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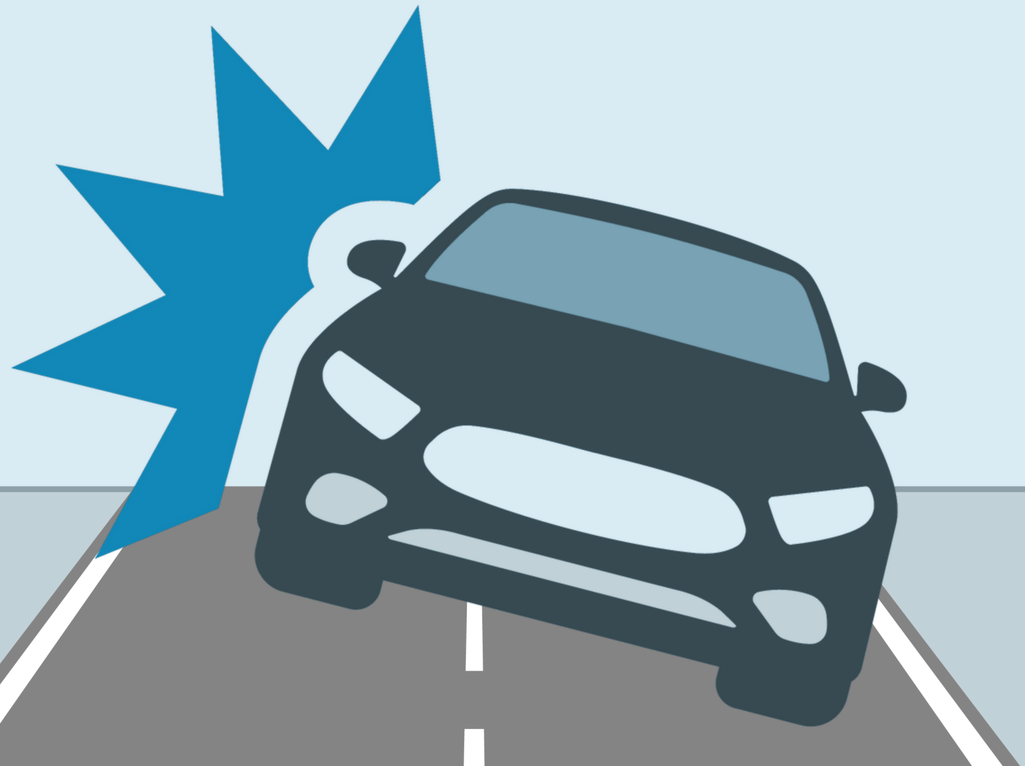
CARNADGE



