

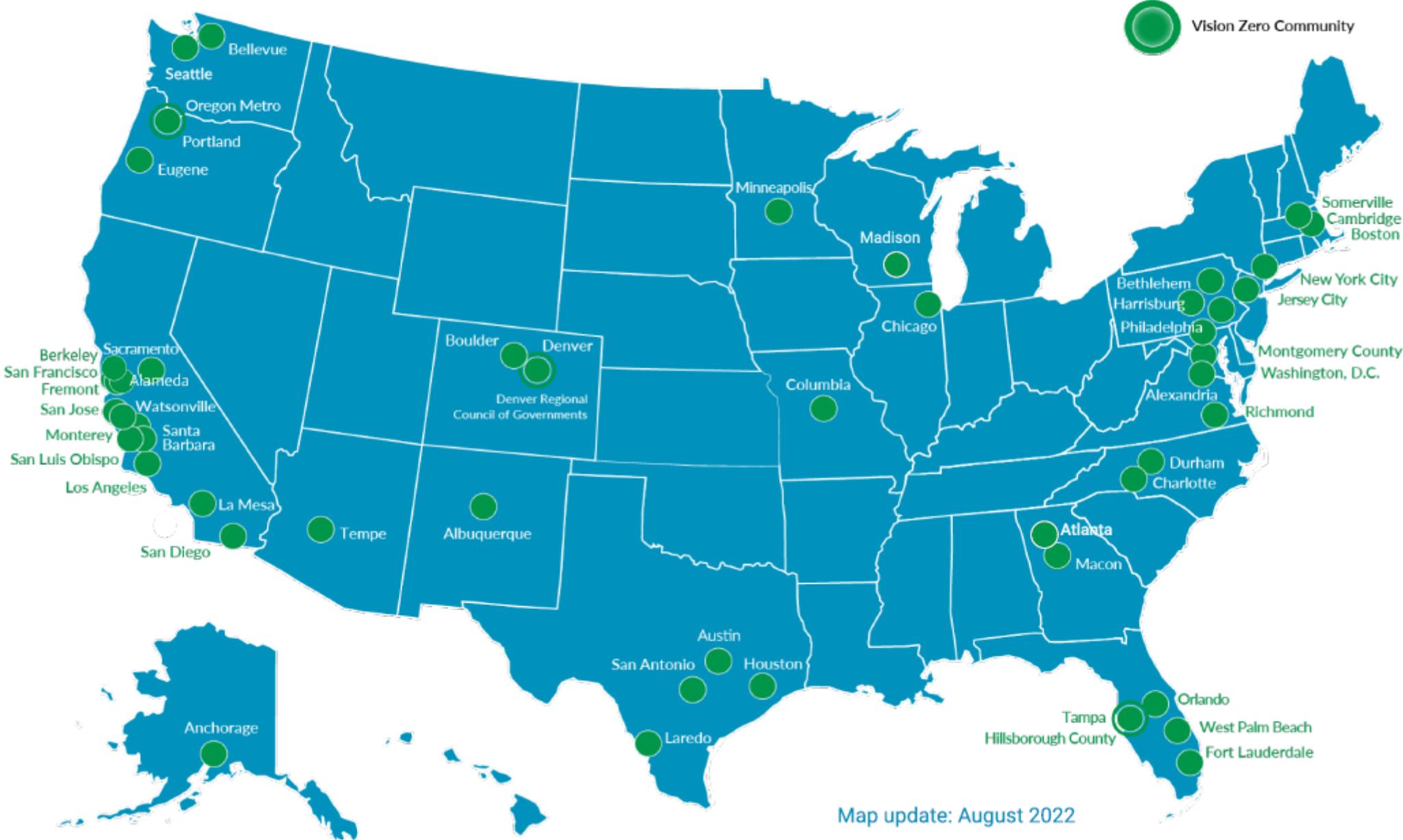
Everyone in Toledo has the right to safely travel on our streets no matter where they are going and how they travel, and **we are committed to eliminating traffic deaths and serious injuries by 2031.**

Between 2017 and 2021, 160 people were killed in traffic crashes in Toledo. **Nearly 800 were severely injured.**

Fatal crashes are not inevitable. **Crashes are not accidents.** Crashes can be prevented with the right actions and commitments.

TOLEDO VISION ZERO

VISION ZERO NETWORK



Map update: August 2022

There are five fundamental principles of a meaningful Vision Zero commitment:¹



Traffic deaths and severe injuries are acknowledged to be preventable. Vision Zero shifts expectations about death and serious injuries from being inevitable to being preventable. Every transportation-related death and serious injury is one too many.



Human life and health are prioritized within all aspects of the transportation system. This principal highlights fatalities and serious injuries on streets as a public health issue. A transportation system should be planned and operated to ensure that lives and health are protected when people are getting around, no matter whether they are walking, biking, driving, or using transit.



