

Pedestrian Advisory Council

Pedestrian Hybrid Beacon (PHB) Program Overview



Jim Dale, P.E.

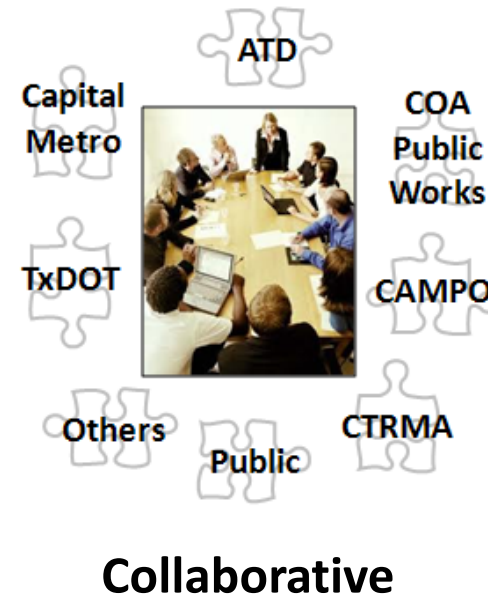
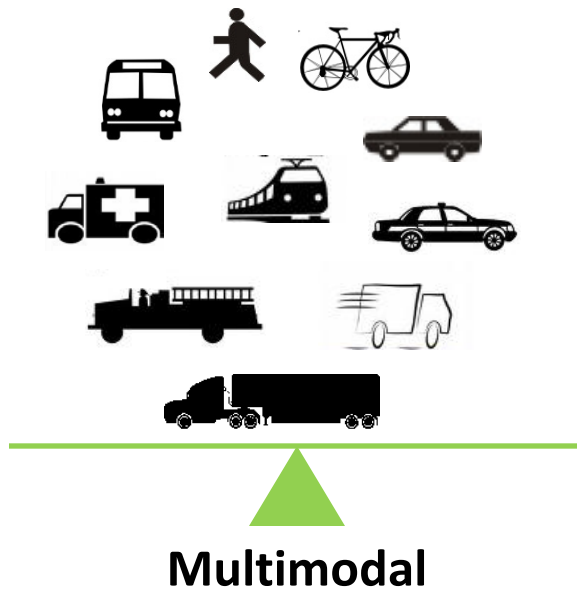
Renee Orr