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CARNADGE

AMERICA'S DEADLY AFFAIR

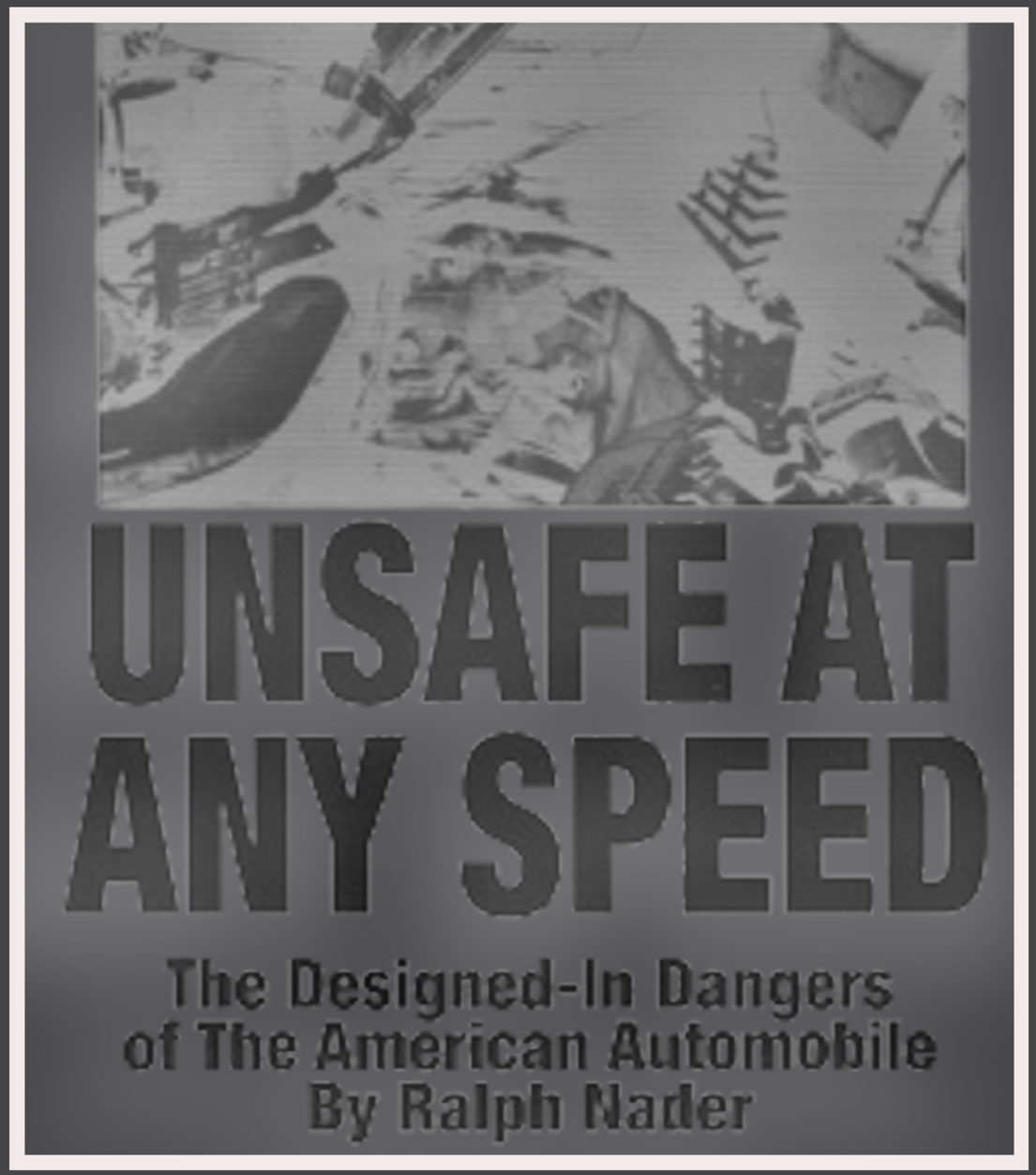
4,136,312

4,136,312

4,136,312

THE MILLIONS OF TRAVELLERS WHO USE THE U.S. HIGHWAY SYSTEM EACH YEAR MAY TAKE FOR GRANTED THE SYSTEM'S HISTORY WHICH SHEDS LIGHT ON ITS IMPORTANCE TO U.S. SOCIETY.

28/02/18 ARMY.MIL


UNSAFE AT
ANY SPEED
The Designed-In Dangers
of The American Automobile
By Ralph Nader

NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

BUCKLE-UP FOR SAFETY – Jingle

Lyrics transcribed from YouTube – https://youtu.be/1B98PExsoXs

Buck-le up for safe-ty Buck-le up!
Buck-le up for safe-ty Always Buckle-Up!
Pull your seat-belt snug Give an ex-tra tug
Buck-le up for safe-ty Buck-le up!
Buck-le up for safe-ty Buck-le up!
Buck-le up for safe-ty Always Buckle-Up!
Show the world you care By the belt you wear
Buck-le up for safe-ty When you're driv-ing Buckle-Up!
Buck-le up for safe-ty Always Buckle-Up!
Put you mind at ease Tell you ri-ders please
Get you seat belts buckled Every-body, Buckle-Up!
(spoken - not sung)
Seat Belts can and DO save lives - EVERY DAY!
(singing)
Buck-le up for safe-ty Every-body Buck-le up!

