



VISION ZERO TWO-YEAR UPDATE

2021-2022



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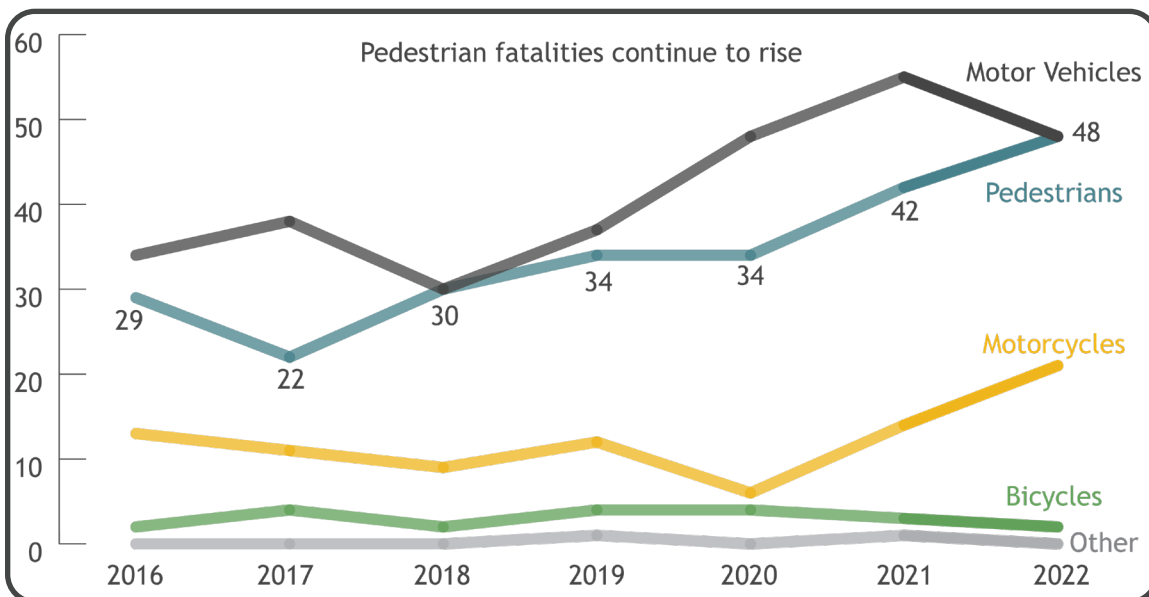
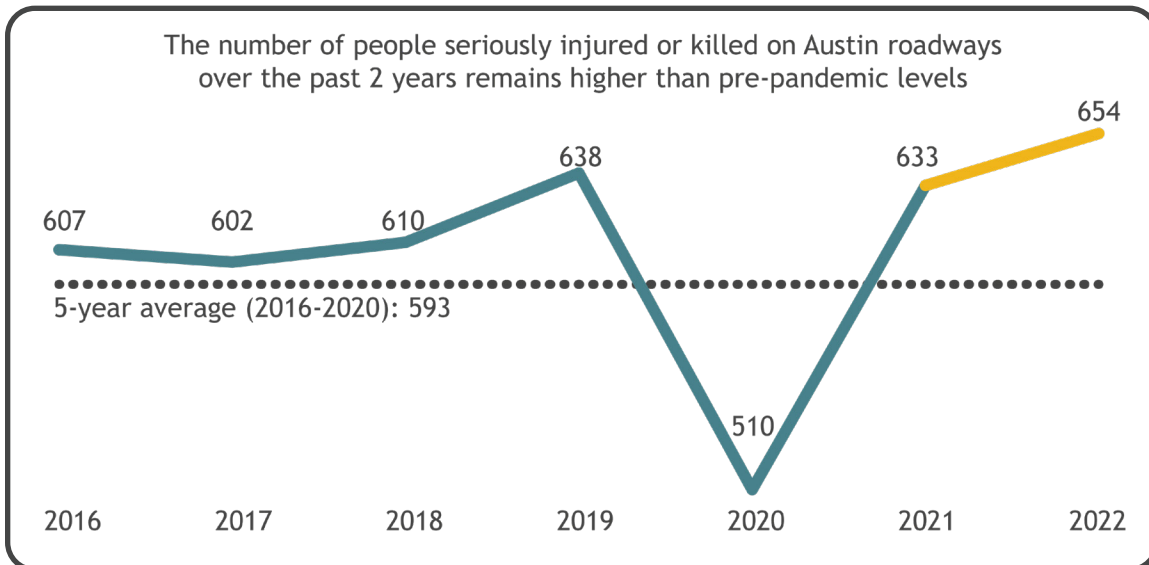
INTRODUCTION

This report provides a recap of safety initiatives led by the Austin Transportation and Public Works Department's (TPW) Vision Zero program in 2021 and 2022. All of the work is in service toward achieving the City's adopted policy goal of eliminating traffic-related serious injuries and fatalities. This report serves as the two-year update to the [last report](#) covering program activities in 2019 and 2020.

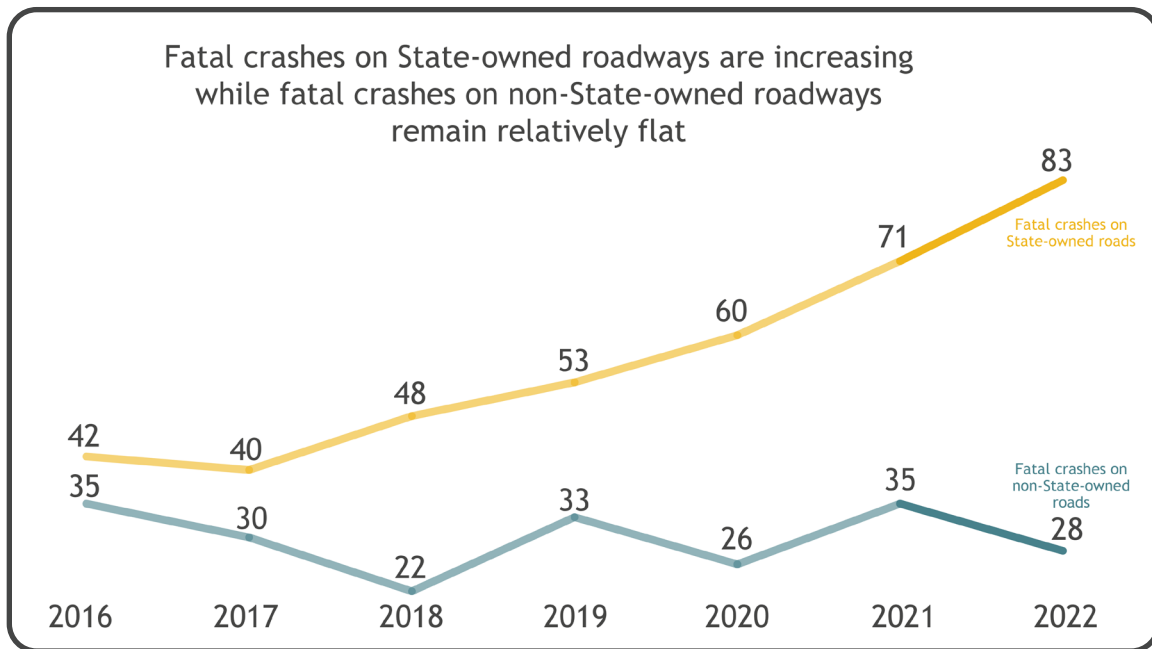
Consistent with national trends, injuries and fatalities sustained in crashes on Austin's roadways in the past two years remain higher than pre-pandemic levels and continue to be a public health crisis in our community.