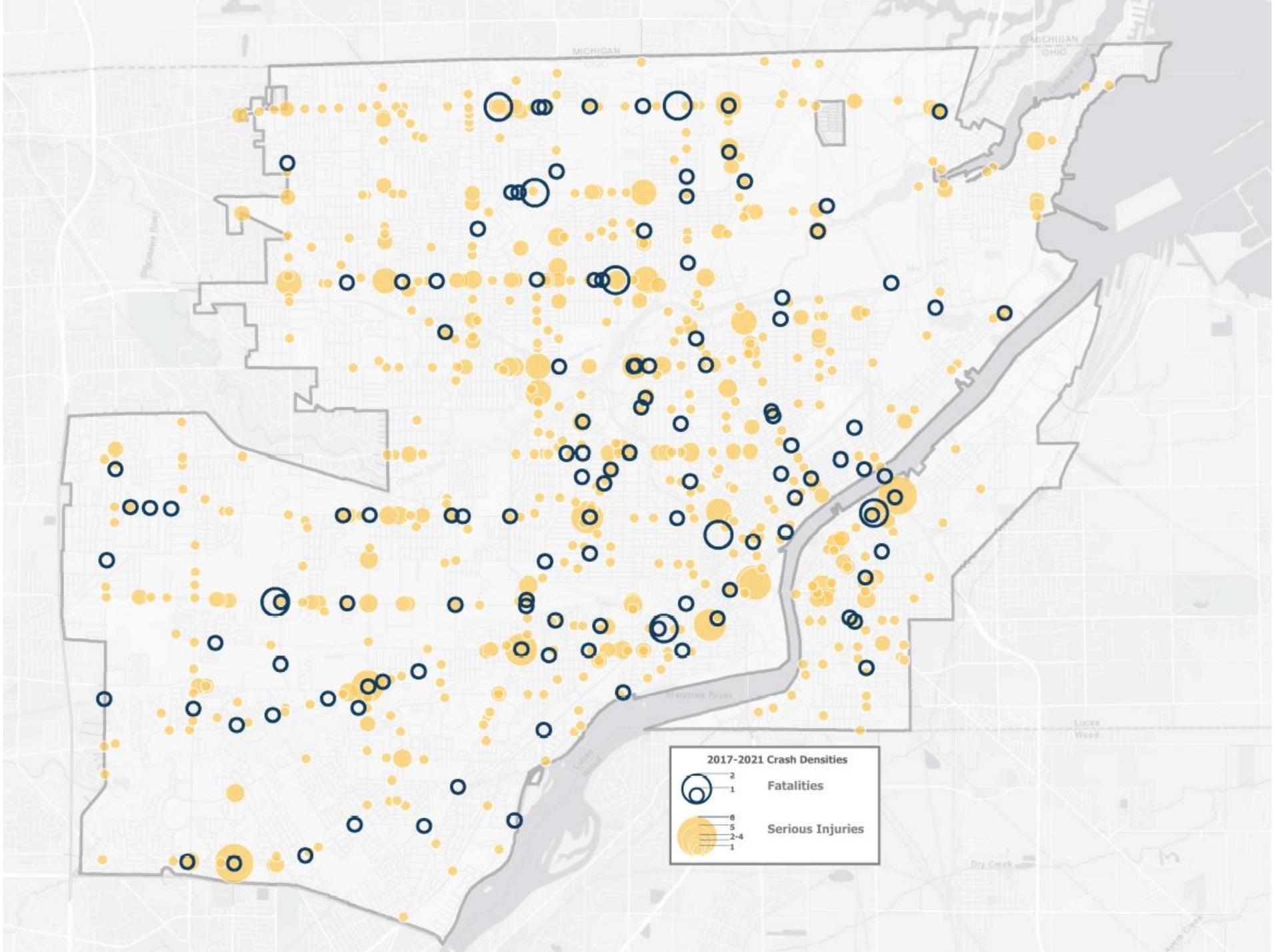
Human error is inevitable, and transportation systems should be forgiving. Humans are always going to make mistakes. A Vision Zero approach designs for these mistakes in order to make sure a mistake does not result in a fatality or severe injury.

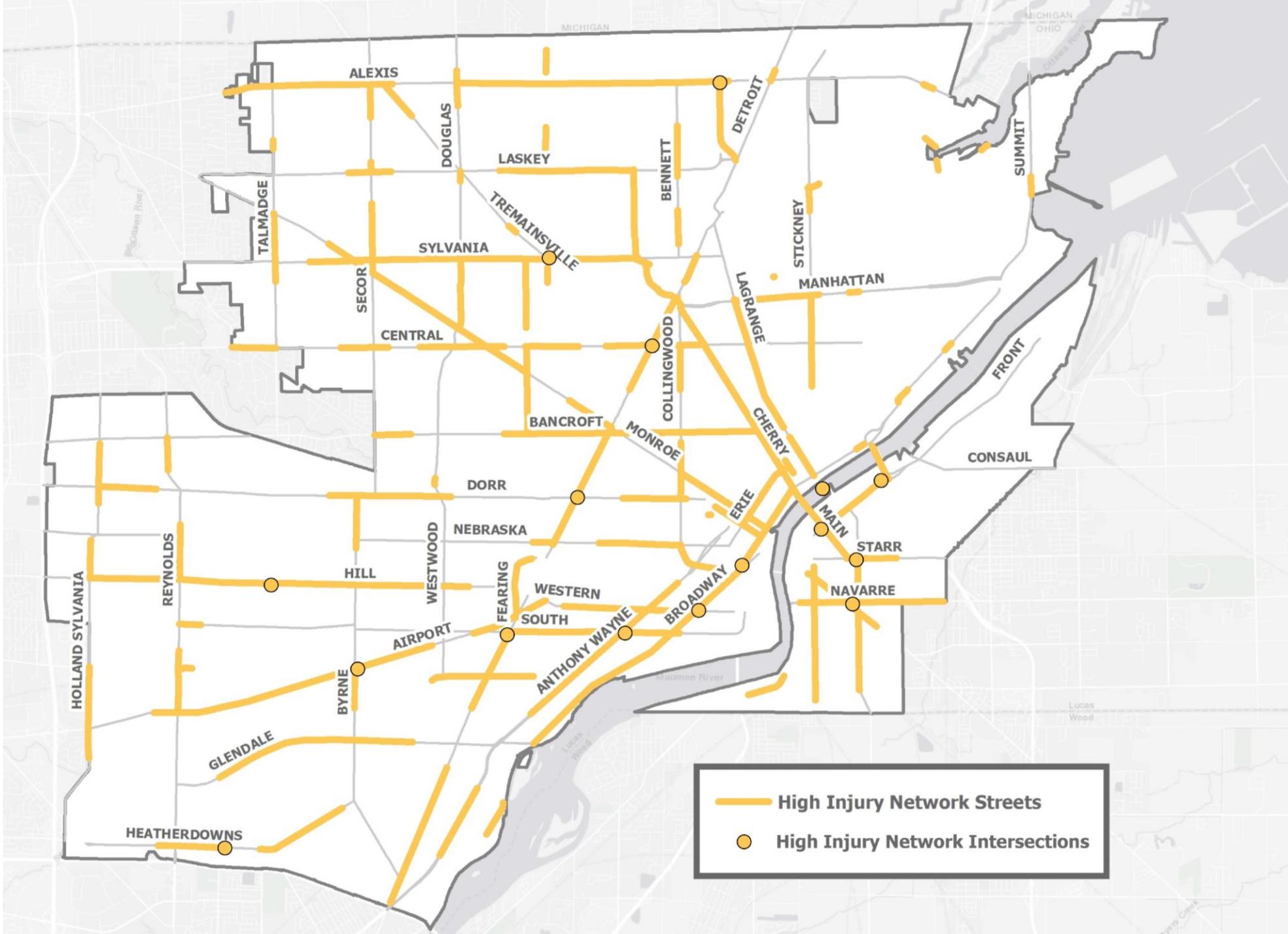


Safety work should focus on system level changes that influences individual behavior. Vision Zero work is about thinking about the transportation network as a whole and as an entity that makes street users behave in safe ways. Planning, engineering, education, and enforcement need to work in tandem for Vision Zero to succeed.



