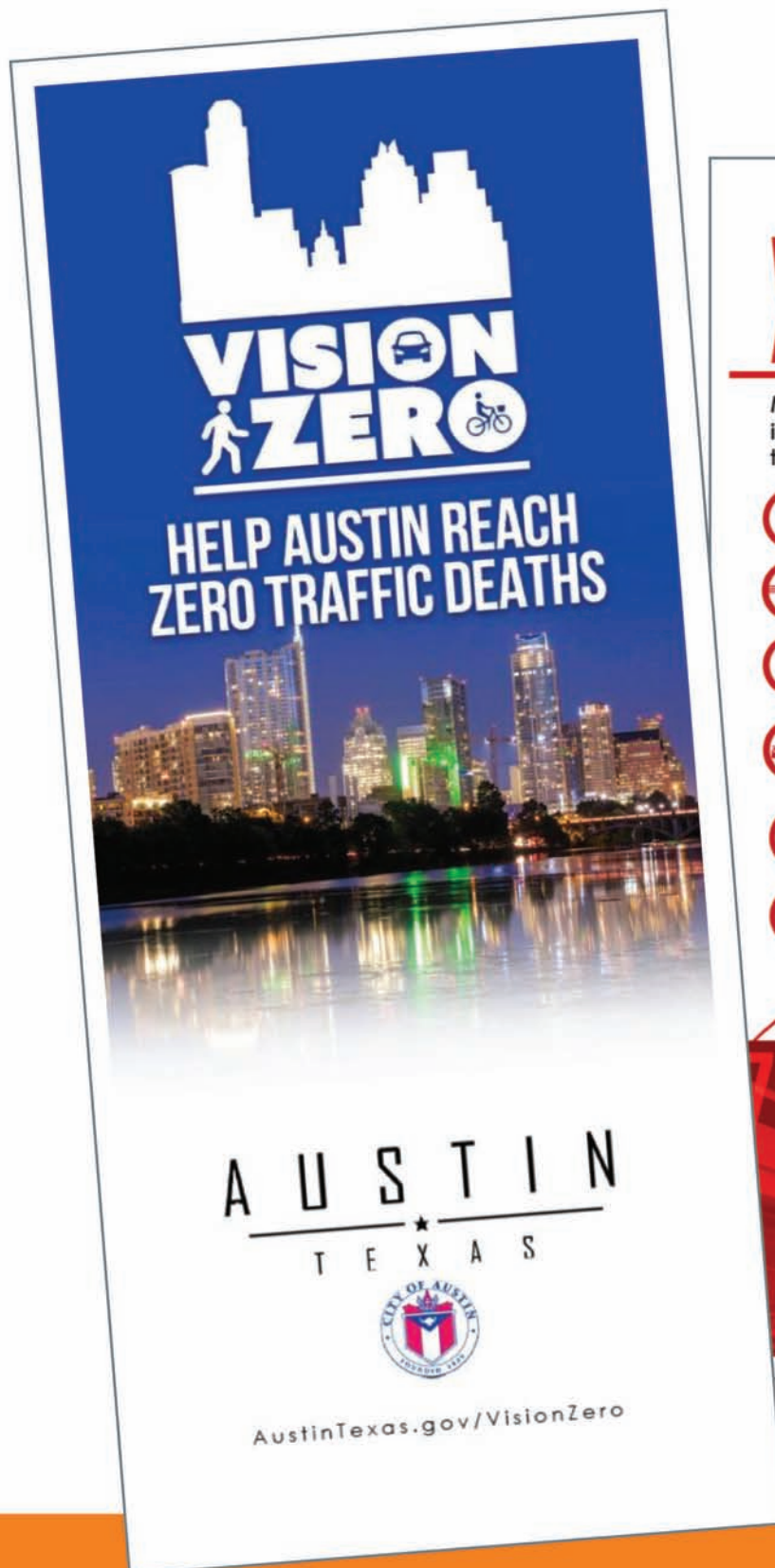




VISION ZERO ANNUAL REPORT

2016-2017





WHAT CAUSES AUSTIN CRASHES?

Most traffic deaths and incapacitating injuries in Austin (79%) are caused by these dangerous behaviors:



Driver inattention or distraction



Speed



Alcohol and/or drugs



Improper movements (e.g., lane changing, backing or turning)



Failure to stop



Failure to yield right of way

79
70 AUSTINITES ARE KILLED
IN TRAFFIC CRASHES IN AN
AVERAGE YEAR.

**FOR EACH PERSON WHO DIES,
EIGHT MORE ARE SERIOUSLY
INJURED.**

VISION ZERO EDUCATION MATERIALS AVAILABLE: HELP AUSTIN BUILD THE MOVEMENT!

A trifold brochure (shown) and a variety of materials can be requested by community partners. Everyone can help get the word out about the Vision Zero movement.

Please contact the Vision Zero Hotline
at (512) 974-VIZ-0 [8490] or visionzero@austintexas.gov

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About this Report

The City of Austin adopted a Vision Zero Action Plan in May 2016, with actions for moving closer to zero serious injuries and fatalities on Austin's streets, grouped into five Focus Areas. The Action Plan calls for producing an annual Vision Zero Report Card for the purpose of "tracking the City's progress towards the goal of zero deaths and serious injuries by 2025" and informing continuous improvement to the Action Plan.

This first annual report card and annual report includes:

- At-a-glance key facts and progress to date
- Baseline data for the metrics to be monitored and reported each year
- Highlights of notable 2016 progress for each Focus Area
- Appendix with progress reports for individual actions, organized by Focus Area



Executive Summary

Vision Zero is the goal of ending traffic deaths and serious injuries on Austin's streets. While few people intentionally harm others with their vehicles, Vision Zero looks at crashes not as "accidents," but as a preventable public health problem—one that will take combined efforts of evaluation, enforcement, engineering, education, and policy changes. The Austin City Council adopted the Vision Zero Action Plan in May 2016, which outlines the steps the City and its partners should take to eliminate all traffic deaths and serious injuries by 2025. This Annual Report and accompanying Report Card provide data for 2016 and an update on progress toward Austin's goal.

2016 Crashes

Fatal crashes declined in 2016 from the record high number in 2015, but were still above the baseline average of 70 deaths per year. Serious injury crashes were also down from 2015. Analysis of fatal and serious injury crashes caused by the top dangerous behaviors—improper maneuvers, inattention/distraction, speed, failure to yield, impairment, and failure to stop—showed that while

crashes caused by top dangerous behaviors in 2016 remained above the baseline average for 2010-2014, all but improper maneuvers and failure to stop declined from 2015.

Focus Areas

The City and its partners made progress across all focus areas since the Action Plan adoption in May 2016 through early 2017. Some highlights are summarized below for each area, with greater detail in the following report.

Evaluation

Cross-Agency Data Sharing: Both Austin Police Department (APD) and Austin Transportation Department (ATD) gained access to the Texas Department of Transportation's Crash Records Information System (CRIS), facilitating better coordination and crash evaluation.

Electronic Crash Reporting: In Spring 2016, APD transitioned to electronic submittal of crash reports, which will improve accuracy of crash forms and streamline analysis.



Vision Zero Input Tool: ATD debuted an interactive online input map, allowing Austinites to identify safety concerns by mode of transportation on a map of Austin. This map will be used for planning purposes.

Evaluation of Top Crash Locations: In 2015, ATD began the Safety Improvement Program to identify high-crash intersections with the greatest potential to be made safer through redesign.

Grants: The Austin Transportation Department and the Austin Police Department received more than \$4M in grant funding for transportation safety-related efforts in 2016.

Enforcement

Vision Zero in Action: Vision Zero in Action is a joint education and enforcement effort by ATD and APD to accelerate implementation of the Vision Zero Action Plan. This coordinated program will address a total of 23 Actions in the Vision Zero Action Plan spanning Evaluation, Education, and Enforcement.

No Refusal: APD increased the number of No Refusal events to an estimated 117 No-Refusal Nights in 2016. During No Refusal events, officers have a bench warrant allowing blood draws for suspected drunk drivers who refuse to take a breathalyzer or blood draw test for intoxication.

Safe Driver Initiative: APD's initiative enforces the City's Hands-Free Ordinance, positioning officers on a Capital Metro bus to observe handheld device use of drivers on Interstate 35. These officers then alert motorcycle officers to issue citations. In 2016, APD conducted 9 operations, resulting in 753 citations and 83 warnings for hands-free violations.

Sobriety Center: The Austin/Travis County Sobriety Center is a joint initiative by the City of Austin and Travis County that seeks to provide an alternative to jail or the emergency room for publicly intoxicated individuals. Planning will continue through fiscal years 2017 and 2018, with the center anticipated to open in May of 2018.



Engineering

Fatality Review Board: Created in fall 2015—with membership from ATD, APD, Austin Public Health (APH), and Planning and Zoning (PAZ)—the Fatality Review Board reviews all fatal crashes on a monthly basis and determines whether there are engineering solutions that may be applied to prevent future crashes at those locations. In 2016, the Fatality Review Board evaluated 77 fatal crashes

High Crash Intersections: Five high crash locations citywide were selected for engineering redesigns in 2016, including: Highway 183 at Cameron Road, Martin Luther King, Jr. Blvd. at IH-35, Lamar Blvd. at Parmer Lane, Lamar Blvd. at Rundberg Lane, and Slaughter Lane at Manchaca Road.

Street Safety: ATD completed 28.8 miles of bicycle lanes and 76 new pedestrian crossings in more than 40 projects intended to improve safety and connectivity for people walking and bicycling.

Sidewalk Projects: The Sidewalk and Special Projects Division of Public Works completed 7.5 miles of new sidewalks in 2016, including Middle Fiskville Road (Rundberg to Northcape) and Cross Park Drive (Cameron to Wall), highlighted in this report.

Dynamic Speed Display Devices: In September 2016, ATD began a new Rotating Dynamic Speed Display Device (DSDD) Pilot Program, which deploys six portable DSDDs at different locations around the city. DSDDs measure and digitally display the speed of an approaching vehicle, which has been shown to reduce speeding.

Education

Outreach Events: In 2016, City of Austin staff provided safety information and promoted Vision Zero at 38 outreach events across Austin.

Educational Tools: Transportation staff did foundational work for media and marketing campaigns and coordinated with public information officers across the City and with regional partners to discuss a collaborative approach to messaging about safety. Staff produced educational materials and hired an Outreach Coordinator in spring 2017.



Smart Trips: The Smart Trips program, a joint effort between ATD and Capital Metropolitan Transportation Authority (Capital Metro), helped increase transit ridership and walking while decreasing single-occupant vehicle travel in Central Austin.

Safe Routes to School: Public Works Department's Safe Routes to School Program held events at 32 elementary schools in 2016, reaching around 50,000 students.

Policy

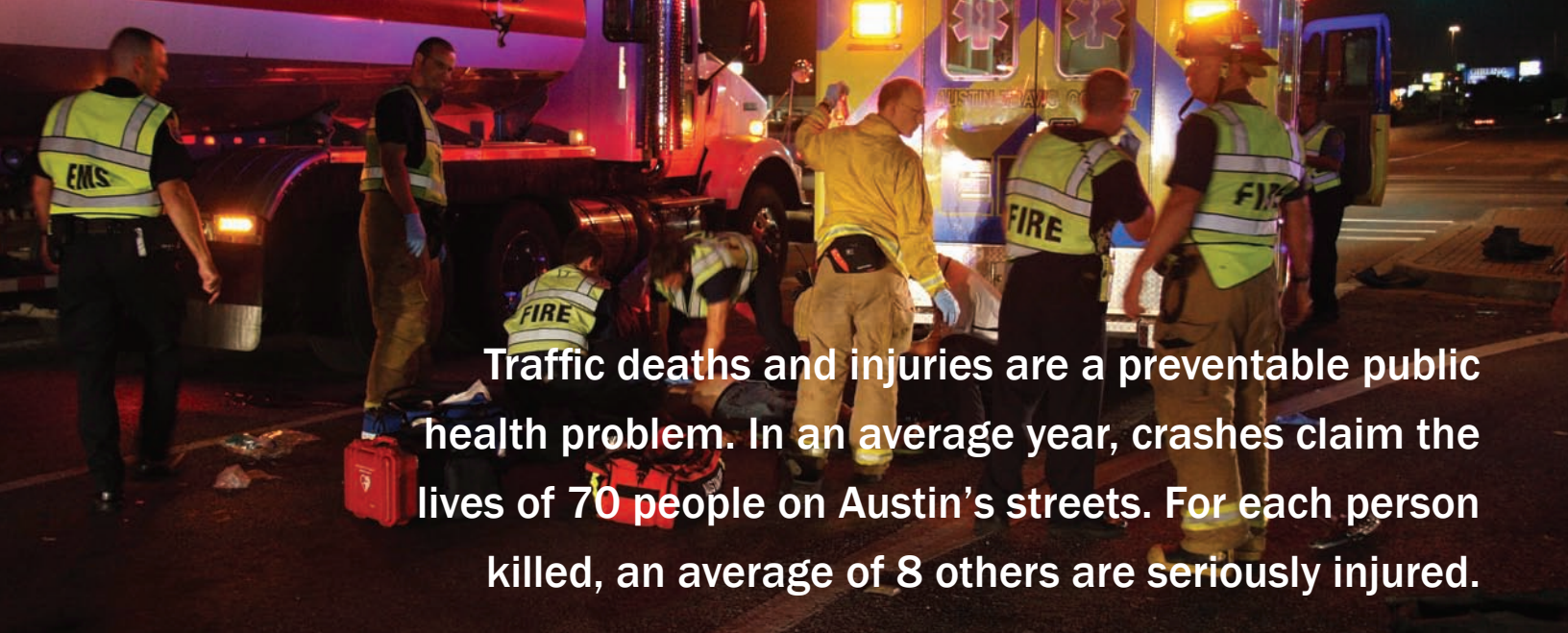
Speed Management: In late 2016, City Council adopted a resolution to comprehensively address speed management, including:

1. Support state legislative efforts in 2017 to lower the prima facie speed to 25 miles per hour;
2. Incorporate target design speeds into plans and manuals;
3. Systematically evaluate arterial speed limits citywide for appropriateness; and
4. Establish a neighborhood slow zone pilot.

Planning and Regulations: Vision Zero is being woven into citywide transportation and land use planning documents, including CodeNEXT, the Street Design Guide, and the Austin Strategic Mobility Plan. These documents will shape how Austin develops over the coming decades, which can have a profound effect on improving safety through design.

Housing the Homeless: Austin met Mayor Adler's goal of ending veteran homelessness in 2016, accomplishing First Lady Michelle Obama's Mayor's Challenge to End Veteran Homelessness. Austin is working toward ending chronic homelessness in 2017.

City Planning Policies: The Burnet Road Better Block and the North Shoal Creek Neighborhood Plan both addressed Vision Zero respectively on the scale of a corridor and a neighborhood plan.



Traffic deaths and injuries are a preventable public health problem. In an average year, crashes claim the lives of 70 people on Austin's streets. For each person killed, an average of 8 others are seriously injured.

I. Introduction

The Challenge

In 2015, tragic crashes in Austin reached a record high: 102 people died. In 2016, 79 people lost their lives on Austin's streets. On average, about 70 people a year die in crashes. Vision Zero envisions a future year in which no one dies or is seriously injured in a crash on Austin streets.