4E'S OF HIGHWAY SAFETY

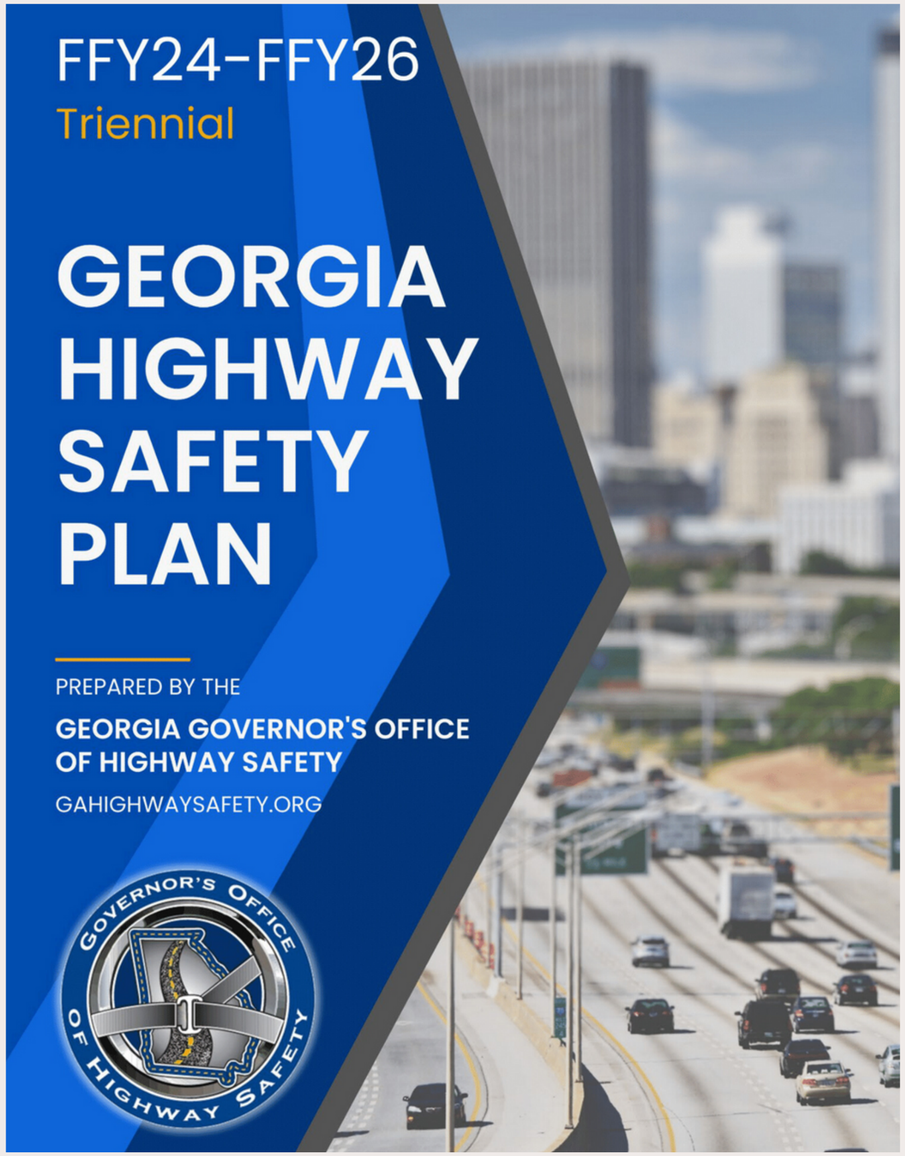
Engineering
Education
Enforcement
EMS

SAFETEA

STRATEGIC HIGHWAY SAFETY PLAN

SAFETEA-LU

STRATEGIC HIGHWAY SAFETY PLAN



HIGHWAY SAFETY OFFICES

HIGHWAY SAFETY IMPROVEMENT PLAN

STRATEGIC HIGHWAY SAFETY PLAN

STATE DOT'S

ELECTRONIC

DATA

GEOLOCATED

DEPT. OF JUSTICE

DATA DRIVEN APPROACHES:
CRIME & TRAFFIC SAFETY

N.H.T.S.A

IMPROVEMENTS MADE, BUT PLATEAUED.

VISION ZERO

NO MORE TRAFFIC DEATHS

DATA-DRIVEN

City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.

COMMUNITY ENGAGEMENT

Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.

9 Components *of a* Strong Vision Zero Commitment

Based on the experiences of early-adopter cities in the United States, these nine components have proven to be an effective high-level framework for communities considering a Vision Zero commitment. While these are not the only factors to consider, they are critical aspects to ensure a strong and lasting commitment to Vision Zero.

POLITICAL COMMITMENT

The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, & equitable outcomes.

MULTI-DISCIPLINARY LEADERSHIP

An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero. The Taskforce should include, at a minimum, high-ranking representatives from the Office of the Mayor, Police, Transportation (or equivalent), and Public Health. Other departments to involve include Planning, Fire, Emergency Services, Public Works, District Attorney, Office of Senior Services, Disability, and the School District.

ACTION PLAN

Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.

EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.

COOPERATION & COLLABORATION

A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.

SYSTEMS-BASED APPROACH

City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.

DATA-DRIVEN

City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

COMMUNITY ENGAGEMENT

Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.

TRANSPARENCY

The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).

For more visit the Vision Zero Network at visionzeronetwork.org.
Questions or ideas? Contact leah@visionzeronetwork.org.

