

TRANSPORTATION SAFETY & VISION ZERO

Austin City Council Work Session, Dec. 8, 2015

Austin Police Department

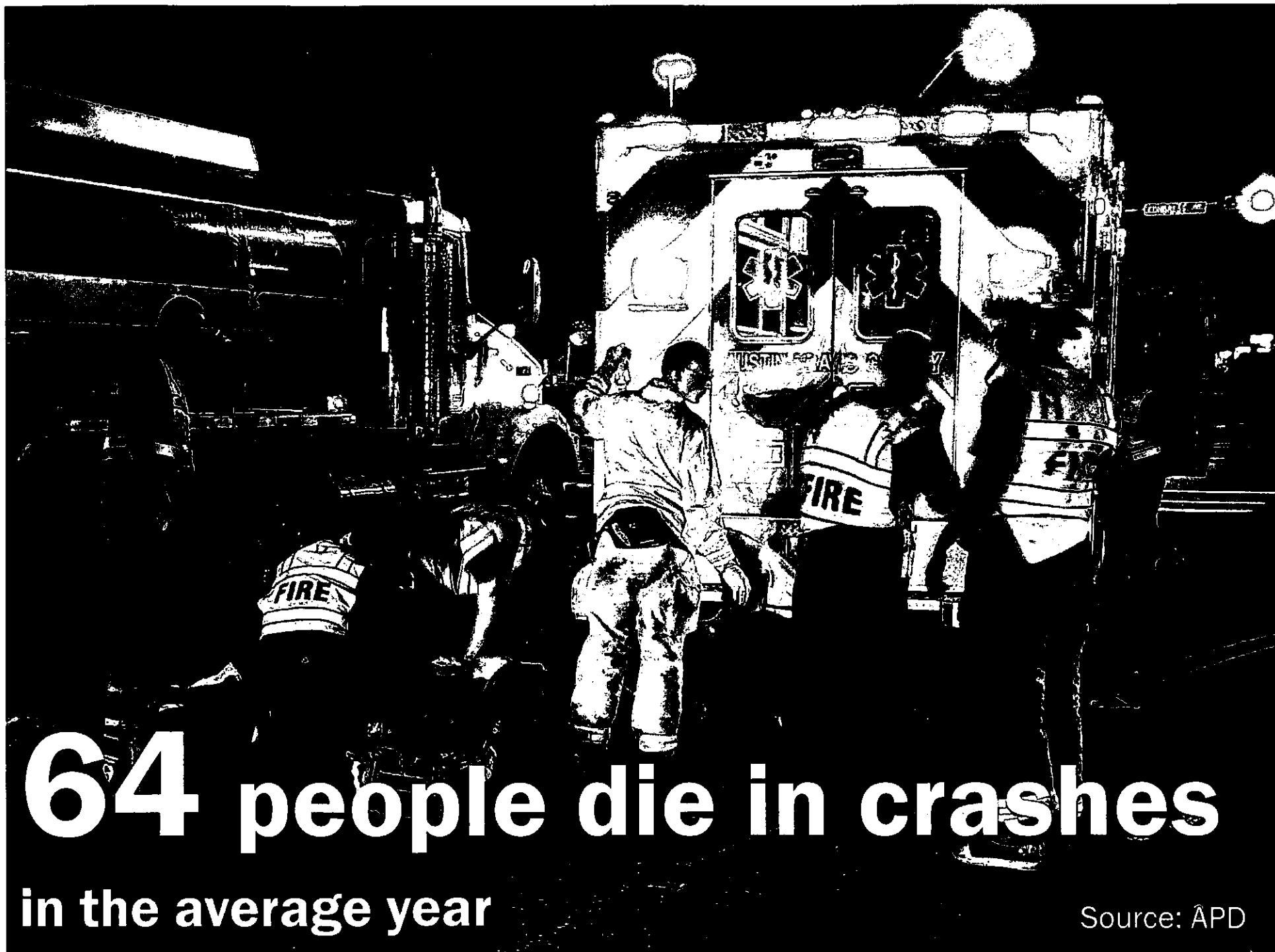
Austin Transportation Department

Planning and Zoning Department



Today's Presentation

- Statistics
- Vision Zero Action Plan
- Current Safety Efforts
- Next Steps



64 people die in crashes

in the average year

Source: APD

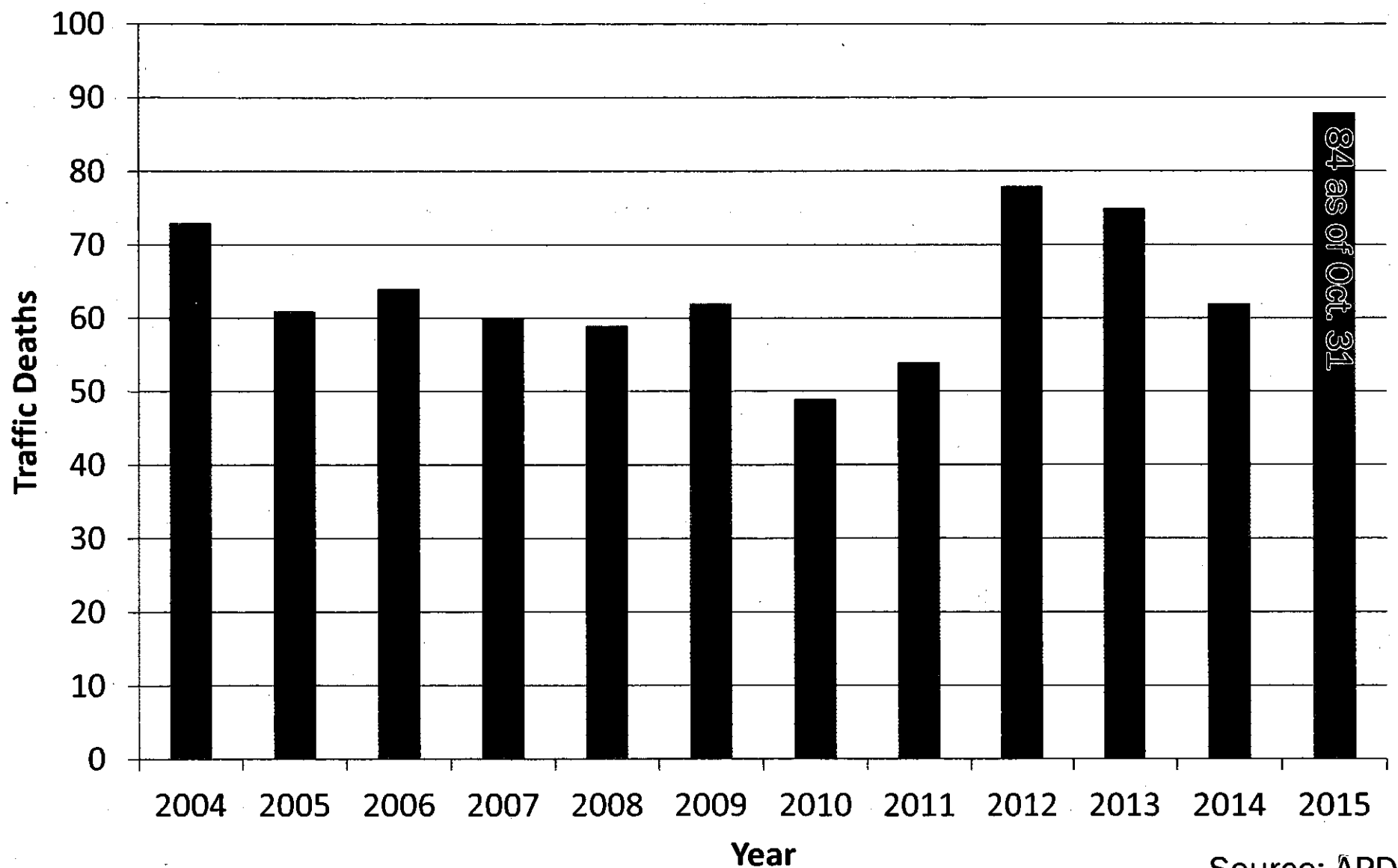


Over **700** total traffic
fatalities since 2004

7th

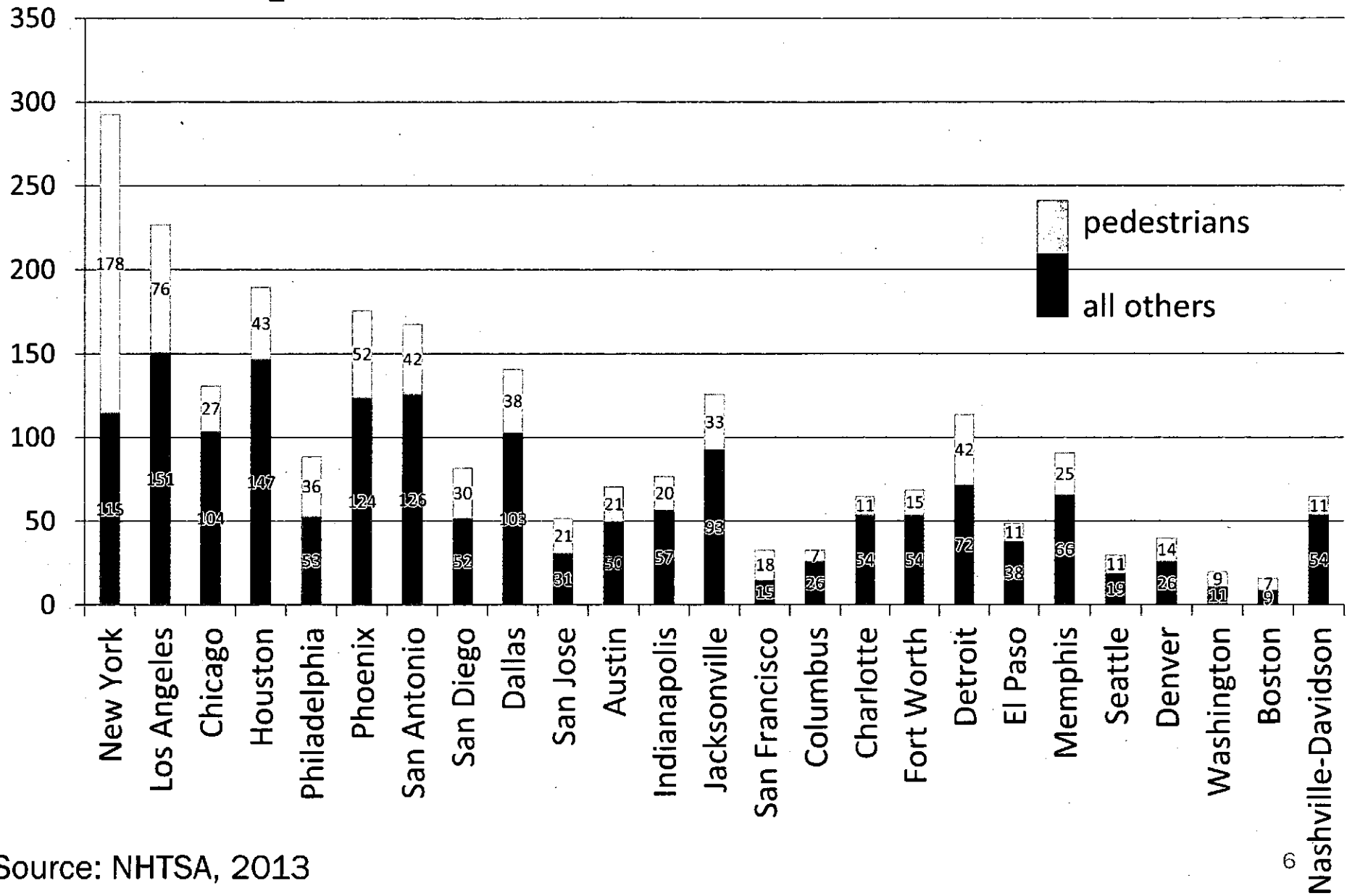
Source: APD

Austin traffic deaths



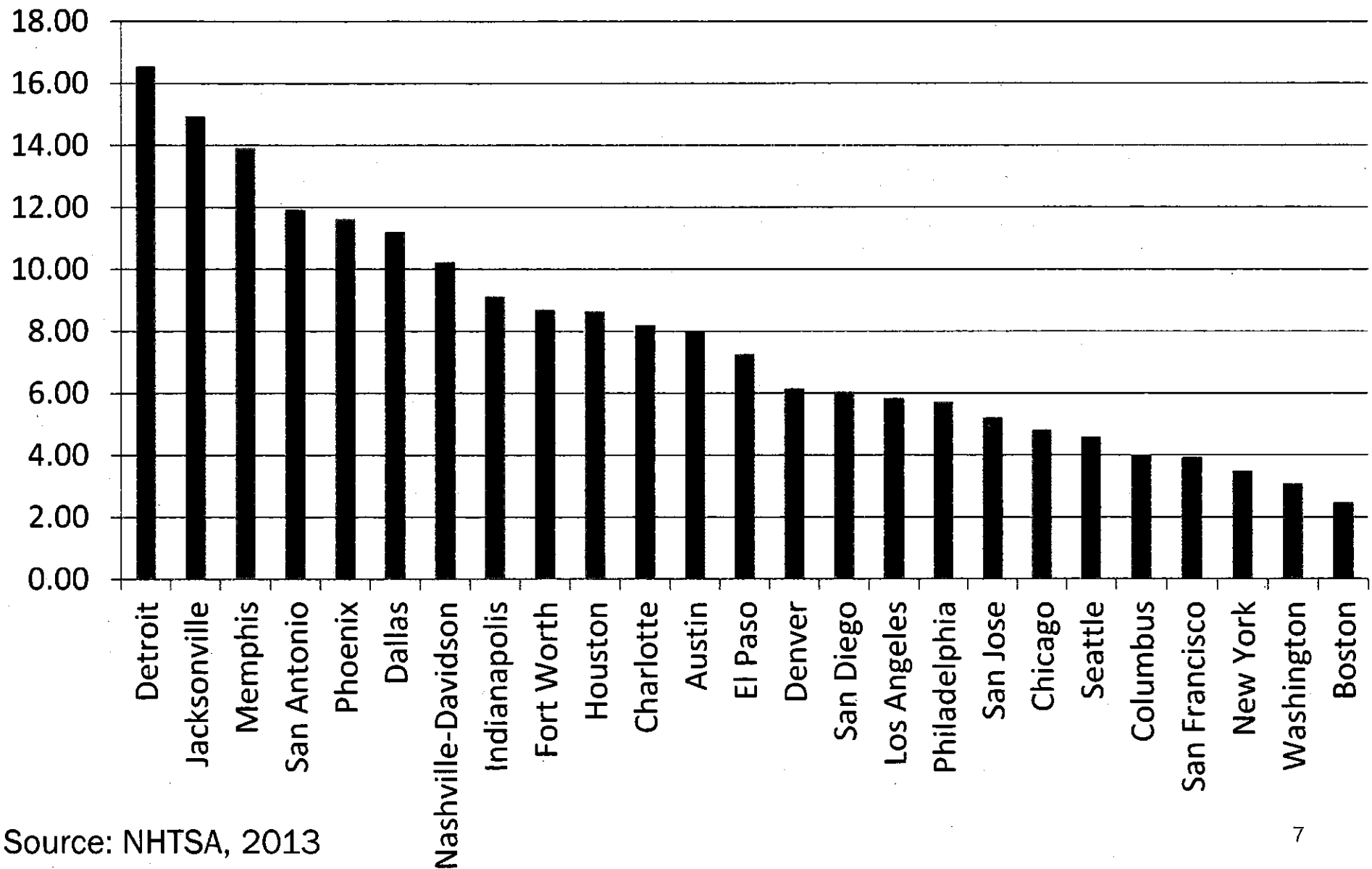
Source: APD

