

# African American Resource Advisory Commission

October 7, 2015





**Austin's a great  
place to live...**



A row of glowing, futuristic, dome-shaped structures in a dark, industrial setting. The structures are illuminated from within, casting a warm, orange glow. They are arranged in a line, receding into the distance. The background is dark and atmospheric, with some faint light sources and a sense of depth. The overall mood is mysterious and high-tech.

**...but it's not without  
problems**

**Over 700 total traffic  
fatalities since 2004**



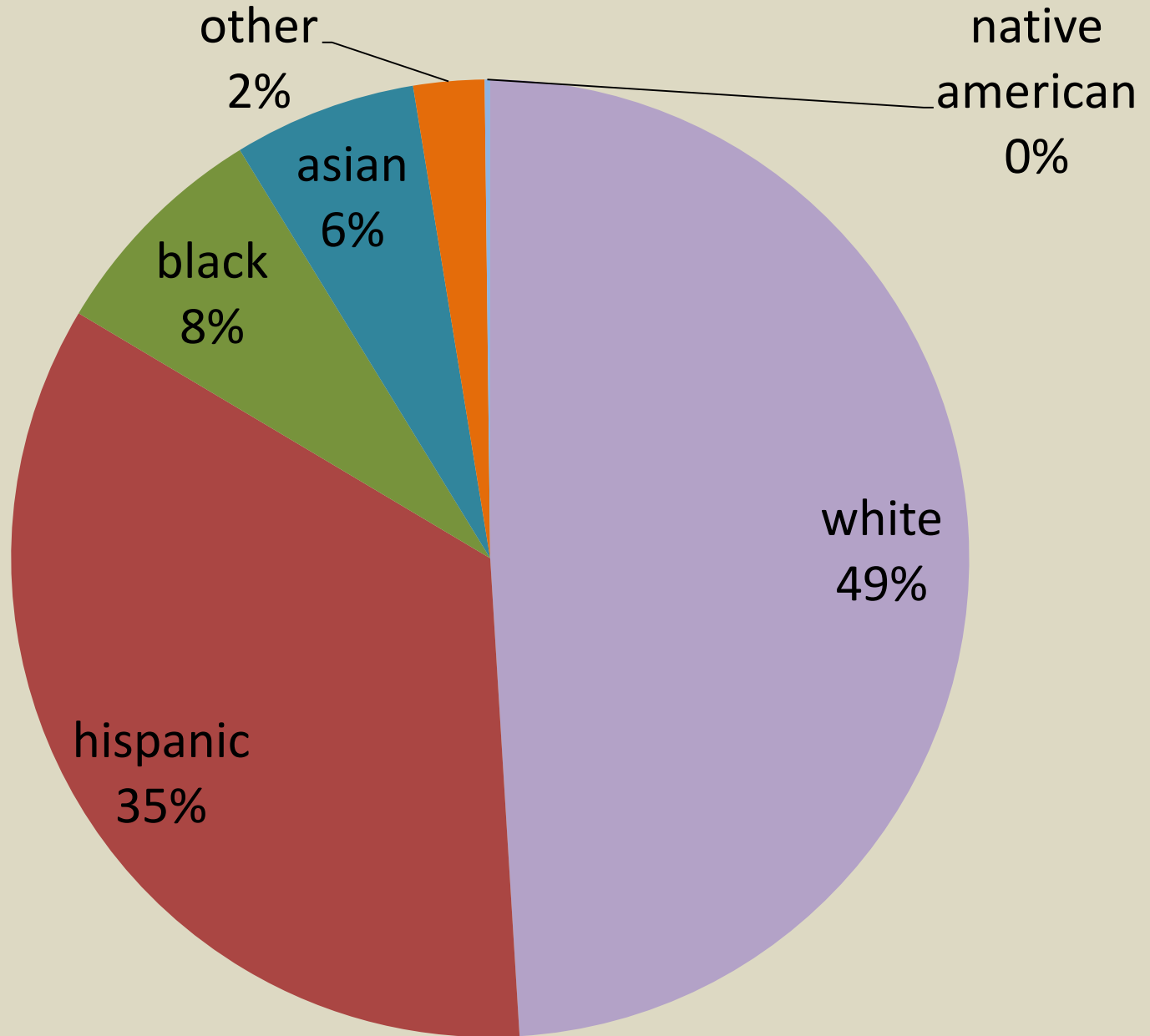


**Austin is the 13<sup>th</sup> most  
dangerous city for  
cities over 500K**

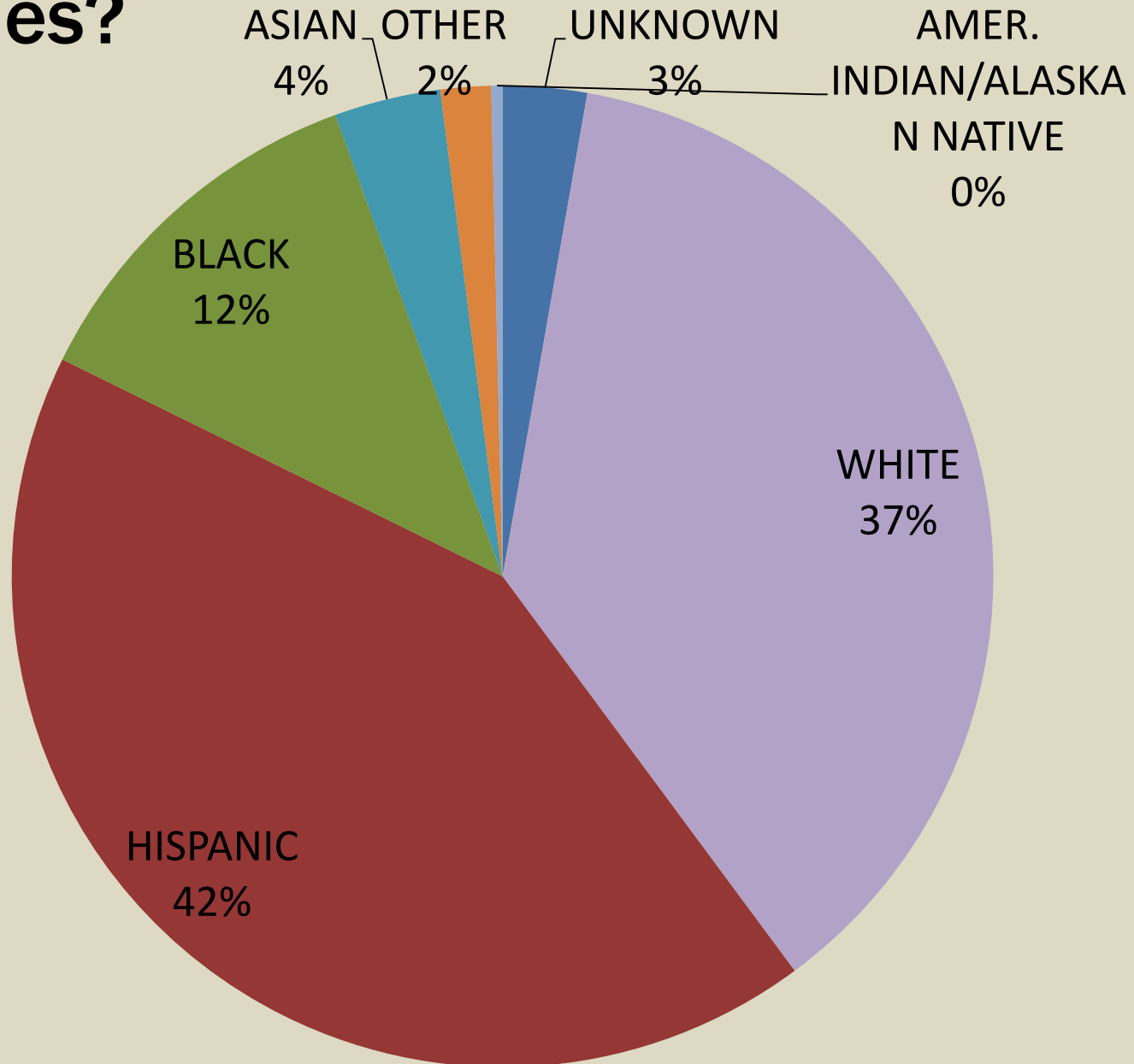


**Austin is the 7<sup>th</sup> most  
dangerous city for  
people walking**

# Who lives in Austin?



# Who's killed or suffers incapacitating injuries in crashes?





# Road deaths by mode



**10 deaths** 2% of total deaths  
1.5% mode split



**89 deaths** 20% of total  
2.5% mode split



**126 deaths** 29% of total  
2.5% mode split



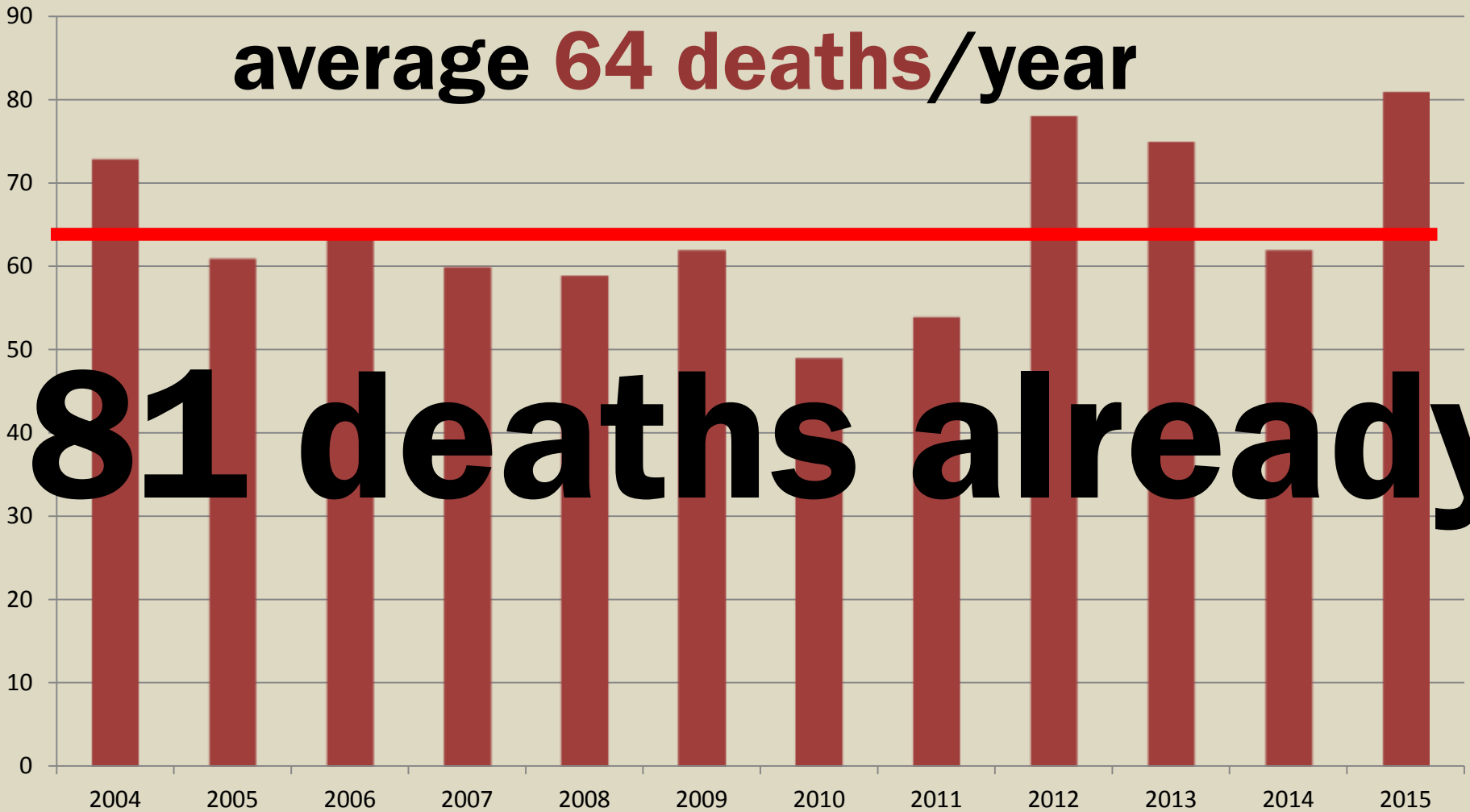
**214 deaths** 49% of total  
82.6% mode split

