

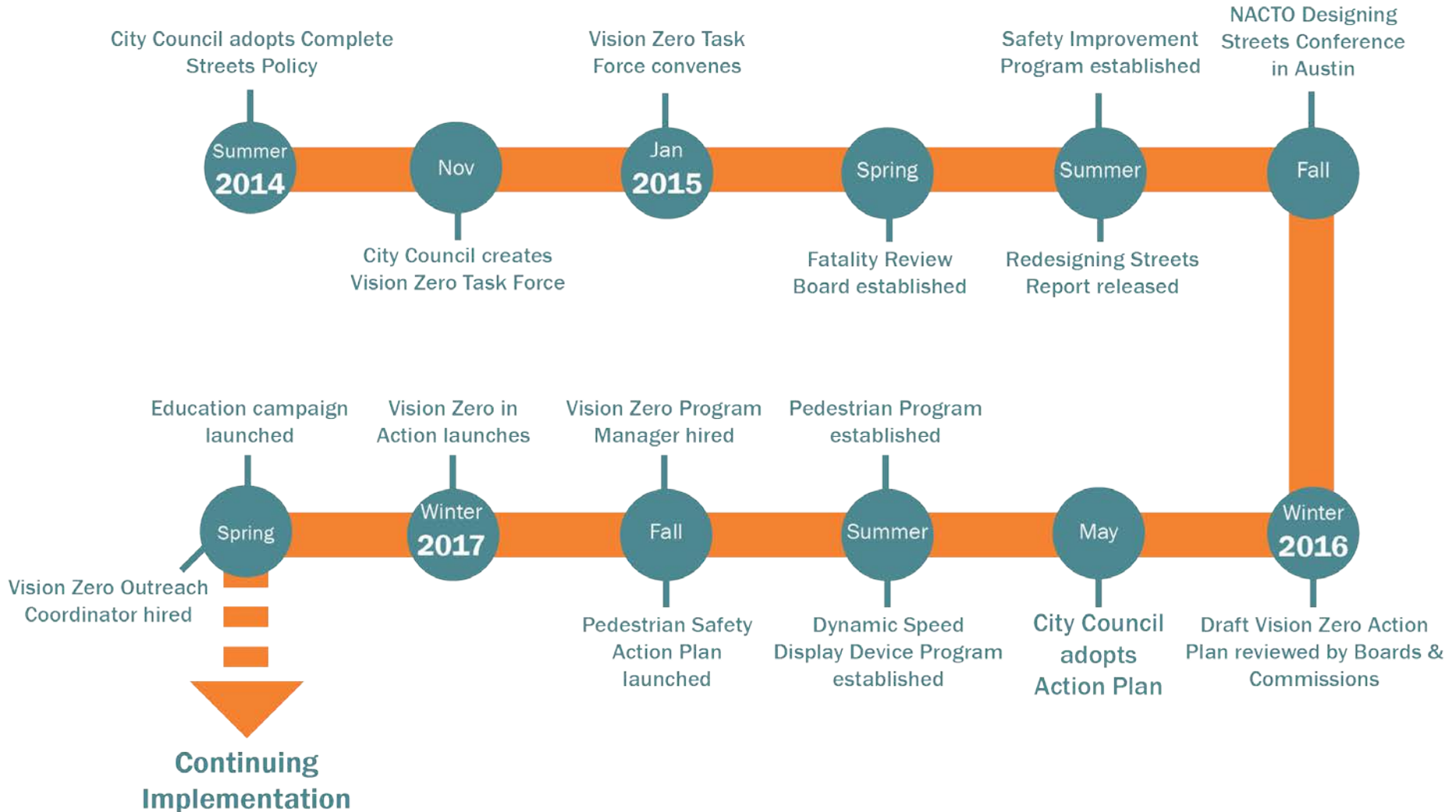
Vision Zero Report Card & Annual Report

Briefing to the Bicycle Advisory Council

July 18, 2017



Vision Zero Timeline



Vision Zero Reporting

3 levels of detail:

1. **Report Card:** 4-page summary document
2. **Annual Report:** In-depth review of progress, including highlights from each of the Focus Areas
3. **Progress Reports:** Detailed tracking of each action in the Action Plan, included in the Annual Report appendix





Report Card

Vision Zero Report Card

2016 BY THE NUMBERS

A four page
at-a-glance
summary of
2016 actions &
stats

STREET IMPROVEMENTS AND ENGINEERING



5 Major intersections improved for safety (initiated or completed)



28.8 Miles of new/improved bike lanes/facilities



76 New pedestrian crossings built (8 with signals)



538 New ADA sidewalk curb ramps



102 Bus stops with ADA access improved



8.1 Miles of new sidewalks

6.6 Miles of sidewalks improved

2.75 Miles of new urban trails

EDUCATION



38 Vision Zero safety-related outreach events



50,000 Children reached through Safe Routes to School program



20+ Media articles referencing Vision Zero



100+ City of Austin public information items referencing Vision Zero

ENFORCEMENT



117 Drunk driving enforcement no-refusal nights



9 Distracted driving enforcement operations



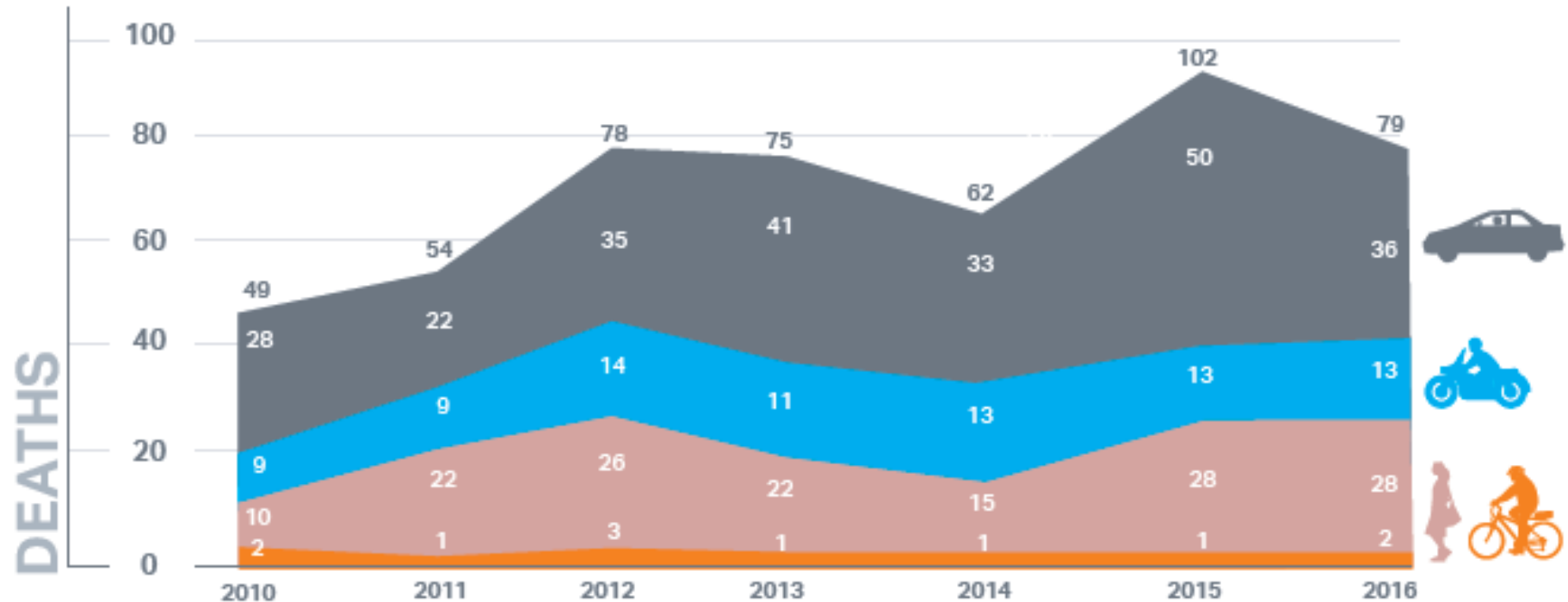
753 Citations for distracted driving violations

