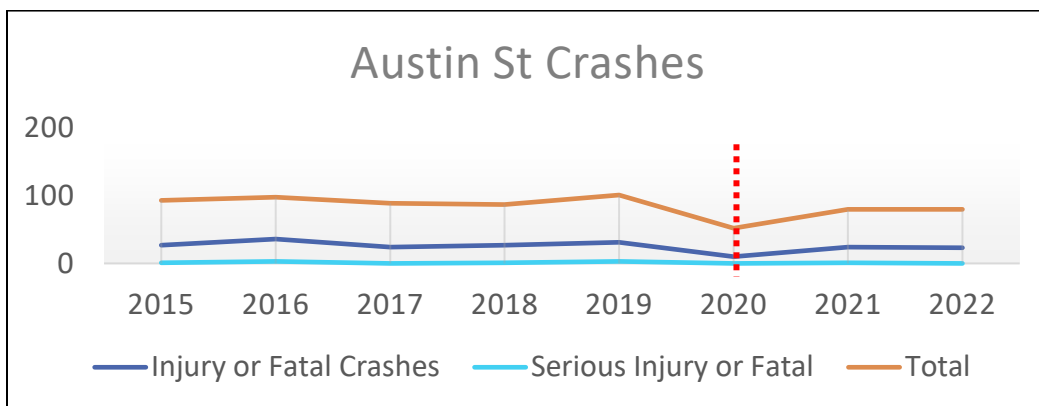


On Austin Street from Holman Street to Commerce Street, average annual crashes that resulted in injuries reduced by 17% and all average annual crashes reduced by 15% since the street was improved in 2020.

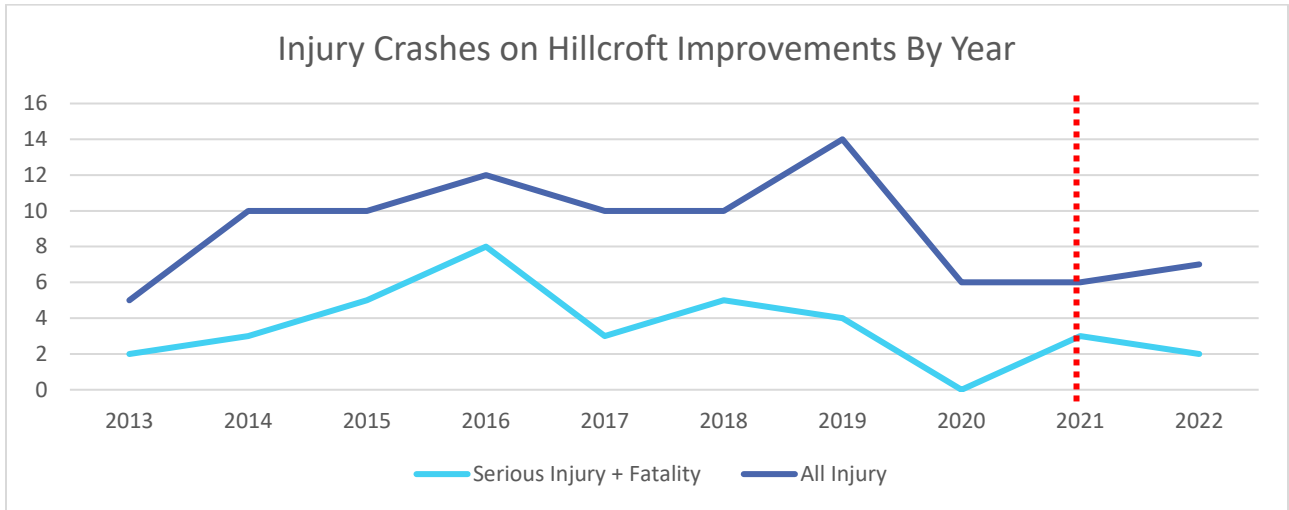
BEFORE



AFTER



On Hillcroft Avenue from High Star Street to Westward Street, average annual crashes that resulted in injuries reduced by 27% and all average annual crashes reduced by 8% since the street was improved in 2021.