Comparison to other cities



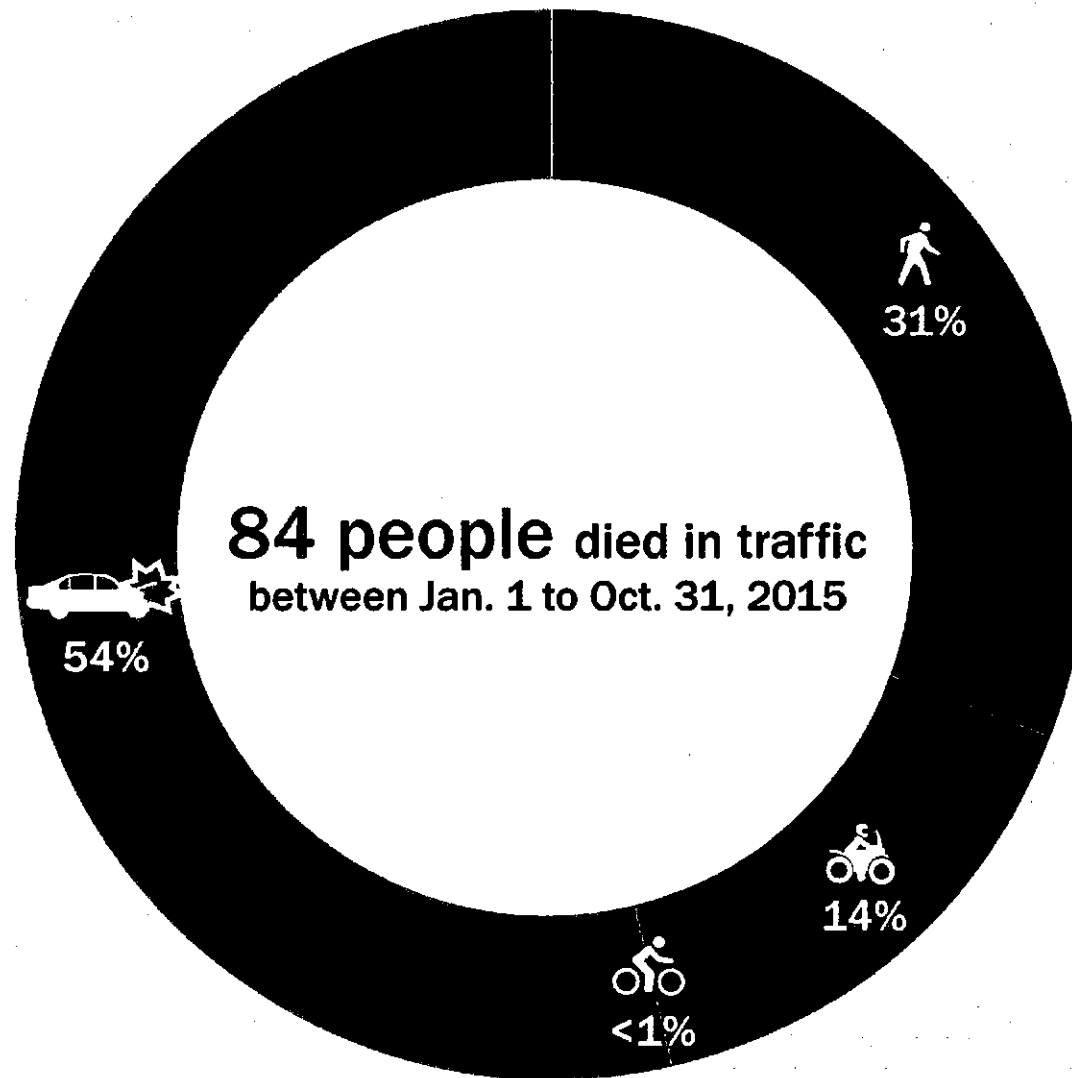
Source: NHTSA, 2013

Fatality rate per 100K



Source: NHTSA, 2013

2015 Deaths by Transportation Mode through Oct. 31



Source: APD

2015 Fatalities Notable Findings

January 1, 2015 – October 31, 2015

Impairment

- Motor Vehicles = 59%
- Pedestrians = 44%
- Motorcycle = 50%

Pedestrians

- In a Prohibited Area = 92%
 - ❖ Crossing or On a Highway (I-35, US 183, etc.)
 - ❖ Crossing Mid-Block
- Transients = 42%
- 6pm – 6am = 84%

Driver's License Issues

- Motor Vehicles
 - ❖ No valid license = 30%
 - ❖ Previous suspension = 30%
 - ❖ Prior APD involvement = 70%
- Motorcycles
 - ❖ No valid license = 42%
 - ❖ Previous suspension = 25%
 - ❖ Prior APD involvement = 58%

Source: APD as of Oct. 31, 2015





Public health problem
like smoking or not wearing a
seatbelt





any traffic death is too many

Traffic injuries & deaths are
preventable; therefore
none are acceptable



Improving safety

will require everyone



Safety is the primary
consideration in transportation
decision-making



any traffic death is too many

Traffic safety solutions must be addressed **holistically** through **education, enforcement, engineering/design**

