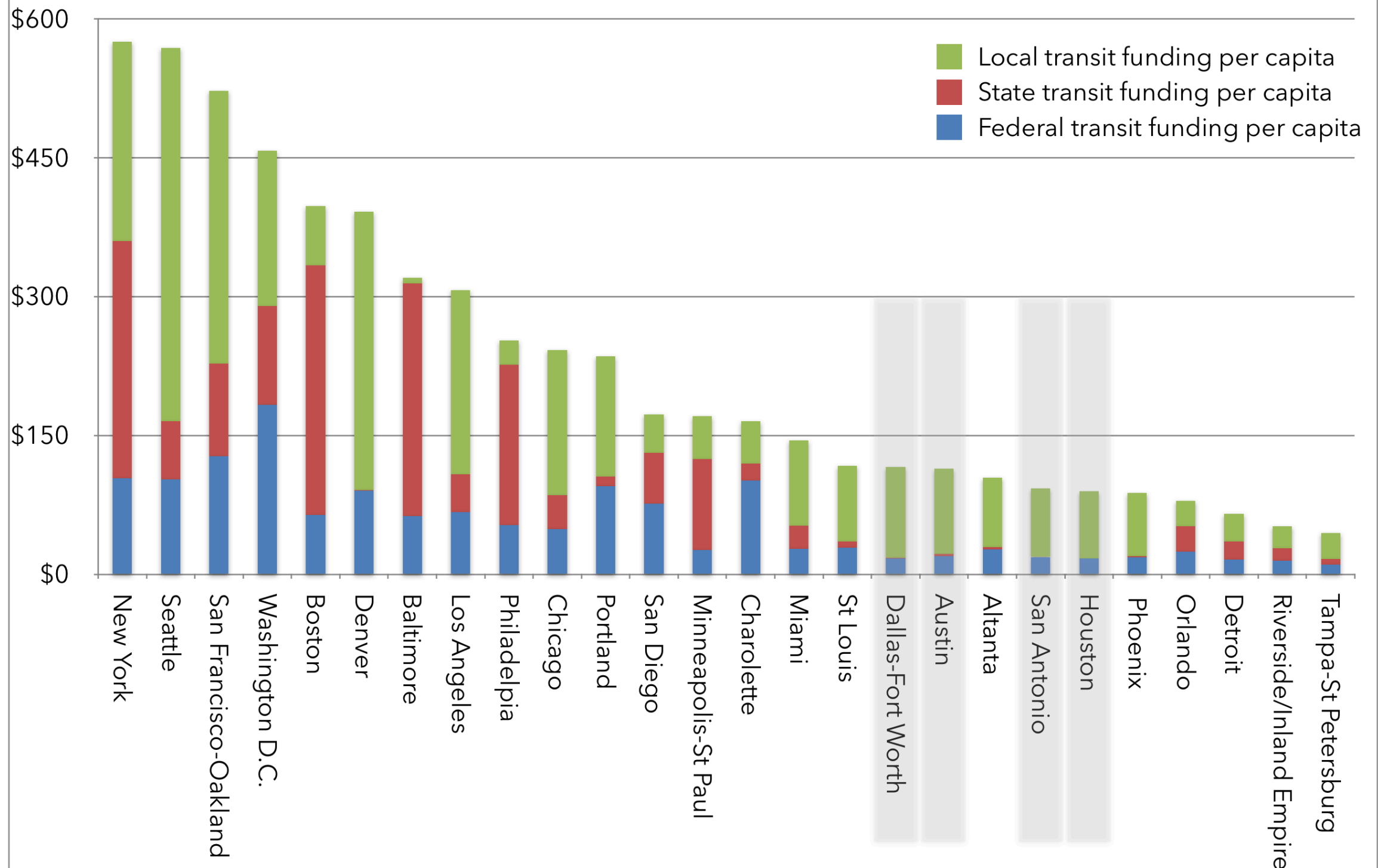




2016 Transit Funding for the 25 largest US metropolitan regions (+Austin #34)



<http://transit.farmandcity.org>

Vision Zero Texas

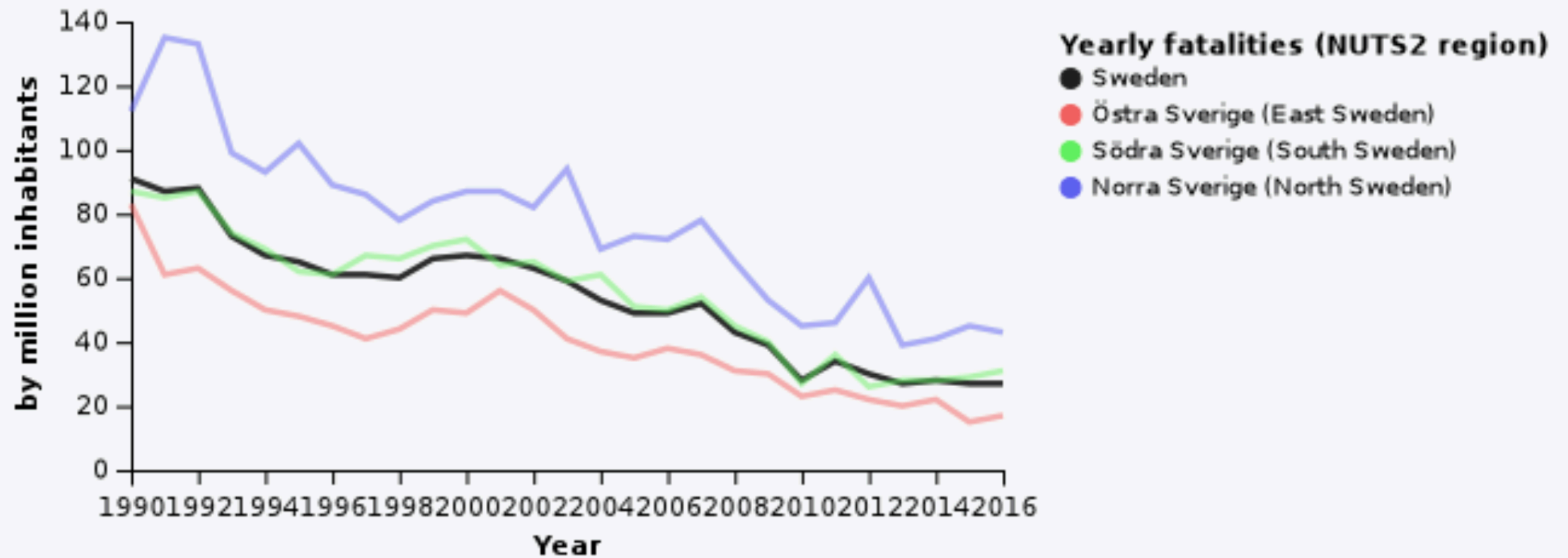
<http://www.visionzerotexas.org>

Vision Zero is based on an underlying ethical principle that "it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system."

In most road transport systems, road users bear complete responsibility for safety.

