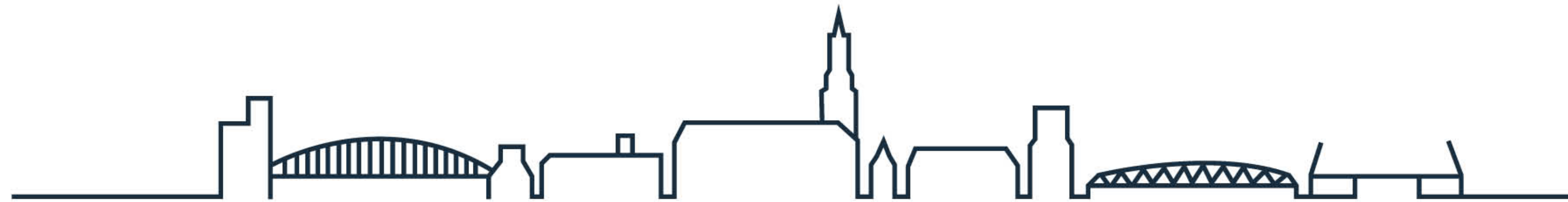


# ROADS TO REGENERATIVE URBANISM



**KEVIN J. KRIZEK** UNIVERSITY OF COLORADO BOULDER

**TRAFFIC  
VIOLENCE IS A  
PUBLIC HEALTH  
CRISIS**

**1**

**REMEDIES ARE  
CONSTRAINED  
BY MOTOR-  
NORMATIVITY**

**2**

**STREETS ARE  
FLEXIBLE SPACE  
TO ADAPT:  
REDUCE SPEED**

**3**



# Surfer dies after shark attack off Sydney beach

The male victim was pulled from the water by other surfers, but had lost too much blood and died at the scene, said Police Superintendent John Duncan.



# MOTOR VEHICLE (MV) CRASHES RANK AS THE LEADING CAUSE OF UNINTENTIONAL INJURY DEATH (U.S.)

10 Leading Causes of Death, United States

|   | <1  | 1-4  | 5-9                                      | 10-14                                    | 15-24                                     | 25-34                             | 35-44                             | 45-54                             | 55-64                             | 65+                                | All Ages                           |
|---|---|--|--|--|---|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|------------------------------------|------------------------------------|
| 1 | Unintentional Suffocation<br>1,072        | Unintentional Drowning<br>476                | Unintentional Mv Traffic<br>381          | Unintentional Mv Traffic<br>489          | Unintentional Mv Traffic<br>7,270         | Unintentional Poisoning<br>23,167 | Unintentional Poisoning<br>26,070 | Unintentional Poisoning<br>21,011 | Unintentional Poisoning<br>18,596 | Unintentional Fall<br>38,742       | Unintentional Poisoning<br>102,001 |
| 2 | Unintentional Mv Traffic<br>106           | Unintentional Mv Traffic<br>309              | Unintentional Drowning<br>146            | Unintentional Drowning<br>98             | Unintentional Poisoning<br>6,929          | Unintentional Mv Traffic<br>8,739 | Unintentional Mv Traffic<br>6,977 | Unintentional Mv Traffic<br>6,048 | Unintentional Mv Traffic<br>6,465 | Unintentional Mv Traffic<br>8,616  | Unintentional Mv Traffic<br>45,404 |
| 3 | Unintentional Drowning<br>38              | Unintentional Suffocation<br>127             | Unintentional Fire/Flame<br>95           | Unintentional Poisoning<br>67            | Unintentional Drowning<br>475             | Unintentional Drowning<br>605     | Unintentional Fall<br>714         | Unintentional Fall<br>1,333       | Unintentional Fall<br>3,278       | Unintentional Poisoning<br>6,078   | Unintentional Fall<br>44,686       |
| 4 | Unintentional Poisoning<br>27             | Unintentional Hot Object Or Substance<br>101 | Unintentional Suffocation<br>37          | Unintentional Other Land Transport<br>57 | Unintentional Other Land Transport<br>169 | Unintentional Fall<br>404         | Unintentional Drowning<br>642     | Unintentional Drowning<br>511     | Unintentional Suffocation<br>889  | Unintentional Unspecified<br>4,917 | Unintentional Suffocation<br>7,182 |
| 5 | Unintentional Natural/Environment<br>19** | Unintentional Pedestrian, Other<br>63        | Unintentional Other Land Transport<br>34 | Unintentional Fire/Flame<br>55           | Unintentional Fall<br>150                 | Unintentional Suffocation<br>189  | Unintentional Suffocation<br>285  | Unintentional Suffocation<br>415  | Unintentional Unspecified<br>702  | Unintentional Suffocation<br>4,022 | Unintentional Unspecified<br>6,392 |

## Pedestrian traffic deaths are rising sharply

From 2011 through 2021, annual U.S. pedestrian traffic fatalities increased by 77%, from 4,302 to an estimated 7,624. In 2021 pedestrians represented nearly 18% of all traffic deaths.