The behaviors that cause crashes are known: speed, intoxication, distraction, red light and stop sign running, failing to yield, and improper maneuvers. The solutions to these preventable crashes

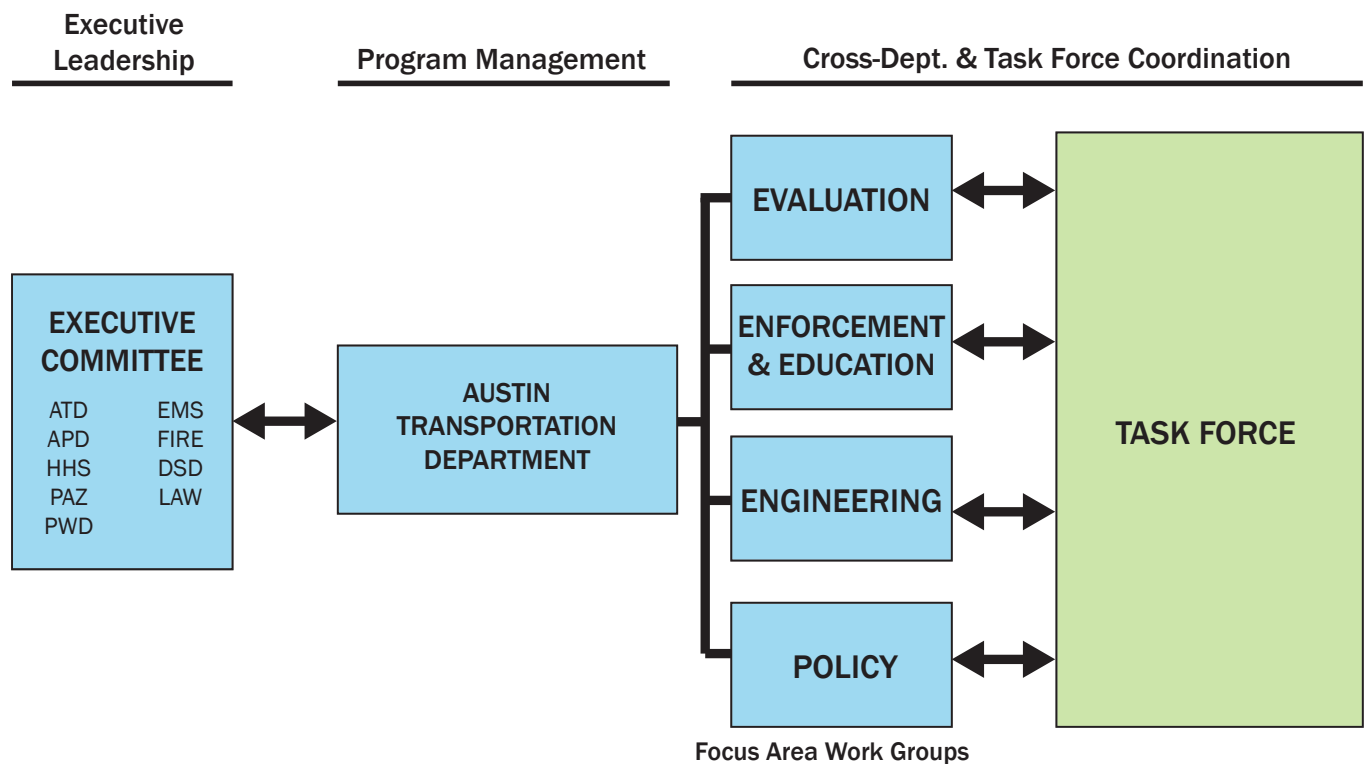
are known. A combination of street design, enforcement, education, and policy are called for in the Vision Zero Action Plan.

The Vision Zero Program of the City of Austin seeks to partner with multiple City Departments, regional transportation agencies and community-based organizations to systematically address the actions called for in the Vision Zero Action Plan. It will take all of us working together to address this enormous problem in our community.

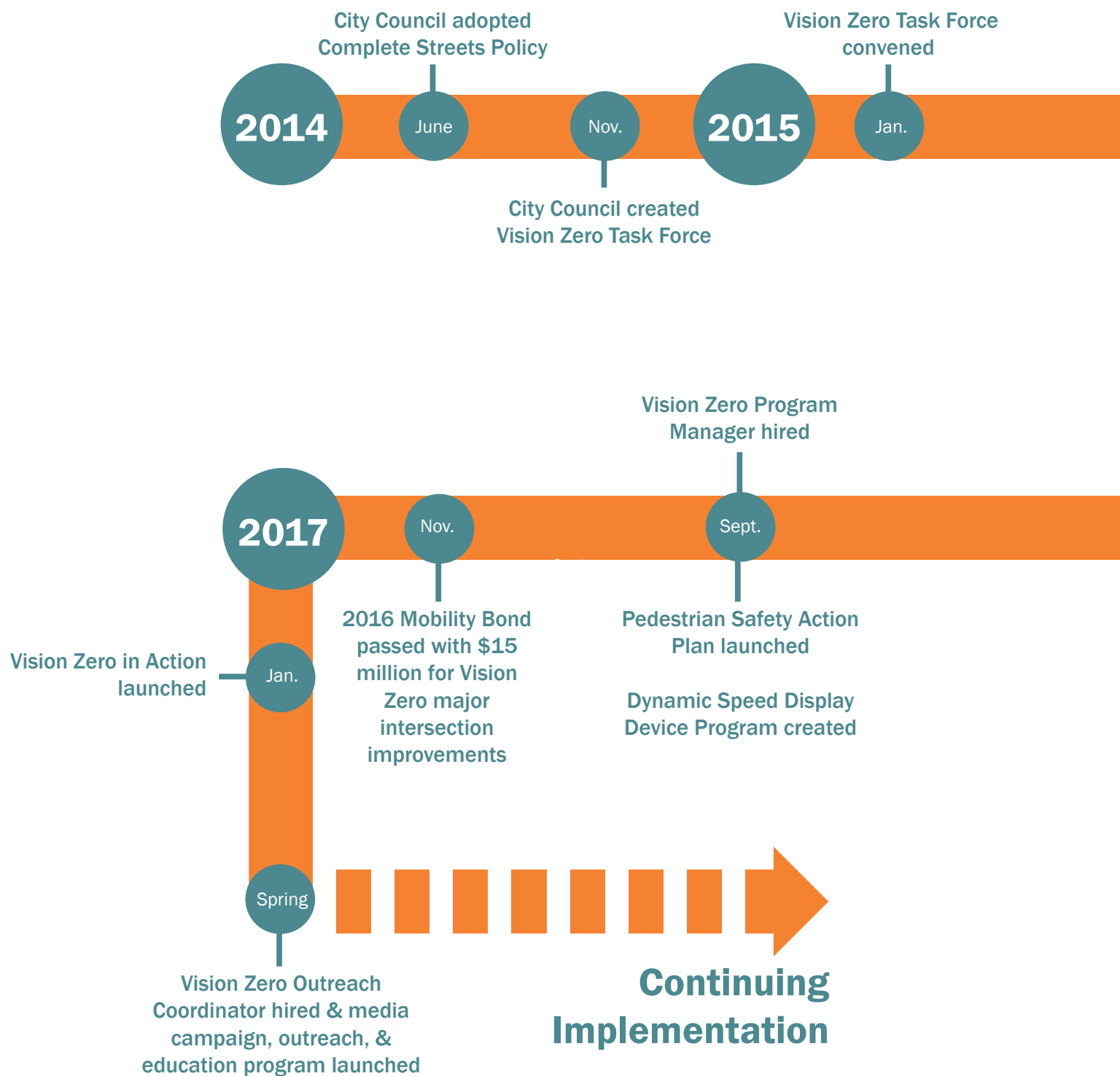


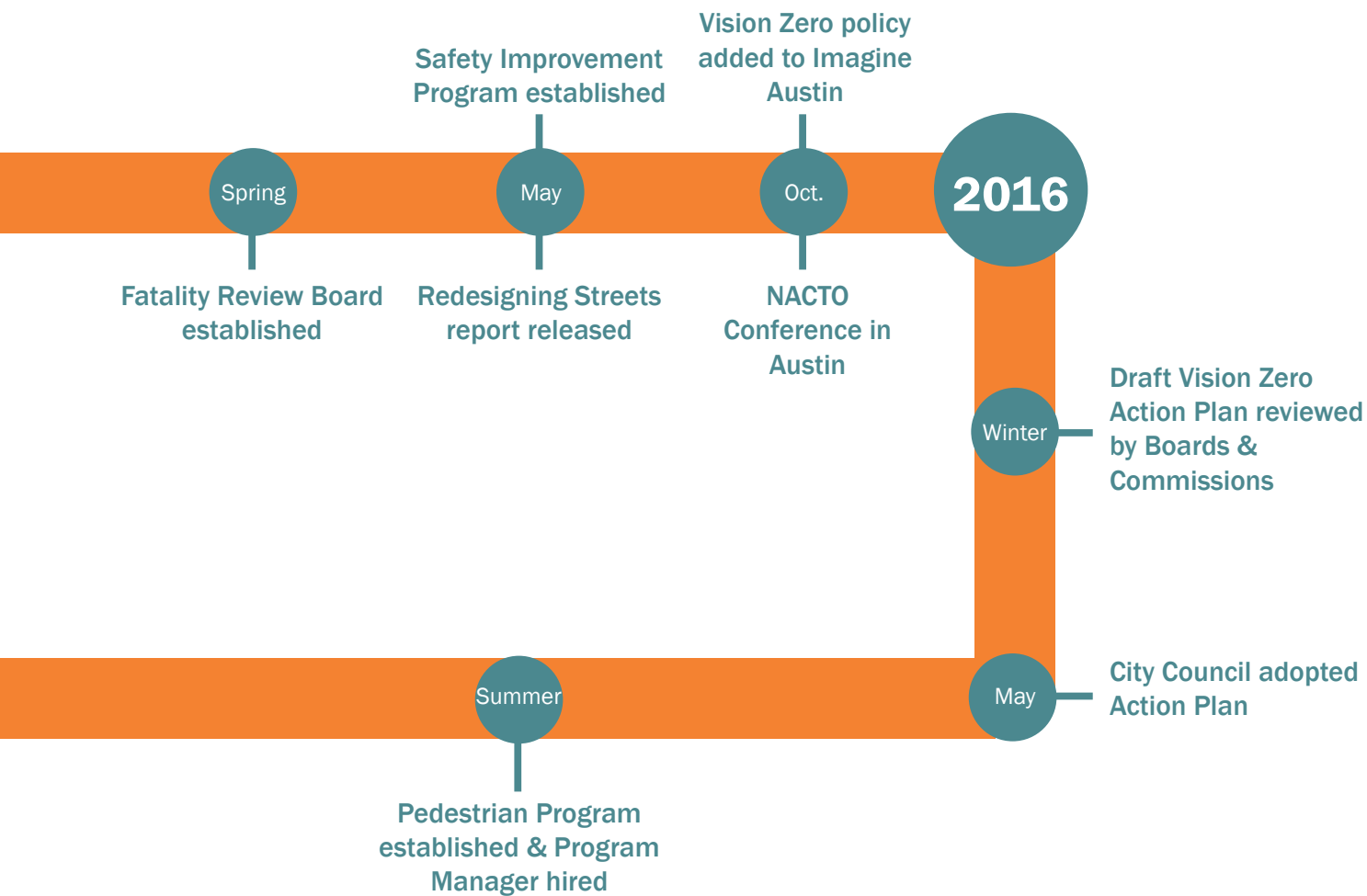
Organizational Structure

The Vision Zero Task Force continues to meet to review progress toward Austin's goal. It was expanded to include additional representatives from educational initiatives, social justice organizations, and other community groups.



2014-2017 Timeline: Vision Zero in Austin





Historic Crash Trends: 2008-2016

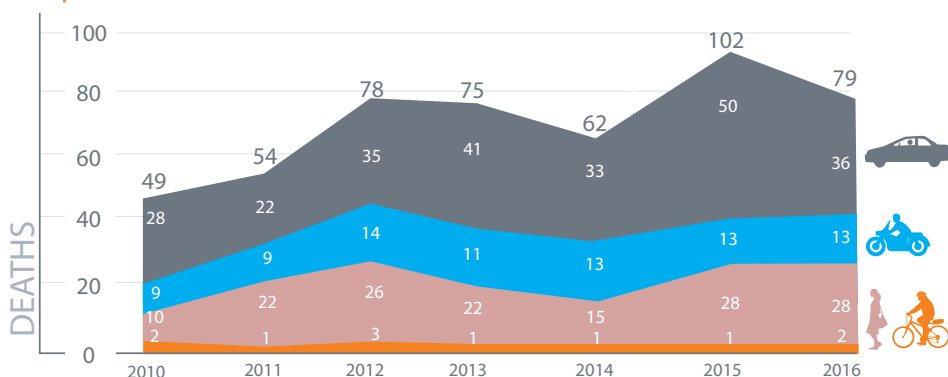
Fatal crashes have generally increased over time, while serious injury crashes have remained steady. Fatal crashes declined in 2016 from the record high number in 2015, but were still above the baseline average of 70 deaths per year. The majority of people seriously injured or killed in crashes since 2010 have been driving. People walking are the next largest modal group for traffic deaths, making up about one third of deaths. People riding motorcycles are the next largest modal group for serious injuries.

Fatal and Serious Injury Crashes at Hotspot Locations with Targeted Interventions

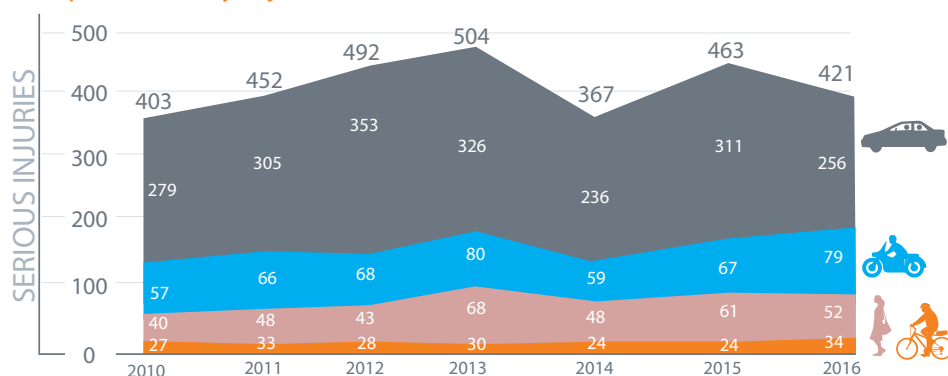
Improvements to five high crash locations as well as many other locations throughout the city were made in 2016. Assessing the effect of these improvements will require a sufficient evaluation period, anticipated to take between 12-18 months following installation. These crash hotspot locations and interventions are described in the Evaluation section of this report.

CRASHES BY TRANSPORTATION MODE

People Killed

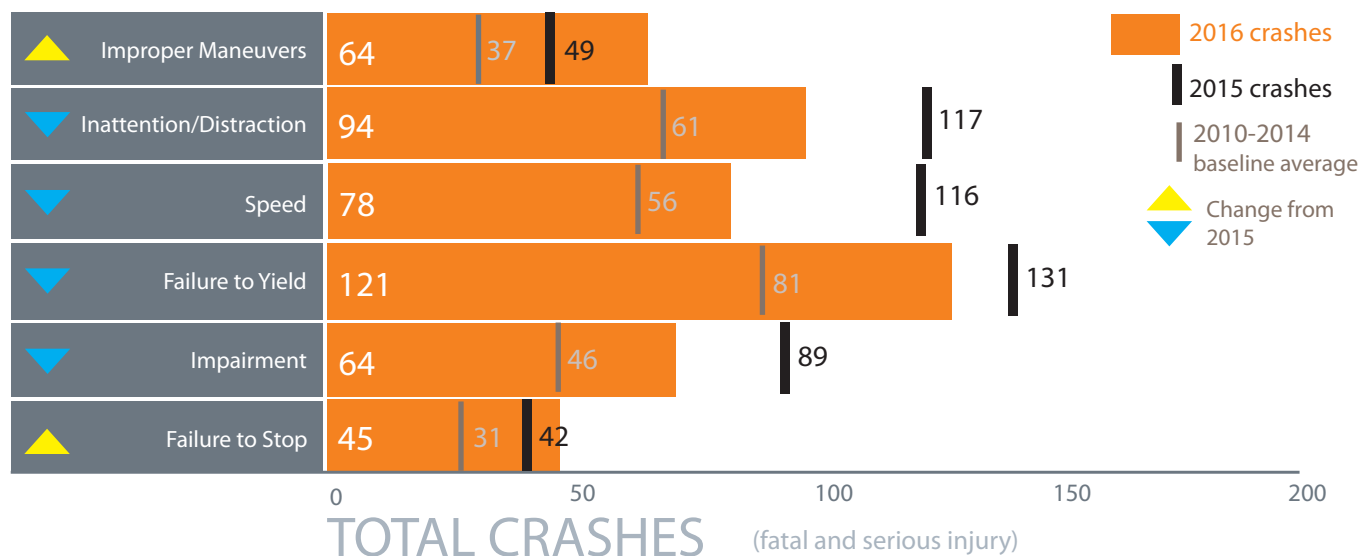


People Seriously Injured



Source: TxDOT CRIS, April 2017.