Key trends over the past two years in Austin include:

- Traffic fatalities resulted in over **8,000 years of life lost**, a public health metric that quantifies the additional years a person would have lived if they had not died prematurely.
- **Pedestrian fatalities continued to rise** at an alarming rate, as 42 and 48 pedestrians were killed in 2021 and 2022, respectively, compared with the previous five-year average of 30 per year.
- Austin's **Black population continued to be significantly overrepresented** among severe crash victims. While Black people make up less than 7% of the Austin population, they accounted for 15% of people seriously injured or killed in crashes over the past two years.
- **Fatal crashes occurring on State-owned roadways increased substantially** while those occurring on City-owned streets remained relatively flat.
- Crashes were responsible for more than \$6.8 billion in economic losses related to medical and administrative expenses, motor vehicle damage, employers' uninsured costs, wage and productivity losses, and lost quality of life.



INTRODUCTION



Several factors are contributing to these trends, including the increasing size of motor vehicles on our roadways, an uptick in high-risk behaviors like speeding and impaired driving, and less traffic enforcement efforts from law enforcement agencies responsible for holding dangerous drivers accountable. **The core of the problem, however, remains that we have a transportation system that was not designed to account for human mistakes and does not adequately mitigate the potential severity of crashes.** Vision Zero's work continues to focus on redesigning streets to lower safety risks on all our roadways.

Key highlights from this work in 2021 and 2022 include:

- Completing 7 major intersection safety projects and initiating construction, design, or scoping on another 25 intersections.
- Installing low-cost, high-impact systemic projects at more than 40 locations.
- Completing rapid response safety interventions at 34 locations with recent traffic fatalities.
- Lowering speed limits on nearly 50 arterial streets and hundreds of residential streets.
- Leveraging local community bond dollars to secure over \$27 million in federal funds for rapidly increasing the scale and scope of our work.

These investments have already started to show positive signs in improving safety, including a 31% reduction in serious injury and fatal crashes at major intersection safety project locations. However, with more than 280 square miles within the city limits and a rapidly growing population, systematically redesigning Austin's entire transportation system will take time. **We must double down on our commitment to implement bold safety strategies in partnership with our community.**



DATA & EVALUATION

Quality data and analytics inform all of Vision Zero's safety initiatives. We continue to enhance our existing data, invest in new data sources and tools, and partner with outside organizations on new initiatives and research projects to ensure that strategies proactively improve safety in the most impactful way.

*"Perform routine evaluation of all safety interventions and openly share this information with the public and decision-makers to inform strategic priorities, budgets, and updates to the Vision Zero program."
~ Austin Strategic Mobility Plan*

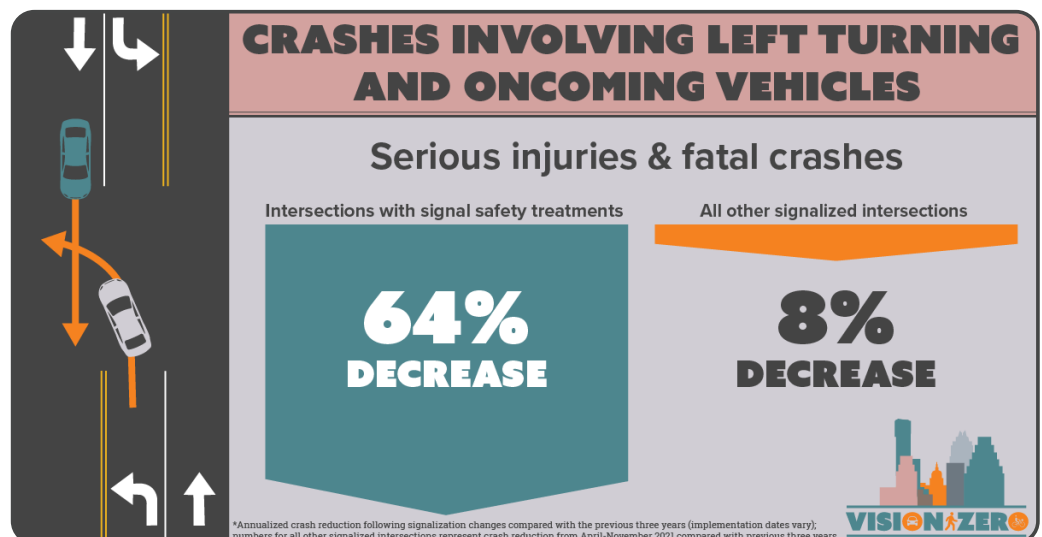
In 2022, Vision Zero updated the [High-Injury Network](#) with the latest five years of crash data. The updated HIN now includes just over 8% of the city's street network but contains nearly 60% of all serious injury or fatal crashes for all modes. The HIN is used by the City and various external partners as a data-informed planning tool to quickly identify high-level program priorities. The Pedestrian HIN, for example, was incorporated into a new citywide crossing prioritization framework within the [Sidewalks, Shared Streets and Crossings Plan](#) to ensure that Vision Zero safety priorities inform where new crossings get installed.

We continued to evaluate the impact of the safety investments and shared those findings through [Vision Zero Analytics](#) reports. In 2021 and 2022 we produced reports on the safety performance of [High-Injury Roadways](#), [Leading Pedestrian Intervals](#), interventions to address [Opposite Direction-Left Turning Vehicle crashes](#) and [major intersection safety projects](#). Findings from these reports are informing ongoing safety initiatives and we plan to continue producing these reports quarterly.

Over the past two years, Vision Zero explored **alternative data sources** to supplement our use of crash data to gain a more complete picture of the traffic-related incidents that are occurring on Austin's roadways. In 2021 we worked with Austin-Travis County EMS and Austin Fire to understand their data systems and how to identify calls for service related to motor vehicle crashes. We continue to build tools to better leverage this information and more quickly identify crash trends as well as the scale of vulnerable user crashes which do not receive crash reports.

We worked with the Travis County Office of the Medical Examiner to supplement our **data related to alcohol and drugs** involved in fatal car crashes. For a variety of reasons, toxicology report results are not always reported within updated crash reports filed with the state. With the Medical Examiner data we have found that drugs and alcohol are present in most fatal crash victims, and is likely a much bigger contributing factor in fatal crashes than previously known using just crash reports. With this finding, we have worked with the Austin Police Department Vehicular Homicide Unit to try and update all fatal crash reports consistently moving forward so there's a broader understanding of this issue.