Austin Transportation Department

March 2, 2015

Arterial Management Division

*Enhance the mobility and safety for
all modes traveling arterial streets*



Pedestrian Overview

Austin Transportation Department –

Active Transportation Division –
Pedestrian Planning

Public Works Department –

Urban Trails Program

Sidewalk Program
Hardscape installation
and maintenance

Austin Transportation Department –

Traffic Engineering –
pedestrian/ vehicular
interactions

Arterial Management –
signalization -
pedestrian & traffic

PHBs in Austin



Manchaca at Prather



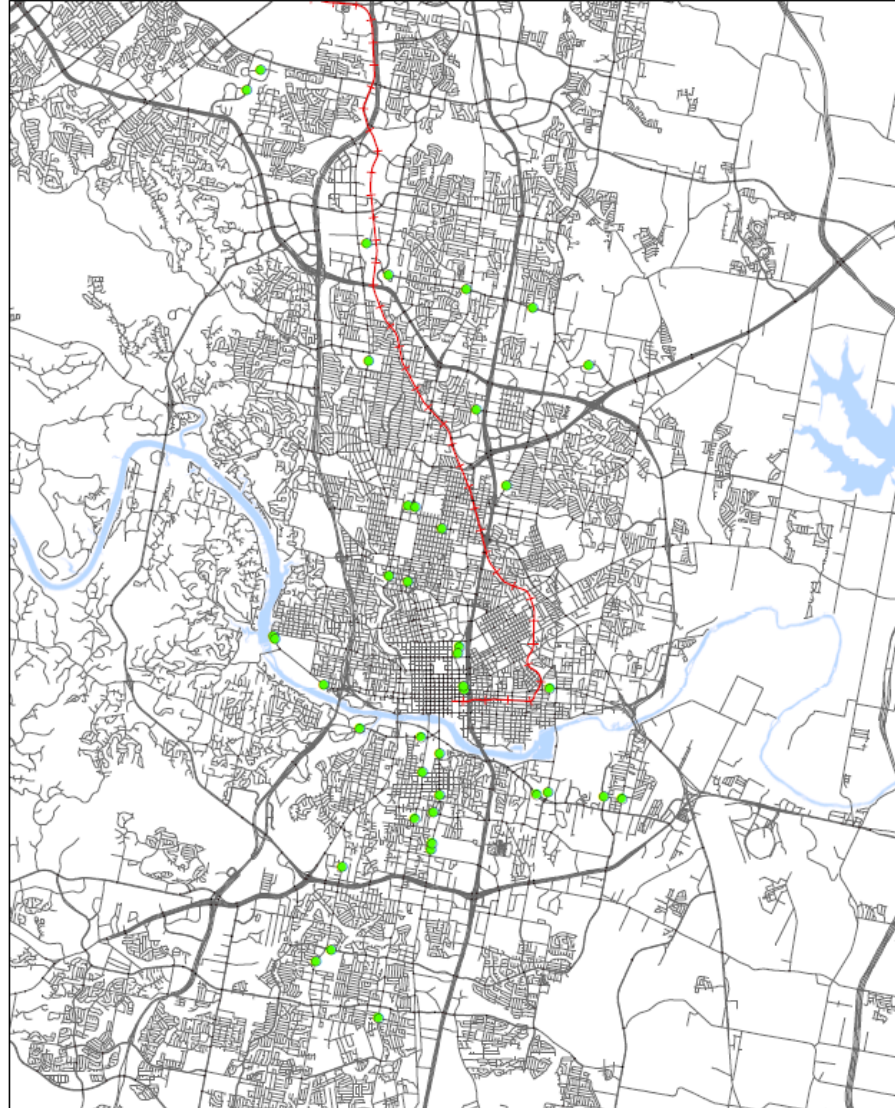
7th St. at APD



Barton Springs at Austin Energy

PHBs in Austin

- 38 PHBs in operation
- 1 PHB in construction



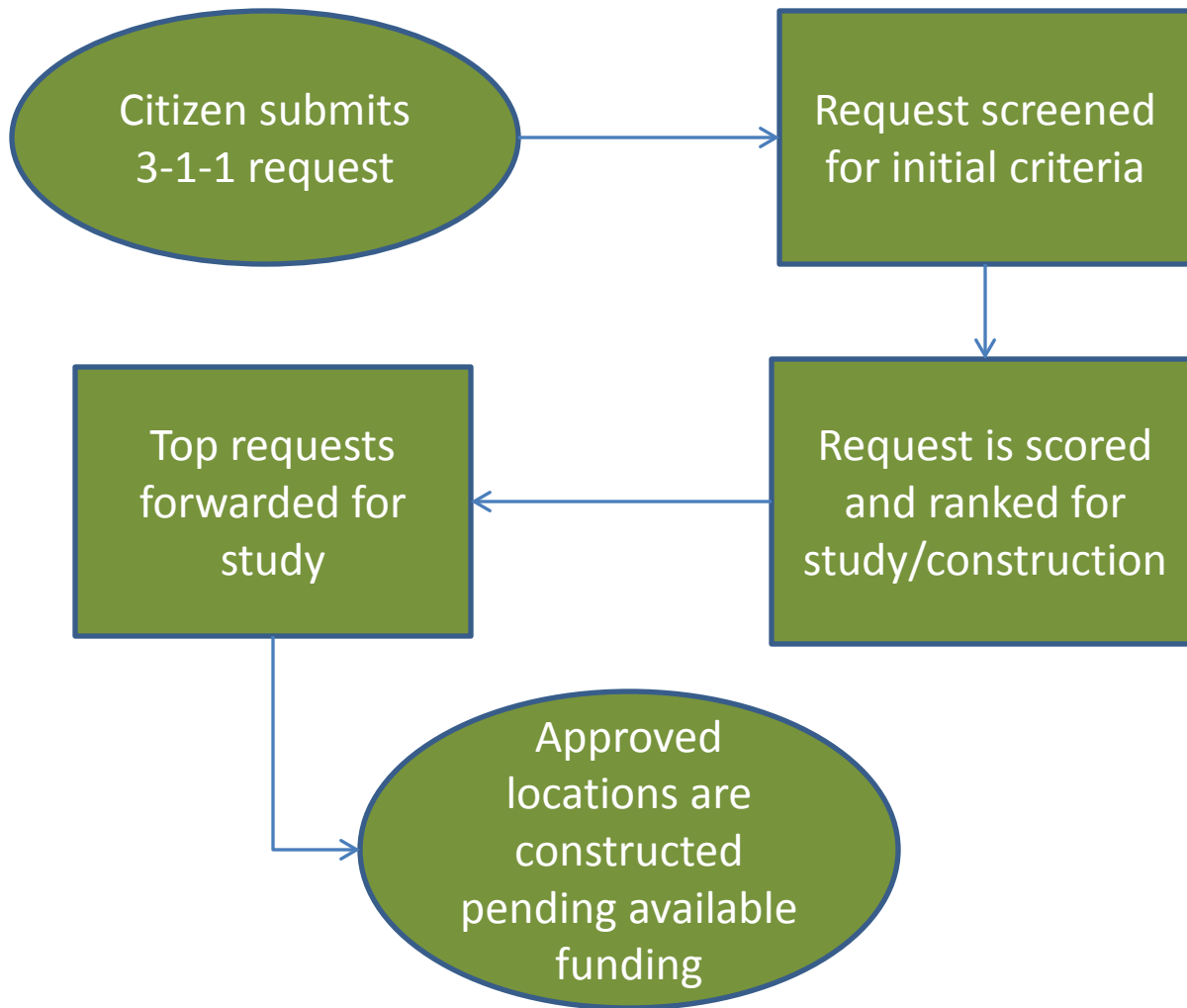
PHBs in Austin

- First PHB installed in Austin in 2009.
- Currently 38 PHBs in operation:
 - 2 existing are out of service within the UT Medical School construction area (along Red River St.)
 - 1 in construction on S. Lamar south of Oltorf
- Current backlog includes 105 PHB requests.
- First ranking for study round in July 2014. Second ranking for study round in December 2014.
- New Arterial Management webpage, including PHB/Signal request process and lists:
<http://www.austintexas.gov/departments/arterial-management>

Why are we developing PHB criteria?

1. Consistency
2. Transparency
3. Efficient use of limited resources
 - To Study
 - To Construct

PHB Request Process

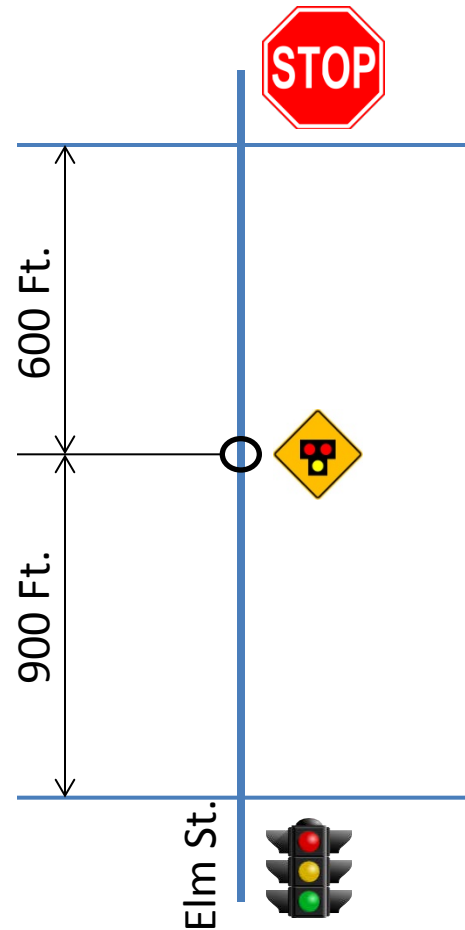


1. within Austin city limits
2. cannot be a 2-lane or residential roadway
3. more than 300' from a signalized or stop-controlled crossing
4. if studied/evaluated within the past 2 years, must be changes to the previously studied conditions

