

Vision Zero Update to PAC

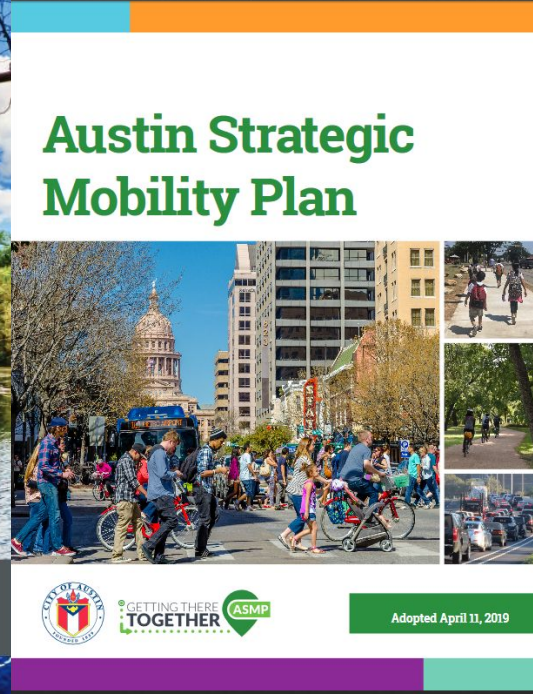


February 1, 2021
(Virtual meeting)




Austin Policy: Vision Zero

P45. The City commits itself to eliminating transportation related deaths and serious injuries through a holistic Vision Zero approach.



Agenda

1. 2020 Data Review 
2. Updates on Vision Zero Initiatives
 - a. 2020 Review of Work
 - b. Current/Future Work
 - Equity in VZ
 - Safety City
 - 2020 Bond, Prop B
 - Real Stories
3. Next Steps

Years of Life Lost

3,194

(Through 12/31/2020)



2020 Data Review

Fatalities by Mode (1/1/2020 to 12/31/2020, year-over-year)

	2020		2019	
Mode	# Fatalities	% of Total Fatalities	# Fatalities	% of Total Fatalities
Pedestrian	34*	37%	35*	40%
Bicyclist	4	4%	4	5%
Motorcycle	6	7%	12	14%
Motor Vehicle	48	52%	37	42%
	92		88	

*Includes one scooter fatality

Fatalities by Time of Day (1/1/20 to 12/31/20)

Hours	Fatalities	%
12 AM to 4 AM	21	23%
4 AM to 8 AM	12	13%
8 AM to 12 PM	4	4%
12 PM to 4 PM	9	10%
4 PM to 8 PM	15	16%
8 PM to 12 AM	31	34%
	92	

Data disclaimer: Data accessed on 1/26/2021. There may be additional reports filed or changes which may impact these numbers before they are final.

2020 Data Review

Suspected Serious Injuries

2019 vs. 2020

	Suspected Serious Injuries												TOTAL YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2020	32	32	47	27	43	43	31	34	32	47	34	33	435
2019	54	35	44	52	49	46	50	48	52	43	32	52	557
												% decrease	-22%

Data disclaimer: Data accessed on 1/26/2021. There may be additional reports filed or changes which may impact these numbers before they are final.

Austin Data

Killed and Suspected Serious Injuries (by Hour & Day of Week)

1/1/2020 to 12/31/2020

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	
SUN	5	5	7	3	2	3	1	5	1	6	4	1	4	4	2	3	2	7	7	4	5	11	2	3	97
MON	2	4	3	3	1	1	1	2	4	1	2	4	1	1	3	5	4	4	0	7	5	4	3	5	70
TUE	1	0	2	2	0	0	1	0	1	0	0	3	5	5	3	2	7	2	6	2	2	10	3	5	62
WED	0	0	1	1	1	1	2	2	2	3	1	4	3	1	2	5	1	4	8	9	5	5	2	1	64
THU	2	3	0	0	0	0	0	3	1	3	2	4	7	0	5	3	4	4	4	2	0	3	3	2	55
FRI	4	3	3	2	1	4	3	2	2	2	3	3	2	2	3	9	1	6	4	6	10	6	4	2	87
SAT	1	9	2	2	1	1	4	2	2	2	5	6	3	5	2	4	4	3	7	7	5	5	6	4	92
	15	24	18	13	6	10	12	16	13	17	17	25	25	18	20	31	23	30	36	37	32	44	23	22	527

Data disclaimer: Data accessed on 1/26/2021. There may be additional reports filed or changes which may impact these numbers before they are final.

2020 Data Review

Killed and Suspected Serious Injury Crashes (by Hour & Day of Week)

1/1/2020 to 12/31/2020

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	
SUN	4	5	5	3	2	3	1	3	1	6	4	1	4	4	2	3	2	6	5	3	4	7	2	3	83
MON	2	4	2	2	1	1	1	2	2	1	2	3	1	1	2	5	4	4	0	7	5	4	3	3	62
TUE	1	0	1	2	0	0	1	0	1	0	0	2	5	3	3	2	5	2	6	2	2	5	3	4	50
WED	0	0	1	1	1	1	2	2	2	3	1	4	3	1	2	5	1	4	7	8	5	5	2	1	62
THU	2	3	0	0	0	0	0	3	1	3	2	3	6	0	5	3	4	4	3	2	0	3	3	2	52
FRI	3	2	3	1	1	3	3	2	2	2	3	2	2	2	3	8	1	6	4	6	9	6	4	2	80
SAT	1	8	2	2	1	1	4	2	2	2	4	6	3	5	2	4	3	3	5	7	5	5	6	4	87
	13	22	14	11	6	9	12	14	11	17	16	21	24	16	19	30	20	29	30	35	30	35	23	19	476

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2020 Data Review

Fatalities

2019 vs. 2020

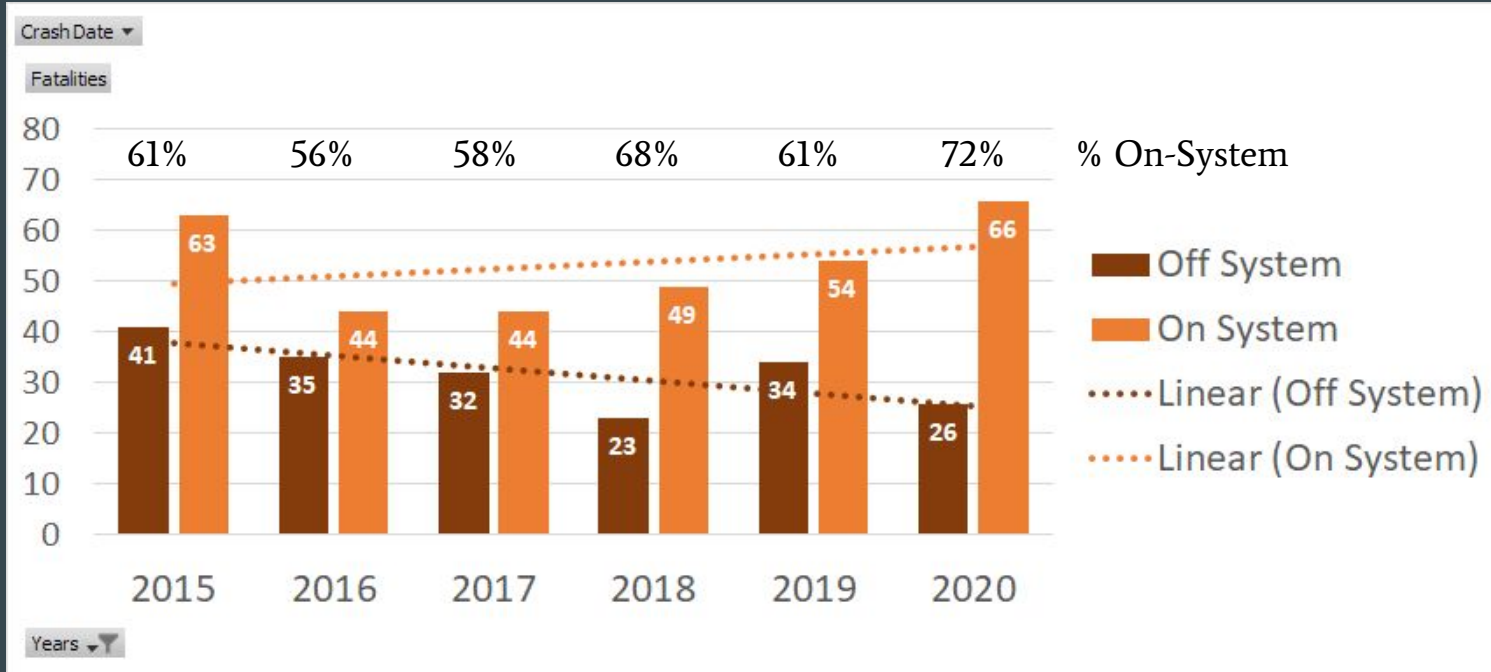
	Fatalities												TOTAL YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2020	11	9	4	7	5	5	12	9	5	11	3	11	92
2019	5	6	4	11	8	6	7	8	11	6	8	8	88
												% increase	5%

