

Vision Zero Action Plan in the City of Austin: Implementation Update

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TexITE Fall Meeting

Austin Transportation Department



Vision Zero

- A Goal Towards the Only Acceptable Number of Traffic Deaths: ZERO
- Originated in Sweden in 1997
- Adopted by the City of Austin on May 19 2016
- A Commitment to Reduce Deaths and Serious Injuries to Zero by 2025

Vision Zero – Really ?



What is Acceptable?



Vision Zero

Any Death on the Road is too Many

Vision Zero

- Vision Zero Umbrella
 - Engineering
 - Education
 - Enforcement
 - Evaluation
 - Policy
- People Will Make Mistakes on the Road
- Forgiving Road Design

Vision Zero Implementation Update: Engineering

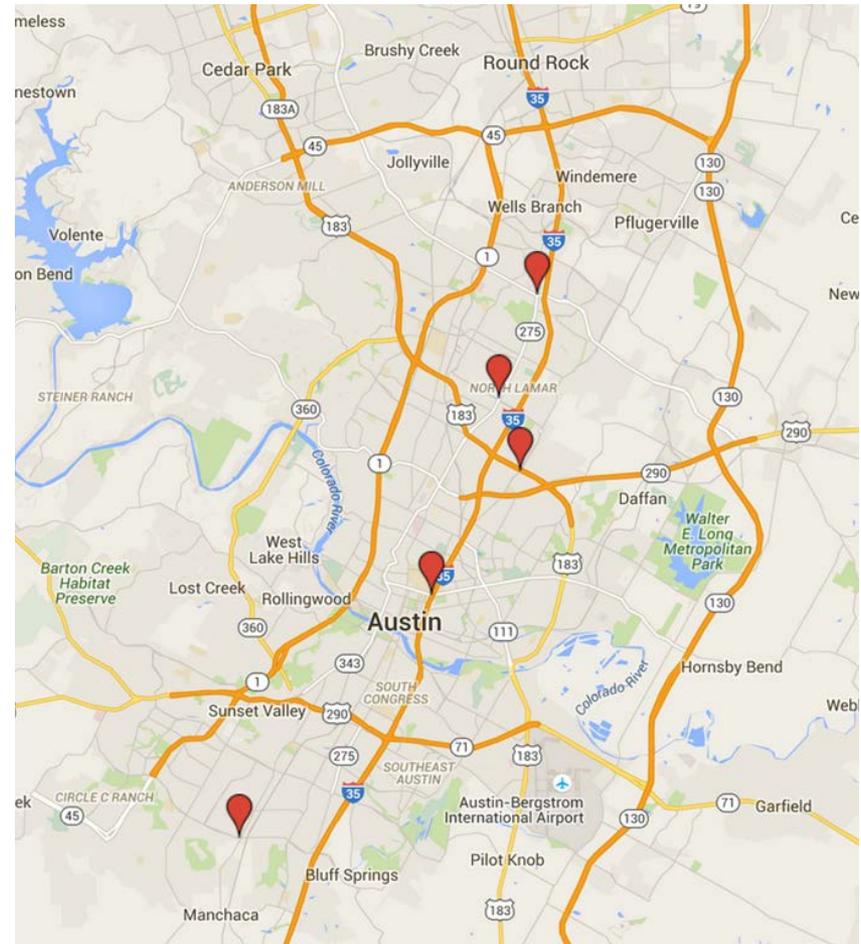
Major Safety Improvements at
Five High Priority Intersections

Selection of Locations For Safety Improvements

- Historical Crash Data Used in Determination
 - Considered crash frequency and crash rates
 - Considered casualties (fatalities and injuries)
- Other Criteria for Determination
 - Discernable crash clusters / patterns
 - Mitigated by engineering improvements
 - High safety benefits and cost-effective implementation

Top 5 Intersections For Safety Improvements

- N Lamar Boulevard / Parmer Lane
- N Lamar Boulevard / Rundberg Lane
- US 183 Service Road / Cameron Road
- IH-35 Service Road / MLK Boulevard
- Slaughter Lane / Manchaca Road
- All require coordination with TxDOT



Collision Diagram – Slaughter Lane & Manchaca Road



Safety Issues Identified:

- **Collision Pattern: Left-turn Across Path Collisions and Right-angle Collisions**
 - **At the Driveway Accesses off Slaughter Lane and Manchaca Road**
- **Pedestrian Collisions Adjacent to the Transit Stop on the North Leg (Manchaca Road)**
- **Cluster of Rear-end Collisions on the Northbound Approach of Manchaca Road**

Evaluation of Safety & Operational Improvements

Reduction of Delay in Proposed Conditions

AM Peak Hour

Eastbound	Westbound	Northbound	Southbound
48%	2%	44%	34%
Overall Reduction in Intersection Delay			
32%			

PM Peak Hour

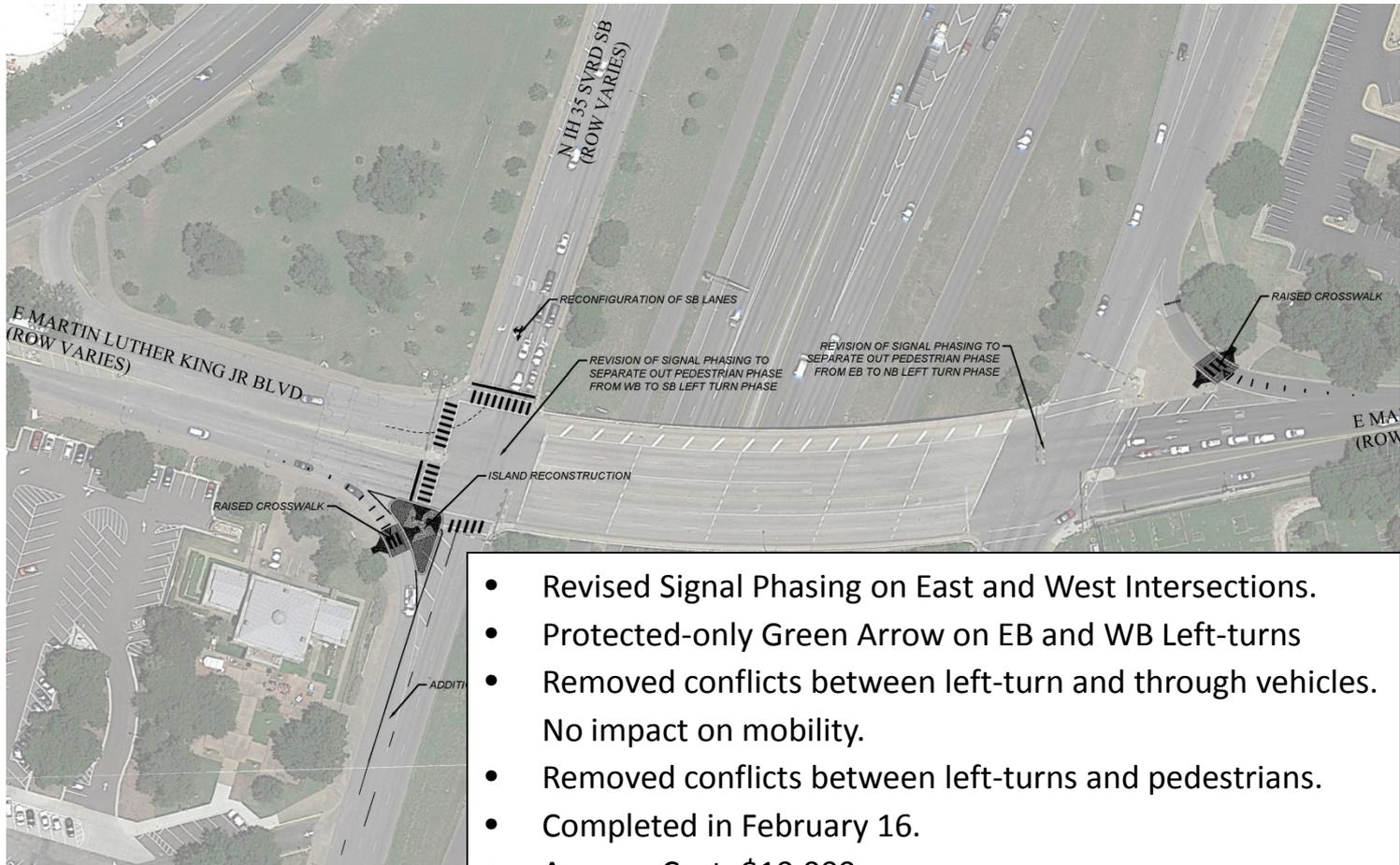
Eastbound	Westbound	Northbound	Southbound
54%	16%	65%	60%
Overall Reduction in Intersection Delay			
53%			

Estimated Cost and Timeline

- Total Estimated Construction Cost: \$1,824,000
- Manchaca Road: TxDOT Jurisdiction
- TxDOT's Contribution: \$305,054
- 60% Design Stage.
- Construction: Spring 2017.