Biannually in December & May

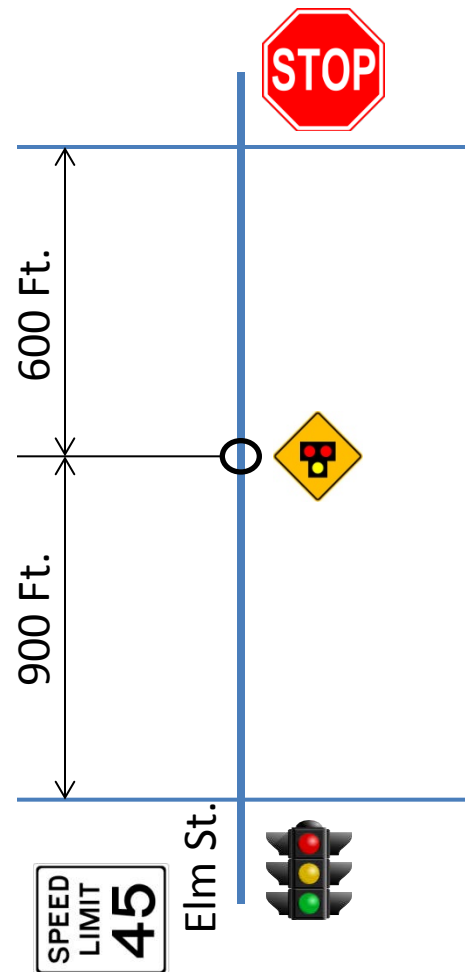
PHB Ranking for Study/Construction Criteria

1. **Distance from the requested PHB location to the nearest signalized or stop-controlled crossing.**
2. Speed limit of the roadway being crossed.
3. Number of motor vehicle lanes to cross.
4. Is median space available?
5. Pedestrian crash history over last 3 years.
6. Special needs pedestrian generators.
7. Pedestrian generators.
8. Is the location recommended as part of a small area plan.
9. Will the location facilitate a school route plan as recommended by the Child Safety Division?
10. In a CAMPO defined Environmental Justice Area?
11. Justification for engineering judgment/historical knowledge