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

# Austin traffic deaths

average **64 deaths**/year

**81 deaths already**

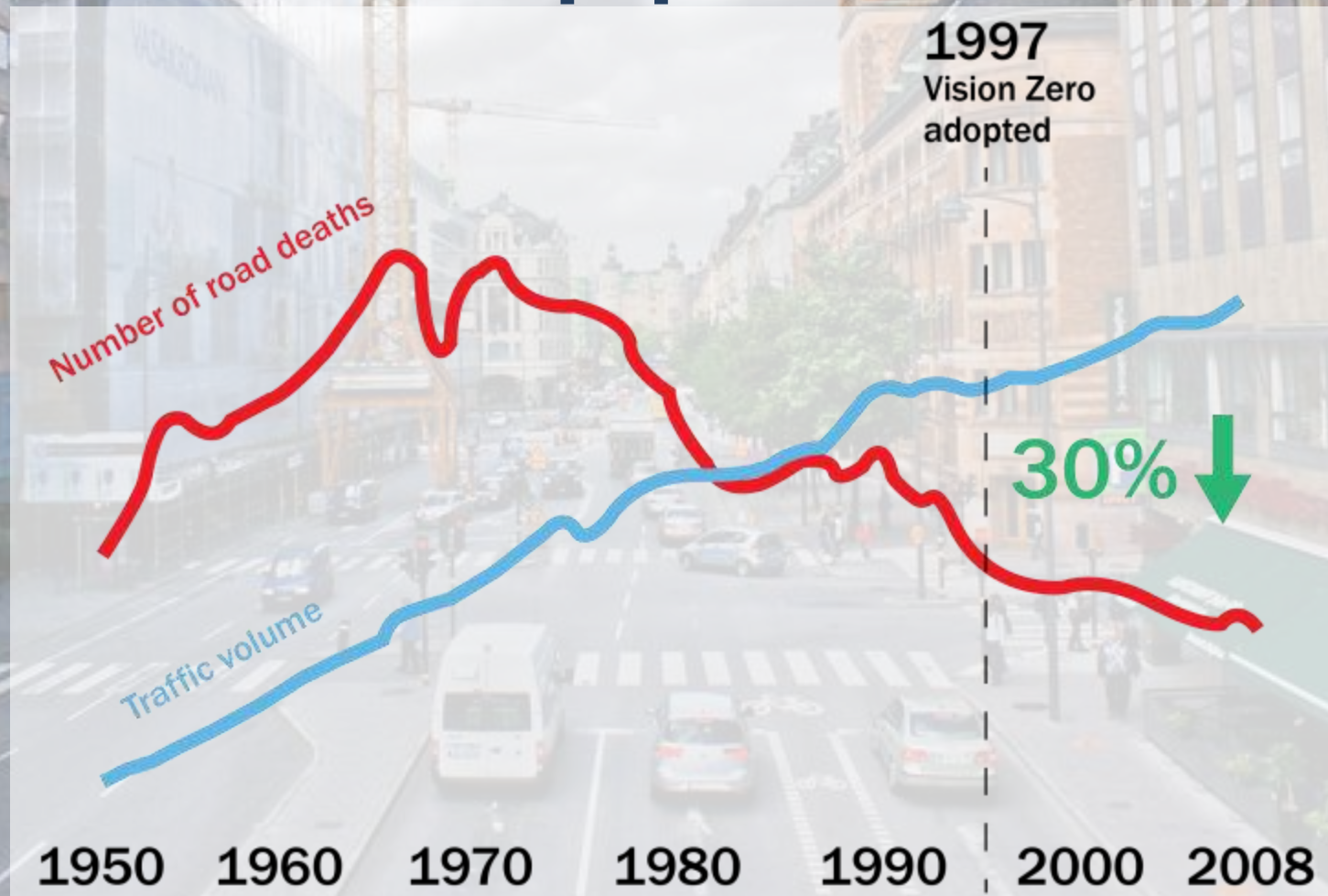


Source: City of Austin Annual Crime and Traffic Reports



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

# Sweden's fatalities have dropped 30%





A photograph of a busy New York City street, likely Times Square, showing a mix of old and new architecture, pedestrians, and outdoor seating. Large billboards for Empire City Casino and Walgreens are visible. The text 'NYC had the fewest traffic fatalities since 1910' is overlaid in a large, dark blue font.