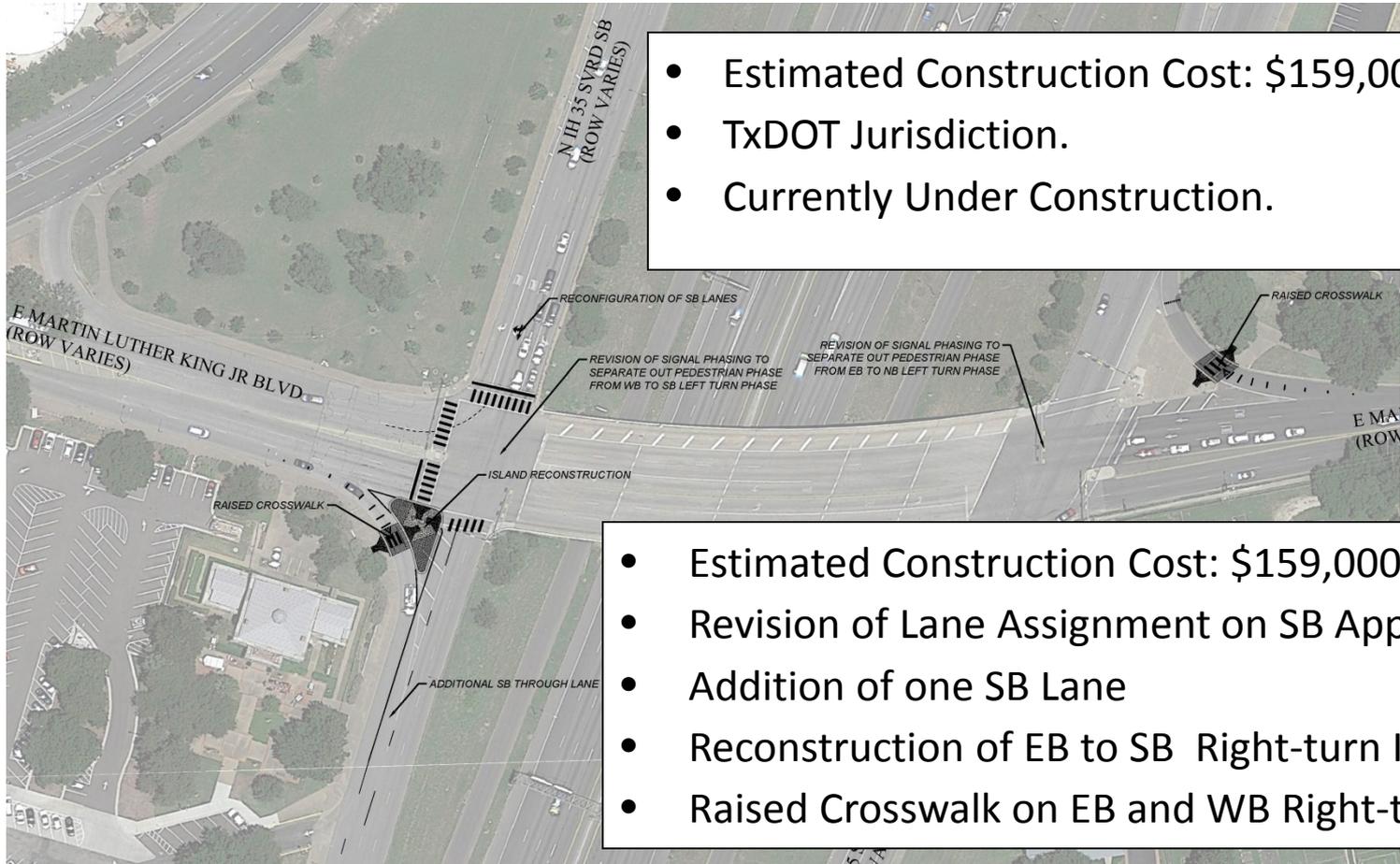
IH 35 Service Road / MLK

Phase -1 Safety Improvements Completed



IH 35 Service Road / MLK

Phase -2 Safety Improvements Under Construction