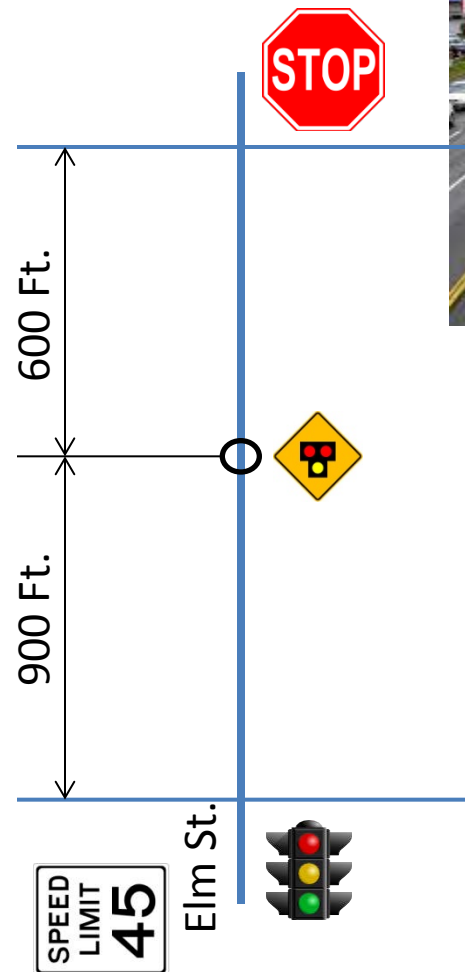
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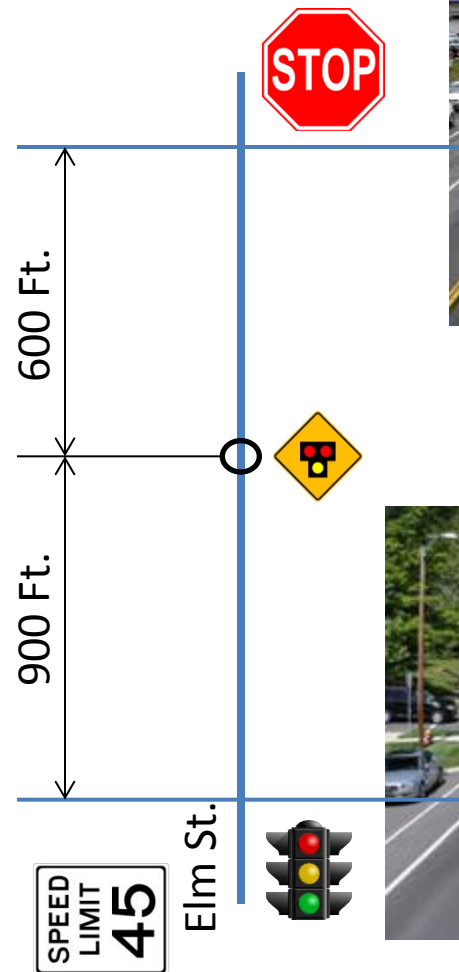
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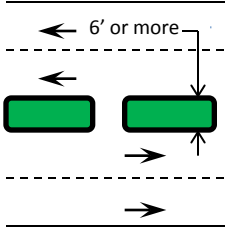
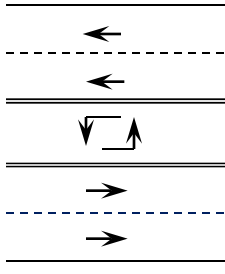
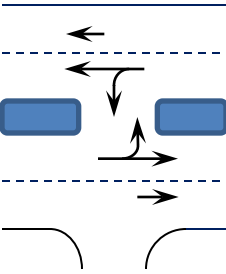
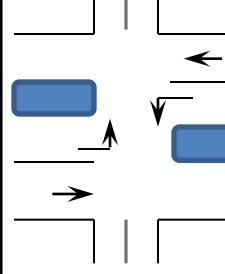
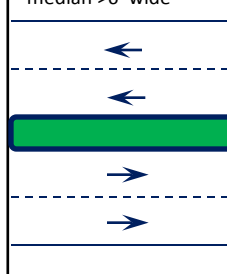
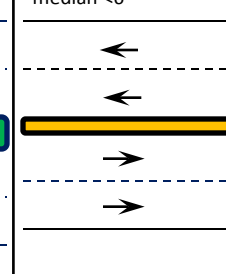
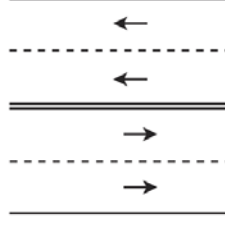


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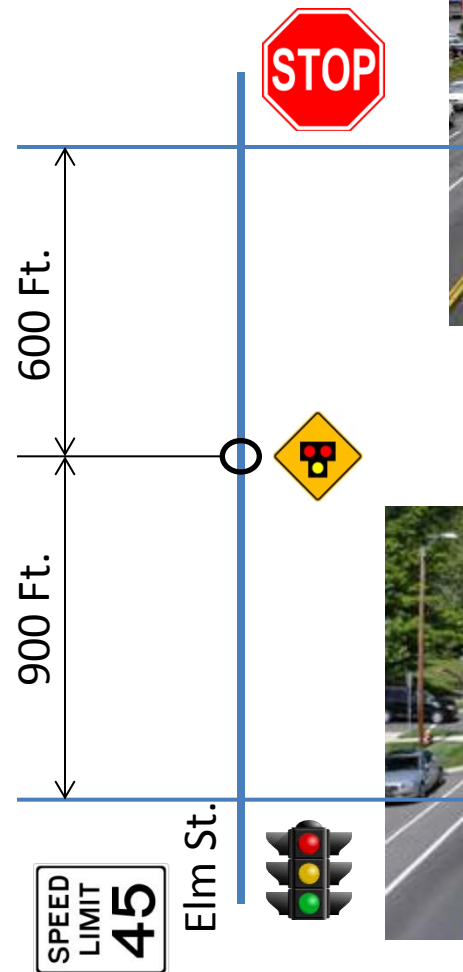


