

Vision Zero

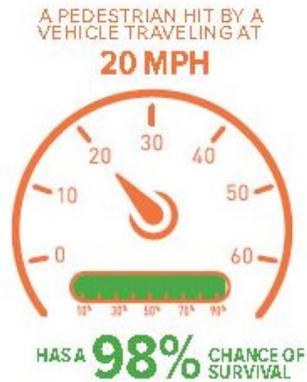
Robert Mueller Municipal Airport Plan Implementation Advisory Commission



February 13, 2018



AUSTIN
TRANSPORTATION
DEPARTMENT



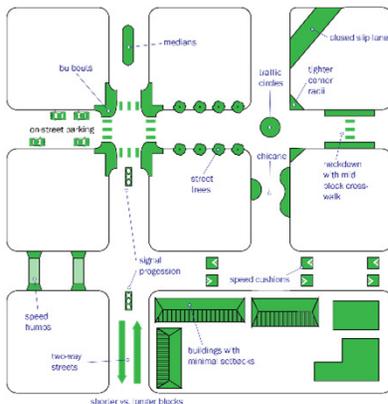
Outline

1. Why Speed Management Matters

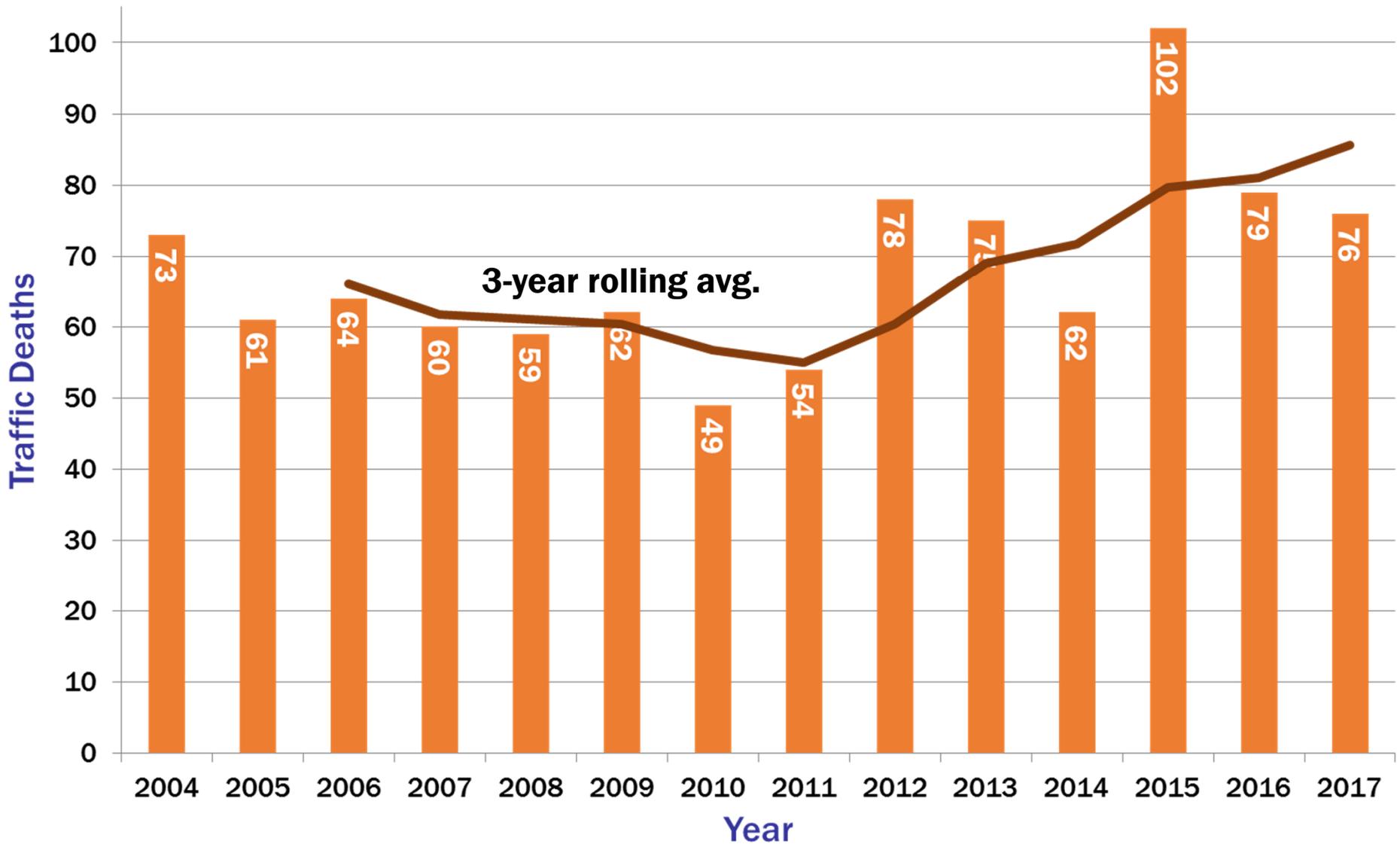


2. Policy Guidance

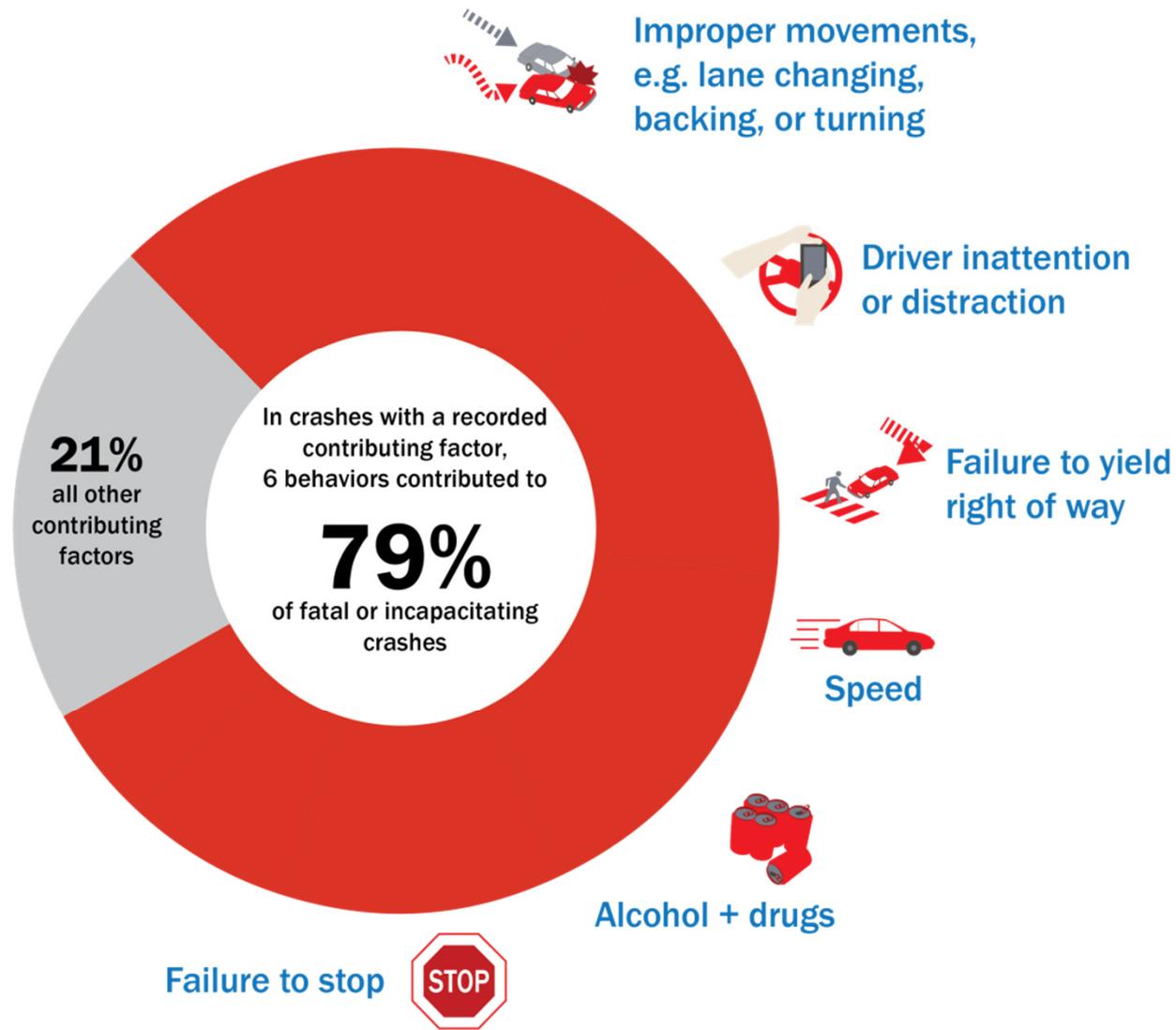
3. Speed Management Toolbox



Austin traffic deaths

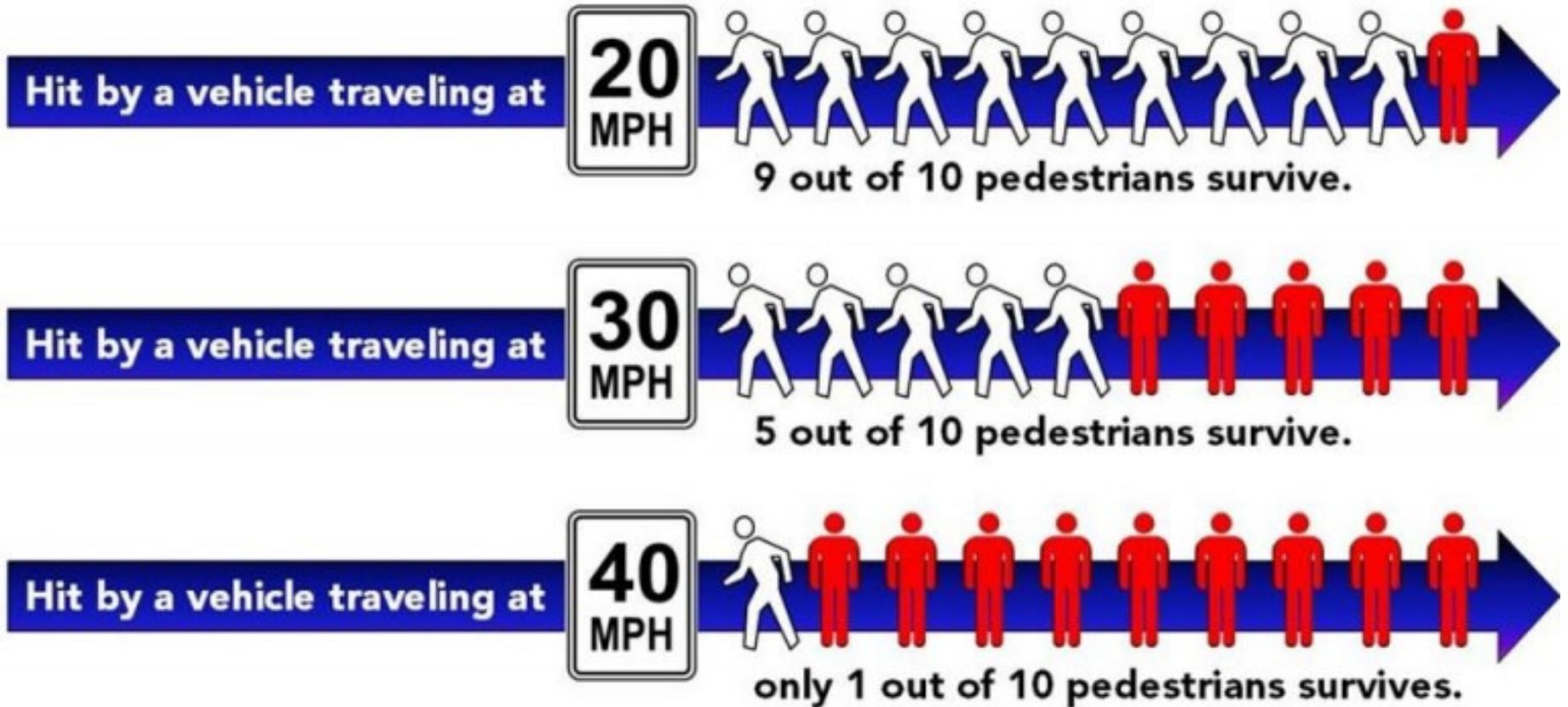


Speed is a Top Factor

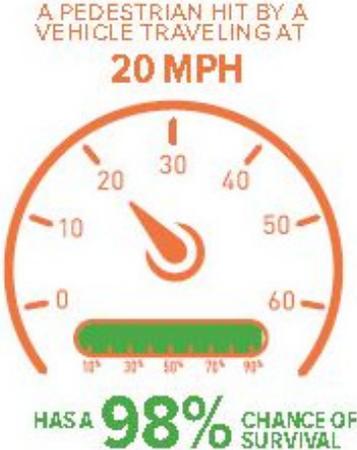


Source: TxDOT crash data 2010-2014

Speed management is critical for safety



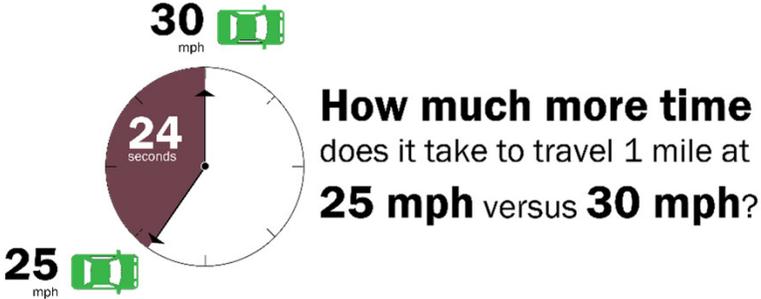
Benefits of Lowering Speeds



Improved Safety

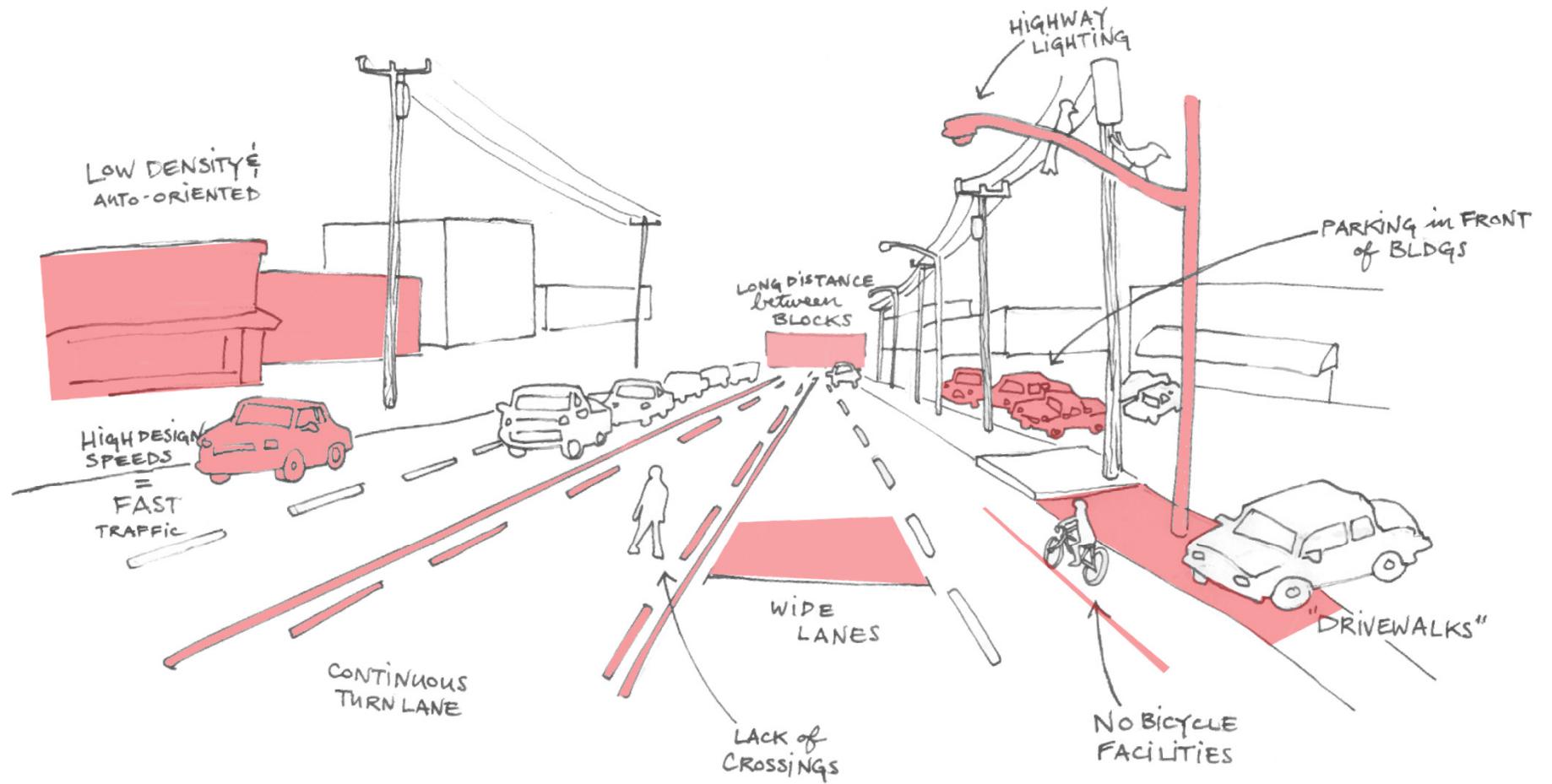