**NYC** had the fewest  
traffic fatalities since  
1910



Utah has reduced  
traffic fatalities 48%  
since 2003







**Provo** is the largest  
city to achieve zero



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





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

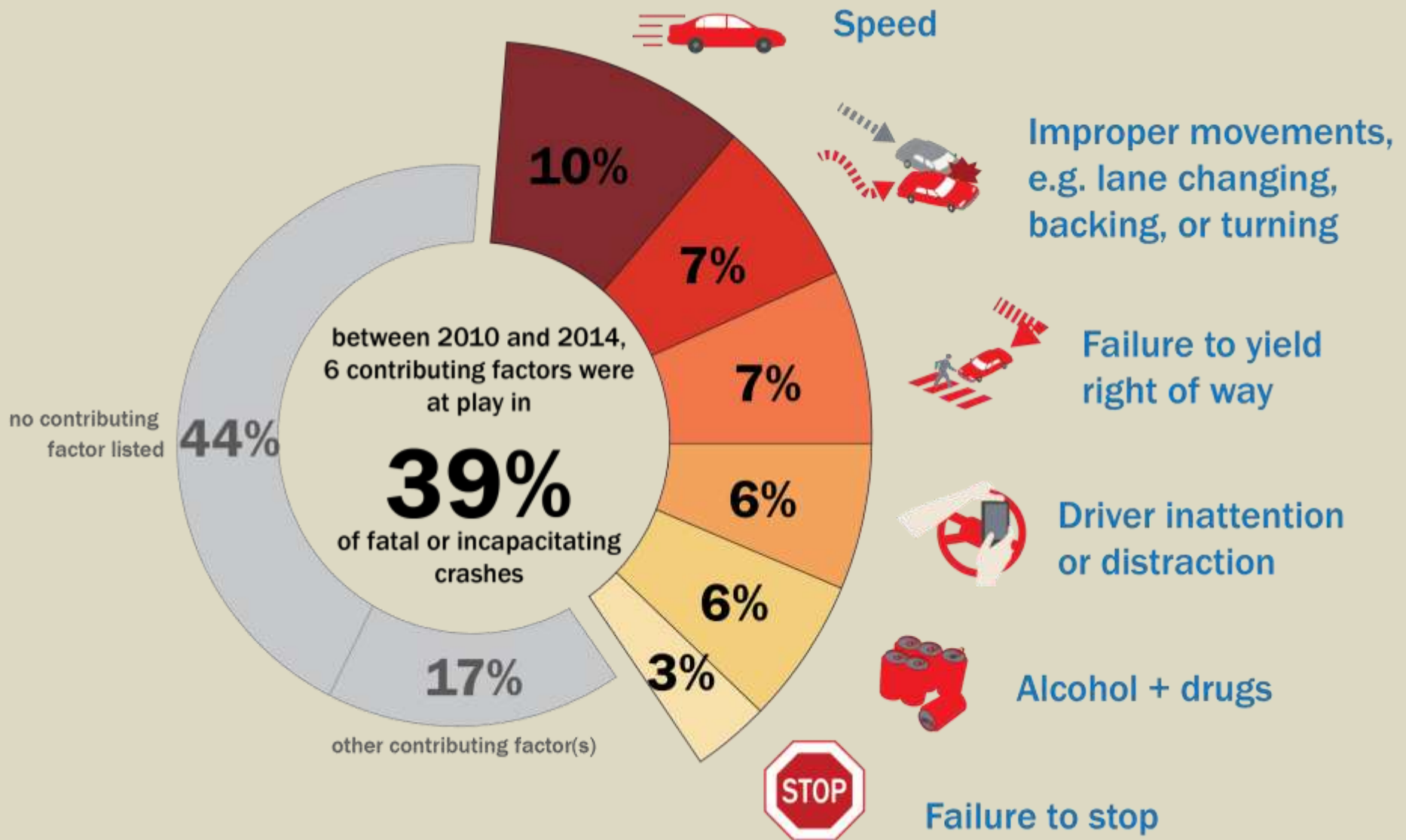


