

In a place where ES measures have been adopted, the ES/Vision Zero coordinator would supervise deployment of these elements:

0-60 minutes post-fatality

At a crash resulting in a fatality, about 60% of the time a person dies at the scene. First response dispatch can incorporate into their crash response protocol a message to the relevant ES coordinator as soon as they determine a fatality has occurred.

For the 40% of fatal crash victims removed from the scene who later die at the hospital, hospital administrators should be instructed to report the death to the ES coordinator as quickly as possible, with sufficient information to identify the location of the crash where the patient's injuries were sustained.

Within 60 minutes of notification, the ES coordinator should be able to determine which roadways adjacent to the crash scene should receive ES treatments, the start and end points of placement of the treatments, and the size/category of the elements to be deployed. See table below.

1-36 hours post-fatality

The nature of the crash location will dictate the speed at which ES elements can be deployed. For crash locations where alternate routing is reasonably available, an ES team may place the elements requiring access to the lanes and road surface (such as in-lane stencils/reflective markings/LED strips during the period of road disruption following the crash itself and any necessary on-scene evidence collection. Further, if the elements can be placed on the relevant mile of roadway within 90 minutes or less of crew time, an ES jurisdiction should consider a temporary road closure specifically to allow placement of ES materials. For placements that may involve longer installation time, or for which alternate vehicle routing is not reasonably available, ES placement may be scheduled for non-peak periods or by partial road closures. Ideally, ES elements would be in place in the relevant area within 36 hours of a traffic fatality.

General public messaging on normally available channels (police social media posting, press releases, alerts on municipal websites, etc.) shall include a notification that an Emergency Streets zone has been activated, the zone

boundaries, the end date of the Emergency Streets treatment, and a recitation of the basic public facts surrounding the fatal crash (time, location, type of crash, number of victims).

Day 2-4 post-fatality

Reposition/replace dislodged ES elements as needed. Note recurrent trouble spots and assess whether alternate placement or devices should be considered. Evaluate general driver compliance as good, fair, or poor.

Days 5-12 post-fatality (once daily if possible)

Reposition/replace dislodged ES elements as needed. Add signage at beginning of ES zone to convey “Fatal Crash Area Under Evaluation” or similar. Note recurrent trouble spots and assess whether alternate placement or devices should be considered. Evaluate general driver compliance as good, fair, or poor.

Day 13 post-fatality

Schedule breakdown crew and flagman or other safety support as needed; determine if ES treatments will be deployed to alternate crash location or to storage facility. Assess whether in-road markings/stencils need removal treatment or are sufficiently faded to ignore. Draft preliminary assessment report, to be completed after treatment removal.

Day 14 post-fatality

Disassemble and remove ES treatments, ideally during low volume (non-peak) hours.

Day 21 post-fatality

Assessment report finalized. [Details to come]

Elements of Emergency Streets Treatments

ES elements include:

- temporary speed limit signage for motor vehicle traffic in all directions on roadways of a similar type as the crash location (arterial, interurban highway, etc.) within ½ mile radius of the crash site
- temporary road markings, including tape or stencils, with Emergency Street messaging
- placement of desired roadway narrowing, hardlining, or bike or pedestrian protected infrastructure such as bollards, road wattles, and vertical deflections to slow through vehicles
- potentially, firm but forgiving portable barriers such as hay bales, water cubes, or mobile planter boxes placed to achieve temporary pedestrian refuge areas, neckdowns, chicanes
- public notification via standard social media and news channels of the change in road operations
- where a municipality has determined that ES should receive dedicated enforcement resources, the coordinator will oversee scheduling and placement of the desired enforcement mechanism.

	Scenario A High-Speed/High Volume	Scenario B Collector/Transitional zone	Scenario C Urban/High VRU area
Roadway narrowing devices	Orange sand barrels/water barrels on shoulder line markings or inside to create 11' travel lanes; consider flexible bollards between lanes where target speed is 35mph or lower. For undivided highway, barrels and/or barriers to harden center line. Allow 70' access to shoulder for emergency use at approx. .3 and .6 mile locations in ES zone. Shoulders otherwise closed to motor vehicles, available for VRUs.	Temporary flexible bollards; wave delineators; mobile Thor-hammer bollards; in-road LED lane strips on side or center markings; hay bales/water cubes/mobile planters for temporary neckdowns/ped refuge areas; Temporary double-striping/ added buffer for bike lanes; rubber armadillos to harden center lines or bike lane markings	Temporary flexible bollards; wave delineators; in-road LED lane strips on side or center markings; hay bales/water cubes/mobile planters for temporary neckdowns/ped refuge areas; Temporary double-striping/ added buffer for bike lanes; rubber armadillos to harden center lines or bike lane markings; temporary roundabout; temporary chicanes

	Scenario A High-Speed/High Volume	Scenario B Collector/Transitional zone	Scenario C Urban/High VRU area
Messaging in field 1) Posted advisory speed limit (yellow diamond) – and-- 2) FATAL CRASH AREA or similar --and-- 3) In-road stencils	Large mobile dynamic message boards; large-scale in-lane stencils; Static highway metal signs with advisory speed on portable cross bracing; Consider flashing beacons from dusk to dawn; Mobile dynamic speed monitor; Stencil/signage at crash site.	Small variable message board; in-road stencils; advisory speed limit signage in the relevant radius, covering any existing speed limit signs; flashing beacons near intersections/crash site; signage at crash site	Small variable message board; in-road stencils; advisory speed limit signage in the relevant radius, covering any existing speed limit signage in the relevant radius; flashing beacons near intersections/crash site; signage at crash site; sandwich boards at driveways/entrances to adjacent roadway from, e.g., parking lots
Spacing of lane dividers/bollards	30 feet	25 feet	15 feet
Spacing of center line or shoulder hardening devices	40 feet	40 feet	30 feet
Vertical deflection of through vehicles	Likely unavailable if target speed during ES period >20mph. If 20mph or below, mobile speed tables/speed humps every 2/10 mile (five total per direction)	Mobile speed tables/speed humps every 1/4 mile (five total per direction)	Mobile speed tables/speed humps every 1/4 mile (five total per direction)
VRU protection	Place roadway narrowing devices sufficiently far from road edge to permit cycling	Consider using narrowing devices for bike lane delineation; Sandbag “snakes”; wave delineators; test LPIs on short-term basis	Consider using narrowing devices for bike lane delineation; Sandbag “snakes”; wave delineators; portable speed bumps at driveways/MUP crossings