Imagine Austin amendment

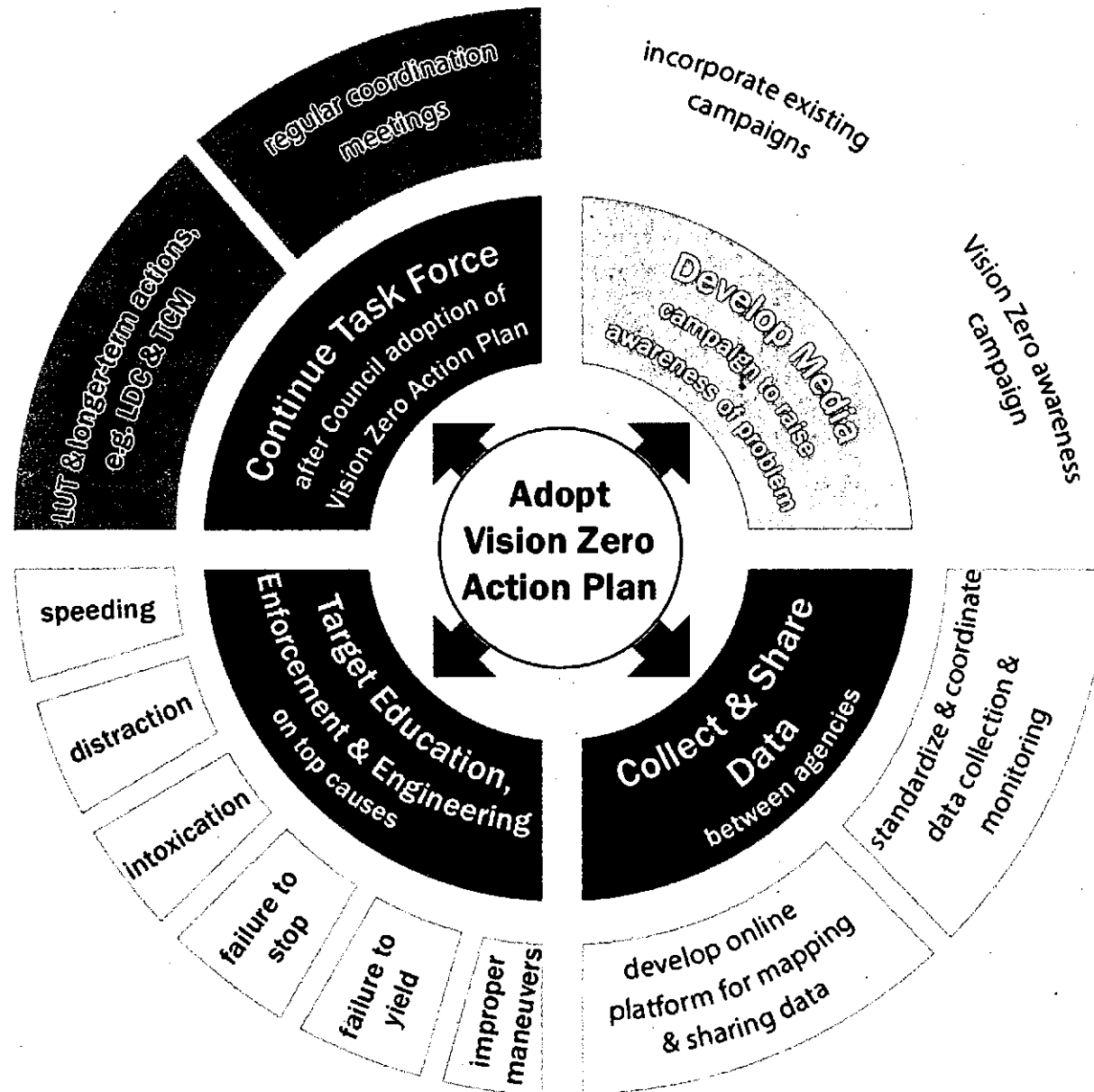
Policy: “The City commits itself to eliminating transportation-related deaths and serious injuries ...

Improving safety through land use, urban design, transportation engineering, education, and enforcement is **foundational to Austin becoming a city of complete communities.**

Safety is the top priority for the transportation system and requires a collaborative, multipronged approach using the guiding principles of Vision Zero...”

Action: “Create an ongoing Vision Zero Task Force to develop a Vision Zero Action Plan and subsequent updates to that Action Plan”