We established relationships with Austin Public Health and Dell Seton to **acquire scooter injury data**. A [study](#) in Austin with Austin Public Health and the Centers for Disease Control showed that only 16% of scooter incidents were related to interactions with motor vehicles. Therefore, in order to better understand the frequency and severity of scooter-related crashes in Austin we couldn't rely only on motor vehicle crash reports. Acquiring this information is very challenging due to data and privacy standards with private health care facilities; however, it has given us more insight than we had in the past.



We produced four [Vision Zero Analytics](#) reports in 2021 and 2022, including [one on signalization strategies to reduce left turn crashes](#).

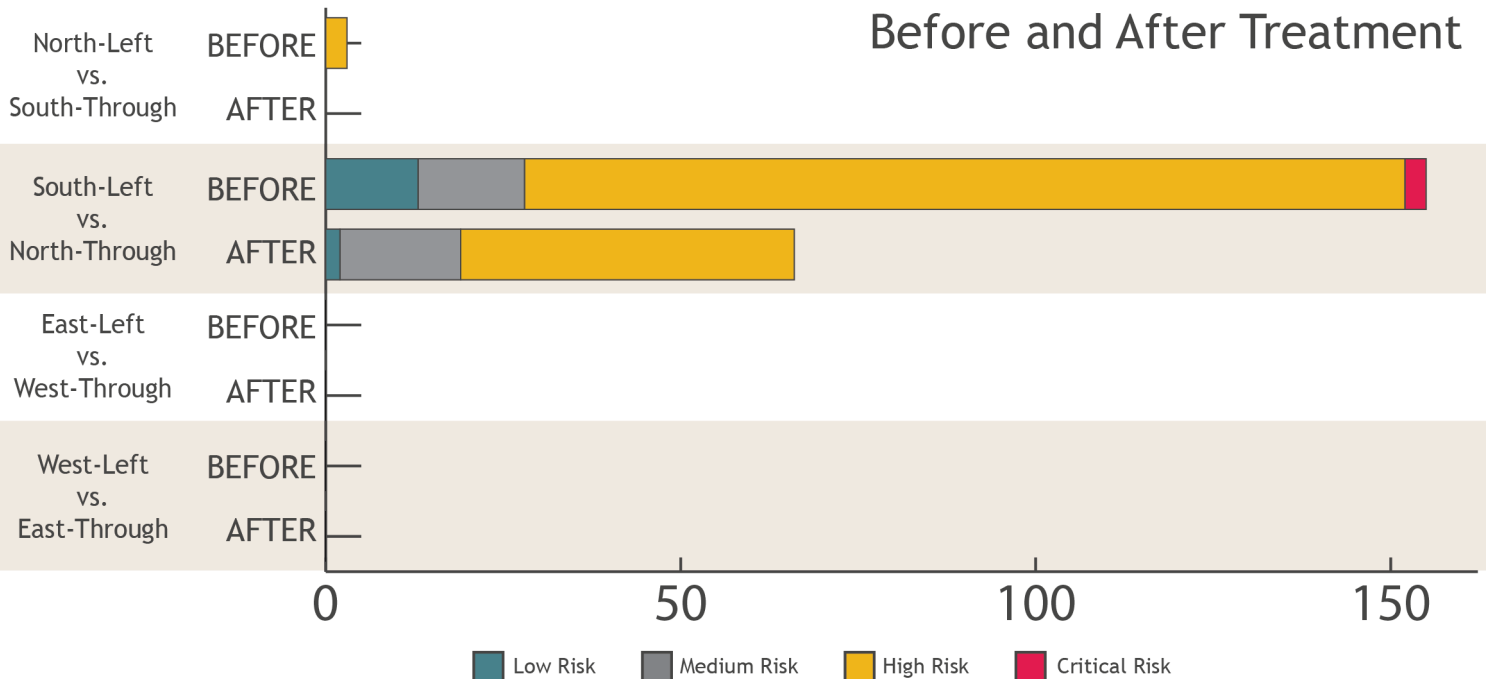
DATA & EVALUATION

We utilized emerging technologies to gain deeper insights into systemic risks to enable a more proactive approach to improving traffic safety. One example is our use of video analytics. Over the past two years, Vision Zero partnered with several companies that utilize high-definition video streams and machine learning algorithms to provide information on near-misses, red light running events, excessive driver speeds, and other behaviors that can help diagnose traffic safety risks at individual locations. These insights supplement the information we get from the historical crash data and provide Vision Zero with a more nuanced view of safety risks. We have partnered with researchers at the UT-Austin Center for Transportation Research to help us evaluate these technologies and make recommendations to inform future deployments.

North Lamar Boulevard at Morrow Street



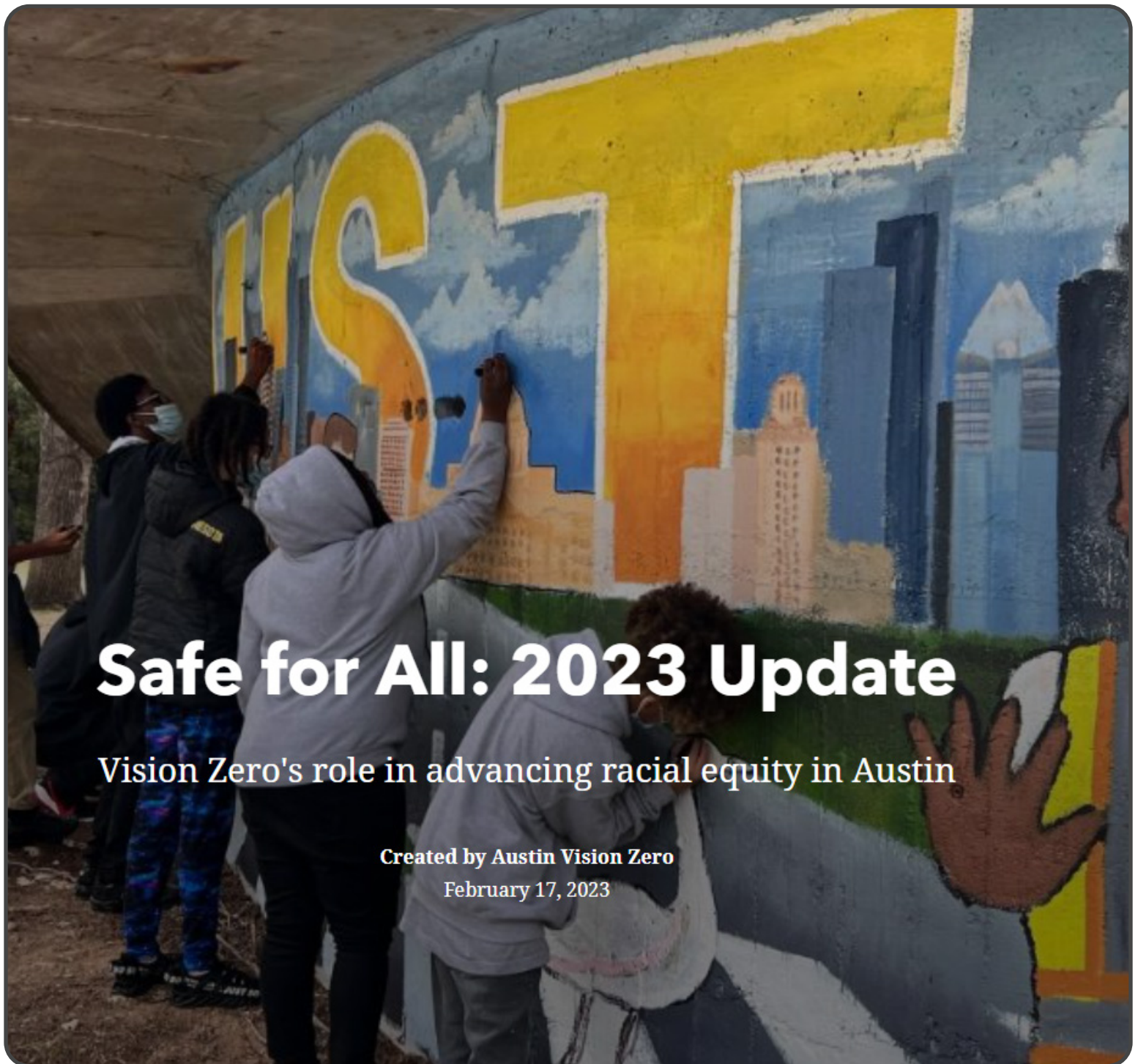
North Lamar Boulevard at Morrow Street Before and After Treatment



