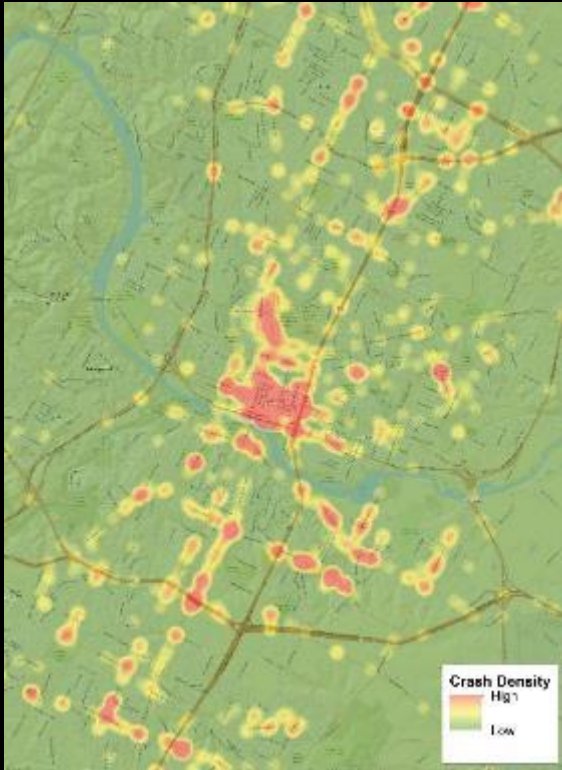# Pedestrian Safety Action Plan Update

Pedestrian Advisory Council
June 29th, 2017

Pedestrian Safety Action Plan

timeline

June 29th   PAC briefing
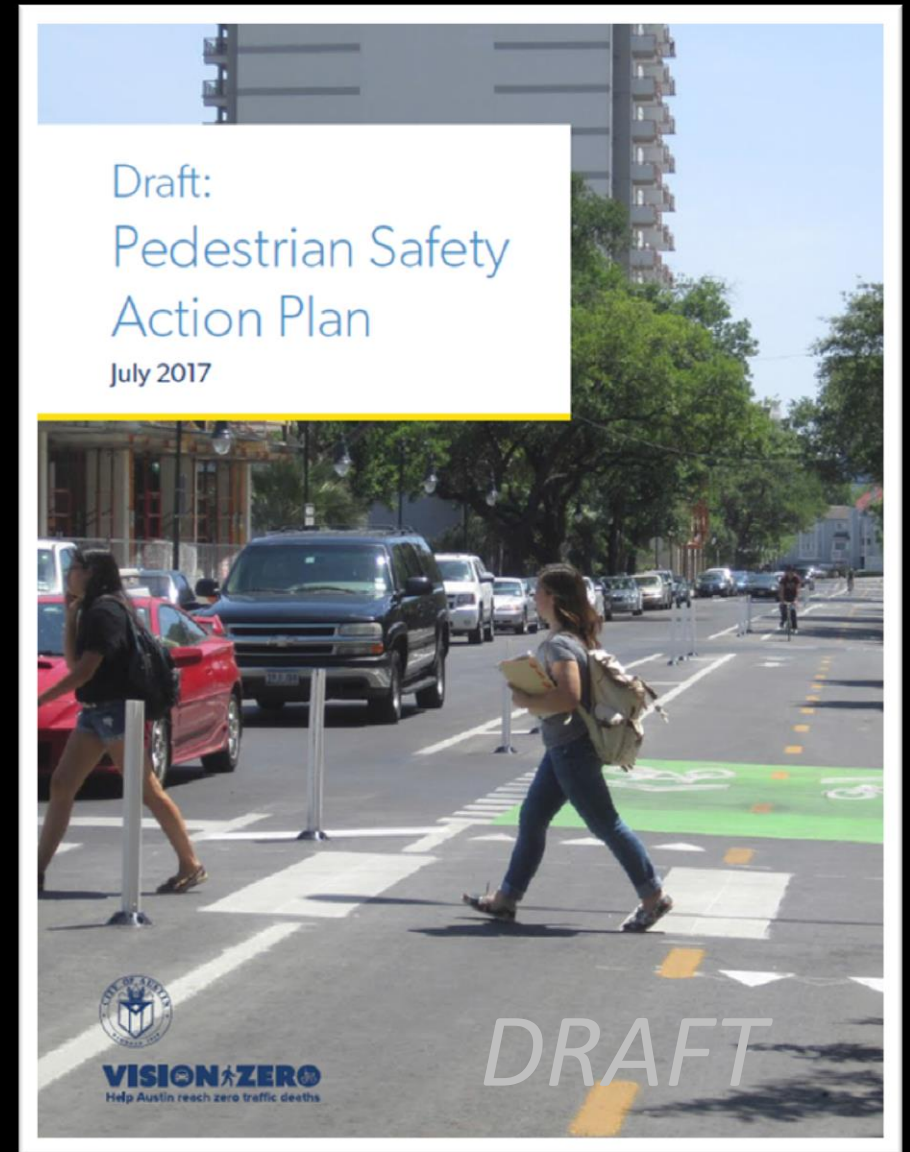
Mid-July   Draft PSAP available for public review

