



VISION  
ZERO

SAN ANTONIO

Drive safe. Bike safe. Walk safe.

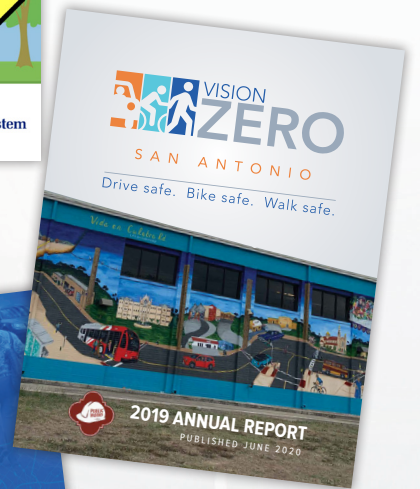
**SPRING/SUMMER 2020 HIGHLIGHTS**



## Vision Zero Spotlight

The spring and summer of 2020 have brought unprecedented times to the City of San Antonio and the Vision Zero program. Covid-19 has limited in-person exposure and outreach methods that the team has typically used in the past; however, the Vision Zero team has continued to produce new documents and virtual educational materials to help keep the community safe.

The completion of Vision Zero's 2019 Annual Report, Bilingual School Traffic Safety Video, and updated Severe Injury Reports (Pedestrian and Bicyclist) allow the program to continue to reach new audiences and provide guidance for improving safety in our community. A brief summary of each of these can be found in this document. For more information on these items and Vision Zero please visit [VisionZeroSA.com](http://VisionZeroSA.com)



CITY OF SAN ANTONIO  
PUBLIC WORKS  
DEPARTMENT



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## Vision Zero 2019 Annual Report

The Vision Zero 2019 Annual Report was released in June 2020 summarizing the various accomplishments of the previous year. The report highlights major events such as outreach, projects, and the newly-created website. This was the first edition of an annual report and the Vision Zero team plans to continue to release a new update each year. The report can be downloaded at [VisionZeroSA.com](http://VisionZeroSA.com).



SAN ANTONIO

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**2019 ANNUAL REPORT**  
PUBLISHED JUNE 2020

# Severe Injury Areas Reports

Vision Zero San Antonio recently completed two Severe Injury Reports in July 2020, the Severe Pedestrian Injury Areas (SPIA) Report and the Severe Bicyclist Injury Areas (SBIA) report. These reports will help guide Public Works to critical locations in the city where the department will work to determine the most appropriate safety treatment. The SPIA report is an update to a previously produced report from 2017 while the SBIA report is a first edition. Vision Zero plans to continue to update these reports every three years.



### Introduction

Between 2014 and 2018, 847 severe pedestrian injury crashes occurred in San Antonio roadways. One may think that these crashes would appear to be random. However, closer analysis, this is not the case. The City of San Antonio Public Works Department, as part of Vision Zero, initiated the study to identify features with high concentrations of severe pedestrian injuries.

This document is one of the first steps towards achieving Vision Zero by identifying locations where pedestrians may be most likely to be injured on local or San Antonio roadways. With these locations identified, Public Works staff is able to identify specific roadway features, severe pedestrian injury crashes are occurring for, and what can be done to determine the total number of severe pedestrian injuries.

Even the US Department of Transportation (USDOT) launched a Road to Zero initiative in 2014 with a goal of eliminating traffic fatalities on the road by 2020.

The City of San Antonio's Public Works Department, along with its partner agencies, is committed to enhancing safety in San Antonio. To achieve Vision Zero, the City of San Antonio has adopted a combined approach using the five essential elements (5 E's) of a safe transportation system: Education, Enforcement, Engineering, Encouragement, and Evaluation.

**Education: communicate the importance of**

**Figure 1: Illustration for how the maximum half-mile distance between two severe pedestrian injury crashes was determined using square mile radius buffer.**

### Steps for Identifying Pedestrian Injuries

**STEP 1** Identify Severe Pedestrian Injury Areas

**STEP 2** Analyze Contributing Factors

### Background

In September 2015, the City of San Antonio aims to eliminate all roadway fatalities and serious injury 54 people that were killed while walking in San Antonio.

Vision Zero is a safety approach that originated in the growing principle of Vision Zero that is local (if applicable). Since the adoption of Vision Zero, European nations such as Sweden, Germany, have also adopted the safety initiative and fatality rates have significantly decreased. Seeing this in Europe, several cities in the United States have

### Month of the Year

Monthly data was reviewed to determine when severe crashes occurred. The fall and winter months of September through February recorded 228 severe pedestrian injuries (approximately 67%), compared to 147 (approximately 33%) from the spring and summer months. March through August, August to November exhibited a particularly high frequency of severe pedestrian injuries.

Although these four months only represent a third of the calendar year, they represent two-thirds (67%) of the severe injuries. September had the highest number of total severe injuries (47 out of 323 severe injuries, or 15%), September recorded the most pedestrian fatalities with 16. The next month of the year was April with 13 total severe pedestrian injuries.