Greater Use of Active Transportation

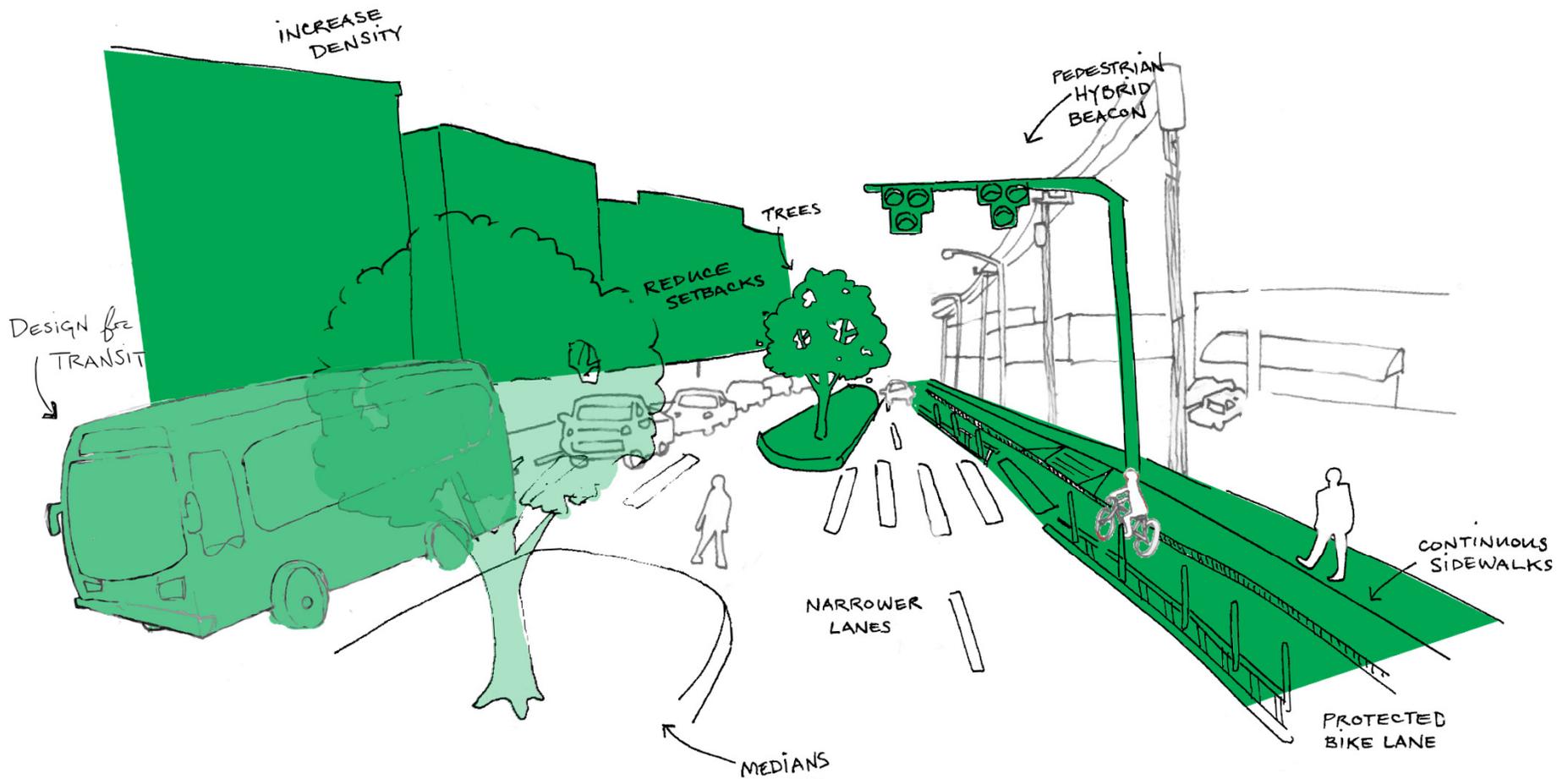


Minimal Effect on Travel Times

Design influences behavior



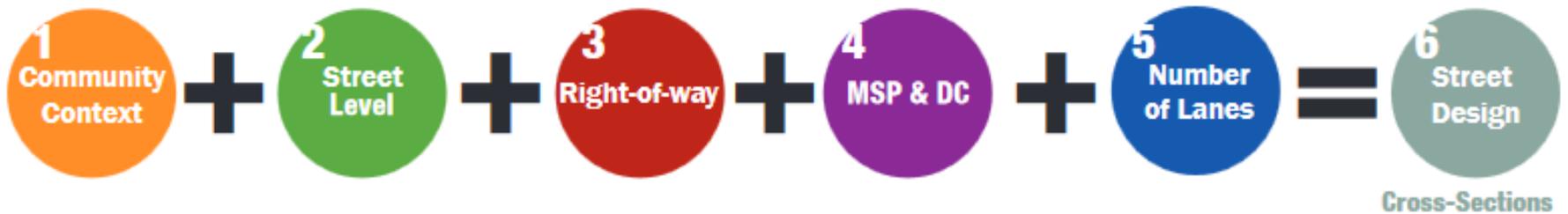
Changes to road & development patterns can improve safety



Neighborhood context varies



So do solutions



NACTO Urban Bikeway Design Guide – Aug. 2011

RESOLUTION NO. 20110804-023

WHEREAS, the City of Austin is recognized as a national leader in urban bikeway design; and

WHEREAS, the City of Austin is an affiliate member of the National Association of City Transportation Officials' (NACTO's) Cities for Cycling program; and

WHEREAS, NACTO has recognized the need for national guidelines and best practices in urban bikeway designs; and