IH 35 Service Road / MLK Phase -2 Safety Improvements Under Construction



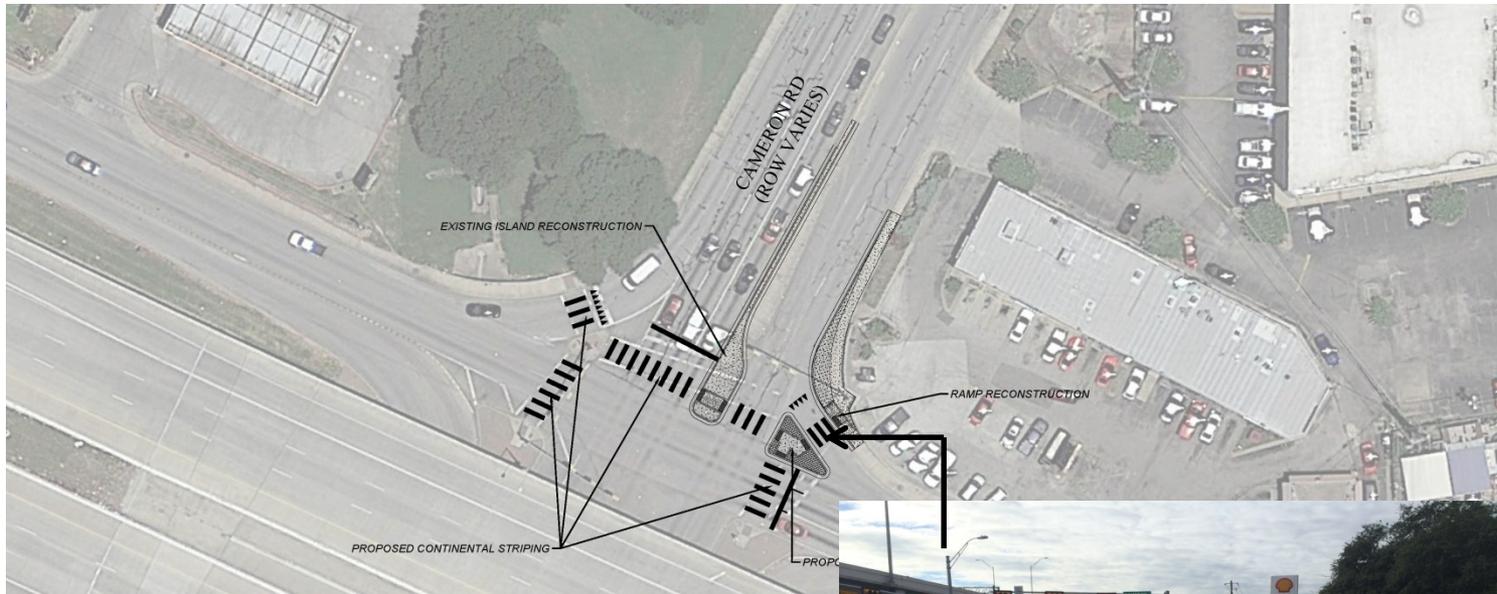
183 Service Road / Cameron Road Phase -1 Safety Improvements