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2020 Data Review

Fatalities

Comparing On-System with Off-System (2019 vs. 2020)

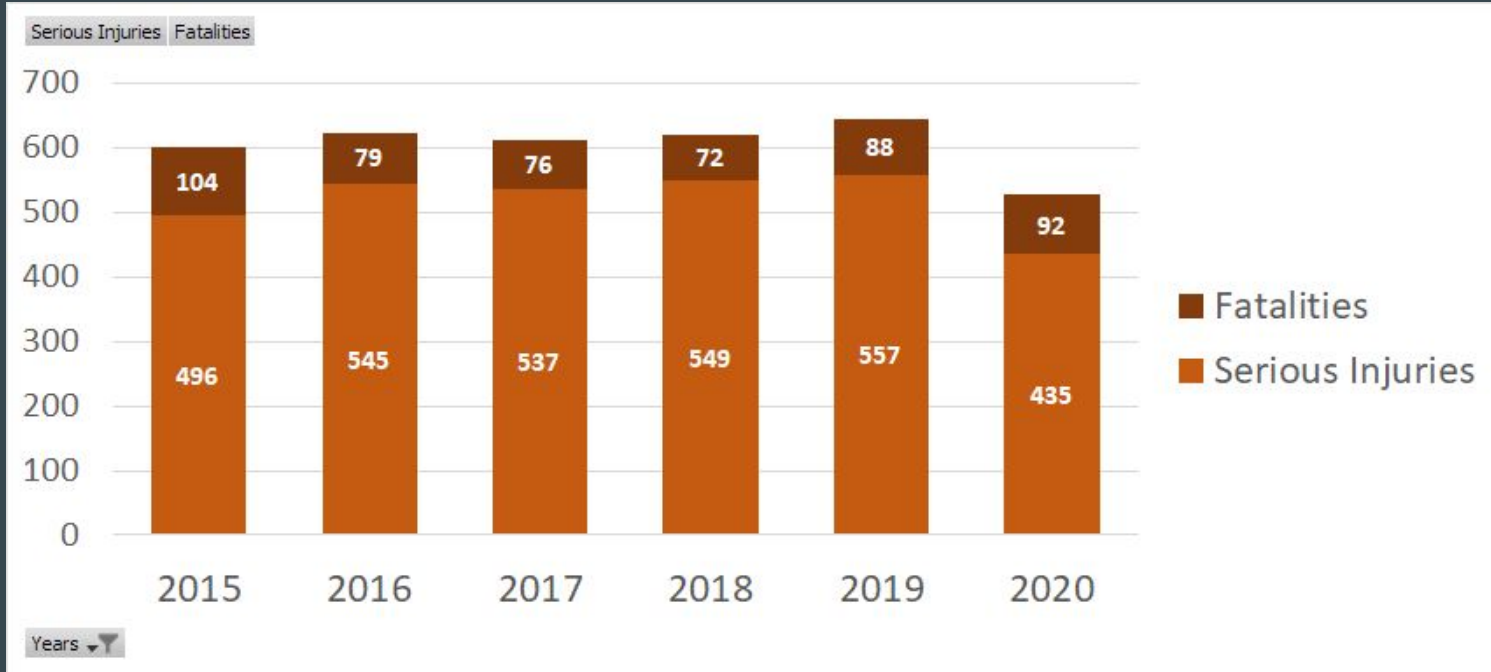


Data disclaimer: Data accessed on 1/26/2021. There may be additional reports filed or changes which may impact these numbers before they are final.

2020 Data Review

Fatalities and Serious Injuries

2015 through 2020



Data disclaimer: Data accessed on 1/26/2021. There may be additional reports filed or changes which may impact these numbers before they are final.

2020 Data Review

Key Takeaways: Comparing 2019 to 2020

1. Combined, the total of fatalities and suspected serious injuries is **down ~18% (118 fewer people in 2020 compared to 2019)**.
 - Fatalities are **up ~5%**, Suspected serious injuries are **down ~22%**; Total reportable crashes citywide were down 28%
2. Like recent years, evening and early morning hours (8PM - 4AM) continue to be over-represented in fatality numbers. (33% of day, ~57% of fatalities)
3. Impact of pandemic will be studied for years to come
 - COVID Context - North Texas (up 17%), DC (up 44%), NYC and Portland exceeded 2019 totals, Denver/Seattle/SF slightly down
 - Homicides up - still ~½ of total fatalities from car crashes

Data disclaimer: Data accessed on 1/26/2021. There may be additional reports filed or changes which may impact these numbers before they are final.



Updates on Initiatives/Feedback

1. 2020 Review of Work
2. Equity in Vision Zero
3. Safety City
4. 2020 Bond, Prop B
5. Real Stories

Updates on Initiatives/Feedback

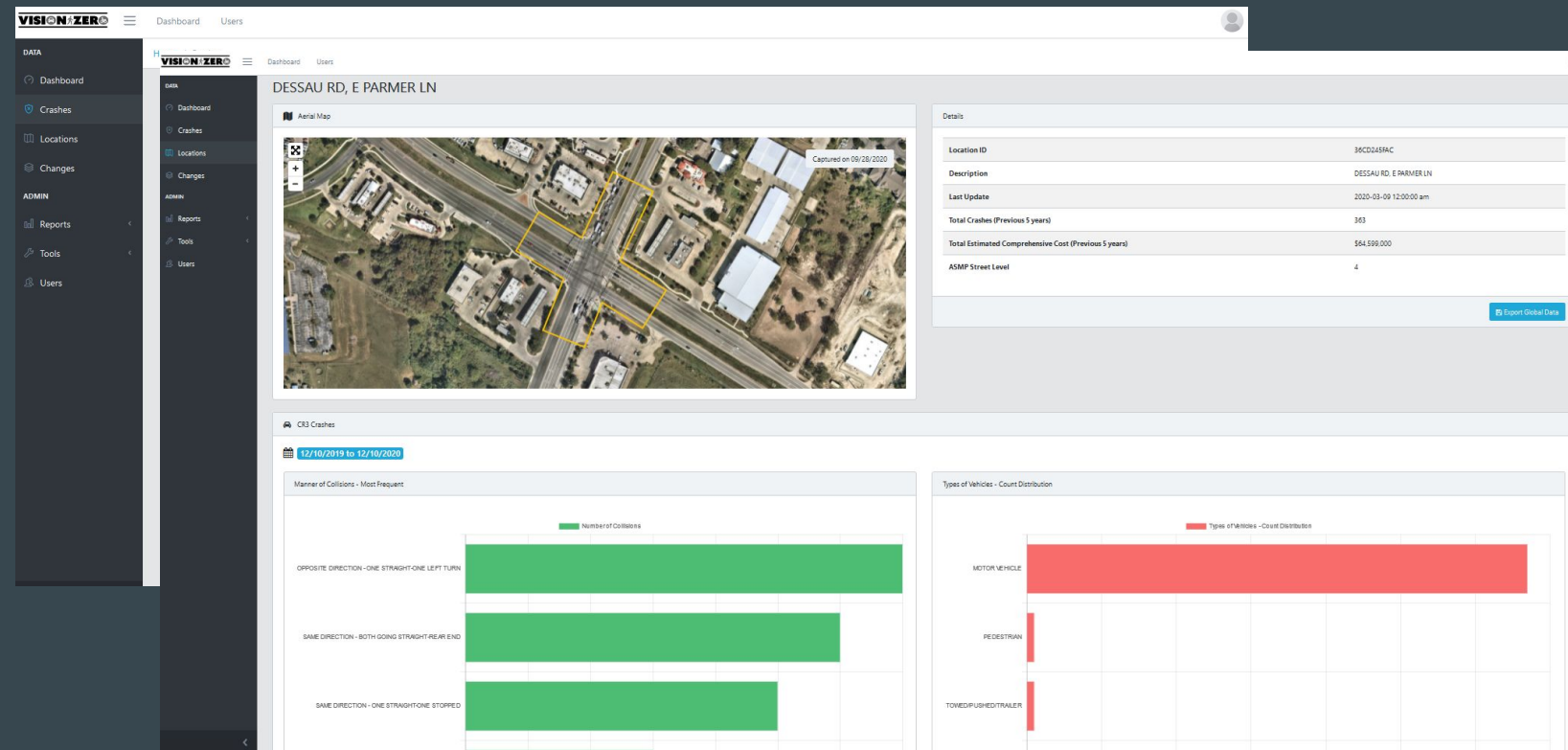
2020 Review of Work

- Crash Data
- Resource/Bond Prioritization
- Targeted Engineering Improvements
- High-Injury Roadways
- Speed Management
- Communications/Outreach

Not covered: Sidewalks, bicycle and trail facilities, etc.