5,703 DWI arrests

Vision Zero Report Card

CRASHES BY TRANSPORTATION MODE

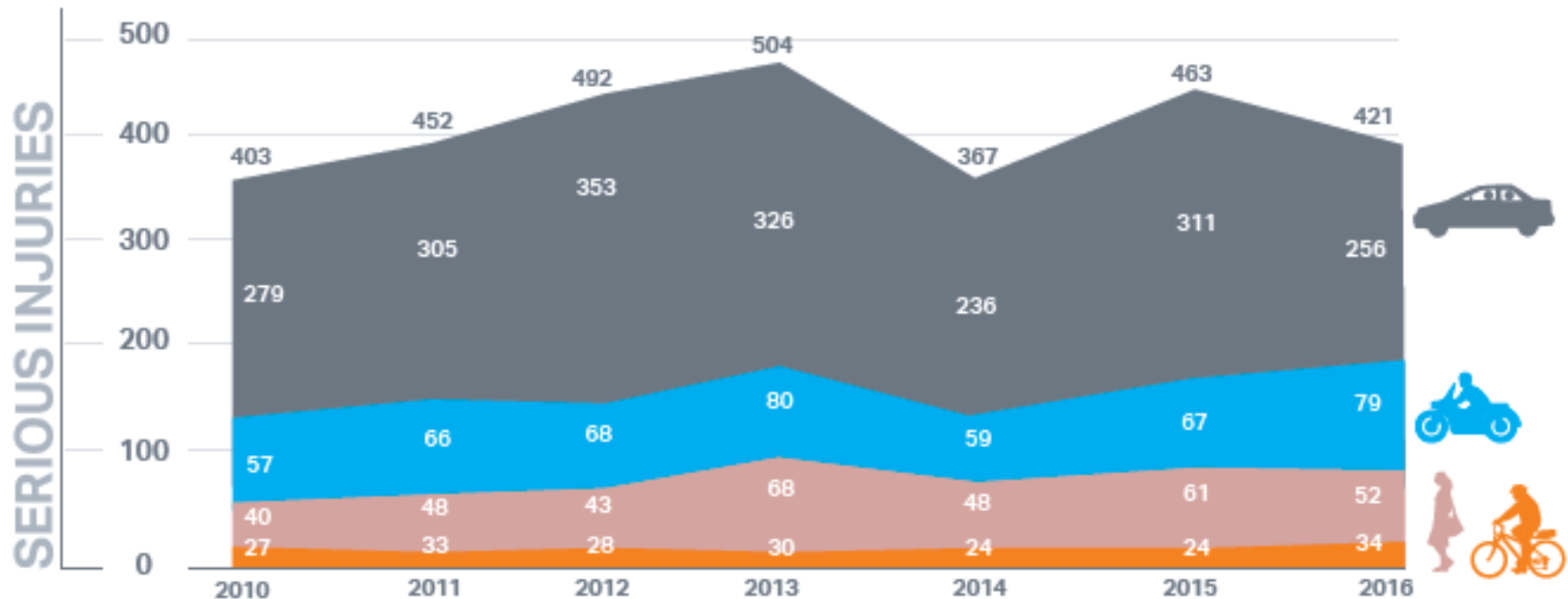
PEOPLE KILLED



Vision Zero Report Card

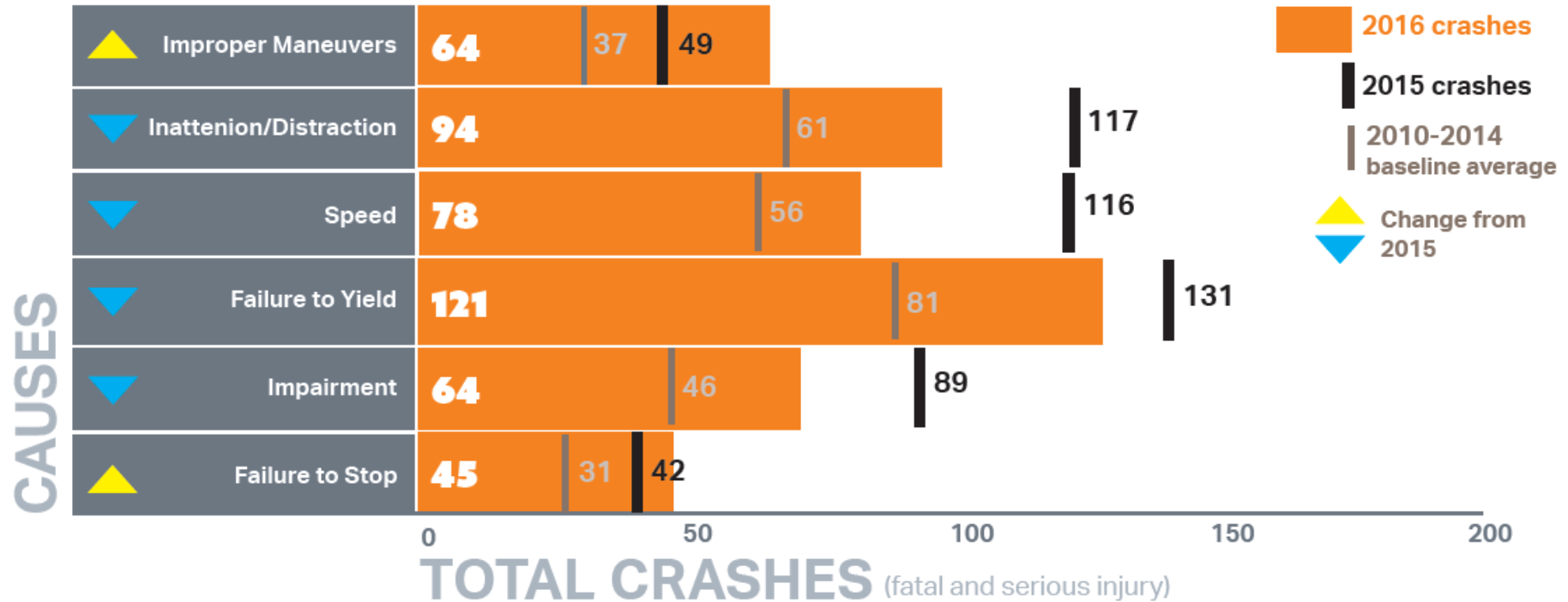
CRASHES BY TRANSPORTATION MODE

PEOPLE SERIOUSLY INJURED



Vision Zero Report Card

CRASHES BY CAUSE





Annual Report

Annual Report

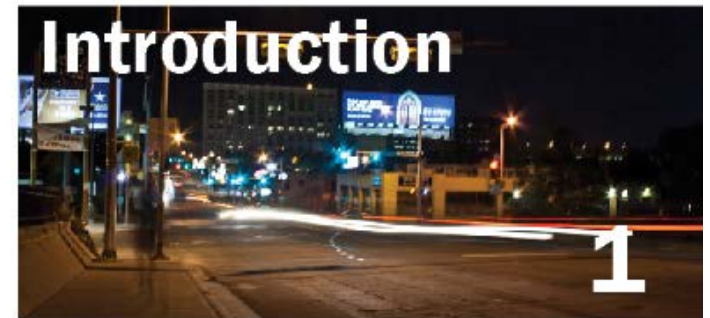
3 sections:

1. Introduction