2022: A Year of Outreach, Education, and Engagement

In 2022, the Vision Zero Team engaged with more than 3,000 people in person. These activities included:

- Two **Mayor’s Special Events**:
 - Tour de Houston and,
 - Mayor’s Back to School Fest.
- Hosting the **World Day of Remembrance for Road Traffic Victims** in front of the City Hall.
- Hosting the Premier of the **SIDETRACKED Documentary** in collaboration with AAA and HPD. This documentary is focused on distracted driving, featuring a behind-the-scenes look at the challenges of law enforcement along with interviews of victims, behavioral experts, patrol officers, and others.
- Presenting the **Vision Zero Program and Action Plan** to Super Neighborhood, traffic safety agencies, consultants, and institutions.
- Accepting media **interviews** in English and Spanish (in person, for podcasts, and on radio).
- Supporting six **Bike Rodeos** and **Bicycle Safety workshops** around the city, in partnership with Harris County Health Department, Harris County Precinct 1, AAA, Texas Children’s Hospital, Bike Houston, TxDOT, and Greater Northside Management District.
- Attending several **Community Events** including Bike to Work Day, Tour de Northside, four National Night Outs, Starry Night at the Chinese Community Center, Health and Educational Fairs at the Consulate of Mexico, Houston Public Library events, and others.
- Participating as guest speakers for the **Vision Zero Texas Cities Summit**.
- Supporting two **Bike Lane Pop-Ups**.



Mayor's Special Events



Tour de Houston, March 2022. Provided information about Vision Zero, shared updates on the Bike Plan, and heard concerns and ideas from community leaders and advocates to improve safety for cyclist.



Mayor's Back to School Fest, August 2022. The Vision Zero Team launched the Vision Zero Coloring and Activity Book, providing more than 2,000 copies for attendees. Kids and parents learned about the importance of following traffic safety rules especially when walking, biking, and riding the bus to school.

World Day of Remembrance for Road Traffic Victims, Nov 20, 2022

Each year, the World Day of Remembrance for Road Traffic Victims honors those who have been killed and injured on roads around the globe - 1.35 million people each year, worldwide. The City of Houston, along with more than 40 cities across the country, hosted this event in 2022 to show our commitment to prioritizing safety on our roadways.

We honored the families of the victims and all who lost their lives on our roads with a candlelight vigil on Sunday, November 20, at 4:30 p.m. at Hermann Square in front of Houston City Hall. This event brought together families of crash victims, street and traffic safety organizations, community members, elected officials, and advocates to remember, support, and act on VZ's efforts creating awareness and expressing our commitment to end Traffic Deaths and Serious Injuries by 2030.

We are grateful to our partners to help this event happen: American Automobile Association (AAA), Houston Fire Department, Houston-Galveston Area Council (H-GAC), Houston Health Department, Houston Immigration & Interpreting Services, Houston Planning and Development Department, Houston Police Department, Houston Public Works, Houston Transtar, LINK Houston, Bike Houston, Mayor's Office for People with Disabilities, Mayor's Office of Complete Communities, Mayor's Office of Cultural Affairs, Mayor's Office of Public Safety and Homeland Security, Mayor's Office of Special Events, METRO, Mothers Against Drunk Driving (MADD), Stratford High School Band, and Texas Department of Transportation (TxDOT). Special thanks to our guest speakers: Mayor Pro-Tem Dave Martin, Sandra Rodriguez, Community Leader, The City of Houston 2021 Poet Laureate Emanuelee 'Outspoken' Bean, Dr. Toron Wooldridge, and Nora Palma.



Premiere SIDETRACKED

April is National Distracted Driving Awareness Month. The City of Houston's Vision Zero Team, AAA Texas, and Houston Police Department reminded drivers about the dangers of inattention behind the wheel with the premiere of this powerful documentary SIDETRACKED.

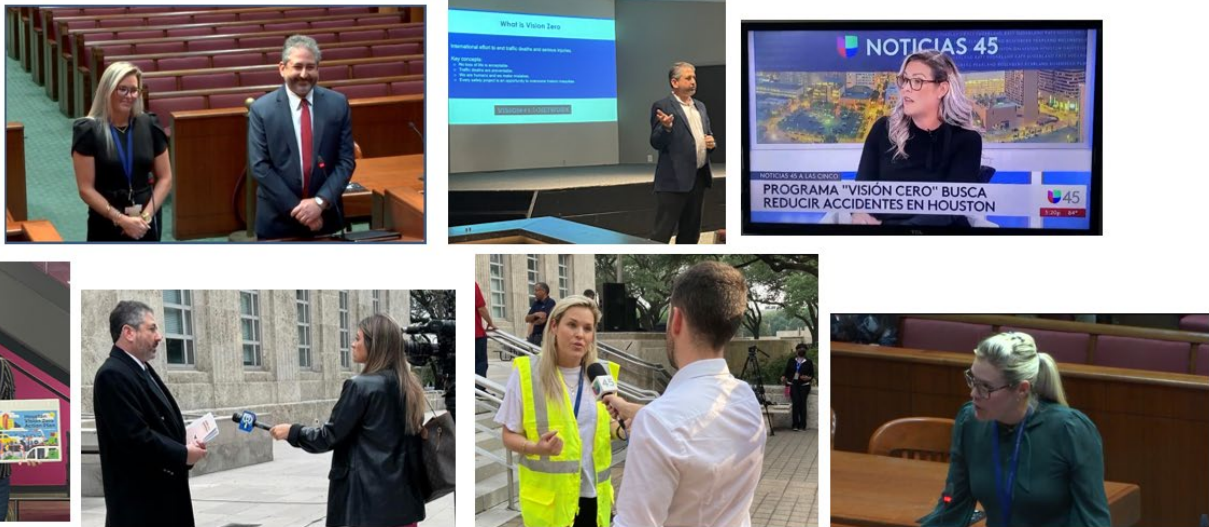
On March 31st, we hosted the premiere of the Sidetracked documentary, which focused on the brutal realities of distracted driving. The 23-minute documentary examines the real-life stories of Houston-area residents who have been impacted by distracted driving crashes. The goal of the documentary is to increase the social stigma of using a smartphone behind the wheel similar to the stigma that is associated with impaired driving.