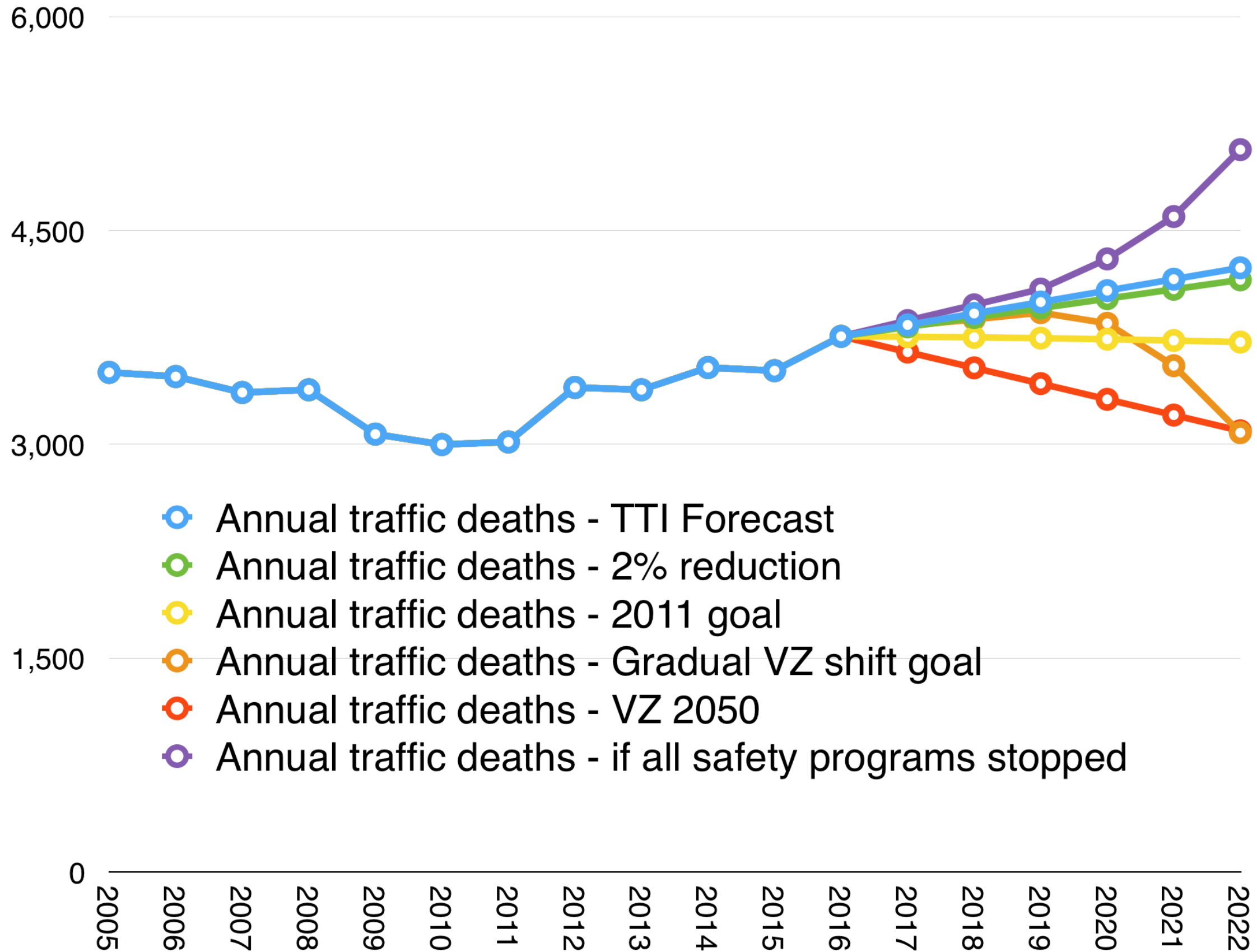
Vision Zero changes this relationship by emphasizing that responsibility is shared by transportation system designers and road users.

Fatalities in Sweden

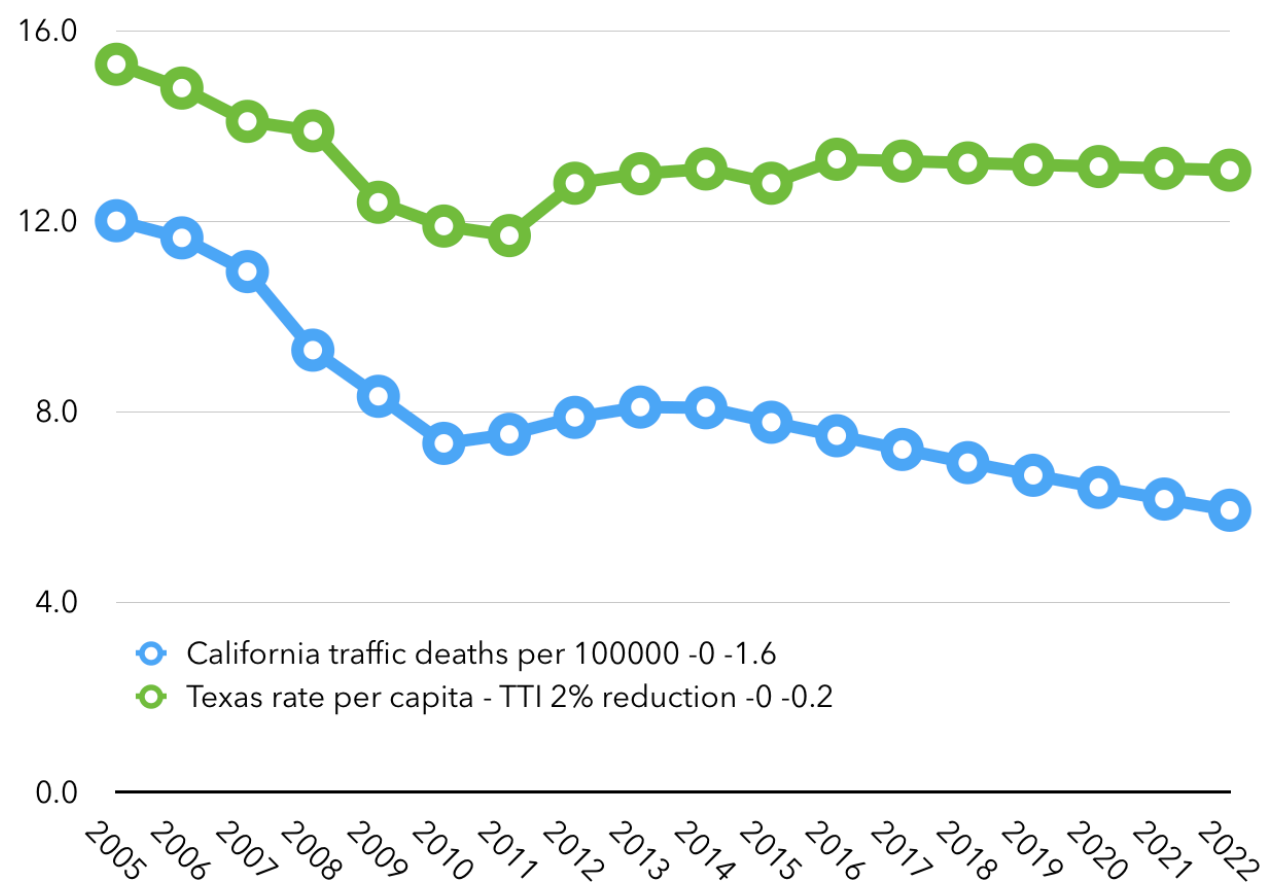


source Eurostat^[21]