Vision Zero utilized video analytics to measure near-miss events before and after the installation of safety treatments at North Lamar and Morrow. The analytics showed a substantial decrease in near misses for south-left vs north-through movements.

DATA & EVALUATION

Finally, we continued to apply an equity lens within all our transportation safety work to address racial disparities that exist among severe crash victims. In early 2021 Vision Zero published the [“Safe for All” \(Seguro para Todos\)](#) equity story map to highlight these disparities and discuss the program’s role in advancing racial equity in Austin. Developing this report provided staff with an opportunity to reflect on the City’s role in perpetuating ongoing racial disparities and based on this work we made changes to how we prioritize Vision Zero funding to incorporate equity factors more explicitly.



Safe for All: 2023 Update

Vision Zero's role in advancing racial equity in Austin

Created by Austin Vision Zero

February 17, 2023

SAFE DESIGN

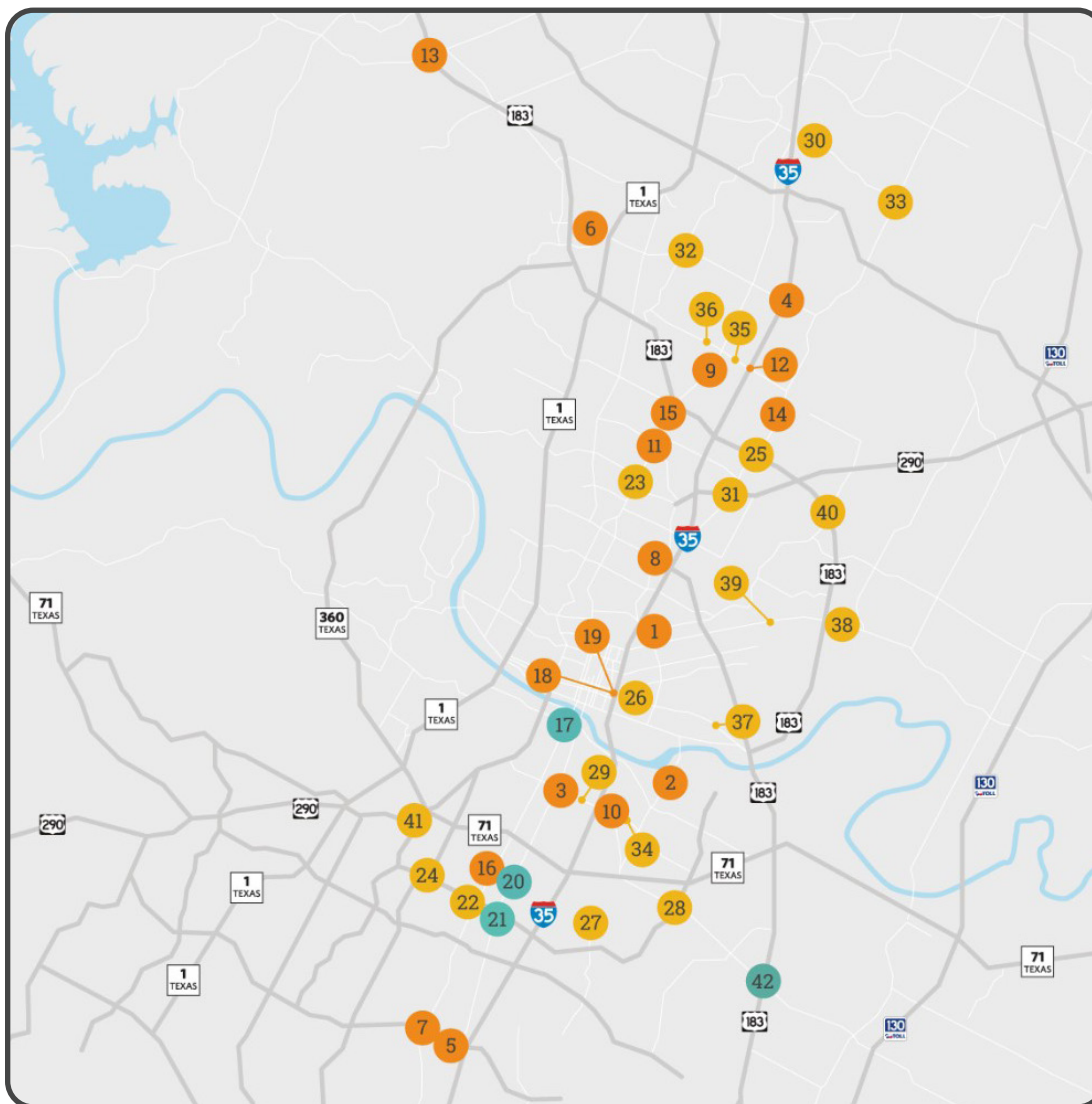
Retrofitting Austin’s transportation system continued to be Vision Zero’s core strategy for reducing the likelihood and severity of crashes. Safety projects are informed by historical crashes, systemic risks, and demographic information to help align investments with our equity goals.

The most critical element of a Safe Systems approach is managing for safe speeds. Over the past two years Vision Zero has played a lead role in advancing the City’s **speed management** strategies. Following citywide [speed limit reductions](#) in 2020, Vision Zero provided data and analysis to continue lowering speed limits across the city. In June 2022 Austin City Council [approved speed limit reductions](#) on 50 arterial streets outside of the urban core. Additionally, TPW completed eight traffic calming projects in 2021 and 2022 to address high-risk speeding on residential streets. The streets were selected based on a data-informed methodology developed by Vision Zero in 2020 as part of a holistic restructuring of Austin’s [Speed Management Program](#).