Traffic safety solutions must be addressed **holistically** through **education, enforcement, engineering/design**



aims to achieve **zero deaths**  
**& zero serious injuries**  
while traveling in Austin

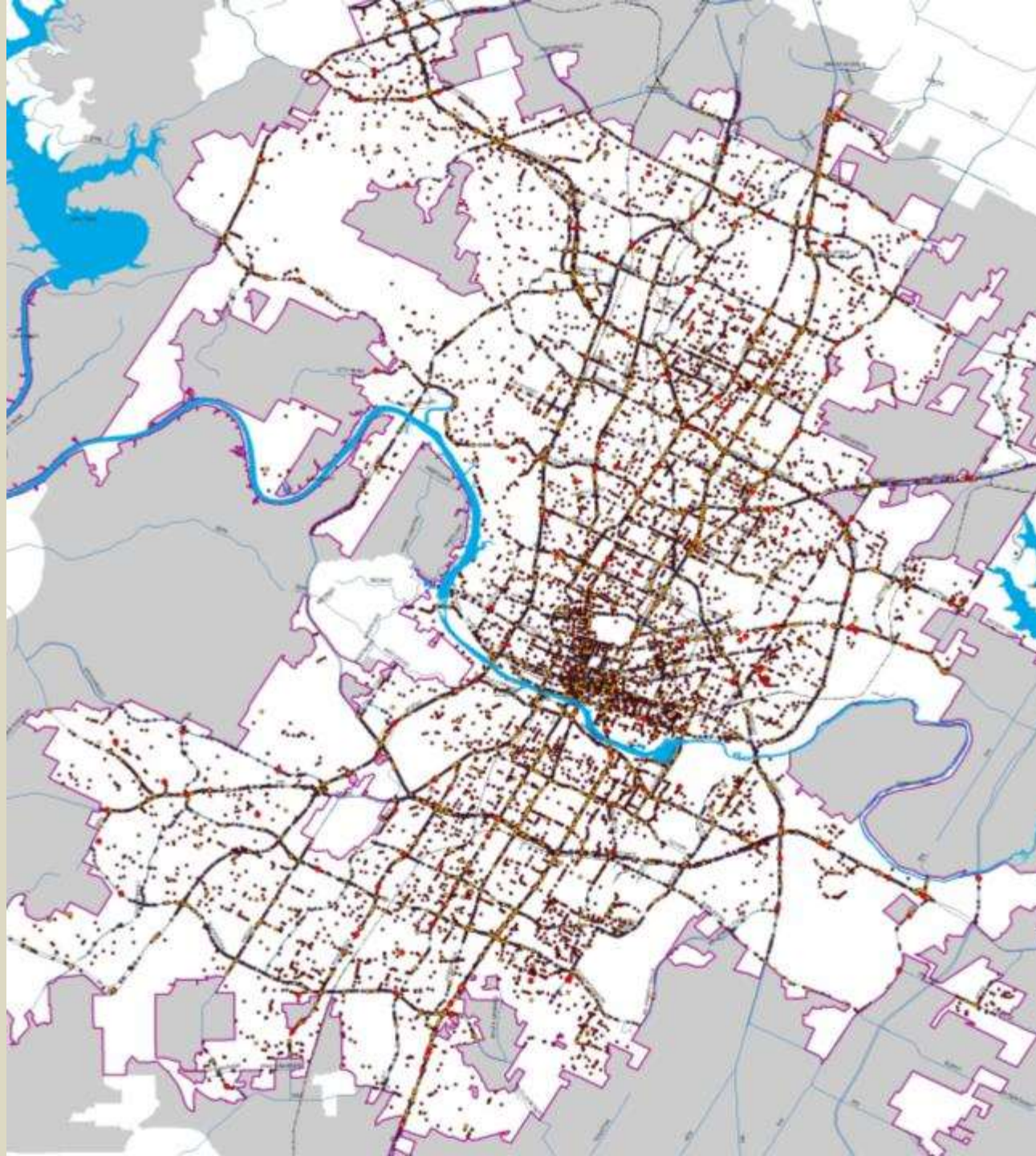
# Top Factors of fatal or incapacitating crashes