As a visual, we printed photos of family members killed in distracted driving crashes and set chairs representing nine lives lost to distracted driving each day in the U.S.

Special thanks to our guest speakers: Vice Mayor Pro-Tem Martha Castex-Tatum, Sgt. Don Egdorf, Lincoln Tomlin, AAA Texas Vice President of Public Affairs, and Dr. Toron Wooldridge for collaborating on this Vision Zero event.

Vision Zero Program Presentations & Interviews



About our Presentations and Interviews. During 2022, the Vision Zero Team spread the word about our work and our commitment to ending Traffic Deaths and Serious Injuries in our city by 2023. For that reason, we accepted several interviews on diverse local TV Channels in English and Spanish to talk about the Vision Zero Program, shared data on Houston crash trends, and created awareness about the top contributing factors of those crashes such as speeding, impaired drivers, disregarding traffic lights and signals, unsafe behaviors, distracted drivers and others. Additionally, we attended in-person and virtual meetings with Super Neighborhoods, traffic safety agencies, and other organizations, emphasizing how the community can help. Lastly, we presented Vision Zero updates on the entire Vision Zero Program to the Houston City Council Transportation, Technology, and Infrastructure Committee to and presented the new Coloring and Activity Book to the Houston City Council Childhood and Youth Committee.

Bike Rodeos & Bicycle Safety Workshops

In collaboration with Harris County Health Department, the VZ Team participating in Bike Rodeos and Bicycle Safety Workshops in elementary schools in Acres Home to teach kids the “rules of the road.” At those Bike Rodeos, partners including Bike Houston, Texas Children Hospital, and Harris County Precinct One Bike Team taught students how to wear a helmet, how to avoid obstacles, and yield to traffic. The VZ Team engaged kids about Vision Zero’s mission, provided safety supplies like helmets, bike lights, and/ Coloring and Activities Books. More than 400 kids attended these events and were educated on bicycle safety.



Additionally, the VZ Team supported Bicycle Safety Workshops and Bike Rodeos in other neighborhoods, at high schools, and community centers. In partnership with AAA, TxDOT, and H-GAC, the VZ Team was able to expand the support and provide resources for students and families across the city.

Vision Zero Texas Cities Summit

The City of Houston was proud to host the Vision Zero Texas Cities Summit at Midtown Arts & Theater Center Houston (MATCH), organized by Farm & City, a nonprofit organization created to support the work of many people across the state and committed to high quality urban and rural human habitat in Texas in perpetuity.

The program was full of topics about how we can make our streets and roads safer for everyone, including: From Zero to Vision Zero: Adopting Meaningful Goals and Plans; Comprehensive Speed Management Strategies; Disproportionate Impacts of Traffic Crashes; Equitable Approaches to Vision Zero; and Safe Metro Regions: the TxDOT/MPO Safety Task Force.

VZ Team members were invited as guest speakers for many of these panels..



As part of the event, VZ hosted an exclusive in-person training on **Safety Systems** led by Stephen J. Ratke, Senior Safety & Geometric Design Engineer from the Federal Highway Administration Resource Center.

The Safe Systems approach aims to eliminate Fatal and Serious Injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes, and secondly, keeps impact energy on the human body at tolerable levels. Some components reflect traditional risk assessment and traffic engineering, some are new considerations to recognize the human factor in transportation planning.



**If you are interested to learn more about our program,
crash data, and campaigns or events,
please visit our website:**

www.visionzerohouston.com

If you have questions, call us at (832) 833-6600

or

Email us at: planning.mobility@houstontx.gov