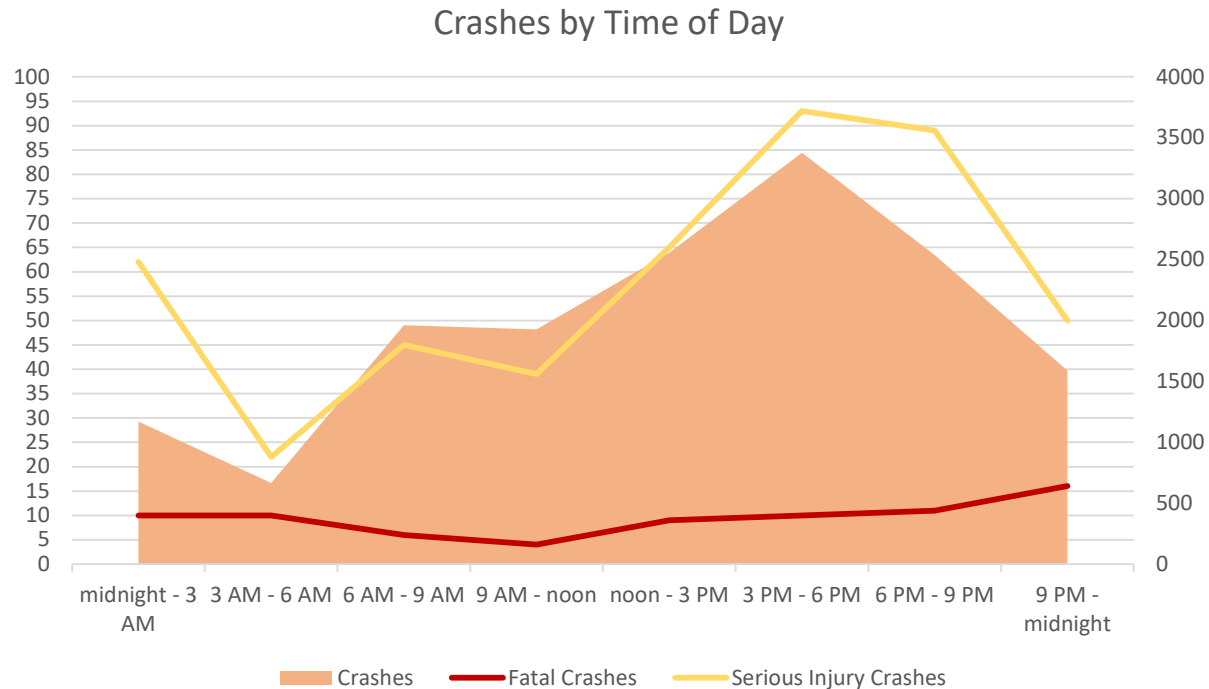
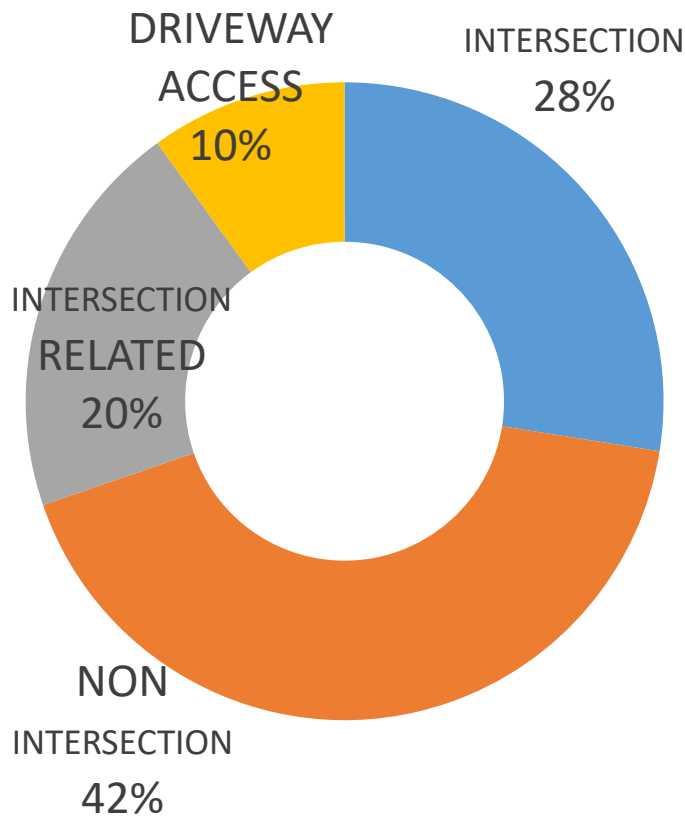
- a. The Challenge
- b. Organizational Structure
- c. Timeline
- d. Crash Trends

2. Focus Areas: review of progress, including highlights from each of the Focus Areas

3. Appendix: Progress Reports: Detailed tracking of each action in the Action Plan




Focus Area: Evaluation



Cross-Agency Data Sharing: 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.