— US pedestrian fatalities

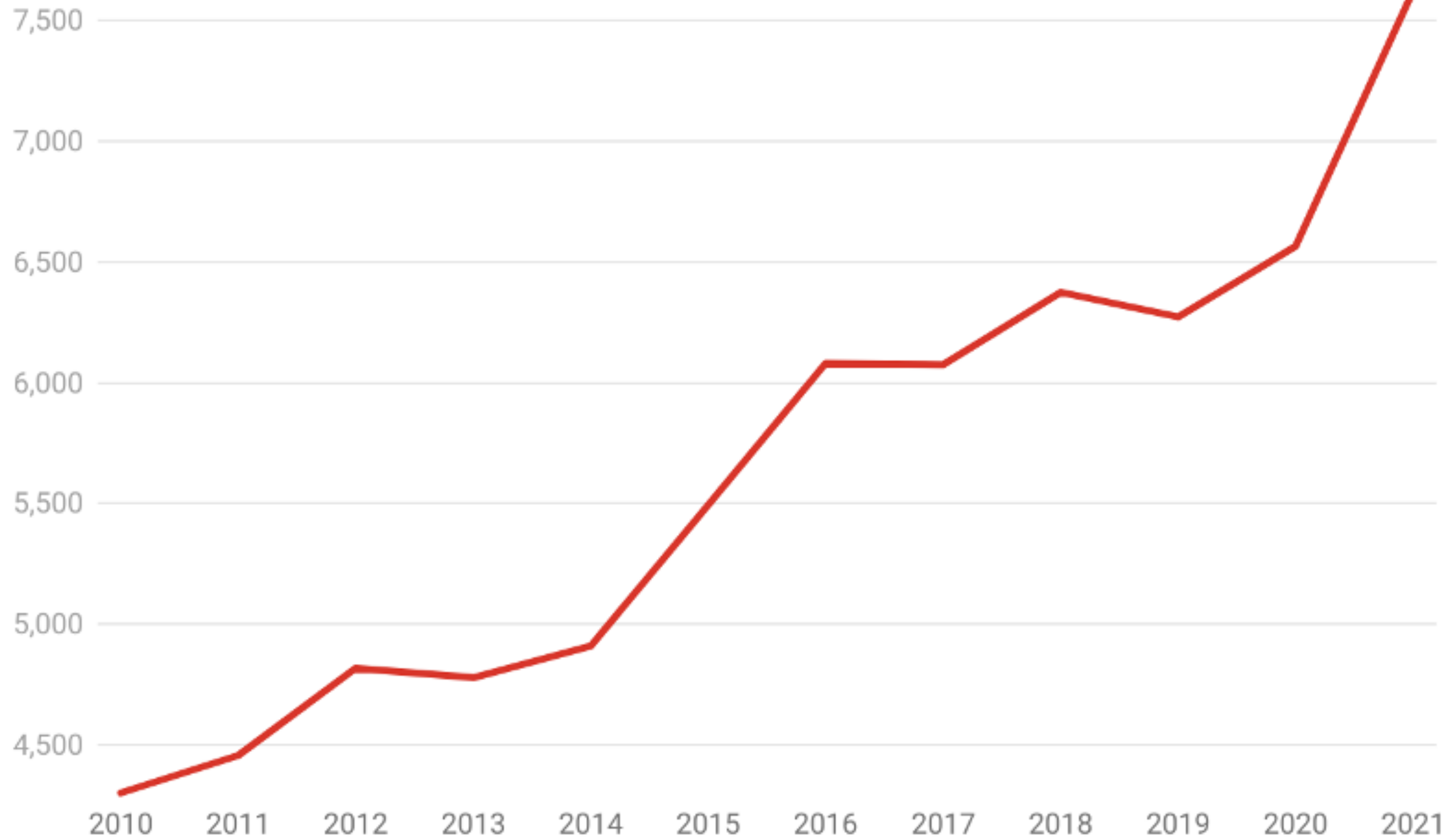
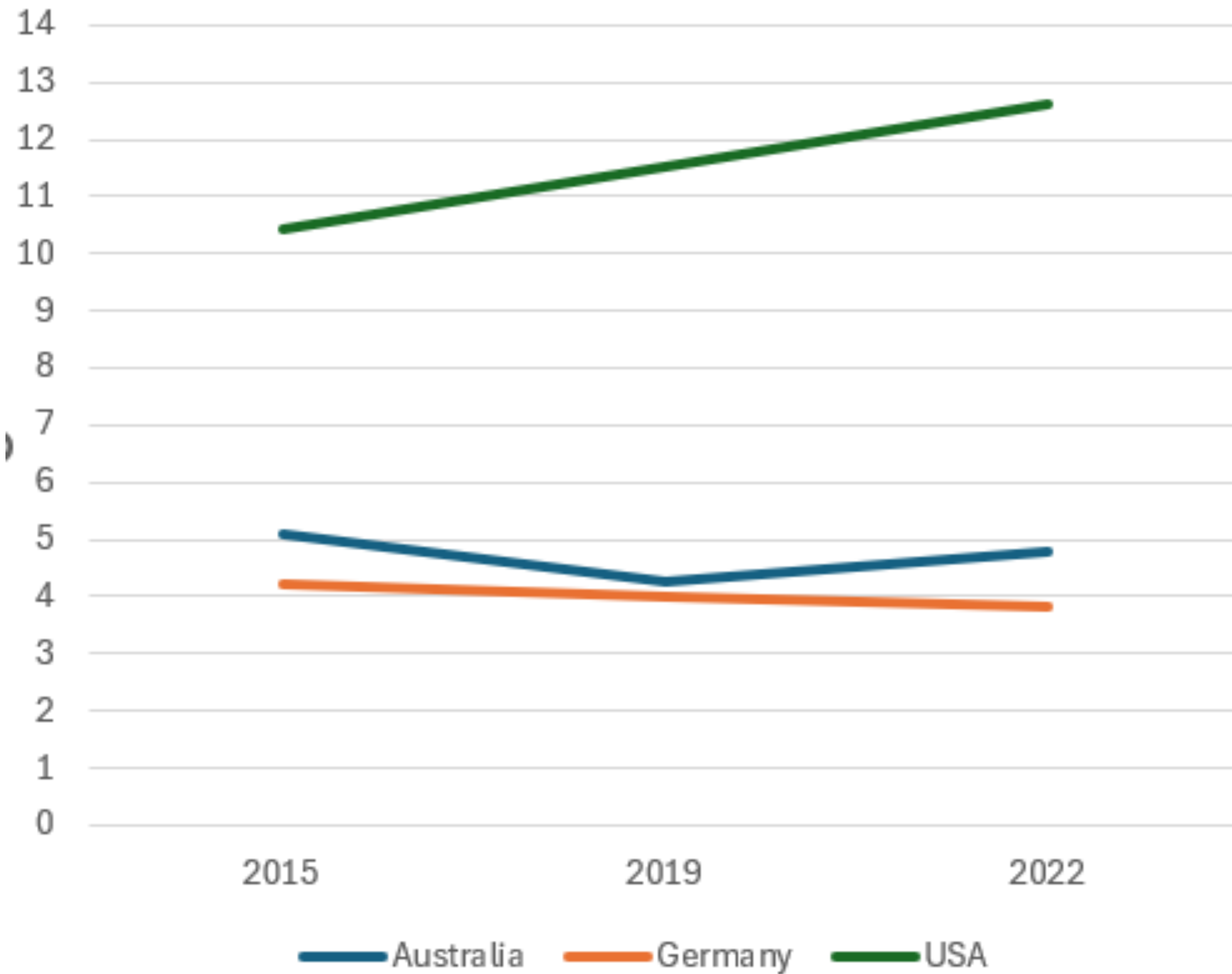


Chart: The Conversation, CC BY-ND • Source: Governors Highway Safety Association • Created with Datawrapper

