African American Resource Advisory Commission

October 7, 2015


Austin's a great
place to live...

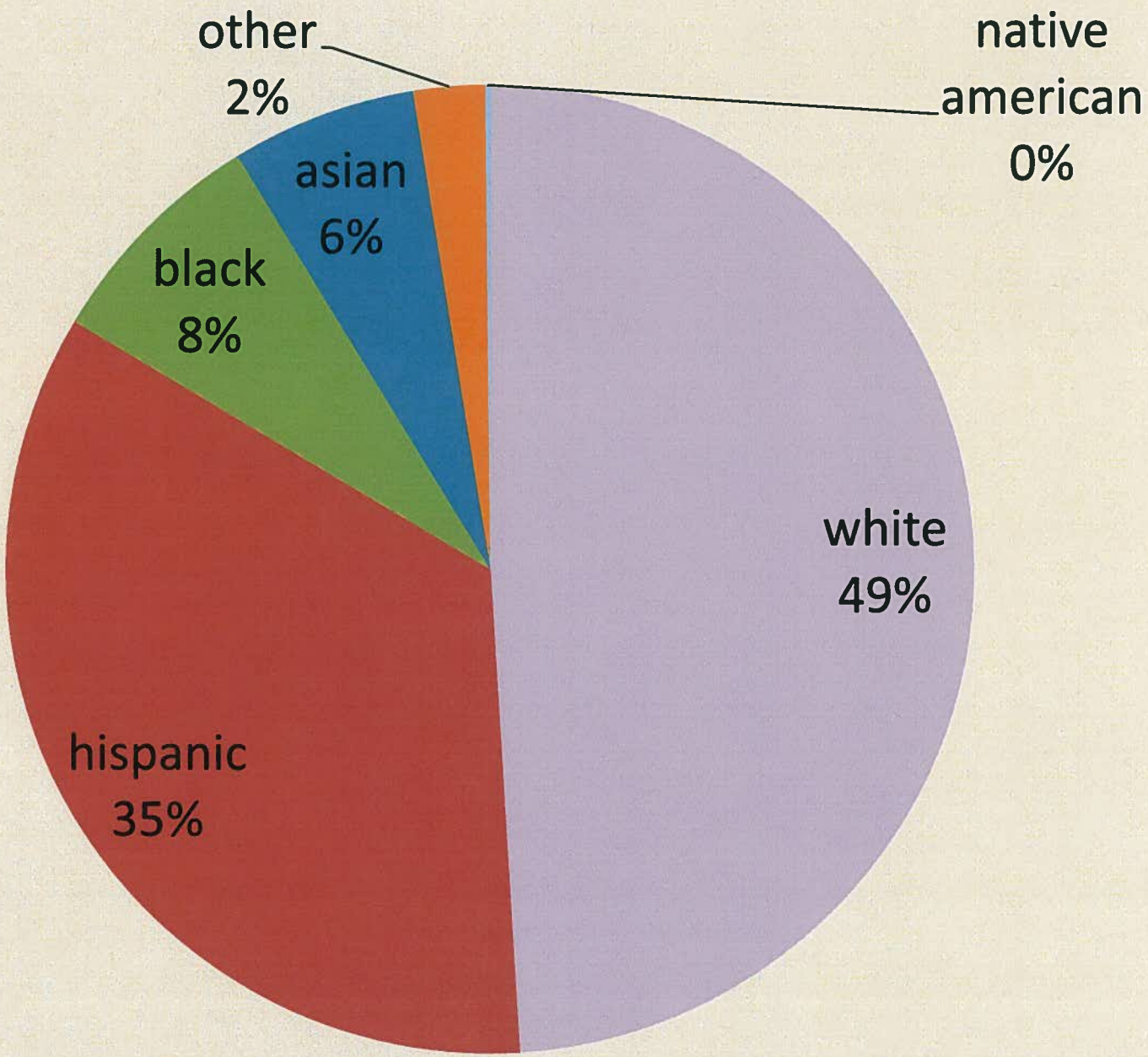

...but it's not without problems

Over 700 total traffic fatalities since 2004

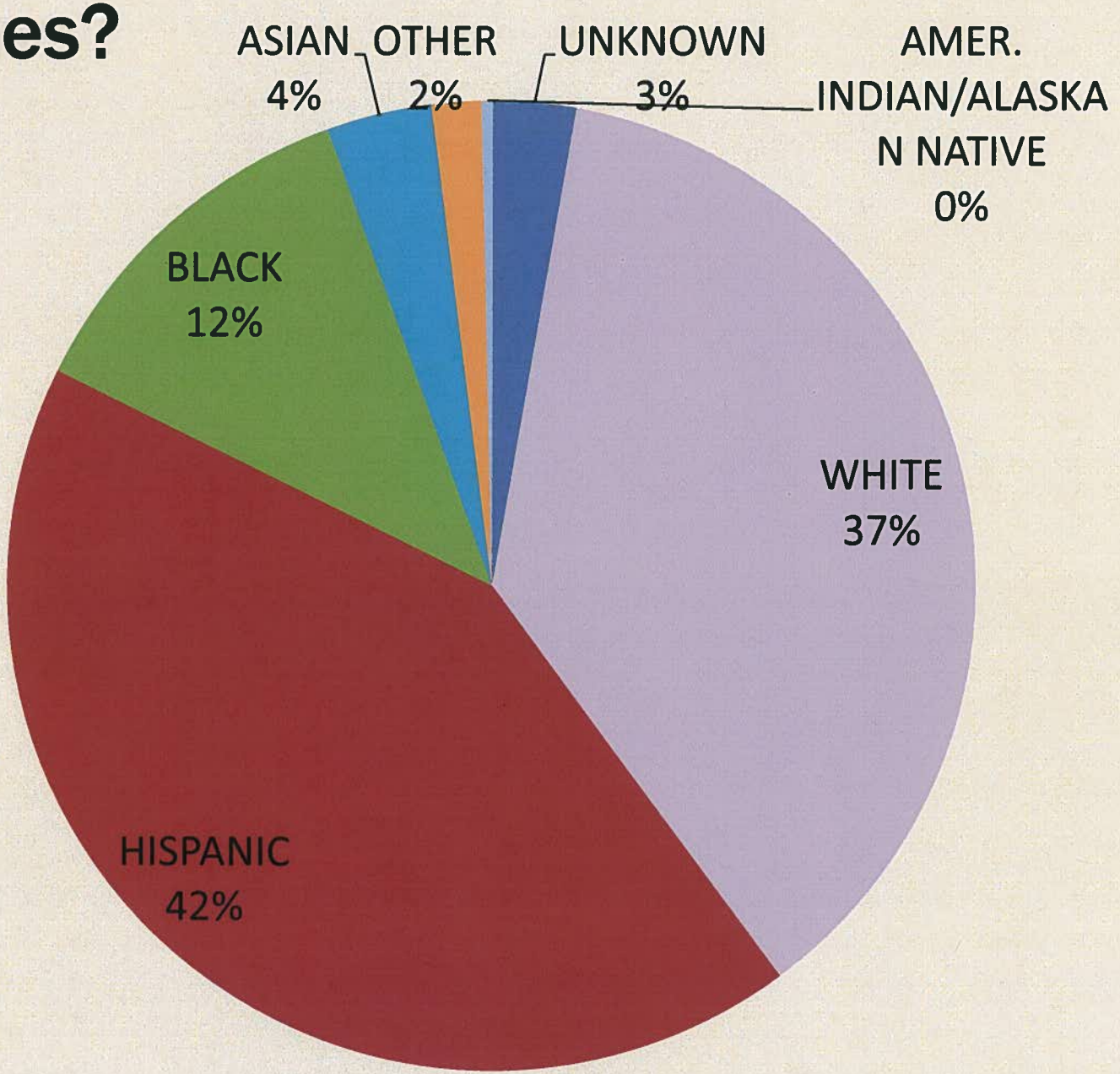

Austin is the 13th most
dangerous city for
cities over 500K