WHEREAS, as an affiliate member of Cities for Cycling, the City of Austin contributed to the development of the NACTO Urban Bikeway Design Guide; and

NACTO Urban Street Design Guide – Nov. 2013

RESOLUTION NO. 20131107-049

WHEREAS, on August 4, 2011, the City of Austin recognized the National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* as a resource for guidance on the development of bicycle facilities in Austin; and

WHEREAS, in September of 2013 NACTO unveiled a new design manual for city streets entitled the *Urban Street Design Guide*; and

WHEREAS, Austin city staff served on the project steering committee for the *Urban Street Design Guide*; and

Complete Streets Policy – June 2014

ORDINANCE NO. 20140612-119

AN ORDINANCE ADOPTING THE CITY OF AUSTIN COMPLETE STREETS POLICY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Findings.

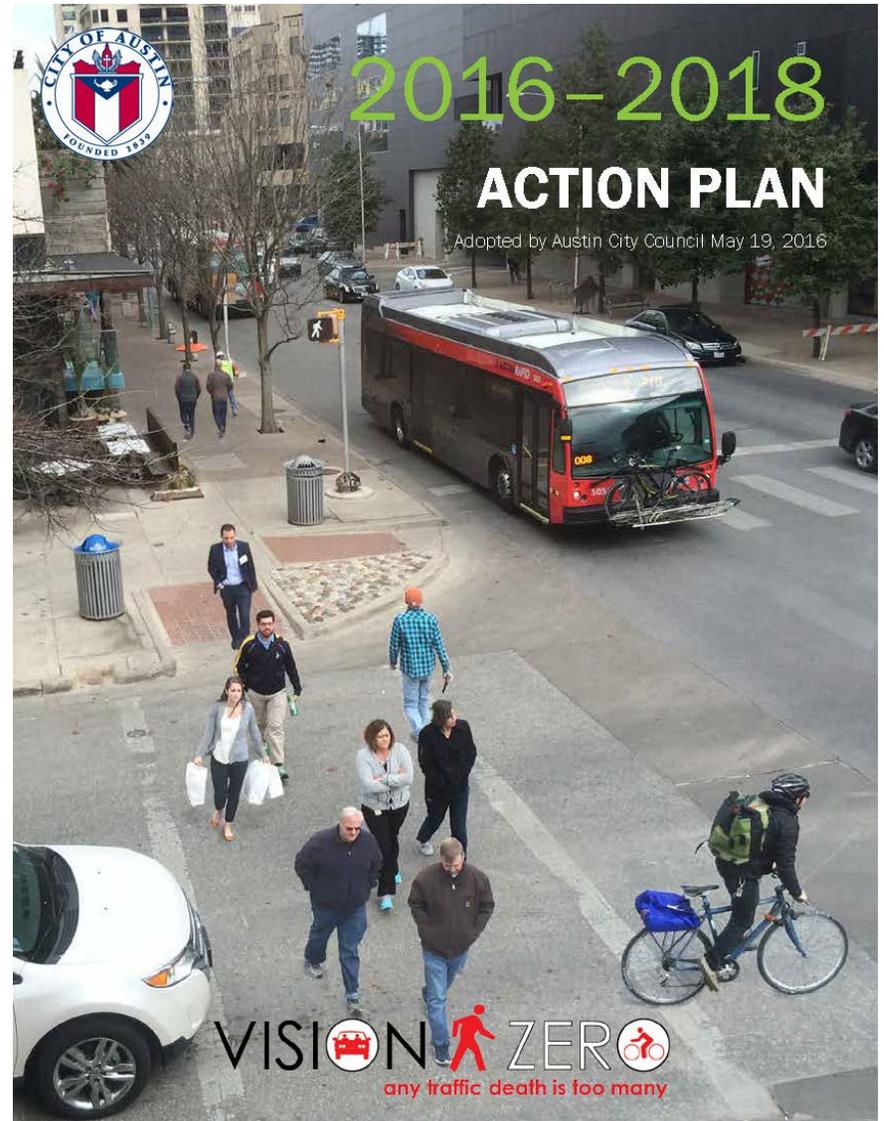
- (A) Austin City Council Resolution No. 20131212-080 directed the City Manager to create and implement a comprehensive Complete Streets Policy.
- (B) The intent of this policy is to implement the Imagine Austin Comprehensive Plan and to enhance Austin's quality of life over the long-term by advancing mobility; economically sound, compact, and connected development patterns; public health and safety; livability; environmental enhancement; sustainability; equity; affordability, economic activity; climate resiliency; and excellence in urban design and community character.