Mitigation of speed is recognized and prioritized as the fundamental factor in crash severity. Speeding is the leading factor in nearly 30% of fatal crashes each year.² Creating a system where speeding isn't allowed, expected, or easy has the potential to decrease crash severity for roadway users and is the primary goal of Vision Zero implementation.

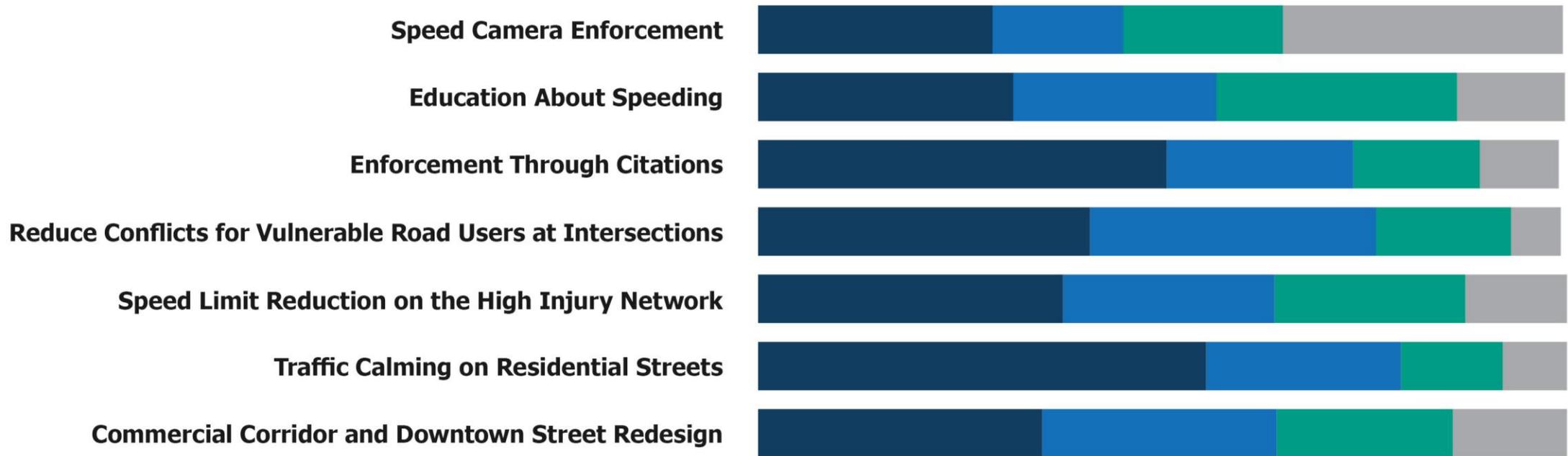




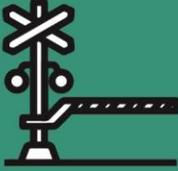
Survey Result

Strategies to Reduce Speeding and Dangerous Driving

Extremely Important Very Important Somewhat Important Not Important



THINK SAFETY BINGO!

	Children Present		Street Trees	
Speeding		No Sidewalks		Near-miss Crash
	Multifamily Housing		Wide Lanes	
Sidewalks on one side of the street		Brick Roads		On street Parking
	Two Lane Street		School Zone	

Instructions to play: Cross off any square you can answer "yes" for on the street where you live. Write the name of the street you live on and the nearest cross street on the back of the card.



NO U-TURN
ANY TIME



DUY 5674





Equity – people who are Black, have disabilities, or live in low income households are more likely to die in traffic crashes



Safety and Slow Speeds –
Safe speeds save lives



Culture Change – Traffic violence is not inevitable or acceptable



Data Driven – strategies informed by transparent and high quality data



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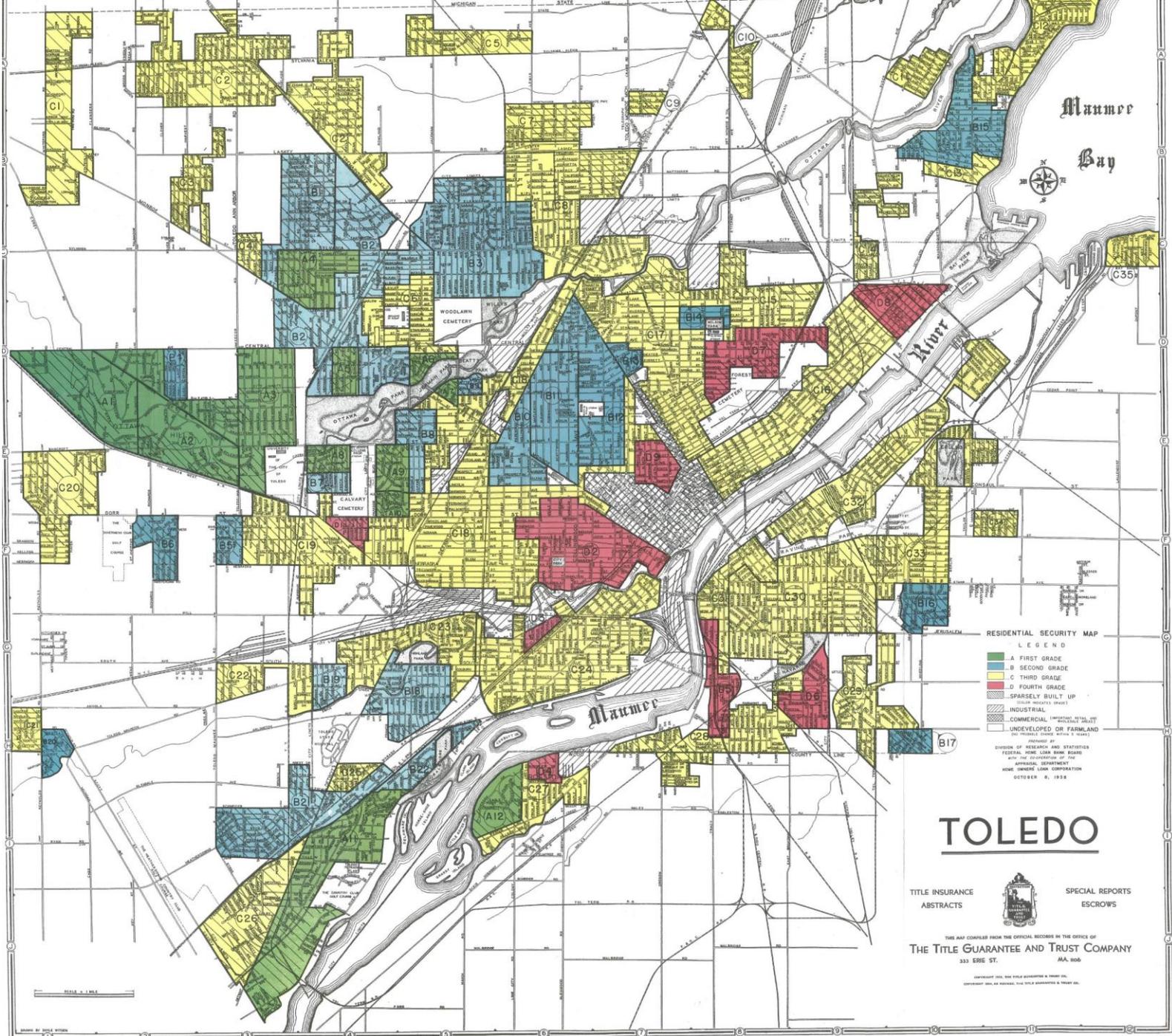
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Maumee Bay