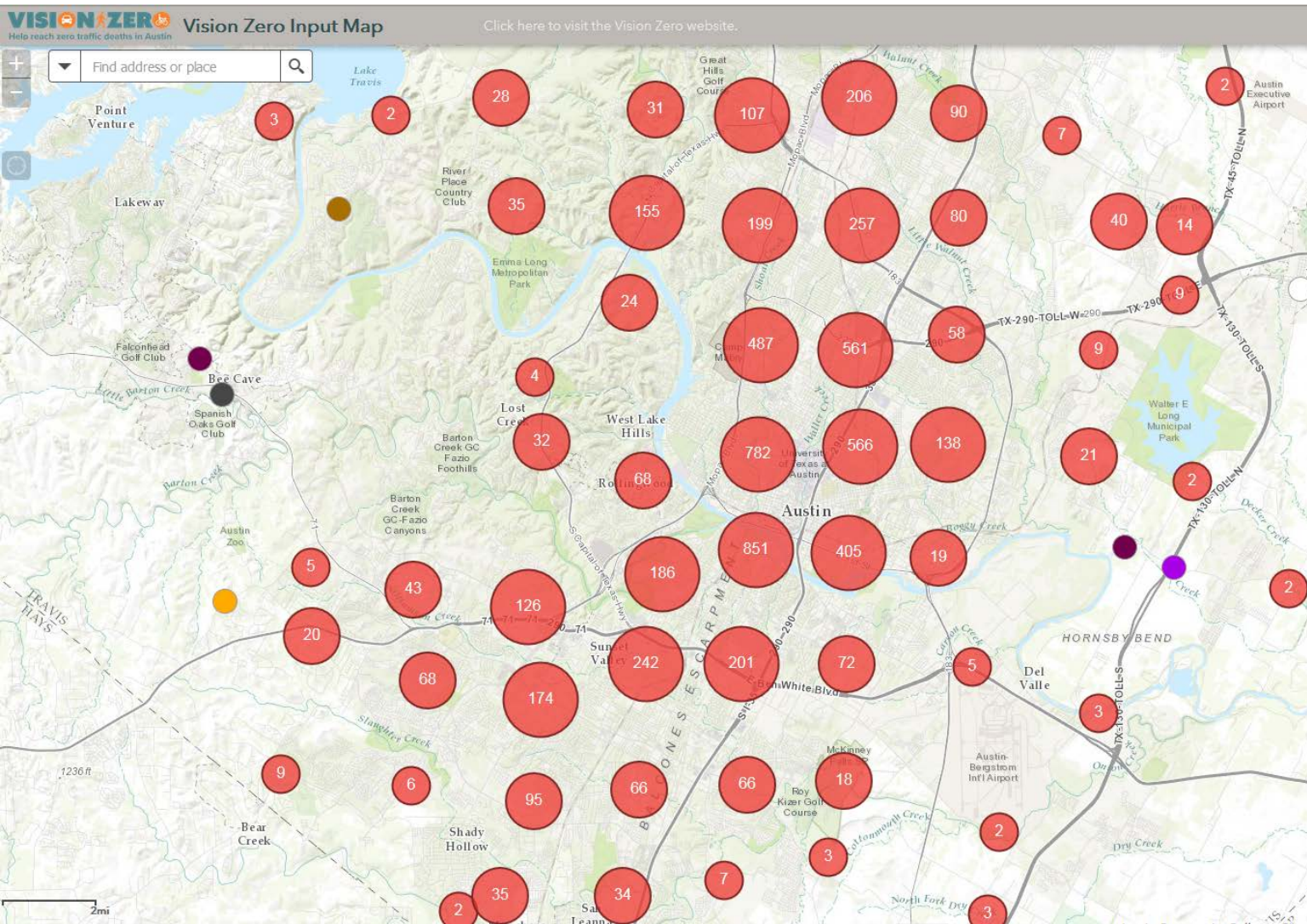
Focus Area: Evaluation

 **Texas Peace Officer's Crash Report (Form CR-3 1/1/2017)**
Mail to: Texas Department of Transportation, Crash Data and Analysis, P.O. Box 149349, Austin, TX 78714. Questions? Call 844/274-7457
Refer to Attached Code Sheet for Numbered Fields
*These fields are required on all additional sheets submitted for this crash (ex.: additional vehicles, occupants, injured, etc.). Page of

*Crash Date (MM/DD/YYYY)		*Crash Time (24HRMM)		Case ID		Local Use	
*County Name				*City Name		<input type="checkbox"/> Outside City Limit	
In your opinion, did this crash result in at least \$1,000 damage to any one person's property?		<input type="checkbox"/> Yes <input type="checkbox"/> No		Latitude (decimal degrees)		Longitude (decimal degrees)	
ROAD ON WHICH CRASH OCCURRED							
*1 Rdwy. Sys.		*Hwy. Num.		2 Rdwy. Part		Block Num.	
3 Street Prefix		* Street Name		4 Street Suffix			
<input type="checkbox"/> Crash Occurred on a Private Drive or Road/Private Property/Parking Lot		<input type="checkbox"/> Toll Road/Toll Lane		Speed Limit		Const. Zone <input type="checkbox"/> Yes <input type="checkbox"/> No	
Workers Present <input type="checkbox"/> Yes <input type="checkbox"/> No		Street Desc.					
INTERSECTING ROAD, OR IF CRASH NOT AT INTERSECTION, NEAREST INTERSECTING ROAD OR REFERENCE MARKER							
At Int. <input type="checkbox"/> Yes <input type="checkbox"/> No		1 Rdwy. Sys.		Hwy. Num.		2 Rdwy. Part	
Block Num.		3 Street Prefix		Street Name		4 Street Suffix	
Distance from Int. or Ref. Marker		<input type="checkbox"/> FT <input type="checkbox"/> MI		3 Dir. from Int. or Ref. Marker		Reference Marker	
Street Desc.		RRX Num.					
Unit Num.		5 Unit Desc.		<input type="checkbox"/> Parked Vehicle		<input type="checkbox"/> Hit and Run	
LP State		LP Num.		VIN			
Veh. Year		6. Veh. Color		Veh. Make		Veh. Model	
7 Body Style		<input type="checkbox"/> Pol. Fire, EMS on Emergency (Explain in Narrative if checked)					
8 DL/ID Type		DL/ID State		DL/ID Num.		9 DL Class	
10 CDL End.		11 DL Rest.		DOB (MM/DD/YYYY)			
Address (Street, City, State, ZIP)							
Name: Last, First, Middle Enter Driver or Primary Person for this Unit on first line							
Person Num.		12 Prsn. Type		13 Seat Position		14 Injury Severity	
Age		15 Ethnicity		16 Sex		17 Eject.	
18 Restr.		19 Airbag		20 Helmet		21 Sol.	
22 Alc. Spec.		Alc. Result		23 Drug Spec.		24 Drug Result	
25 Drug Category							
Not Applicable - Alcohol and Drug Results are only reported for Driver/Primary Person for each Unit.							
<input type="checkbox"/> Owner <input type="checkbox"/> Lessee		Owner/Lessee Name & Address					
Proof of Fin. Resp. <input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Expired <input type="checkbox"/> Exempt		26 Fin. Resp. Type		Fin. Resp. Name	
Fin. Resp. Num.							