Identifying Solutions: V0 Action Plan



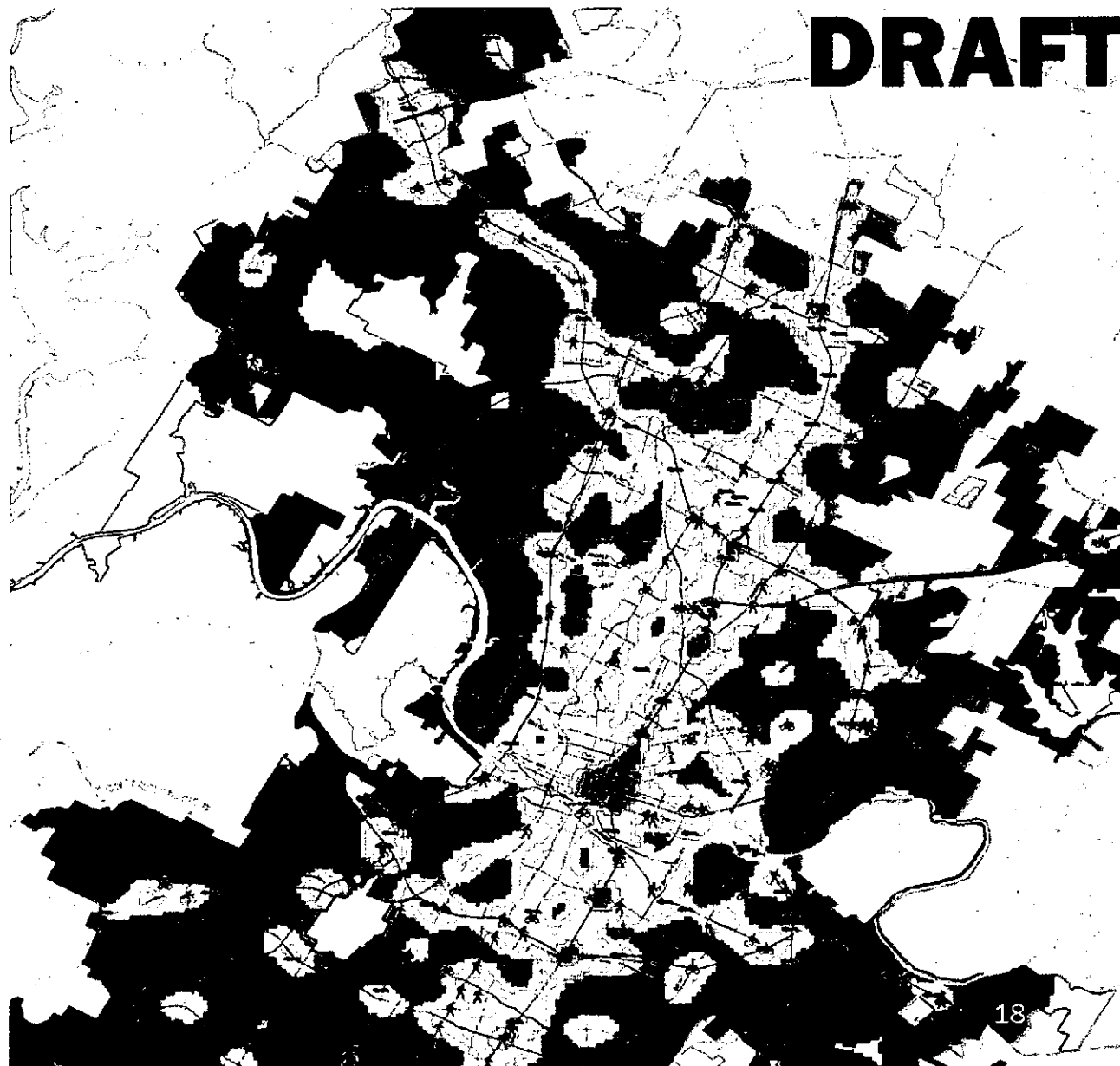
1. Collect & Share Data

DRAFT

Deaths by mode

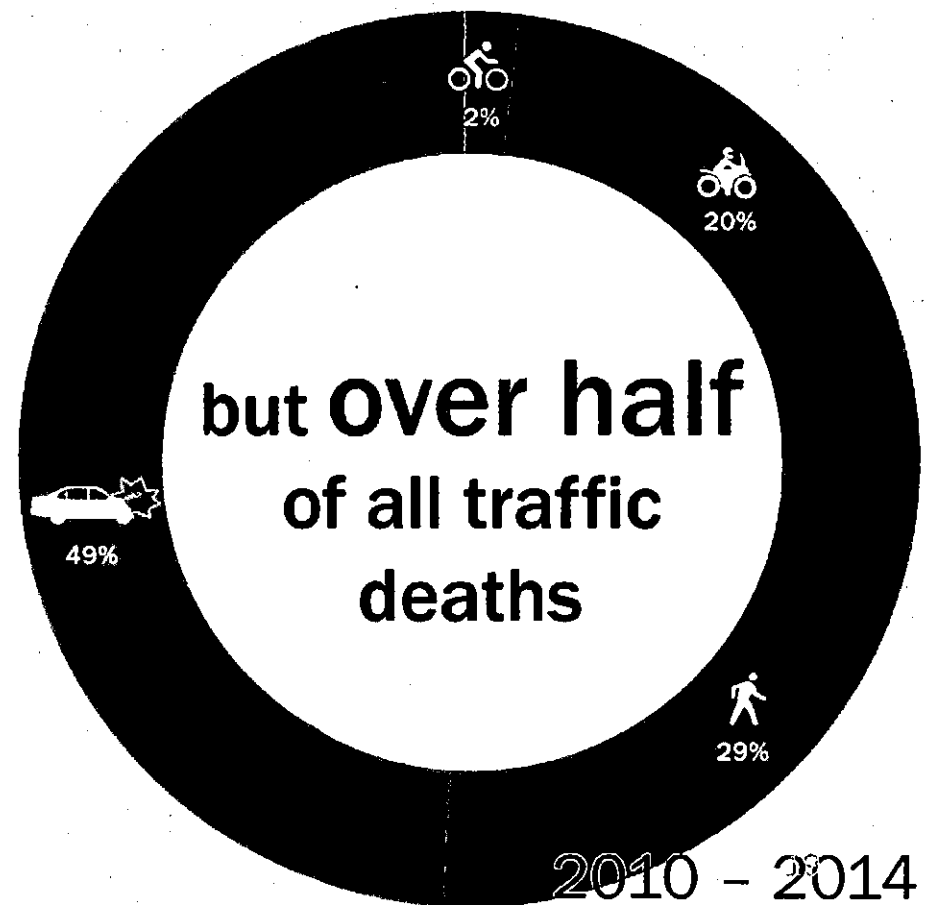
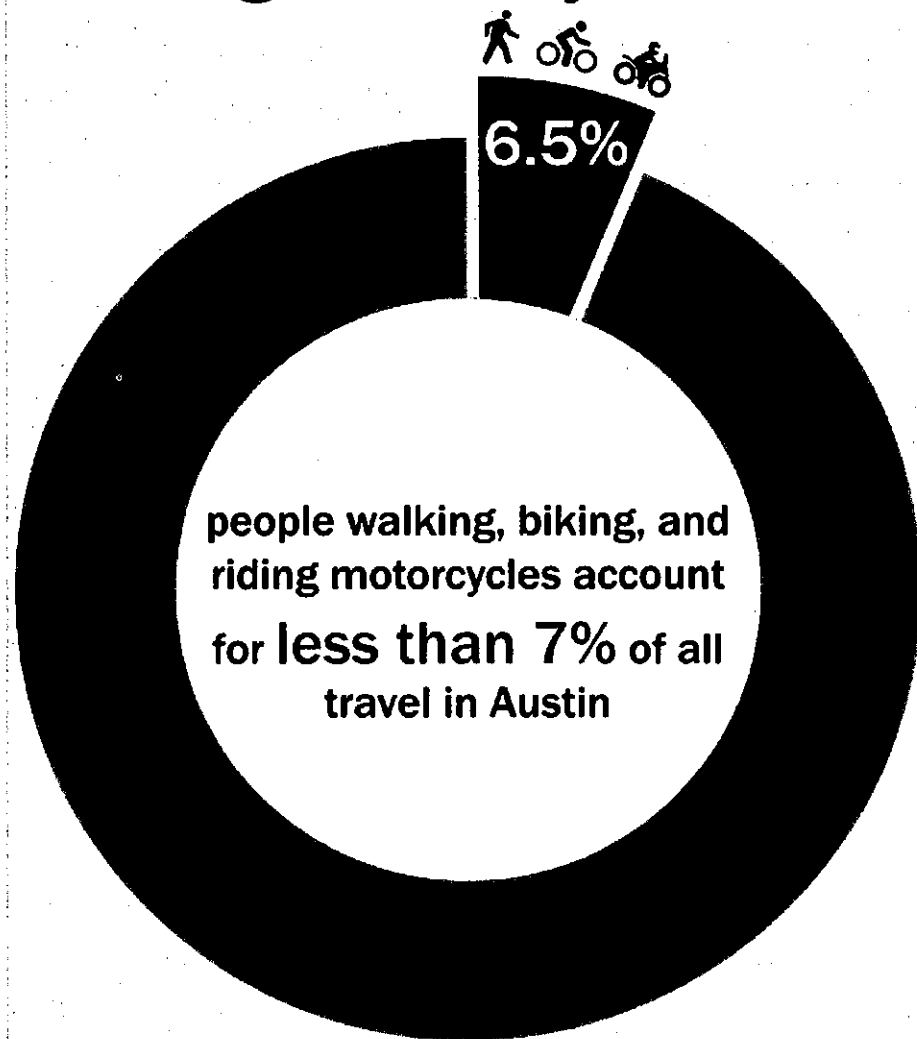
-  driving (145)
-  walking (91)
-  motorcycle (59)
-  biking (7)

