



2018 BOND DEVELOPMENT QUESTION

Response to Request for Information

DEPARTMENT: ATD

REQUEST NO.: 10

REQUESTED BY: Kitchen

DATE REQUESTED: 06/14/18

DATE POSTED: 6/18/18

REQUEST: Please provide detail on projects for the proposed Vision Zero funding.

RESPONSE:

As with signals, this proposed funding would allow for a systems-based approach to addressing safety citywide. Locations would be determined based on established prioritization processes described below.

The proposed 2018 Bond staff recommendation includes funding for the following Vision Zero/Transportation Safety programs and projects. The “universe of needs” for Vision Zero/Transportation Safety is \$160 million. Staff requests \$35 million through the 2018 bond for traffic signal programs/projects, as follows:

Major Intersection Safety Projects – \$11,000,000

Includes funding for intersection safety improvements at approximately 10 of the highest crash intersections in Austin. Typical safety improvements may include intersection reconfiguration and reconstruction, construction of new or modification of existing median, improvements to pedestrian and bicycle facilities, and/or construction of traffic and pedestrian signals. Locations will be determined through multiple factors, including average crash frequency, crash rates, fatalities, traffic volume, and crash severity. As these factors may change over the life of the bond, locations will be identified based on the most recent data available at the time of project development.

Pedestrian Safety Improvements - \$3,500,000

Includes funding for high-impact, cost effective pedestrian safety treatments such as concrete refuge islands, rapid flashing beacons, raised crosswalks or curb extensions at 80 to 120 locations across the city. Locations would be determined based on the Pedestrian Priority Network, as described in the Pedestrian Safety Action Plan which considers factors related to crash history, risk and demand for walking. Projects will be prioritized based on available funding and efficiencies gained through coordination opportunities (such as coordination with routine maintenance or transit accessibility needs). As these factors may change over the life of the bond, locations will be identified based on the most recent data available at the time of project development. More detail and descriptions of the programs can be found in the [April 16th memo](#).