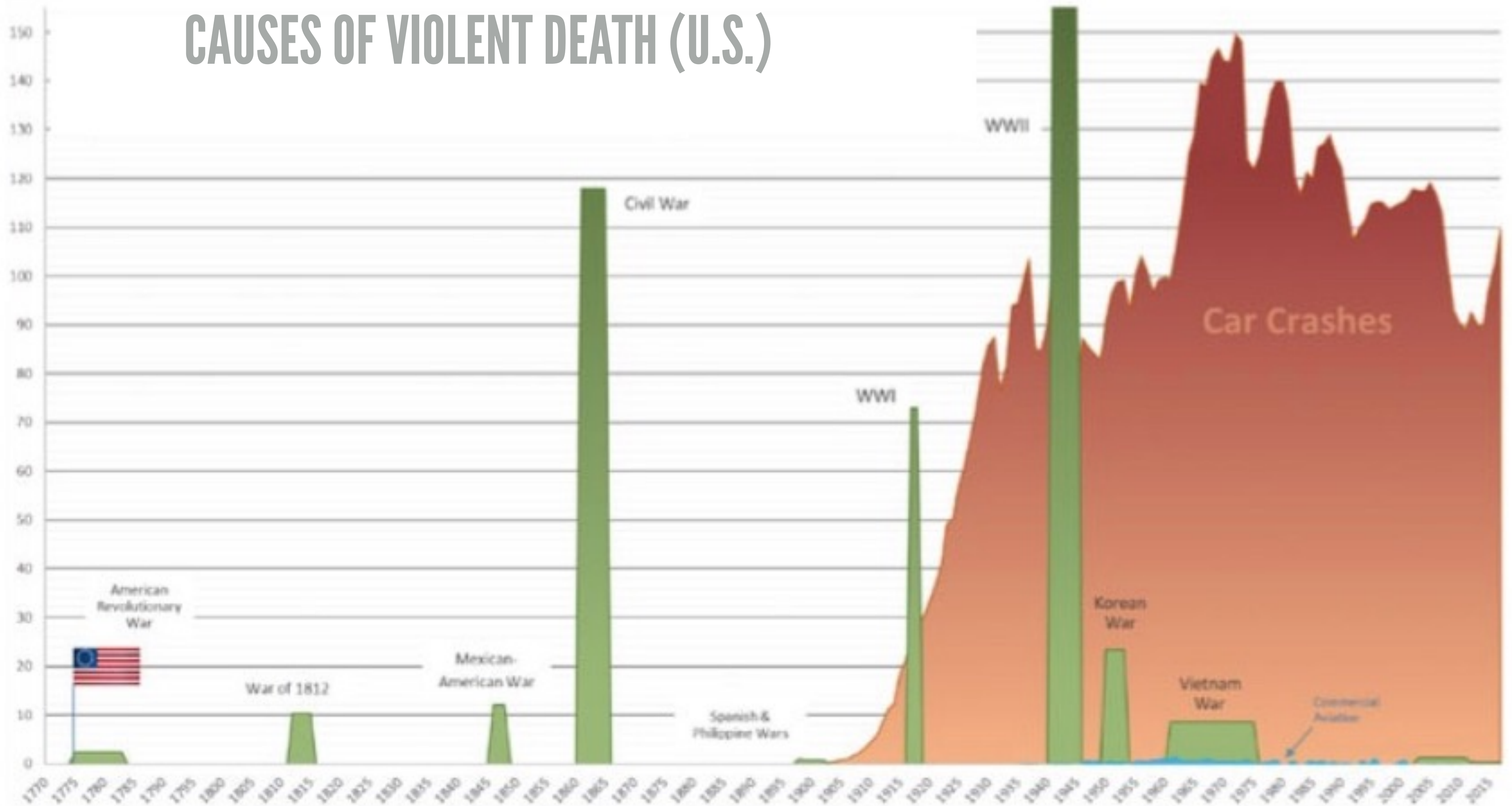
# TRAFFIC RELATED DEATHS PER 100,000 PEOPLE



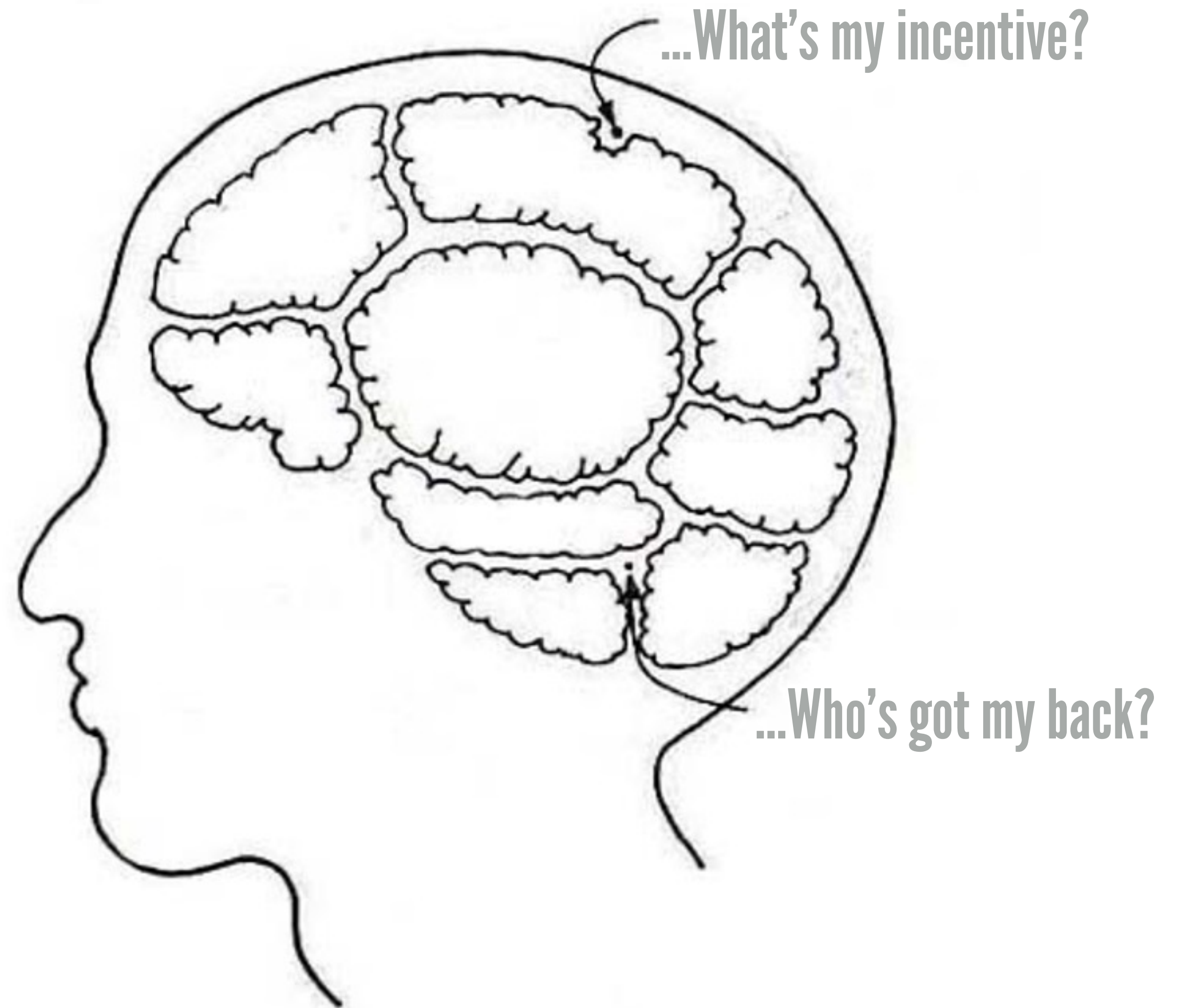
Naumann RB, West BA, Barry V, Matthews S, Lee R. Pedestrian and Overall Road Traffic Crash Deaths – United States and 27 Other High-Income Countries, 2013–2022. *MMWR Morb Mortal Wkly Rep* 2025;74:134–139. DOI: <http://dx.doi.org/10.15585/mmwr.mm7408a2>.