July 26th   PAC Project Subcommittee workshop on PSAP

August 7th   Full PAC recommendation

Throughout August   briefings to boards + commissions
                                      revisions to draft plan

~September: Council considers plan
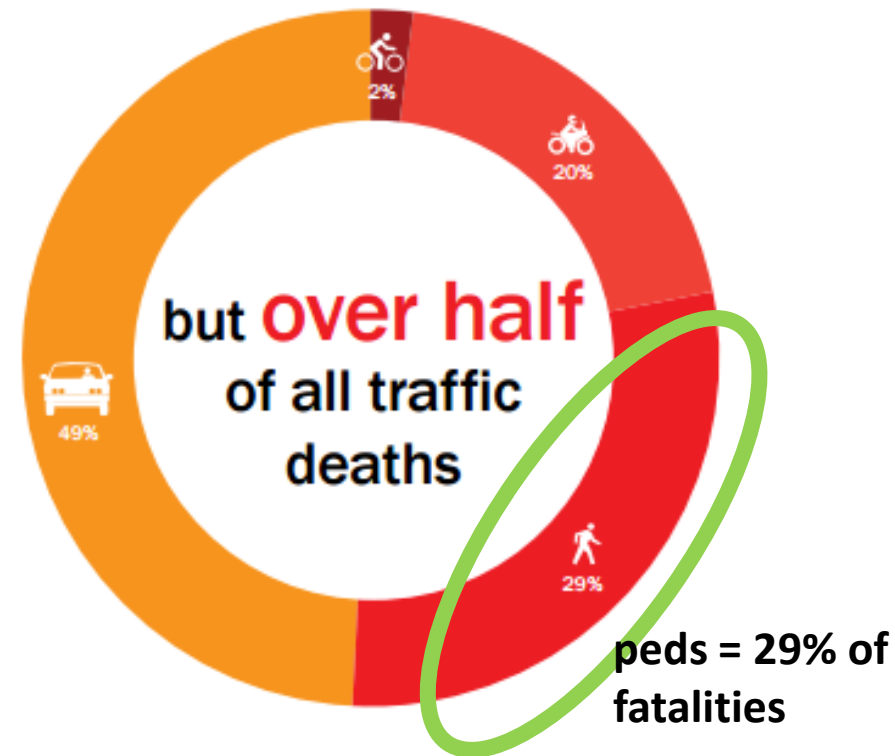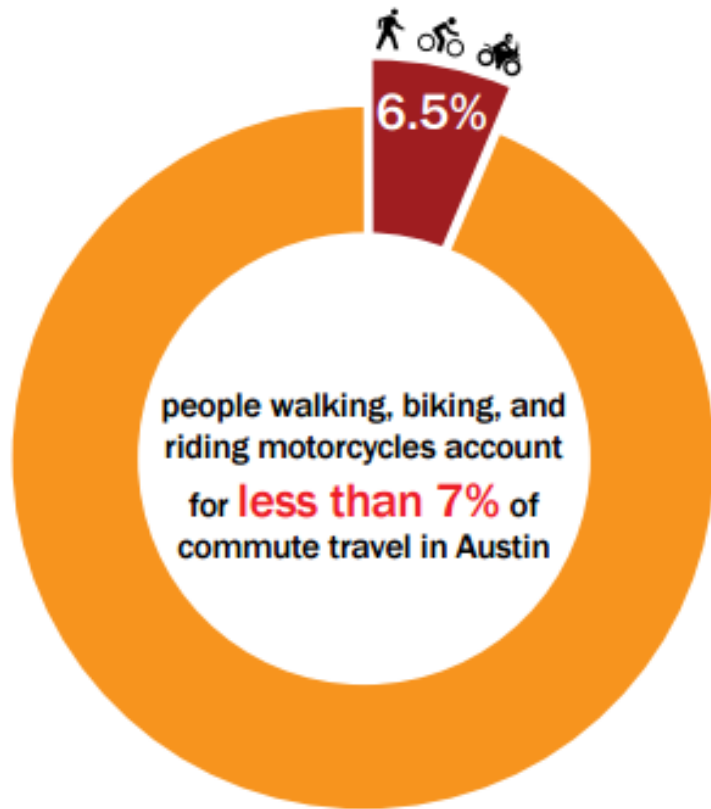
Pedestrian Safety Action Plan