PHB Evaluation Criteria – Median Conditions

Points	Description	Examples				
0	Accessible, raised median over 6' wide or greater (pedestrian crossing only)					
50	2-way turn lane, accessible median less than 6' wide or inaccessible median	<p>5 lane no median</p> 	<p>4 lane accessible+ median</p> 	<p>3 lane median</p> 	<p>4 lane continuous median >6' wide</p> 	<p>4 lane continuous median <6'</p> 
100	No median or center turn lane					

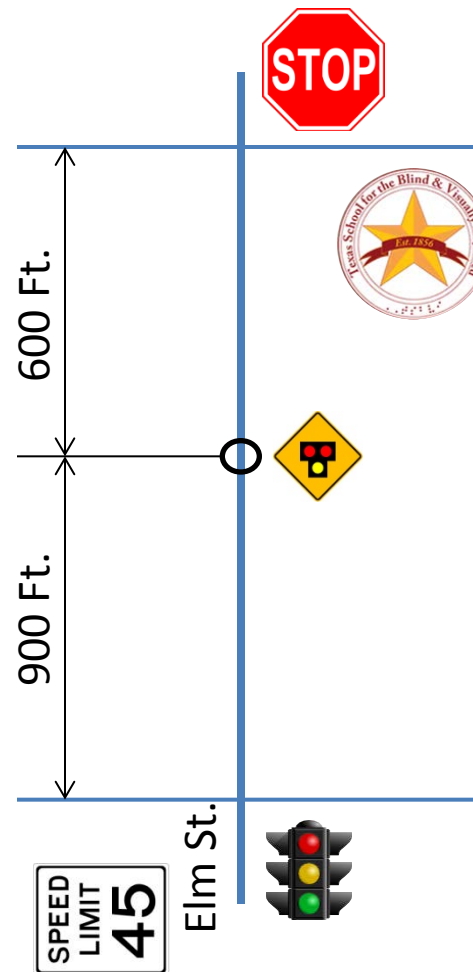
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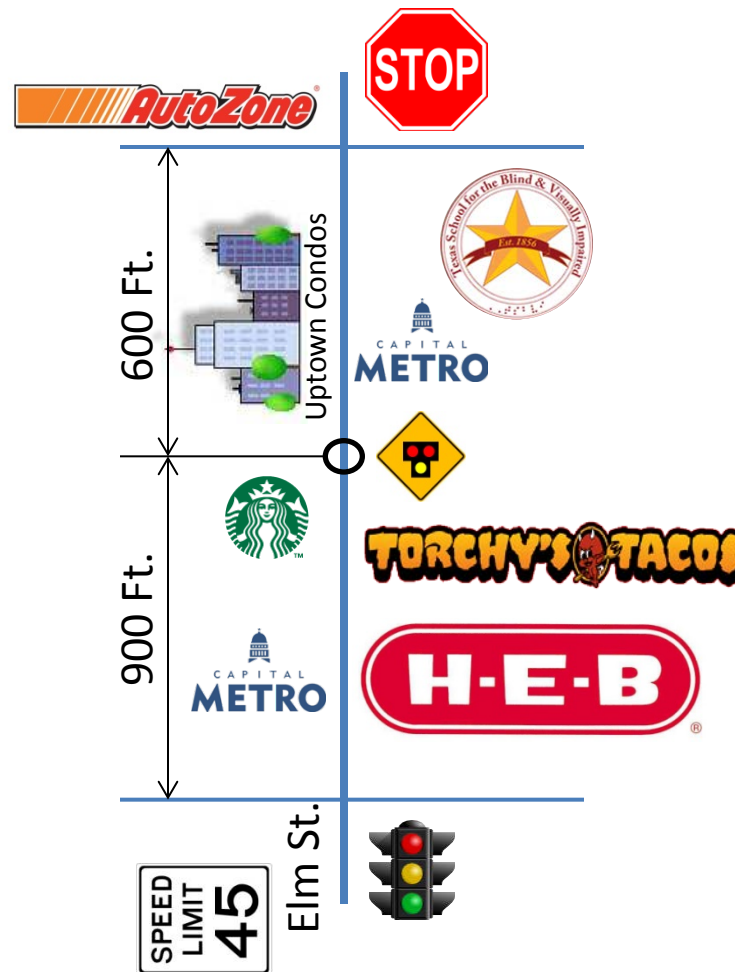
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Criteria