# CAUSES OF VIOLENT DEATH (U.S.)

(deaths / day)



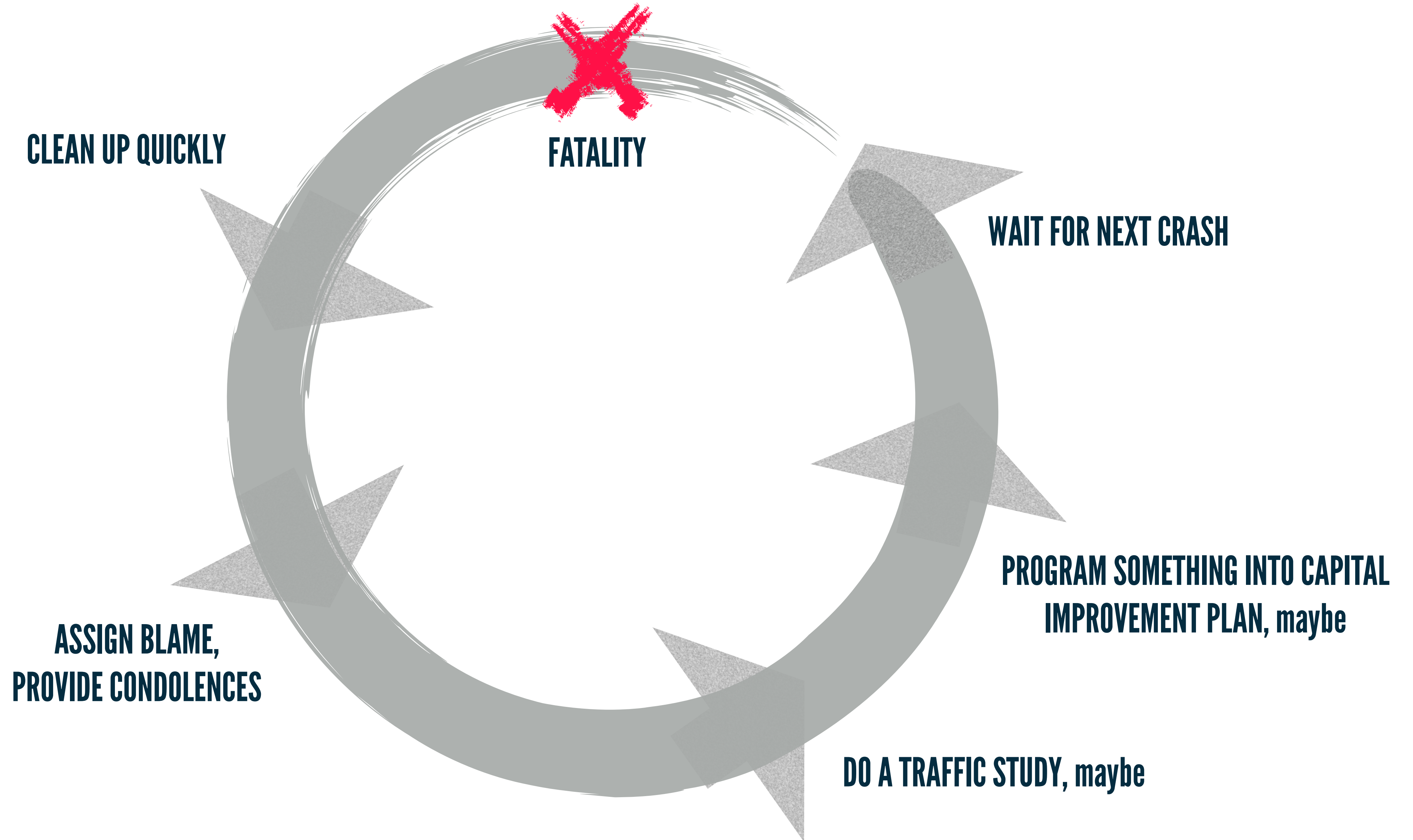
# HOW TO OVERCOME LOCK-IN OWING TO MOTORNORMATIVITY?