Policy added to Comprehensive Plan

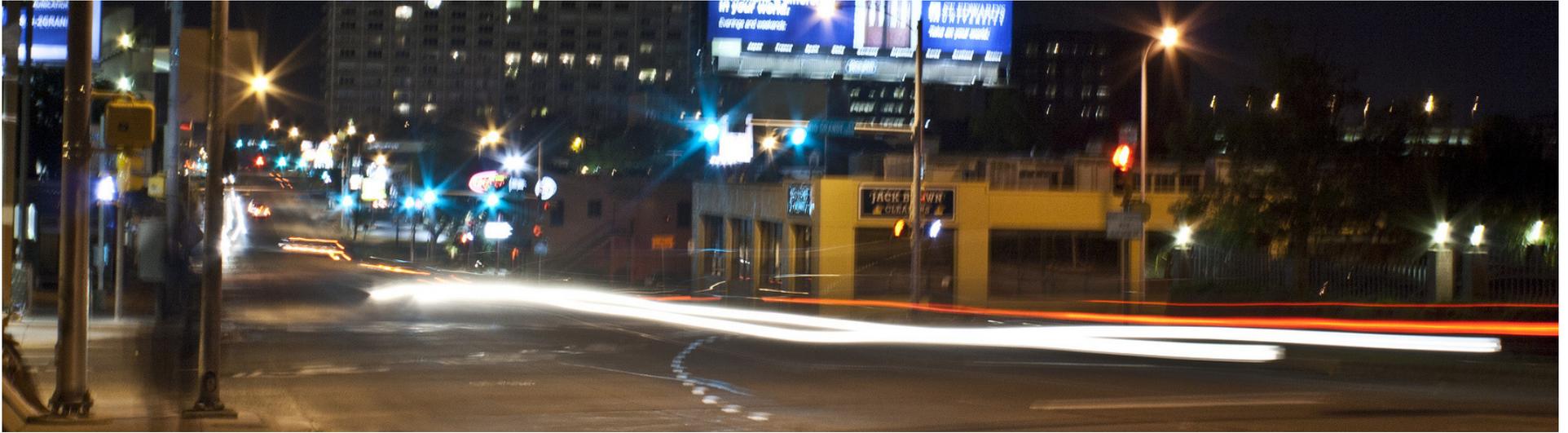


Oct. 2015

Action Plan adopted by City Council



May 2016



Vision Zero Action Plan

Policy Action 44: “Work at the local and state level to lower default speed limits congruent with research on speed and best practices.”

Resolution 20160519-049

“The City Manager is directed to analyze existing and emerging transportation practices related to the establishment of posted roadway speeds, with equal emphasis between high speed roadways, secondary streets, and neighborhood streets; identify methods and opportunities to reduce posted speed limits (especially in neighborhoods, and potentially as pilot project studies)...”

Resolution 20161215-071

- Support legislative efforts to lower the prima facie speed to 25 mph.
- Incorporate target design speeds into plans & manuals.
- Systematically evaluate arterial speed limits citywide for appropriateness.
- Establish a neighborhood slow zone pilot.

Support legislative efforts to lower the prima facie speed to 25 mph

- **HB 1368** (lower prima facie to 25 mph) was introduced by Rep. Israel
- **SB 2103** (lower speed to 20 mph if prima facie is deemed unreasonable or unsafe) was introduced by Garcia and passed the transportation committee
- **HB 1745** (allow 25 mph on a highway or street in city with pop. 130K +)

Incorporate target design speeds into plans & manuals

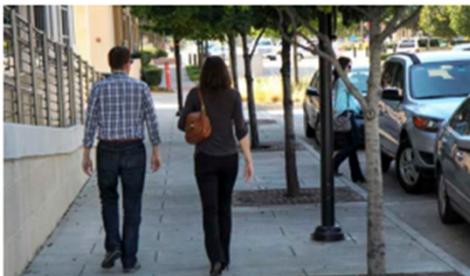
Pedestrian Supportive Design Strategies

Walking, as the basic form of transportation, must be prioritized to provide a safe environment for all users. Strategies vary for designing pedestrian elements depending on context.

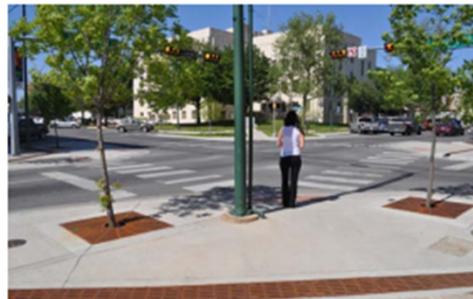
Sidewalk treatments in urban areas should provide wide zones that allow for easy cross-access and movement in and out of store fronts. In suburban areas, sidewalks should be adequately sized, provide shading, and be buffered from the roadway.

At **intersections** or **mid-block**, strategies such as striped crosswalks, pedestrian refuge islands, curb extensions/ bulb-outs or raised crossings can be used to increase pedestrian visibility and safety.