Electronic Crash Reporting: Officers responding to a crash use a CR-3 form to record crash details, including 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.

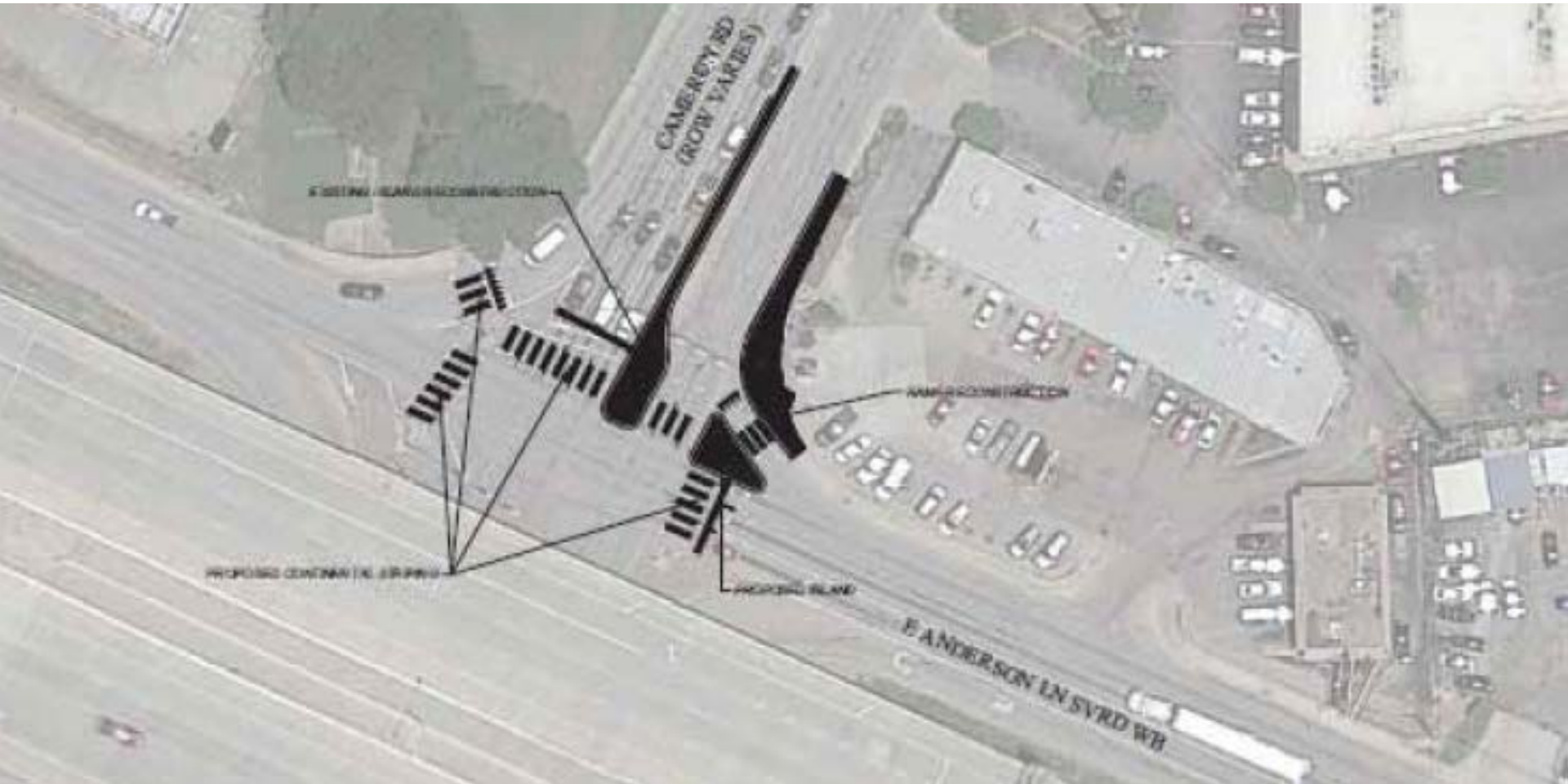
Focus Area: Evaluation



Vision Zero Input Tool:

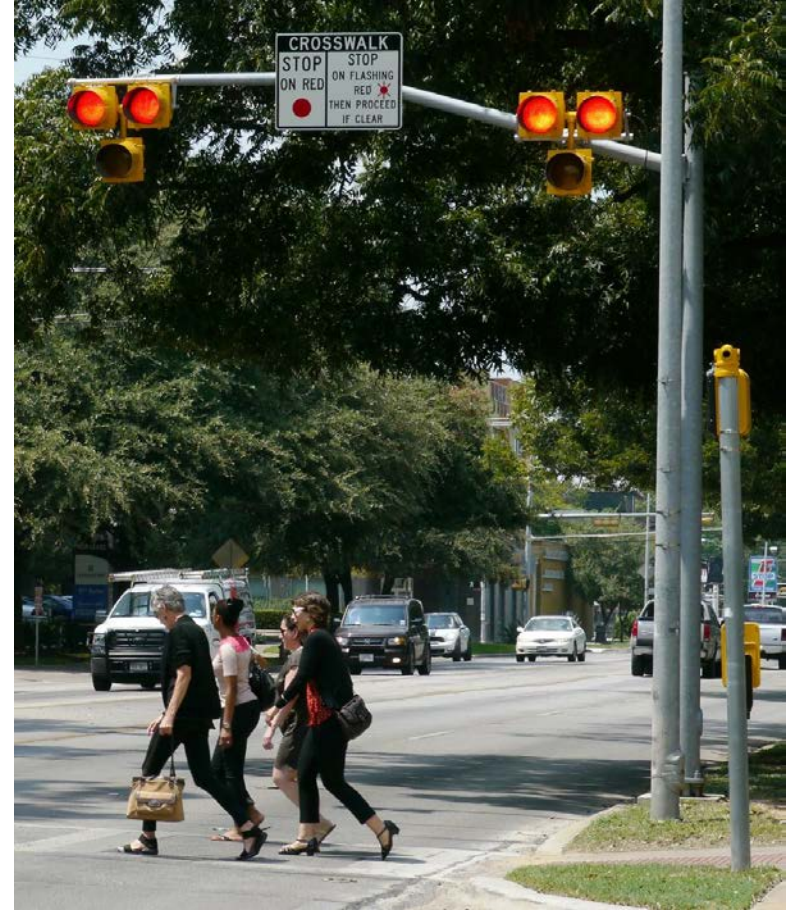
Over 7,000 comments, covering all of Austin. These comments will be used in planning efforts, including the Pedestrian Safety Action Plan.

