

Safer People, Safer Streets - Mayors' Challenge					
June 2015 - June 2016 Interim Report & Update					
STATUS UPDATE					DRAFT UPDATED 3/17/16
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<p>Austin is showing strong progress on its Action Items, halfway through its challenge year of participating in the U.S. Department of Transportation (USDOT) "Mayors' Challenge for Safer People and Safer Streets." USDOT defined seven challenge areas to advance the safety of people walking and biking. Austin determined its action steps, shown below, within the seven areas.</p> <p>Action steps coded green below were defined as commitments; actions coded yellow required additional resources; actions coded orange were reach goals.</p>					
Challenge 1. Take a Complete Streets approach.					
C1-I1	City Projects: Conduct complete streets policy compliance reviews for City projects that include street and ROW elements, utilizing the Complete Streets Policy Compliance Checklist. (ATD, PWD, PAZ)	x	x	x	Policy compliance checklist for City projects developed and available online. Piloted use by PWD.
C1-I2	Other Projects: Integrate complete streets policy compliance reviews into all standard development review processes, for private sector developments and non-City roadway projects. (ATD, PAZ, DSD)	x	x	x	Policy compliance checklist for private sector projects developed and available online. Piloted use by DSD.
C1-I3	Education and Outreach: Provide continuous education on Complete Streets Policy objectives and professional development to city staff, the professional community, and the public. (ATD, PAZ, DSD)	x	x	x	Developed a City of Austin Guide to Complete Streets, posted on CS webpage and available in print form; Better Streets Week-community-facing presentations and workshops held in conjunction with the NACTO Designing Cities conference.
C1-I4	Green Streets: Integrate green infrastructure goals and efforts into complete streets approach (WPD, OOS)	x			Green Streets working group established, met monthly, and released "Green Streets: An Introduction" on September 15, 2015 available to public on Complete Streets Program website.
C1-N1	Austin to host NACTO 2015 Designing Cities Conference, Oct. 28-31, 2015.	x			Close to 650 registrants representing over 100 cities in 11 countries.
C1-N2	Better Streets Week – community education/outreach (concurrent with NACTO conference).	x			15 community events throughout the week of Oct 25-31, 2015 with over 300 registrants
C1-N3	Engage allied community groups in NACTO conference. 2016: <i>Engage groups/nonprofits in Mayor's Challenge report and activities.</i>	x		x	Approximately 15 partnering organizations involved in Better Streets Week, including B-Cycle, Bike Austin, UT Center for Transportation Research, ULI Austin, Strong Towns, Downtown Austin Alliance, Central Health, St. David's Foundations, etc.).
C1-O1	ATD Safety Improvement Program: Take a Complete Streets approach to plan development in 2015. (ATD) <i>Continue into 2016.</i>	x	x		Initiated Safety Improvement Program. Prioritized and ranked intersection for improvements based on safety performance. A total of \$3.3 M funding is dedicated and directed and approved by Council; five high priority intersections in design phase; complete streets improvements will be phased.
C1-O2	PWD Community Services Division: Integrate Mayor's Challenge into Child Safety, Neighborhood Partnering and Urban Trails program and projects. (PWD)			x	One example is the Pedernales Bikeway connecting Boggy Creek Greenbelt with Butler Trail - photos available.
C1-O3	Health: Integrate into health and human services efforts, including grant applications. (HHS) 2016: <i>Report progress as action items within CHA/CHIP.</i>		x		Plan4Health Grant (\$110,000) for SmartTrips pilot program in North Austin aims to improve access to daily physical activity by promoting active modes of transportation such as walking, bicycling, bus and carpool.
C1-O4	Street & ROW Projects: For key projects, use to showcase/ pilot innovative Complete Streets Approach. 2016: <i>Conduct public education featuring projects.</i>			x	Working to create an inventory of Complete Streets projects throughout the city to better celebrate, critique, and monitor projects moving forward.
Challenge 2. Identify and address barriers to make streets safe & convenient for all road users, including people of all ages & abilities and those using assistive mobility devices.					
C2-I1	Implement the Austin Bicycle Master Plan to create an all ages and abilities network (ATD)		x		Data analysis is underway for the Pedestrian Safety Action Plan and ATD is currently hiring for a Pedestrian Coordinator. ATD completed several safe crossing projects in Districts 8, 9, 1 and 3 to improve connections to urban trails, intersections, medical facilities and near the UT campus. ATD will host a two-day Designing for Pedestrian Safety Seminar for engineering and planning professionals on March 1st and 2nd. A special community presentation will take place Tuesday, March 1st 6-7:30pm at City Hall.