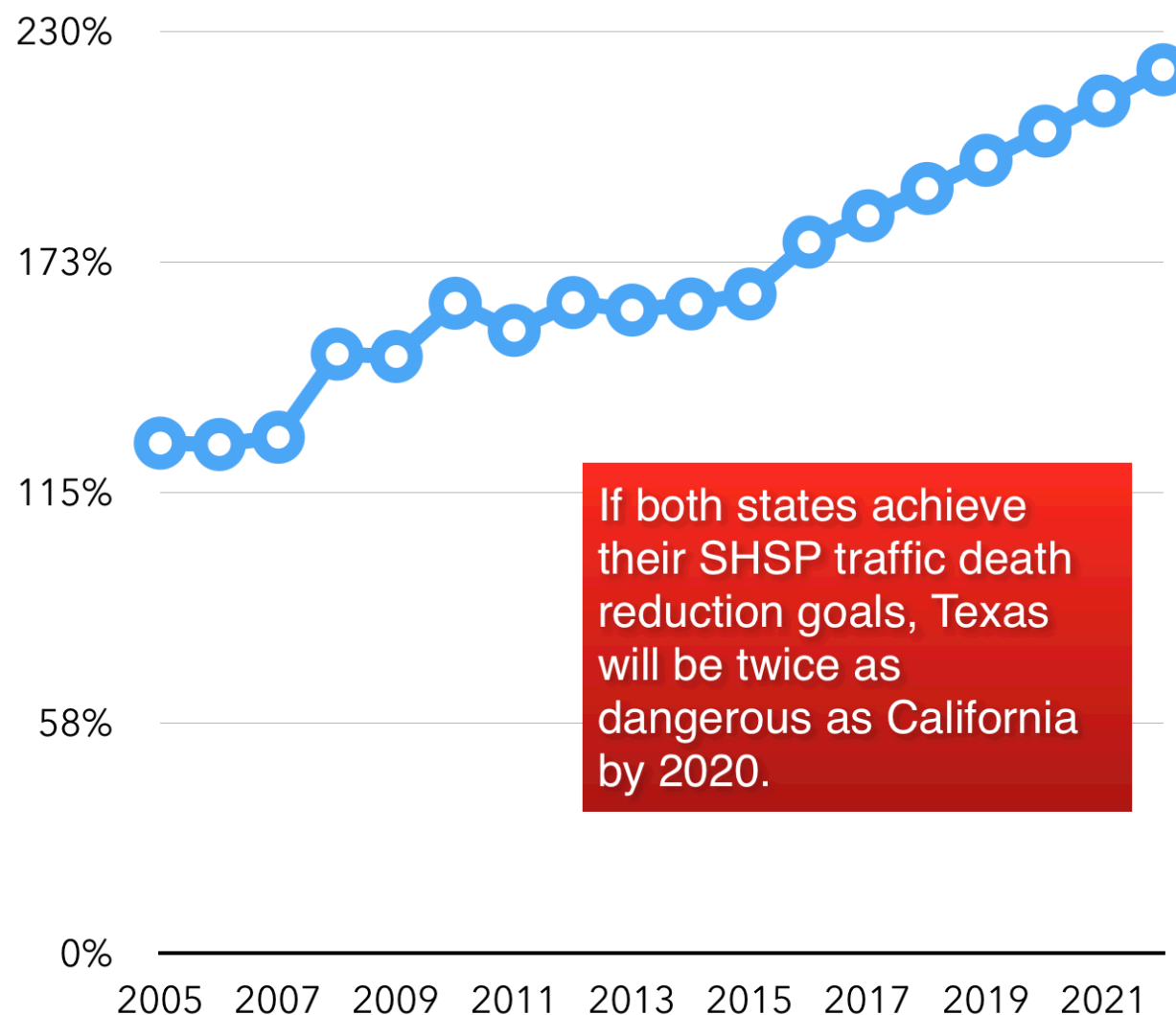
Options for the Future of the Traffic Death Epidemic in Texas - Total Deaths



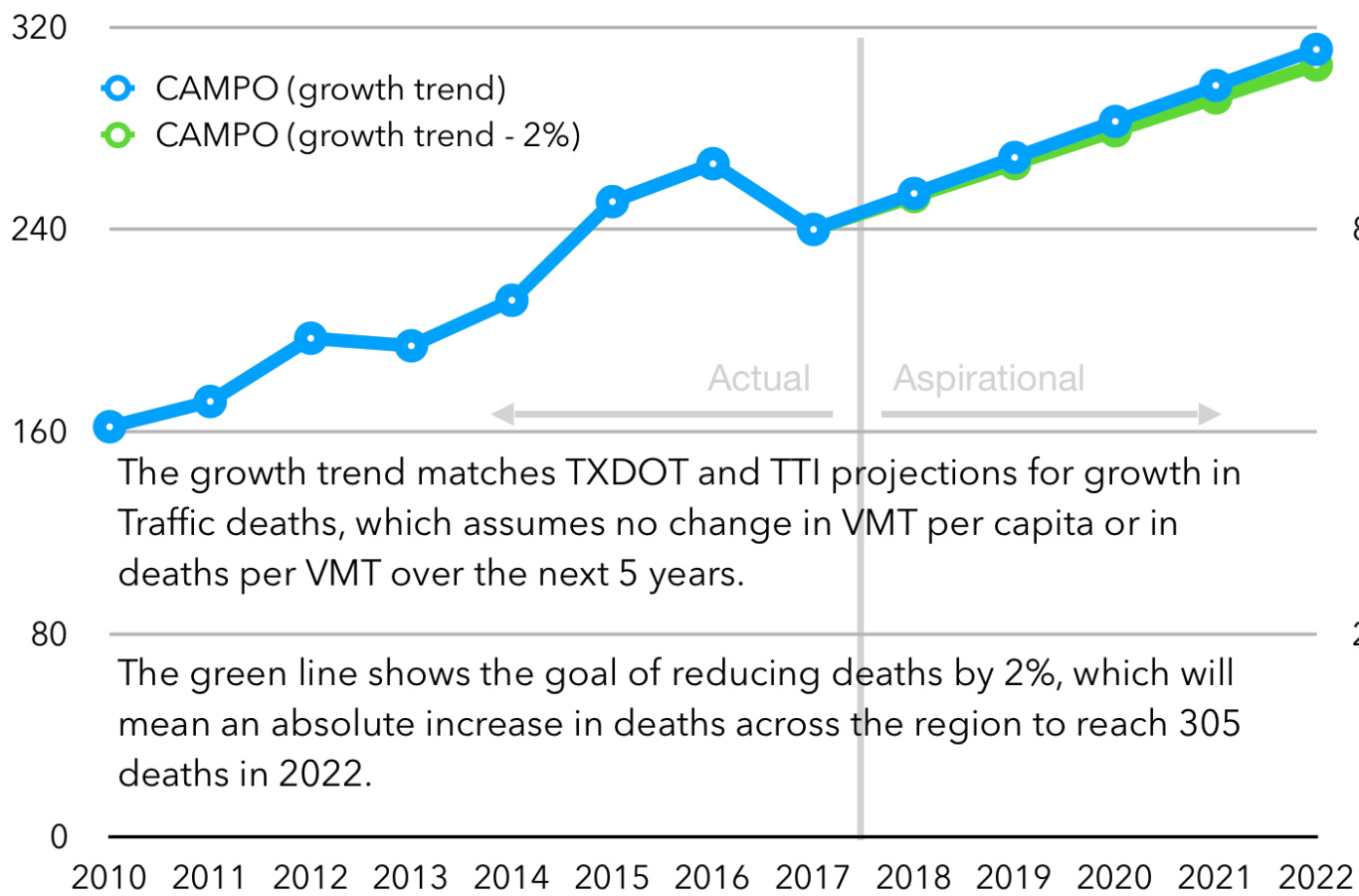
Traffic Deaths per 100K in Texas & California w/ 2022 SHSP goals