Focus Area: Evaluation



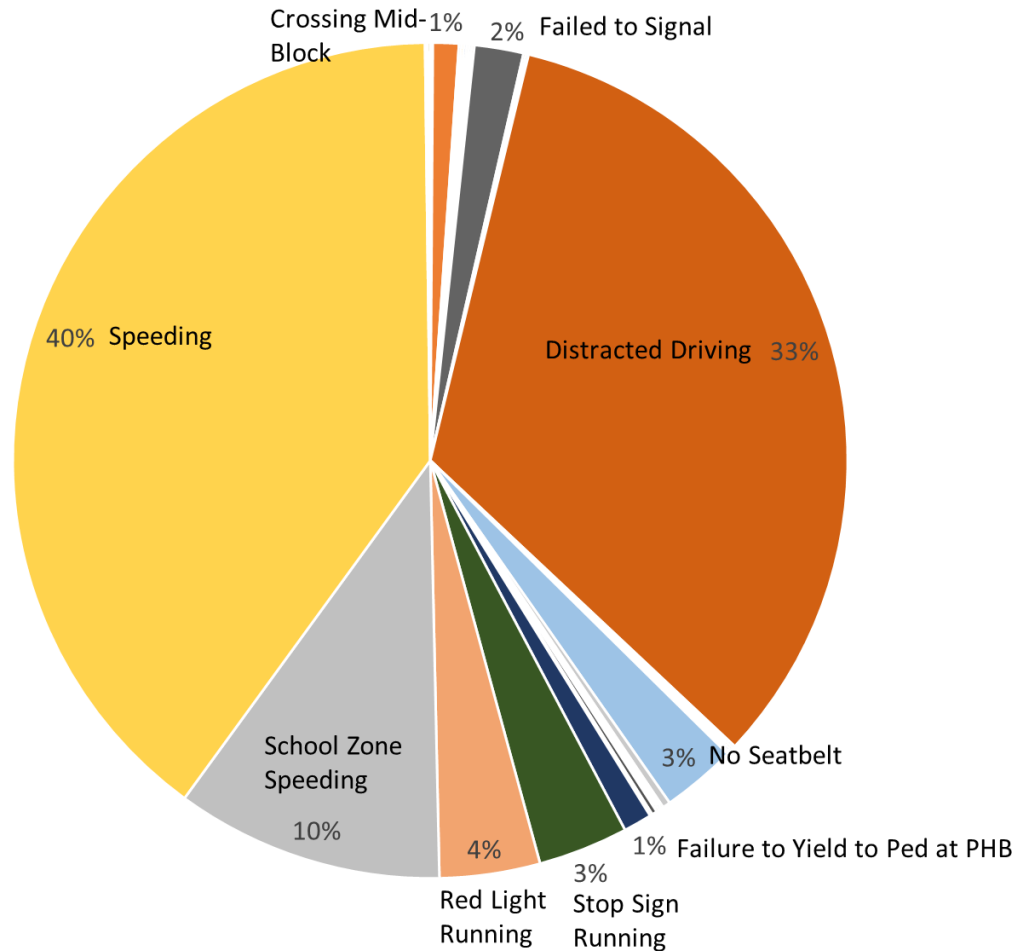
Evaluation of Top Crash Locations: ATD evaluated crash data to identify the high-crash intersections with the greatest potential to be made safer through re-design. Metrics used to review and prioritize the intersections included the frequency, rates and severity of crashes. 5 intersections were selected for immediate work in 2016.

Focus Area: Evaluation



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

Focus Area: Enforcement



Vision Zero in Action: Joint education and enforcement effort by ATD and APD's 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.

Focus Area: Enforcement



No Refusal: APD has increased the number of No Refusal events, including extending enforcement around holidays and events. 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.

Focus Area: Enforcement



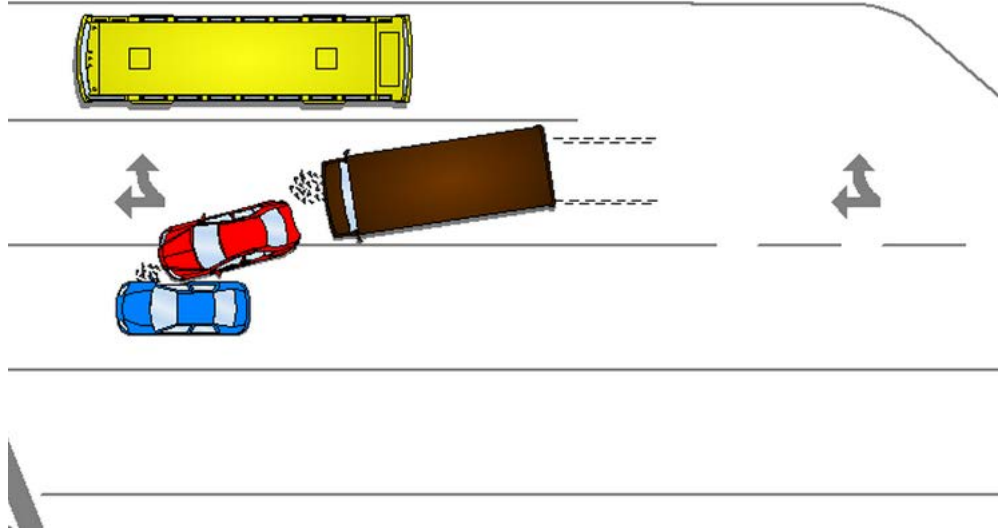
Safe Driver Initiative: In 2016, APD started the Safe Driver Initiative to enforce the City's Hands-Free Ordinance. Officers positioned on a Capital Metro bus observed whether drivers on Interstate 35 (IH-35) were using handheld devices and alerted motorcycle officers to issue citations. In 2016, APD conducted 9 operations, resulting in 753 citations and 83 warnings for hands free violations.

Focus Area: Enforcement



Sobriety Center: 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 intoxicated individuals. Continued planning and coordination is expected through fiscal years 2017 and 2018, with anticipated opening in May of 2018.

Focus Area: Engineering



Fatality Review Board: 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, identifying and implementing engineering improvements at 15 locations.