RESIDENTIAL SECURITY MAP

- LEGEND
- A FIRST GRADE
 - B SECOND GRADE
 - C THIRD GRADE
 - D FOURTH GRADE
 - SPARSELY BUILT UP (RURAL RESERVE ZONE)
 - INDUSTRIAL
 - COMMERCIAL
 - UNDEVELOPED OR FARMLAND (NO RESIDENTS DURING PAST 5 YEARS)

PREPARED BY
 DIVISION OF RESEARCH AND STATISTICS
 FEDERAL HOME LOAN BANK BOARD
 WITH THE COOPERATION OF THE
 OHIO DEPARTMENT
 HOME OWNERS LOAN CORPORATION
 OCTOBER 6, 1938

TOLEDO

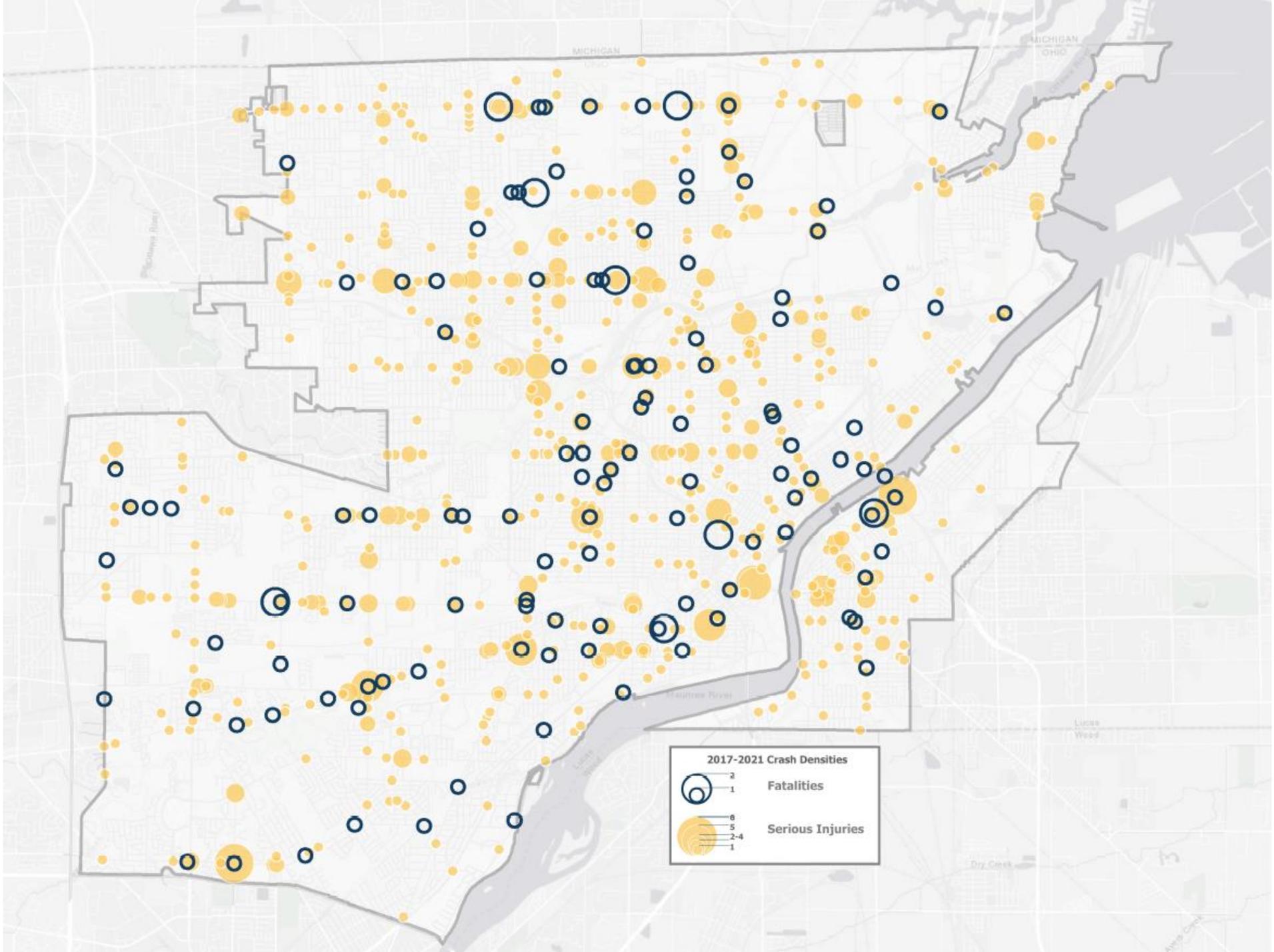
TITLE INSURANCE
 ABSTRACTS

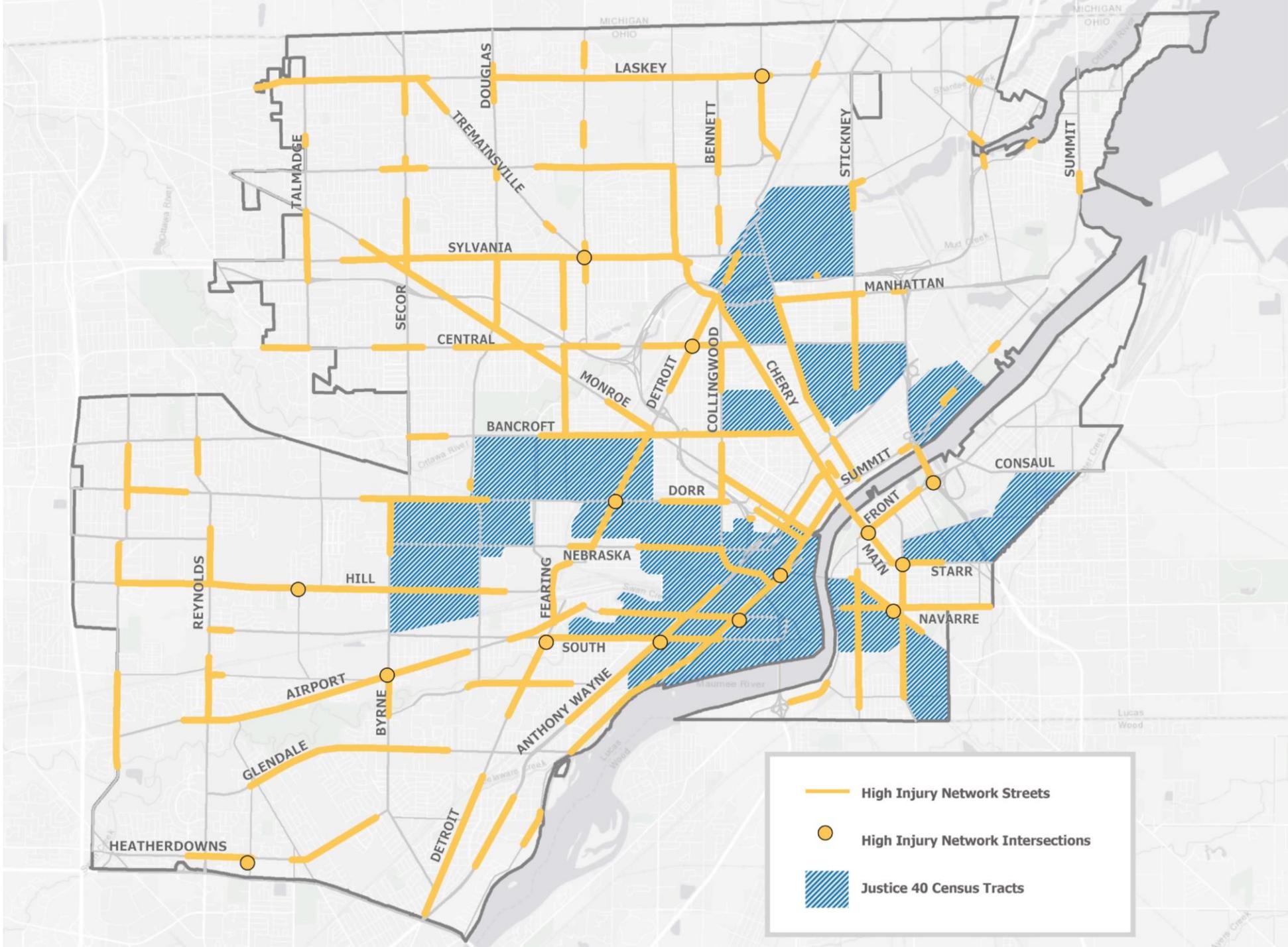