# 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









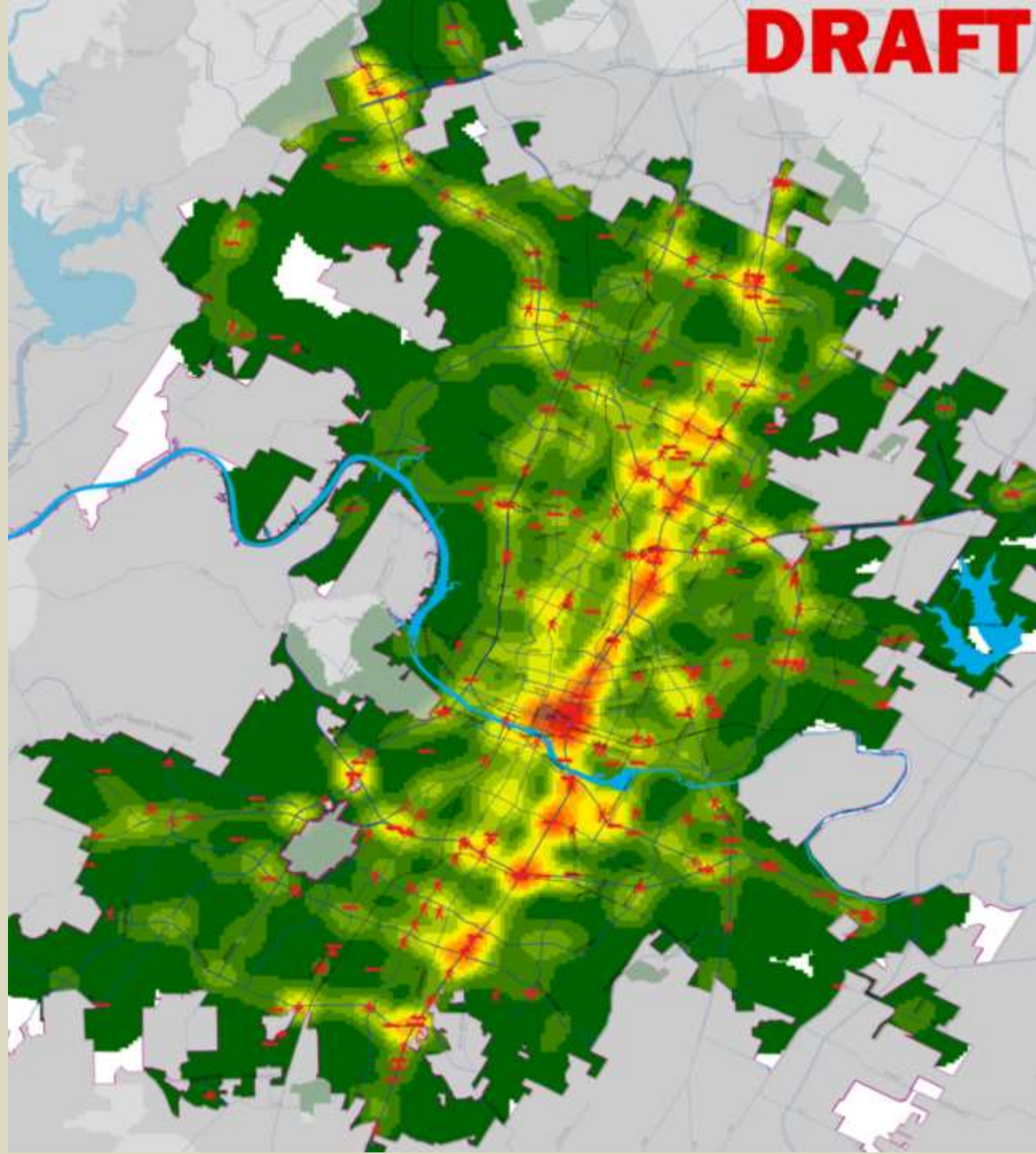
# Draft Heat Maps

**DRAFT**

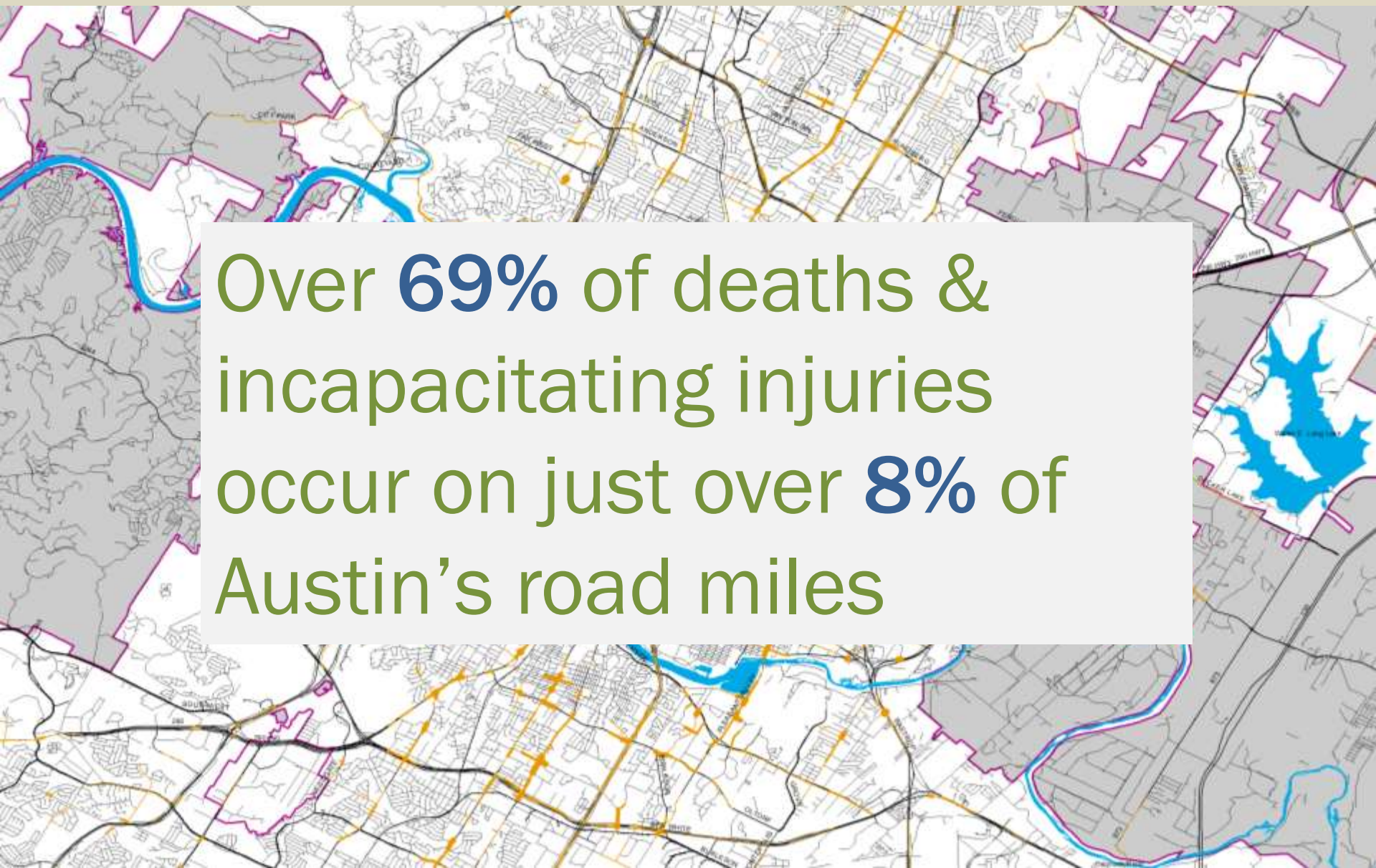
## Deaths by mode

-  driving (145)
-  walking (91)
-  motorcycle (59)
-  biking (7)

## Concentration of injuries & deaths



# Incapacitating Injuries & Deaths Road Network Map

A detailed map of Austin, Texas, showing the road network. Major roads are highlighted in yellow and orange, while smaller roads are in grey. Water bodies, including the Colorado River and Lake Travis, are shown in blue. The map is overlaid with a semi-transparent white box containing text.