Focus Area: Engineering



High Crash Intersections: Five high crash locations citywide were selected for engineering redesigns 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

Focus Area: Engineering



Street Design: 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.

Focus Area: Engineering



Before



After

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 (Rundberg to Northcape) and Cross Park Drive (Cameron to Wall)

Focus Area: Engineering

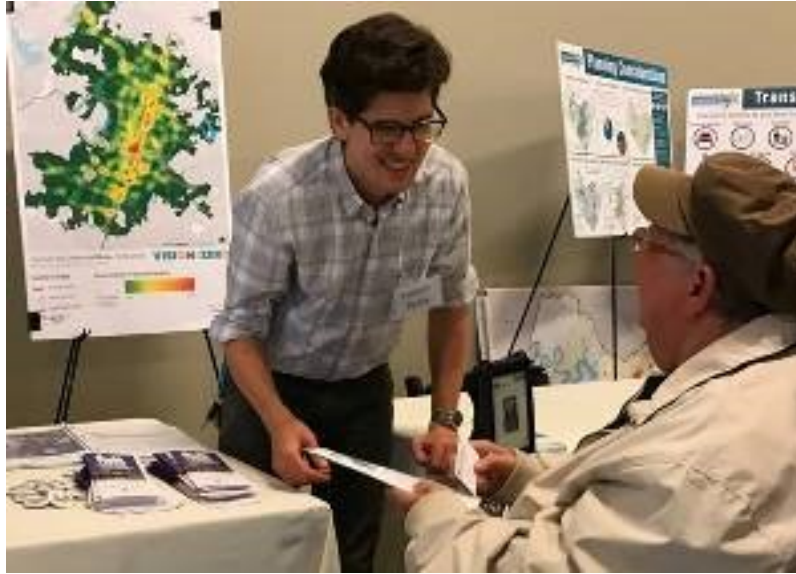


Dynamic Speed Display

Devices: In September 2016, ATD began a new Rotating DSDD Pilot Program, deploying 6 portable DSDDs at different locations around the city. DSDDs collect real-time data on vehicular speeds and volumes.

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

Focus Area: Education



Outreach Events: Numerous City and community events, including Burnet Road Better Block, City Wellness Fair, ACC events, AISD events, the ATD/Capital Metro Traffic Jam, and 11 Walk + Bike Talks in each Council District

Focus Area: Education

VISION ZERO
HELP REACH ZERO TRAFFIC DEATHS IN AUSTIN

A U S T I N
T F X A S

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

HOW YOU CAN HELP

STAY FOCUSED

Distracted road users cause crashes. Don't let it be you: Using the roadway is a full-time job. **DO YOUR JOB.**

- Don't multi-task—even eating, distracting conversation, or turning to attend to children can lead to a crash.
- Avoid anything that takes your eyes, mind or focus off the road; it can wait.
- Austin's Hands-Free Ordinance prohibits drivers and bicyclists from using handheld electronic devices. **Penalty: Up to \$500**

LOOK TWICE

- **Drivers:** Look for people walking and biking—especially when making a turn.
- **Pedestrians:** Cross streets at marked crosswalks or intersections. If possible, Always look both ways before crossing the street.
- **Everyone:** Be extra cautious whenever vehicles cross a sidewalk and/or bike lane.

79
70 AUSTINITES ARE KILLED IN TRAFFIC CRASHES IN AN AVERAGE YEAR.
FOR EACH PERSON WHO DIES, EIGHT MORE ARE SERIOUSLY INJURED.

Educational Tools: Foundational work for media/marketing campaigns, an educational brochure for distribution by APD during traffic stops, and bus messaging by Capital Metro

Focus Area: Education



Do you drive all by yourself to get around town?



Learn about other options through the City's new Smart Trips program!



Fill out a survey and let us know more about your commuting habits.



Once we receive your survey, a STAR (Smart Trips Austin Representative) will meet with you and drop off maps, bike lights, pedometers and other tools to help you diversify your commute.



We'll help you figure out the best options and routes for your commute.



Try the bus. It's easier than you think with the help of a STAR volunteer!



Ride a bike. It's faster and more convenient than you think with a STAR volunteer!



So many choices to a smarter commute.



We can't wait to hear about YOUR Smart Trips experience!



Maximize your transportation options! Minimize your commute stress!

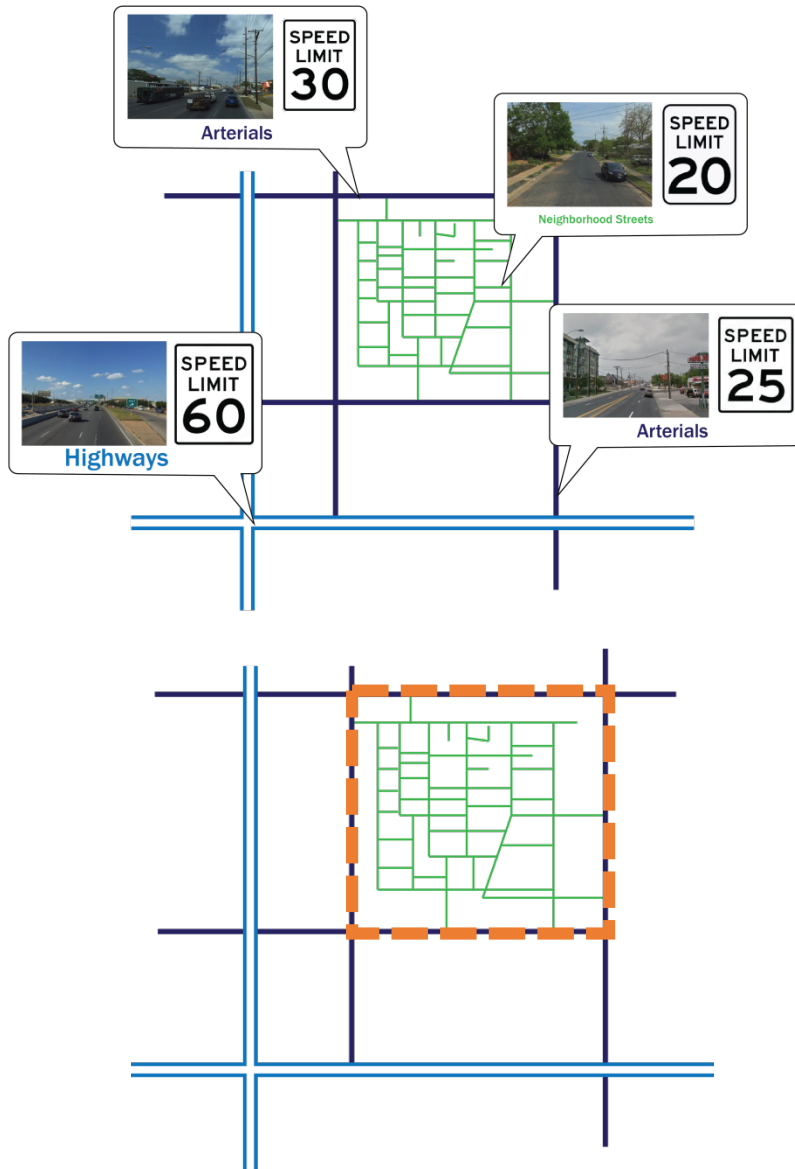
Smart Trips: Smart Trips Austin is an active transportation encouragement program that aims to improve health and manage congestion by increasing walking, biking and public transit use to access work sites, schools, recreation, shopping and medical facilities. The City of Austin's Smart Trips Program in Central Austin saw a 6% increase in transit and a 3% increase in walking with a 2% decrease in single occupant vehicle trips. This program will continue into 2017 with funding provided by the City of Austin and Capital Metro.