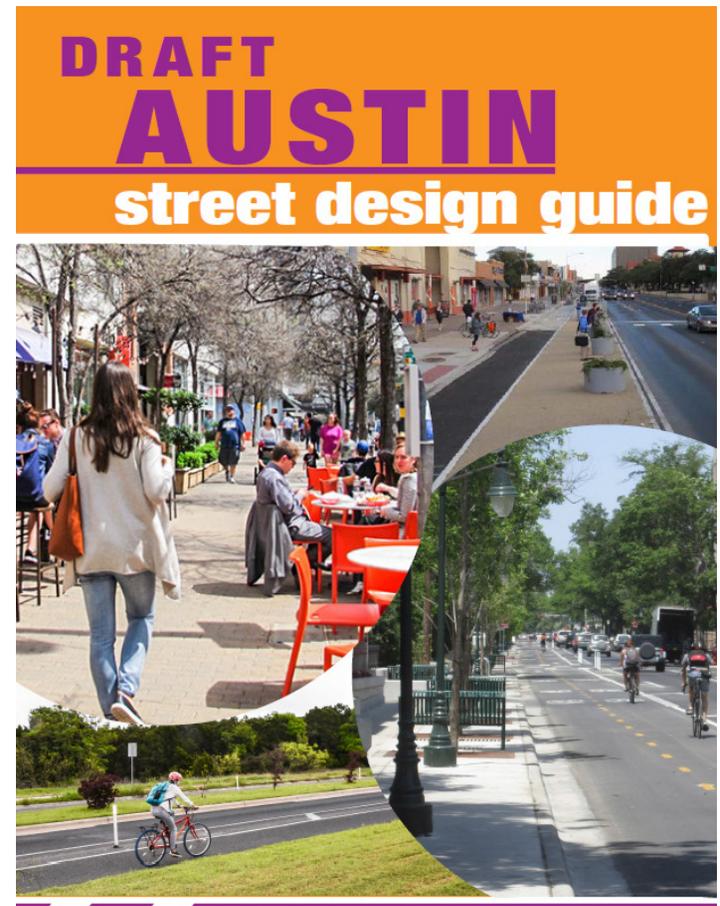
Sidewalks -Urban



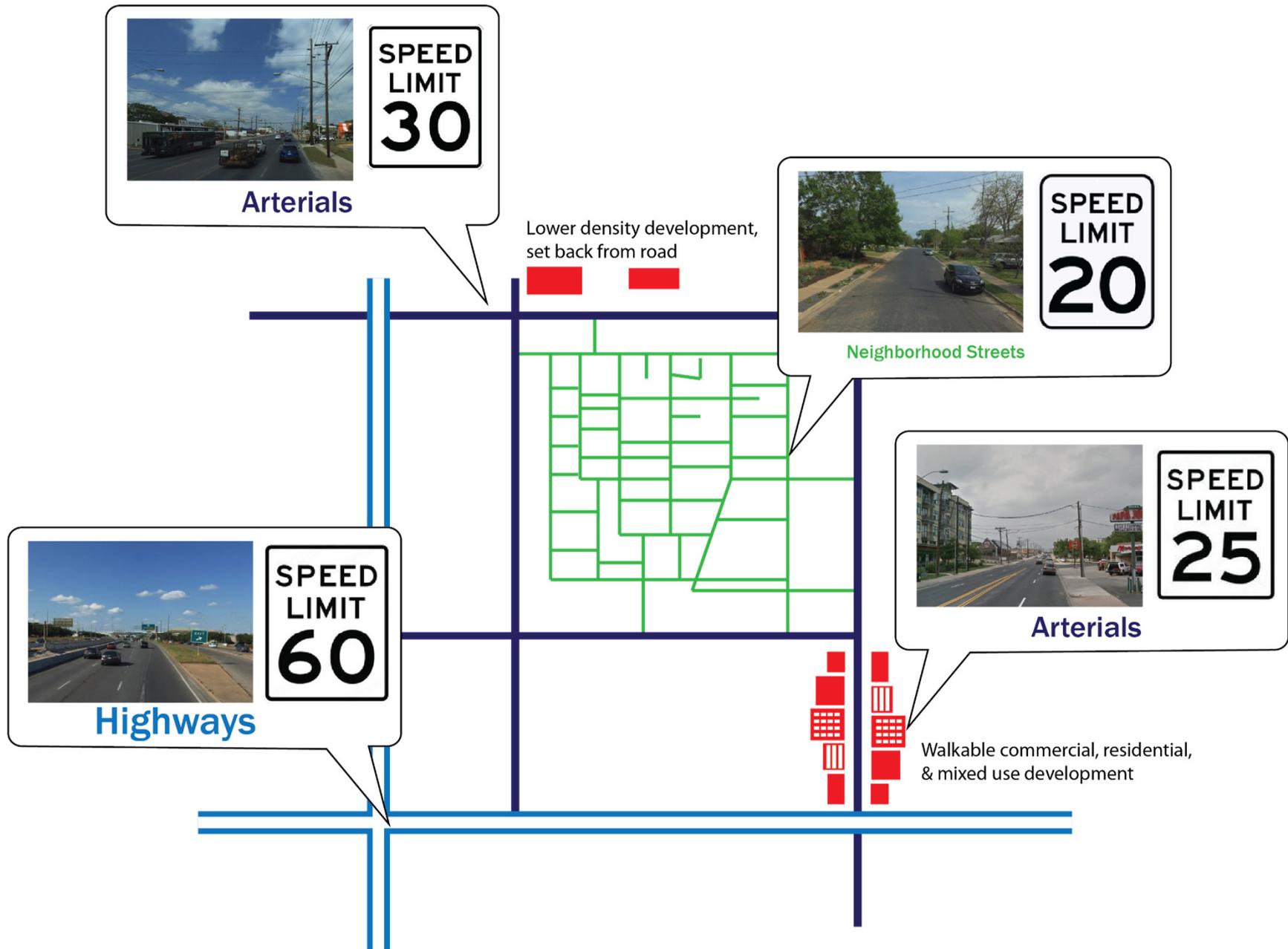
Intersections - Striped Crosswalks



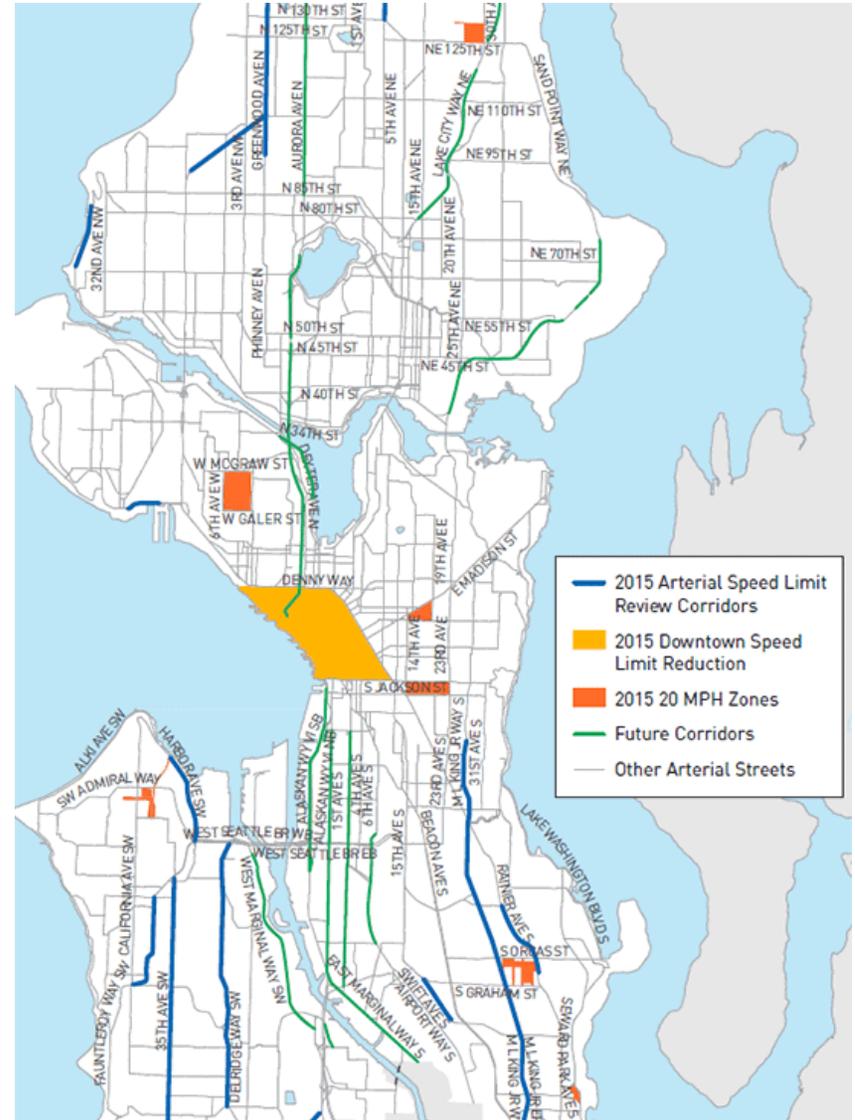
Pedestrian Refuge Island



Systematic Evaluation of Speeds

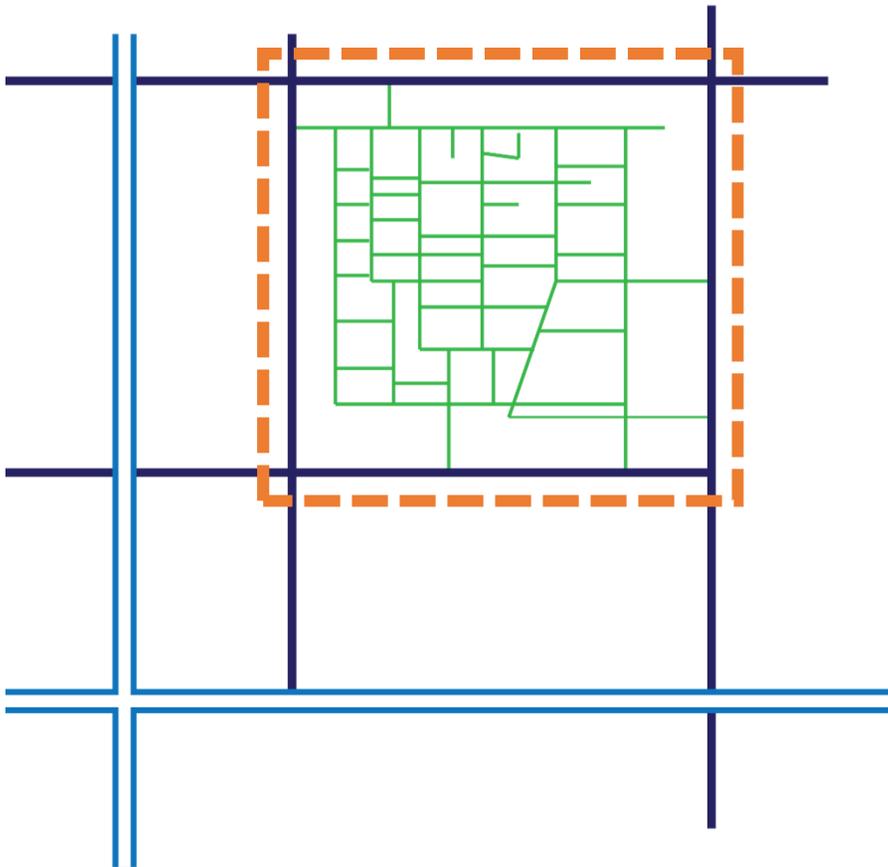


Slow Zone Pilot