Austin is the 7th most
dangerous city for
people walking

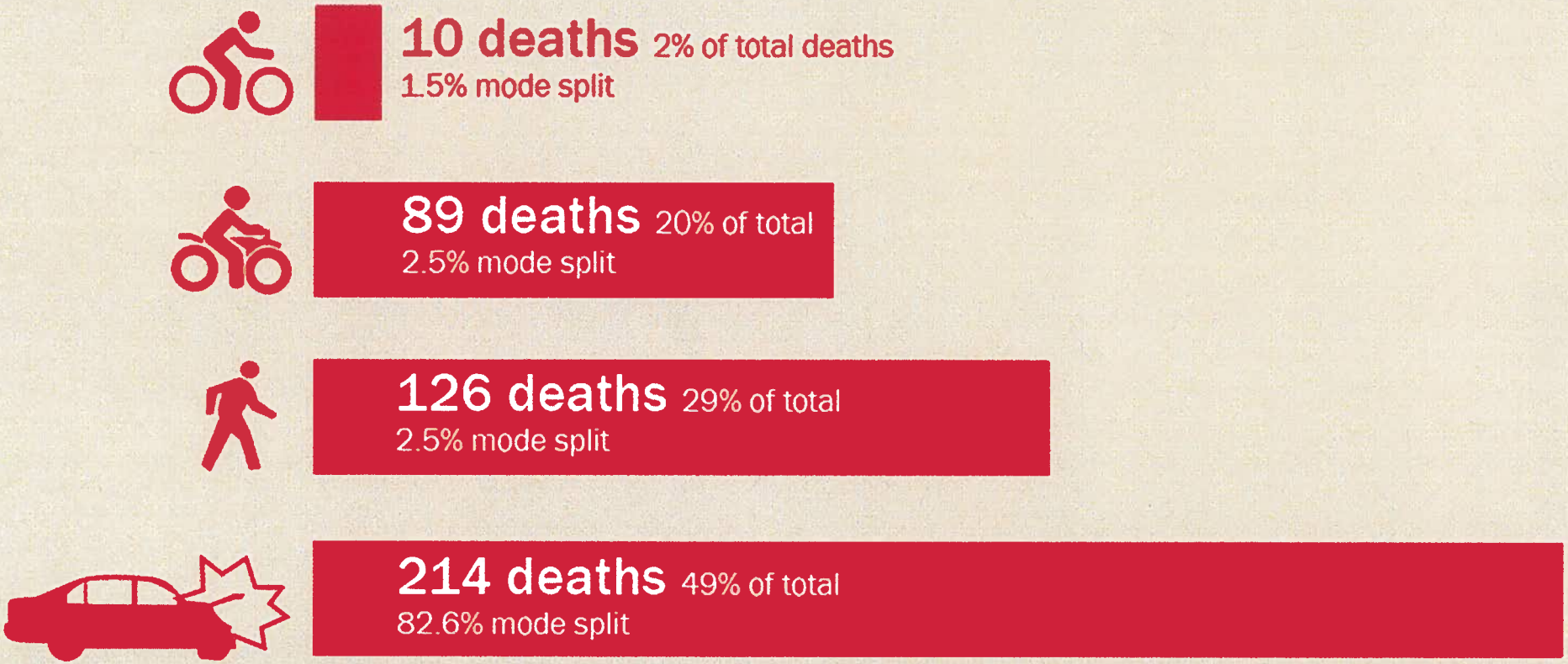
Who lives in Austin?



Who's killed or suffers incapacitating injuries in crashes?

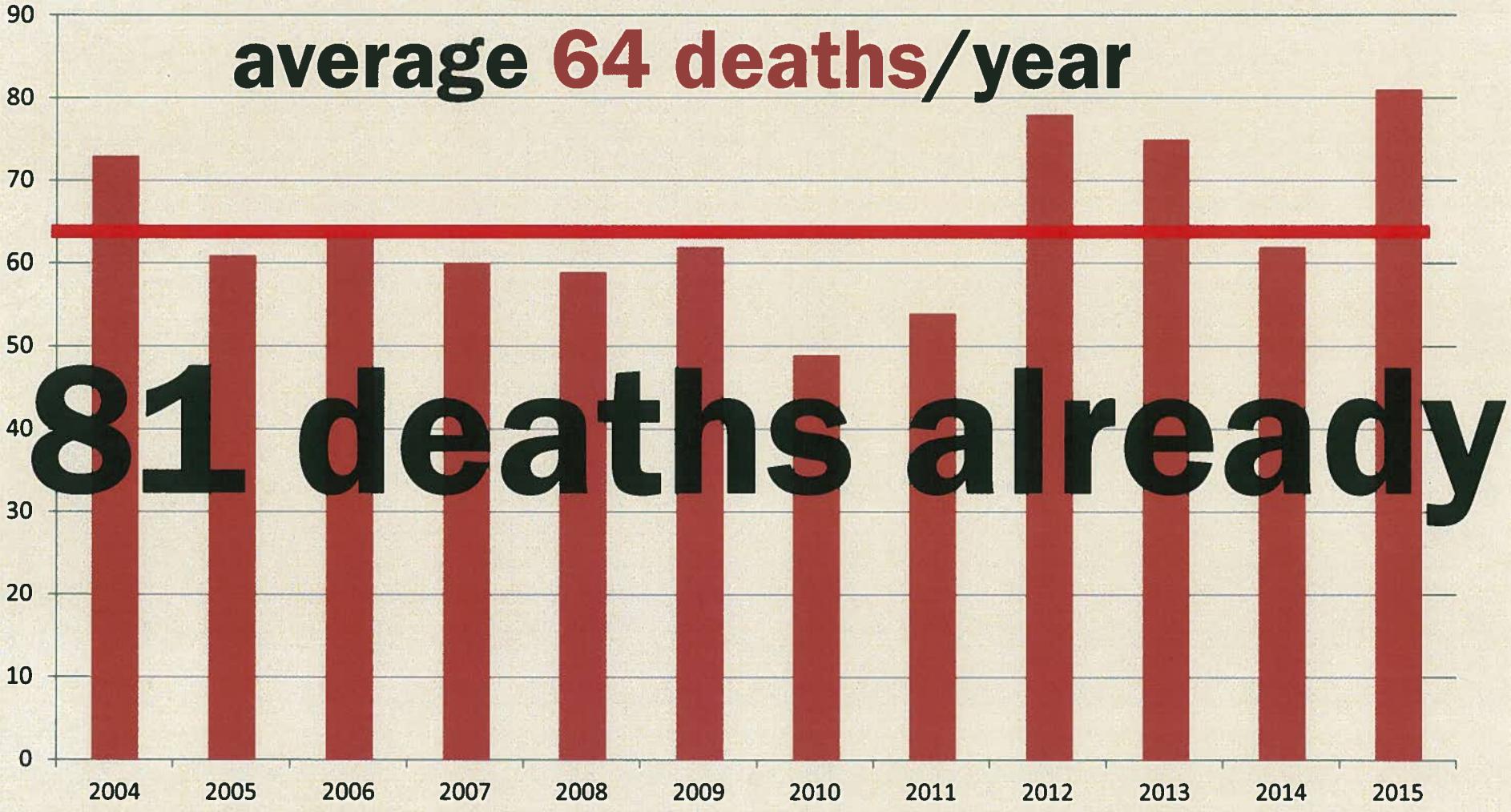


Road deaths by mode



Sources: Austin Police Dept, 2008-14;
American Community Survey 5-year Estimates 2009-13