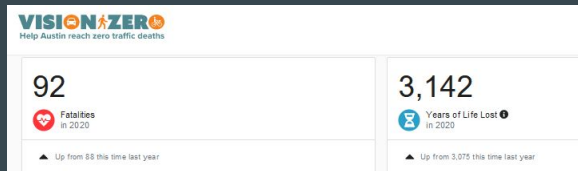
Updates on Initiatives/Feedback

2020 Review of Work Crash Data



Updates on Initiatives/Feedback

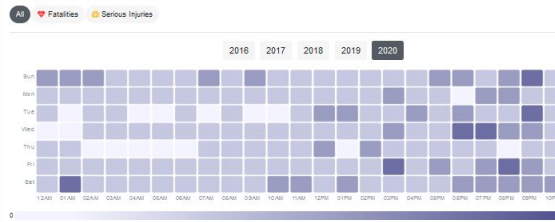
2020 Review of Work Crash Data



By Year & Month



By Time of Day



VISION ZERO

Help Austin reach zero traffic deaths

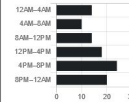
Traffic Crashes

Filters

All Fatalities Serious Injuries

- ☒ Pedestrian
- ☒ Bicyclist
- ☒ Motorist
- ☒ Motorcyclist
- ☒ Other

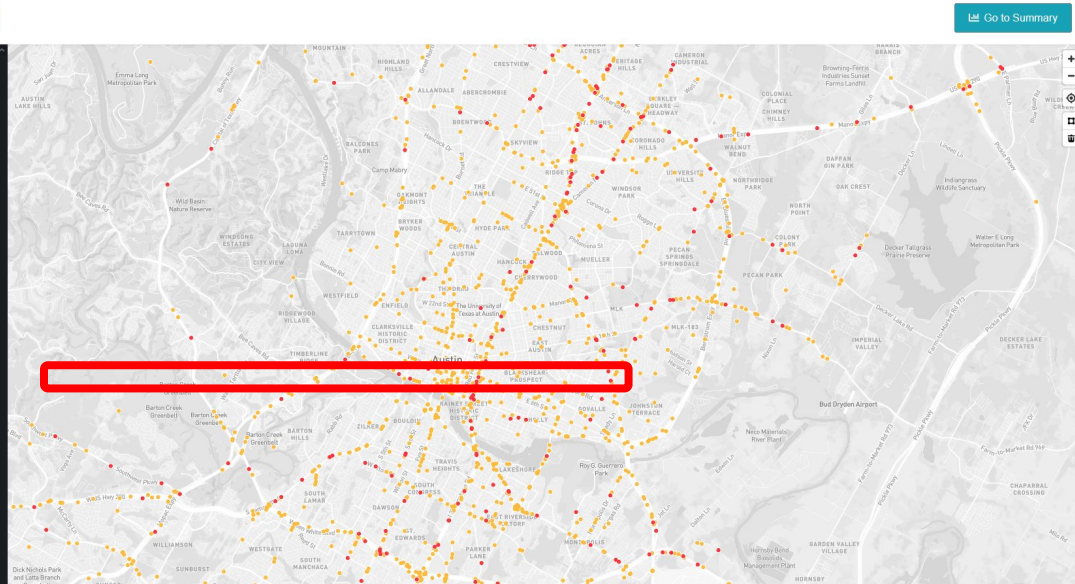
01/01/2016 - 11/30/2020



All Times

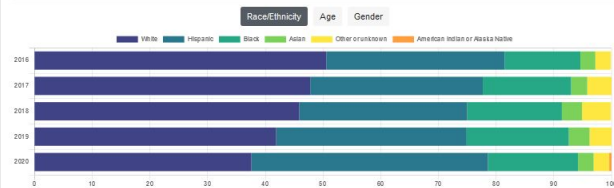
Overlays

- ☐ ASMP Street Levels
- ☐ High Injury Network
- ☐ Austin City Council Districts



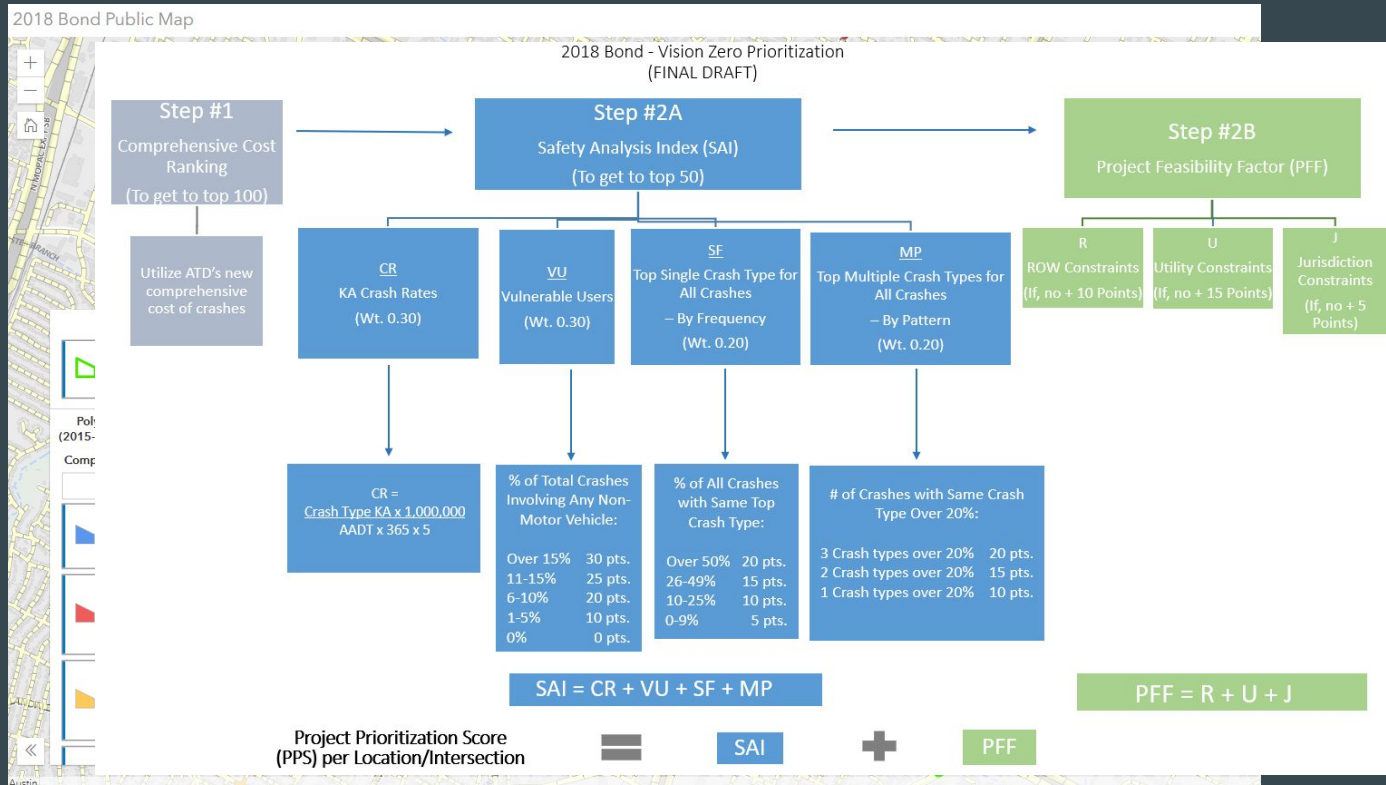
by Demographics

▲ Fatalities ● Serious Injuries



Updates on Initiatives/Feedback

2020 Review of Work Resource/Bond Prioritization



Updates on Initiatives/Feedback

2020 Review of Work

Resource/Bond Prioritization

B Branch Segment

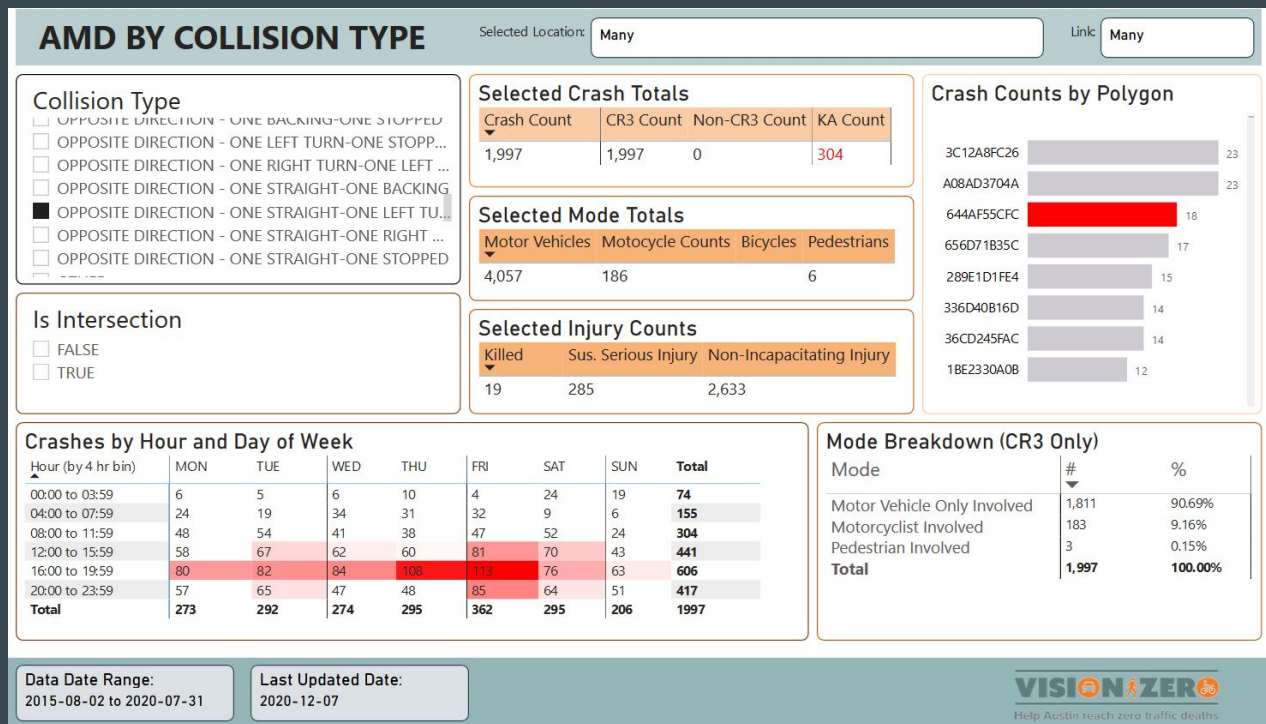
Project 1001