VISION ZERO NETWORK

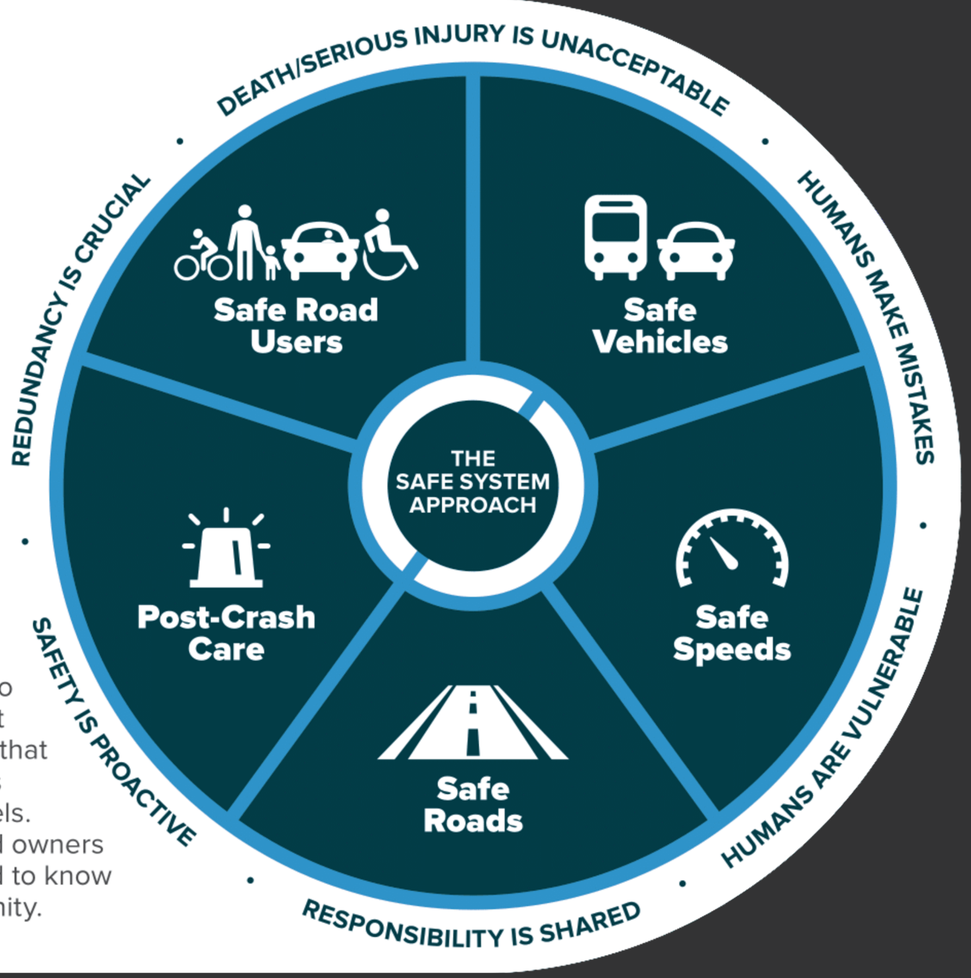
SAFE SYSTEMS APPROACH

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

VISION ZERO

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

SAFE STREETS FOR ALL

Direct to Local Communities, Bypass State DOT's & MPO's

PANDEMIC

LAW ENFORCEMENT

LESS TRAFFIC

RISKY DRIVING

DISTRACTED

FASTER

FUTURE

DATA

COMMUNITY ENGAGEMENT

EQUITY

AUTOMATED ENFORCEMENT

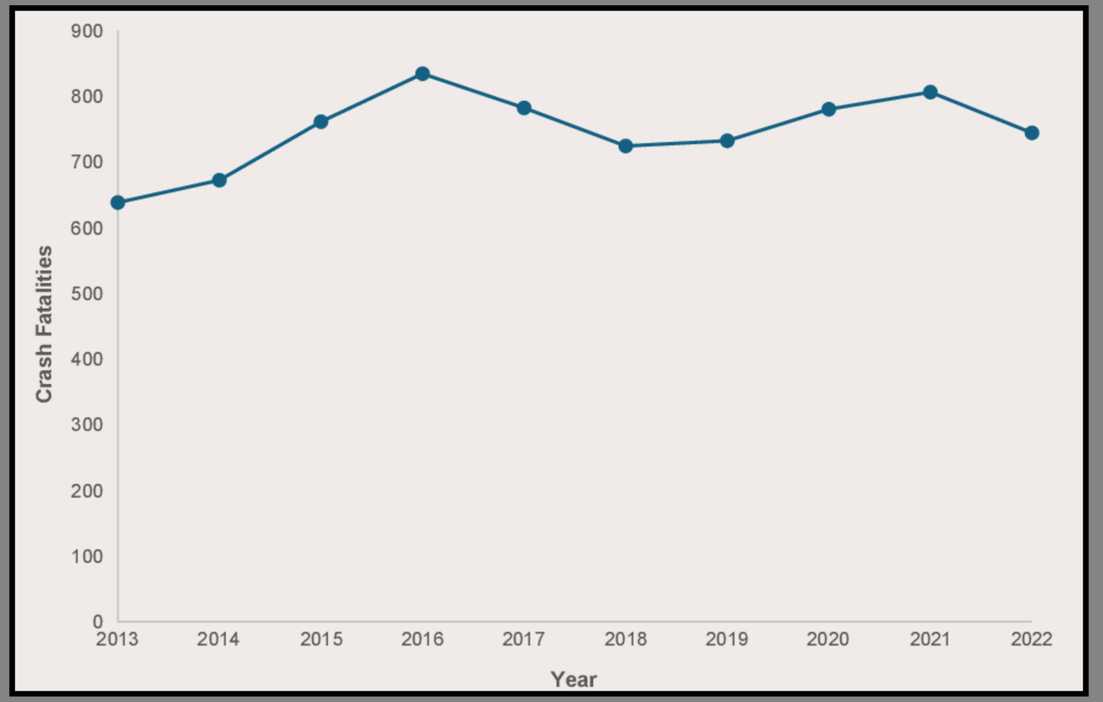
Persons Killed in Fatal Crashes

Filter Selected: Person Injury Type: *Fatal*; Person Type: *Pedestrian ; or Bicyclist ; or Other Pedalcyclist*

