

Planning Commission Q & A Report

B-22 ASMP Update

Question: Commissioner Thompson / Working Group and Staff Response

- 1) Regarding policy tagline edit on page 28 "Pair education and narrowly-focused enforcement strategies, targeting key behaviors on freeways and high-speed corridors, with street design improvements to reinforce safe travel for all." What precipitated this change and how are "narrowly-focused enforcement strategies" defined?**

In the time since the ASMP was adopted to today, there has been a significant shift in our society about the desired role of different types of enforcement in our community. With the work completed by the **Reimagining Public Safety Task Force** as well as ongoing research and discussions in the Vision Zero community over the past two years, ATD staff felt it was important to clarify this particular Vision Zero-related strategy to better align with those community conversations and this particular adopted policy goal.

Recent [studies](#) have demonstrated that the greatest public safety benefit comes from narrowly focusing enforcement efforts on speeding and impairment and other driver behaviors that put people at the highest safety risk. This means moving away from economic or investigatory issues (broken tail lights, expired registrations, etc.) that have been used as the initial reasons for traffic stops, which can lead to tragic and unnecessary outcomes as well as resulting generally in racial disparities in traffic stops. This shifting conversation about narrowly-focused enforcement is happening in various cities ([Philadelphia](#), [Berkeley](#), [Portland](#), [Seattle](#)) and at the state level ([Virginia](#)), and some have already enacted policy changes.

From a Vision Zero perspective, we know other cities and countries that have progressed the most on reducing traffic-related fatalities and serious injuries in the last few decades lead with engineering solutions, and proactive traffic enforcement and strong prosecution is a secondary strategy typically utilized as well. As our data show, the wider and higher volume roadways (freeways, frontage roads, major arterials) are where the majority of Austin's fatalities and serious injuries occur, which makes sense as those roadways are also where the highest vehicular speeds occur and speed is the factor that determines injury severity outcomes.

- 2) Regarding change 25, what was "Right on Red" language removed.**

The title of this Action Item was accidentally defined, as "Right turn on red restrictions". The description stated, "Analyze the **systemic issues** which lead to crashes, including right turns on

red, to determine appropriate policy recommendations”. It was meant to include *right turns on red* as an example but not the only type of systemic safety issue that could lead to crashes. This amendment will reflect that the systemic safety analysis is done at the citywide level and systemic safety treatments will be identified accordingly.