- Countermeasure: curve warning beacons on any horizontal curves with a posted speed limit of ≥ 45 MPH and at least 2 solo crashes on them
- CM Unit Cost: \$11k / curve
- Lifecycle: 10 years
- CMF: 0.85
- Cost: \$891k (81 curves)
- Benefit: \$12.5mil
- BCR: 14



Updates on Initiatives/Feedback

2020 Review of Work Targeted Engineering Improvements



Opposite Direction - One Straight, One Left

- Protected turns expanded timing


One Motor Vehicle - Turning Left

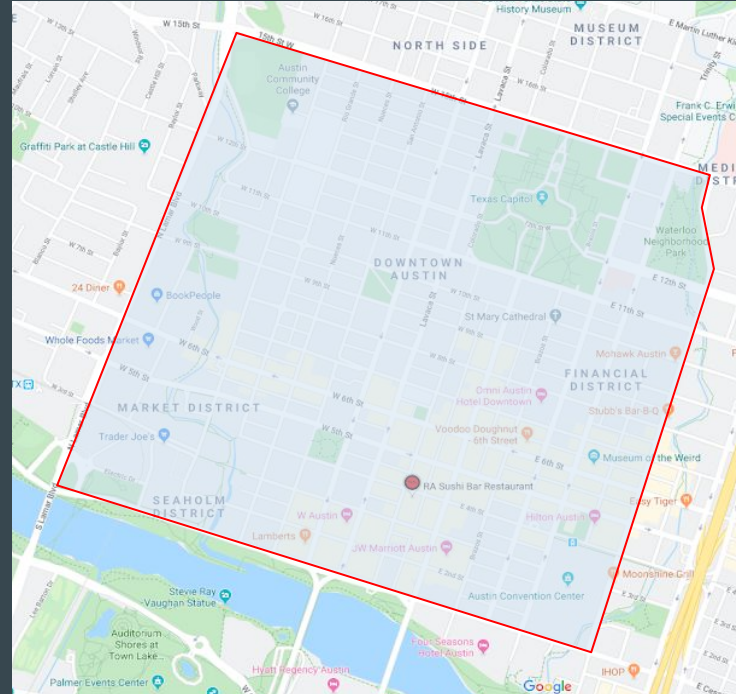
- Leading pedestrian intervals



Updates on Initiatives

2020 Review of Work Targeted Engineering Improvements

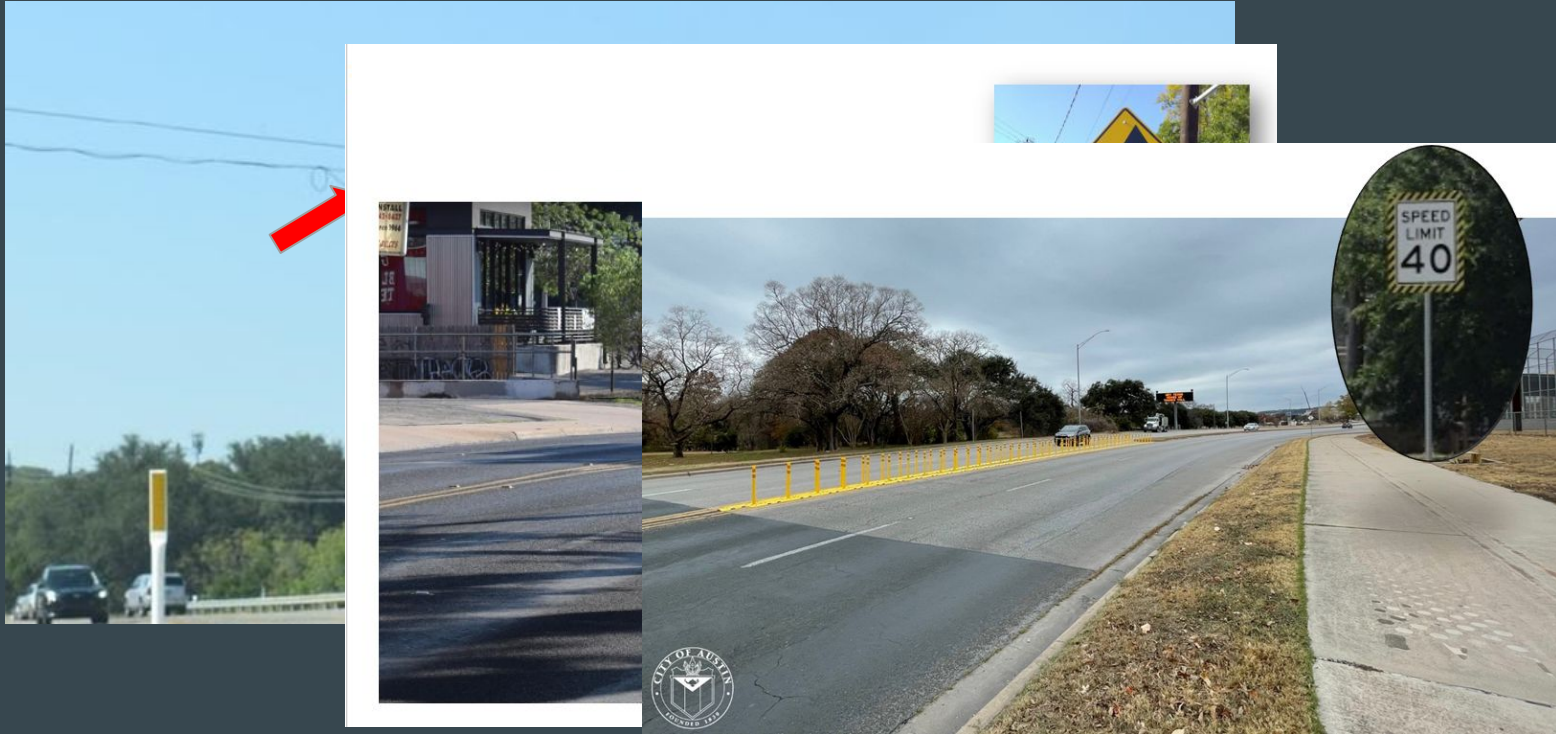
- Double the number of LPIs in Austin within the most pedestrian-dense environment; highest concentration of pedestrian-related crashes
- Evaluation through in-person survey (166 survey respondents)
 - 87% agreed/strongly agreed they felt more safe crossing at intersections
 - 60% agreed or strongly agreed that they are more likely to use a crosswalk knowing that it has an LPI
- Crash evaluation 