State: *Kentucky*

Years: *2013-2022*

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct	Nov.	Dec.	Total
2013	47	35	46	51	64	84	45	49	74	47	53	43	638
2014	49	36	54	46	57	71	57	67	44	72	50	69	672
2015	75	33	63	29	68	65	72	77	61	85	60	73	761
2016	52	51	52	81	68	76	75	70	75	94	65	75	834
2017	37	64	71	60	63	63	68	77	65	93	67	54	782
2018	45	54	51	49	68	57	79	70	66	73	57	55	724
2019	51	54	54	55	76	65	76	80	72	53	46	50	732
2020	45	44	54	56	59	77	86	102	57	72	61	67	780
2021	50	53	56	72	73	76	65	80	75	80	72	54	806
2022	56	48	61	56	49	63	74	62	79	78	74	44	744
Total	507	472	562	555	645	697	697	734	668	747	605	584	7473



Persons Killed in Fatal Crashes
Filter Selected: Person Injury Type: Fatal
Years: *2013-2022*

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct	Nov.	Dec.	Total
2013	2440	2122	2604	2513	2767	2927	2886	3160	2978	2996	2857	2643	32893
2014	2360	2058	2438	2516	2836	2827	2940	3042	2817	3074	2985	2851	32744
2015	2577	2168	2625	2652	3136	3035	3288	3354	3163	3328	3016	3142	35484
2016	2549	2666	2939	2956	3277	3330	3314	3382	3382	3576	3300	3135	37806
2017	2845	2528	2928	2993	3188	3279	3528	3181	3372	3366	3149	3116	37473
2018	2833	2516	2854	2802	3218	3303	3337	3278	3319	3397	3015	2963	36835
2019	2670	2393	2769	2820	3172	3201	3304	3359	3331	3227	3084	3025	36355
2020	2667	2677	2557	2322	3112	3730	3797	3816	3745	3814	3484	3286	39007
2021	3100	2575	3231	3570	3771	3808	3904	4044	3880	4126	3654	3567	43230
2022	3199	2987	3329	3186	3656	3608	3856	3846	3886	3973	3503	3485	42514
Total	27240	24690	28274	28330	32133	33048	34154	34462	33873	34877	32047	31213	374341

Rate per 100k Population
10.41
10.28
11.06
11.70
11.53
11.27
11.07
11.77
13.02
12.76

Persons Killed in Fatal Crashes

Filter Selected: Person Injury Type: Fatal; Person Type: Pedestrian ; or Bicyclist ; or Other Pedalcyclist

Years: *2013-2022*

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct	Nov.	Dec.	Total
2013	475	387	436	386	413	401	423	454	474	555	571	553	5528
2014	442	411	410	409	409	378	472	465	485	583	569	606	5639
2015	561	425	458	406	427	488	467	479	593	680	661	678	6323
2016	553	523	512	492	516	504	461	603	609	758	705	697	6933
2017	631	489	541	489	469	477	539	579	629	711	689	638	6881
2018	603	585	540	462	541	534	546	582	683	742	712	715	7245
2019	632	591	552	504	506	494	558	594	618	685	688	709	7131
2020	674	591	536	381	531	560	637	633	711	754	772	733	7513
2021	706	549	623	628	599	604	660	729	752	905	815	876	8446
2022	742	666	701	581	624	593	634	757	783	898	808	840	8627
Total	6019	5217	5309	4738	5035	5033	5397	5875	6337	7271	6990	7045	70266

Population (000's)	Rate per 100k Population
316060	1.75
318386	1.77
320739	1.97
323072	2.15
325122	2.12
326838	2.22
328330	2.17
331512	2.27
332032	2.54
333288	2.59

Persons Killed in Fatal Crashes

Filter Selected: Person Injury Type: *Fatal*; Person Type: *Pedestrian ; or Bicyclist ; or Other Pedalcyclist*