Concentration of injuries & deaths

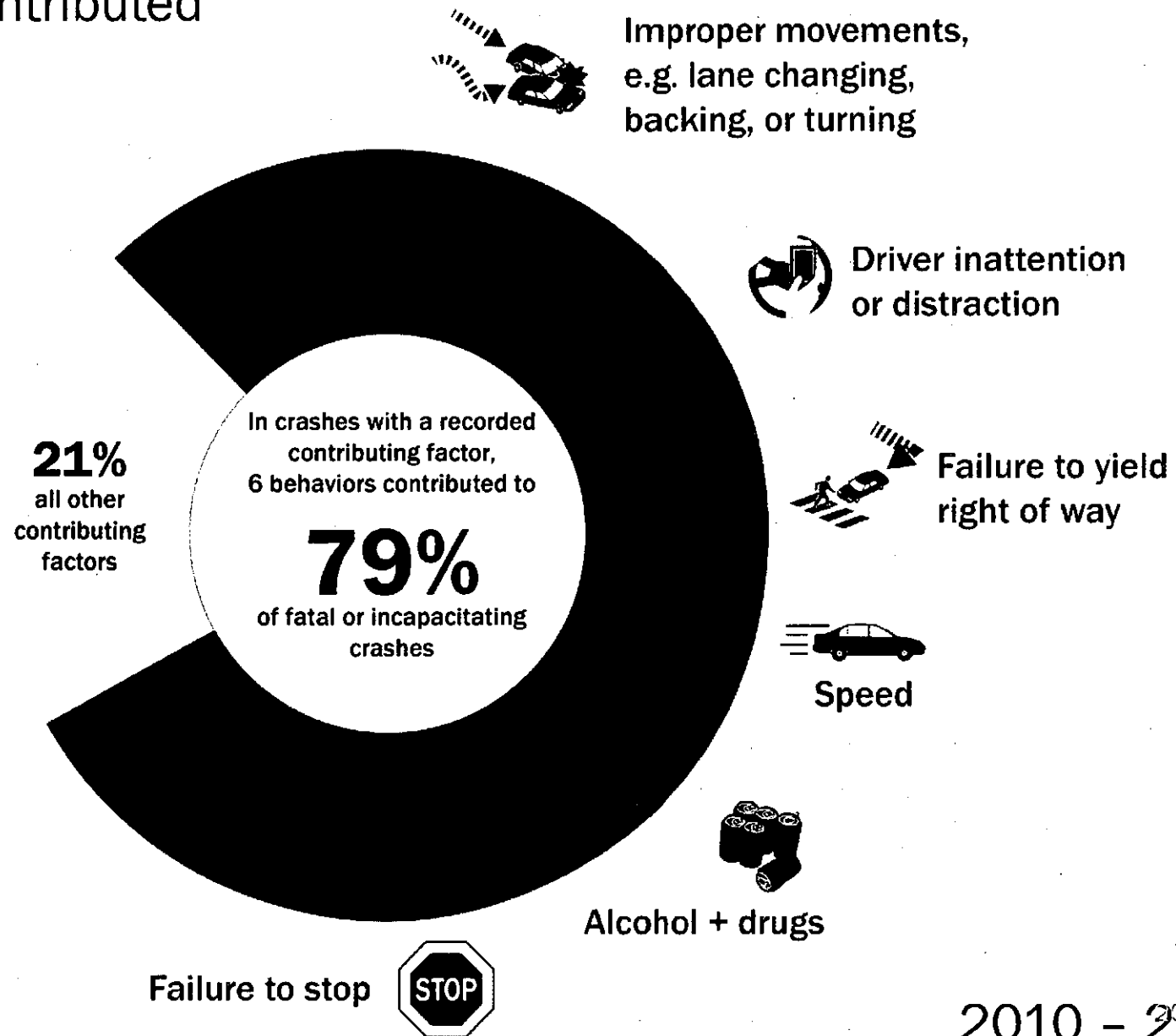


Who's Affected?

disproportionately, people walking, biking, & riding motorcycles



Contributing Factors – doesn't include charges or may have contributed

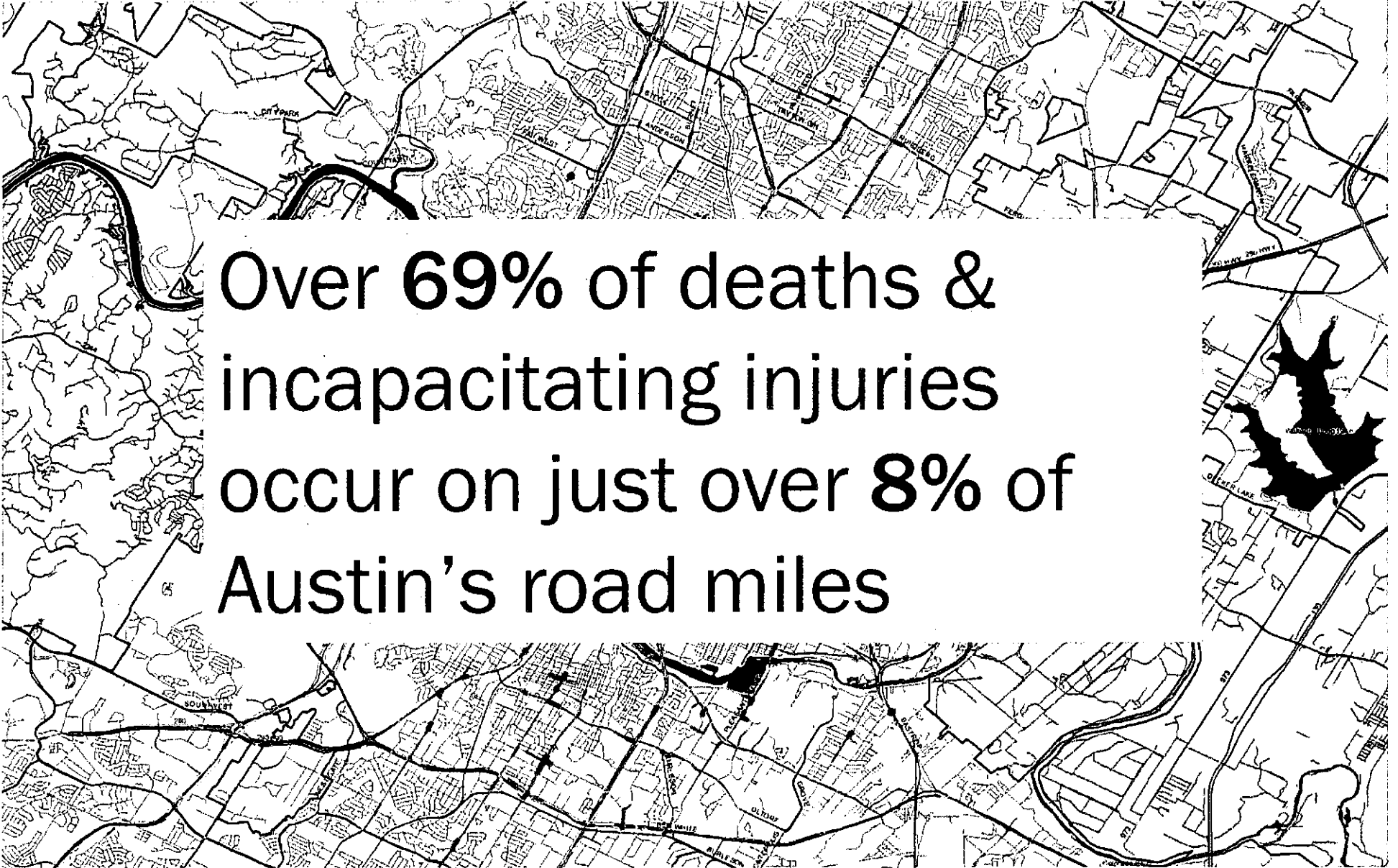


2010 – 2014

2. Target Education, Enforcement & Engineering



Incapacitating Injuries & Deaths Road Network Map



Over **69%** of deaths & incapacitating injuries occur on just over **8%** of Austin's road miles