Focus Area: Education



Safe Routes to School: In 2016, the City's Safe Routes to School Program 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.

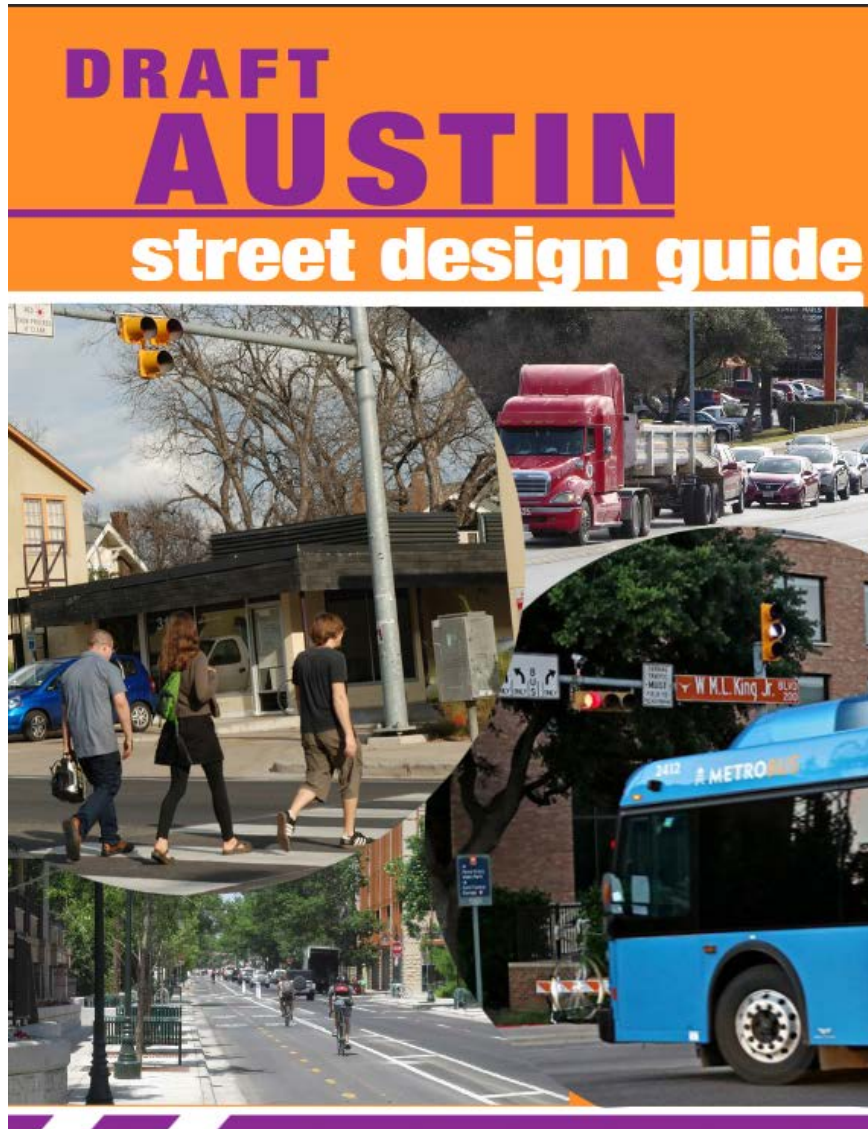
Focus Area: Policy



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 Dec. 7, 2016 and the full City Council on Dec. 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.

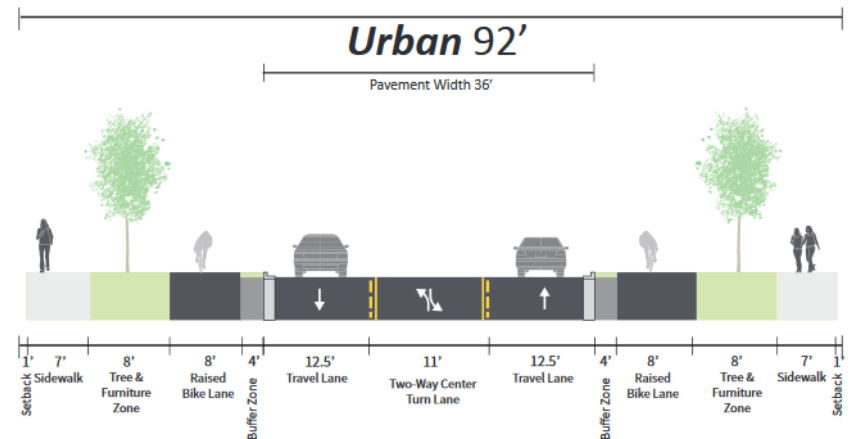
Focus Area: Policy



Transportation
& Land Use:

Planning & Regulations:












Incorporating Vision Zero into CodeNEXT,
the Austin Street Design Guide, and the
Austin Strategic Mobility Plan.



Focus Area: Policy



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

City Planning: Burnet Road Better Block & North Shoal Creek Neighborhood Plan: Incorporating Vision Zero into other City plans and policies at a neighborhood scale.

Progress Reports

I. Evaluation

2017 Priority	PROGRESS RATING	Strategy 1: Develop better analytical tools and metrics.		
		Action from VZ Action Plan	Progress	Expected Completion
P		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 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.
P		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.	Complete. Next Steps: Identify additional ways to improve crash data collection, including training.
P		Action 3: Collect geospatial data for citations from the Municipal Court and include that data in crash analysis.	Municipal Court citation data does not include specific geospatial information. ATD is working with Municipal Court to identify ways to include geospatial information.	Summer 2017.

Progress for each action in the **Action Plan:** Includes whether the Task Force identified a particular action as a 2017 priority, a color-coded progress rating, the action text, information on progress to date, and expected completion.

The full Annual Report, including the Progress Report Appendix, is available on www.austintexas.gov/visionzero



Thank You

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