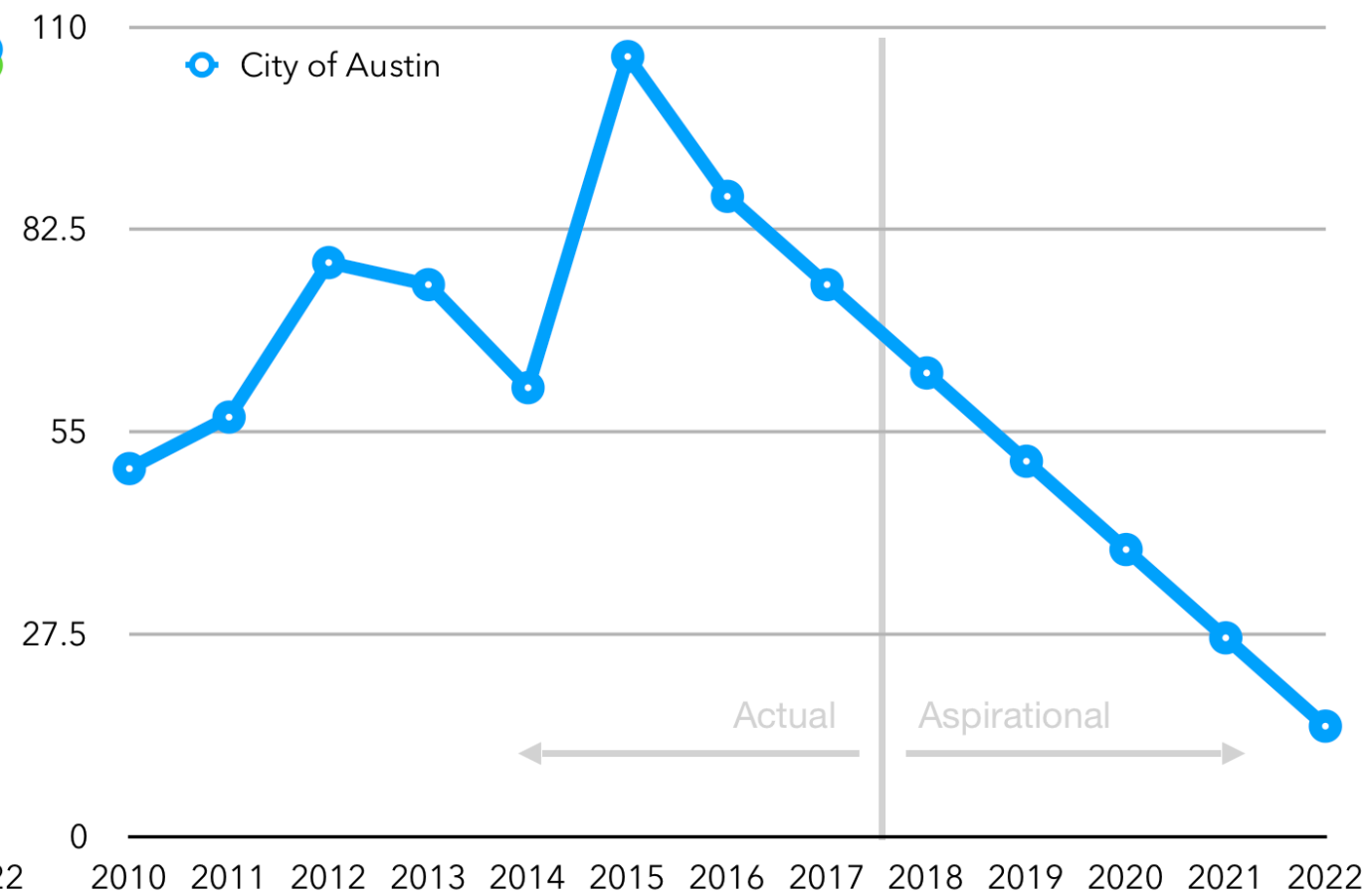
How much more dangerous is Texas' transportation system than California's transportation system w/ 2022 SHSP goals



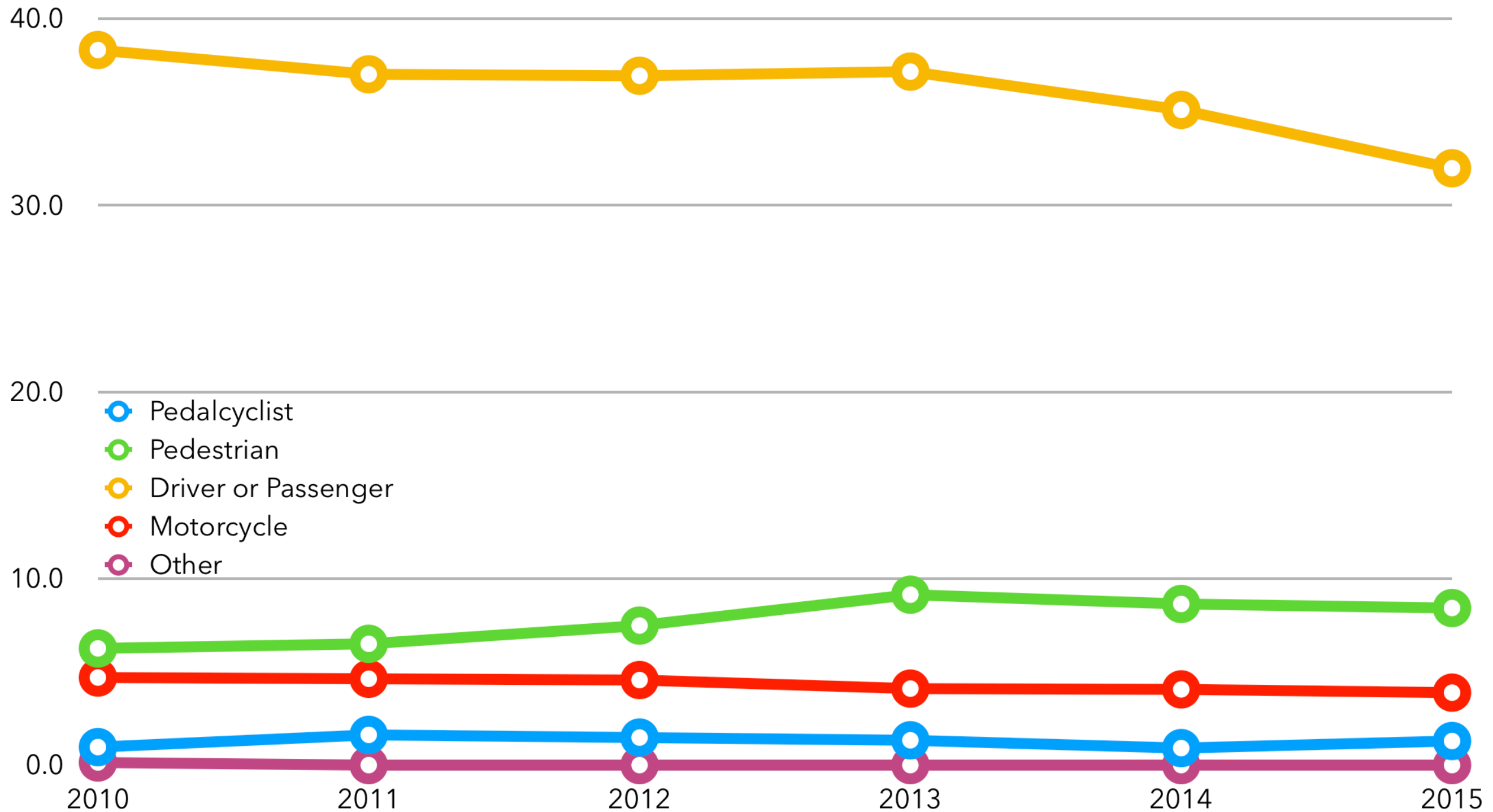
CAMPO's new performance target for reducing traffic deaths