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C2-I2		x			Program funded in FY16 to complete Pedestrian Safety Action Plan; Completed several safe crossing projects in D8, D9 and D1
C2-I3		x			Update underway with expected draft to be complete in Spring of 2016; update includes innovative approaches to alternative strategies such as shared space and complementary strategies to address safe crossings
C2-I4		x			CodeNext Sound Check launched - bringing process to the public for the first time
C2-I5		x			All active Great Street projects are being reviewed for Complete Streets policy compliance, including bicycle facilities.
C2-I6		x			Currently the Safe Routes to School Program is providing 215 crossing guards and 7 crossing guard supervisors at various elementary school locations for 7 school districts that are within the City of Austin.
C2-I7		x			Continually working with community organizations to design and built traffic calming devices, green street elements, and environments to improve active transportation. NPP is an active program that supports community initiated projects which may include aspects of Complete Streets. NPP has been the conduit for certain Parking Benefit Districts as they relate to the implementation of the complete streets.
C2-N1	x				Sessions included automated speed cameras (APD co-presented) & numerous others
C2-N2		x		x	Issued a questionnaire to all city staff that participated to gather next steps. Planning next steps to include potentially include a gathering
C2-N3		x			PIO, ATD as C1-01
C2-O1		x		x	Scoped a walkability study of East Cesar Chavez NA per CIUR 1523
C2-O2		x		x	Supervisors and key staff participated in the Fall 2015 Compact & Connected training to help foster and establish a clearer understanding of current best practices in transportation planning and engineering for the urban context.
C2-O3		x			PIO, ATD as C1-03
C2-O4		x			Led by Capital Metro, ATD collaborated on an application for \$38 million in the seventh round of TIGER grant funding from the USDOT. ATD was successful in receiving over \$3 million in TAP grants for pedestrian and bicycle safety improvements.
C2-O5			x		Planning effort is being developed to advance Complete Streets approach and goals, including an emphasis on pedestrian safety.

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Challenge 3. Gather and track biking and walking data.						
C3-I1	Further develop City resources and systems to measure, track, and utilize data on biking and walking behaviors. Expand data and metrics programs to measure outcomes, in addition to infrastructure. (ATD)		x			Complete Streets Program is currently completing a Metrics Project.
C3-I2	Integrate data points into all relevant public-facing Imagine Austin communications. (ATD, PAZ) 2016: <i>Feature in Imagine Austin. CCPPIT, and ATD annual reports.</i>		x		x	IA annual report could incorporate bike/ped stats (could come from Healthy Austin Priority Team)
C3-N1	Metrics and reporting: Conduct peer city review of Complete Streets metrics; issue recommendations. 2016: <i>Publish 2015 CS metrics report in Q1, on available data. Initiate data collection on outcomes for future reporting.</i> (ATD)	x	x			Peer cities reviews of 4-5 peer cities finished with one specific focus on safety in mobility; report and recommendations in progress
C3-N2	Establish Complete Streets program metrics, analysis, and reporting (ATD, PAZ)	x				Initial report aggregating metrics and measures completed Dec 2015; communication & reporting in progress
C3-N3	Pedestrian Safety Action Plan - 2015: Research and draft approach. Integrate data on crashes that involve pedestrians. 2016: <i>Integrate into Vision Zero Action Plan.</i>	x	x			Initiated in-depth crash analysis, based on frequency, rate, severity level and trend/cluster of crashes
C3-N4	ATD Safety Action Plan: Utilize data on crashes that involve people walking and biking. (ATD) 2016: <i>Integrate into Vision Zero Action Plan.</i>	x	x			Early phase work on the Safety Action Plan has been completed.
C3-N5	Vision Zero Task Force: Recommend approach to track/share data among depts. and agencies to better coordinate education, enforcement, and engineering efforts. Explore development of an interactive crash mapping platform to promote community awareness of traffic deaths and critical injuries. (PAZ, ATD, APD)	x	x			Signifant progress; check vision zero website for maps; Task Force Action Plan due in January for boards and commission review
C3-N6	Safe Routes to School: Track and report data on elementary students walking and biking to school. (PWD)	x	x			Information is currently being tracked with upcoming initiative working with school districts to place HUBS in schools for more accurate tracking.