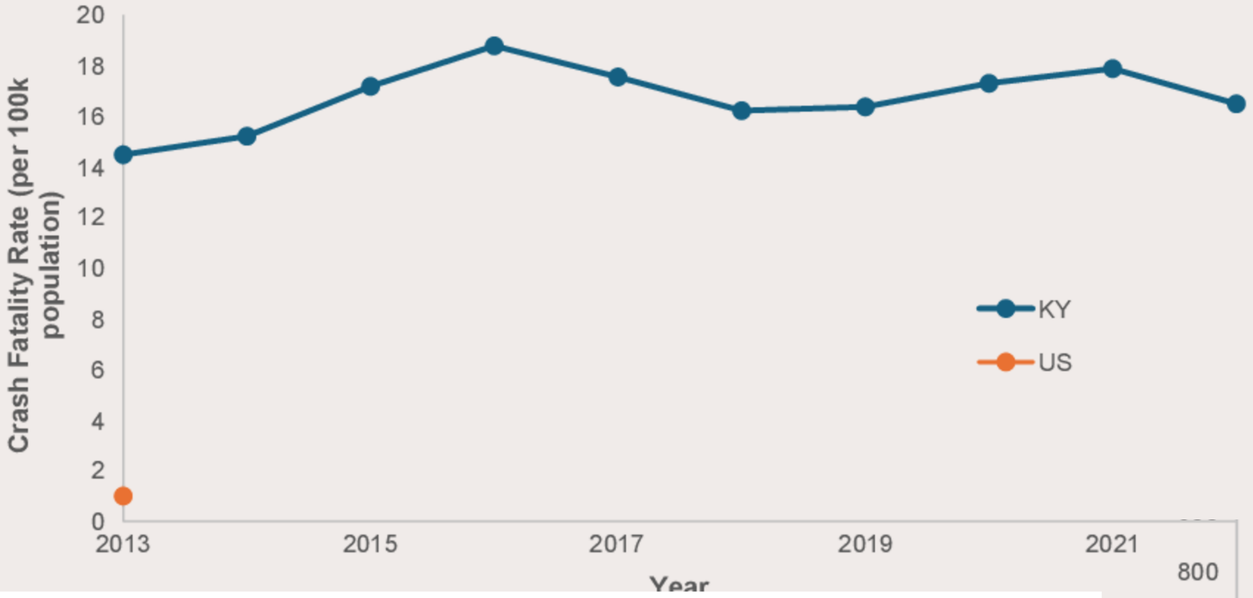
State: *Kentucky*

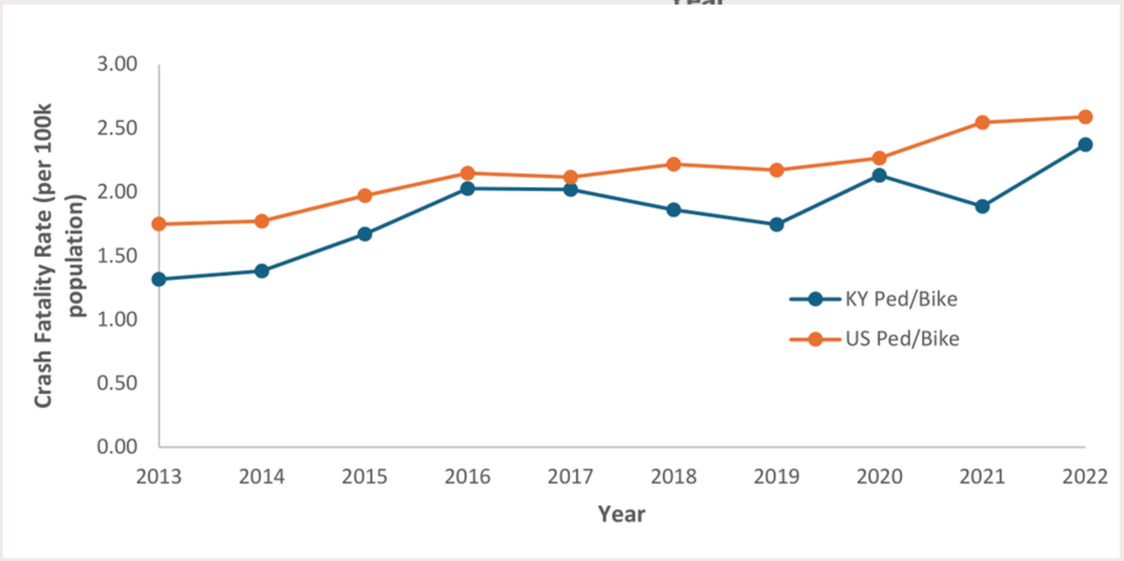
Years: *2013-2022*

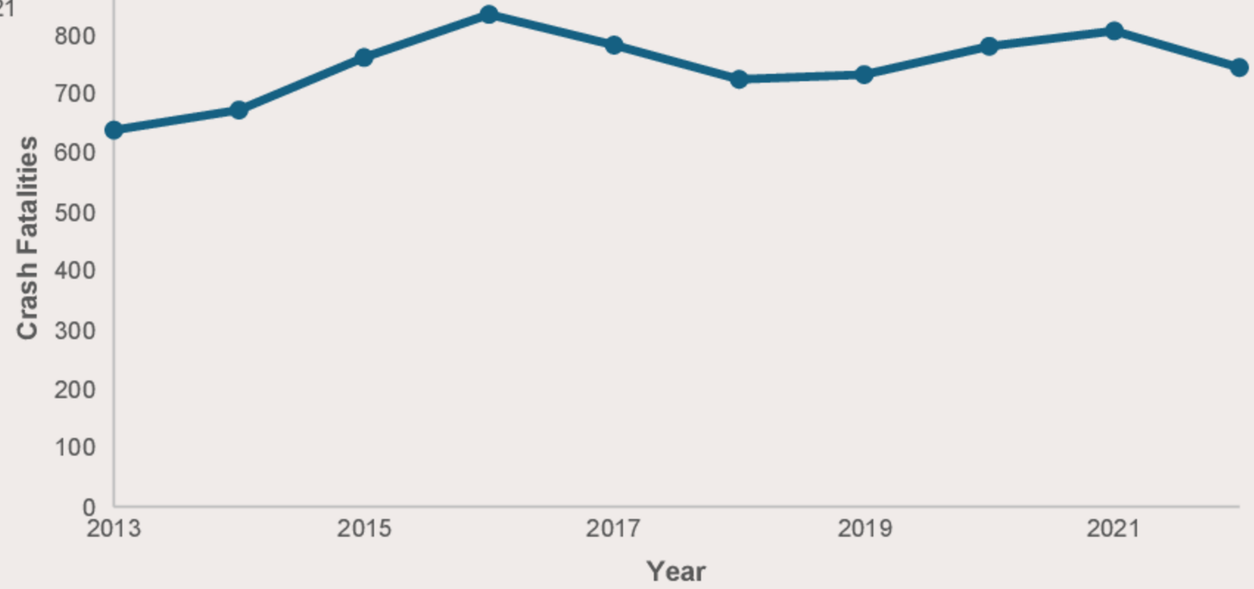
	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct	Nov.	Dec.	Total
2013	5	3	2	3	6	6	4	1	7	10	6	5	58
2014	6	6	2	7	2	7	3	6	3	7	3	9	61
2015	8	6	9	4	3	8	8	3	4	9	5	7	74
2016	7	6	3	10	5	7	7	3	11	13	9	9	90
2017	7	8	8	8	4	3	8	11	5	13	8	7	90