Updates on Initiatives/Feedback

2020 Review of Work

Targeted Engineering Improvements



Updates on Initiatives/Feedback

2020 Review of Work Targeted Engineering Improvements



Updates on Initiatives/Feedback

2020 Review of Work High-Injury Roadways

High Injury Roadways

Requested Location

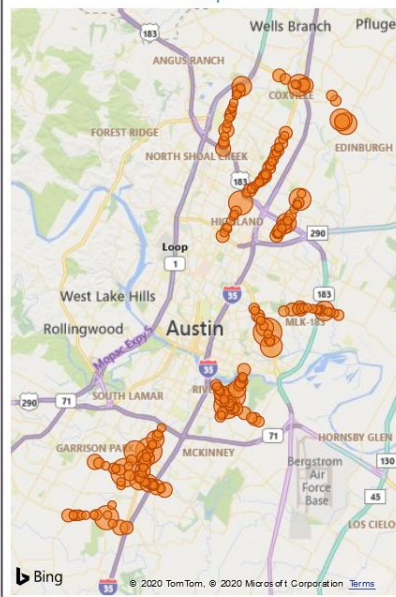
Requested Location

William Cannon from Menchaca to Elm Creek
South 1st from Stassney to Slaughter
Slaughter Ln from Menchaca to IH-35
S Pleasant Valley from Cesar Chavez to Oltorf
S Congress from Ben White to William Cannon
Riverside Dr from Lakeshore to Montopolis
Parker from Metric Blvd to Dessau Rd
North Lamar from Koenig to 183
North Lamar from 183 to Braker
E MLK Jr from Airport Blvd to Johnny Morris Rd
Cameron Rd from E St Johns Ave to Rundberg Ln
Burnet Rd from 183 to Mopac
Airport Blvd from Mopac Rd to Spiceland

Crashes - by Day and Hour Bins

Hour (bins)	MON	TUE	WED	THU	FRI	SAT	SUN	Total
16.00 to 19.59	435	393	365	432	458	310	301	2694
12.00 to 15.59	295	282	293	301	339	286	218	2014
20.00 to 23.59	172	237	209	220	276	295	258	1667
08.00 to 11.59	220	243	198	214	241	197	122	1435
00.00 to 03.59	108	54	63	77	103	166	249	820
04.00 to 07.59	106	132	123	134	109	76	54	734
Total	1336	1341	1251	1378	1526	1330	1202	9364

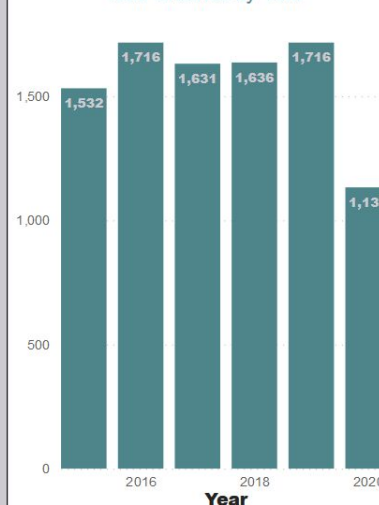
Map



Data Date Range

1/2/2015 to 11/29/2020

Total Crashes by Year



Data Last Updated

09-DEC-2020

10% of all CR3
crashes since
January 2015

11.4% of all KA
crashes since
January 2015

Updates on Initiatives/Feedback

2020 Review of Work High-Injury Roadways

High Injury Roadways

Requested Location

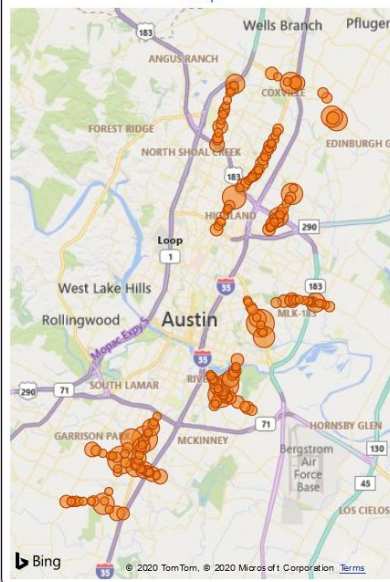
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Crashes - by Day and Hour Bins

Hour (bins)	MON	TUE	WED	THU	FRI	SAT	SUN	Total
20:00 to 23:59	10	20	9	12	16	21	15	103
16:00 to 19:59	14	13	9	7	21	9	15	88
00:00 to 03:59	12	5	4	6	5	10	24	66
12:00 to 15:59	8	9	10	7	11	6	8	59
08:00 to 11:59	3	4	9	7	6	4	8	41
04:00 to 07:59	3	5	4	5	4	4	4	29
Total	50	56	45	44	63	54	74	386

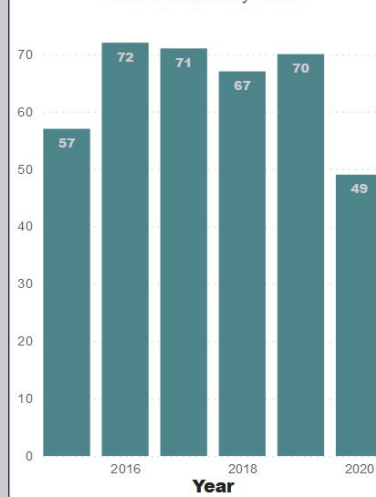
Map



Data Date Range

1/5/2015 to 11/25/2020

Total Crashes by Year



Data Last Updated

09-DEC-2020

2019 v. 2020

Through

November -

32% reduction

in all crashes

Through

November -

30% reduction

in KA crashes

Updates on Initiatives/Feedback

2020 Review of Work High-Injury Roadways



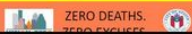
Sections in progress

Installation of High-Injury Roadway signage is complete and Austin Transportation has planned and completed improvements on the following four sections:

- Slaughter Lane (Menchaca Road to IH-35)
 - New Flashing Yellow Arrow at Slaughter and Cullen with protected-only turn signal phases
 - New Flashing Yellow Arrow at Slaughter and Palace Parkway
 - Refreshed crosswalk markings at multiple locations in fall 2020
 - Battery backup system installed at Slaughter/Talley Ln./United Kingdom Dr.
- Pleasant Valley Road (Cesar Chavez Street to Oltorf Street)
 - Updated scope of work for upcoming [interim safety improvements](#), including PHBs, wider shared use paths, dedicated turn lanes, and new signal infrastructure
 - Backplates installed at multiple locations for better signal visibility
 - Refreshed crosswalk markings and extended protected-only turn signal phases at S. Pleasant Valley and S. Lakeshore Blvd.
 - New Flashing Yellow Arrow at S. Pleasant Valley and E. Oltorf
 - New Pedestrian Hybrid Beacon at S. Pleasant Valley and Sheringham Dr.
 - New signal battery backups at multiple locations
 - Battery backup systems installed at Pleasant Valley and Cesar Chavez, and Pleasant Valley and S. Lakeshore Blvd.
- Cameron Road (E St. Johns Avenue to Rundberg Lane)
 - New Flashing Yellow Arrow at Cameron and St. Johns, with protected-only turn signal phases and leading pedestrian intervals
 - New Flashing Yellow Arrow at Cameron and McKie/Coronado Hills and leading pedestrian intervals
 - New signal battery backups at multiple locations
 - Added Leading Pedestrian Interval at Cameron Rd. and Ferguson Ln.
 - Battery backup system installed at Cameron Rd. and Cross Park Dr.
- William Cannon Dr. (Menchaca Rd. to Elm Creek Dr.)
 - New Flashing Yellow Arrow at William Cannon Dr. and Woodhue Dr. with protected timing
 - New Flashing Yellow Arrow at William Cannon Dr. and Cooper Ln. with protected timing
 - New Leading Pedestrian Interval at William Cannon and Circle S Rd.
 - New Flashing Yellow Arrow at William Cannon at Century South, with protected timing and a Leading Pedestrian Interval
 - New Flashing Yellow Arrow at William Cannon and Bluff Springs Dr., with protected timing for left turns in all directions

CAUTION

High Crash
Roadway



HIGH CRASH ROADWAY

Eyes Up
Buckle Up



HIGH CRASH ROADWAY

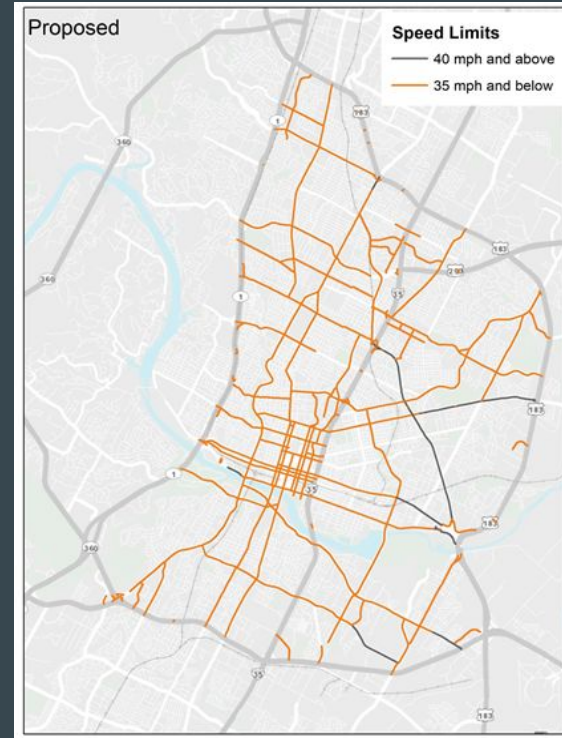
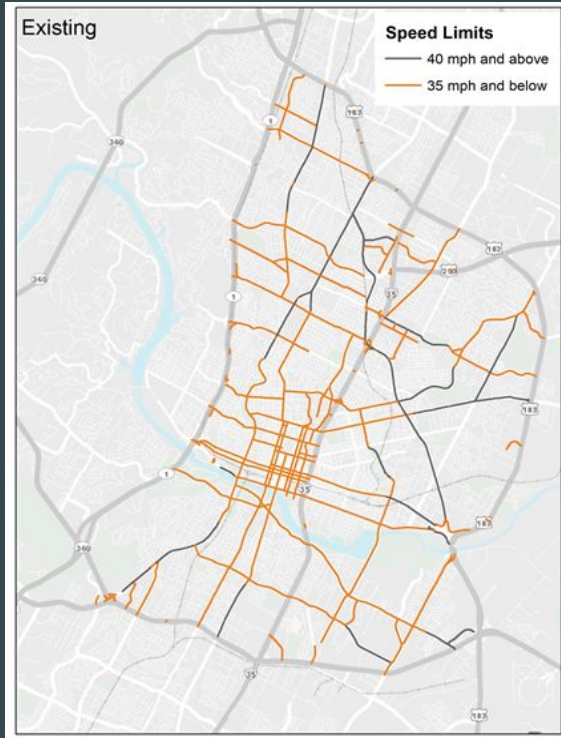
La Velocidad Mata