C3-N7	Fatality Review Board - 2015: Initiate new Board to review all crashes involving fatalities, for all travel modes, monthly. 2016: <i>Identify short-term actions to address crash causes and prevent future crash fatalities.</i> (ATD, APD)	x	x			Fatality Review Board is now meeting regularly.
C3-O1	Use data to develop communications program for community, to help the public understand the returns on investment in infrastructure that improves safety for people walking, biking, and in vehicles. (ATD, PAZ)		x		x	Completed and published: Right Sizing Report (June 2015)
C3-O2	Develop pilot program to use biking and walking data and metrics to prioritize investments and to optimize outcomes of new facilities, including safety outcomes. 2016: <i>Review results to date; pilot on at least one major City project.</i> (ATD)		x		x	This is the approach AT takes to all projects. 22 projects completed in FY15. For example, right-sizing projects in the City of Austin have resulted in a 29-40% reduction in crashes and virtual elimination of high risk speeding (over 55 mph).
C3-O3	Integrate biking and walking data (past outcomes, current/future user needs) into Street Design Process. 2016: <i>Establish methodology for utilizing safety data to inform and improve street designs. Test out on at least 3 pilot projects.</i> (ATD, PAZ, PWD)		x	x		This is the approach AT takes to all projects. 22 projects completed in FY15.
C3-O4	Measure, track, and in 2016 report on the safety and outcomes of at least 1-3 individual bicycle and complete streets infrastructure improvements. (ATD, PWD)		x		x	51st Street (IH-35 to US 183) mobility and safety improvements

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<p>Challenge 4. Use designs that are appropriate to the context of the street and its uses.</p>						
C4-I1	Comply with council-adopted ITE best practice manual on Context Sensitive Approach. 2016: <i>Encourage all regional transportation agencies, counties, and partners to partner on this process and approach.</i>	Completed	Active Progress	Initiated	2016 Resources Required	This guidance is used in all Active Transportation Projects
C4-I2	Zoning and site plan reviews – review applicant submissions for compliance with Complete Streets policy. (PAZ, DSD) 2016: <i>DSD to publish report on 2015.</i>		x		x	Policy compliance checklist for private sector projects developed and available online. Piloted use by DSD.
C4-I3	Private Development: Educate the development community about the complete streets policy, approach, and requirements. (PAZ, DSD) 2016: <i>DSD Education</i>		x		x	Policy compliance checklist for private sector projects developed and available online. Piloted use by DSD. Checklist includes background information on Austin's Complete Streets Policy, what complete streets are, and how projects can best comply with the policy.
C4-I4	Green Streets: Take a context-sensitive approach to green infrastructure goals and designs, for street trees and other landscaping, stormwater elements, flood control, sustainability, etc. (WPD, OoS) 2016: <i>Distribute green+complete design guidance.</i>		x			This guidance is used in all Green Streets Projects.
C4-N1	Provide professional trainings to city staff and partners on application of council-adopted NACTO street design guidelines: Urban Street Design Guide, Bikeway Design Guide, and Transit Design Guide. 2016: <i>Provide trainings to utilities, private sector.</i>	x				NACTO Urban Street Design Guide training held on 10/28 to 60+ people including TxDOT, FHWA and CapMetro; Transit Street Design Guide was debuted during NACTO with numerous interactive sessions on content
C4-N2	Street Design Process: Establish standard cross-departmental process for the design of street and roadway projects, with complete streets objectives. (PAZ, ATD, PWD)		x	x	x	Framework for cross-departmental process has been established and will be further developed in 2016.
C4-N3	Integrate Complete Streets Policy objectives into core City street design guidance. In support of context-sensitive street design, actively advance updates to the Land Development Code (CodeNEXT), the Transportation Criteria Manual (TCM), and the City's Thoroughfare Plan (AMATP). Create a new system of context-sensitive street classifications, and complete street standard street cross sections. Integrate updated approaches to criteria and code, including subdivision regulations. (ATD with PAZ) 2016: PWD and ATD to update Transportation Criteria.		x	x	x	ATD is leading a major initiative to update all of the transportation elements of the Land Development Code. A new street network plan is being actively developed to inform an update to the TCM and AMATP.
C4-N4	Integrate complete streets approach into methodology for assessing developer impact fees for transportation infrastructure. (ATD with DSD)		x			Development of updated approach to fees is progressing, which includes a Complete Streets approach.
C4-N5	Provide handbook with standard City-approved complete streets design elements and cross sections, as guidance for implementation (2016). (ATD with PAZ)				x	Street Network Plan initiated. Draft will contain new complete street cross sections by street type.