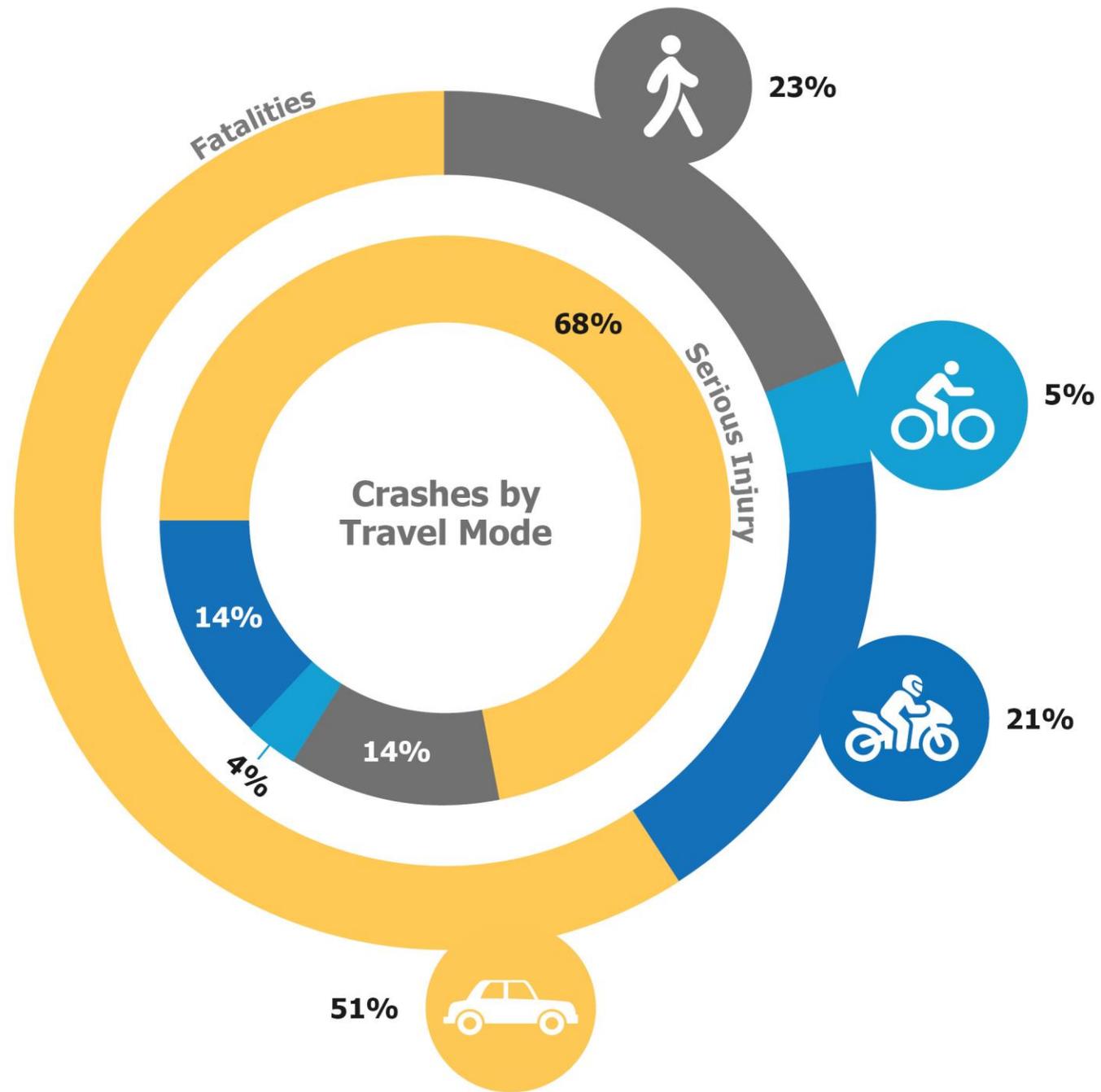
SPECIAL REPORTS
 ESCROWS

THIS MAP COMPILED FROM THE OFFICIAL RECORDS IN THE OFFICE OF
THE TITLE GUARANTEE AND TRUST COMPANY
 333 ERIE ST. MA. 1106

UNINSURABLE AREAS ARE NOT GUARANTEED BY THIS MAP.
 UNINSURABLE AREAS ARE NOT GUARANTEED BY THIS MAP.







Source: ODOT TIMS GCAT (2017-2021)



SPEED
LIMIT
35

NO
STOPPING
ANY
TIME



Equity – people who are Black, have disabilities, or live in low income households are more likely to die in traffic crashes



Safety and Slow Speeds –