**Severe Pedestrian Injuries by Month in SPIAs 2014 - 2018**

Month	Fatal Pedestrian Injuries	Suspected Serious Pedestrian Injuries	Total Severe Pedestrian Injuries	% of Total Severe Pedestrian Injuries
January	9	19	28	8%
February	8	17	25	7%
March	10	18	28	8%
April	4	9	13	4%
May	9	12	21	6%
June	4	16	20	5%
July	8	13	21	6%
August	13	31	44	12%
September	16	31	47	13%
October	19	33	43	12%
November	8	36	44	12%
December	15	24	39	10%

### Table 6: Severe Pedestrian Injuries by Month in SPIAs, 2014 - 2018

Month	Fatal Pedestrian Injuries	Suspected Serious Pedestrian Injuries	Total Severe Pedestrian Injuries	% of Total Severe Pedestrian Injuries
January	9	19	28	8%
February	8	17	25	7%
March	10	18	28	8%
April	4	9	13	4%
May	9	12	21	6%
June	4	16	20	5%
July	8	13	21	6%
August	13	31	44	12%
September	16	31	47	13%
October	19	33	43	12%
November	8	36	44	12%
December	15	24	39	10%



### Findings

Public Works staff analyzed density of severe bicyclist injury crashes and identified 13 Severe Bicyclist Injury Areas (SBIA) consisting of approximately 13 total roadway miles (See Maps 1 and 2 on pages 6 and 7). These SBIA represent only one-third of a percent (0.2%) of San Antonio's roadway miles but account for approximately twenty seven percent (27%) of all suspected serious and fatal bicyclist crashes.

From 2014 to 2018, San Antonio recorded 1,528 motor vehicle-to-bicyclist crashes. However, they resulted in over 127 of these 1,528 crashes (approximately 8%) resulted in at least one severe bicyclist injury. During the remaining 1,401 crashes without a severe bicyclist injury, 67 of these 127 severe bicyclist injury crashes, 16 (approximately 13%) consisted of a hospital injury and 105 (approximately 82%) resulted in a suspected serious bicyclist injury.

### Severe Bicyclist Injury Areas

Thirty-three (33) of the 127 severe bicyclist injury crashes occurred on the SBIA. Each severe bicyclist crash resulted in one (1) injury to a bicyclist meaning that a single crash did not injure multiple people cycling. Of these 33 severe bicyclist injuries, 4 (approximately 12%) resulted in a hospital injury and 29 (approximately 88%) resulted in a bicyclist injury suspected serious injury. An overview of severe bicyclist crash took city-wide and on SBIA may be found in Table 1 on page 5.

There are many ways that the SBIA may be prioritized or ranked. For example, one may choose to prioritize the largest area, the area with the most injuries, or the highest rate of injury per mile. It is the goal of this document to say which areas should be prioritized but rather the goal is to identify key areas, not and where further study is needed. The 13 SBIA locations and number of bicyclist crashes and crash severity are listed in alphabetic order in Table 2 on page 8.

### Table 6: Severe Bicyclist Injuries by Month in SBIA's, 2014 - 2018

Month	Fatal Bicyclist Injuries	Suspected Serious Bicyclist Injuries	Total Severe Bicyclist Injuries	% of Total Severe Bicyclist Injuries
January	0	2	2	6%
February	1	0	1	3%
March	0	4	4	12%
April	0	2	2	6%

### Table 1: Statistics within SBIA's Severe Bicyclist Injury Areas, 2014-2018

Category	Count
Length (miles)	12.82
Non-Severe Bicyclist Crashes	63
Severe Bicyclist Crashes	33
Total Bicyclist Crashes	96
Bicyclists with Suspected Serious Injuries	29
Bicyclists Killed	4

### Total SBIA Bicyclist Crashes 2014-2018

96 Total Crashes: 33 Severe Bicyclist Crashes, 63 Non-Severe Bicyclist Crashes

### Total SBIA Severe Bicyclist Injuries 2014-2018

33 Total Injuries: 29 Suspected Serious Bicyclist Crashes, 4 Fatal Bicyclist Injuries

### Map 1: Severe Bicyclist Injury Areas, 2014 - 2018

**Table 1: Statistics within SBIA's Severe Bicyclist Injury Areas, 2014-2018**

Category	Count
Length (miles)	12.82
Non-Severe Bicyclist Crashes	63
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**CITY COUNCIL DISTRICT**

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7
- District 8
- District 9
- District 10
- District 11
- District 12

2014 - 2018 SBIA



## Bilingual School Traffic Safety Video

Vision Zero staff has been presenting traffic safety to school-age children since 2016. The Covid-19 pandemic has severely limited the opportunities to visit the classrooms over the past few months and for the foreseeable future. As a response, Vision Zero has created a bilingual traffic safety video that can be shown to children in schools, daycares or in their homes. Hard copies are available to official childcare organizations and the video is free to view at [VisionZeroSA.com](http://VisionZeroSA.com).





# VISION ZERO

SAN ANTONIO

Drive safe. Bike safe. Walk safe.

Together, we can achieve zero fatalities on our roadways  
because every person in our community matters.



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