C4-O1	Pilot Projects: Integrate safety goals/outcomes into corridor planning and development at the City, using a context-sensitive approach. As pilot projects, integrate into 2015- 2016 early stage corridor planning, prioritization of projects, and short-term projects/efforts for South Lamar, Guadalupe (The Drag), Burnet Road/North Lamar, and Congress Ave. (ATD with PAZ, PWD)		x			Context sensitive and complete street approaches have been fully integrated into S. Lamar, Guadalupe corridor studies. For example, high pedestrian volumes in the vicinity of UT/The Drag are identified as a priority for investments in safe pedestrian crossings. PAZ Burnet Road Corridor Study and hiring consultant for Congress Ave. Urban Design/Streetscape project will launch in early 2016. Rapid implementation of the South Lamar Corridor Study resulted in a buffered bike lane from Panther to Manchaca.

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C4-O2	Develop green streets design guidance with typical designs appropriate to each context zone (suburban to intense urban). (WPD, OoS)			x	x	A transect-based approach is actively progressing as part of CodeNEXT and Street Network Plan portion of Austin Strategic Mobility Plan.
Challenge 5. Take advantage of opportunities to create and complete pedestrian and bicycle networks through maintenance.						
C5-I1	Continue adding bicycle and pedestrian facilities during routine road maintenance/restriping. Adjust PWD project planning and scheduling horizons, for roadway maintenance projects, to provide additional time for full ATD operational redesign of streets (e.g. right-sizing, restriping). (ATD, PWD)		x			22 completed projects in FY15 over 36 miles.
C5-N1	Public Works Service Plan projects: Update project prioritization process to integrate goals from 1) Mayor's Challenge for Safer People, Safer Streets, 2) Bicycle Master Plan and Active Transportation, 3) Vision Zero Task Force Recommendations, and 4) ATD Safety Improvement Plan. (PWD, ATD)		x		x	Identified several opportunities for FY16 Service Plan to capture efficiencies with network buildout and maintenance needs to serve safe routes to schools.
C5-N2	Adjust planning, scheduling, and budgeting to take advantage of opportunities, during roadway reconstruction, to build pedestrian safety improvements into projects (i.e. completing sidewalk network, pedestrian refuge islands, bulb-outs with rain gardens, etc.). (PWD, ATD, WPD)		x		x	Highlighted projects include new crosswalk and curb ramp on 32nd St. serving patients and staff of St. David's Medical Center; Slaughter Lane crossing at Sendera Mesa; Bulb outs on 7th Street; Trinity between 3&4; Speedway, Guadalupe & San Jacinto
C5-N3	Formalize collaborative process at PWD of reviewing master plans to complete networks; prioritize opportunities for key network connections. (ATD, PWD)		x		x	Identified several opportunities for FY16 Service Plan to capture efficiencies with network buildout and maintenance needs to serve safe routes to schools.
C5-N4	Follow standard Street Design Process. Establish PWD protocol and process to be followed, per the above, for all roadway projects (including maintenance) at the City of Austin. (ATD, PWD)		x		x	Active coordination exist between PWD and ATD
C5-O1	Health & Equity: Prioritize network completion to encourage active daily lives in neighborhoods where people suffer disproportionately from obesity, low daily activity, and related health problems. (HHS, PWD)		x			Pedernales bikeway completed, entirely with an EJ area, which is an indicator of minority status and poverty prevalence. Two public housing projects built 1939 are either on or very close to the Pedernales Bikeway and are now are served by bike share. And as part of their "Bike Share for All" program, Bike Share of Austin (the non profit that manages the City's Bike Share system) offers bike share memberships to residents without established credit.
Challenge 6. Improve walking and biking safety laws and regulations						
C6-I1	Survey City of Austin laws and regulations, related to safety of people traveling by all modes. (ATD, APD)		x			Part of Vision Zero effort (Action #2, mid-term)
C6-I2	Conduct peer city review of best practices in walking- and biking-related safety laws and regulations; identify opportunities to update City laws and regulation to conform to these best practices. Confer with other relevant city departments and offices to develop and issue recommendations. (ATD, APD, PAZ)		x			Part of Vision Zero effort (Action #2, mid-term)
C6-I3	Vision Zero Task Force (VZTF) is developing recommendations towards a goal of zero pedestrian and cyclist fatalities, and improved safety for people as they travel by all modes. Primary areas of study include 1) new/improved traffic safety laws and regulations, and 2) enhanced education and enforcement. (ATD, VZTF)		x			Part of Vision Zero effort (Action #2, mid-term)

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C6-I4	Invite recommendations as above from Bicycle Advisory Council and Bike Austin. (ATD)		x			Both are part of Vision Zero Task Force so have been involved
C6-N1	City Manager to issue progress report to Council on VZTF policy recommendations by Nov. 1, 2015 (per Res. No. 20141120-103). VZTF anticipates completing action plan recommendations by end of 2015. (ATD, VZTF)		x			Draft report released in January 2016
C6-N2	Brief Mayor's Office and Council Committees, if requested, on findings from the above activities. (ATD)		x			Briefing occurred on 12/8; draft report released in January 2016.