CRASHES BY CAUSE

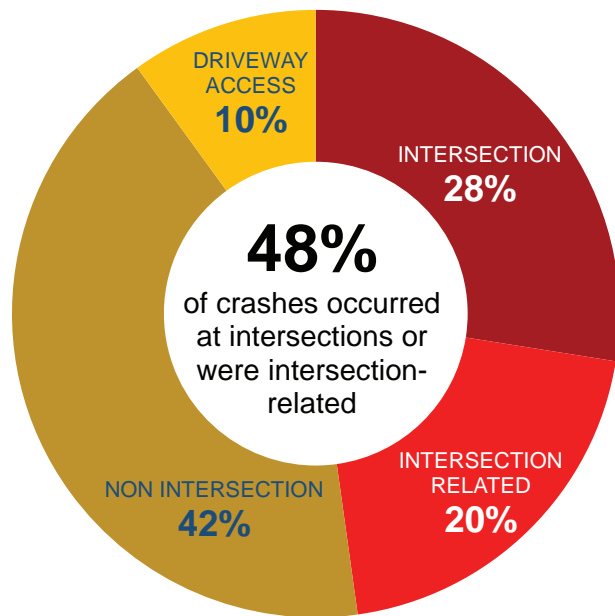


Source: TxDOT CRIS, April 2017.

In 2015, the number of serious injury and fatal crashes exceeded the baseline average from 2010-2014 for all of the top dangerous behaviors: improper maneuvers, inattention/distraction, speed, failure to yield, impairment, and failure to stop. In 2016, results were mixed: fatal and serious injury crashes for inattention/distraction, speed, failure to yield, and impairment declined from the 2015 numbers, but crashes involving improper maneuvers and failure to stop increased.



II. Focus Areas: Key Progress



CRASHES BY LOCATION

A majority of crashes occurred at intersections or were intersection-related. Source: TxDOT CRIS, accessed April 2017.

This section reports in more depth on many of the most significant actions taken to implement the adopted Vision Zero Action Plan (VZAP) in 2016 and early 2017.

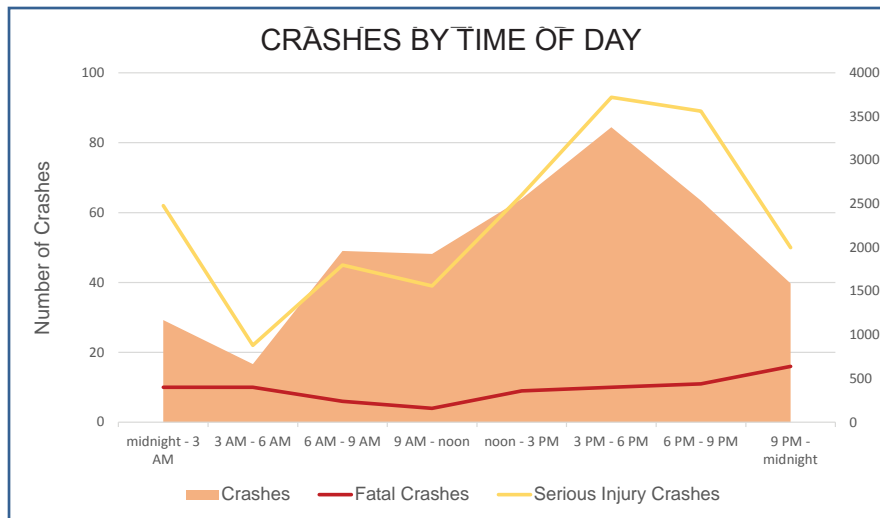
1. EVALUATION

Cross-Agency Data Sharing: CRIS

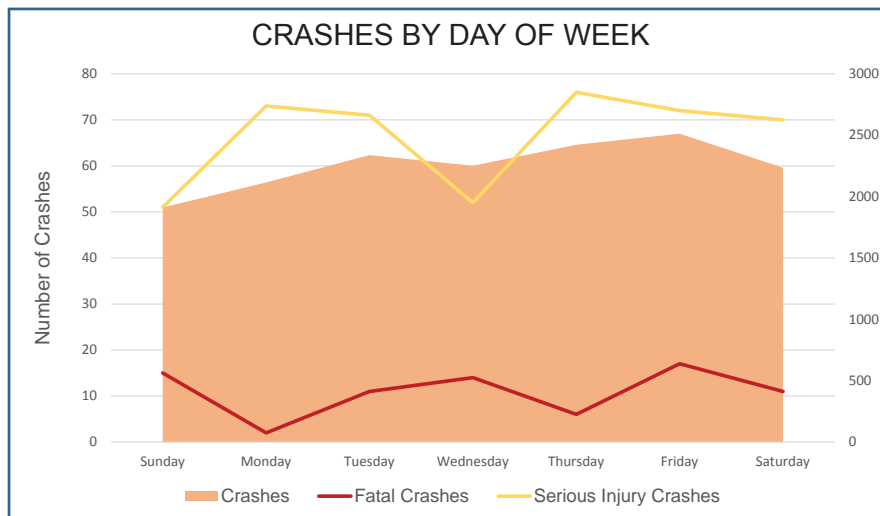
The lack of access to a common, shared data source for analyzing crashes was a challenge realized early in the creation of the Action Plan. It was a barrier to comprehensive geospatial and factor analysis of crash patterns. Austin Police Department (APD) submitted crash reports to TxDOT, but it did not have full access to the compiled results. Austin Transportation Department (ATD) similarly did not have access to TxDOT's comprehensive crash reports.

APD and ATD gained access to TxDOT's Crash Records Information System (CRIS) in late 2016. This access to a single database for crash records is helping staff across agencies to evaluate crashes and to better coordinate safety improvements going forward. Data on crash locations, time of day, day of week, and time of year help us to better understand the crashes that occur and how to prevent them.

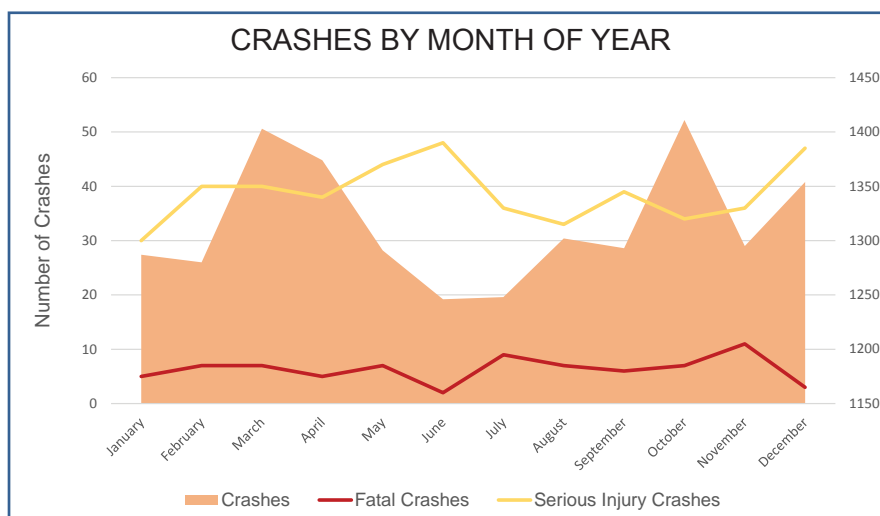
Vision Zero Action Addressed: Integrate state and local tools into a common crash analysis tool.



Overall crashes generally increased from 6 AM to 6 PM, with serious injury crashes following a similar trend. Fatal crashes, however, tend to be lower during the day and occur in greater numbers overnight.



The number of all crashes is relatively consistent throughout the week, although slightly higher during the week than during the weekend. Fatal crashes are highest on Friday and Sunday.



Total crashes are highest in the spring and fall, while serious injury crashes are highest in June and December.

Source: TxDOT CRIS, accessed April 2017.

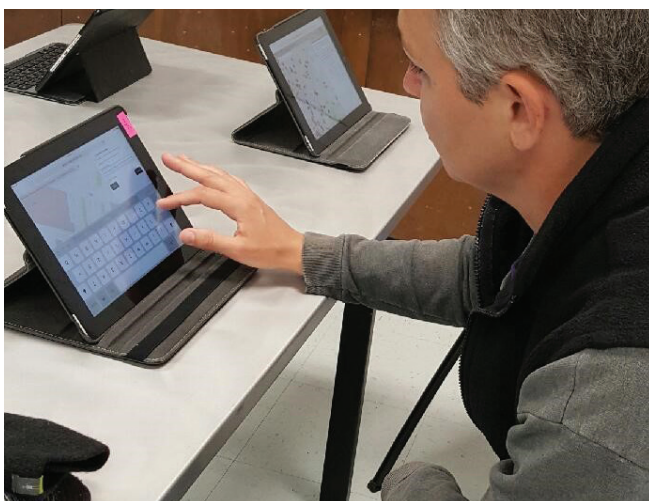


Electronic Crash Reporting

Officers responding to a crash use a CR-3 form to record crash details such as the vehicles and people involved, contributing factors, charges, and location.

To improve accuracy and streamline completion of crash forms and analysis of crashes, APD transitioned to electronic CR-3 submittal in the Spring of 2016, allowing officers to complete CR-3s using a handheld device. Electronic submittal simplifies crash reporting and helps improve data by making sure forms are complete. The data is provided to TxDOT and is the source the City uses for much of its crash analysis.

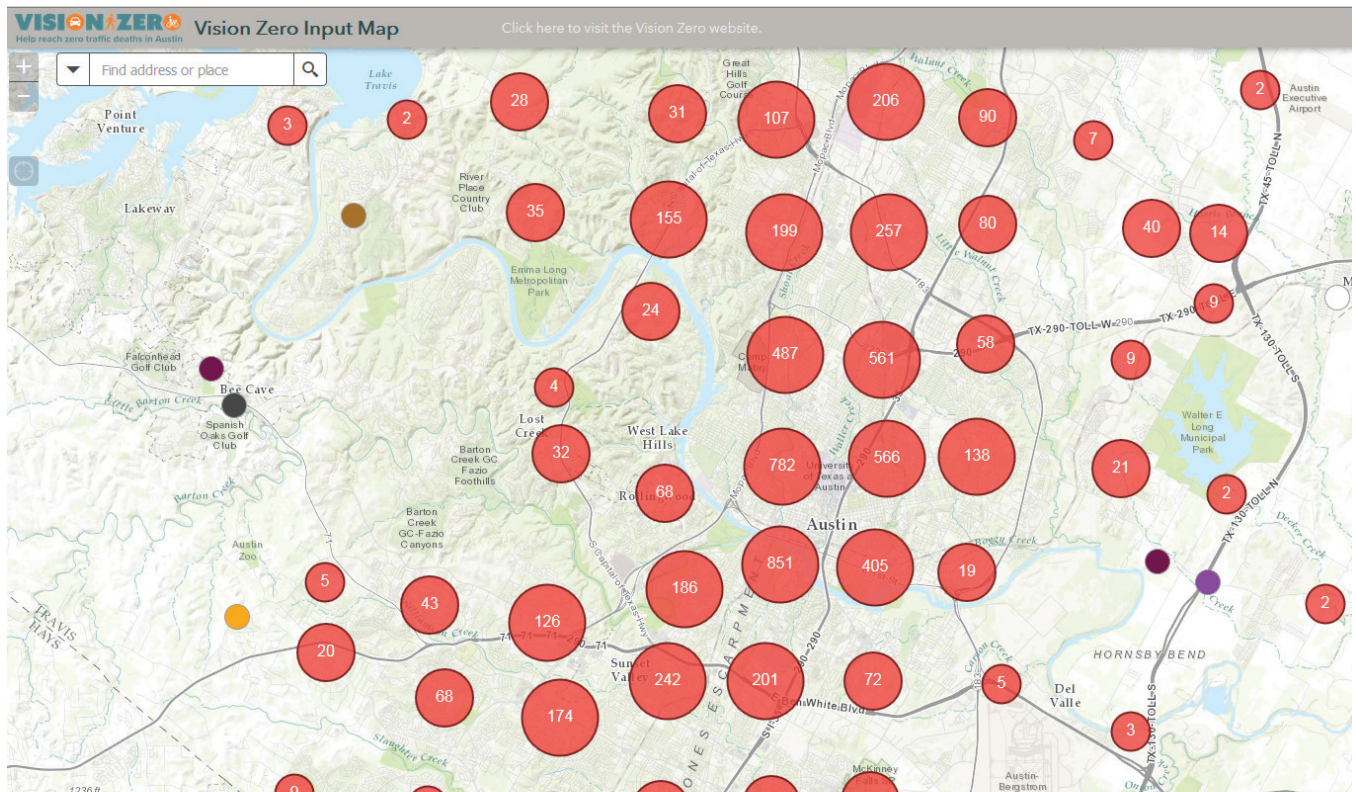
Vision Zero Action Addressed: Develop a better method of collecting information on the ground at crash locations.



Vision Zero Input Tool: An Interactive Map/App

Recently, Austin Transportation Department created and posted an interactive Vision Zero Input Map online. Austinites can click on the map to indicate places where they have safety concerns.

This interactive map taps the knowledge of local experts: the Austinites who use the streets in their neighborhoods every day.



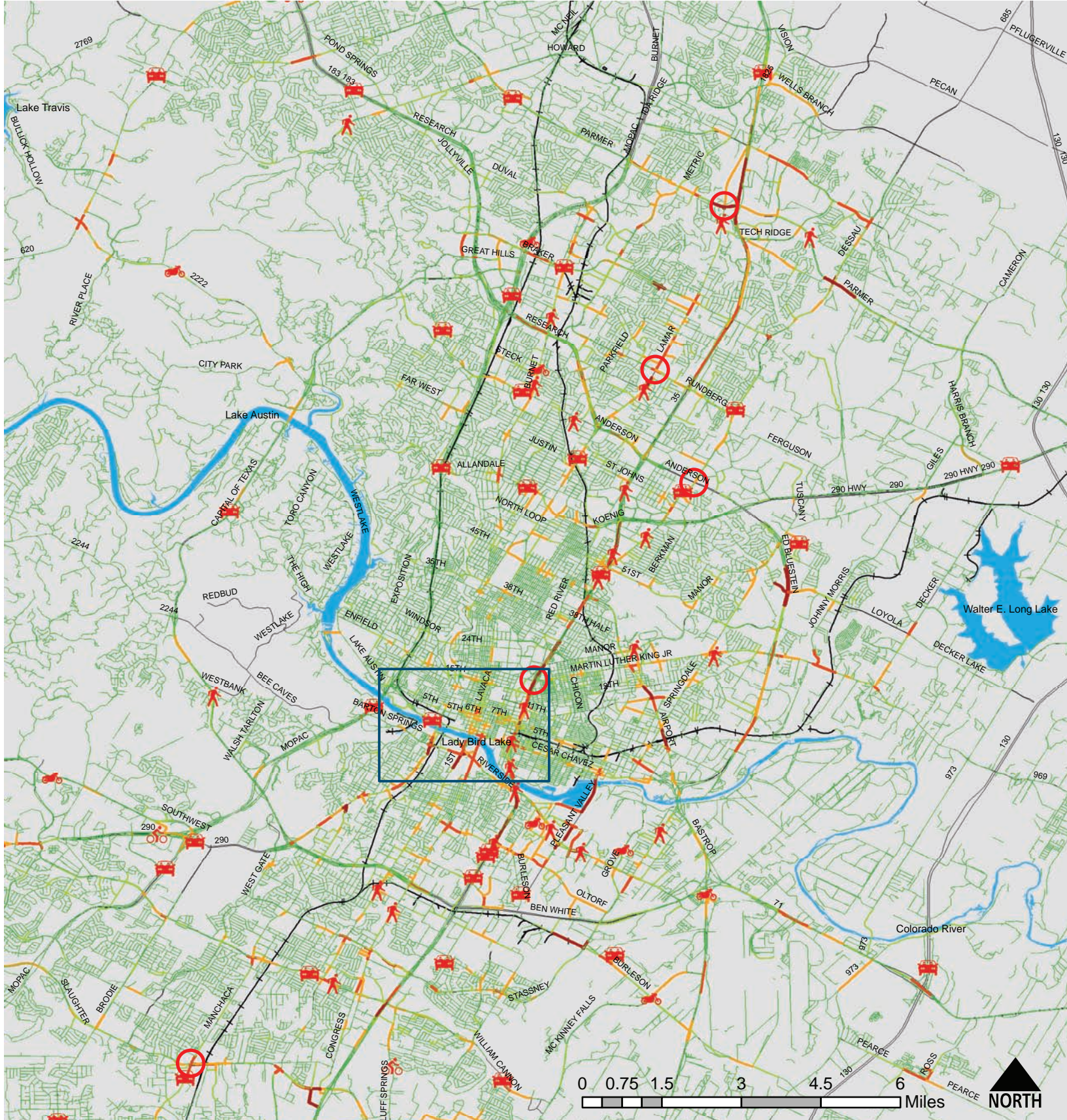
Austinites entered over 7,000 comments on the Vision Zero Input Map, covering all modes of transportation in all parts of Austin. These comments will be used for planning efforts, including the Pedestrian Safety Action Plan.

People using the tool identify how they are commenting (as a person walking, bicycling, driving, riding a motorcycle, using an assistive device, or other means). Responses will inform Vision Zero efforts, including the development of the Pedestrian Safety Action Plan.