Reduce Tu
Velocidad



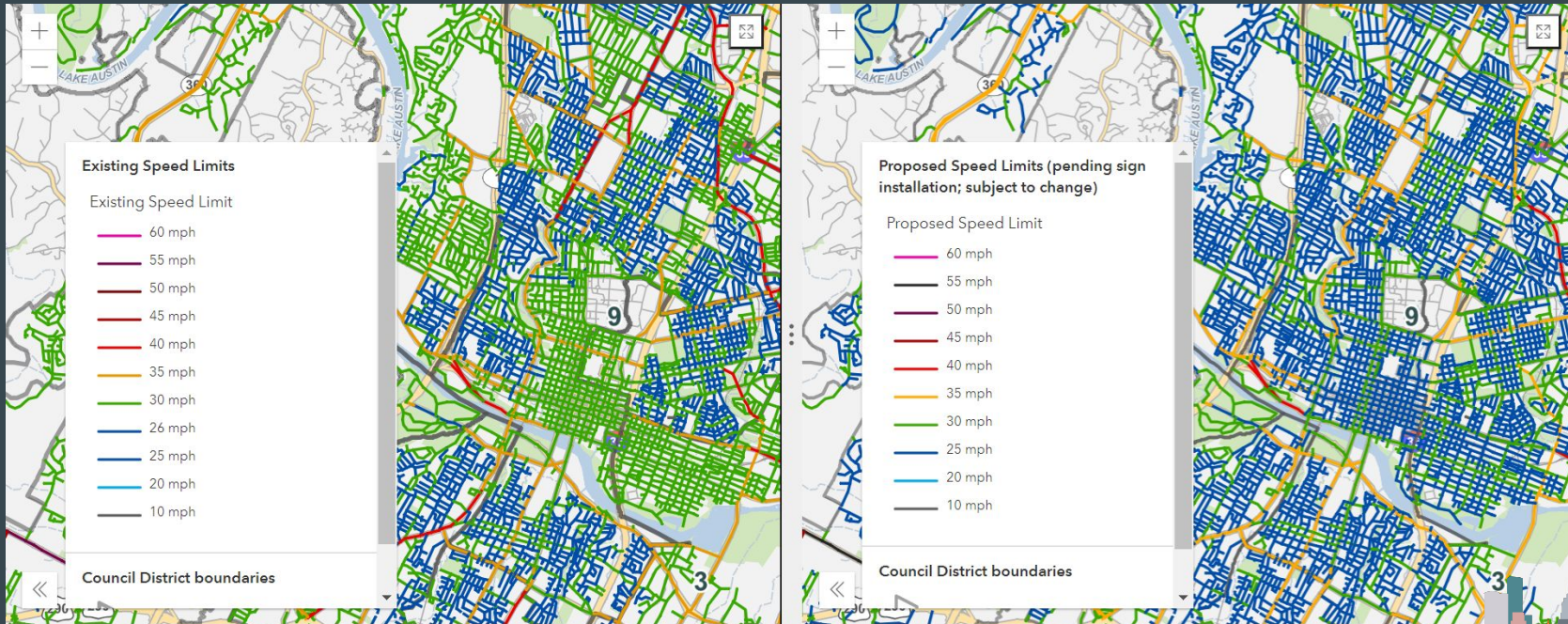
Updates on Initiatives/Feedback

2020 Review of Work Speed Management



Updates on Initiatives/Feedback

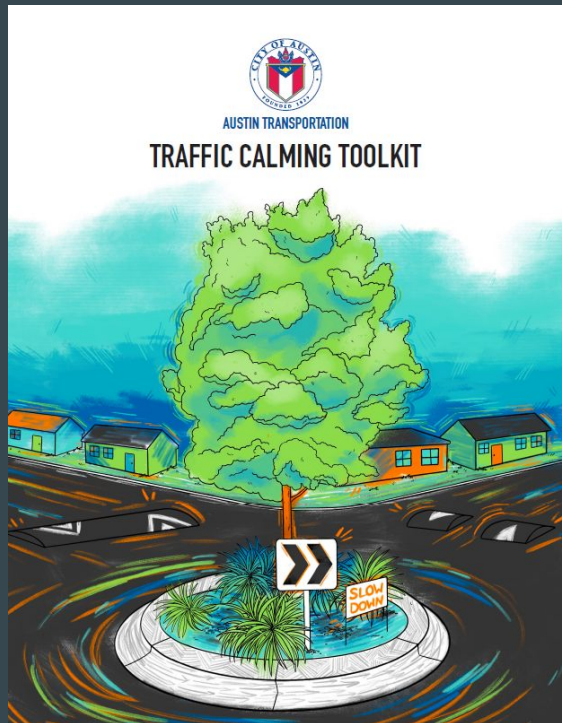
2020 Review of Work Speed Management



austintexas.gov/departments/speed-management

Updates on Initiatives/Feedback

2020 Review of Work Speed Management



Project selection and implementation

Austin Transportation has selected a list of 14 projects for implementation starting in winter 2020. These projects are anticipated to be completed by the end of calendar year 2021.




- Springdale Road (D1) – Airport Boulevard to Martin Luther King Jr. Boulevard
- Briarcliff Boulevard (D4) – Cameron Road to Berkman Drive
- Rosewood Avenue (D1) – E 11th Street to Webberville Road
- Bolm Road (D3) – Springdale Road to Shady Lane
- Webberville Road (D1) – Springdale Road to Martin Luther King Jr. Boulevard
- Crystalbrook Drive (D1) – Loyola Lane to Pecan Brook Drive
- Blessing Avenue (D4) – Atkinson Road to E Anderson Lane
- Heflin Lane (D1) – Springdale Road to Webberville Road
- Colony Park Drive (D1) – Loyola Lane to Ritchie Drive
- Powell Lane (D4) – Georgian Drive to IH-35
- Peppertree Parkway (D2) – E Stassney Lane to Teri Road
- Blue Meadow Drive (D2) – Bluff Springs Road to Meadow Lake Boulevard
- Palace Parkway (D5/D2) – W Slaughter Lane to W Dittmar Road
- Abilene Trail (D8) – Convict Hill Road to Beckett Road


Updates on Initiatives/Feedback

Equity in Vision Zero Approach



Historical context, East Avenue

Vision Zero: No Mo...   

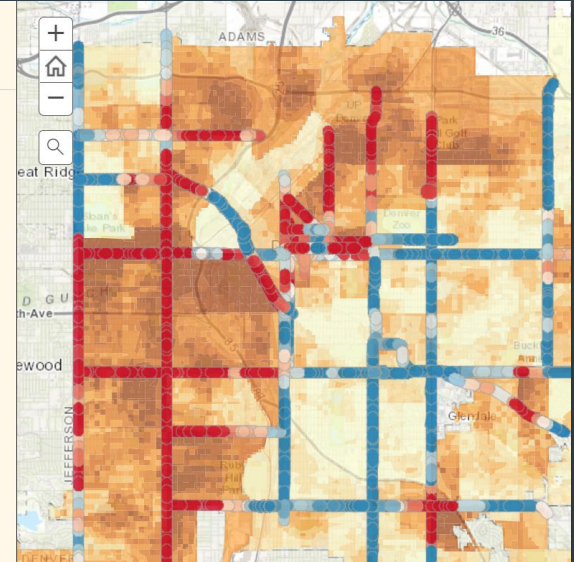
 **DENVER**
THE MILE HIGH CITY

Denver Vision Zero

The Communities of Concern show areas of Denver where more vulnerable populations live. These areas are places with higher speeds, in closer proximity to schools and high school density, elderly populations, disability populations, and those with no vehicle ownership.

In this map, the most vulnerable populations, with the highest Community of Concern value, are the darker, brown shades, while the least vulnerable are the lighter colors.