3. Develop Media Campaign

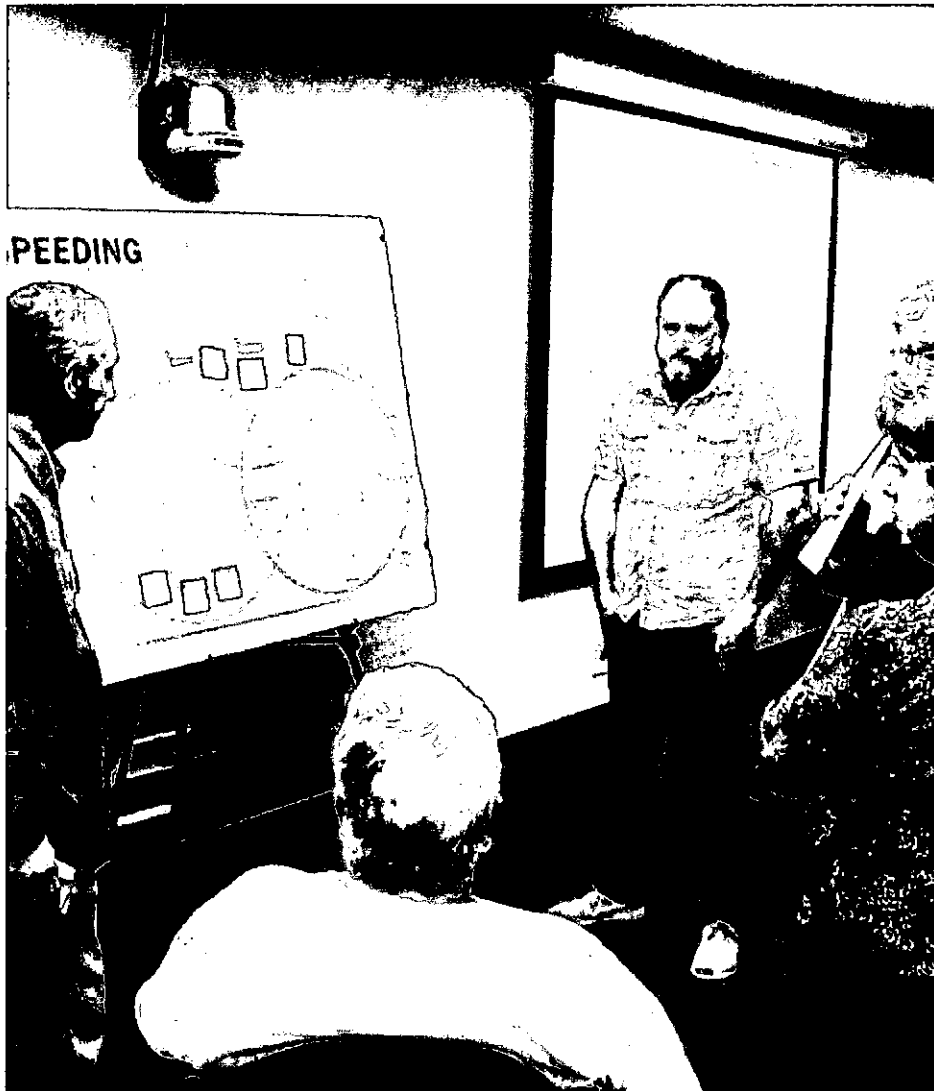
**WHERE TO?
THE SIX TRAIN OR SIX FEET UNDER?**

The choice is simple.
Choose not to drink and drive.



After you drink, think.

4. Continue the Vision Zero Task Force





Safety Programs and Initiatives

On-Going Programs

- Arterial Management - Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, Accessible Pedestrian Signals
- Active Transportation - Bicycle and Pedestrian Network Implementation
- Traffic Management - Local Area Traffic Management Program
- APD - Impaired Driving Reduction Programs
- Public Works - Safe Routes to School Program
- Other ATD Programs - Get Home Safe Website, Free Overnight Parking, Safe Choice Reimbursement

40+ City Transportation Safety Initiatives

Near-Term Action

- Mayors' Challenge for Safer People, Safer Streets
- Safety Improvement Plan
Identifying the top 25 crash locations for immediate improvements. 5 intersections are funded for FY16.
- Pedestrian Safety Action Plan
- Vision Zero Task Force
- Fatality Review Board