Next in development is a Vision Zero viewer map, which will share the City's data with the public. It will show the locations of safety projects com-

pleted and underway, outreach events, and other data. People will be able to see geographic crash patterns, as well as the locations of engineering and education actions.

Vision Zero Action Addressed: Create a platform to share anonymized information and maps with the public.







2016 Fatal & Injury Crashes

Legend




 Major Intersection Safety Improvements 2016

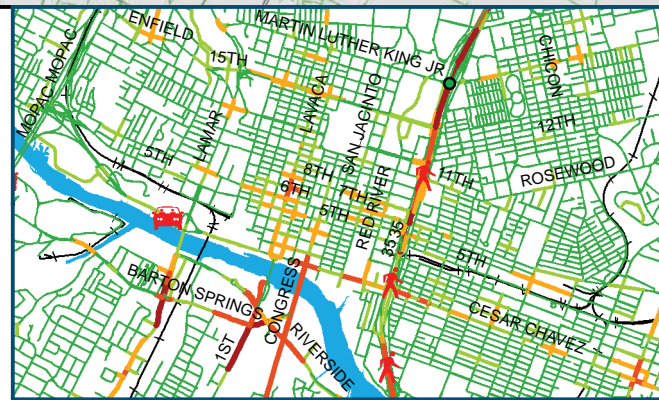
Fatal Crashes by Mode

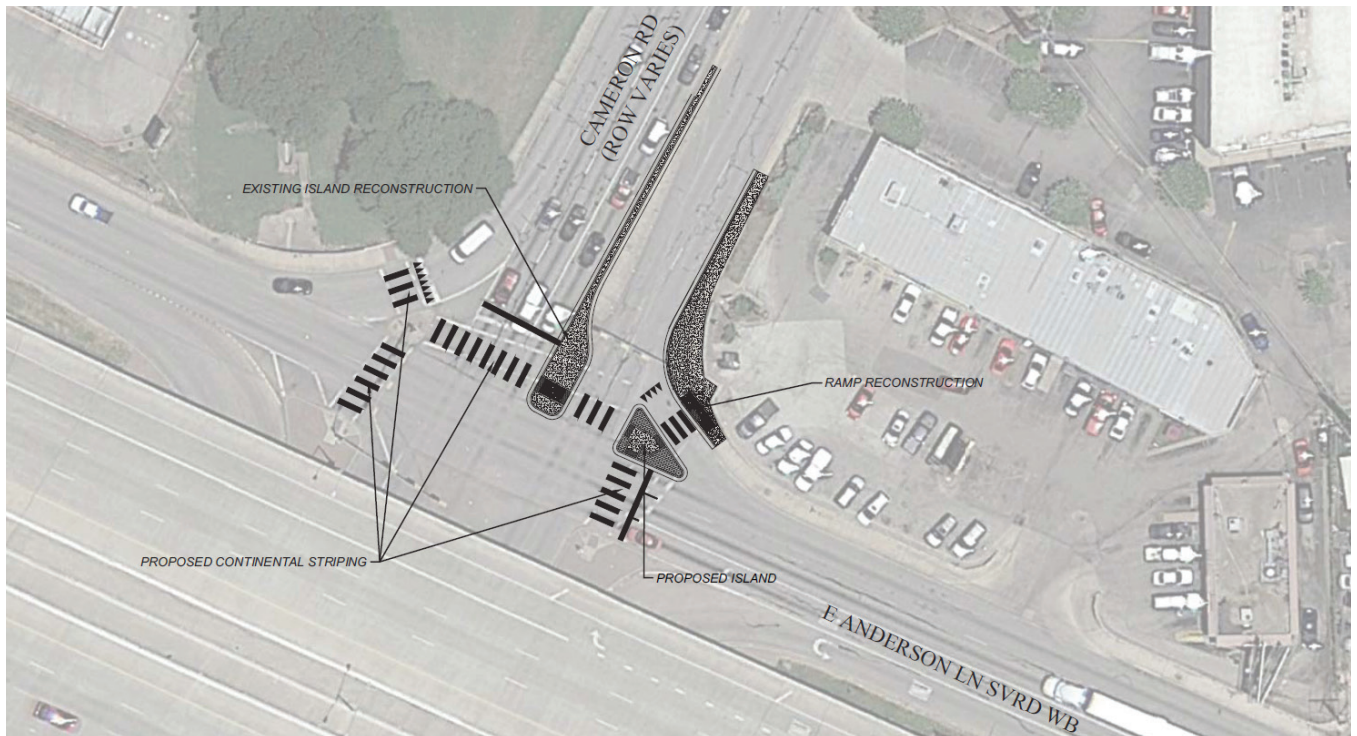
-  Motor Vehicle
-  Motorcycle
-  Pedestrian
-  Bicyclist

High Injury Network

Number of Injuries & Deaths per street segment

-  0 - 2
-  2 - 8
-  8 - 18
-  18 - 35
-  35 - 58





Design diagram for re-engineering at US 183 and Cameron Road, including media island construction, geometric changes on the northeast corner, and new crosswalk striping.

Evaluation of Top Crash Locations

In 2015, Austin Transportation Department reviewed and evaluated extensive crash data to identify high-crash intersections with the greatest potential to be made safer through re-design by engineers. Metrics used to review and prioritize the intersections to receive re-engineering included the frequency, rates, and severity of crashes.

From this evaluation process, five intersections were selected for immediate work in 2016. The City has established a goal of annually redesigning five major intersections (of City-managed streets). The \$15 million in funding for Fatality Reduction Strategies in the 2016 Mobility Bond will be dedi-

cated to the list of locations included in the bond proposal, which was identified through this evaluation. Improvements include intersection redesign, median modification, pedestrian and bicycle facilities, and traffic and pedestrian signals. The engineering solutions will take a complete streets approach, improving safety for all users— including the most vulnerable: people walking and bicycling.

Vision Zero Action Addressed: Coordinate a data-driven procedure to prioritize high volume crash locations and corridors based on industry best practices and to focus limited resources.

Grants

In 2016, the Austin Transportation Department and the Austin Police Department received more than \$4M in grant funding for transportation safety-related efforts.

GRANT	DESCRIPTION	AMOUNT
Motor Carrier Safety Assistance Program (MCSAP)	MCSAP grants provide financial assistance to states to reduce the number and severity of crashes involving commercial motor vehicles.	Approximately \$859,000
Selective Traffic Enforcement Program (CSTEP)	Selective Traffic Enforcement Program (STEP) projects reimburse for overtime activities by local law enforcement to reduce the incidence of speeding, failure to use occupant restraint systems, intersection traffic control violations, driving while intoxicated and/or driving under the influence of alcohol by a minor, and enforcement of state and local ordinances on cellular and texting devices.	Approximately \$1.2 million
Transportation Alternative Programs Grant for the 'Pedestrian Safety Citywide Project'	This grant funds the installation of pedestrian safety devices such as countdown timers, accessible pedestrian signals, and pedestrian hybrid beacons citywide.	Approximately \$2.4 million

Vision Zero Action Addressed: Work with CAMPO and TxDOT for funding opportunities.

2. ENFORCEMENT

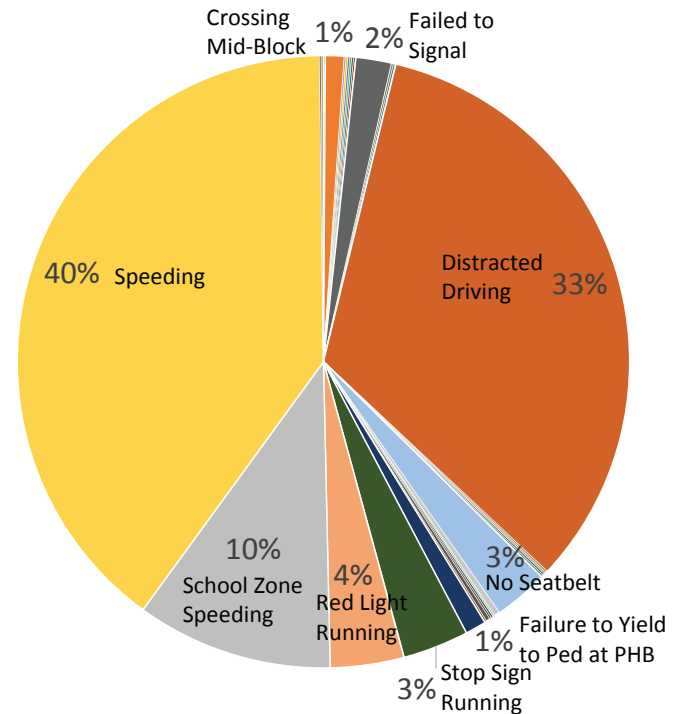
Vision Zero in Action

Vision Zero in Action is a joint education and enforcement effort by ATD and APD to accelerate implementation of the Vision Zero Action Plan. Once fully implemented, this coordinated program will address a total of 23 actions in the Vision Zero Action Plan spanning Evaluation, Education, and Enforcement, which comprises over a third of actions in the entire plan. The enforcement component focus involves daytime enforcement related to the behaviors that contribute to nearly 80 percent of all fatal or incapacitating injuries in Austin. A complimentary street team initiative consisting of traffic safety educators paired with enforcement officers will be piloted in the summer/fall of 2017. The Street Team will visit schools, community centers, and on-street locations to engage with the community about traffic safety issues facing their neighborhoods.

Vision Zero Actions Addressed:

- Target enforcement on high injury and fatal roadways and on the most dangerous driving behaviors;
- Enforce improper driver behavior around traffic calming devices, crossing devices, and bicycle facilities; and
- Work with APD to continue enforcement of transit priority lanes.

VISION ZERO ENFORCEMENT CITATIONS & WARNINGS





An officer conducts a field sobriety test during a No Refusal Weekend stop.

No Refusal

Impaired driving is a top dangerous behavior, contributing to 61 percent of fatal and serious injury crashes in 2015. In response to the high number of impaired driving crashes, APD has increased the number of No Refusal events, including extending enforcement around holidays and events where APD has tracked an increase of DWI in the past. During No Refusal events, officers have a bench warrant allowing blood draws for suspected drunk drivers who refuse to take a breathalyzer or blood draw test for intoxication. APD had an estimated 117 No Refusal Nights in 2016, including extended operations around:

- Super Bowl Sunday
- Mardi Gras
- Memorial Day
- R.O.T. Rally
- July 4th
- Labor Day
- Halloween
- After Halloween, every Friday & Saturday night through mid-December
- Christmas/New Year's Eve

Vision Zero Action Addressed: Target enforcement on high injury and fatal roadways and on the most dangerous driving behaviors.



An officer watches for drivers using handheld devices through a bus window during one of the Safe Driver Initiative operations.

APD Highway Enforcement Command Safe Driver Initiative

Distracted driving is a top dangerous behavior, contributing to at least an estimated 20 percent of fatal and serious injury crashes on Austin's streets. National data suggests that distracted driving is a national problem of enormous magnitude: according to the National Occupant Protection Use Survey administered by NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving has significantly increased.

In 2016, APD started the Safe Driver Initiative to enforce the City's Hands-Free Ordinance. Officers positioned on a Capital Metro bus observed whether drivers on Interstate 35 (IH-35) were using hand-

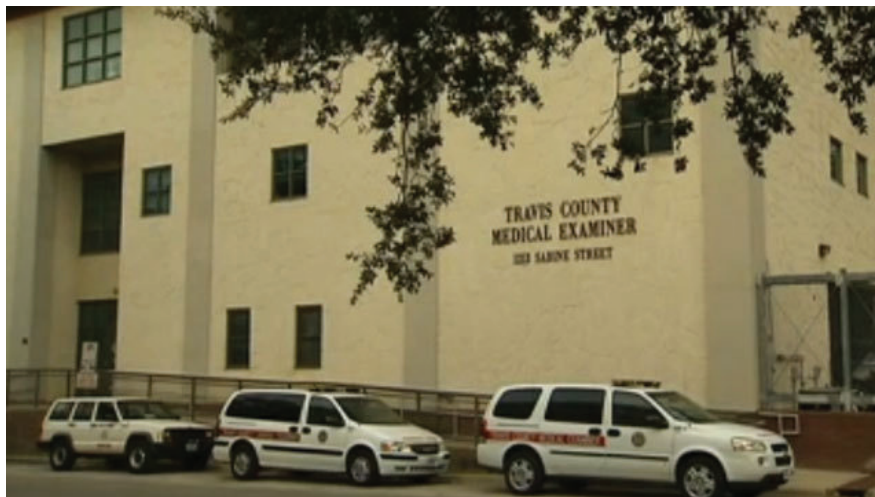
held devices and alerted motorcycle officers to issue citations. In 2016, APD conducted 9 operations, resulting in 753 citations and 83 warnings for hands free violations.

Vision Zero Action Addressed: Target enforcement on high injury and fatal roadways and on the most dangerous driving behaviors.

Sobriety Center

Impairment is a top contributing factor for serious injury and fatal crashes for people driving, riding motorcycles, and walking. The Austin/Travis County Sobriety Center is a jointly funded initiative by the City of Austin and Travis County that seeks to provide an alternative to jail or the emergency room for publicly intoxicated individuals, improving safety for both the public and the intoxicated individual. The sobriety center will provide a safe place for intoxicated people to sober up, as well as receive medical treatment and receive referrals to support services. Continued planning and coordination is expected through fiscal years 2017 and 2018, with anticipated opening in May of 2018.

Vision Zero Action Addressed: Fund and establish a sobriety center.



The Austin-Travis County Intergovernmental Working Group has recommended that the Medical Examiner's Building be repurposed to serve as the sobriety center.

3. ENGINEERING

Fatality Review Board

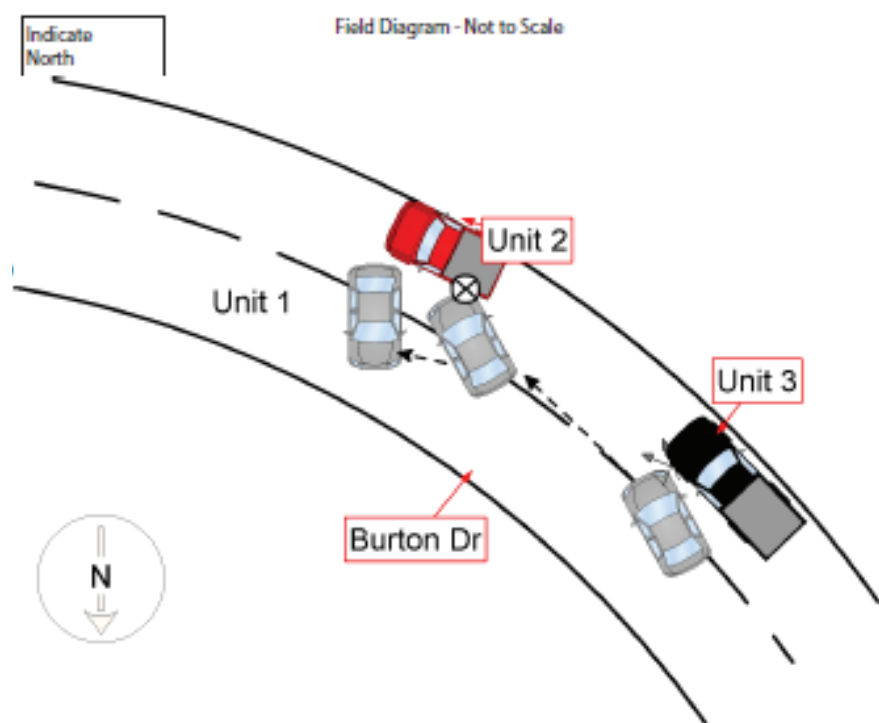
Vision Zero Action

Addressed: Continue analysis of victims and suspects involved in fatal crashes, including demographics, to target education, enforcement efforts, and policy changes.