Over **69%** of deaths & incapacitating injuries occur on just over **8%** of Austin's road miles

**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

low  
density

- 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

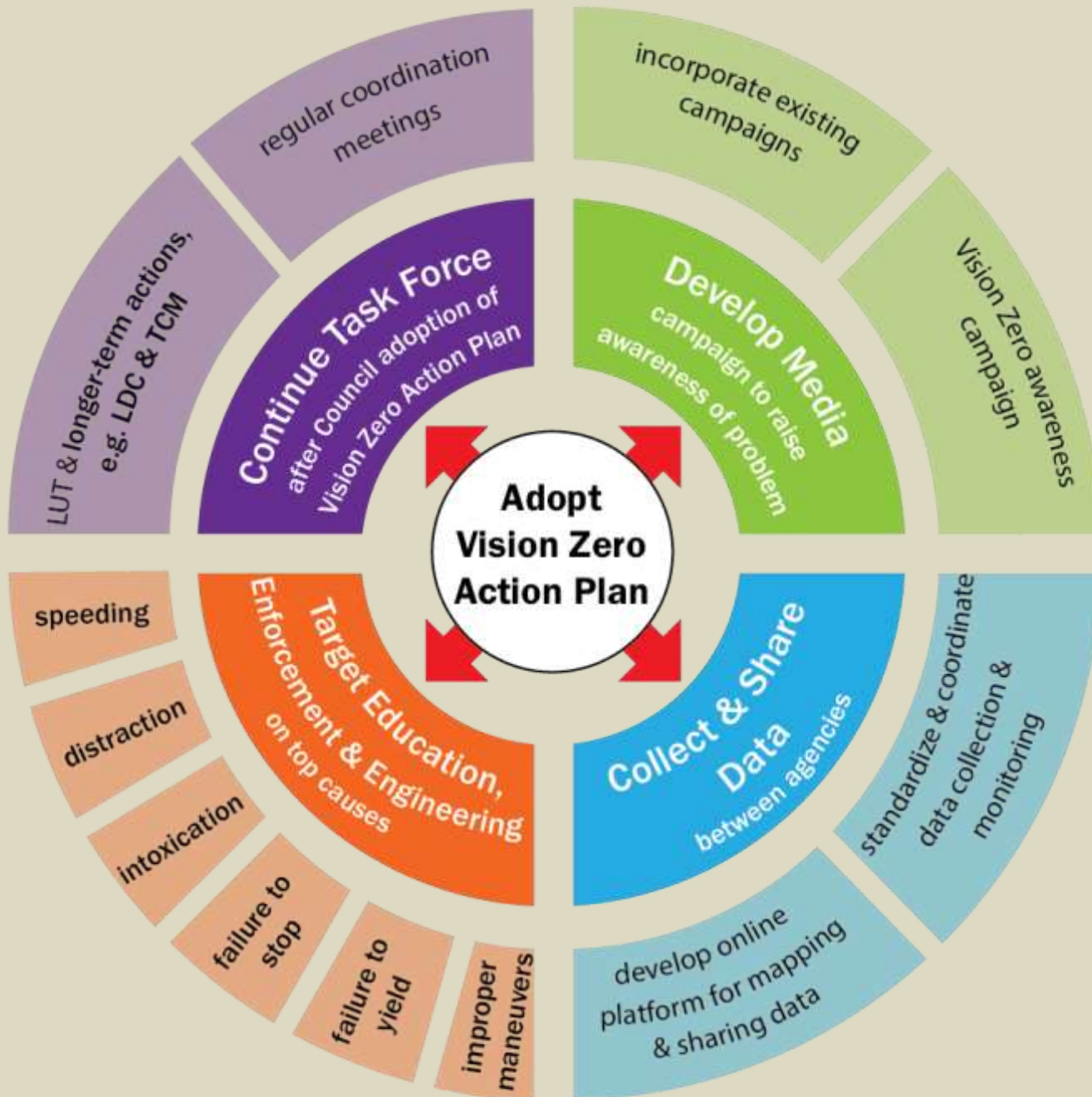
low connectivity deters walking and biking trips, potentially increasing vehicle trips, which increases exposure & reduces safety in numbers

**lack of connectivity**



**long blocks**







# 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