plan contents

Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

6.5%

people walking, biking, and riding motorcycles account for **less than 7%** of commute travel in Austin

but **over half** of all traffic deaths
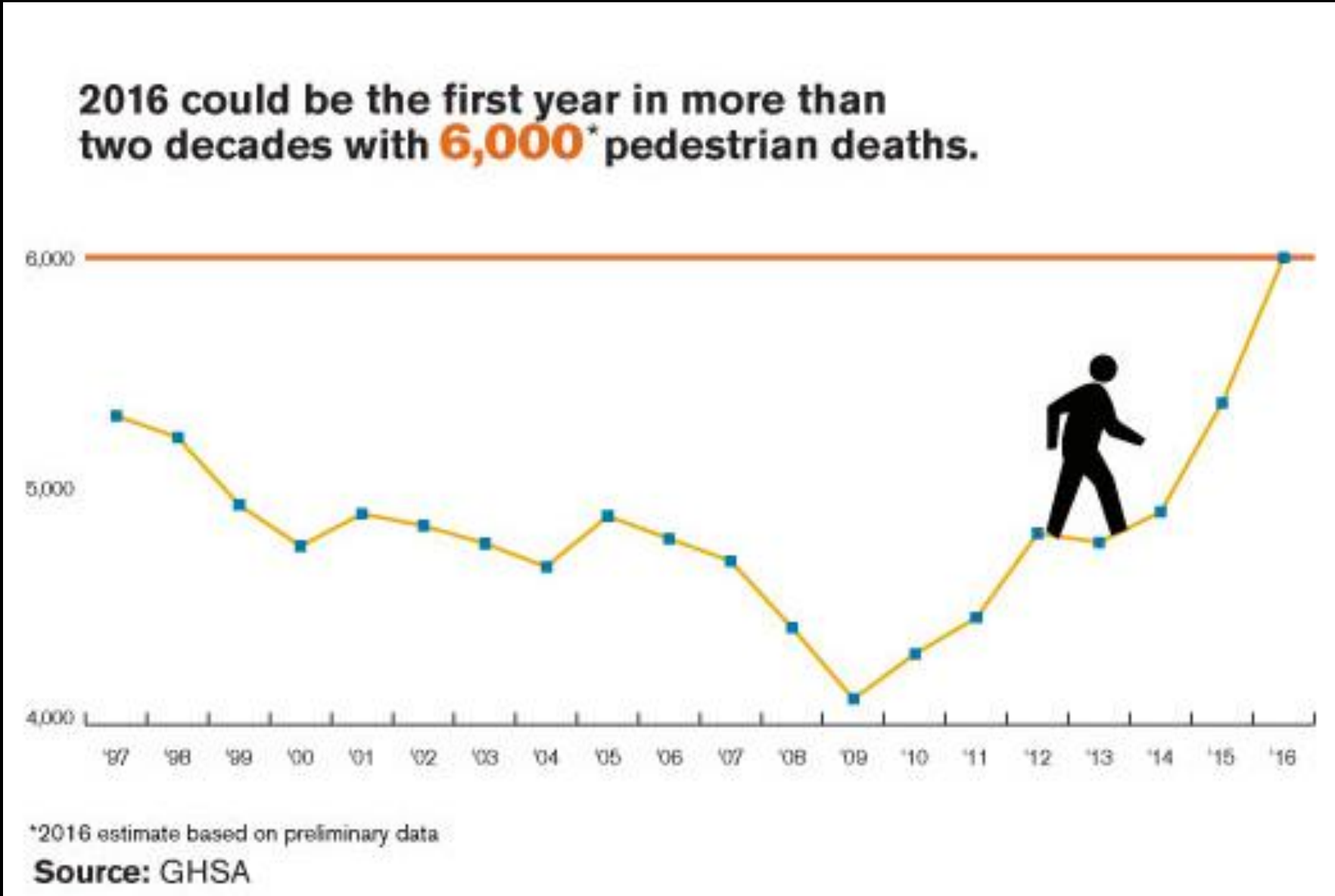
2%