2018	4	3	8	6	12	4	9	5	8	4	10	10	83
2019	5	13	4	8	3	5	6	7	6	5	8	8	78
2020	5	6	3	6	5	5	12	16	4	9	13	12	96
2021	5	6	8	5	3	7	5	12	8	8	11	7	85
2022	8	10	11	6	7	7	4	10	11	10	15	8	107
Total	60	67	58	63	50	59	66	74	67	88	88	82	822

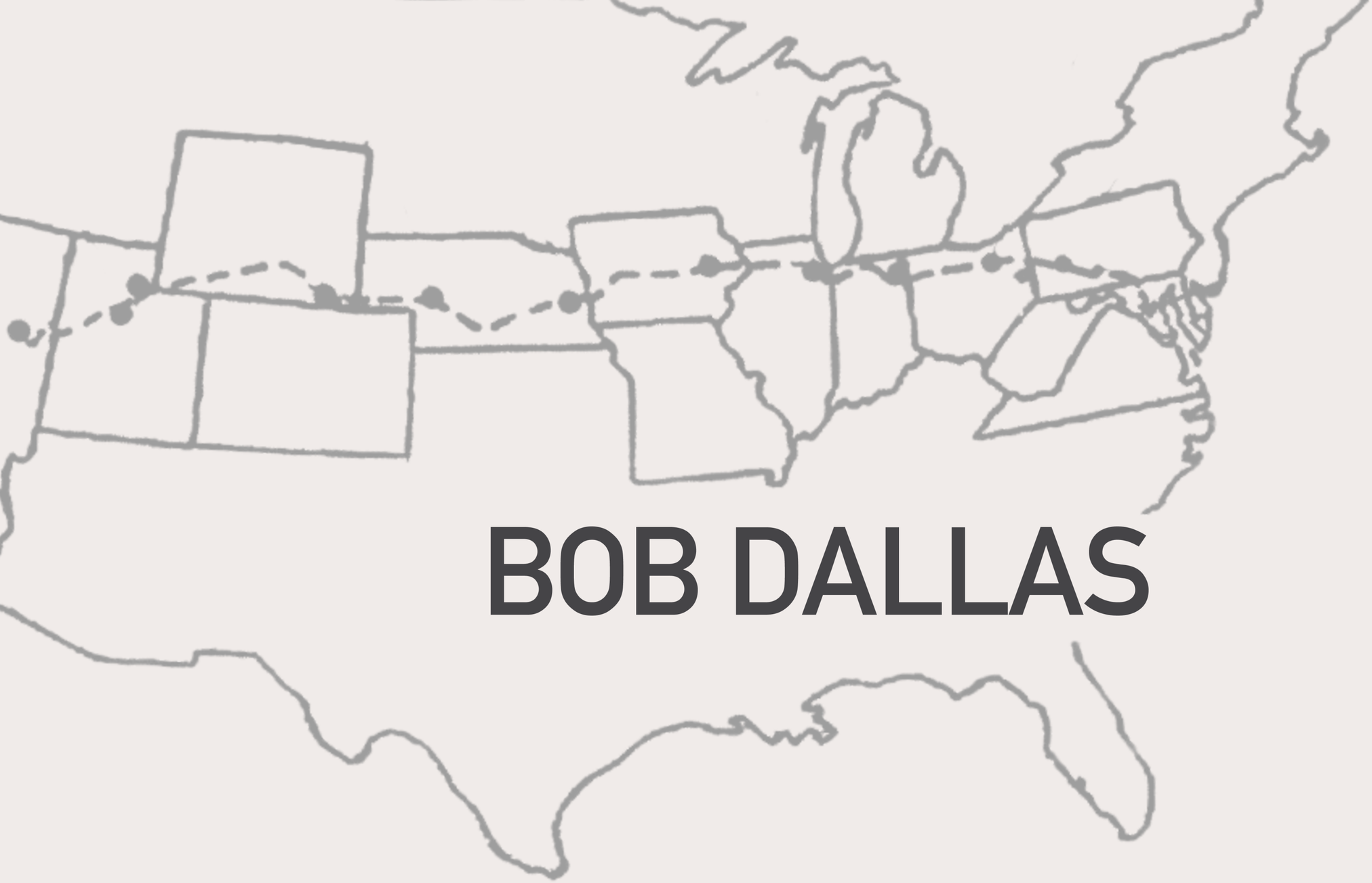
Population (000's)	Rate per 100k Population
4407	1.32
4417	1.38
4429	1.67
4440	2.03
4456	2.02
4464	1.86
4472	1.74
4507	2.13
4507	1.89
4512	2.37