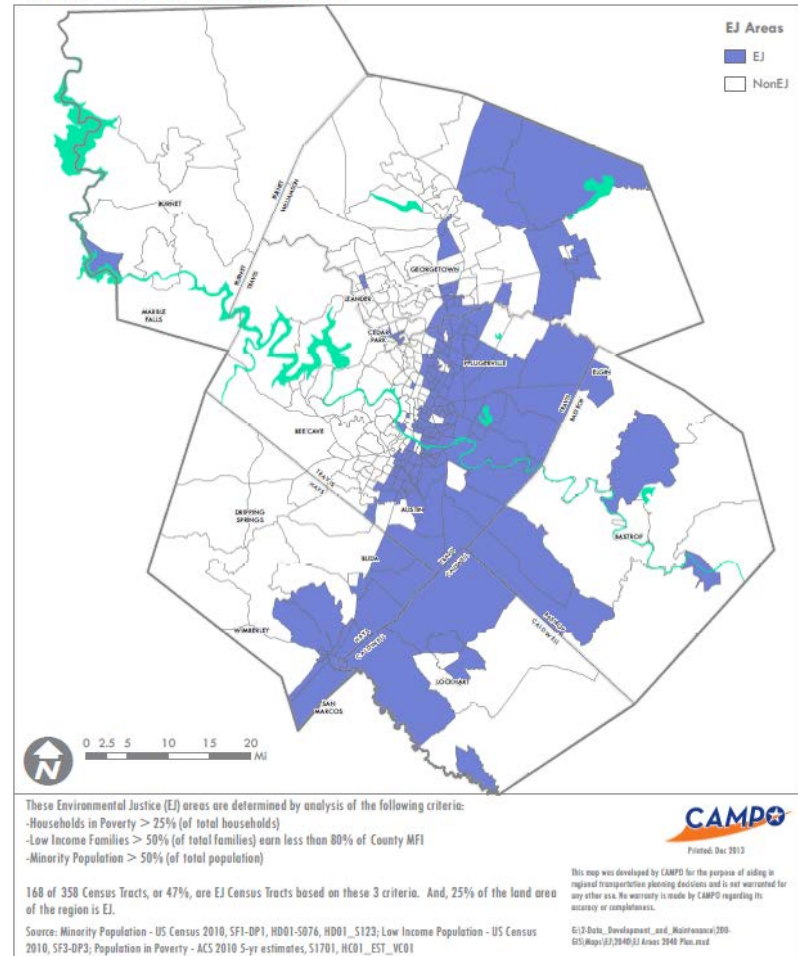
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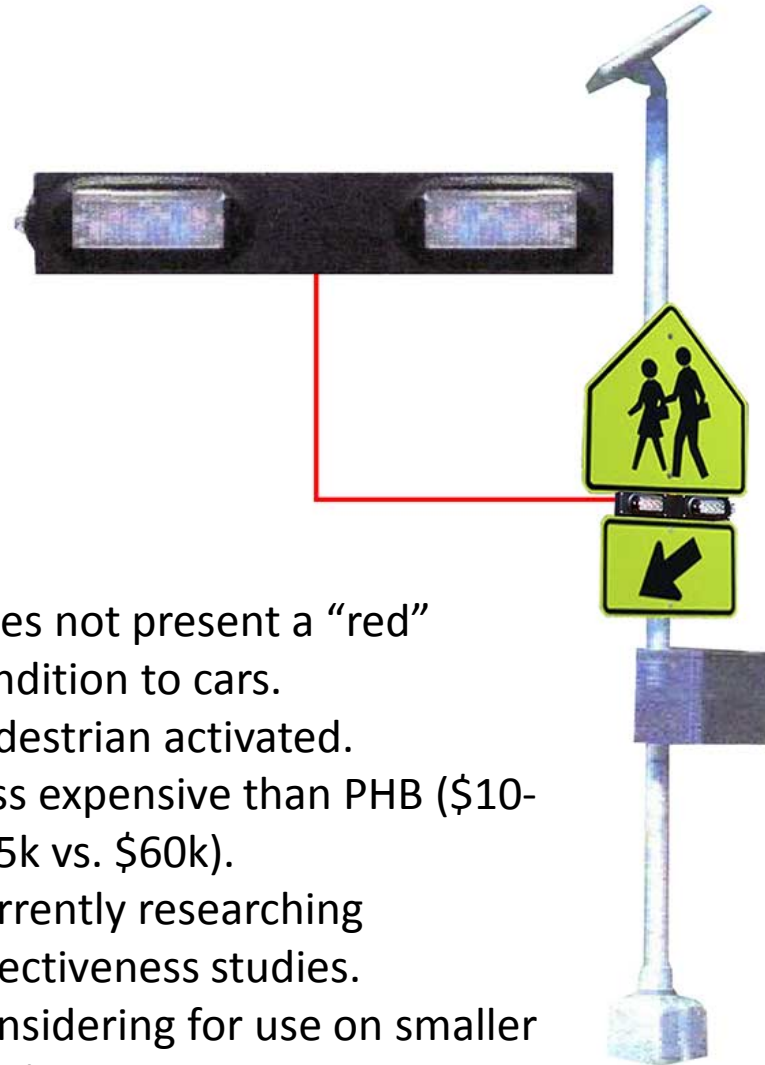
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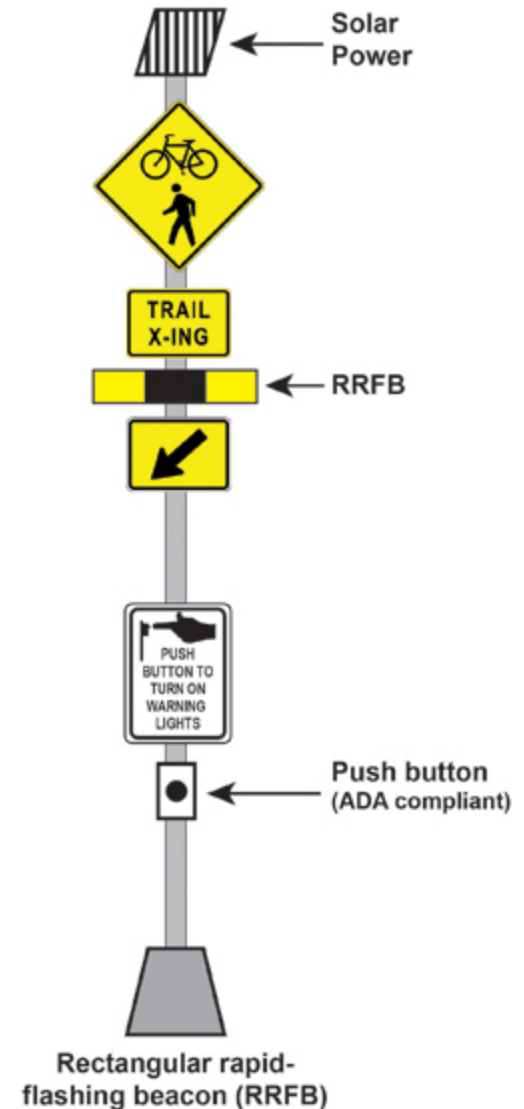
Ongoing

- Presented to UTC July 2014
- Posted PHB process/lists to website
- On-going process improvement
- No funding for new PHBs; working to identify funding
- Add existing PHB data to CoA Data Portal.
- Signal request process
- Hire/assign Program Manager

Rectangular Rapid Flashing Beacon (RRFB)



- Does not present a “red” condition to cars.
- Pedestrian activated.
- Less expensive than PHB (\$10-\$15k vs. \$60k).
- Currently researching effectiveness studies.
- Considering for use on smaller roadways.



Pedestrian Advisory Council

Thank You



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