To identify the highest need segments of the HIN, the HIN was overlaid on the COC map and the average underlying COC values were attributed to each HIN segment. In this way, the HIN can be prioritized.

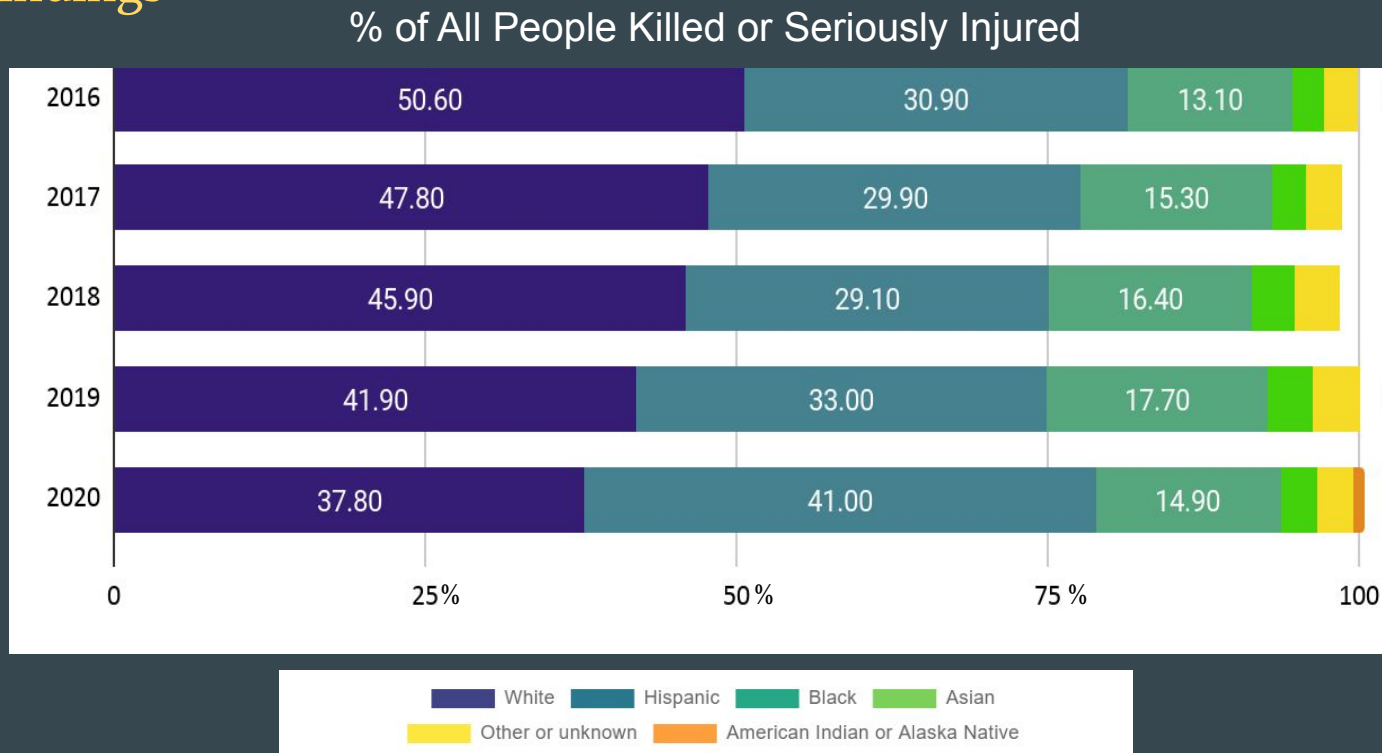


Examples from other cities, e.g. Denver Vision Zero

Updates on Initiatives/Feedback

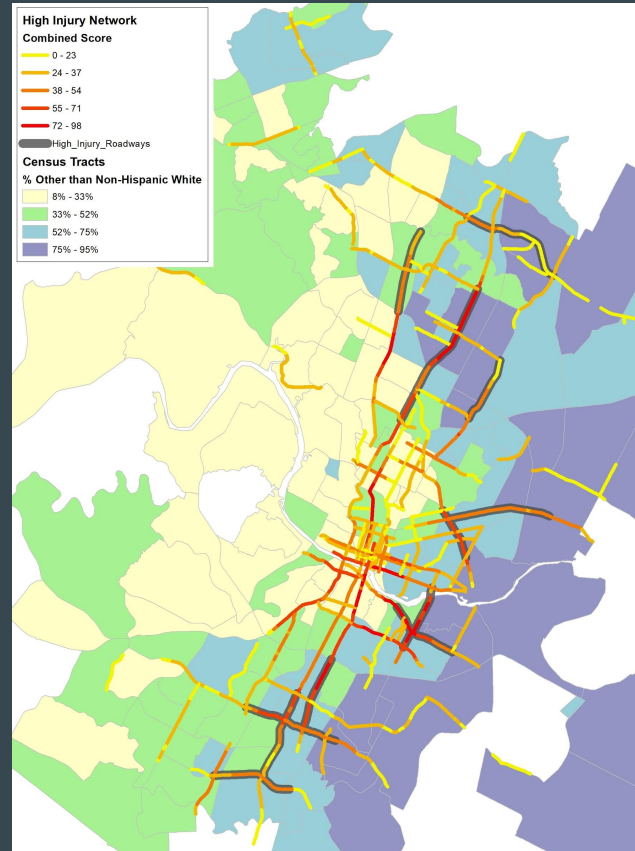
Equity in Vision Zero

Initial findings



Updates on Initiatives/Feedback

Equity in Vision Zero Initial findings

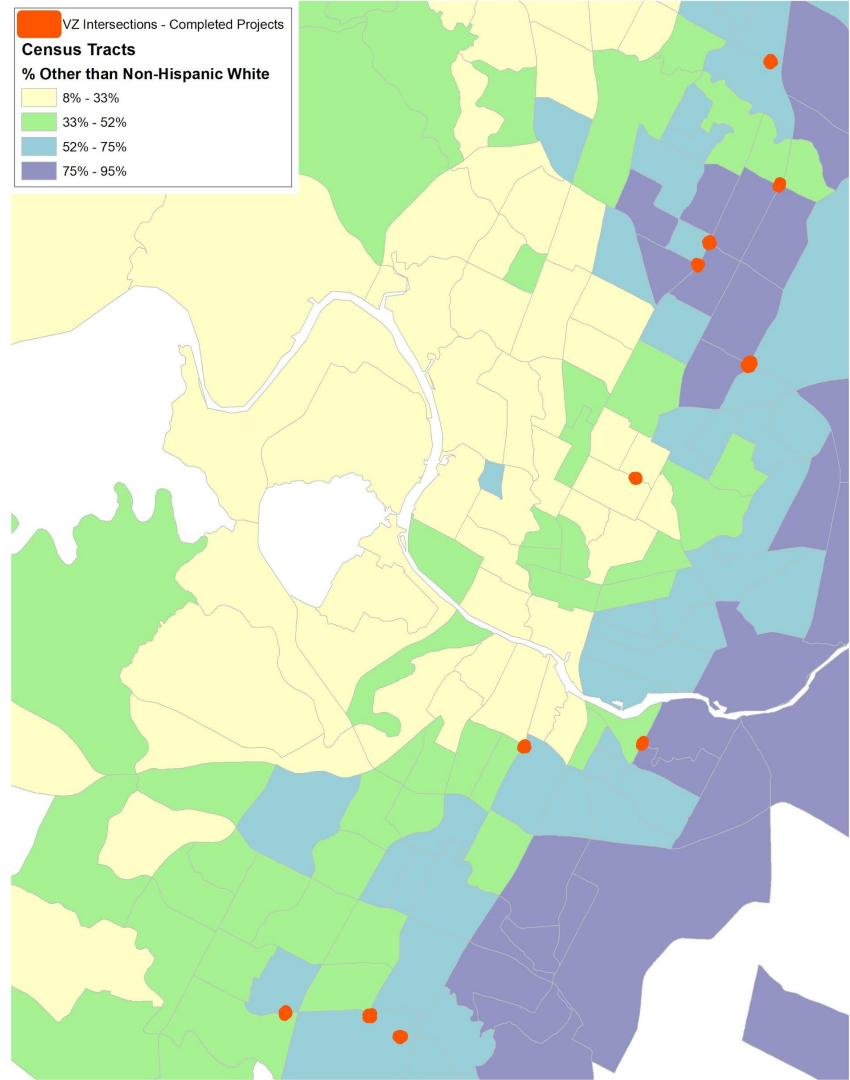


Updates on Initiatives/Feedback

Equity in Vision Zero Bond Investments - 2016

	Citywide population	VZ intersections, Tract population	KA crash victims, citywide	KA crash victims, VZ intersections
American Indian or Alaska Native	0.2%	0.2%	0.0%	0.0%
Asian	7.3%	6.1%	3.2%	3.2%
Black or African American	7.5%	8.9%	16.2%	27.4%
Hispanic or Latino	34.3%	42.2%	32.3%	33.7%
Other	2.5%	3.0%	1.4%	6.3%
White	48.3%	39.6%	44.2%	29.5%
	100.1%	100.0%	97.3%	100.0%

Note: Citywide crash victim shares by race/ethnicity do not sum to 100% due to crash records with "Unknown" race/ethnicity, which have been excluded from this analysis.