“A Safe Systems approach to traffic safety seeks to identify and address the conditions present in our transportation network that elevate the risk of serious injury and fatal crashes.”

~Austin Strategic Mobility Plan

Vision Zero continued to implement safety improvements at major intersections. More than \$60 million in funding for Vision Zero has been authorized by Austin voters through the approval of bond referenda in 2016, 2018 and 2020. Vision Zero’s 2016 Bond funding is anticipated to be fully spent by the end of 2023. In 2021 and 2022 Vision Zero completed seven major intersection projects. As of late 2022, three additional intersections were under construction and 26 more were in various phases of scoping, design or permitting. Major intersections receiving safety treatments are now seeing nearly 100 fewer crashes per year.



Completed Intersections in 2021 & 2022:

1. Manor Rd. at Cherrywood Rd.
2. Pleasant Valley Rd. at Elmont Dr.
3. Congress Ave. at Oltorf St.
4. Braker Lane at I-35
5. Slaughter Ln. at Cullen Ln.
6. Braker Ln. at Stonelake Blvd.
7. Slaughter Ln. at S. 1st St.
8. 45th St. at Red River St.
9. Lamar Blvd. at Payton Gin Rd.
10. Oltorf St. at Parker Ln.
11. Lamar Blvd. at St. Johns Ave.
12. Rundberg Ln. at I-35
13. Lakeline Blvd. at US 183
14. Cameron Rd. at Ferguson Ln.
15. Lamar Blvd. at Morrow St.
16. Congress Ave. at Sheraton Ave.
18. I-35 at 7th St.
19. I-35 at 8th St.

SAFE DESIGN

Bond funding is also being leveraged as a local match for federal **Highway Safety Improvement Program (HSIP)** funding. In 2021 and 2022 Vision Zero secured more than \$5 million through the HSIP for [traffic signals and street lighting projects](#) at high crash locations. The first two signal projects will be complete by summer 2023 at South Congress at Alpine and South Congress at Ramble Ln.

Over the past two years TPW also continued to make progress in implementing rapid and low-cost treatments on [High-Injury Roadways \(HIR\)](#). Recent analysis shows a 27% reduction in injury and fatal crashes on the HIRs comparing the 2018-2019 average to the 2021-2022 average. TPW plans to continue to evaluate the overall safety performance of HIRs in the coming years and make additional improvements as opportunities arise.

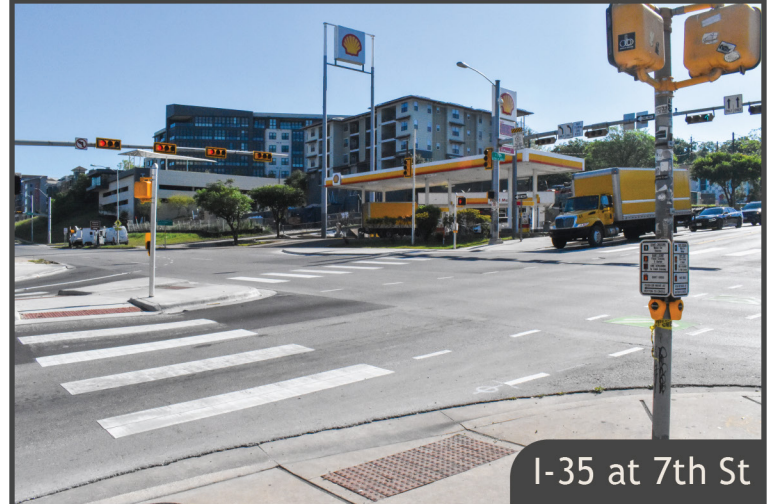
Vision Zero continued to implement **rapid safety treatments** in response to recommendations made by the Fatality Review Board (FRB). The FRB is a multidisciplinary group of City staff and regional safety partners who meet monthly to review all fatal crashes within Austin city limits and identify engineering countermeasures to mitigate future crashes. In 2021 and 2022 Vision Zero completed rapid response safety interventions at 34 locations with recent traffic fatalities, including signal timing changes, upgraded signage or markings, and temporary pedestrian hybrid beacons.

In addition to implementing safety treatments at high crash locations, over the past two years Vision Zero ramped up its use of **systemic safety strategies**, or low-cost countermeasures aimed at improving safety at locations with common risk characteristics, irrespective of the crash history at an individual location. In 2021 we partnered with a national safety consulting firm to identify [top crash types and locations](#) where these types of treatments could be implemented to most effectively lower crash risks. Based on recommendations from this analysis, in 2021 and 2022 Vision Zero addressed more than 40 curved roadways with a high risk or history of crashes involving one motor vehicle by implementing a variety of curve improvements such as chevrons, warning signs, flashing beacons, LED devices, raised pavement markings, striping, rumble strips, and advisory speeds.

Over the past two years we also developed **new design standards and internal procedures** to operationalize Safe Systems thinking within the City's work. This includes developing guidelines for traffic signalization strategies to reduce left turn crashes, new guidelines for selecting safe pedestrian crossing treatments based on street context, and Access Management Guidelines to inform appropriate treatments to reduce conflicts around driveways. Vision Zero also provided key support in developing new design guidelines within the summer 2022 updates to the City's Transportation Criteria Manual, which governs street design in Austin. Vision Zero contributed language for new TCM provisions related to safe target speeds, access management standards, preferred pedestrian crossing



Braker Ln at Stonelake Blvd



I-35 at 7th St



S. Congress at Sheraton



Manor Rd at Cherrywood Rd

SAFE BEHAVIORS

While retrofitting the transportation system and built environment continues to be Vision Zero's primary strategy for making progress towards our goal of zero traffic fatalities and serious injuries, a Safe Systems approach also recognizes that the **behaviors and decisions of individual road users** play a role in causing tragedies on our roadways. All of Vision Zero's education or enforcement strategies are informed by data and apply an equity lens to focus on curbing the dangerous driving behaviors most closely associated with causing severe crashes, holding irresponsible drivers accountable, and implementing safeguards against unjust traffic enforcement.

In late 2022, Vision Zero hosted a series of **focus groups and community interviews** to inform our next outreach campaign. We invited members of the community from some of the ZIP codes with the highest percentage of drivers involved in crashes, as well as representatives from various neighborhood associations and non-profits, to provide feedback and input on messaging concepts. Through these conversations we heard that provocative messaging about the impacts of severe crashes resonated most with participants, and these findings helped inform a **new billboard campaign** focused on the potential outcomes of excessive speeding. All new creative materials were produced in English and Spanish.



In 2021 and 2022 Vision Zero commissioned work from local artists to develop a series of **murals** to provide a visual reminder to the community about the impacts of traffic crashes and our shared responsibility for making sure our neighbors, friends and family get home safe. The two completed murals, which were inspired by testimonials provided by crash survivors and families of crash victims, can be seen at [Odom Pavilion](#) and [City Star Foods](#).