Austin traffic deaths



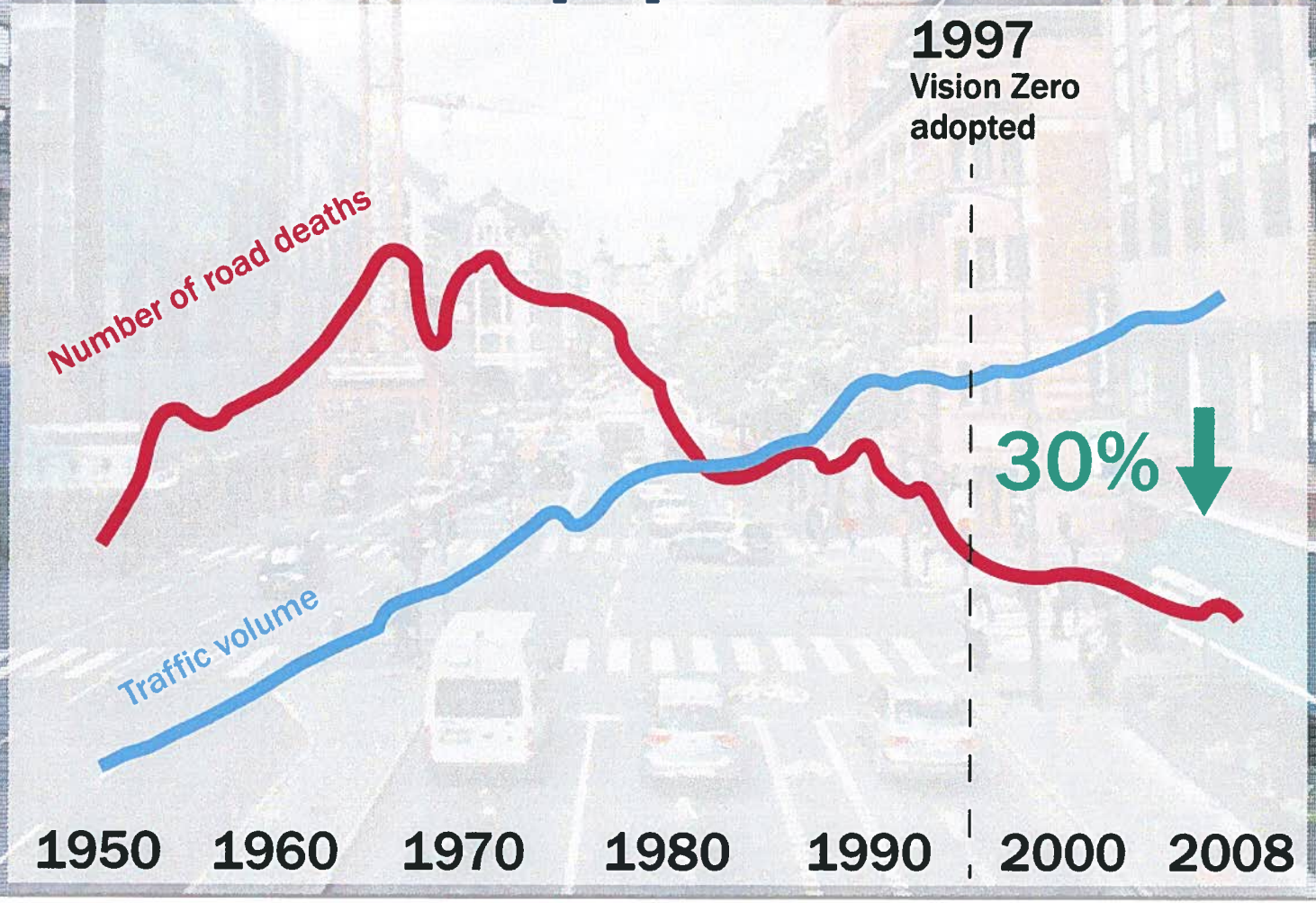
Source: City of Austin Annual Crime and Traffic Reports