20%

49%

29%

peds = 29% of fatalities

Source: American Community Survey Journey to Work Data (2013 5-year aggregate) and City of Austin Traffic Safety Data.
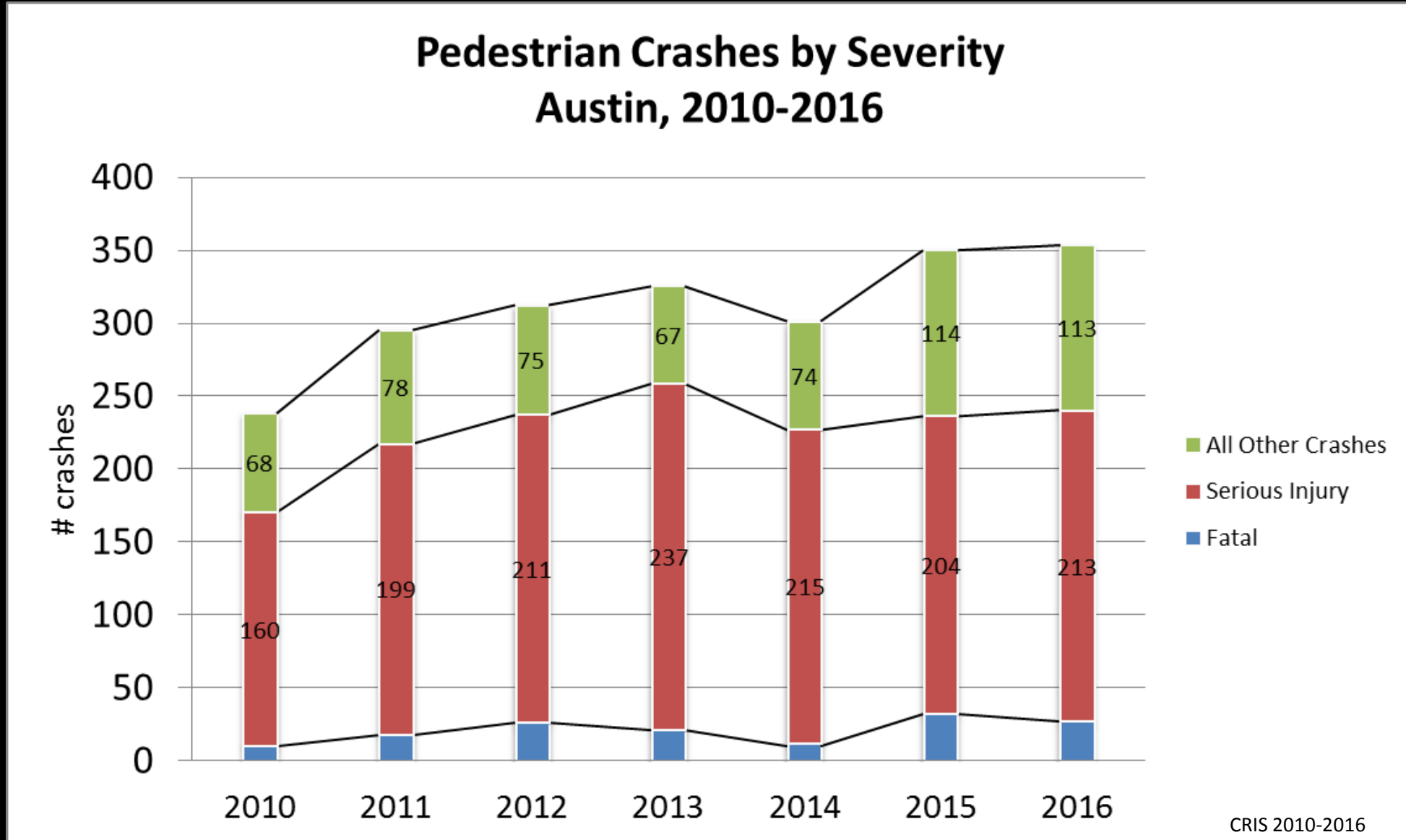
4

Pedestrian Safety Action Plan

2016 could be the first year in more than two decades with **6,000*** pedestrian deaths.