**ADVANCE WARNING
FLASHER**

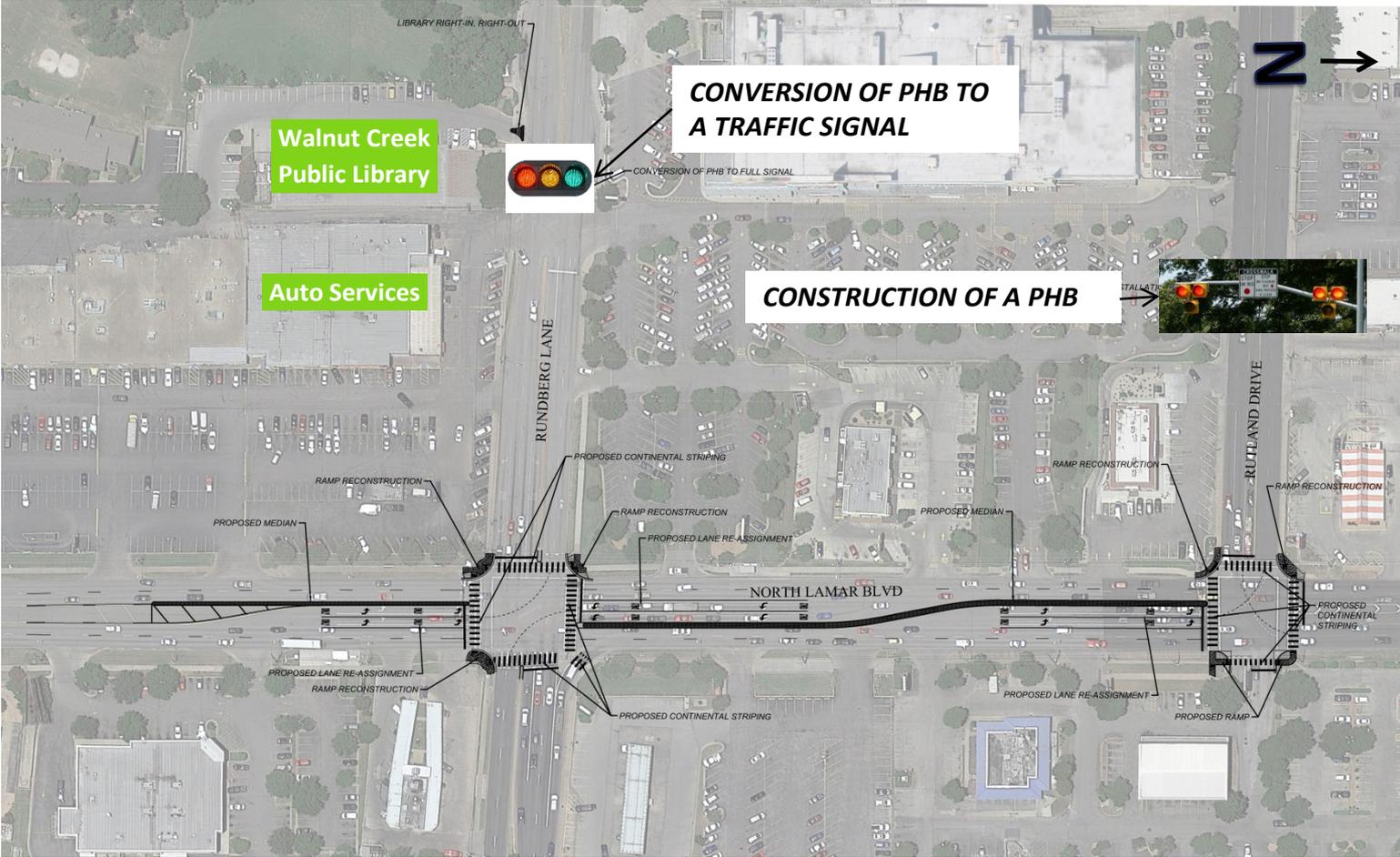
- Advance Warning Flasher
- Under Construction
- Estimated Construction Cost:
\$29,000

183 Service Road / Cameron Road Phase -2 Safety Improvements



- Estimated Construction Cost: \$156,000
- TxDOT Jurisdiction
- Letting has been done.
- October 2016.