Long-Term Planning

Comprehensive
Transportation
Safety Plan

US DOT's Mayors' Challenge for Safer People, Safer Streets

Seven Challenges

1

Implement Complete Streets Approach

2

Identify and Address Barriers

3

Gather and Track Data

4

Use Context Sensitive Design

5

Build Bike/Ped Networks w/Resurfacing

6

Improve Safety Laws

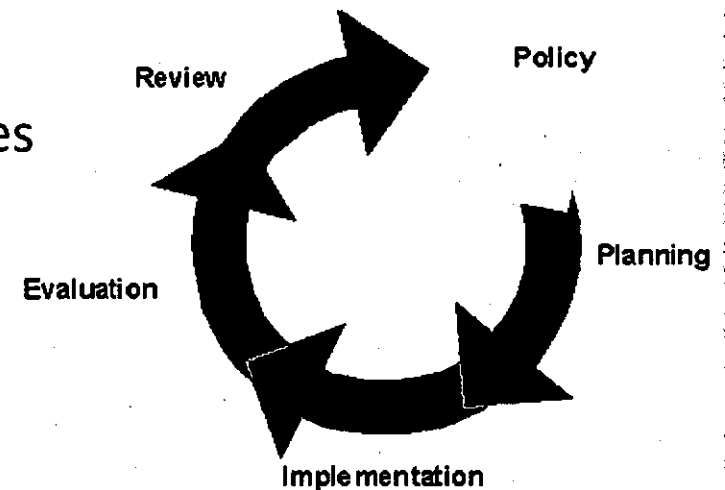
7

Educate and Enforce Safe Behavior

Safety Improvement Plan

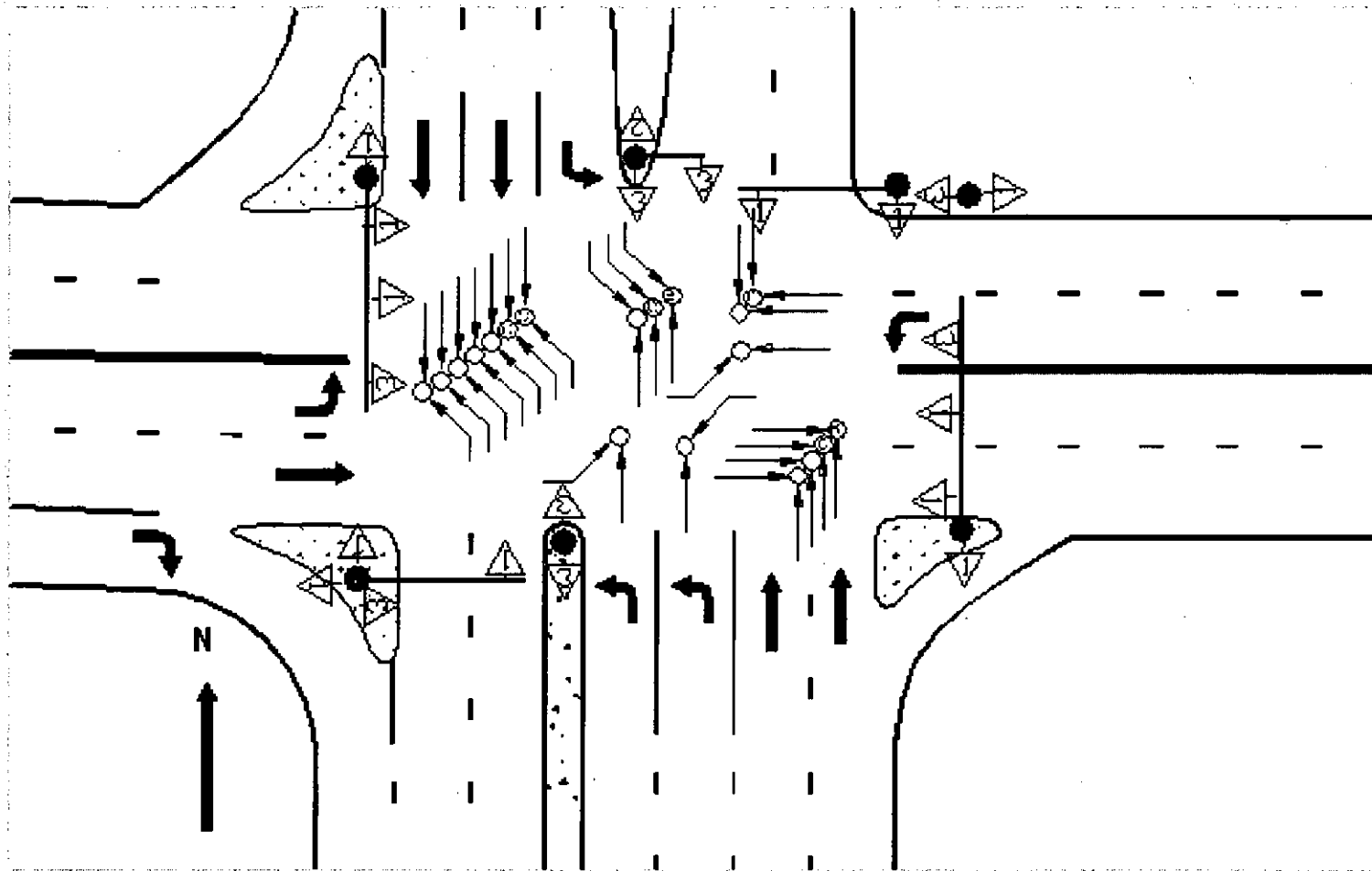
Program Outline

- Rank and Map Collision Prone Locations
- Perform Detailed Engineering Safety Studies
 - Site Investigation
 - Collision Analysis
 - Geometric and Operational Analysis
 - Identify Deficiencies Contributing to Collisions
 - Recommend Improvements
- Develop Implementation Plans – Short, Medium and Long Terms
- Pursue/Identify Funding and Implement High Priority Improvements
- Evaluate/Check



Safety Improvement Plan

Collision Diagram



Day 1 FYI16: Slaughter/Manchaca

kxan

IN-DEPTH
INVESTIGATIVE

NEWS • WEATHER • TRAFFIC • INVESTIGATIONS • REPORT IT • MARKETPLACE • MORE •

Dangerous South Austin intersection sees safety improvements

By Chris Kelly

PHOTOGRAPH BY KYLE STOUT FOR KXAN



Deadly crash on Manchaca Road at Slaughter Lane

Related Coverage

Austin Police reports: Most deadly crashes happen after midnight

Deadly crash blocks Manchaca Road at W. Slaughter Lane

AUSTIN (KXAN) — Five of Austin's most dangerous intersections are receiving safety improvements this fiscal year. The year began Oct. 1, already bringing changes to the first deadly intersection at Slaughter Lane and Manchaca Road.

The leader of

South Austin Patch

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Safety Improvements Made To Dangerous South Austin Intersection

The city made the changes on the first day of the new fiscal year.

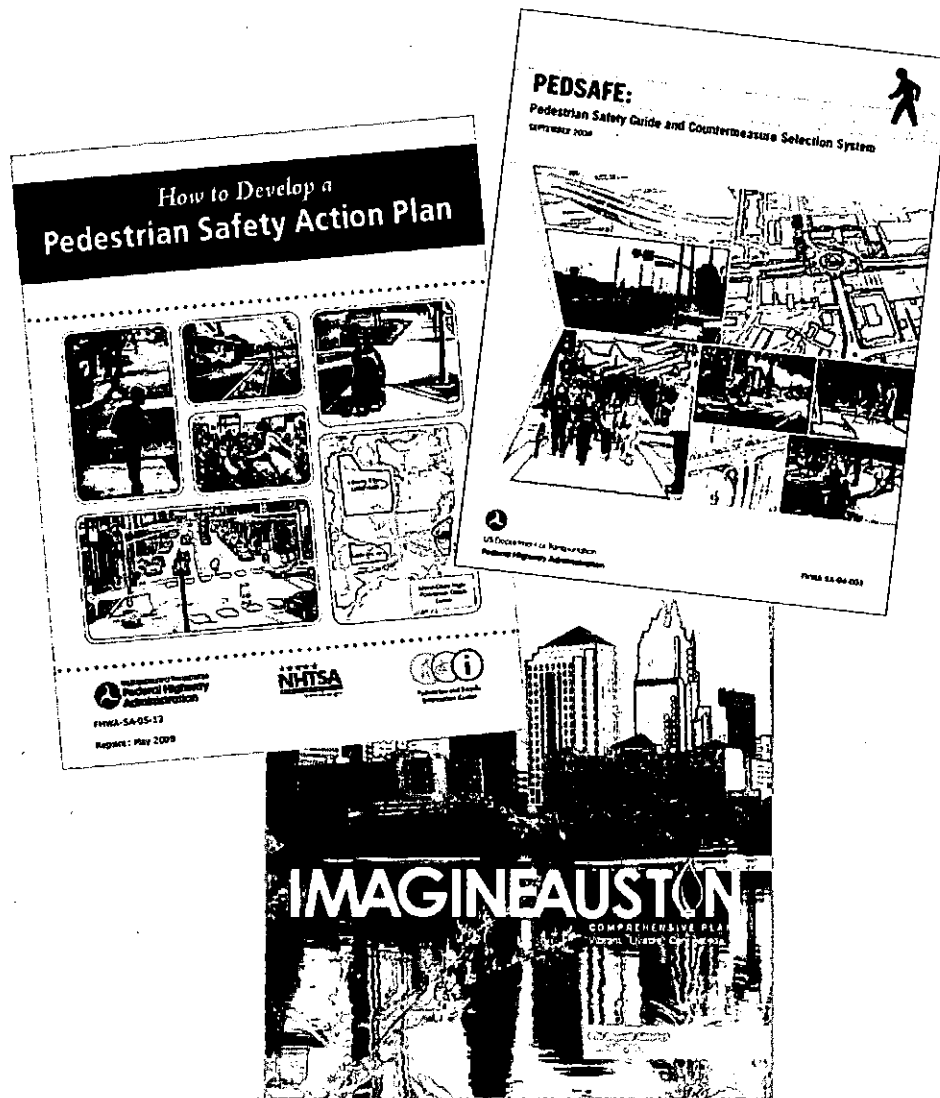
South Austin, TX

By STEPHANIE GASKELL (Patch Staff)

On October 1, 2015



Pedestrian Safety Action Plan



GOALS

- ☐ To reduce pedestrian fatalities and injuries by focusing on strategies that have the greatest crash reduction factors.
- ☐ To encourage walking by developing strategies for investing in pedestrian facilities and programs.

Immediate Actions

- **Continue current initiatives** while working to expand education & enforcement
- **Expand DWI No Refusal**
- **Review policies & ordinances** related to DL, pedestrian, and insurance violations
- **Design and implement** safety improvements at Top 5 crash locations.

Analysis & Planning

- Present **Draft Vision Zero Action Plan** to Pedestrian Advisory Council & other groups
- Request Council action on **Vision Zero Action Plan**
- **Expand analysis** of high crash locations
- Complete **Pedestrian Safety Action Plan**
- Launch **Comprehensive Transportation Safety Plan**