*2016 estimate based on preliminary data

Source: GHSA

5

Pedestrian Safety Action Plan

Pedestrian Crashes by Severity
Austin, 2010-2016

CRIS 2010-2016

6

Pedestrian Safety Action Plan

Estimated
$50 million - $400 million
economic impact per year

National Safety Council. *Estimating the Costs of Unintentional Injuries, 2014*

wage and productivity losses

medical expenses

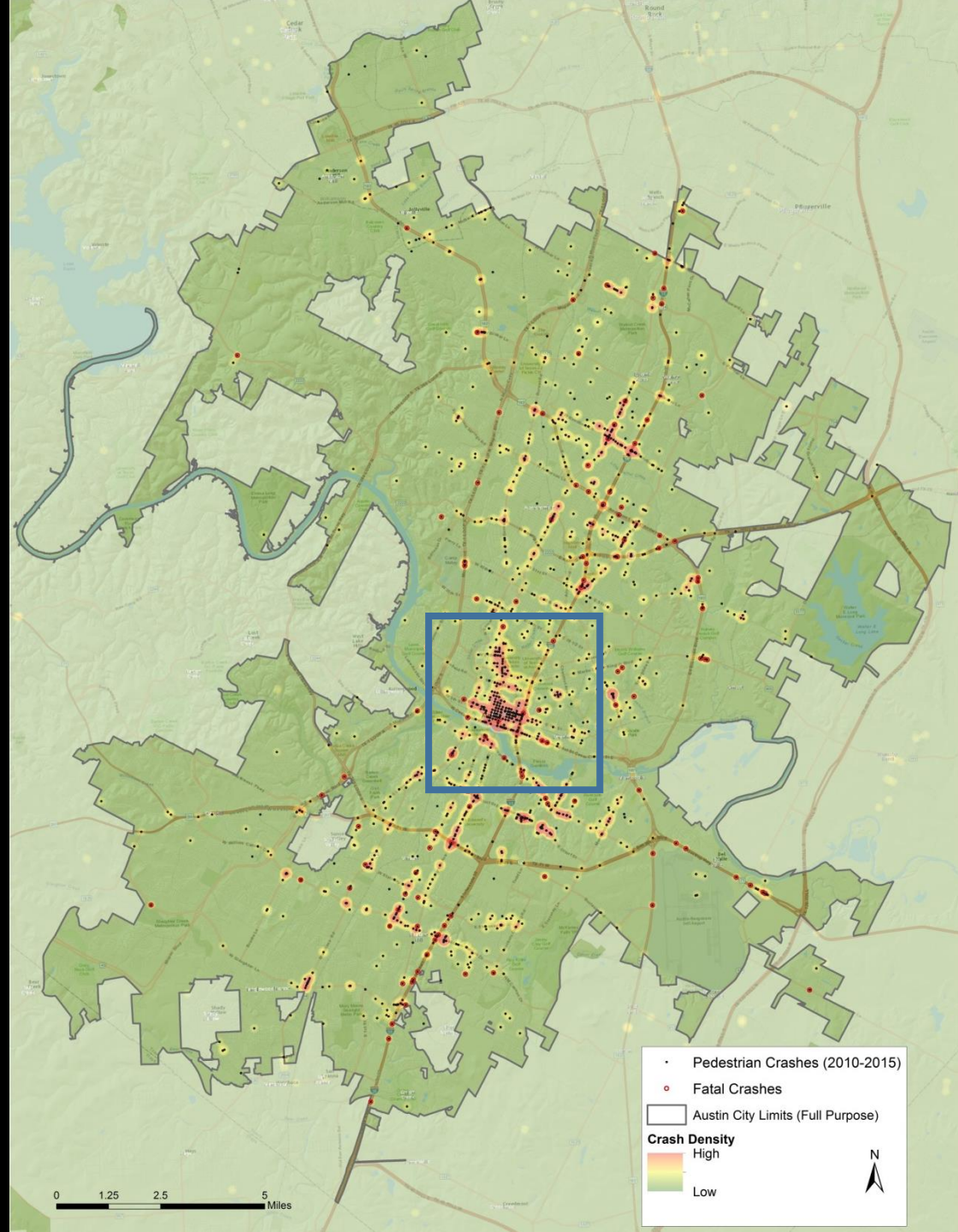administrative expenses