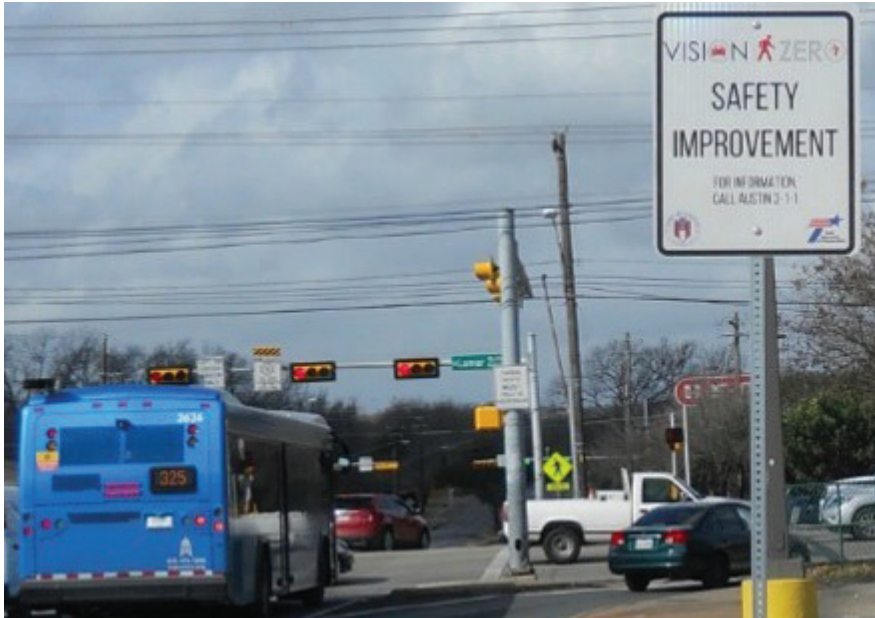
The Fatality Review Board was created in fall 2015, with membership from ATD, APD, APH, and PAZ. Following crash investigations by APD and ATD, the Board reviews all fatal crashes on a monthly basis and determines whether there are engineering solutions that may be applied to prevent future crashes at those locations.

In 2016, the Fatality Review Board evaluated 77 fatal crashes to identify and implement engineering improvements.

In addition, ATD worked directly with the Federal Highway Administration and the Texas Department of Transportation to coordinate a Road Safety Audit of Interstate 35 with a special focus on pedestrian safety.



Example field diagram created by APD officers as a part of a crash report.



Safety improvements at Lamar Blvd. and Rundberg Ln.

High Crash Intersections

In 2015-2016, ATD identified a list of the most crash-prone intersections in Austin. Engineers then developed a short list of the best candidates for safety engineering improvements (see Evaluation). Five high crash locations citywide were selected for engineering re-designs in 2016:

- Hwy 183 at Cameron Road
- Martin Luther King, Jr. Blvd. at IH-35
- Lamar Blvd. at Parmer Lane
- Lamar Blvd. at Rundberg Lane
- Slaughter Lane at Manchaca Road

Changes include signal timing, pavement markings, geometric configurations, and pedestrian and bicycle improvements. The re-designs targeted conflicts and crashes arising from vehicle turn movements. All locations included pedestrian safety improvements, such as high visibility crosswalks. Some locations included installation of pedestrian hybrid beacons (PHBs) in mid-block locations to facilitate safe pedestrian crossings.

Vision Zero Actions Addressed:

- Direct engineering, enforcement, and education resources to high injury and fatal crash hotspot locations;
- Implement at least five major safety engineering projects annually at top crash-prone locations;
- Conduct speed studies at locations with speeding issues;
- Study crash-prone locations where right-on-red or left turn movements were factors; and
- Identify locations with pedestrian safety issues using collision analysis maps and consider traffic control devices to allow safer crossings.

Road Reconfiguration Projects

Road reconfigurations are street design changes that modify the number of lanes on a street in order to improve safety and operations for all roadway users. Road reconfigurations, also known as lane conversions or road diets, are nationally recognized as a best-practice tool reducing overall crashes, high-risk speeding (speeds over 45 mph) and addressing other safety concerns. Most road reconfiguration projects in Austin transform a four lane street to three lanes with a center turn lane. This reconfiguration provides greater visibility and safety when making left turns, while also yielding spare street space that can be used to shorten pedestrian crossing distances, provide for bus pull outs, and provide space to install bicycle lanes.

A road reconfiguration on East 51st Street between US 183 and Manor Road, installed in November of 2015, saw a 3.2 mph drop in speed, from an 85th percentile speed of 45.5 mph to 42.3 mph. The year following the reconfiguration saw a 40 percent reduction in crashes from the previous year. The severity of crashes also declined: In the year prior to the installation, two-thirds of crashes resulted in an injury. In the year after, only one third did.



Street Design: Multimodal Complete Street Safety Projects

ATD's Active Transportation Division further developed in 2016 and early 2017 to become the Active Transportation and Street Design Division, in recognition of its role in providing multimodal complete street design for all road users. Division engineers focus on redesigning city streets to make them safer, more comfortable, and more convenient for people traveling by all modes.

Over 40 complete streets safety projects have been installed since the adoption of the Vision Zero Action Plan, covering nearly 30 miles of streets throughout the City of Austin. Projects included adding pedestrian refuge islands, improving traffic signals by adding lead pedestrian intervals, protected bike lanes, left turn protection, traffic calming, and other crash reduction strategies.

Vision Zero Action Addressed:

- Fund and build infrastructure improvements included in the Bicycle Master Plan, Sidewalk Master Plan, and Urban Trails Master Plan
- Implement low cost, high impact safety improvements through the city of Austin
- Conduct speed studies at locations with speeding issues
- Study and expand exclusive pedestrian crossing time
- Invest in infrastructure improvements to support active transportation goals
- Ensure safe pedestrian access to transit stops
- Continue to implement the Complete Streets Policy in every construction, reconstruction, and/or development project



Spotlight: Barton Hills Drive

After community concern was raised over speeding and bicycle connectivity on Barton Hills Drive, the Austin City Council approved funding for improvements along this stretch of road between Barton Skyway and Robert E. Lee. Austin Transportation Department conducted a public process between March and June of 2016 which led to the installation of a protected bicycle lane and four pedestrian refuge islands.

Because they help discourage the kind of extreme speeding that leads to tragic crashes, the safety effects of complete streets improvements like these can be significant. Austin Transportation Department conducts before and after studies of safety improvements to assess effectiveness and refine future applications.

Prior to installation, the 85th percentile speeds of drivers were between 35 and 38 mph. After the installation was complete, there was a 67 percent decrease in the number of vehicles traveling over 40 mph. The posted speed is 30 mph.



Before



After

Part of the improvements along Middle Fiskville Road, south of Northcape Drive, including new sidewalk, curb, ramp, landing, and handrail.

Sidewalk Projects

The Sidewalk and Special Projects Division of Public Works completed 7.5 miles of new sidewalks in 2016. Highlighted projects include:

Middle Fiskville Road (Rundberg to Northcape)

This sidewalk project addressed a very high priority sidewalk gap in a very active pedestrian corridor and crossing improvements at Rundberg. Cooperation and assistance from Watershed Protection Department and local businesses, particularly Blue Bell Creamery, allowed the project to move forward efficiently despite significant grading and drainage challenges.

Cross Park Drive (Cameron to Wall)

The request for improved accessibility on Cross Park Drive came from a number of members of the disabled community after the office for Easter Seals of Central Texas relocated to an existing facility on the east side of Cross Park Drive between Cameron Road and Wall Street. Easter Seals of Central Texas provides multiple services to the disabled community at this site, including physical therapy. Bus service along Cameron Road provided access to the Cameron/Cross Park intersection, but there was a missing segment of sidewalk along both sides of Cross Park from Cameron to Future Drive, and the existing sidewalks along the west side of Cross Park from Future to Wall had multiple areas that were impassable due to heaving and utility meter displacements. The Street and Bridge sidewalk crews constructed the project, which included installation of the missing sidewalk portion, repair of all impassable areas on the west side, and installation of new curb ramps and a protected median crossing to the east side near the entrance to the Easter Seal facility. Austin Transportation Department facilitated the median crossing location and installed appropriate pedestrian crossing signage. This project was awarded the 2016 partnership award from the Mayor's Committee for the People with Disabilities.

Vision Zero Action Addressed: Fund and build infrastructure improvements included in the Bicycle Master Plan, Sidewalk Master Plan, and Urban Trails Master Plan.

Dynamic Speed Display Devices

A Dynamic Speed Display Device (DSDD) measures and digitally displays the speed of an approaching vehicle. Typically, a DSDD is placed with/near a speed limit sign. In neighborhoods and construction zones, these devices are known to reduce speeding.

In September 2016, ATD began a new Rotating DSDD Pilot Program. It deploys six portable DSDDs at different locations around the city, for four weeks at a time. Each DSDD collects real-time data on vehicular speeds and volumes. The data is stored in an online web portal and can be accessed to generate custom reports and understand driver behavior. The DSDDs are moved to a different set of locations after four weeks. Locations are chosen from a list that's developed based on criteria that include residents' complaints and other input.

This pilot program will help ATD determine whether DSDDs are an effective strategy for the long-term reduction of speeds on streets with documented speeding. Data from the DSDD units will be used for more effective and targeted enforcement activities.

Vision Zero Action Addressed: Study locations and implement speed feedback warning to reinforce education and enforcement initiatives and encourage speed compliance.



Dynamic Speed Display Devices provide people driving real-time speed feedback to alert people exceeding the speed limit.



Demonstration bulbout (green pavement) and education sign at the Burnet Road Better Block.



Staff tables at the City Wellness Expo at Palmer.



Staff talks to a participant about transportation safety at one of the Walk + Bike Talks.

4. EDUCATION

Outreach Events

The Vision Zero Program Manager and other City of Austin staff have provided information about safety and the Vision Zero program at many events citywide. Examples include:

- National Forum for Black Public Administrators Leadership Summit
- Burnet Road Better Block
- Vision Zero ATX Monthly Meeting
- City Wellness Expo at Palmer
- ACC Highland Wellness Fair
- National Night Out Kickoff
- Wellness Fair at ACC Northridge
- Dove Springs Ciclovía
- CATCH Night at Graham Elementary
- World Day of Remembrance
- Traffic Jam: Joint Capital Metro and Austin Strategic Mobility Plan Community Meeting
- Walk + Bike Talks: A Community Conversation

ATD presented 11 “Walk + Bike Talks” at locations citywide, in February-April 2017. These sought community input for the Pedestrian Safety Action Plan (PSAP), and the prioritization of projects to implement the Bicycle Master Plan, with an eye to safety. They included Vision Zero materials and opportunities for residents to provide input through the Vision Zero Input Tool. A virtual open house was also provided through the month of April to facilitate online submissions.

Educational Tools and Multimedia Campaign

Educating Austinites about traveling safely no matter how they get around is an important part of the Vision Zero effort. Throughout 2016, ATD staff did research and foundational work for a marketing-communications media campaign. The first phase of this campaign launched in the Spring 2017, with media placement on radio, TV, print, and digital advertising, along with community-based event tabling and presentations. This initial phase reached 3 million ad views and outreach contacts.

The Department is also doing foundational work for a research project into the most effective media/marketing campaigns, including best practices regionally and nationally. The department engaged the Texas Transportation Institute to complete the research. This work will inform the local campaign, including local agencies' and organizations' messages, and help craft a united regional approach.

An educational brochure was also produced for distribution by police officers during transportation enforcement stops and for public meetings and community events. The brochure provides an overview of Vision Zero and the top causes of crashes in Austin, as well as what all Austinites can do to contribute to safer streets. Funding for a full-time Vision Zero Outreach Coordinator was secured and a coordinator was hired in early 2017. The coordinator is responsible for implementing the education action items outlined in the Vision Zero Action Plan.

Capital Metro has also continued safety messages on the route display screens of its buses, including a branded Vision Zero safety message. In response to a high number of rear end collisions with buses, Capital Metro has also added rear safety message wraps raising awareness of maintaining a safe following distance for buses to some of their fleet.

Vision Zero Action Addressed: Create a targeted bilingual social media and mass media campaign with appropriate traffic safety messages.

Education with Engineering

The Austin Transportation Department's Arterial Management Division held an #ontheroadATX contest, inviting Austinites to create safety messages that will be displayed throughout the city on dynamic message signs. This outreach effort engaged 342 Austin residents. A panel decided on 15 winners, and is showcasing their safety messages on major Austin roadways, such as Cesar Chavez Street, Guadalupe Street, Lamar Boulevard, Riverside Drive and South First Street.





Case Study:

Hill Elementary School

In partnership with the community and Safe Kids Austin, Safe Routes to School (SRTS) staff hosted a successful International Walk to School Day event at Hill Elementary School. Hundreds of students and parents walked from a nearby church to the school, led by the Anderson High School Drumline. After learning about safety concerns at the event, SRTS funded a crossing guard on the corner of Austin Woods and Mesa Drive and held a morning safety assembly for the kids. Discussions have also begun about adding sidewalks in the neighborhood.

Smart Trips Austin

Smart Trips Austin is an active transportation encouragement program that aims to improve health and manage congestion by increasing walking, biking and public transit use to access work sites, schools, recreation, shopping, and medical facilities. The amount of driving has a strong influence on crash and fatality rates, so replacing driving trips with walking, biking and public transit improves safety for everyone. The City of Austin's Smart Trips Program in Central Austin saw a 6 percent increase in transit and a 3 percent increase in walking with a 2 percent decrease in single occupant vehicle trips. This program will continue into 2017 with funding provided by the City of Austin and Capital Metro.

Vision Zero Action Addressed: Continue to build on Transportation Demand Management strategies.

Safe Routes to School

In 2016, the City's Safe Routes to School Program (SRTS) held events at 32 elementary schools. The Program (at the Public Works Department) works closely with elementary schools to educate and encourage students about walking and biking to school, provide crossing guards, and where feasible provide improved sidewalks and other pedestrian improvements. The program is successful in encouraging more students to walk and bike safely to school.

The Active Transportation and Street Design Division at Austin Transportation worked closely over the past year with SRTS. ATD is redesigning streets around schools, to further support safe walking and biking to school. A major 2016 example was improvements to the network of streets around Houston Elementary School in Dove Springs. At an event to celebrate completion of the new bikeways and pedestrian crossings, bikes and helmets were donated to 20 children in the neighborhood so that they could start biking to school.

Vision Zero Action Addressed: Work with all school districts within the City of Austin's jurisdiction, as well as charter and private schools, and the City's Safe Routes to Schools program to set a goal for safe, active travel to schools. Invest in infrastructure improvements.



Austin's Pedestrian Coordinator Joel Meyer accepts the Ladders of Opportunity award from US DOT Secretary Anthony Foxx on behalf of the City of Austin.

US DOT Mayors' Challenge for Safer People, Safer Streets

In spring 2015, US DOT Secretary Anthony Foxx (pictured above) called on cities to make large gains in improving safety for people walking and biking over the following year. Austin was one of nearly 200 cities across the nation to accept the challenge. Austin ambitiously committed to take action in all seven areas of the challenge.

7 Action Areas

1. Take a complete streets approach;
2. Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices;
3. Gather and track biking and walking data;
4. Use designs that are appropriate to the context of the street and its uses;
5. Take advantage of opportunities to create and complete pedestrian and bicycle networks through maintenance;
6. Improve walking and biking safety laws and regulations; and
7. Educate and enforce proper road use behavior by all.

USDOT recognized Austin with its Ladders of Opportunity Award, showcasing the City's work to improve safe access for lower-income residents. Austin's successes recognized by the award include new PHB and Accessible Pedestrian Signals installed in environmental justice areas (neighborhoods with larger percentages of minority and low income residents) and outreach in the Rundberg neighborhood through our Smart Trips Austin program. Overall, Austin made ambitious progress on dozens of initiatives across all of the action areas.

5. POLICY

Speed Management

Responding to Austin City Council Resolution 20160519-049 of May 2016, staff researched academic literature and best practices to make a recommendation to the City Council Mobility Committee on December 7, 2016 and the full City Council on December 15. Council voted to:

1. Support state legislative efforts in 2017 to lower the prima facie speed to 25 miles per hour;
2. Incorporate target design speeds into plans and manuals;
3. Systematically evaluate arterial speed limits citywide for appropriateness; and
4. Establish a neighborhood slow zone pilot.

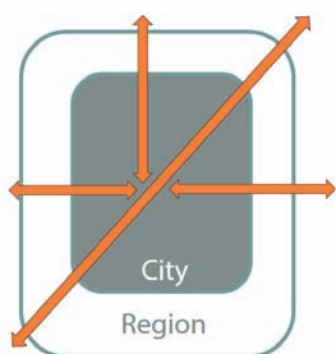
A memo to Mayor and Council detailing next steps was provided on February 15th, 2017.

1. State legislation

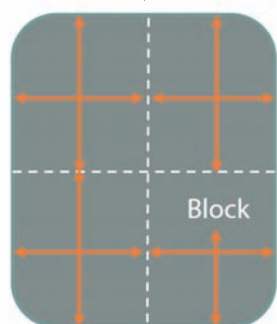
Supporting state legislation for a lower prima facie speed was added to the City's Legislative Agenda for the 85th Legislature. In January 2017, Representative Celia Israel filed HB 1368, seeking to reduce the prima facie speed to 25 mph in an urban district. The City of Austin's Intergovernmental Relations Office coordinated with Rep. Israel and other cities on this legislation and Austin Transportation Department provided analysis and research. This legislation failed to move forward.