VISION ZERO

any traffic death is too many

Traffic injuries & deaths are **preventable;** therefore **none are acceptable**

Sweden's fatalities have dropped 30%




NYC had the fewest
traffic fatalities since
1910


Utah has reduced
traffic fatalities 48%
since 2003


Provo is the largest
city to achieve zero

VISION ZERO

any traffic death is too many

People will make mistakes; those **mistakes shouldn't be fatal**

VISION ZERO

any traffic death is too many

Safety is the **primary** consideration in transportation decision-making

any traffic death is too many

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

VISION ZERO

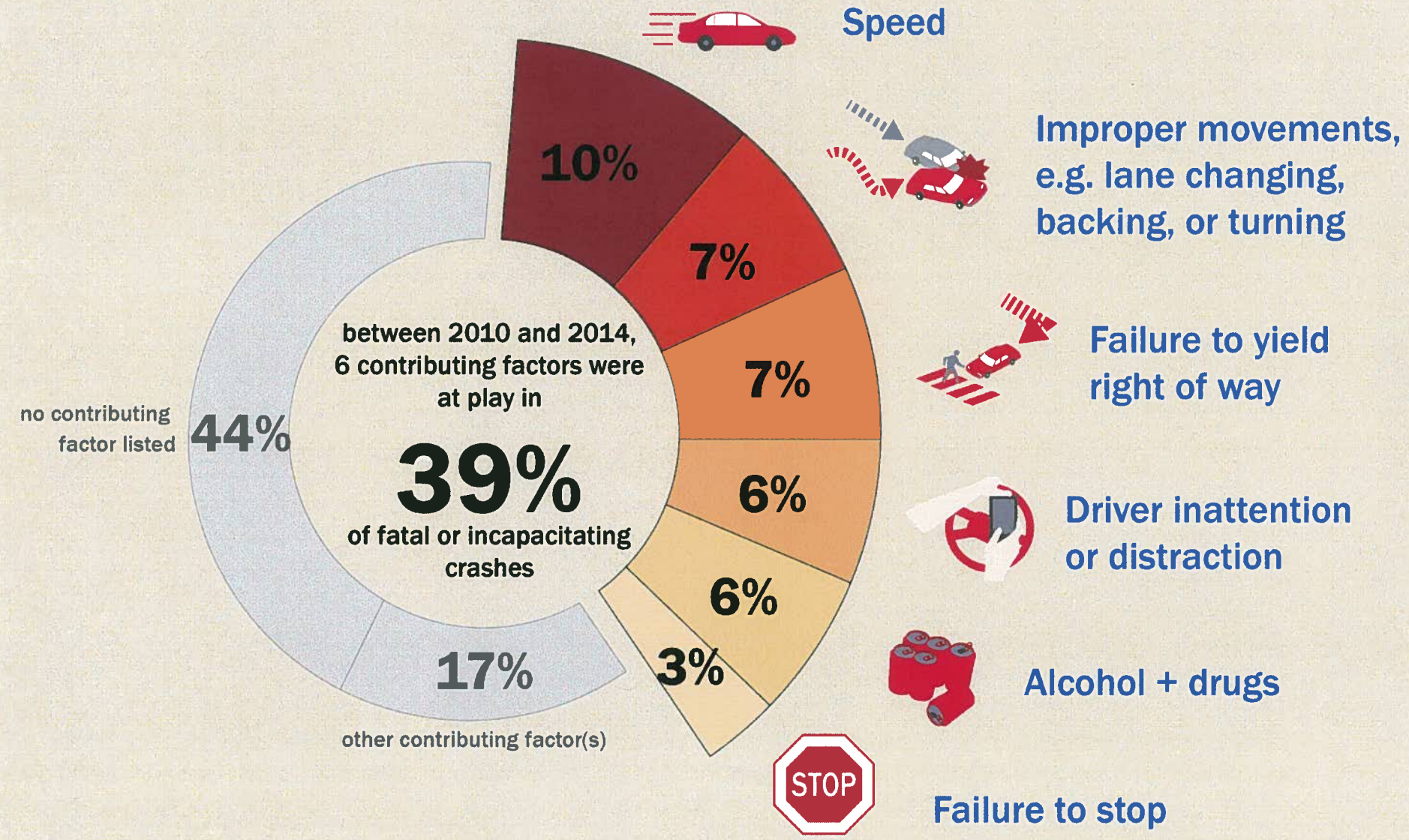
any traffic death is too many

aims to achieve **zero deaths**

& zero serious injuries

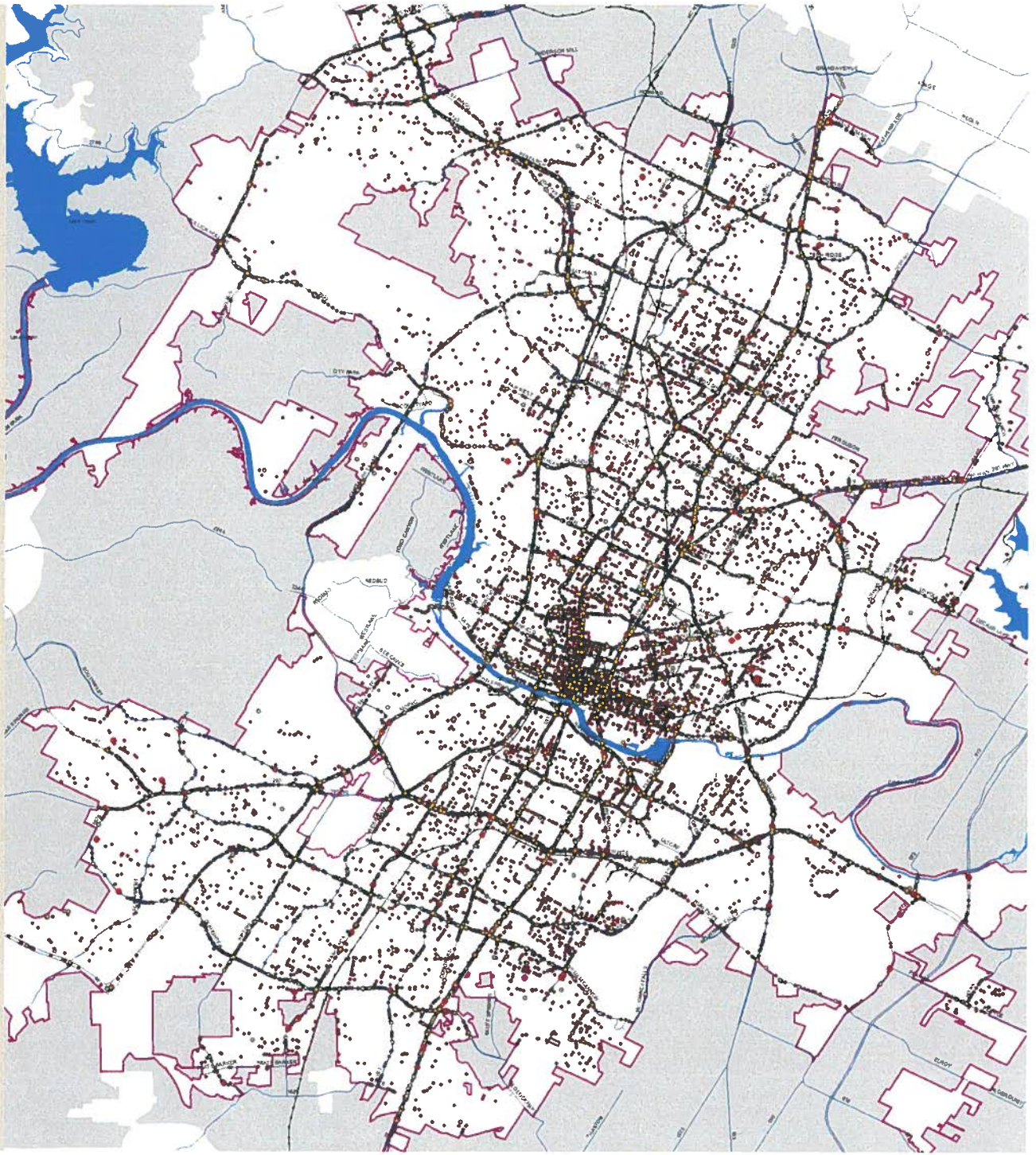
while traveling in Austin

Top Factors of fatal or incapacitating crashes

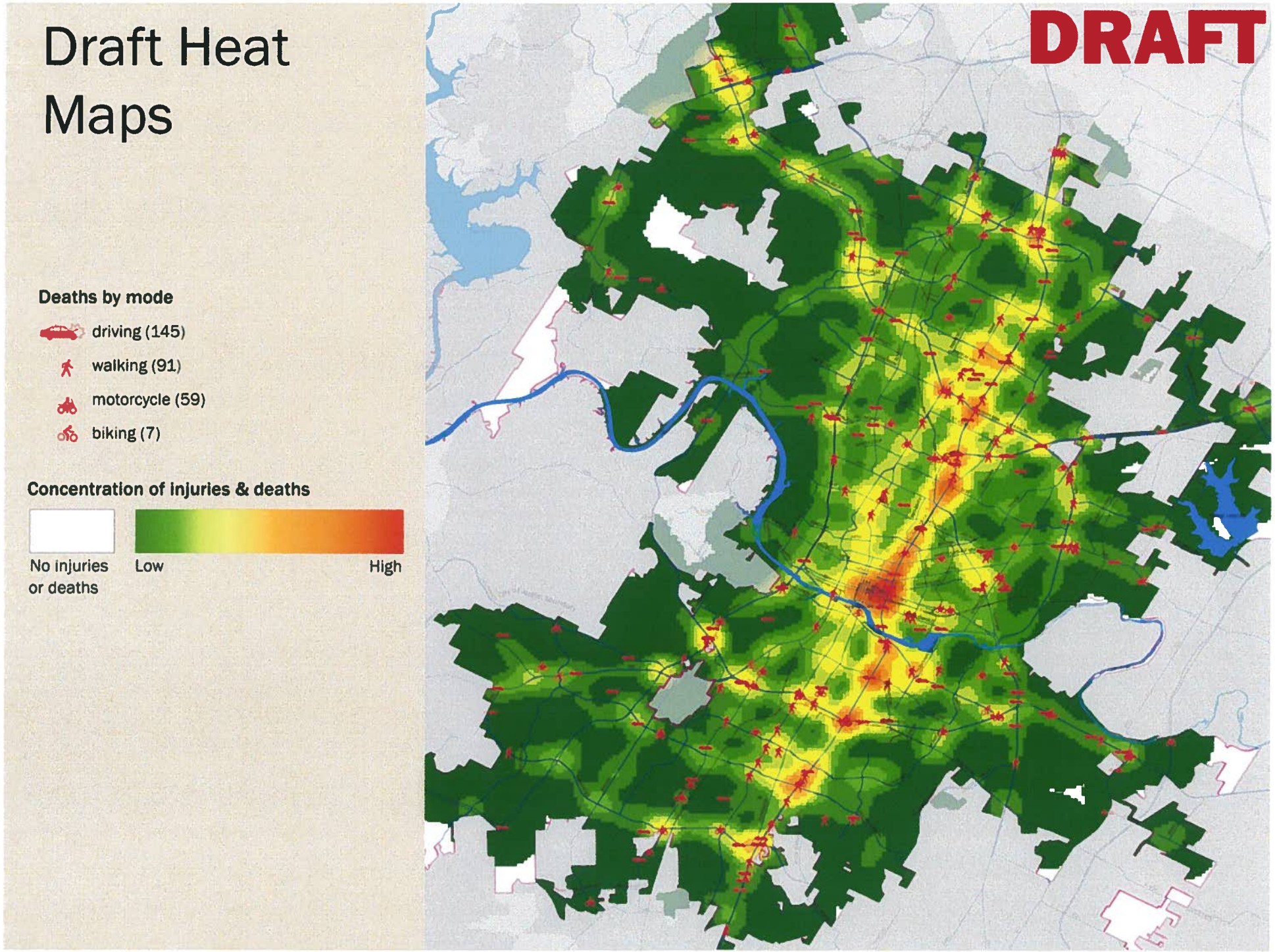


Draft Crash Maps

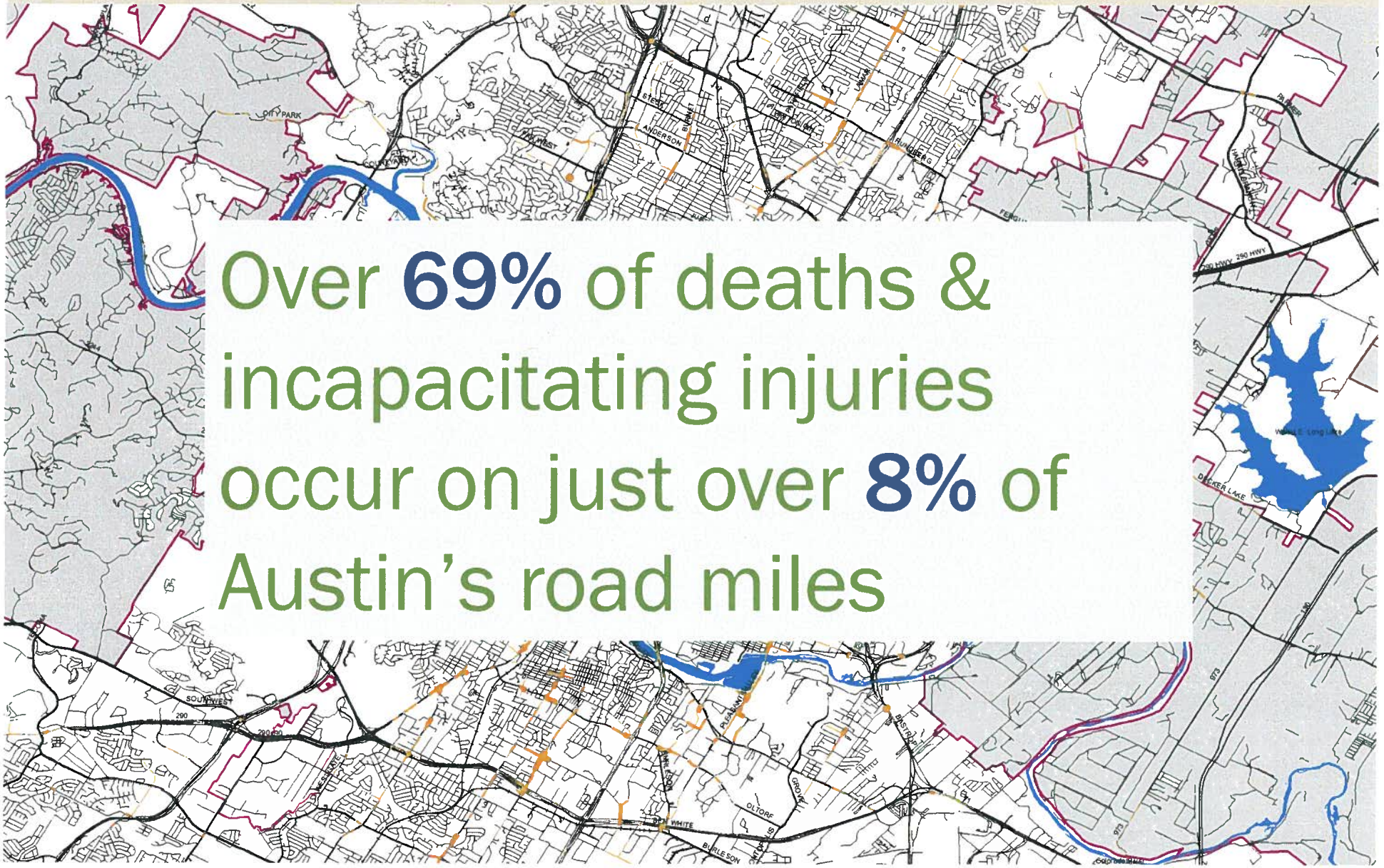
- Fatality and injury data for ATX from TXDOT
- Fatalities mapped as points
- Fatalities + injuries converted to a heat map showing the concentration of injury and fatal collisions