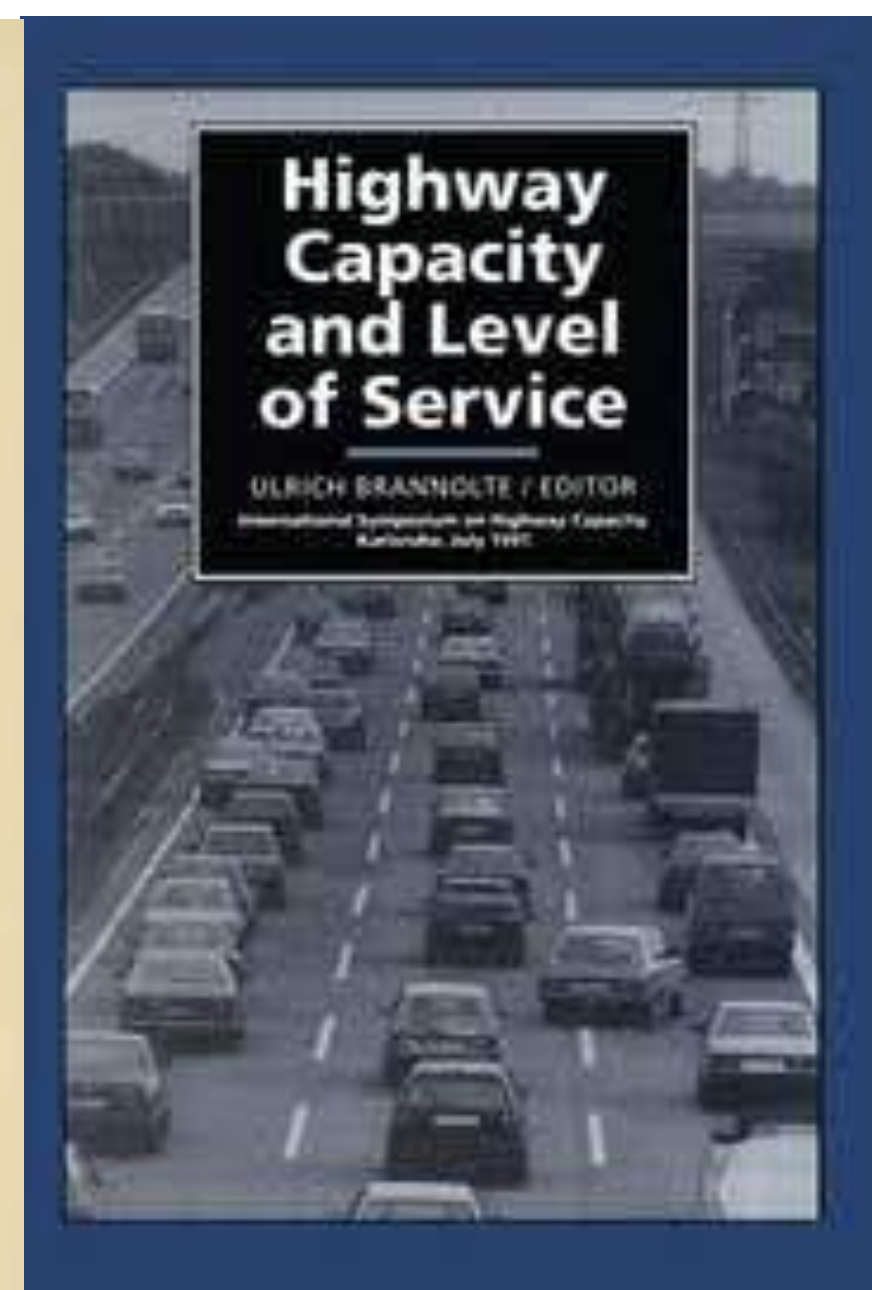
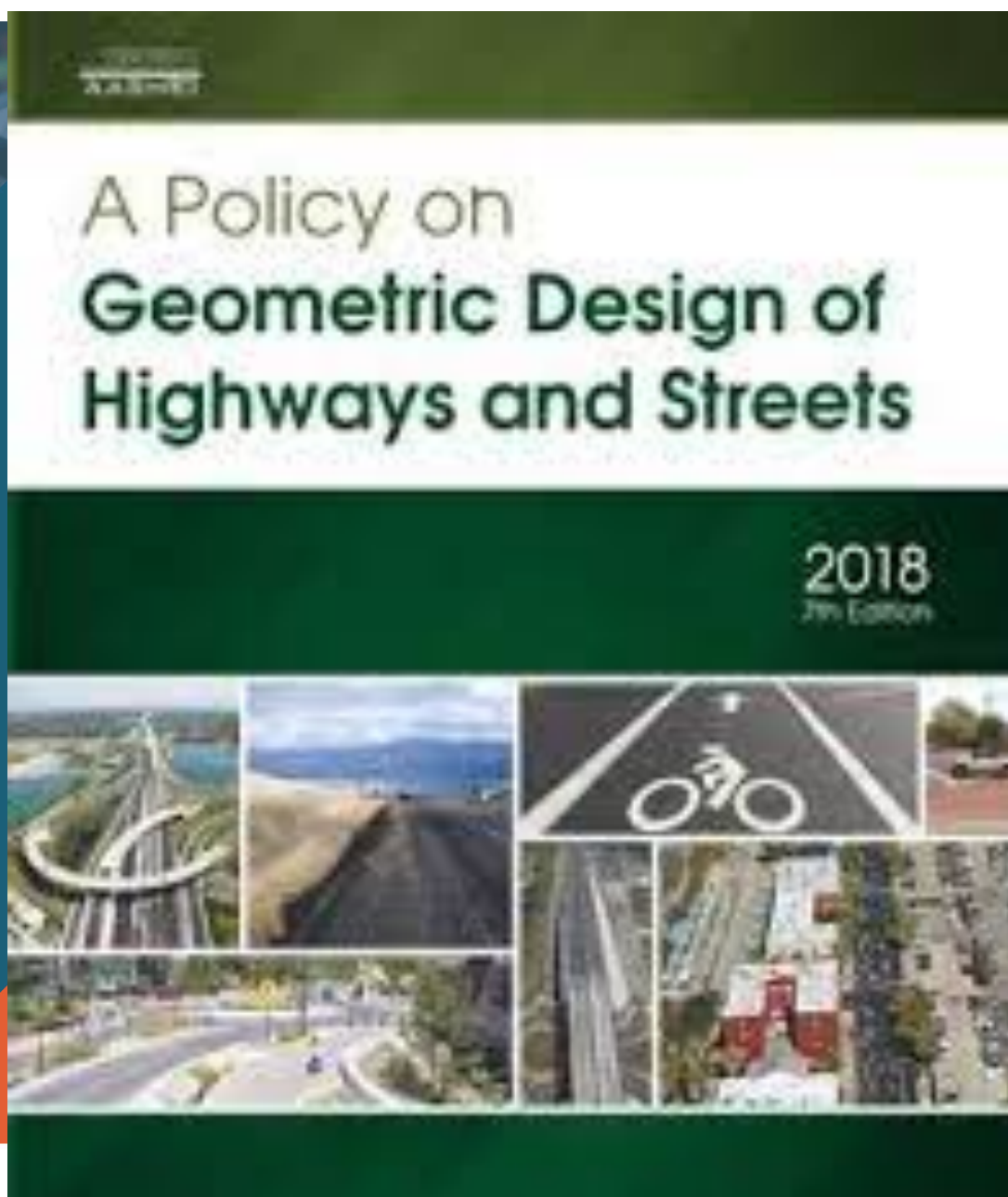