City of Austin Vision Zero Goal of Reaching Zero by 2025



Traffic Deaths and Incapacitating Injuries per 100,000 people in the City of Laredo - 3 year average

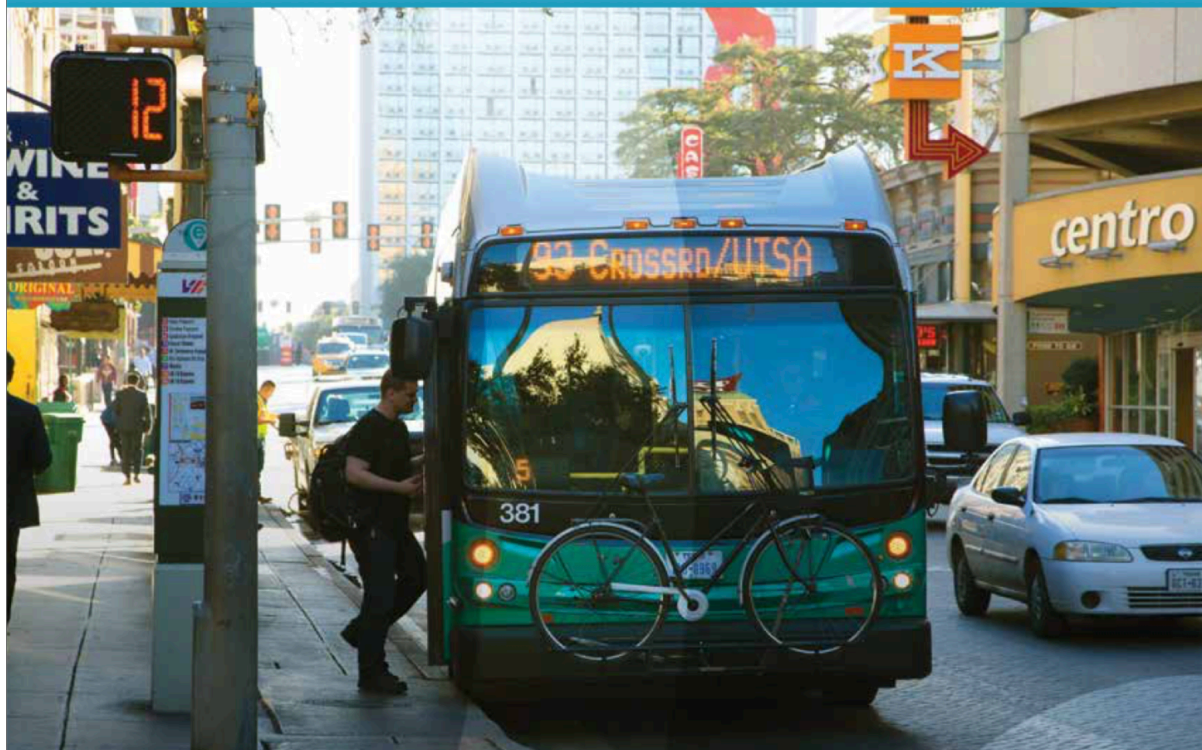




SAN ANTONIO

Drive safe. Bike safe. Walk safe.