Draft Heat Maps

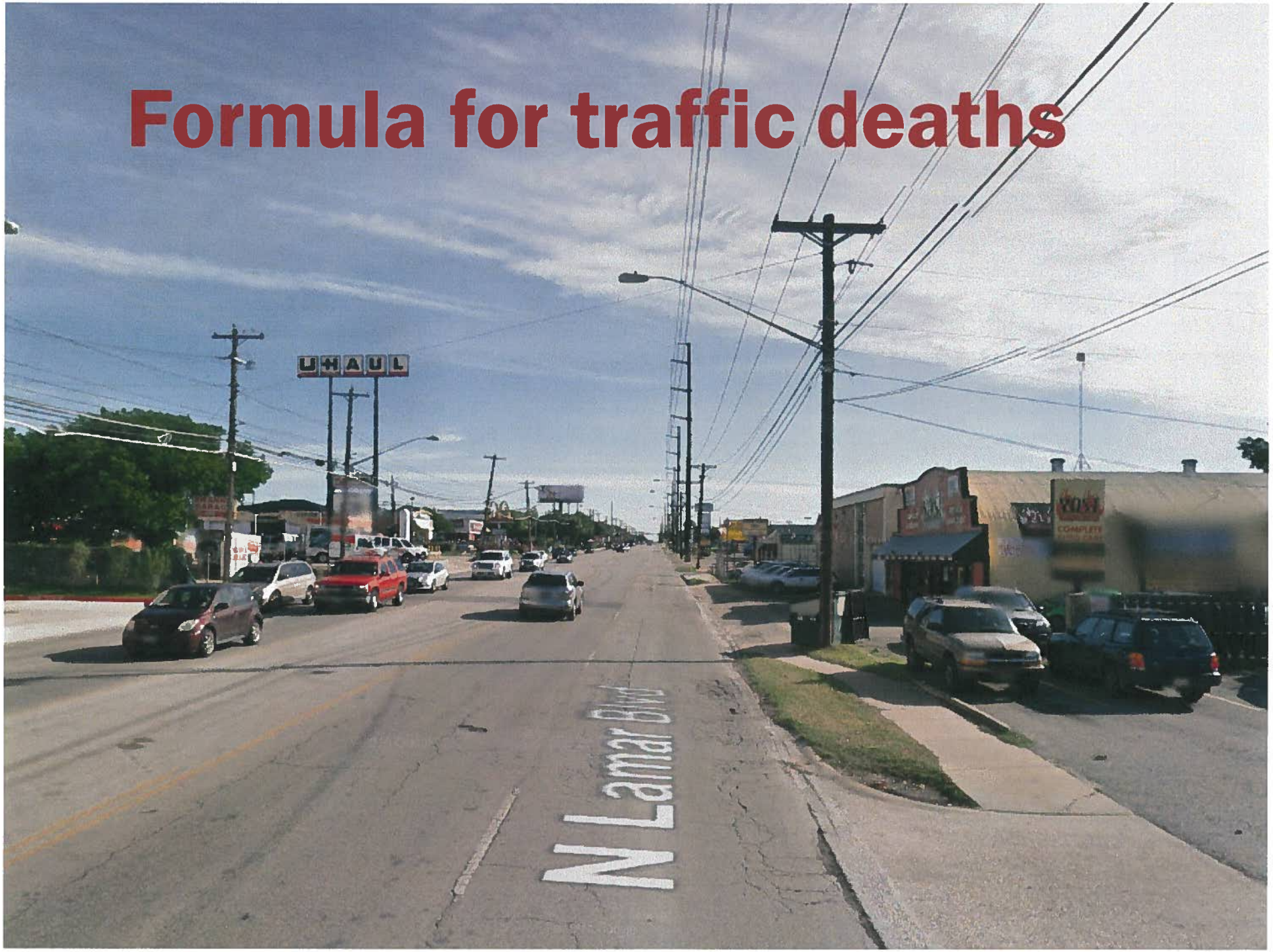


Incapacitating Injuries & Deaths Road Network Map

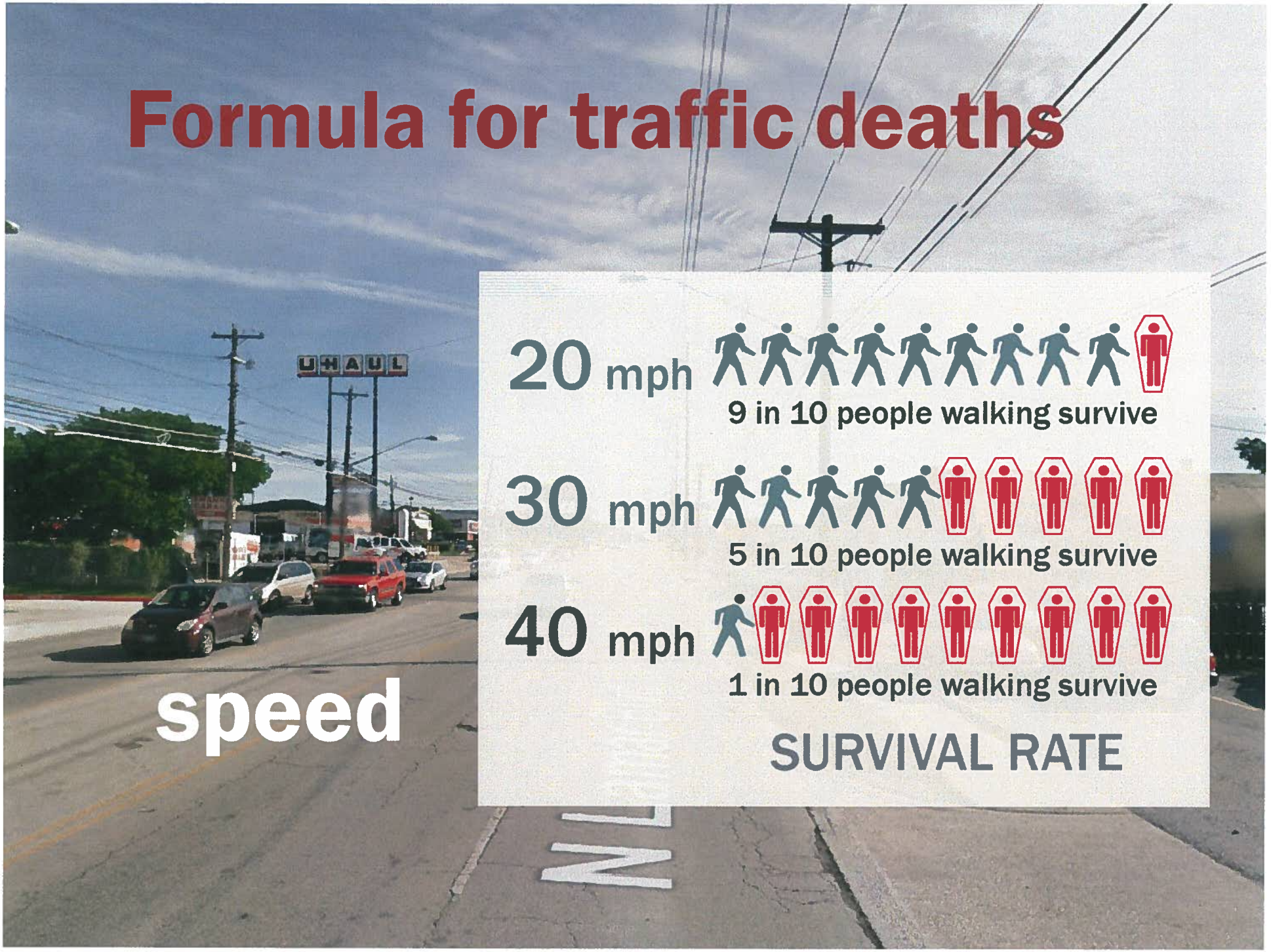


Land use & urban design directly affect safety. Cities that have compact and connected urban form reduce driving deaths. (Ewing, Schieber, and Zegeer, 2003)