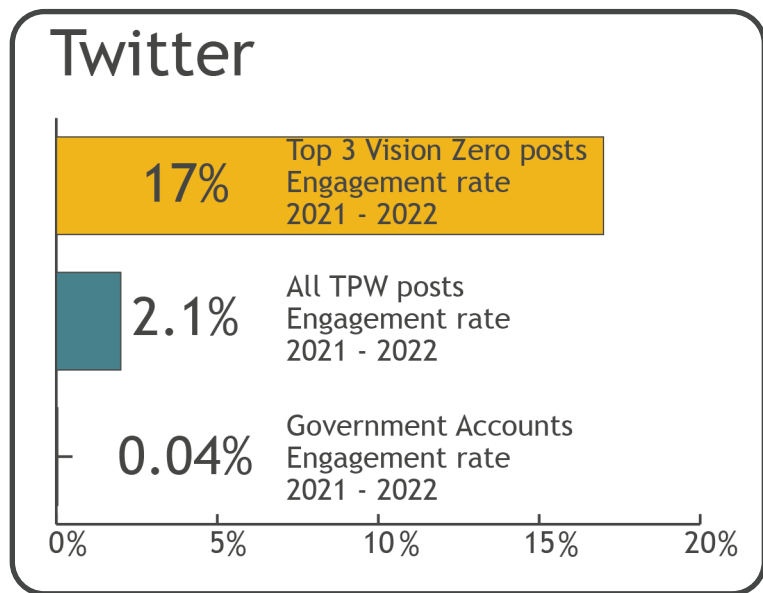
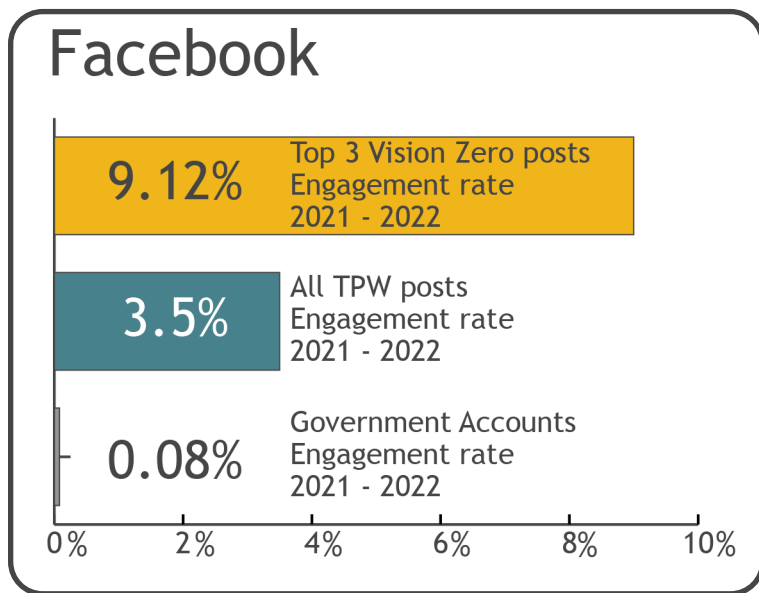
Vision Zero continued to pair engineering improvements with **messaging to reinforce safe driving behaviors**. One way we do this is with Dynamic Speed Display Devices (DSDDs), digital signs which show drivers their speed as they pass by. In 2021 and 2022 Vision Zero deployed DSDDs at 30 locations with known speeding issues or a history of speeding-related crashes, including at locations of recent traffic fatalities. Analysis performed by civil engineering students through a partnership with UT-Austin showed a reduction in speeding and crashes—and especially severe crashes—at sites that received DSDDs. However, these were based on a limited sample size and were not statistically significant. Vision Zero will continue to explore locations where these devices are most likely to help address high risk speeding as part of our broader speed management strategy.

On the enforcement side, Transportation and Public Works continued to partner with the Austin Police Department (APD) over the past two years to focus enforcement efforts on the driver behaviors that cause the most severe injuries and fatalities on our roadways. This included a continuation of the **No Refusal Initiative**, which aims to reduce impaired driving on our streets, and **Vision Zero in Action**, which focuses on speeding and distracted driving on [High Injury Roadways](#) and freeways in the city limits.

Vision Zero continued to play a lead role in **identifying alternatives to traditional traffic enforcement** to address chronic staffing shortages within APD and to decrease our reliance on policing strategies to reinforce safe behaviors. In December 2022, TPW and APD published a [joint memo](#) in response to a City Council Resolution which called for strategies to increase narrowly focused traffic safety enforcement on speeding, impairment, and other driver behaviors that directly reduce safety for all roadway users. The memo identified opportunities to increase traffic safety enforcement capacity as well as alternatives to traditional traffic stops which are being used in other cities, states, and countries.

SAFE BEHAVIORS

Vision Zero also had an active presence on social media. Our most engaging posts on Facebook and Twitter touched on Vision Zero safety messaging such as driving while intoxicated, speeding, speed limits, safety improvements and more. Our top Vision Zero social posts from January 2021 through December 2022 performed well above average.



Engagement rates are used to measure social media success because they provide insights into the level of audience interaction and participation, indicating the effectiveness of content in capturing attention and fostering meaningful connections. By monitoring engagement rates, we can assess our social media strategies, identify high-performing content and make data-driven decisions to optimize our online presence and drive better outcomes. On average, government social media pages tend to fall below average on engagement rates, reflecting a relatively lower level of audience interaction and participation compared to other sectors.



Austin's Vision Zero social media initiatives have ambitious goals for the future:

- Support Vision Zero's goal of significantly reducing the number of traffic-related fatalities and severe injuries by spreading awareness and promoting safe driving behaviors through engaging and impactful social media campaigns.
- Strive to foster a sense of community involvement by encouraging active participation from Austin residents in sharing their own road safety stories, tips, and concerns.
- Create a sustained and influential presence on social media that not only educates and informs but also drives positive changes in attitudes and behaviors related to road safety throughout the City of Austin.

SAFETY CULTURE

Over the past two years Vision Zero continued to convene collaborative working groups and support other resource sharing efforts to foster a community-wide culture that places human life at the top of our collective priorities. These partnerships are critical for expanding the depth and breadth of the City's safety initiatives and scaling the number of safety treatments we can implement across the city.

We hosted regular meetings of the **Vision Zero Leadership Council** to provide guidance and direction on program priorities and initiatives. The Leadership Council is a multidisciplinary group of representatives from various City Departments (e.g. Austin Fire Department, APD, Austin Public Health, Austin Municipal Court, Public Works, Housing and Planning, Austin-Travis County EMS), transportation agencies (e.g. FHWA, TxDOT, CapMetro) and other stakeholders (e.g. AISD, Travis County Attorney and District Attorney Offices). The Leadership Council met a total of 16 times in 2021 and 2022. Representatives from this group formed an Impaired Driving Action Team in October 2022 to bring together more than 20 local and regional partners to implement evidence-based strategies, using a public health framework, to prevent impaired driving. Currently the action team is carrying out identified objectives in four focus areas and continues to meet regularly to update on progress and identify next steps.