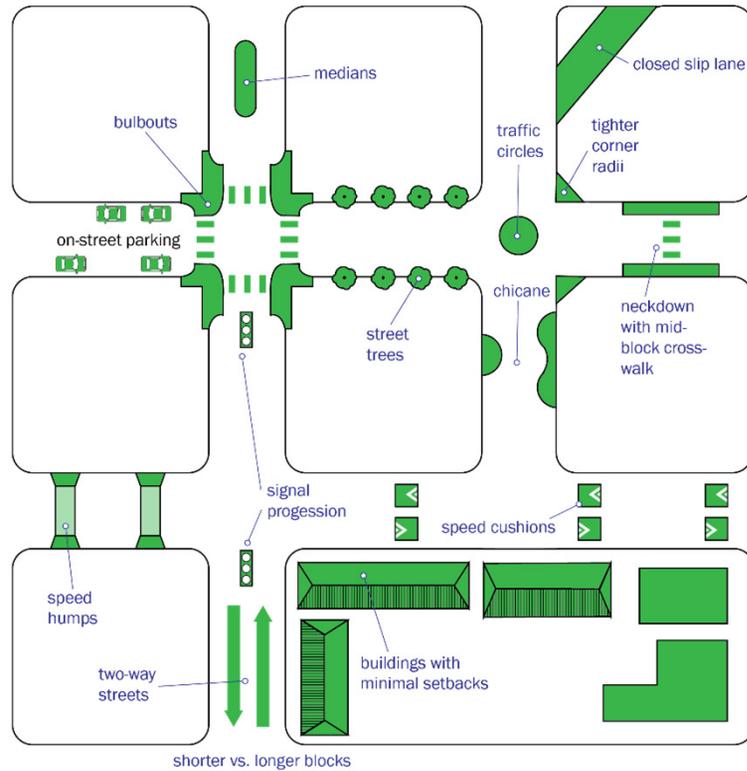


Slow Zone Pilot

Lower speed limit within the **pilot area** to 20 mph using traffic calming & signs.



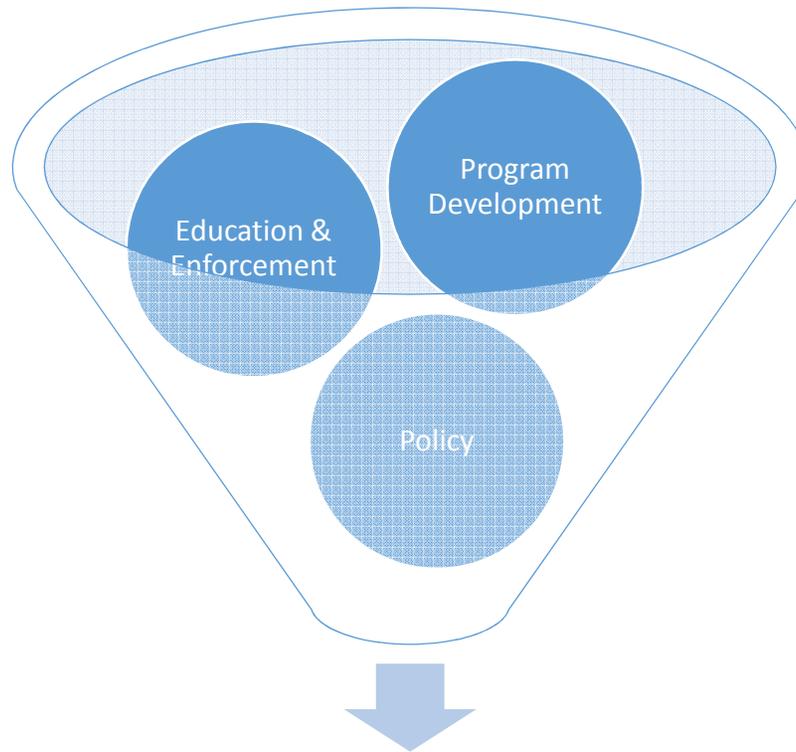
Slow Zone Pilot



Lower speed limit within the **pilot area** to 20 mph using traffic calming & signs.