2. Plans and manuals

Austin Transportation Department is coordinating the publication of the Austin Street Design Guide which will define a hierarchy of street with different contexts and functions. These differences inform the design of such streets, including the target travel speed. While highways' and some major arterials' primary purpose is to move people and goods, other road types, including neighborhood streets and minor arterials that are becoming populated with people and busi-



Level 5



Level 1

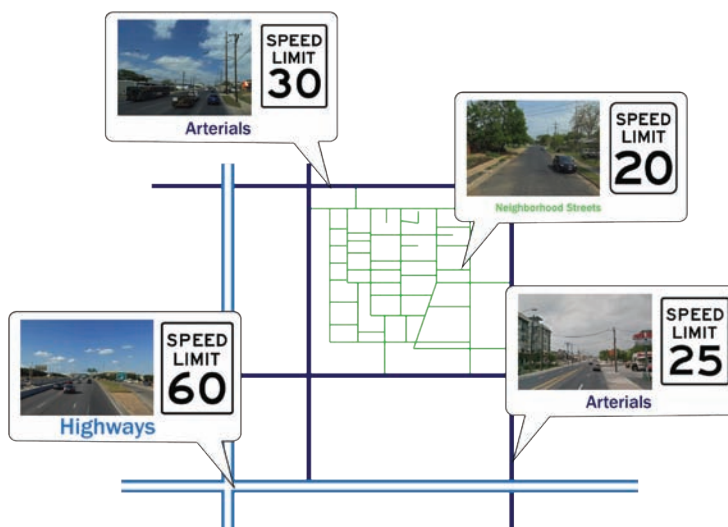
The Street Design Guide identifies multiple levels of streets, to create a context-sensitive approach to roadway design.

nesses, are about facilitating activities and a sense of place. The Austin Street Design Guide will be piloted through 2017 and serves as the precursor to updates to the Transportation Criteria Manual (TCM). The TCM provides comprehensive technical criteria to aid in the planning, design and coordination of all street elements.

Vision Zero is also being integrated into CodeNEXT, the City of Austin's update of its Land Development Code. Austin Transportation Department is coordinating review of transportation safety-related elements of the draft Land Development Code with the Planning and Zoning Department.

3. Systematic evaluation of speed limits

Congruence of design speeds, posted speed limits, and driver expectancy are keys to compliance with posted speed limits on roadways and safe mobility. Currently, both the design speeds and posted speed limits on streets in Austin vary to some degree. The Austin Strategic Mobility Plan (ASMP), led by the Systems Development Division of the Austin Transportation Department, will include an update to the Austin Metropolitan Area Transportation Plan (AMATP) Roadway Table by evaluating functional classification, context, and mode specific plans which are primary factors that influence target design speed. This will form a basis for future evaluation of arterial speed limits for appropriateness citywide. The ASMP kicked-off in March 2017, and the Roadway Table is anticipated to be developed in early 2018. Plan adoption is planned for summer 2018.



Just a few miles-per-hour can be the **difference between life & death.**



Different design speeds are appropriate for different contexts.



A Slow Zone in New York City uses lower speed limits, special signs, and street design to reduce vehicle speeds.

4. Slow Zone Pilot

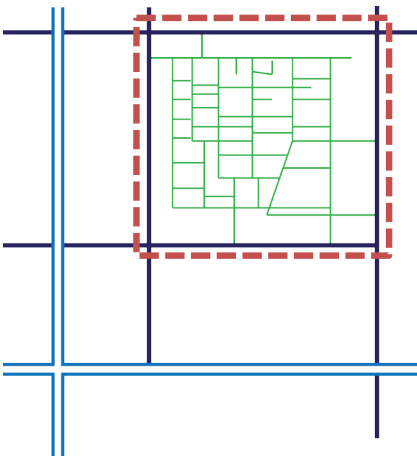
The Slow Zone Pilot's goal is to improve livability and safety in Austin neighborhoods. Slow Zones are a district approach to traffic calming designed to lower the number and severity of crashes in predominantly residential neighborhoods, while also reducing cut-through traffic, traffic noise, and making walking and bicycling more convenient and comfortable forms of travel.

The Slow Zone Pilot is intended to improve safety by reducing vehicle speeds within primarily residential neighborhoods. Vehicle speed is a key determinant in crash outcomes, especially for people outside of a vehicle. Lower speeds improve safety for all road users, encourage use of active transportation, and have a minimal effect on travel times—especially for shorter trips. The existing Local Area Traffic Management (LATM) program is designed to calm traffic on individual roads or road segments. This neighborhood speed reduction pilot will determine the effectiveness of a district-based approach to traffic calming, pairing lowered speed limits with traffic calming devices to reduce neighborhood traffic speeds.

Austin Transportation Department will pair lowered posted speed with street design changes as a strategy for reducing speed. Prior experience has shown that signs alone will not reliably reduce speed. Traffic calming devices may include a combination of speed cushions, neck downs, and curb extensions/intersection daylighting. Traffic calming devices will self-enforce slower speeds and safer behaviors.

Neighborhood selection criteria and public outreach processes are currently under development by Austin Transportation Department, and will likely include the following:

- The neighborhood should be clearly delineated (e.g. major arterial streets, natural features, large institutions at the periphery).
- Pilot must be in place two years or more for reporting to TxDOT.
- Pilot areas will be vetted through a public process.



Pilot locations will be assessed for clearly delineated boundaries.

- Pilot areas should be evaluated on the suitability of the existing cross-section for traffic calming, as well as land use characteristics such as the mix of residential, commercial, and community/civic land uses.
- Ability to comply with required reporting as well as capacity to collect and report on other data including vehicle speeds, volume, numbers of people bicycling and walking, crash history, and reduction of crashes.

Vision Zero Action Addressed: Work at the local and state level to lower default speed limits congruent with research on speed and best practices.

Transportation and Land Use: Planning and Regulations

CodeNEXT, Street Design Guide, and Austin Strategic Mobility Plan

CodeNEXT is the multi-year process for revising the Land Development Code. In 2016 and early 2017, City staff and community members worked to use the opportunity of CodeNEXT to make transportation safety an explicit goal of the Land Development Code.

Cities with higher transit ridership and lower vehicle miles travelled per person have fewer traffic deaths per capita. Development patterns play an important role in reducing vehicle miles travelled (VMT). By reducing the distances that people must drive, and the duration of their trips, city planners and policy makers can help fewer crashes occur community-wide in the years and decades to come. Sprawling, auto-oriented, disconnected land use patterns continue to encourage driving to the detriment of walking, bicycling, and taking transit. Lower density, longer blocks, large parking lots and free or low cost parking, frequent driveways, and lack of street connectivity directly contribute to higher traffic injuries and deaths. By creating compact and connected development patterns, as called for in the City's Imagine Austin Comprehensive Plan, the Code can encourage alternatives to driving.

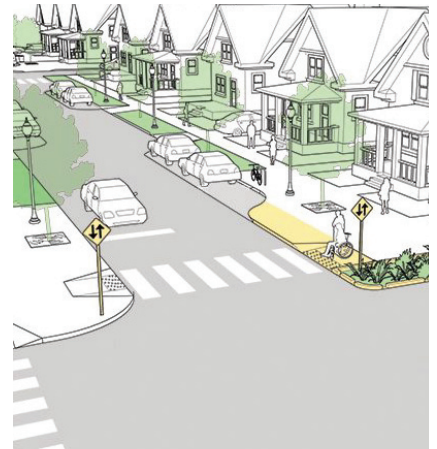
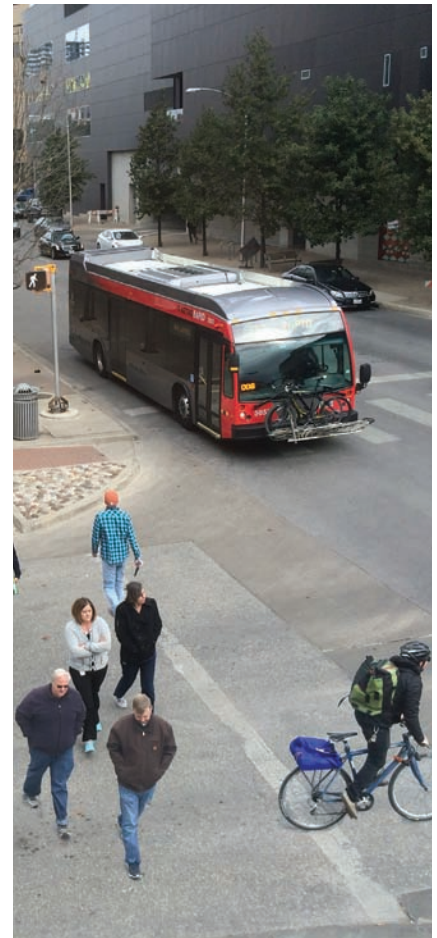
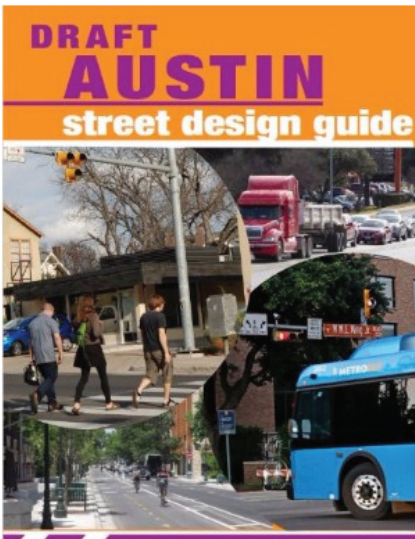
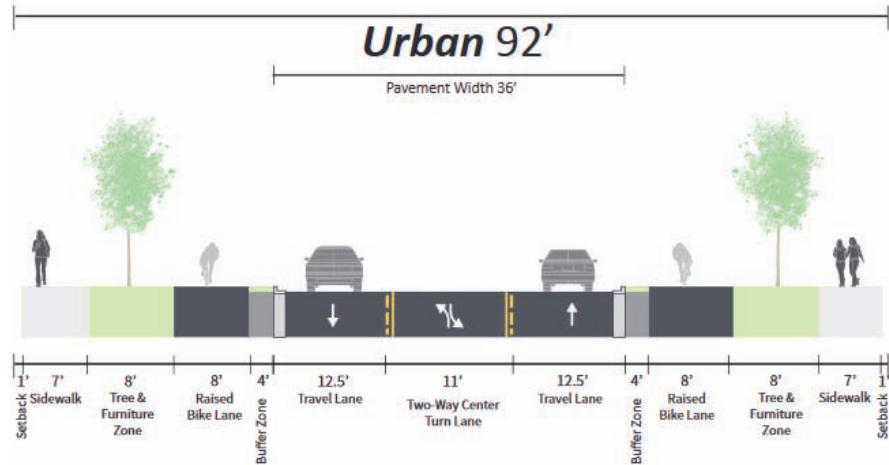


Image: NACTO Urban Street Design Guide.





Content from the Draft Austin Street Design Guide, available https://austintexas.gov/sites/default/files/files/Transportation/Austin_Street_Design_Guide_June_2017_Public_Launch_062117_reduced_size.pdf.

Developed in coordination with CodeNEXT, but led by Austin Transportation, the Austin Strategic Mobility Plan (ASMP) is a long-range plan that pulls multiple mobility programs and plans into one comprehensive vision, and applies an integrated approach to planning for all modes of our transportation system. It:

- Identifies strategies in the form of programs and projects to shape our future transportation network;
- Includes network and program planning that will be done through a safety lens and will consider all modes; and
- Includes maps and tables of the existing and future street network.

A related Street Design Guide was released as a pilot project in spring 2017, to provide short-term guidance while CodeNEXT and the ASMP are developed. The guidance will be used by Development Services to help applicants conform to the City's Complete Streets Policy.

Vision Zero Action Addressed: Include Vision Zero principles and land use, urban design, and multimodal street design and engineering strategies in coordinated revisions to the Land Development Code, the Transportation Criteria Manual, and policies.



Housing the Homeless

A high number of crashes, especially along high speed roads, involve people experiencing homelessness. Austin has participated in the Mayor's Challenge to End Veteran Homelessness since it was issued in 2014 by First Lady Michelle Obama. In August 2016, Austin achieved that goal. Mayor Adler was joined by Julián Castro, then the Secretary of Housing and Urban Development, to declare that Austin had reached functional zero for veteran homelessness.

Policy Action 45 of the Vision Zero Action Plan directs Austin to pursue a Housing First approach to ending homelessness—a goal being pursued through Mayor Adler's next goal: ending chronic homelessness in 2017.

Vision Zero Action Addressed: Pursue Housing First model of ending homelessness to address larger societal issues contributing to crashes involving homeless persons crossing the roadway.



Left: People attending the Better Block use the newly-installed Pedestrian Hybrid Beacon to cross Burnet Road. Right: Participants walk along Burnet Road during the event. The adjacent parking lot was temporarily transformed with plants and outdoor seating.



City Planning Policies in Action

Burnet Road: Better Block Project

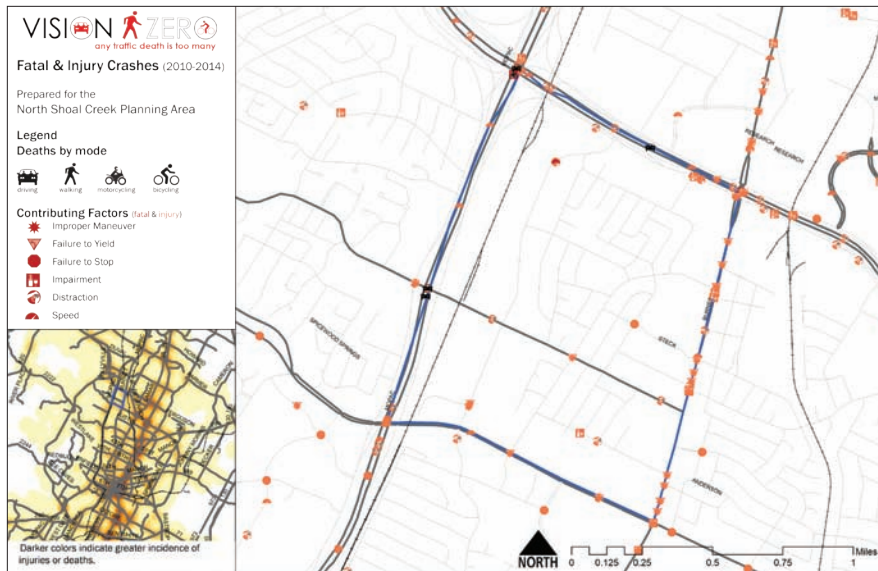
In September 2016, the Planning and Zoning Department held Burnet Road Better Block Project, transforming the 5300 block of Burnet Road for a day. Streetscape changes were tested with an eye to safety and reducing dangerous crashes, among other goals.

Temporary improvements included narrowing commercial driveways and extending sidewalks. A new Pedestrian Hybrid Beacon (PBH) was permanently installed to help people safely cross Burnet Road, along with new crosswalks. The Better Block demonstrated what Burnet could be: a safer, more walkable and bikeable street integrated into a more vibrant neighborhood.

Vision Zero Action Addressed: Implement low-cost, high-impact safety improvements throughout the city based on safety engineering studies.



Educational sign describing the benefits of sidewalk extensions (demonstrated with white pavement with concrete buttons). A rain garden (green pavement with plants) was also mocked up for the event.















North Shoal Creek Neighborhood Plan

In late 2016, the Planning and Zoning Department kicked off the North Shoal Creek Neighborhood Plan process, which will result in a plan that addresses land use, transportation, open space, and other elements of a complete community. Traffic safety and the goals of Vision Zero are being considered in a plan at the neighborhood scale.

Vision Zero Action Addressed: Include Vision Zero principles and land use, urban design, and multimodal street design and engineering strategies in coordinated revisions to the Land Development Code, the Transportation Criteria Manual, and policies.

Crashes within the North Shoal Creek Neighborhood Planning Area (2010-2014)

Factor	Fatal or Incapacitating	Other Severity
Failure to Stop	 0	 13
Speed	 2	 33
Failure to Yield	 1	 34
Impairment	 1	 18
Distraction	 1	 48
Improper Maneuver	 1	 34

Source: TXDOT CRIS 2010-2014


As a part of the planning process for the North Shoal Creek Neighborhood Plan, staff analyzed the locations and contributing factors of crashes.