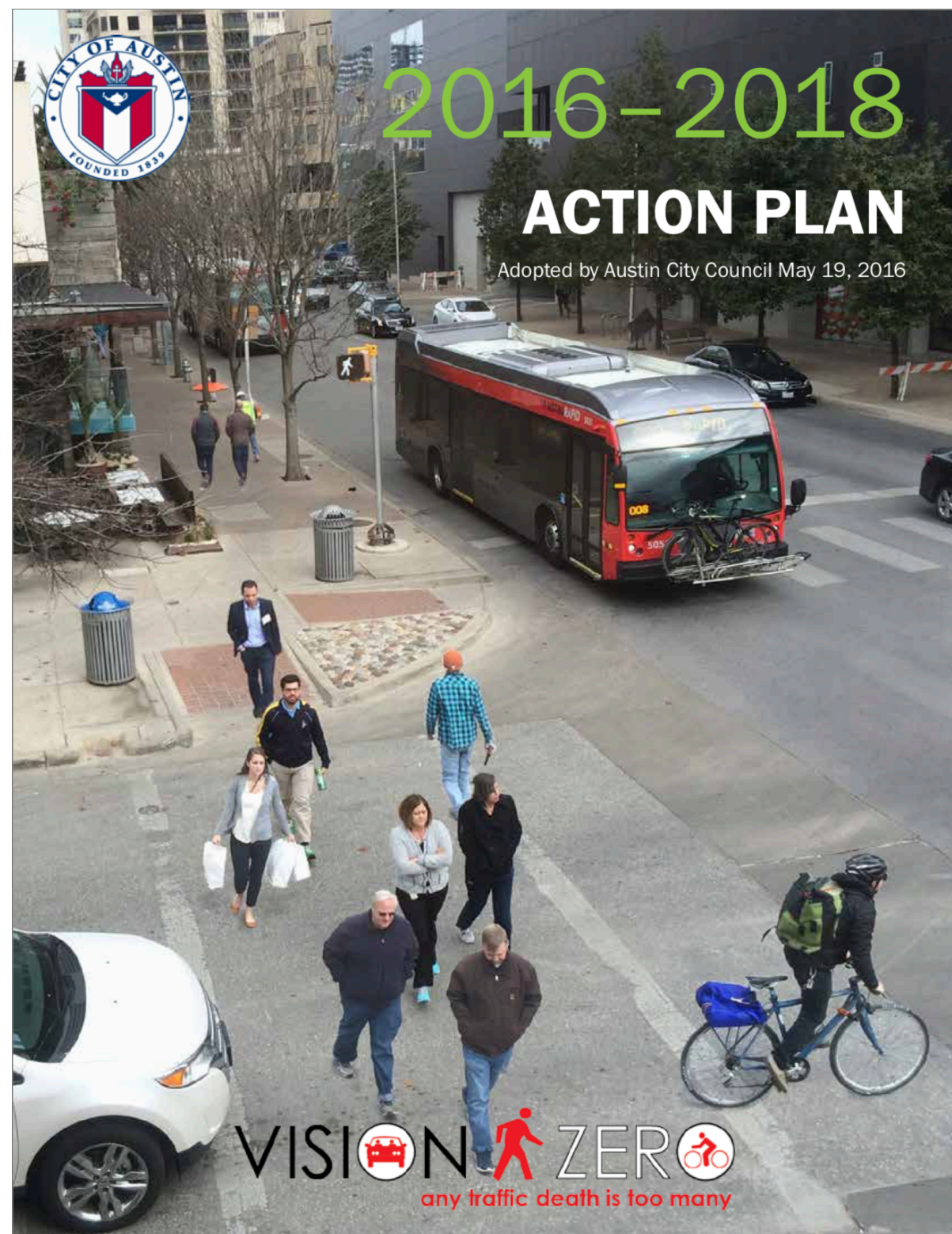
Action Plan



2016-2018

ACTION PLAN

Adopted by Austin City Council May 19, 2016



VISION  ZERO 
any traffic death is too many



10-15 MPH

Driver's peripheral vision
Stopping distance
Crash risk



20-25 MPH

Driver's peripheral vision
Stopping distance
Crash risk



30-35 MPH

Driver's peripheral vision
Stopping distance
Crash risk

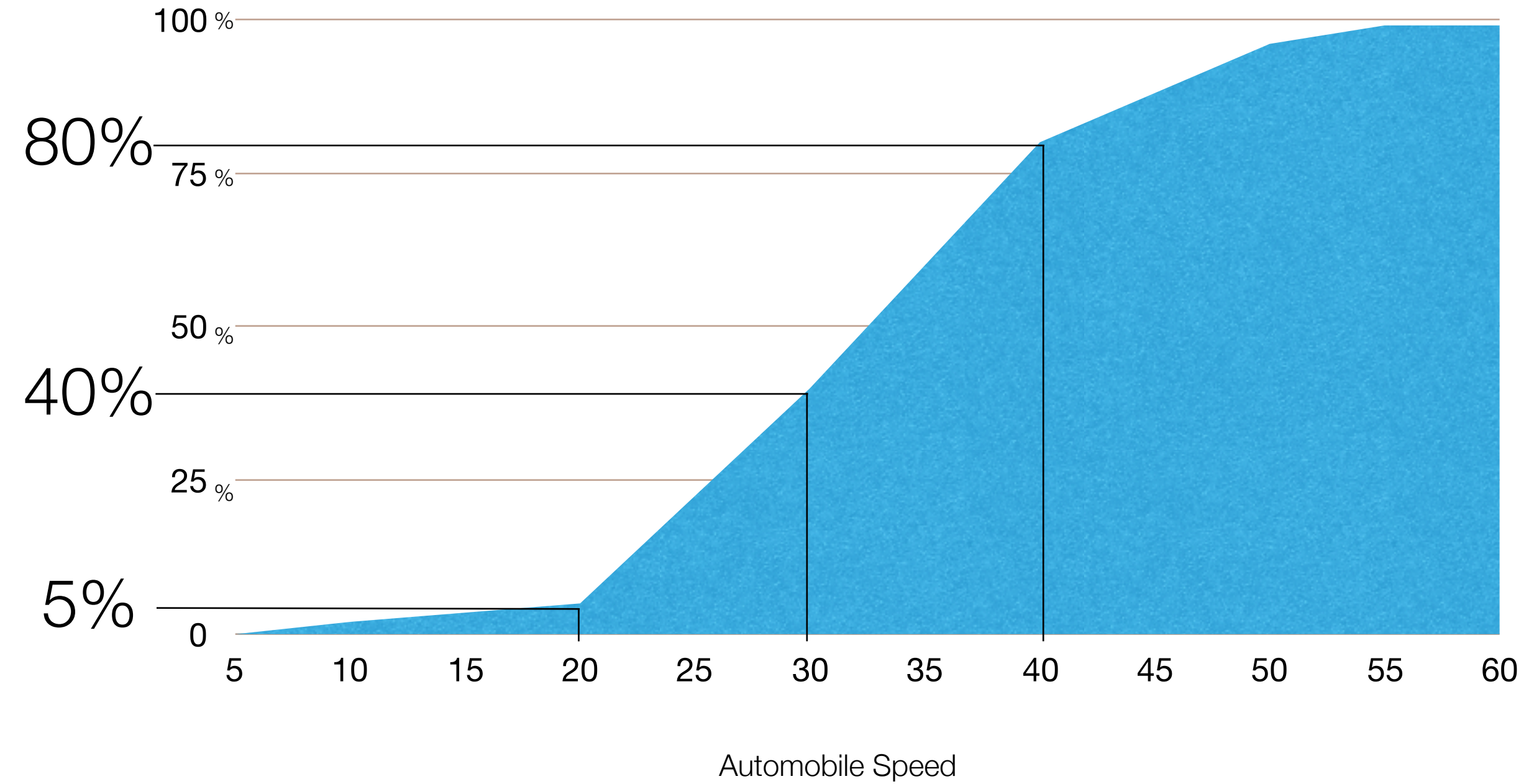


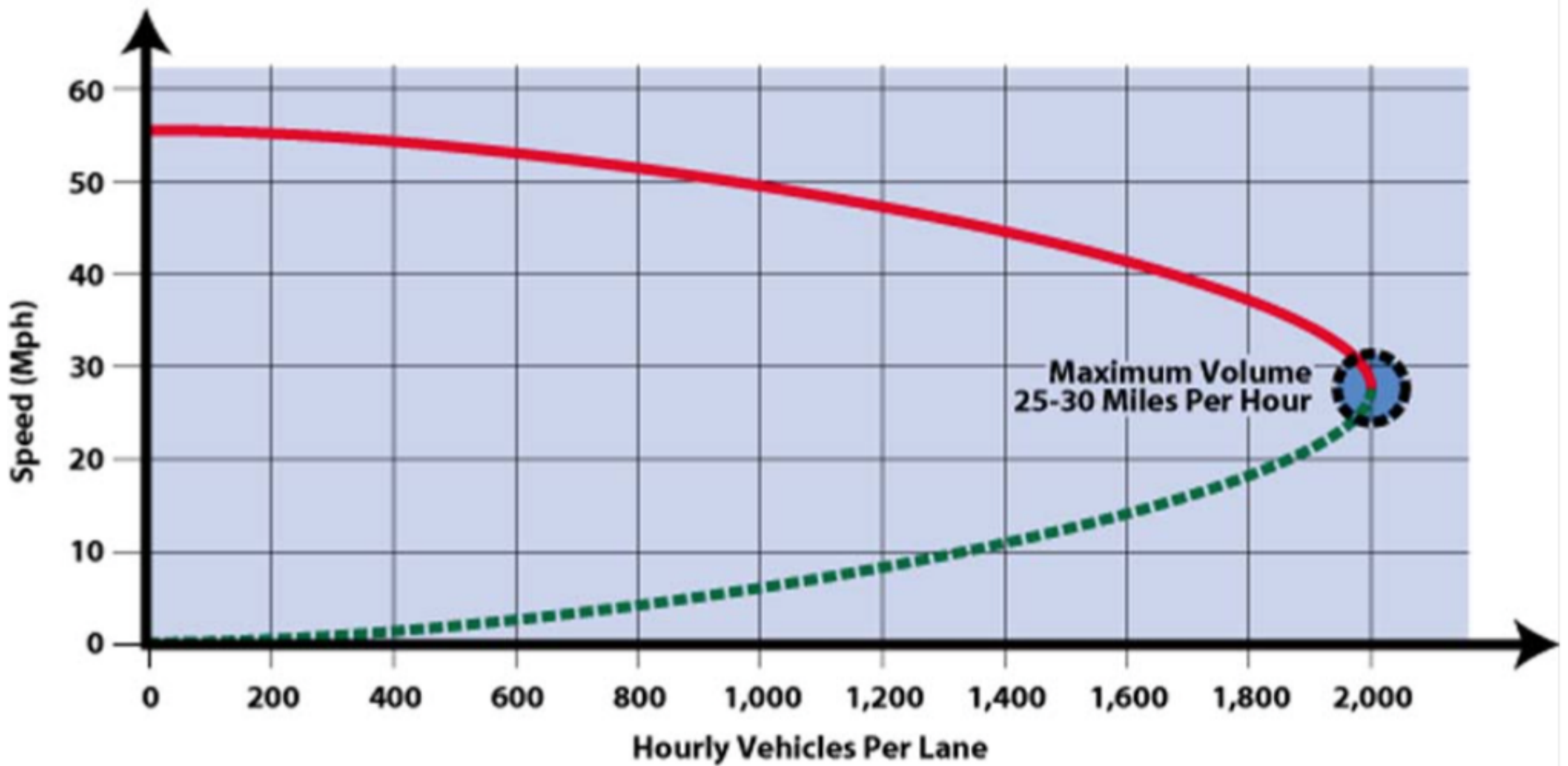
40+ MPH

Driver's peripheral vision
Stopping distance
Crash risk



Chance of pedestrian death





Speed-Flow Relationship

Texas Strategic Highway Safety Plan

TexasSHSP.com

Strategy #6	Establish vehicle operating speeds to decrease crash severity
Countermeasures and Programs:	
6a	Encourage use of target speeds that consider pedestrians, land use, and the roadway context (e.g., a target speed of 35 MPH or less on arterials) Other examples: provide design flexibility guidance for techniques to reduce operating speeds on surface streets; encourage use of tree lined medians, bicycle lanes, safe and attractive pedestrian crossings and walkways; support use of traffic calming for local streets

Steps for Implementation:

- Step 1: Work with a diverse set of jurisdictions, including TXDOT districts as well as diverse stakeholders including those representing people with disabilities, pedestrians, business districts, low income communities, and transit providers, to explore benefits and barriers to implementation of slower target speed concepts, drawing from NACTO and AASHTO Guidance for designing urban streets with appropriate speeds, recent Florida DOT design manual overhaul, and the Netherlands Sustainable Safety Approach - including the concept of management of kinetic energy.
(Lead organization: TXDOT)
- Step 2: Provide guidance to cities, counties and Districts regarding the ability to set speed limits based on the target speed concept (e.g., USLimits2)
(Lead organization: FHWA, TXDOT)
- Step 3: Consider potential changes to Sec. 545.356 of the Transportation Code “AUTHORITY OF MUNICIPALITY TO ALTER SPEED LIMITS” to allow cities to use safe target speed and remove unintended barriers to implementation of safe neighborhood streets.