Another stakeholder group, the **Vision Zero Alliance**, includes representatives from City boards and commissions, non-profit groups like Mothers Against Drunk Driving (MADD) and Safe Streets Austin, institutional partners like the Texas A&M Transportation Institute, and individual traffic safety advocates. This group met five times over the past two years to provide input and feedback on various Vision Zero program initiatives.

Over the past two years Vision Zero contributed funding towards projects sponsored by partner programs to **enhance safety as part of larger planned projects**, including the [East Yager Lane](#) multimodal safety project and bus stop relocations at Cameron Rd./St. Johns Ave in collaboration with CapMetro. Vision Zero also partnered with other TPW Divisions to incorporate enhanced safety treatments as part of other mobility projects occurring throughout the city. The next page highlights one such example where Vision Zero partnered with TPW's Active Transportation and Street Design Division to strengthen safety elements on a section of the South Pleasant Valley Road High-Injury Roadway.

*"The City of Austin must demonstrate and foster a community-wide culture that places human life at the top of our collective priorities."
~Austin Strategic Mobility Plan*

We also continued to **coordinate with our transportation partners at TxDOT** to find ways to improve safety on State-owned roadways, where the majority of traffic fatalities are occurring in Austin. While the City and State have different polices and design guidelines with respect to traffic safety, Vision Zero is actively fostering this important partnership by inviting TxDOT representatives to Fatality Review Board meetings and participating in design workshops related to the ongoing Interstate 35 reconstruction effort. Vision Zero also continued to fund safety improvements on high crash intersections owned by the State, including E. 7th St. and I-35 frontage road. In 2022, TxDOT [announced plans](#) to expand the use of a median barrier treatment to discourage unsafe crossings of IH-35 by pedestrians as an interim intervention ahead of IH-35 reconstruction. This concept was originally recommended as part of a Road Safety Audit hosted by TPW and TxDOT in 2017. An initial segment of barrier was installed in 2020 in central Austin and has shown a 50% reduction in the annual number of pedestrian fatalities following installation.



The Vision Zero Leadership Council met a total of 16 times in 2021 and 2022.

SAFETY CULTURE

A highlight from Vision Zero's cross-Divisional collaboration from the past two years is the multimodal safety improvement project on South Pleasant Valley Road. The project, which was sponsored by TPW's Active Transportation and Street Design Division, originally called for new shared-use-paths and sidewalk connections, expanded sidewalk widths and taller handrails across the Longhorn Dam, and two new pedestrian hybrid beacons as interim improvements ahead of a new bicycle and pedestrian bridge being developed.

This section of South Pleasant Valley Road was identified by Vision Zero as a High-Injury Roadway, and crash analysis showed more than 160 crashes were reported between Willow Street and Lakeshore Boulevard over the previous five years. On average, a crash happened every 11 days along this stretch and the comprehensive crash cost value over this time period was \$46 million.

Vision Zero's safety analysis encouraged TPW staff to think bigger about how safety could be improved as part of this project, and staff updated the scope of improvements to include:

- New dedicated left-turn-lanes to address a pattern of left-turn and rear-end crashes
- Reduction in the number of travel lanes for certain sections
- Physical separation between north- and southbound travel lanes to address head-on crashes
- Wider shared-use-paths to better meet the demand of people walking, biking and rolling on either side of the bridge
- Three new pedestrian crossing islands and one pedestrian hybrid beacon.

The project was completed in late 2021, and early analysis performed by Vision Zero staff showed an **82% reduction in injury/fatal crashes of all modes and a 46% reduction in pedestrian, cyclist, and scooter crashes on an annualized basis following completion of the project.** Vision Zero will continue to support our partner programs with safety analysis and funding as we seek to go bigger and bolder in our safety investments across the city.

82% REDUCTION IN INJURY/FATAL CRASHES
8 fewer people killed or injured per year



Before Treatment



After Treatment



OUR NEXT STEPS

Reversing the trend of rising serious injuries and fatalities on Austin roadways over the past few years will require sustained effort and commitment by the City, our public agency partners, and our community to implement the strategies included within the ASMP related to Safe Design, Safety Culture, and Safe Behaviors. The Vision Zero program will continue to play a lead role in convening these groups and influencing a culture of safety.

Our focus will continue to be on expanding the scale of safety engineering projects we implement to lower the risk of severe crashes across the city. As of early 2023, 26 major intersection safety projects are in various stages of scoping or design. We will continue to scale up our use of lower-cost, systemic countermeasures like left-turning calming treatments, retroreflective backplates, and signal timing changes across the city. We also expect to start construction on street lighting projects funded through the HSIP and mobility bonds on six corridors and over a dozen intersections over the next two years.

A major focus of Vision Zero over the next few years will be implementing projects funded by the [Safe Streets and Roads for All](#) (SS4A) federal grant program. In January 2023, the U.S. Department of Transportation [announced](#) that Austin will receive \$22.9 million through SS4A for major intersection safety projects (including roundabouts and protected intersections), a variety of low-cost, systemic treatments at 50+ locations, 10 pedestrian hybrid beacons, and a citywide lighting study. Importantly, Austin will allocate at least 50% of grant funds in USDOT-defined [Underserved Communities](#), which align closely with TPW's Equity Analysis Zone framework. Immediate next steps for Vision Zero include signing an agreement with USDOT/FHWA, project selection and refinement, and stakeholder outreach before we begin the bulk of project implementation.

We will also continue to develop new approaches as we seek to operationalize Safe Systems thinking within the City's work. Efforts are already underway, for example, to develop Austin-specific guidelines and policies around the use of roundabouts, a countermeasure which can reduce injury and fatal crashes by [up to 80%](#). As part of this work, a consulting firm specializing in roundabout design is also developing conceptual designs for six intersections.

Community engagement and equity will also continue to be a major focus of Vision Zero in the coming years. As discussed previously, we will be rolling out a new messaging campaign around the dangers of speeding and will continue to focus messaging on the most dangerous driving behaviors in Austin.

Finally, as discussed in the [Safe for All \(Seguro para Todos\)](#) equity story map, we will continue to:

- Perform further equity analysis on specific locations where we are considering safety investments or initiatives
- Refine and implement changes to prioritization methodologies
- Evaluate the impacts of our investments on communities of color
- Participate in community conversations about systemic changes needed to promote equitable traffic enforcement
- Engage with TxDOT in ongoing conversations on the [I-35 Capital Express](#) project and support the [Our Future 35](#) initiative to ensure that the reconstruction of I-35 accounts for the impacts that the highway has had on communities of color and seeks to address community concerns about equity, safety, and mobility.