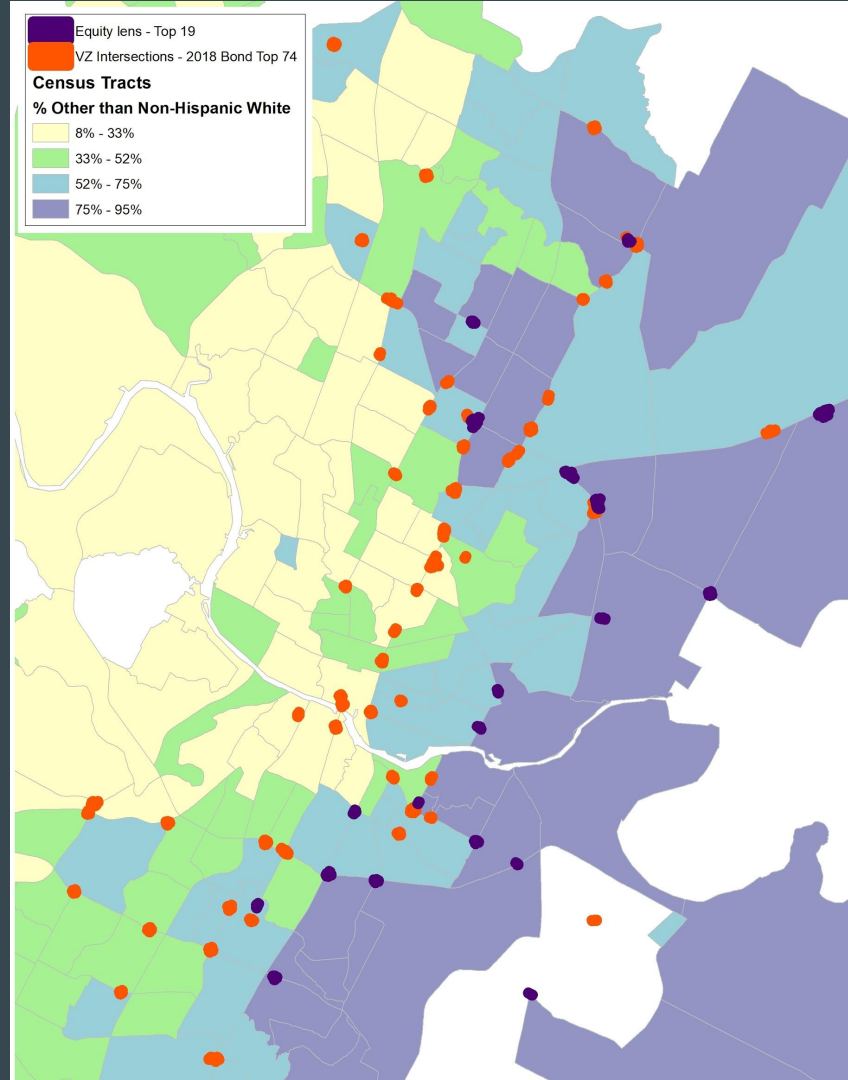


Updates on Initiatives/Feedback

Equity in Vision Zero Bond Investments - 2018

2018 Bond prioritization through an equity lens

- Total KA victims Other than Non-Hispanic or Latino White
- Share of KA crash victims Other than Non-Hispanic or Latino White (min 10 KA)
- Census Tract % Other than Non-Hispanic or Latino White



Updates on Initiatives/Feedback

Equity in Vision Zero

Next Steps

- Refine data analysis
- Share with stakeholders and ongoing efforts
- Begin to develop and implement recommendations for advancing equity within Vision Zero



Creation and Implementation of an Equity Assessment Tool
Mobility Committee 11.19.20

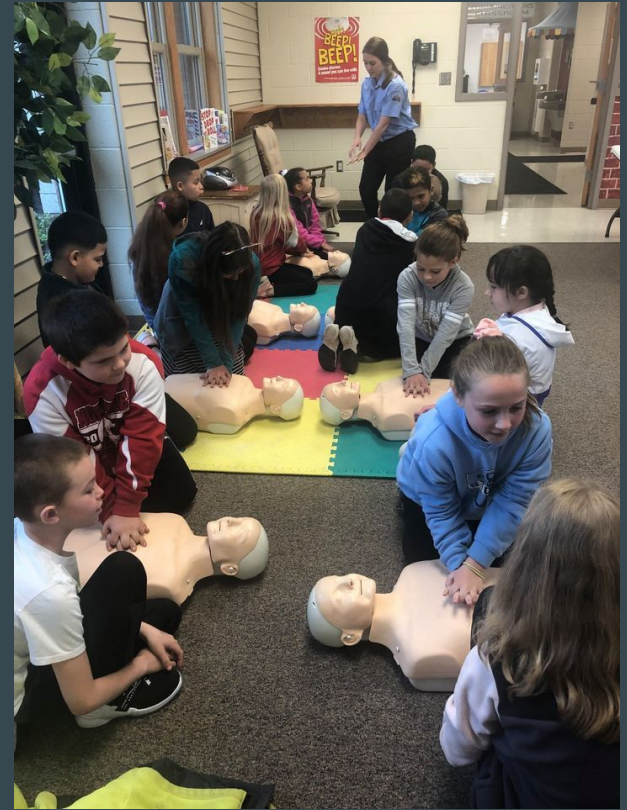
Updates on Initiatives/Feedback

Safety City



Updates on Initiatives/Feedback

Safety City



Updates on Initiatives/Feedback

2020 Bond, Prop B

Safety/Vision Zero: \$65 million

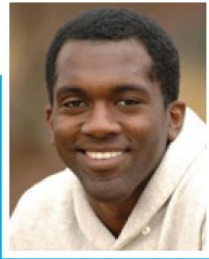
Funding for Safety/Vision Zero, including projects that reduce conflicts and improve safety for all road users through major roadway reconstruction and rapid implementation of low-cost, high-impact projects. This funding would address:

- Intersection reconstruction projects at an estimated 25 major intersections.
- Speed mitigation projects on approximately 70 street segments.
- System-wide pedestrian crossing projects.
- A variety of rapid response projects on the High-Injury Network.

Updates on Initiatives/Feedback

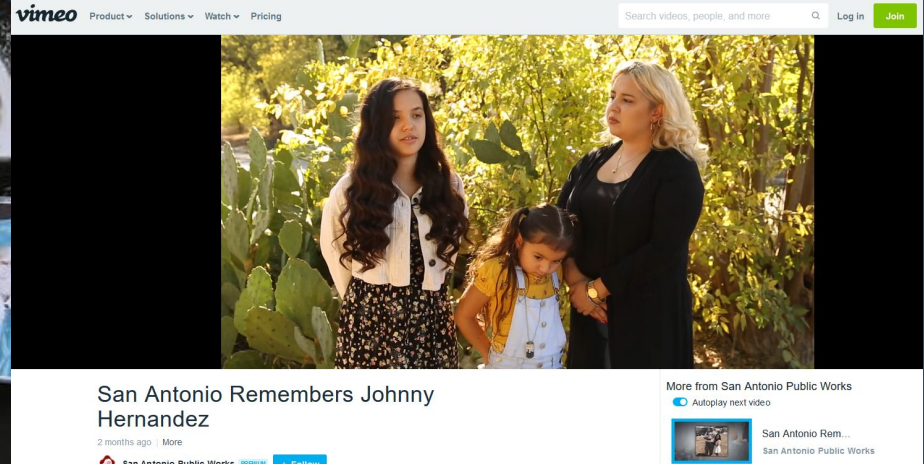
Communications Initiative - Real Stories

MORE THAN A STATISTIC



"On April 16, 2016, Jamal Charlton Morris was killed by a hit and run driver while riding his bicycle on a Philadelphia street. He was the only child and an engineer. Upon his death, his organs and tissues were donated to 50 recipients. Our family, through our grief and shattered lives in the absence of him, continue to advocate for the safety of all as they bike on Philadelphia's roads. For more about Jamal and this work visit www.jamalcmorrisfoundation.org."

- Charlton Morris and Charnabel Latimore (Jamal's mother)



Next Steps

- Final 2016 VZ bond projects begin construction, Starting 2018 VZ bond projects, developing capacity for 2020 VZ Bond
- Continue implementing existing initiatives (HIR, Speed Mgmt)
- Develop and implement new initiatives (Equity Analysis, Safety City, Real Stories from People Impacted)
- Provide input on major initiatives (Mobility35, 2021 Legislative Session)
- Vision Zero Update Report - early 2021

Questions / Comments

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