(Lead organization: Texas Legislature and Governor)
- Step 4: Implement pilot programs to develop pilot arterial and collector “slow zones” and other safe design speed pilots across the state in various jurisdictions and various overlapping bureaucracies.
(Lead organization: Cities and Counties, Texas Legislature and Governor,)
- Step 5: Evaluate effectiveness and how to spread effective treatments of pilot “slow zones” and other safe design speed treatments.
(Lead organization: Cities, TXDOT)
- Step 6: Write guidance on road design to achieve target speed based upon lessons learned, best practices, and proven countermeasures.
(Lead organization: Cities, TXDOT)
- Step 7: Build and retrofit streets with target speeds that consider pedestrians, land use, and the roadway context.
(Lead organization: TXDOT, cities, counties, developers)

Effectiveness: ***

Cost to implement: \$

Time to implement: medium (1-5 years)

Barriers:



Text Message (37/160)

To:
252-332-2222

Hey, I'm going to be a little late...

Send

Menu

The Elements of a NEIGHBORHOOD GREENWAY



TRAFFIC CALMING DEVICES

Traffic calming devices, including speed bumps, bulb-outs, and traffic circles are provided to keep traffic at a safe speed along low-traffic residential streets. This helps to ensure that Neighborhood Greenways prioritize bicyclists, pedestrians, and neighborhood residents while limiting high-speed cut-through traffic.



PEDESTRIAN IMPROVEMENTS

Improving the existing pedestrian infrastructure with new sidewalks, ADA ramps, high-visibility crosswalks, and shorter crossing distances helps to create a pedestrian environment that is safe for people of all ages and abilities.



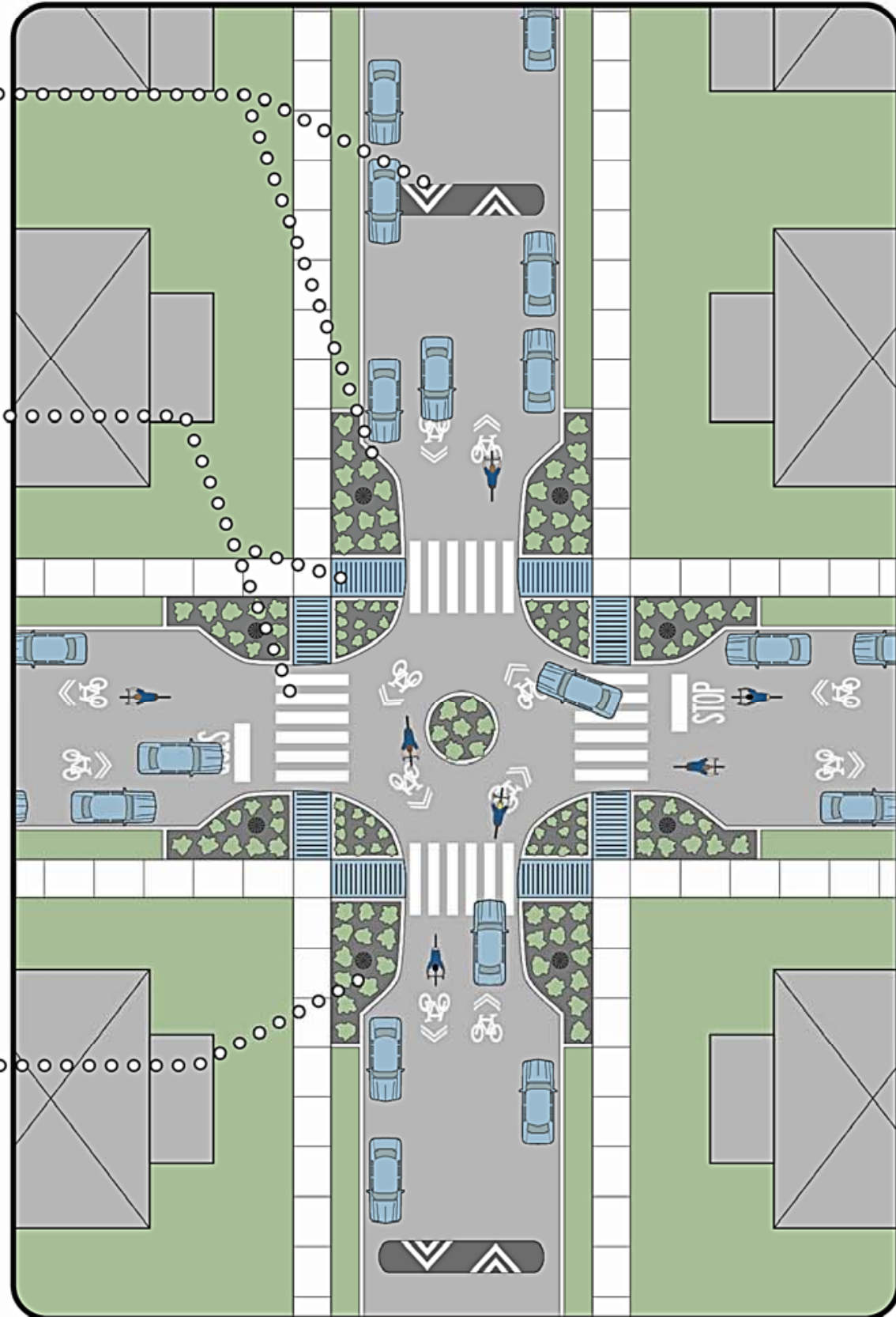
SIGNED BIKE/PED. NETWORK

Clear signage is provided so that pedestrians and bicyclists are aware of the various neighborhood destinations within biking and walking distance. This wayfinding system helps to direct all users to the safest route for traveling between destinations.