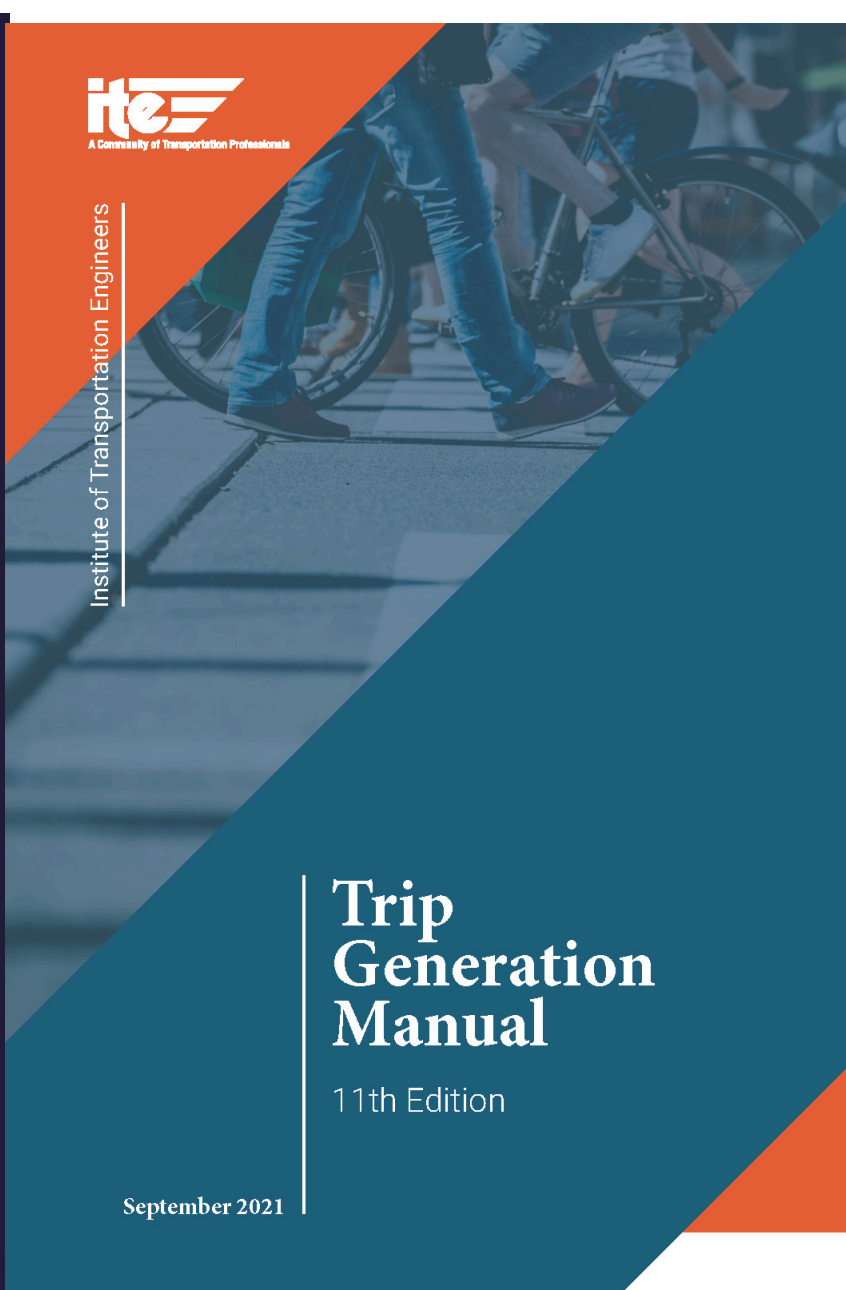
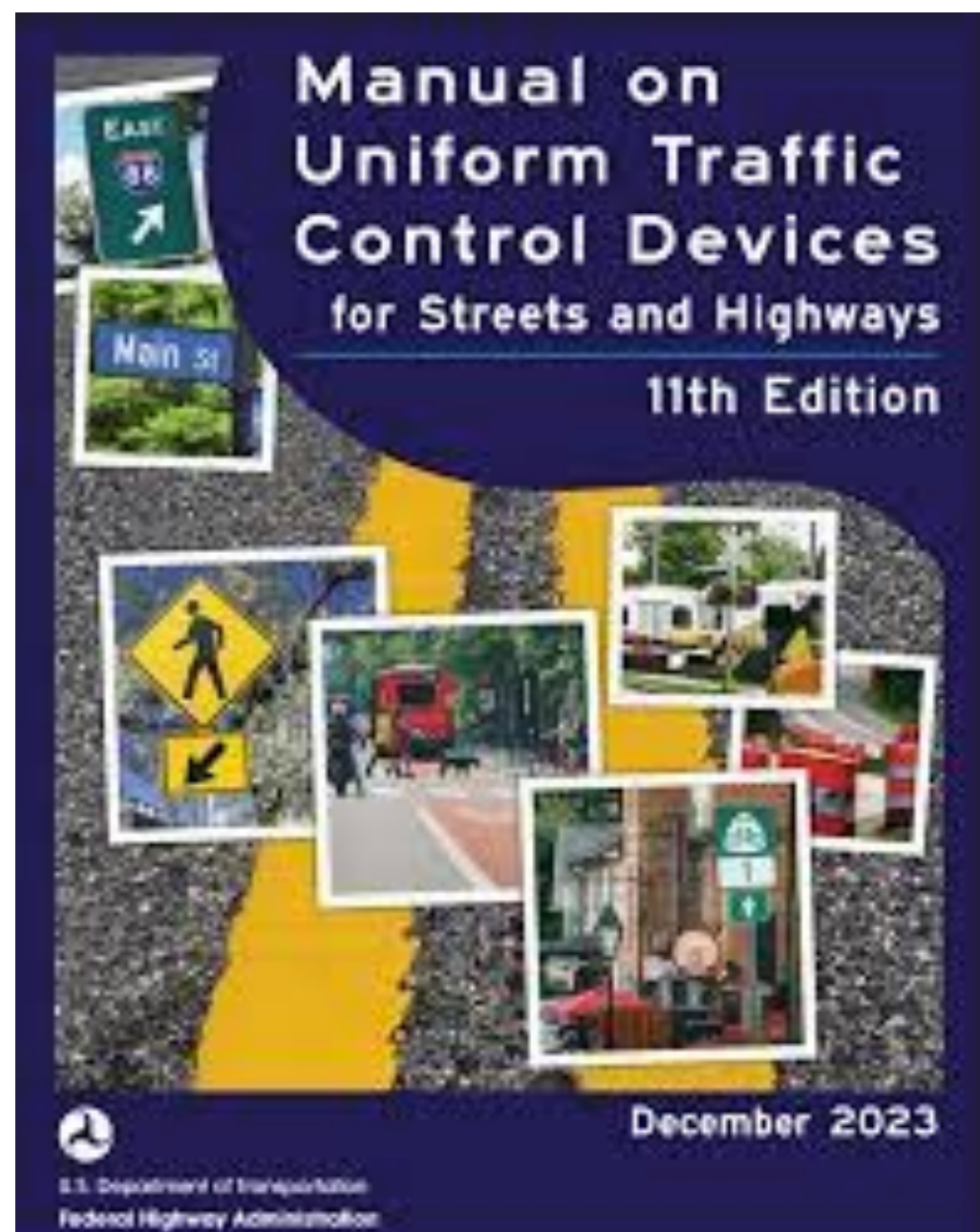