WHO WE'VE LOST

People killed in crashes in Austin over the past two years

2021

(alphabetical by first name)

Aaliyah Marie Martinez
Adrien Lorenzo Maxey-Salomone
Alejandro Cosio Resendez
Alexis Enrique Aguirre Torres
Alexis Perez
Andres Rivas Jr
Andrew Magliolo
Anthony Brown
Arlen Dirk Jameson
Armando Garcia-Sanchez
Audrey Petty
Benino Robledo
Boanerge "Bo" John Herrera
Bobby Jones
Brian Fuller
Brian J. Box
Caleb Hernandez
Calvin Ray Dukes
Camryn Adams
Charlie Jackson
Colton William Roberts
Connor Avery Hughes
Cynthia Marie Leonard
Damian Allen Michael Garza
Daniel Devo Peoples
Daniel Dicha
Darian Cyril Jobe
David Bearden
Deja Antoinette Hardeman
Dennis North
Denyse Jaimes-Olmos
Douglas Arthur Rosaschi
Drake Christopher Austin
Duston Theron Harrison
Edgar Frederico Gomez-Turrubiatez
Egypt Catai West
Elgin Earl Lahrmann
Eric Anthony Torres
Fabian Xavier Mireles
Felipe Chavez-Salinas
Freddy Lopez-Arellano
Geoffrey Mackinnon
Haley Frances Womak
James Zachary Paxton
Jasmine Symon Campos
Jay Eliseo Ochoa
Jennifer MacClintock
Jennifer Rosas-Sanchez
Jenny Rosimar Gonzales-Zepeda
Jeremy Lane "Joe" Singleton
Joey Wayne Edwards

John Delgado
Jose Luis Hernandez
Jose Rufino Cortez De Paz
Joseph Cable Barnes
Joseph Christopher Martinez
Joseph Harrell Hayman III
Juan Anthony Sanchez
Juan Antonio Mireles Perez
Juan Mendoza-Isquem
Juana Almanza Garcia
Karen Everlena Barnes
Keegan Connell Mosley
Kevin Walter O'Neal
Khairullah Danish
Kimberly Allen
Kimberlye Almanza
Kirk Stephen Demartini
LaTeisha Demeika Washington
Lee Roy Pryor
Leslie Lee Doleshal, Jr.
Lewis Andrew Traylor
Marcus Lee Sierra
Margaret A. Brubeck
Mario Alberto Flores Arredondo
Mark Coley Davis
Mark Ricketts
Mary Arencibia
Mary Rebecca Grayson
Matthew Evan Crohn
Michael Deon Fields
Michael Edward Ivanowski Jr
Michael Elton Holt
Michael Jay Moore
Miguel Guerrero-Garcia
Mitchell Pitman
Nathan Tyler Jones
Nelson Ramon Zelaya-Trochez
Nicholas Tchirkow
Paulo Vaughn Mitchell
Raul Vargas Jr.
Rebecca Hammett
Richard Hunt Sloan
Richard May
Rickey Delton Gonzales
Robbie Hardin
Robert Jesse Brown
Russell Charles McKiernan
Samuel Stephens
Sean Adrian Henderson II
Stanley Frank Curran
Sterling Grace Turner-Williams
Steven James Ingram
Steven Michael Boylson
Terry Dee Strahan
Timothy Christopher Eller

Tony Gabriel Ramos Ordonez
Travis Douglass
Uriel Abisai Veloz Castaneda
Valente Salas Salazar
Vicente Sanchez Garcia
Victoria J Thompson-Mohr
Victoria Nicole Rangel
Vivian Love Garcia
William Antonio Hernandez

2022

(alphabetical by first name)

Adam Curtis Gaconnet
Alberto Martinez
Amira Antonella Owens
Ariel Lopez-Pina
Armando Meece
Arnold Gerardo
Ashley Ann Ramirez
Ashley Vilchis
Bobby Owen
Brenda Carrington
Brett Michael Cardenas
Brett Michael Wickersham
Caitlyn Elizabeth Hennessy
Carl Anthony James II
Carlos Gonzales
Carlos Villela
Cassandra Coffey
Cesar Ramirez-Hernandez
Chase Nelson
Christian Joseph Boutros
Christian Stewart
Christopher Boone Herrick
Courtney Lopez
Danny Moreno Jr
Darlan Manrique Pena Rodriguez
Darren Gray Webb
Debra Jones
Devonere Rashaad Harris
Diego Ulysses Saldana-Jimenez
Doris Jeanne Pitsenberger
Edgar Suarez
Edward C Brown Sr
Eric John Sales
Erick Byron Hernandez
Erika Marie Martinez
Ernest Costilla
Fabiola Cervantes
Frank Phillips
Gabriel Wade Morrow
Gerardo Isaac Garza-Castillo
Grayson Lenier Turner Jr

WHO WE'VE LOST CONTINUED

People killed in crashes in Austin over the past two years

Gregory "Bubba" William Trippe
Hai Xuan Nguyen
Hector Rene Rodriguez
Ian Lee Lewis
Inocencio (Chencho) Fuentes Gomez
Jaccobb Charles Carter
Jackson David Coulter
Jacky Louis Gaschot
Jacob Michael Jones
Jacqueline Rodriguez
Jason Ross Godwin
Javier Eduardo Canchola
Javier Villasenor Reyes
Jedd Neil Bennett
Jeffrey Michael Richardson
Jesseca Antoinette Valdez
Jim Hung Chan
John Keith Norden
Johnny Materous Williams Jr
Jose Eduardo Ramirez
Joy Ann Holbrook
Julia Artemia Cardona
Justin Joseph
Kassie Leigh Wolin
Kathleen Howard
Katy Trejo

Keith Lynn Culver
Kenneth Terry
Kennon Green
Kevin Eduardo Vicente Sarat
Larry John Carter
Lisa Marie Williams-Rose
Lloyd "Paul" Alex Goodnoe
London Dior Polk
Maria Alberta Lopez Fajardo
Marisela Crayton
Mark Hector Narvaez
Martin Wayne Duboulet
Matthew John Whittle
Mauro Arturo Samago Simental
Melinda Gonzalez
Mercedes Kate Garcia
Michael Arellano
Michael Austin Newton
Michael Ryan Semple
Miguel Palacios
Nelson Anderson
Oscar Carreon Valdez
Oscar Perez Elias
Paige Shanee Smith
Paul Mullen
Pauline Rosella Juro

Priscilla Ann Juarez
Reynaldo Costilla
Ricardo Alvarado
Richard Matthew "KiKi" Barrera
Roberto Garcia Gomez
Rogelio Alonso Puente
Roman Ferretiz Cervantes
Roy Shawn Mullins
Ruth Elena Quintero-Wences
Ryan Lee Ford
Sandra K. Nielsen
Shala Dene Morgan
Simon Juan Velez
Stacey Cecile Gerstenlauer
Teresita "Teresa" Alejandra
Gonzales
Terry Gonzales
Terry Ziegler Jr
Terrylee "Bud" Dawayne Oliver
Trenton Jenz Phippen
Unidentified
Unidentified
Warren Lloyd Green
Yolanda Yvette Shelby
Zelibanos Mekuria Sean