Safe speeds save lives

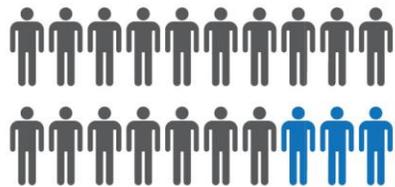
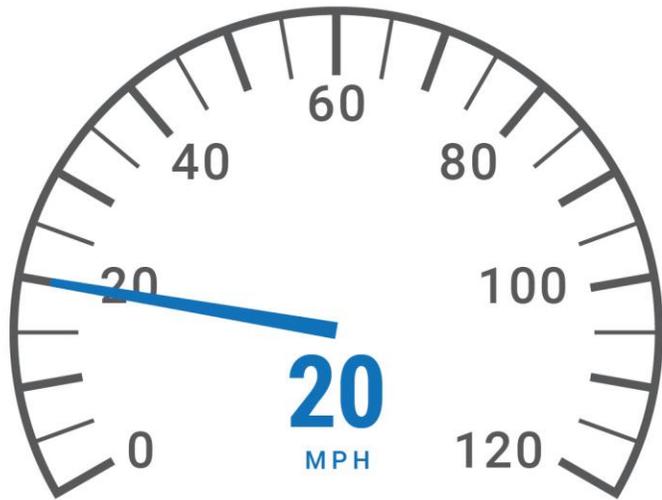


Culture Change – Traffic violence is not inevitable or acceptable

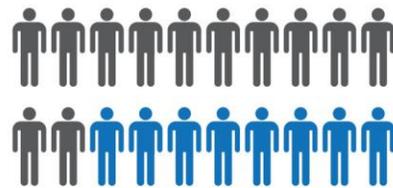


Data Driven – strategies informed by transparent and high quality data

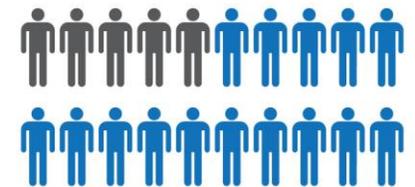
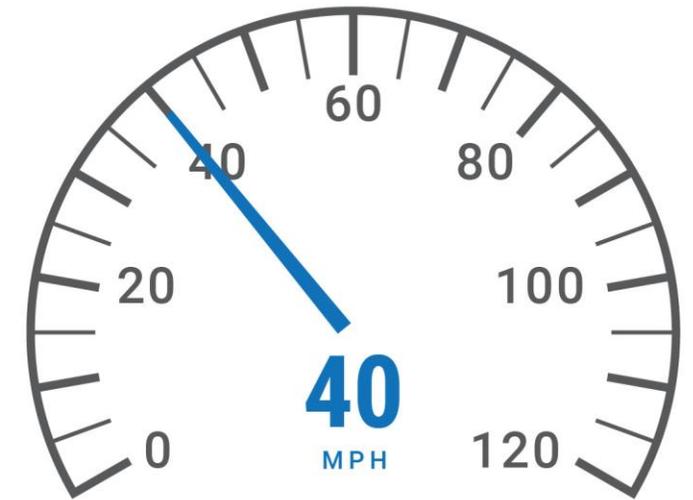
Likelihood of Death and Severe Injury



13% Likelihood of fatality or severe injury



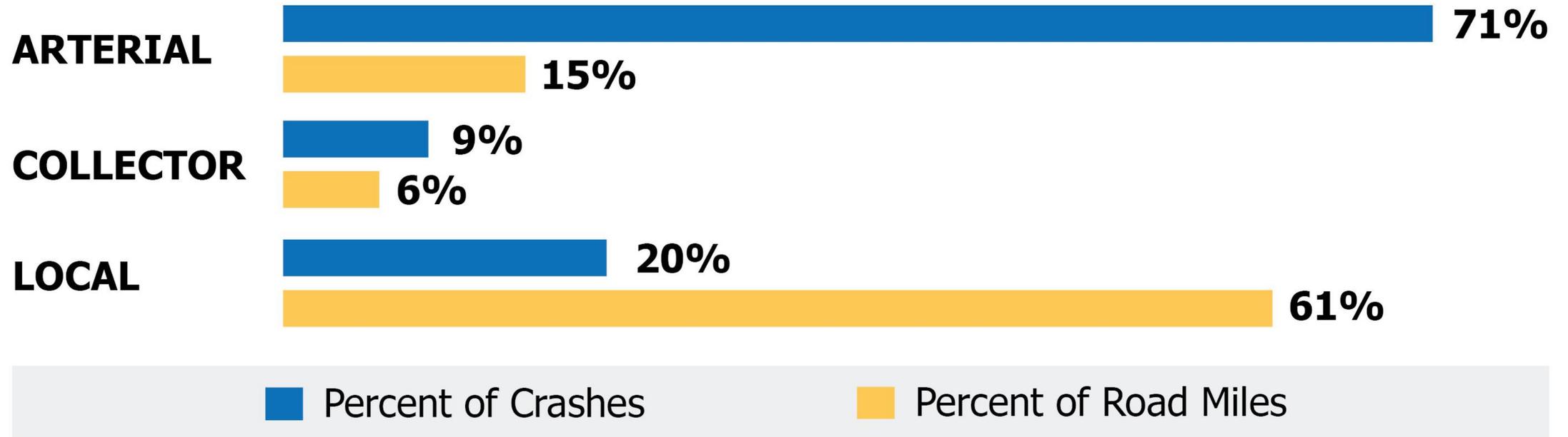
40% Likelihood of fatality or severe injury