Appendix

Progress Report: Individual Actions

The Progress Report includes all of the actions from the Council-adopted Action Plan, with details on progress and expected completion. Actions are color-coded to reflect the level of progress through March 2017. Actions prioritized by the Task Force for 2017 are indicated with a P.




Progress Ratings



 **Green** Timely progress, prioritized, and on track.



 **Yellow** Initiated, some progress.






 **Red** Not yet started.

1. Evaluation



Progress Rating	Strategy 1: Develop better analytical tools and metrics.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 1: Integrate state and local tools into a common crash analysis tool that can identify and report on crash patterns and trends across the region, as well as along a roadway and within or at an intersection and automatically generate collision diagrams.	TxDOT Crash Record Information System (CRIS) has been identified as a common crash data source. See Action 6 for progress related to CRIS access. ATD is now using CRIS data for analysis of specific locations (see Action 5) and to better understand trends across the region.	Common crash tool is complete. Next Steps: Explore opportunities to add additional attributes to CRIS datasets & research state-of-the-art collision diagram software.
	Action 2: Develop a user-friendly and comprehensive method of collecting information on the ground at crash locations to enable easier and more thorough analysis, especially of spatial patterns and design factors.	APD has transitioned to electronic submittal of the CR-3 form used to collect crash information.	Identify additional ways to improve crash data collection, including training.
	Action 3: Collect geospatial data for citations from the Municipal Court and include that data in crash analysis.	ATD is working with Municipal Court staff to identify ways to include geospatial information.	Integrate geospatial information into crash analysis.



Progress Rating	Strategy 1: Develop better analytical tools and metrics.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 4: Work with TxDOT to link crash data and draw down Austin/Travis County Health and Human Services Dept., EMS, and hospital and trauma registry data.	APH has identified existing EMS and hospital and datasets for further analysis. APH is also working with the Integrated Care Collaborative and the state health department to obtain additional datasets.	Explore how to combine the statewide trauma registry with CRIS.
	Action 5: Coordinate a data-driven procedure (and enhance tools as necessary) to prioritize high volume crash locations and corridors based on industry best practices and to focus limited resources.	ATD is pursuing improvements to top crash locations as well as identifying a high crash network for implementation of system-wide countermeasures using best practices from other Vision Zero Cities.	Apply data-driven analysis to prioritization of major intersection projects and pedestrian crossing improvements.




Progress Rating	Strategy 2: Apply existing data to focus limited resources.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 6: Incorporate TxDOT datasets to analyze, map, and/or improve for a better understanding of factors contributing to fatal and serious injury crashes.	<p>ATD and APD have both gained access to the TxDOT Crash Record Information System (CRIS) to use as a common crash data resource for analysis of specific locations and trends across the region. ATD staff is currently undergoing training with APD staff for use of the data.</p> <p>ATD is using a pedestrian TxDOT dataset to further develop a Pedestrian Safety Action Plan (See Action 48).</p>	See Action 1.
	Action 7.1: Create a platform and/or process to better share data, including geospatial data and maps, across City departments and agencies that are affected by transportation safety.	TxDOT and the City of Austin have established a way to share data through the CRIS platform (See Action 6). ATD is working with TTI to further develop a regional scan of existing transportation safety initiatives, datasets and programs.	Launch TTI study in fall of 2017 with anticipated results in spring of 2018.


Strategy 2: Apply existing data to focus limited resources.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 7.2: Create a platform to share anonymized information and maps with the public.	<p>ATD is developing an online interactive mapping platform that will share information on high crash locations, safety improvement projects, outreach events, and interactive tools to collect public input.</p> <p>The City of Austin and ESRI are also exploring a partnership to help Austin and other local governments address emerging issues like Vision Zero, sustainability, and affordability. This partnership kicked off with a two-day design session in February 2017.</p>	<p>Vision Zero Input Tool completed.</p> <p>Next Steps: Further refine online tool and integrate new data sets.</p>
	Action 8: Create a grant resource to facilitate City, agency, and community applications for local, state, and federal grant funding.	ATD has shared a list of grant resources with Task Force members. TxDOT has issued calls for traffic safety education projects under the FHWA's 402 funds program.	Research and assemble an online resource repository.
	Action 9: Continue analysis of victims and suspects involved in fatal crashes, including demographics, to target education, enforcement efforts, and policy changes.	<p>ATD has established the Fatality Review Board with participation from ATD, APD, APH and PAZ. This body reviews all fatal crashes and determines whether there are any actions that may be taken to prevent future crashes.</p> <p>APD is continuing its analysis of suspects involved in fatal crashes.</p>	Explore new ways to analyze fatal crashes for victim and suspect characteristics that can help to target education, enforcement and policy changes.
	Action 10: Evaluate the effectiveness of education, enforcement, and street design and engineering improvements. Update data and crash maps in subsequent action plans.	<p>ATD will launch coordinated and targeted education and enforcement Street Team initiative with a built-in evaluation program (see Action 12).</p> <p>ATD is creating ArcGIS Online Story Map(s) to evaluate and present progress, including mapping safety improvements.</p>	Continue to evaluate safety improvements, programs and initiatives and include in the next VZ Report Card.
	Action 11: Conduct before and after studies of safety improvements to assess effectiveness and refine future applications.	ATD has completed over 40 street safety projects and initiated major intersection safety improvements at 5 locations. Improvements are complete at 4 locations. Crashes will be analyzed in the 36 months before and after these improvements to assess effectiveness.	Evaluate safety improvements and include results in the next Vision Zero Report Card.

2. Enforcement




Progress Rating	Strategy 1: Target enforcement where it is needed most.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 12: Target enforcement on high injury and fatal roadways and on the most dangerous driving behaviors.	<p>Existing APD initiatives include Highway Enforcement Command, speeding initiatives, Arrive Alive, regional and regular patrol, and the Selective Traffic Enforcement Program (STEP). APD has extended No Refusal events using operational funding as well as grant funding provided by TxDOT.</p> <p>APD had an estimated 117 No Refusal Nights in 2016, including</p> <ul style="list-style-type: none"> • Super Bowl Sunday • Mardi Gras • Memorial Day • R.O.T. Rally • July 4th • Labor Day • Halloween • After Halloween, every Friday & Saturday night through mid-December • Christmas/ New Year's Eve <p>APD HEC Safe Driver Initiative (Bus Initiative) – 9 total operations, resulting in 753 citations & 83 warnings for hands-free violations.</p> <p>ATD and APD have launched Vision Zero in Action, which targets dangerous behaviors.</p>	Evaluate effectiveness of targeted enforcement and education initiative (See Action 10).
	Action 13: Enforce improper driver behavior around traffic calming devices, crossing devices, and bicycle facilities.	See Action 12 for information on the joint ATD and APD Vision Zero in Action program. This program will include formation of a Street Team that will focus on community-based education and enforcement initiatives related to vulnerable users.	Evaluate effectiveness of targeted enforcement and education initiative (See Action 10).




Strategy 1: Target enforcement where it is needed most.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 14: Coordinate enforcement across all law enforcement agencies and coordinate to increase prosecution of repeat offenders.	Enforcement Focus Group has initiated a discussion about how best to coordinate across all law enforcement agencies to help reduce barriers to obtaining a probable cause affidavit in a timely fashion.	Explore ways for the City to work with the County to expedite process.
	Action 15: Work with APD to continue enforcement of transit priority lanes.	Enforcement of transit priority lanes is a special initiative of the joint APD and ATD enforcement and education initiative. See Actions 12 and 13.	Continue Vision Zero in Action enforcement program.




Strategy 2: Increase capacity for enforcement and prosecution.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 16: Frame traffic offenses as a leading, but preventable, public health and safety problem and educate judges, legislators, and the public to ensure punishments are appropriate.	The Texas State House of Representatives hosted a House Transportation Committee hearing on December 7th to discuss safety issues.	Provide research and analytical support during and after the 2017 Legislative session. Explore opportunities for judicial education.
	Action 17: Enhance the current City ordinance (§ 12-1-26 – Pedestrians on Certain Roadways) for areas unsafe to pedestrians.	APD has proposed language to amend the existing Code (§ 12-1-26) to include additional high-speed roads and clarify prohibited locations. APD's Homelessness Outreach Street Team (HOST) was piloted in 2016, bringing together police officers, health specialists, paramedics, and social workers to proactively address the needs of people experiencing homelessness.	Explore engineering solutions to create more crossings and prevent pedestrians from crossing in unprotected areas. Continue working with stakeholders on updates to 12-1-26.
	Action 18: Work with courts to create graduated penalties for repeat offenders.		Convene a Prosecution Working Group to explore options for addressing repeat offenders.



Progress Rating	Strategy 2: Increase capacity for enforcement and prosecution.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 19: Design assurances against racial profiling and targeting of enforcement of top contributing factors toward vulnerable user groups.	APD complies with a state requirement to submit Racial Profiling Reports to the Texas Commission on Law Enforcement.	Explore ways other community stakeholders can provide feedback on designing assurances against racial profiling.



3. Engineering







Progress Rating	Strategy 1: Prioritize high injury and fatal crash locations.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 20.1: Direct engineering, enforcement, and education resources to high injury and fatal crash hotspot locations.	ATD and APD are launching a coordinated education and enforcement initiative (see Actions 12 and 13). The 2016 Mobility Bond includes \$15,000,000 for fatality reduction strategies for projects on the Top Crash Location Intersection Priorities Improvement List.	Implement Vision Zero/Safety program of the 2016 Mobility Bond and develop supporting education and enforcement strategies to support these engineering investments.
	Action 20.2: Implement at least five major safety engineering projects annually at top crash prone locations. Work with CAMPO and TXDOT for funding opportunities.	ATD has completed major safety improvements at IH-35 at MLK Jr. Blvd., Lamar Blvd. at Rundberg Lane, and US183 at Cameron Road. Lamar Blvd. at Parmer Lane is under construction and Manchaca Road at Slaughter Lane is under study/design.	ATD has initiated studies to select the next five intersections.
	Action 20.3: Implement low-cost, high-impact safety improvements throughout the city based on safety engineering studies.	ATD has completed low-cost, high impact safety improvements to the intersections of Lamar at Parmer and Manchaca at Slaughter. Major work in these areas will follow in 2017. ATD is also completing a Pedestrian Safety Action Plan to prioritize low-cost, high-impact improvements for pedestrian safety. A total of 76 pedestrian crossings were installed by ATD in 2016.	Prioritize locations for improvements using 2016 Mobility Bond funding allocated to Vision Zero. Complete Pedestrian Safety Action planning process.








Progress Rating	Strategy 2: Integrate safety into policies, code, and manuals.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 21.1: Revise the Transportation Criteria Manual to focus on safety and thorough review of transportation development projects.	ATD is leading the effort to update the Transportation Criteria Manual starting with the creation of an Austin Street Design Guide which includes guidance on target design speed. ATD is also working with DSD to conduct regular safety audit reviews for all new developments.	Continue safety audit reviews for new developments. Pilot Street Design Guide through 2017.
	Action 21.2: Coordinate the Land Development Code revision with the TCM update.	PAZ is leading the effort to update the Land Development Code through the CodeNEXT process. Vision Zero concepts were included in the Mobility Prescription Paper, presented to Council Mobility Committee Oct. 5, 2016.	Continue review of draft LDC and pilot Street Design Guide through 2017.
	Action 21.3: Continue to implement the Complete Streets Policy in every construction, reconstruction, and/or development project.	ATD is leading the effort to implement the Complete Streets Policy through the System Development Division. A planner was hired in early 2017 to lead efforts to review all CIP and development projects for Complete Streets Policy compliance.	Continue to implement Complete Streets Policy through Street Design Guide pilot and other strategies.




Progress Rating	Strategy 3: Conduct engineering studies and apply solutions.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 22.1: Conduct speed studies at locations with speeding issues as identified in collision analysis.	ATD has initiated speed studies at several location to revise posted speed limits where warranted. ATD has also initiated analysis of speed related crashes and identification of locations for possible speed mitigation.	Continue speed management strategies to include speed studies, traffic calming programs and neighborhood Slow Zone pilot program.
	Action 22.2: Study crash-prone locations where right-on-red or left turn movements were factors.	This data is being analyzed as part of the Pedestrian Safety Action Plan effort with a focus on pedestrian crashes.	Include data in the Pedestrian Safety Action Plan.
	Action 22.3: Identify locations with pedestrian safety issues using collision analysis maps and consider traffic control devices to allow safer crossings.	Staff is evaluating crash history, risk factors, and pedestrian demand as a part of the Pedestrian Safety Action Plan, which is currently underway.	Complete PSAP process in fall 2017.


Strategy 3: Conduct engineering studies and apply solutions.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 22.4: Study and expand exclusive pedestrian crossing time on high injury network for people walking.	Crossing treatments are being evaluated through the Pedestrian Safety Action Plan process.	Complete PSAP process in fall 2017.
	Action 22.5: Study locations and implement speed feedback warning to reinforce education and enforcement initiatives and encourage speed compliance.	<p>ATD launched a pilot for rotating Dynamic Speed Display Devices (DSDD) in Sept. 2016. Rotating DSDD were installed at 18 locations from September through December 2016, and 4 locations received permanent DSDD as a part of LATM.</p> <p>Rotating DSDDs are installed and monitored for a four week period to determine whether or not they are effective in the long-term reduction of speeds on streets with documented speeding. Data from the DSDD units can be used for more effective and targeted enforcement activities. Requests for DSDDs are made through 311.</p>	Continue to accept requests for DSDD placement.

Strategy 4: Implement safe and active travel to schools.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 23.1: Work with all school districts within the City of Austin's jurisdiction as well as charter and private schools and the City's Safe Routes to Schools program to set a goal for safe, active travel to schools.	PWD's Community Services Division Safe Routes to School program delivered safety presentations to nearly 50,000 Austin students in FY 2016.	Initiate process to develop Safe Routes to School plans for individual schools.
	Action 23.2: Invest in infrastructure improvements.	ATD and PWD worked on 12 school-based infrastructure improvement projects to improve safe routes to school for students in the Austin Independent School District and the Eanes Independent School District in 2016.	Implement the 2016 Mobility Bond SRTS program which includes \$27.5 M divided by Council district.






Progress Rating	Strategy 5: Address transit safety.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 24.1: Evaluate the need for potential adjustments to interior lighting of buses for improved safety during nighttime operations including reducing glare for operators.	Capital Metro has made minor adjustments have been made to existing buses in the fleet. Windshield glare is now a special consideration for all new bus procurements.	Continue to procure new buses with these enhanced safety features.
	Action 24.2: Capital Metro will continue working with City and its municipally-owned electric utility Austin Energy (AE) to evaluate the need for lighting along transit corridors and at intersections.	ATD is analyzing lighting as a part of the Pedestrian Safety Action Plan. Capital Metro is conducting a bus stop safety analysis that includes identification of locations in need of lighting.	Prioritize and coordinate lighting needs identified as a result of PSAP and Cap Metro analysis.
	Action 24.3: Continue evaluating transit collision hotspots and work with partner organizations to improve safety conditions at those locations.	Comprehensive hot spot study by TTI/Texas A&M is now complete. Hazard mitigation efforts have been initiated.	Continue to work through hazard mitigation.
	Action 24.4: Capital Metro will work with the University of Texas and the City to consider safer vehicle parking methods to reduce collisions along transit corridors through campus.	The ATD/PWD Guadalupe Corridor Study will address safety through The Drag. The joint ATD/CMTA Transit Priority Working Group regularly reviews requests to address improvements to transit priority.	Continue collaboration through Transit Priority Working Group.
	Action 24.5: Capital Metro will continue to collaborate with the City to ensure safe pedestrian access to transit stops.	CMTA & COA meet regularly and implement pedestrian safety measures monthly.	Continue and strengthen collaboration through Pedestrian Safety Action Plan process.
	Action 24.6: Evaluate new and existing bus stops to reduce rear-end collisions at intersections.	Bus stop consolidation and far-side placement efforts are in progress.	Continue analysis of bus stop siting.