C6-N3	Include recommendations for action on walking and biking safety laws and regulations, and related education and enforcement, into framework for Austin Transportation Safety Improvement Plan (informed by VZTF recommendations). Include regional perspective. (ATD, PAZ)		x			Part of Vision Zero effort (Action #2, mid-term)
Challenge 7. Educate and enforce proper road use behavior by all.						
C7-I1	ATD Public Outreach: Educate the public about traffic and travel safety, as people are traveling by all modes, through monthly ATD newsletter, and website. Lead or support specific campaigns. Participate in community dialogue about needed/effective education and enforcement via Bicycle and Pedestrian Advisory Councils, and Urban Transportation Commission. (ATD) <i>2016: Initiate larger-scale media campaign on safety, as part of Vision Zero.</i>		x			On-going. Austin Mobility (ATD's social media) currently has 541 likes on Facebook, 2230 followers on Twitter, and 2279 likes on the City of Austin Bicycle Program Facebook page and 2073 followers on the Bicycle Program Twitter account. Austin Mobility News is disseminated weekly to 6498 subscribers. Better Streets Week was hosted in October 2015 by ATD to educate the community about best practice street design and safety of all users through free, interactive events.
C7-I2	Enforcement: Educate drivers, and enforce laws requiring safe driver behaviors toward people walking and cycling, as part of traffic safety. (APD)		x			In 2015 APD has conducted a variety of traffic initiatives. All with the goal of minimizing unsafe behaviors in relation to those committing traffic, cyclist and/or pedestrian violations. As will effort to assist educating the public through enforcement effort, compliance and sound/safe decision making is paramount for success. Some of the initiatives conducted (but not limited to) are as follows: Don't Block the Box Initiatives; DWI No refusal Initiatives; Distracted Driving (Hands-free) Initiatives; Speed Initiatives (to include School Zones); Aggressive Driver Initiatives; Pedestrian/Cyclist Initiatives
C7-I3	Enforcement: Educate cyclists and pedestrians, and enforce laws requiring safe behaviors <i>by people walking and cycling</i> , as part of traffic safety. (APD)		x			See C7-I2 above.
C7-I4	Safe Routes to School: Educate students on safe walking and cycling, through elementary schools. (PWD)		x		x	This quarter the Safe Routes to School Program has taught 14, 931 students in physical education classes at 36 schools how to safely cross a roadway, rules of the road for bicycle riders, how to safely enter and exit either a Capital Metro bus or a school bus, Railroad education and Capital Metro rail safety. They have also trained two safety patrols, taught 1 Adult education class at Lucy Read Preschool, participated in 9 safety fairs, and helped conduct two school bike rodeos.
C7-O1	Create a comprehensive communication, education, and enforcement program, inclusive of the Public Safety departments, that is designed to reduce all traffic related injuries and fatalities. (ATD, APD)		x			See C6-N3, This is underway (APD & APD PIO leads)
C7-O2	Invite recommendations from Pedestrian Advisory Council on applications of the US DOT guide, "Pedestrian Safety Enforcement Operations: How-to-Guide." (ATD)			x		To be shared with PAC
C7-O3	Integrate this Challenge into recommendations of Vision Zero Task Force. (ATD, APD)		x			In progress; Action #3

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C7-04	Provide behavioral recommendations from a health and safety perspective. (HHS)			x		Vision Zero Task Force Action Plan - included in recommendations
C7-05	In 2016 , initiate an expanded APD & ATD education and enforcement program, informed by VZTF recommendations. Enforce safer driver behaviors towards pedestrians and cyclists. (ATD, APD, PAZ)		x			Throughout the past year APD has been working closely with ATD, and other city agencies, along with various community advocacy groups; all in the furtherance of the Vision Zero vision to reduce traffic fatalities in Austin to zero.