Lamar Blvd / Rundberg Lane Safety Improvements



Lamar Blvd/ Rundberg Lane Phase -1 Safety Improvements



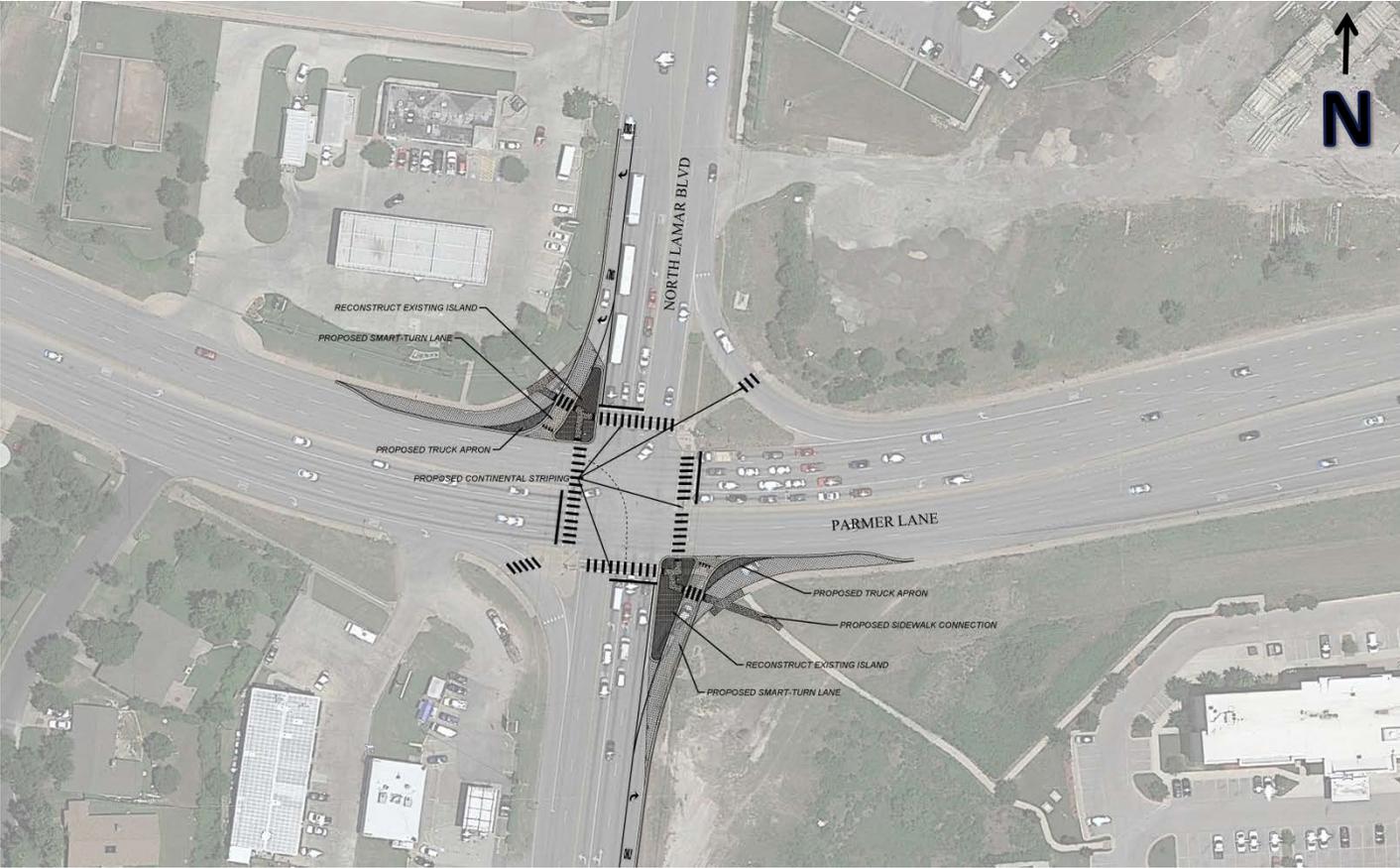
- Traffic Signal
- Construction: Scheduled October 2016
- Estimated Construction Cost: \$101,000

- Pedestrian Hybrid Beacon (PHB)
- Construction: Completed. Waiting for power connection.
- Construction Cost Approx.: \$62,000

Estimated Cost & Timeline

- Total Construction Cost: \$416,000
- TxDOT Jurisdiction
- Letting has been done.
- November 2016.

Lamar Blvd / Parmer Lane Safety Improvements



Phase-1 Safety Improvements Completed



- Pedestrian Hybrid Beacon (PHB).
- Construction Completed and Currently Operational.
- Construction Cost Approx: \$115,000
- **First PHB in TxDOT ROW in Austin District**

- Traffic Signal
- Construction Completed and Currently Operational.
- Construction Cost Approx: \$202,000

Phase-2 Estimated Cost & Timeline

- Estimated Construction Cost Approx.: \$359,000
- TxDOT Jurisdiction
- Letting has been done.
- January / February 2017.

Questions??