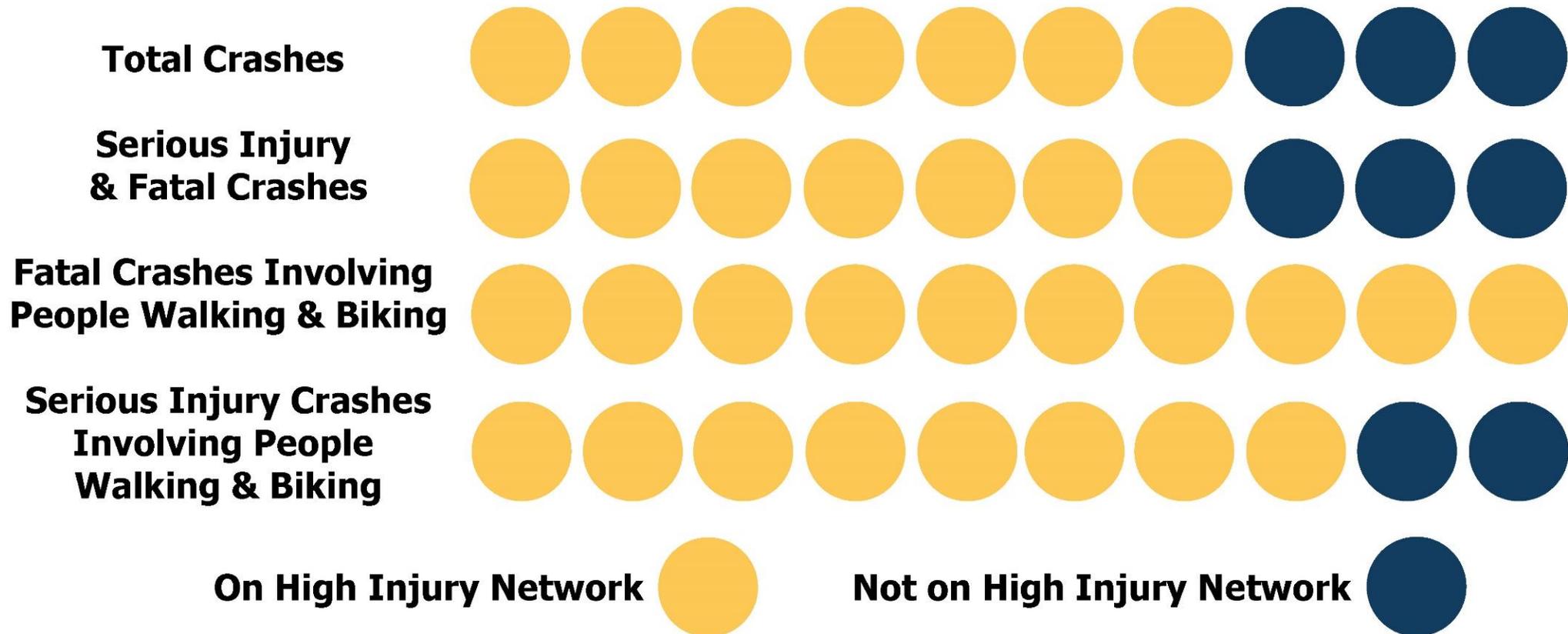


73% Likelihood of fatality or severe injury

Source: Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Crashes by Road Type





Total Crashes

**Serious Injury
& Fatal Crashes**

**Fatal Crashes Involving
People Walking & Biking**

**Serious Injury Crashes
Involving People
Walking & Biking**

On High Injury Network

Not on High Injury Network



Equity – people who are Black, have disabilities, or live in low income households are more likely to die in traffic crashes



Safety and Slow Speeds –
Safe speeds save lives



Culture Change – Traffic violence is not inevitable or acceptable



Data Driven – strategies informed by transparent and high quality data



FAT BIRDS
GIRL

LOVE
MISS
YOU
CO
LOVE

"SMACKS" 1/17/08

Smacks
Richard
7/2/85-5/11/08

R.I.P.







Zero

<https://vimeo.com/388291690/cd0278856b>

In the 5-year period between 2017 and 2021, nearly **800 people suffered serious injuries** and **160 people died** while traveling within our city. Vision Zero Toledo is committed to protecting lives above all other objectives of our city transportation system.