Progress Rating	Strategy 6: Apply technological solutions.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 25.1: Evaluate opportunities to expand existing and/or implement new transit priority treatments.	A transit queue jump was installed at MLK and Lavaca. Additional work is being pursued by the Transit Priority Working Group.	Continue work of the Transit Priority Working Group.
	Action 25.2: Implement new transit vehicle engineering principles (such as rear-of-vehicle chevrons, right-side illumination during turns, and lane departure technology) to reduce collisions.	Capital Metro's System Safety Committee meets regularly to review these strategies.	Continue work of the System Safety Committee to implement these strategies.
	Action 25.3: Work to equip all City fleet vehicles with safety related devices, designs, and technology that record dangerous driving behaviors.	Cost estimates were generated for ATD fleet. Additional work is needed to identify citywide needs.	Research current practices and needs across a diverse fleet of City vehicles.
	Action 25.4: Continue to work with Google, Rocky Mountain Institute, and other tech companies and organizations to pioneer autonomous vehicle testing and adoption to improve safety.	<p>RMI's Mobility Transformation Program includes research and planning for autonomous vehicles, including reviewing the existing regulatory environment, creating an infrastructure plan, and discussing piloting and deployment.</p> <p>Austin City Council passed Resolution 20170302-039 calling for a "New Mobility EV/AV Plan" on March 2, 2017.</p>	<p>Deliver New Mobility EV/AV Plan to Council in late summer/fall 2017.</p> <p>Continue to coordinate with RMI and other tech sector stakeholders.</p>
	Action 25.5: Enhance signal system software and equipment to detect red light running and use data for enforcement and engineering.	More research is needed to establish baseline understanding of existing technologies and needs.	Pursue signal system software upgrade.
	Action 25.6: Deploy next generation emergency vehicle preemption to reduce response times and increase safety.	<p>Early capital planning is underway.</p> <p>More research is needed to establish baseline understanding of existing technologies and needs.</p>	Pursue signal system software upgrade.
	Action 25.7: Conduct a pilot project to assess feasibility of advanced detection techniques to estimate the frequency and type of near-miss collisions within signalized intersections.	ATD is exploring a project coordinated through the University of Texas's Center for Transportation Research for FY18.	Continue to explore options for near-miss detection technology.





Strategy 7: Implement active transportation projects.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 26.1: Fund and build infrastructure improvements included in the Bicycle Master Plan.	ATD installed 28.8 miles of new or improved bikeways in 2016.	Continue implementation under 2016 Mobility Bond which allocated \$20M for bikeway improvements.
	Action 26.2: Fund and build infrastructure improvements included in the Sidewalk Master Plan.	PWD has completed 8.1 miles of new sidewalks, 6.6 miles of sidewalk improvements, 538 new ADA curb ramps, and access improvements to 102 bus stops.	Continue implementation under 2016 Mobility Bond which allocated \$37.5M for sidewalks.
	Action 26.3: Fund and build infrastructure improvements included in the Urban Trails Master Plan.	PWD currently has 5 funded urban trail projects either in construction or slated to begin construction in the next year including portions of the Shoal Creek Trail, the Upper Boggy Creek Trail, the Country Club Creek Trail and the Violet Crown Trail. Another 3 projects are in the planning and design phase.	Continue implementation under 2016 Mobility Bond which allocated \$26M to urban trails.

Strategy 8: Seek funding opportunities.			
Progress Rating	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 27: Work with CAMPO and TXDOT for funding opportunities for safety improvements.	<ul style="list-style-type: none"> • TxDOT has provided funding for the construction of the top 5 major intersection improvements. • ATD and TxDOT have collaborated to submit several Highway Safety Improvement Program-eligible projects. • ATD is working with TxDOT to implement a \$2.4 M Pedestrian Safety Citywide initiative to install various signalized crossing improvements using Transportation Alternatives Program (TAP) funding. 	Continue to pursue funding for safety improvements made possible through TxDOT, FHWA and other sources.





4. Education





Progress Rating	Strategy 1: Implement a comprehensive, citywide Vision Zero public education campaign.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 28: Create a cross-departmental safety education team, with dedicated staff and funding, with membership from APD, ATD, PWD, HHSD, PAZ, Austin Fire, and EMS.	Departmental leadership met to discuss, as did the Task Force. APD and ATD have created the Vision Zero in Action program that launched in early 2017.	Continue Vision Zero in Action and launch Street Teams.
	Action 29: Create a Vision Zero training module and train all staff that review, design, or implement projects to reiterate that all staff are responsible for transportation safety.	ATD is working with DSD to conduct regular safety audit reviews for all new developments (See Action 21.1)	Develop a training module suitable for multiple Departmental staff involved in design, review and CIP project implementation.
	Action 30: Create a targeted bilingual social media and mass media campaign with appropriate traffic safety messages.	Developed a scope for a marketing campaign, including a rapid roll-out campaign, showing safety messages from across the country.	Develop Phase 2 of the multi media campaign.
	Action 31: Continue safety messaging onboard buses and at or around bus stops through partnership with KUT and other media outlets.	All buses display safety messaging on front destination signs. Capital Metro partnered with CBS Austin & Telemundo for regular public service announcements. Sponsoring traffic programs throughout 2017. Capital Metro has also wrapped part of their fleet with rear advertisements about following distances for buses.	Develop innovative solutions that provide messaging to people accessing transit at and around bus stops.
	Action 32: Lead by example by adopting Vision Zero policies for City fleets and through education and training targeting public and private employers. This should include an online safety training program for all modes that includes the existing “Drive Kind, Ride Kind” video to help ground transportation drivers understand how to interact safely with vulnerable road users.	ATD hired a Vision Zero Outreach Coordinator in mid-2017 to lead implementation. Integration of Vision Zero into City Defensive Driving is in place.	Broaden integration of Vision Zero based education into city Defensive Driving programs and build opportunities to work with private fleets to integrate Vision Zero messaging into their operations.




Progress Rating	Strategy 1: Implement a comprehensive, citywide Vision Zero public education campaign.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 33: Provide defensive travel training for all modes at vocational and college orientations and in student housing to educate new students about how to travel safely in the city.	ATD hired a Vision Zero Outreach Coordinator in mid-2017 to lead implementation.	Integrate Vision Zero education into existing programs offered by vocational and other area colleges.
	Action 34: Work with area colleges to create and implement a new pedestrian and transit safety campaign.	ATD participated in ACC Wellness Fairs at the Highland and Northridge campuses. ATD hired a Vision Zero Outreach Coordinator in mid-2017 to lead implementation.	Develop campaigns tailored to each college campus with a focus on pedestrian safety and transit accessibility.
	Action 35: Provide targeted outreach and training when adding pedestrian or bicycle facilities to teach residents how to use the facility and how to drive near people using the facility.	ATD piloted a community walk and bike ride as a way to introduce new, safer street design in Dove Springs.	Continue to incorporate community engagement with an educational focus before and after street safety projects are constructed.
	Action 36: Train all participating agencies' staff that interface with media on Vision Zero messaging.	ATD developed an initial guide to talking about transportation safety.	Pilot guide and expand reach to additional Vision Zero partners.
	Action 37: Hire or consult with community education and cultural competence expert(s) to make sure that City outreach and education efforts are truly inclusive and effective.	ATD now incorporates bilingual notifications and simultaneous interpretations in Spanish for public meetings in communities where Spanish is the dominant language spoken.	Continue to seek out feedback on ways to improve community outreach and education efforts from community leaders and other key stakeholders.
	Action 38: Evaluate the knowledge of laws and regulations possessed by those convicted of crimes related to dangerous driving and explore targeted education.	APD continues to analyze histories of people involved in fatal and serious injury crashes.	Convene prosecution working group to explore strategies to for targeted education.
	Action 39: Incentivize server training to reduce risks associated with the retail alcohol environment. Encourage and explore requiring bars to serve food or partner with food trucks to provide food.	ATD hired a Vision Zero Outreach Coordinator in mid-2017 to lead implementation.	Work with key stakeholders to understand existing resources for server training and build on these to integrate Vision Zero messaging.








Progress Rating	Strategy 2: Integrate Vision Zero principles into existing safety education.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 40: Work with social service providers to improve safety for people experiencing homelessness, including educational outreach, improving visibility, and establishing safe crossings.	Representatives from the Task Force will support existing efforts by ECHO and a representative from NHCD joined the Vision Zero Task Force to provide additional insights on programs to address homelessness.	Build on relationships established within the Vision Zero Task Force to better resource efforts to address chronic homelessness.
	Action 41: Encourage print, television, and social media leaders to frame traffic crashes as tragic and preventable occurrences when reporting on them.	ATD presented the Vision Zero Program to journalists at the annual City of Austin Community Journalists Conference.	Develop a media kit that provides additional resources for journalists to use when reporting on traffic safety related issues.
	Action 42: Incorporate Vision Zero for all modes into City's defensive driving classes and curriculum.	ATD is piloting curriculum for department defensive driving training.	Expand pilot program to include multiple Departments.
	Action 43: Require City employees to renew defensive driving training every year for commercial drivers and every two years for non-commercial drivers. Incorporate Vision Zero messaging into existing media training for staff.	ATD is including this in a broader discussion about fleet-related policies.	Discuss options with other departmental safety experts; Explore options for online training.

5. Policy

Progress Rating	Strategy 1: Pursue policy change necessary to achieve Vision Zero.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 44: Work at local and state level to lower default speed limit congruent with research on speed and best practices.	<p>Recommendation presented to City Council Mobility Committee on Dec. 7, 2016 and City Council on Dec. 15. Council voted to:</p> <ul style="list-style-type: none"> - support legislative efforts to lower the prima facie speed to 25 miles per hour; - incorporate target design speeds into plans and manuals; - systematically evaluate arterial speed limits citywide for appropriateness, and; - establish a neighborhood Slow Zone Pilot. <p>Several bills regarding prima facie speed limits were filed in the Texas legislature, but did not move forward.</p>	Continue efforts to implement other Council recommendations.
	Action 45: Pursue Housing First model of ending homelessness to address larger societal issues contributing to crashes involving homeless persons crossing the roadway. Housing First is based on the idea that a homeless person's or household's primary need is to obtain stable housing, and focuses on immediately housing people.	Met with NHCD Dec. 2016. COA met goal for Permanent Supportive Housing in 2014. Pay For Success program (ECHO is lead) has goal of housing 250 highest users of EMS/ER and criminal justice system, with housing to start in late 2017. The City is also pursuing 100 Day Challenge for Youth Homelessness.	Vision Zero Task Force will participate in Housing/Permanent Supportive Housing working groups and NHCD joined V0 working group.
	Action 46: Explore shortening driver's license renewal from 6 years to 4 years and requiring defensive driving or driver's education for all top contributing factors.	Research capacity needs to be identified.	Identify research capacity to address this action, and begin with understanding current renewal process.
	Action 47.1: Include Vision Zero principles and land use, urban design, and multimodal street design and engineering strategies into coordinated revisions to the Land Development Code (CodeNEXT) and the City Transportation Criteria Manual (TCM).	<p>Vision Zero included in Mobility Prescription Paper, presented to Council Mobility Committee Oct. 5, 2016. Vision Zero Program staff are reviewing draft code.</p> <p>Draft Street Design Guide includes setting target speeds for local street types. Vision Zero Program staff are continuing to review the guide and provide feedback.</p>	<p>The Code is anticipated to be adopted by City Council in 2018.</p> <p>ATD staff will continue to provide support to PAZ staff through the CodeNEXT process as community feedback is gathered on elements of the code that address transportation safety.</p>

Progress Rating	Strategy 1: Pursue policy change necessary to achieve Vision Zero.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 47.2: Include Vision Zero principles and land use, urban design, and multimodal street design and engineering strategies into other plans and policies.	Vision Zero principles and crash analysis was included in the Burnet Road Better Block, the initial meetings for the North Shoal Creek Neighborhood Plan, 2012 Bond workshops for Burnet and Lamar, and ongoing Active Transportation design work.	Vision Zero Program staff will continue to support the Street Design Guide pilot program and the Austin Strategic Mobility Plan processes.
	Action 48: Develop action plans for vulnerable road user groups and coordinate these more specific plans with the Vision Zero Action Plan.	Pedestrian Safety Action Plan (PSAP) process was launched in fall 2016. "Vision Zero Input Tool" online map launched to collect input on dangerous and well-designed locations.	The PSAP is expected to be completed fall 2017.
	Action 49: Maintain sidewalks so they are clear of poles, signs, new trees or shrubbery, and other impediments to Americans with Disabilities Act-compliance.	PWD and ATD have initiated amendments to the City Land Development Code.	Work with stakeholder groups, boards and commissions on proposed amendments.
	Action 50: Continue to build on Transportation Demand Management (TDM) strategies.	ATD has established a TDM program that includes multiple strategies for addressing transportation demand.	Implement Smart Trips program fall 2017.

Progress Rating	Strategy 2: Research opportunities for policy change.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 51: Consider changing the cite-and-release policy for people who drive dangerously, as listed in this plan's identified dangerous behaviors, without a license or with a suspended license.	APD presented to the Public Safety Commission, but did not get a recommendation due to equity concerns. APD will present to Health and Human Services at a future date.	Provide additional research and emerging methodologies for addressing APD's cite-and-release policy.
	Action 52: Research enforcement techniques from other cities to enhance compliance with the distracted driving ordinance.	APD initiated an innovative bus-based Safe Driver Initiative enforcement program that has resulted in over 700 citations for distracted driving.	Continue to expand knowledge base on distracted driving enforcement techniques. Monitor efforts to address distracted driving at the state level.
	Action 53: Explore prohibiting motor vehicles passing from the left and turning right in front of a bus within 100 feet of an intersection.	Capital Metro has collected collision classification data, which is being used to inform driver trainings and bus safety messaging, e.g. rear end collision ad wraps on buses.	Continue educational efforts with professional bus drivers and motoring public.

Progress Rating	Strategy 2: Research opportunities for policy change.		
	Action from Vision Zero Action Plan	Progress	Next Steps
	Action 54: Research and consider the impact of limiting the number or density of alcohol-serving establishments in certain areas.	Initial DWI crash mapping with buffers for alcohol-serving establishments has been completed.	Analyze data and continue to work with public health colleagues to better understand the issue.
	Action 55: Research and consider the effect of increasing the liquor tax (to decrease the amount of alcohol people drink).	Research capacity to be identified.	ATD and APH will work together to identify research capacity that draws upon public health best practice.
	Action 56: Consider the traffic safety effects of a ban on A) right turns on red and B) left turns across traffic and/or when pedestrians have a walk signal in effect.	An analysis of crash types is included in the PSAP, which includes crashes involving turning movements.	The PSAP is expected to be completed in the Fall of 2017 to include strategies for improving pedestrian safety at signalized intersections.
	Action 57: Consider the effect of a 24/7 sobriety program for those convicted of alcohol-related crimes.	The Austin/Travis County Sobriety Center is currently in advanced planning stage with an anticipated opening in spring 2018.	The Sobriety Center Local Government Corporation is leading the effort to establish the center in downtown Austin.
	Action 58: Explore allowing prosecutors to work county and district cases (misdemeanor and felony cases), as is done in the field of family violence law.	Research capacity to be identified.	Convene Prosecution Working Group to explore options for prosecutors to work county and district cases.
	Action 59: Pursue changes to law via the state legislature to allow automated speed enforcement, including piloting automated speed enforcement in school zones.	APD participated in a multi-city panel at the NACTO conference to discuss automated speed enforcement.	Continue to research emerging methodologies and best-practice in automated speed enforcement.
	Action 60: Research community-based prevention practices to identify and intervene with at-risk populations.	Research capacity to be identified.	ATD and APH will partner to provide additional research capacity to better understand community-based prevention practices.

AUSTIN'S VISION ZERO PROGRAM IS LED BY THE AUSTIN TRANSPORTATION DEPARTMENT IN COLLABORATION WITH THE FOLLOWING COMMUNITY ORGANIZATIONS, CITY DEPARTMENTS AND PARTNERING AGENCIES.

COMMUNITY GROUPS

American Automobile Association (AAA) Texas
American Association of Retired People (AARP)
Americans with Disabilities Access and Sidewalk Task Force
ADAPT
ATX Safer Streets
Bicycle Advisory Council (BAC)
Bike Austin
Citizen Advocate (Scott Johnson)
Community Advancement Network (CAN)
Crossroads Coalition
Ending Community Homelessness Coalition (ECHO)
Mayor's Committee for People with Disabilities
Mothers against Drunk Driving (MADD)
Pedestrian Advisory Council (PAC)
Safe Kids Austin
Public Safety Commission (PSC)
Urban Land Institute (ULI)
Urban Transportation Commission (UTC)
Walk Austin
Vision Zero ATX

CITY DEPARTMENTS

Austin Public Health (APH)
Austin Transportation Department (ATD)
Austin-Travis County Emergency Medical Services
Law Department
Fire Department (AFD)
Planning and Zoning Department (PAZ)
Police Department (APD)
Public Works Department (PWD)

AGENCIES

Capital Area Metropolitan Planning Organization (CAMPO)
Capital Metro
Federal Highway Administration, Texas Division (FHWA)
Texas A&M Transportation Institute (TTI)
Texas Alcoholic Beverage Commission (TABC)
Texas Department of Transportation, Austin District (TXDOT)
Travis County District Attorney's Office
University of Texas Center for Transportation Research (CTR)



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