Current Progress



Speed Management Program

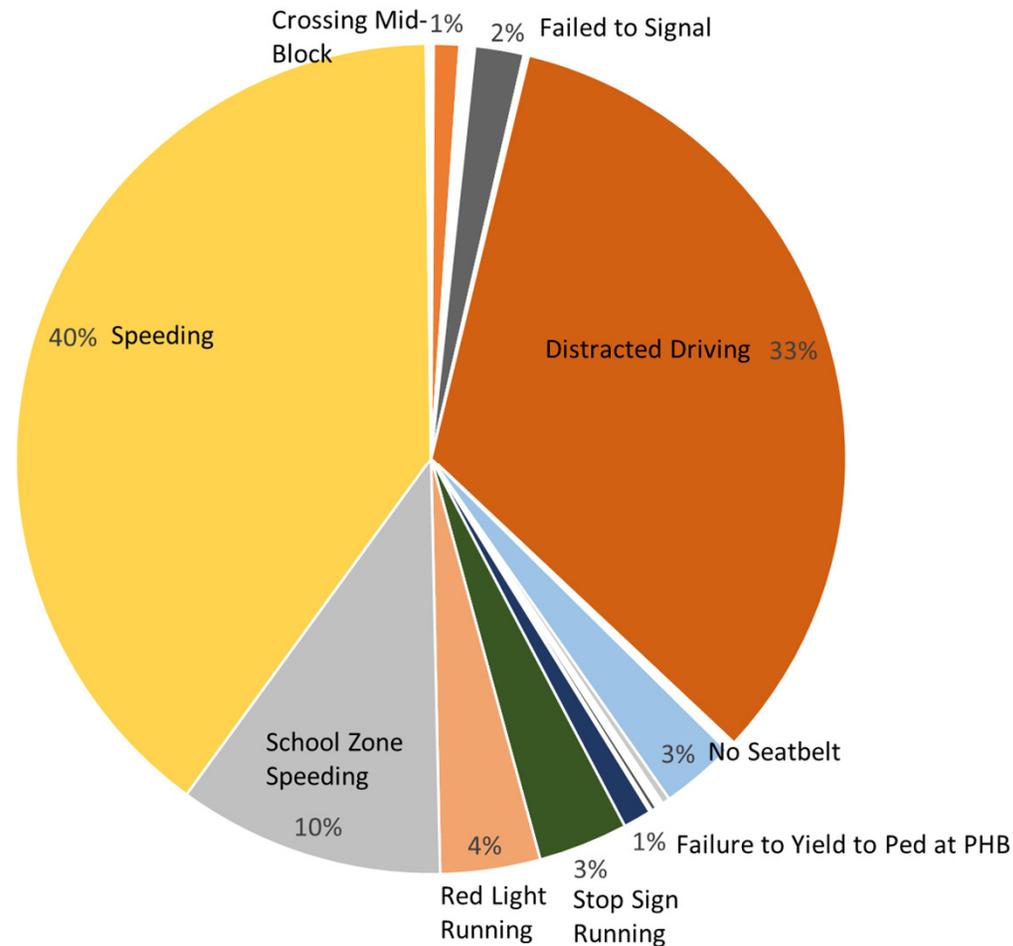
Multimodal Street Design



Installation of numerous complete streets projects since the adoption of the Vision Zero Action Plan, covering over 50 miles of streets throughout 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.

Targeted 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.

Dynamic Speed Display Devices



Measures & displays the speed of vehicles, typically paired with a speed limit sign

Research show DSDDs are most effective for shorter distances & when new

ATD's program includes rotating devices that are placed for 4 week increments

Safety Improvement Program



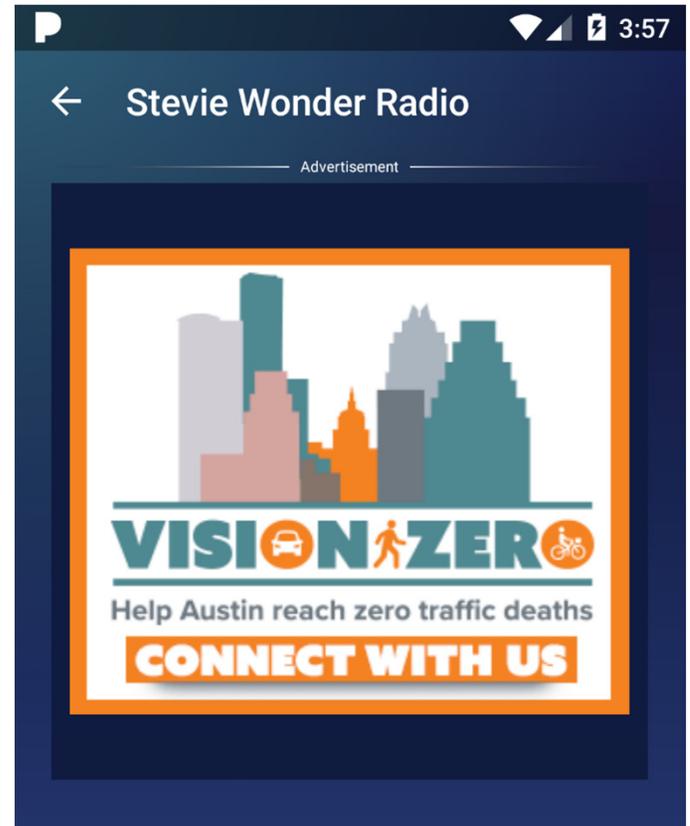
High Crash Intersections

Locations completed and underway since 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
- Pleasant Valley/Elmont
- South Congress/Oltorf
- Slaughter/South 1st (including Slaughter/Alice Mae)
- I35/Braker
- Red River/45th
- Riverside/Tinnin Ford/Burton

Education & Awareness

- a. Public Information & Mass Media
- b. Yard Sign Pilot
- c. Street Teams





Thank You!