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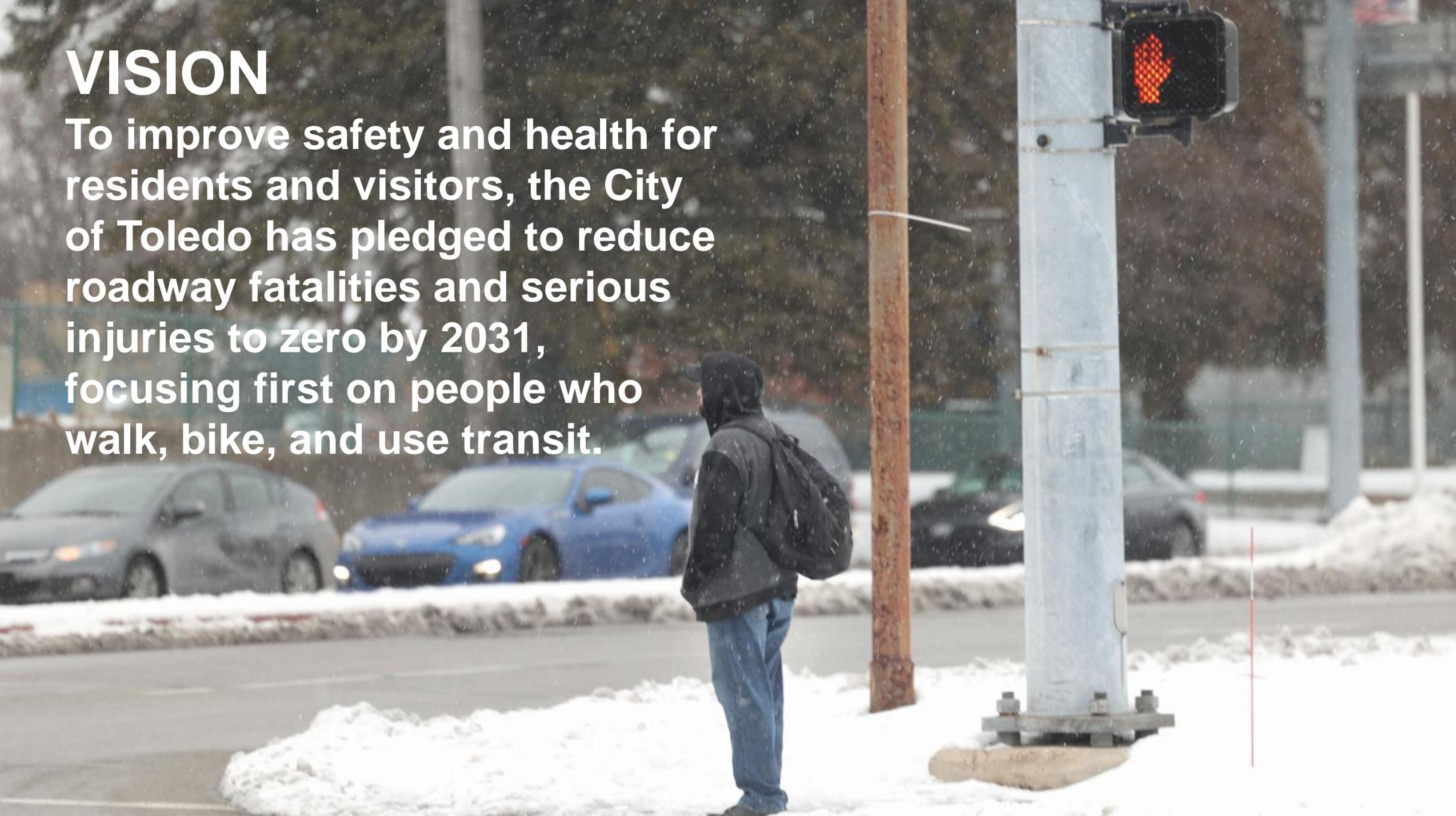
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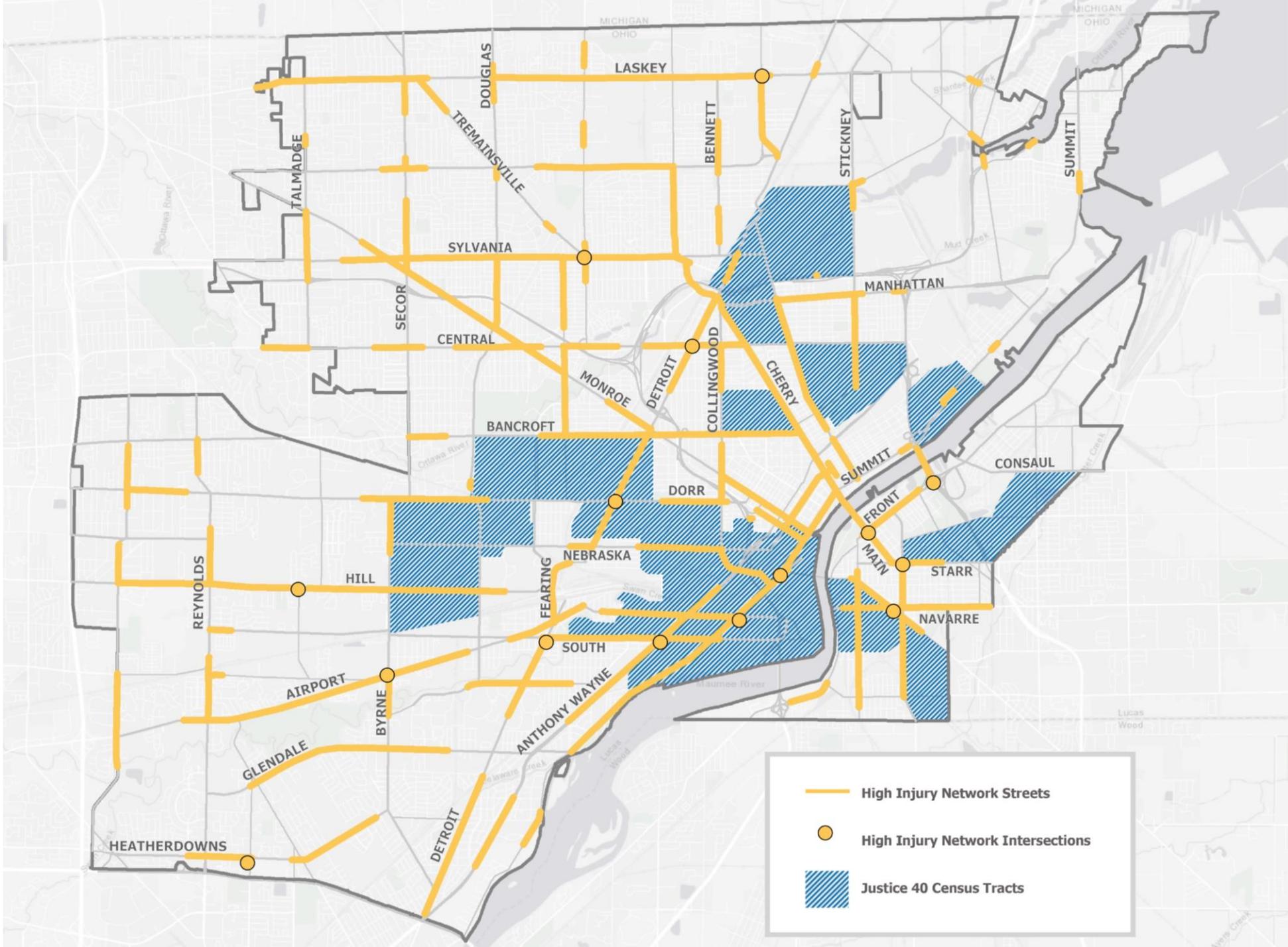
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VISION

To improve safety and health for residents and visitors, the City of Toledo has pledged to reduce roadway fatalities and serious injuries to zero by 2031, focusing first on people who walk, bike, and use transit.







3-24-1989 3-20-2021

3-24-1989
A
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W
A
R.
R
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C
E
3-20-2021

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TOLEDO VISION ZERO

Thank You!

Catherine Girves

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