Walker, Ian, Alan Tapp, and Adrian Davis. 2023. "Motornormativity: How Social Norms Hide a Major Public Health Hazard." *International Journal of Environment and Health* 11 (1): 21-33.

Abrahamse, Wokje, Linda Steg, Robert Gifford, and Charles Vlek. 2009. "Factors Influencing Car Use for Commuting and the Intention to Reduce It: A Question of Self-Interest or Morality?" *Transportation Research Part F: Traffic Psychology and Behaviour* 12 (4).

# 'DO NOTHING' FEEDBACK LOOP FOR A 'FAILURE' IN THE SYSTEM



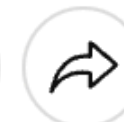


# ***Pilot Killed in Plane Crash Had Lifted Wheel to Dodge a Turtle, N.T.S.B. Says***

One other person on board was killed in the June 3 crash in North Carolina and another passenger was severely injured.

▶ Listen to this article · 2:08 min [Learn more](#)

📄 Share full article





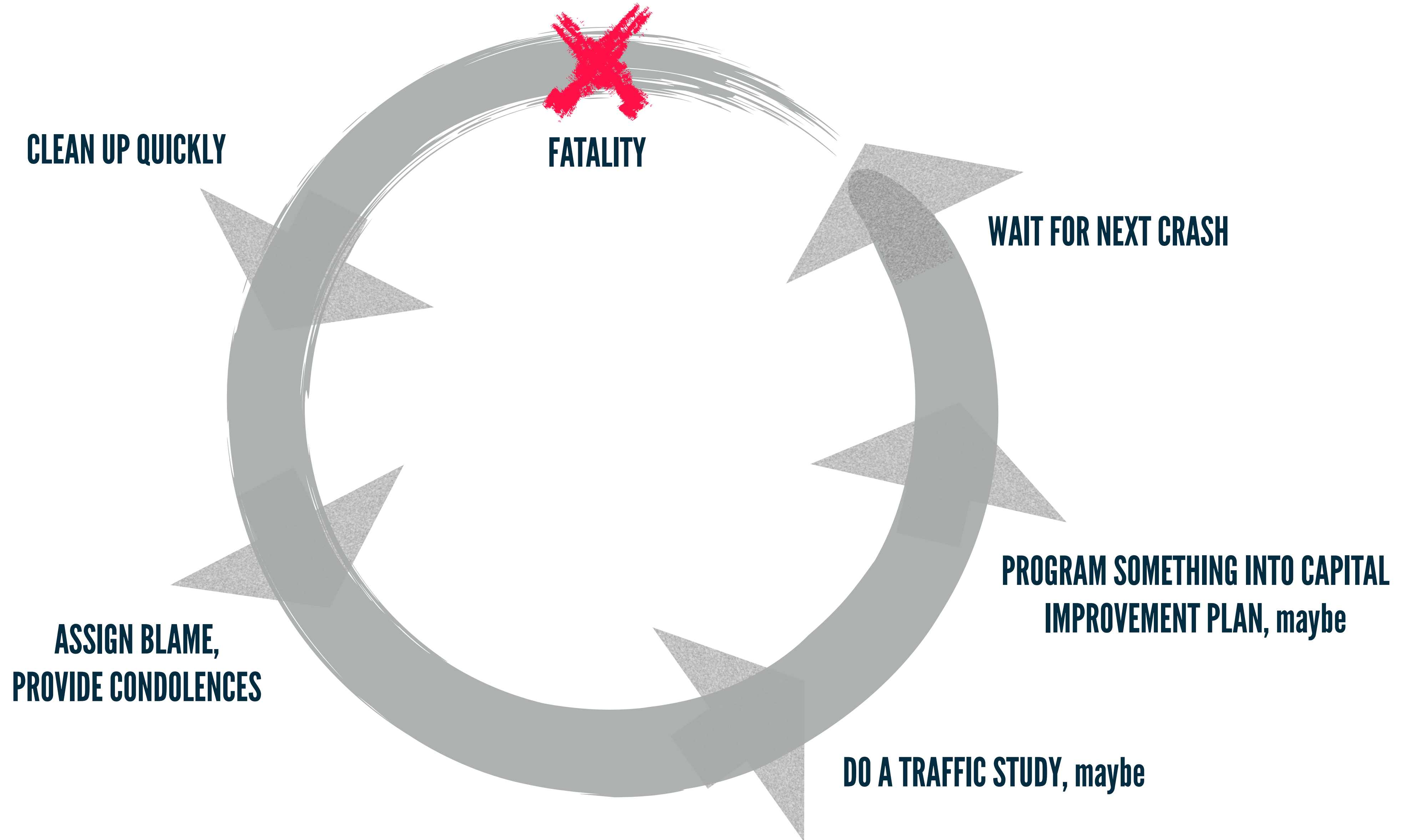




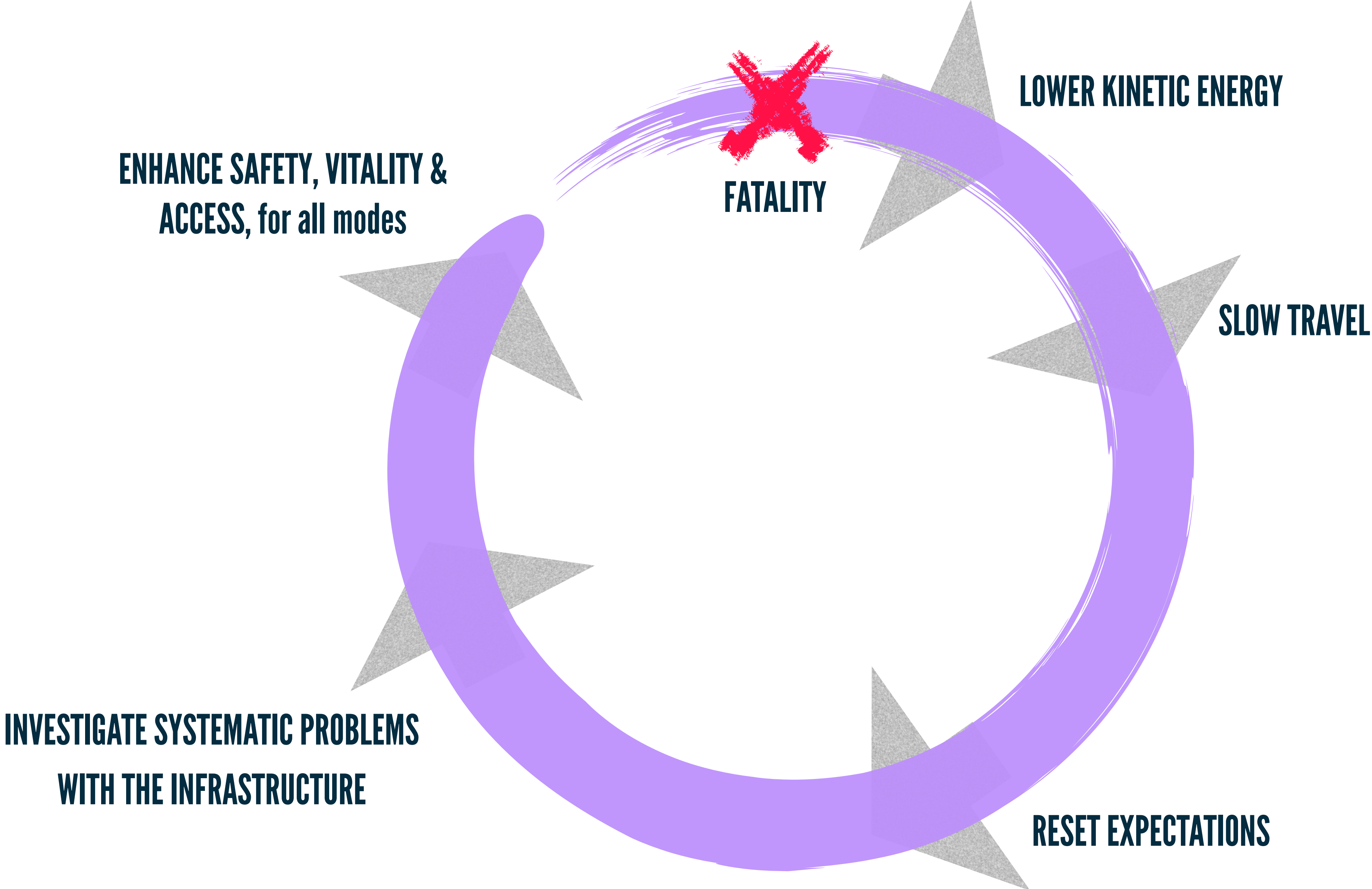




# 'DO NOTHING' FEEDBACK LOOP FOR A 'FAILURE' IN THE SYSTEM



# POSITIVE INFRASTRUCTURE FEEDBACK





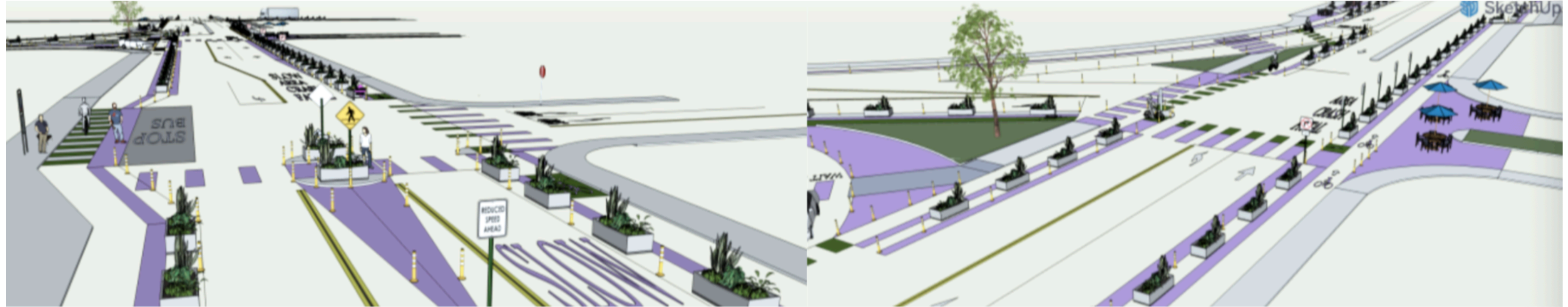
Why

Guide ↓

FAQs

Team

Contribute



Emergency Streets is a rapid, visible response to fatal traffic crashes. Within 48 hours, cities install temporary traffic-calming tools—using speed humps, bollards, and signs—to slow cars by about 20 mph and signal the road is under investigation. These two-week installations treat crashes as public health emergencies, providing communities an opportunity to instill change about how crashes are addressed and to uncover root causes. The message is clear: preventable deaths demand meaningful action.