Formula for traffic deaths



Formula for traffic deaths



speed

20 mph

9 in 10 people walking survive

30 mph

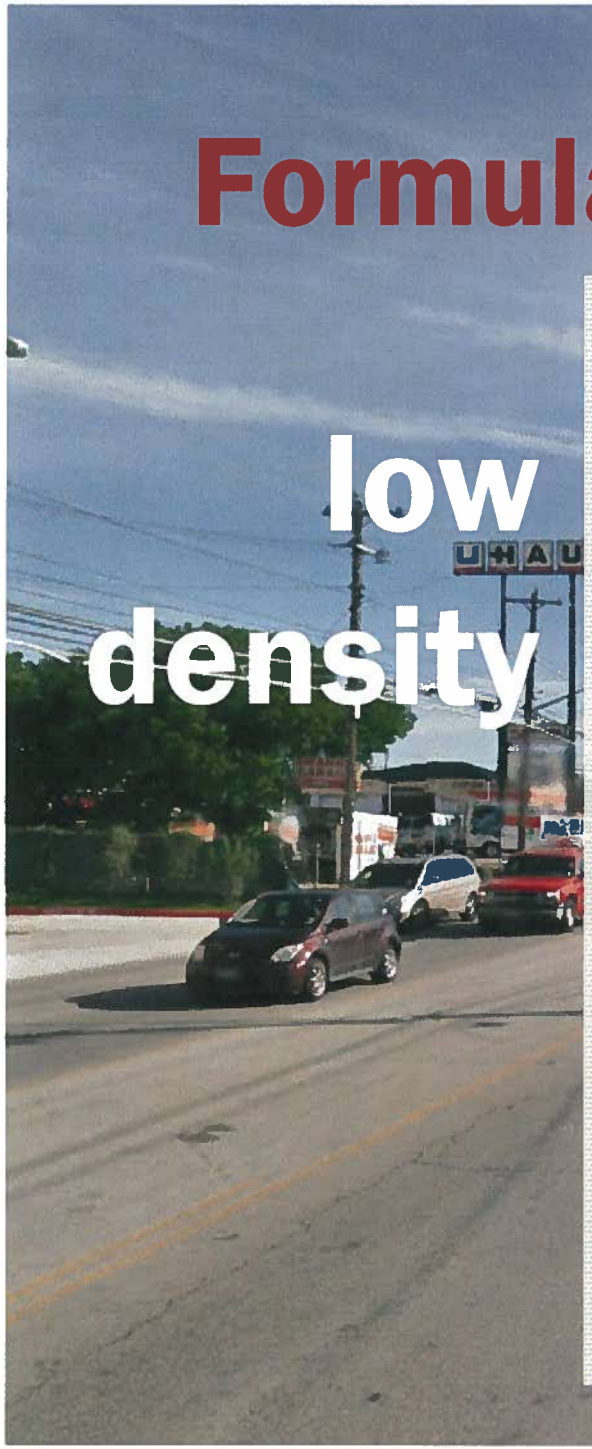
5 in 10 people walking survive

40 mph

1 in 10 people walking survive

SURVIVAL RATE

Formula for traffic deaths



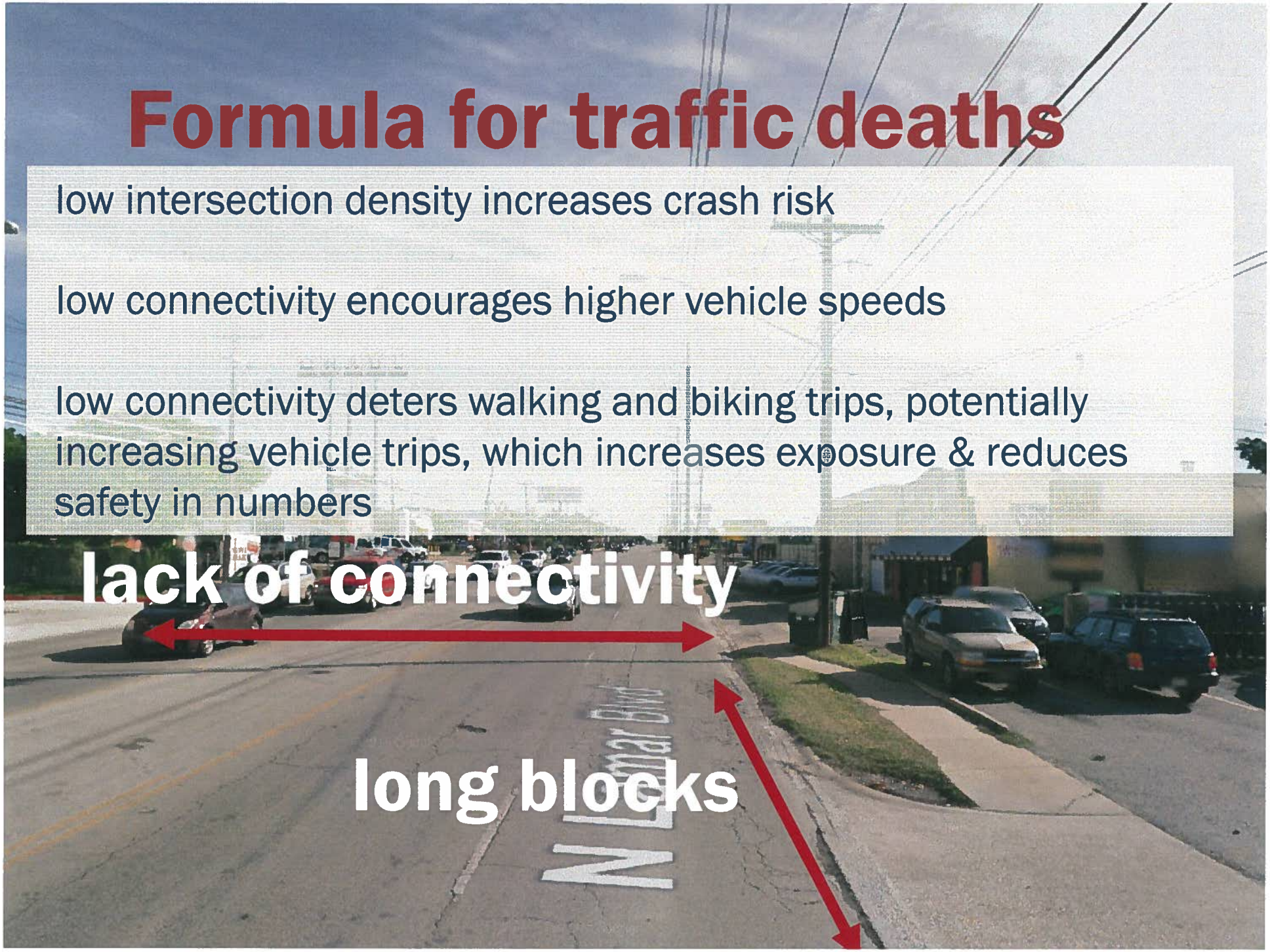
- spread out destinations **requiring more car trips, increasing risk exposure**
- spread out destinations making **walking, biking, & taking transit less viable options** reducing the overall numbers of people walking - and **safety in numbers**
- tend to have **wider streets, which encourage higher speeds**