Year	Fatalities	Resident Population (Thousands)	Fatality Rate Per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate Per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate Per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate Per 100 Million VMT
1994	778	3,823	20.35	2,516	30.92	2,700	28.82	40	1.95
1995	849	3,855	22.02	2,535	33.49	2,664	31.86	41	2.07
1996	842	3,881	21.7	2,567	32.81	2,779	30.3	43	1.98
1997	857	3,908	21.93	2,575	33.29	2,819	30.4	44	1.97
1998	858	3,934	21.81	2,640	32.5	2,885	29.75	45	1.91
1999	814	3,961	20.55	2,660	30.6	2,704	30.1	46	1.75
2000	820	4,049	20.25	2,694	30.43	2,870	28.57	47	1.75
2001	845	4,068	20.77	2,757	30.65	3,672	23.01	46	1.83
2002	915	4,090	22.37	2,773	33	3,649	25.07	47	1.95
2003	928	4,117	22.54	2,800	33.15	3,440	26.98	47	1.99
2004	964	4,146	23.25	2,823	34.14	3,373	28.58	47	2.04
2005	985	4,183	23.55	2,861	34.43	3,484	28.27	47	2.08
2006	913	4,219	21.64	2,896	31.52	3,617	25.24	48	1.91
2007	864	4,257	20.3	2,933	29.46	3,609	23.94	48	1.8
2008	825	4,290	19.23	2,933	28.13	3,669	22.49	48	1.74
2009	791	4,317	18.32	2,939	26.91	3,653	21.65	47	1.67
2010	760	4,348	17.48	2,950	25.76	3,661	20.76	48	1.58
2011	720	4,371	16.47	2,960	24.33	3,763	19.13	48	1.5
2012	746	4,388	17	2,985	24.99	3,671	20.32	47	1.58
2013	638	4,407	14.48	3,019	21.13	4,032	15.82	47	1.36
2014	672	4,417	15.21	3,005	22.36	4,149	16.2	48	1.4
2015	761	4,429	17.18	3,021	25.19	4,152	18.33	49	1.56
2016	834	4,440	18.78	3,031	27.51	4,225	19.74	49	1.69
2017	782	4,456	17.55	3,019	25.9	4,293	18.21	49	1.59
2018	724	4,464	16.22	3,033	23.87	4,368	16.57	50	1.46
2019	732	4,472	16.37	3,030	24.16	4,383	16.7	49	1.48
2020	780	4,507	17.3	2,906	26.84	4,460	17.49	47	1.68
2021	806	4,507	17.88	2,980	27.04	4,409	18.28	48	1.68
2022	744	4,512	16.49	2,994	24.85	4,292	17.34	48	1.55


Crash Fatality Rate (per 100k population)
20
18
16
14
12
10
8
6
4
2
0
2013
2015
2017
2019
2021
Year
KY
US


Crash Fatality Rate (per 100k population)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Year
KY Ped/Bike
US Ped/Bike


Crash Fatalities
800
700
600
500
400
300
200
100
0
2013
2015
2017
2019
2021
Year



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