STORMWATER MANAGEMENT

Stormwater-cleaning bioswales are installed within the traffic calming bulb-outs to naturally retain and treat stormwater runoff. This helps to reduce neighborhood flooding while also reducing the contamination of the natural waterways the existing stormwater system drains into.





What a Neighborhood Greenway might mean for Houston

Curb extensions at intersections, continuous good sidewalks, speed bumps, stop sign rerouting to allow continuous bicycling, way finding signs, sharrows, safe crossings at major streets, lower speed limit

Developing the two mile Harold Neighborhood Greenway in Neartown would cost around \$500,000



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The Equation of Traffic Deaths

$$\begin{aligned} & \clubsuit \text{ Traffic Deaths / Vehicle Miles Traveled} \\ & \quad \times \\ & \clubsuit \text{ Vehicle Miles Traveled / Capita} \\ & \quad \times \\ & \clubsuit \text{ Total Population} \\ & \quad = \\ & \clubsuit \text{ Traffic Deaths} \end{aligned}$$

The Equation of Traffic Deaths

❖ Traffic Deaths / Vehicle Miles Traveled

x

❖ Vehicle Miles Traveled / Capita

x

❖ Total Population

=

❖ Traffic Deaths

The Equation of Traffic Deaths

$$\begin{aligned} & \clubsuit \text{ Traffic Deaths / Vehicle Miles Traveled} \\ & \quad \times \\ & \clubsuit \text{ Vehicle Miles Traveled / Capita} \\ & \quad \times \\ & \clubsuit \text{ Total Population} \\ & \quad = \\ & \clubsuit \text{ Traffic Deaths} \end{aligned}$$

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Ideal implementation in your city or county

- Vision Zero Task Force
- Vision Zero Goal and Commitment
 - Add to comprehensive plan
- Traffic Fatality Review Board
- Vision Zero Action Plan
- Pedestrian and/or Bicycle Advisory Committee
- Pedestrian and/or Bicycle Safety Action Plan
- Funding for countermeasures
- Data analysis and evidence based prioritization of countermeasures, interventions

Ideal implementation for your Metropolitan Planning Organization

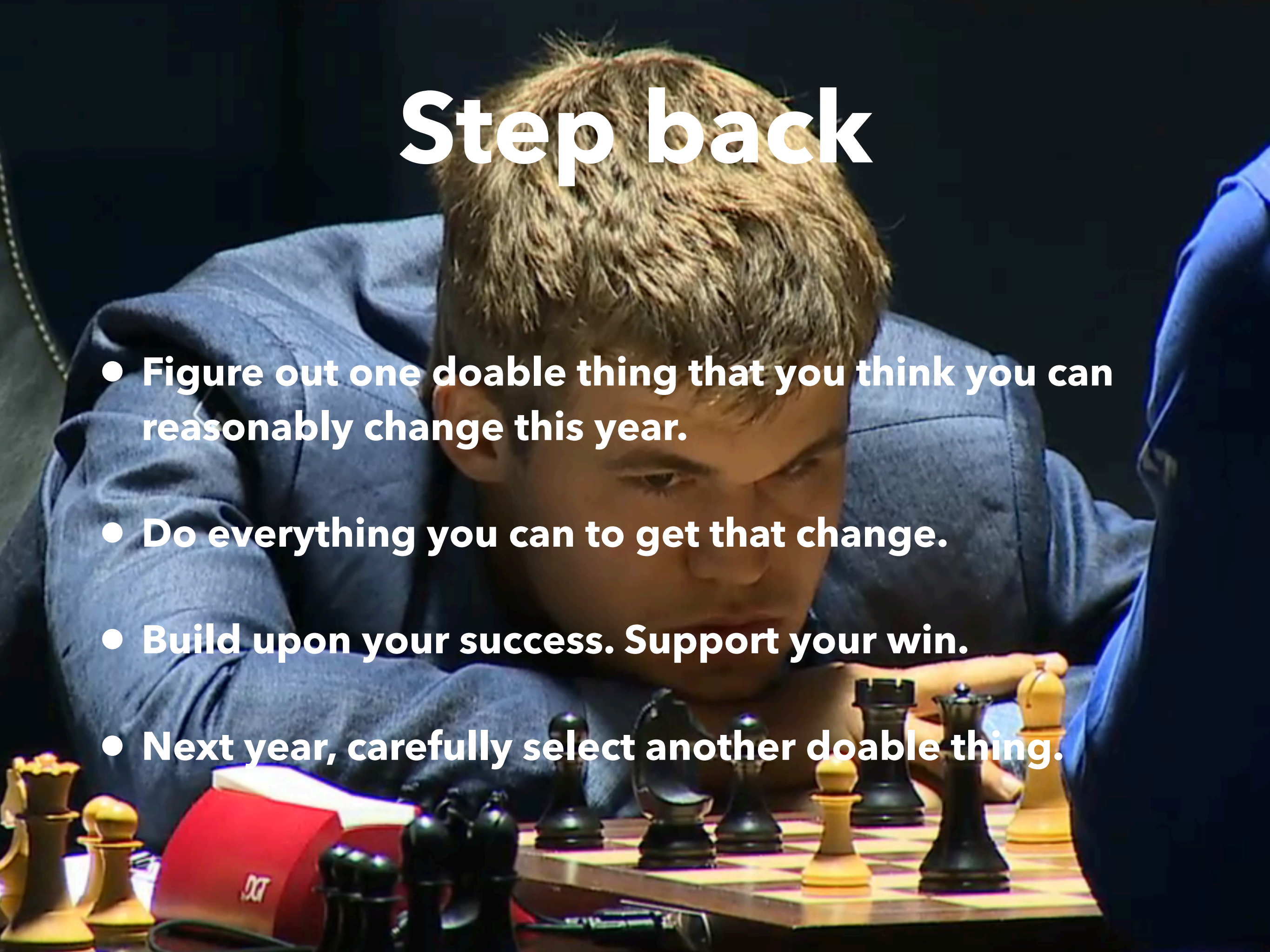
- Explicit Vision Zero Goal & Commitment by the elected officials of the Policy Board
- Active Transportation Advisory Committee
- Regional Vision Zero Task Force
- Vision Zero integration into performance metrics, allocation decision-making metrics (TIP Call)
- Regional Pedestrian & Bicyclist Safety Action Plan
- Regional Active Transportation Plan
- Make all funding streams available to safety programs

**The long game
(celebrate little wins)**



Step back

- **Figure out one doable thing that you think you can reasonably change this year.**
- **Do everything you can to get that change.**
- **Build upon your success. Support your win.**
- **Next year, carefully select another doable thing.**



Vision Zero Texas

VisionZeroTexas.org

