



Dear Town Council,

Yarmouth's walkability and extensive active mobility networks are distinctive strengths that distinguish the town as a desirable place to live, work, and play. The Yarmouth Bicycle & Pedestrian Committee's mission is to support a vibrant community where people of all ages and abilities can safely walk, bike, or roll. We do this by advocating for projects that create safe, connected active mobility networks that support a healthy, eco-friendly lifestyle.

To build on Yarmouth's commitment to safe streets, the Committee requests that the Town Council vote to support the creation of a local Vision Zero Policy. The Complete Streets Advisory Committee unanimously expressed support for adoption of a Vision Zero Policy at their July 2024 meeting.

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Unlike the traditional approach to traffic safety, the Vision Zero approach is that traffic deaths and severe crashes are preventable with use of a safe systems approach that also recognizes saving lives is not expensive and is worthy of investment.

Yarmouth's adoption of a local Vision Zero policy would send an important message that we are committed to safety. It would align with the Portland Area Comprehensive Transportation System (PACTS) adoption of a regional Vision Zero policy in 2023, which included a goal of local adoption by municipalities within the next three years. Local adoption and regional alignment will support future grant applications for Complete Streets and Vision Zero projects.

It would also align with Yarmouth's newly adopted Comprehensive Plan which reiterates the commitment to safe streets with a specific priority action to: "Complete a comprehensive, town-wide transportation planning process that includes all modes, active transportation goals, and Vision Zero and Complete Streets principles."

Committing to Vision Zero will help Yarmouth to save lives, address equity considerations, prevent crashes on our streets, improve public health and quality of life, and take meaningful action towards our Climate Action Plan by enabling people to use active transportation safely or transit and reducing car trips. The Committee requests the Town Council to adopt this resolution and looks forward to developing a local policy to advance Yarmouth's goals.

Thank you for considering,

Colin Durrant  
Chair, Yarmouth Bicycle and Pedestrian Committee

## VISION ZERO DRAFT RESOLUTION

### A RESOLUTION OF THE TOWN COUNCIL OF YARMOUTH TO DEVELOP A TOWN VISION ZERO POLICY AND ACTION PLAN

**WHEREAS**, the life and health of all persons living and traveling within Yarmouth are our utmost priority, and no one should die or be seriously injured while traveling on our streets;

**WHEREAS**, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

**WHEREAS**, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all;

**WHEREAS**, combined with the Safe Systems Approach, the adopted policy of the U.S. Department of Transportation, that uses a human-centered approach to address and mitigate the risks inherent in the transportation system, the two policies prioritize safer roads, safer speeds, safer people, safer vehicles and post-crash care;

**WHEREAS**, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

**WHEREAS**, speed is recognized as a major determining factor of survival in a crash, and unsafe speeds are a well-documented and understood factor in death and injury for people inside and outside of a vehicle;

**WHEREAS**, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

**WHEREAS**, national and regional trends of fatalities and serious injuries are increasing

due to dangerous driving behavior (excessive speeding, distracted driving, failure to yield to people crossing, failure to share the road with non-vehicular users, drunk or impaired driving, aggressive driving, red light and stop sign running) and traffic crashes are among the leading cause of deaths in the United States;

**WHEREAS**, national data of people walking killed by traffic violence has reached a 40-year high with a 75% increase in deaths since 2010, and our region currently averages 20 traffic fatalities and 118 severe injuries per year, and in Yarmouth, between 2018 to 2023, 2 people lost their lives to traffic deaths in, 7 people biking and 2 people walking were injured by drivers, and a total of 916 crashes and 216 injuries occurred;

**WHEREAS**, Yarmouth's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists, particularly children riding bikes and walking to school;

**WHEREAS**, Yarmouth intends to work with the Maine Department of Transportation (MaineDOT) toward safer roads and safer speeds in town, as a municipality with a population over 2,500 person that may, per MaineDOT procedures, set speed limits on local roads, and as MaineDOT is working to update their speed limit policy;

**WHEREAS**, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low incomes face a significantly disproportionate risk of traffic injuries and fatalities;

**WHEREAS**, making streets safer for all ages and abilities to safely walk, bike, roll, and use public transit, which supports a healthier, more active lifestyle and reduces environmental pollution, is supported by Yarmouth's Climate Action Plan adopted in 2024;

**WHEREAS**, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans;

**WHEREAS**, Vision Zero resolutions have been adopted by many jurisdictions across the United States, including the regional Portland Area Comprehensive Transportation System (PACTS) in 2023, of which Yarmouth is a part of;

**WHEREAS**, Yarmouth has already adopted a Complete Streets Policy in 2015 and the recently completed Comprehensive Plan aims to "*build people-centered infrastructure*" by "*ensur(ing) that all transportation projects meet the requirements of the Complete*

*Street Policy and regional Vision Zero goals” and to “develop or continue to update a prioritized improvement, maintenance, and repair plan for the community’s transportation network;”*

**NOW, THEREFORE, BE IT RESOLVED, by the Town Council of the Yarmouth, State of Maine, as follows:**

1. Yarmouth adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.
2. Yarmouth adopts the goal of eliminating traffic deaths and serious injuries by 2045 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
3. Yarmouth will, through collaboration between the Bicycle and Pedestrian Advisory Committee, the Complete Streets Advisory Committee, and Town Officials, develop a local Vision Zero Policy, and local adoption the PACTS Vision Zero Action Plan.

**PASSED AND ADOPTED** by the [City Council/Local Legislative Body] of the [Jurisdiction], State of [State], on [Date], 20[\_\_\_], by the following vote: [\_\_\_\_\_].