Traffic violence is outstripping local, regional, and federal efforts to reduce injuries and deaths. Despite a renewed awareness of the issue in traffic planning circles, people are being killed on America's roadways in mounting numbers—about 40,000 people every year—comparable to other public health crises such as gun suicides, drug overdoses, and the height of the AIDS epidemic.

Except: we have no crash prevention hotline. There's no NARCAN for traffic deaths. There is no race for a

# EMERGENCY STREETS WORKSHOPS IN THE PAST YEAR:





Emergency Streets Workshop  
audiences & questions

Why this, what's the theory,  
using what rationale?

How would this be rolled out,  
by whom, using what \$\$\$?

Who would assess it, what  
would they investigate?

How can ES be better  
visualized?

Types of questions

**Civic Leadership**

electeds  
directors of departments  
front line 'doers'  
first responders/enforcement



**Policy officials**

public health  
infrastructure providers  
legal



what communities have piloted this?  
who has my back (i.e., indemnation, liability)?  
help me understand my new role...  
what form do I fill out?

**Advocacy efforts**

**Residents, community groups**

**Researchers, academics, students**

systems thinkers  
behavioral  
policy analysts



isn't this too reactionary?  
which transport policy should I amend?  
what's the precedent?  
won't this infuriate drivers?  
why can't we make something happen?

isn't that a large social cost to absorb?  
won't people will drive over the cones?  
does ES satisfy criteria for "good policy"?

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