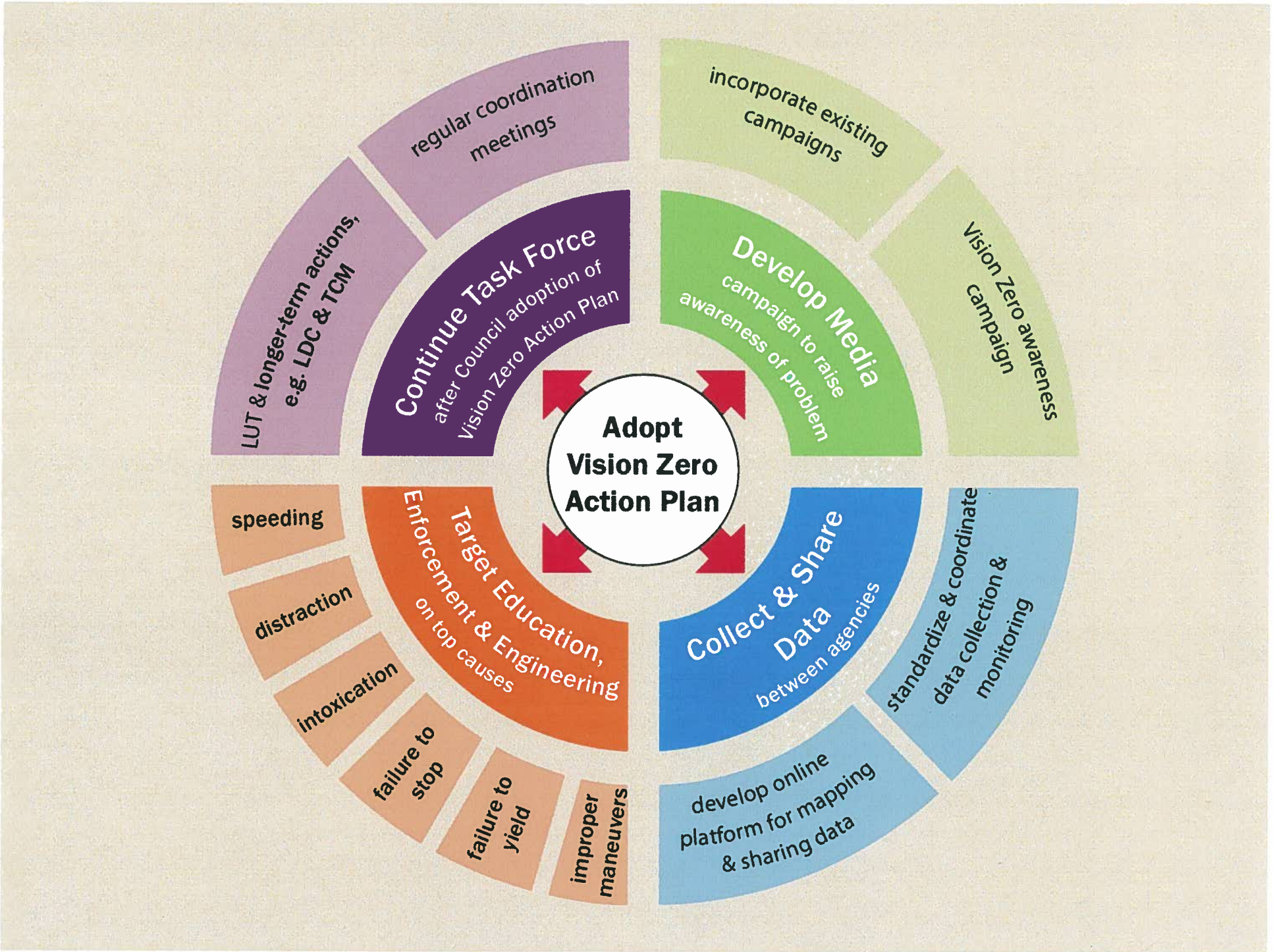
Formula for traffic deaths

low intersection density increases crash risk

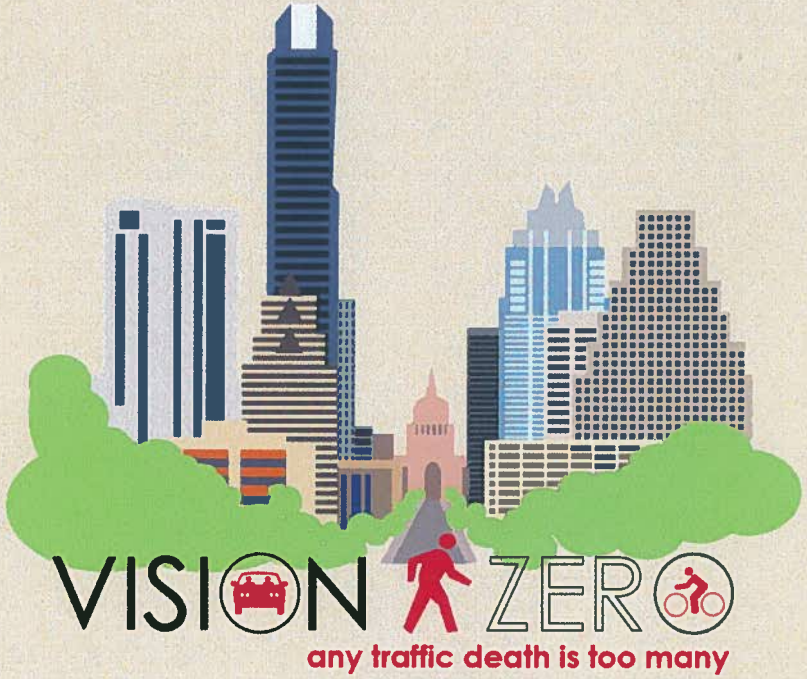
low connectivity encourages higher vehicle speeds

low connectivity deters walking and biking trips, potentially increasing vehicle trips, which increases exposure & reduces safety in numbers




Adopt Vision Zero Action Plan
Continue Task Force
after Council adoption of Vision Zero Action Plan
regular coordination meetings
LUT & longer-term actions, e.g. LDC & TCM
Develop Media
campaign to raise awareness of problem
incorporate existing campaigns
Vision Zero awareness campaign
Target Education, Enforcement & Engineering
on top causes
speeding
distraction
intoxication
failure to stop
failure to yield
improper maneuvers
Collect & Share Data
between agencies
standardize & coordinate data collection & monitoring
develop online platform for mapping & sharing data

ROAD TO VISION ZERO



NOV 2014
CITY COUNCIL CREATES TASK FORCE

JAN - AUG 2015
RESEARCH + ANALYSIS

AUG - NOV 2015
DRAFT POLICY + RECOMMENDATIONS

WINTER 2015 - 2016
REVIEW BY COMMUNITY + CITY COUNCIL ADOPTION

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