motor vehicle damage

employers' uninsured costs

value of lost quality of life
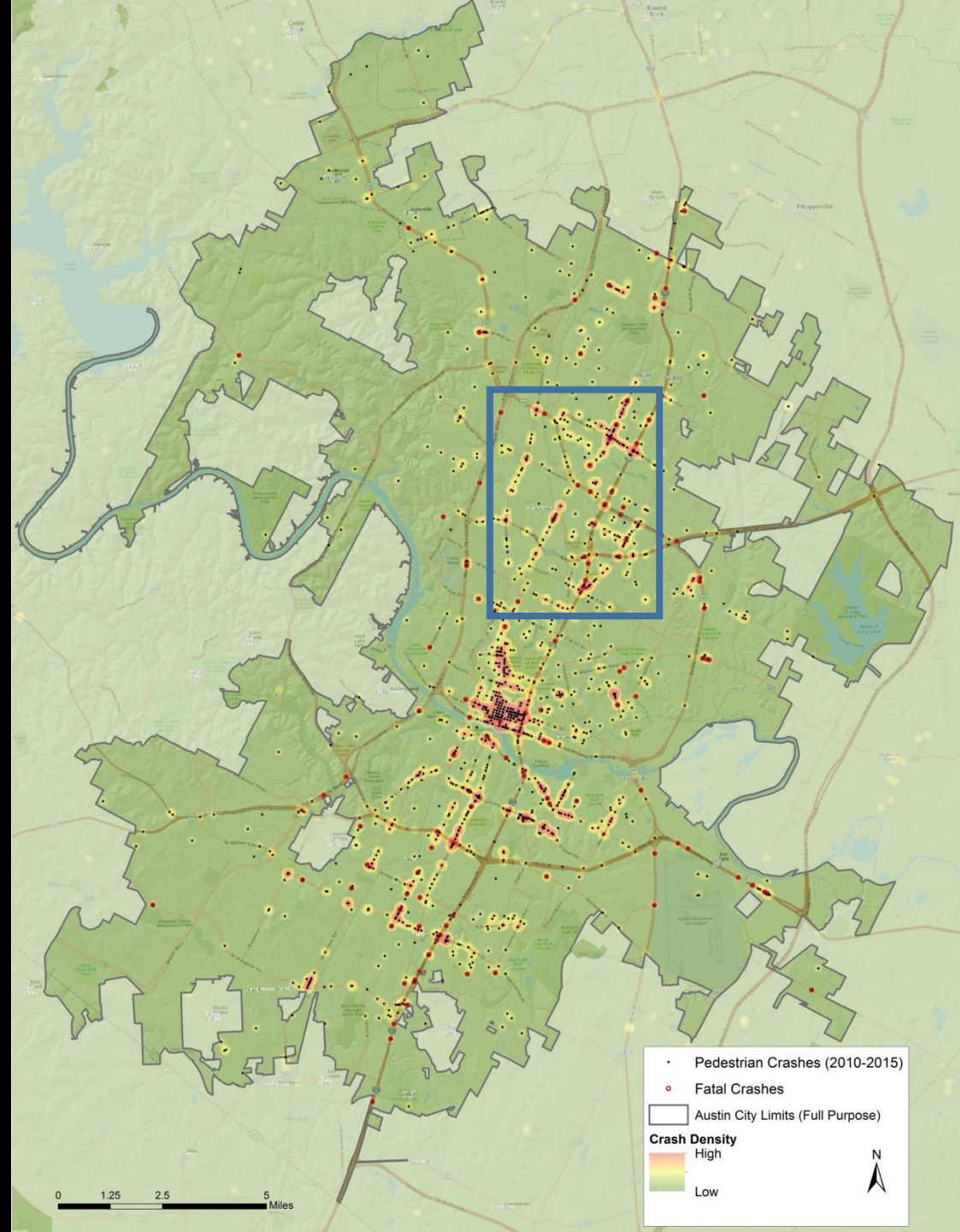
Pedestrian Safety Action Plan

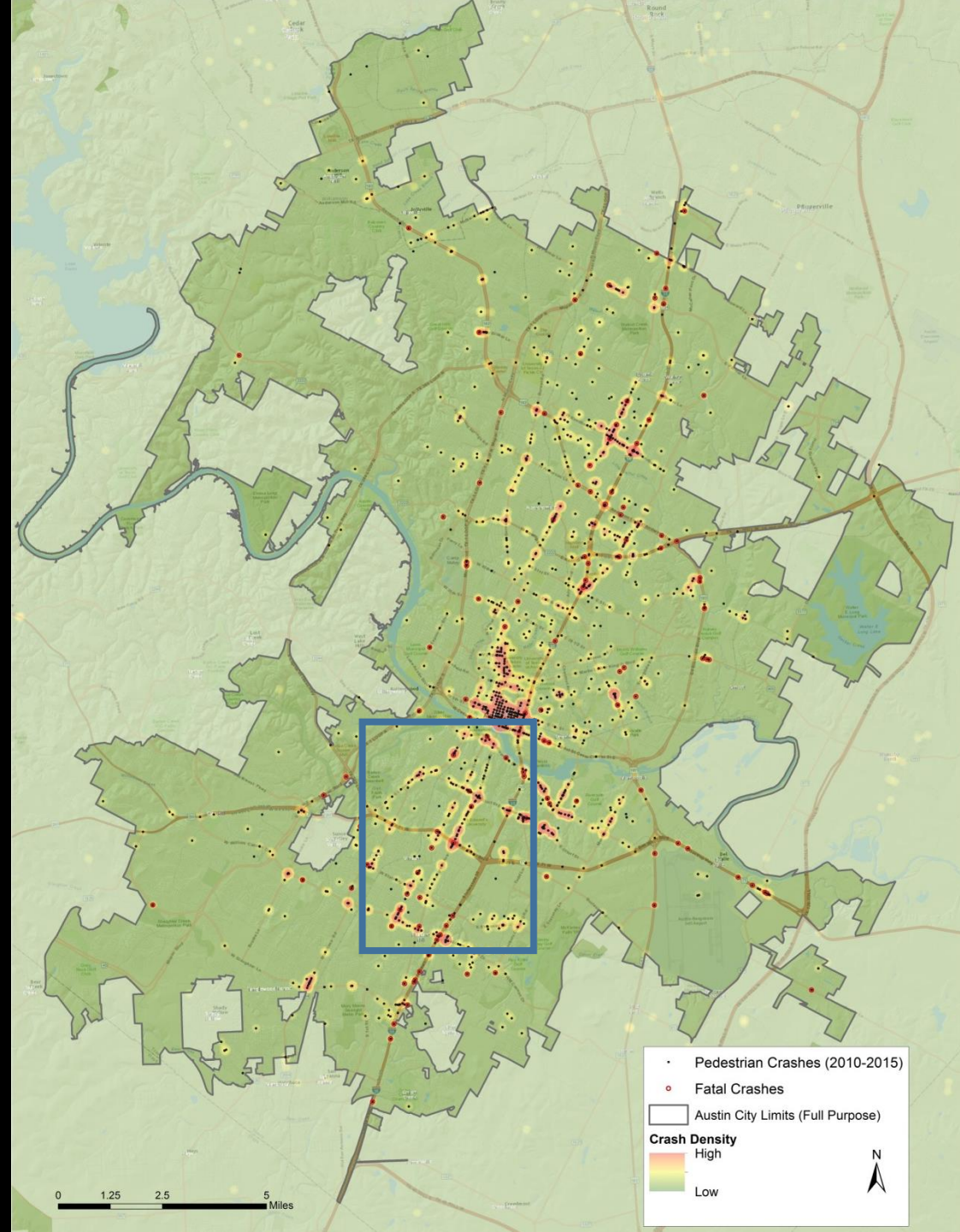## Chapter 2 – *Pedestrian Crash Analysis*

Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*

Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*

Pedestrian Safety Action Plan
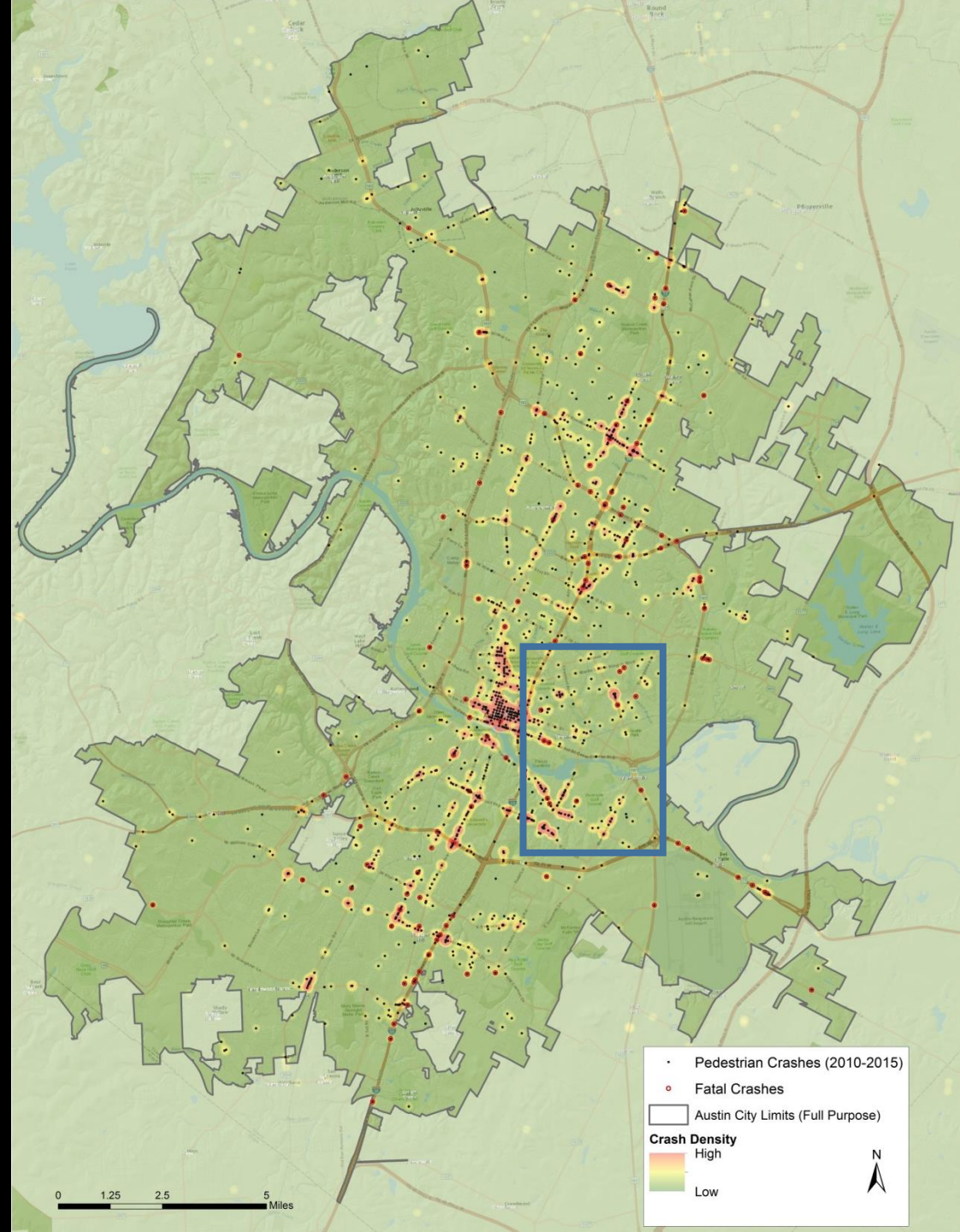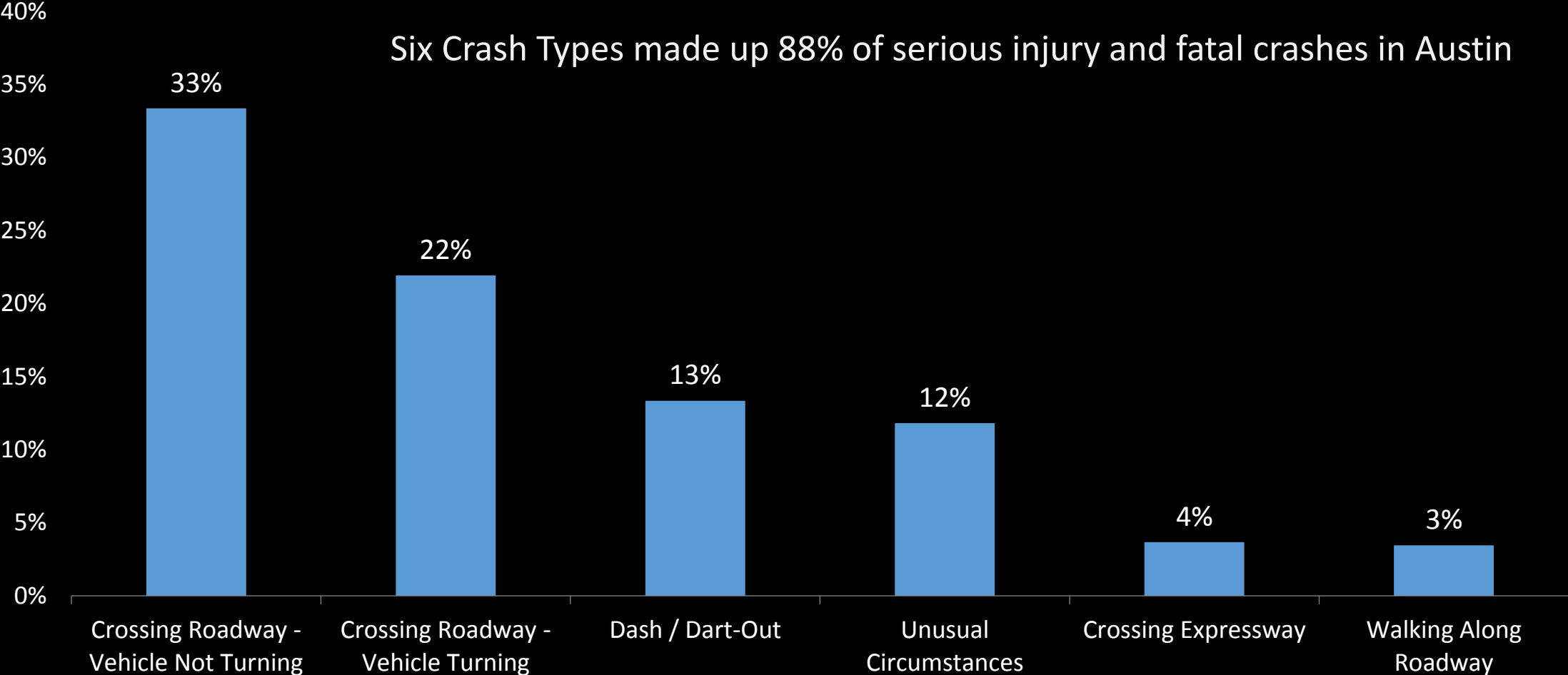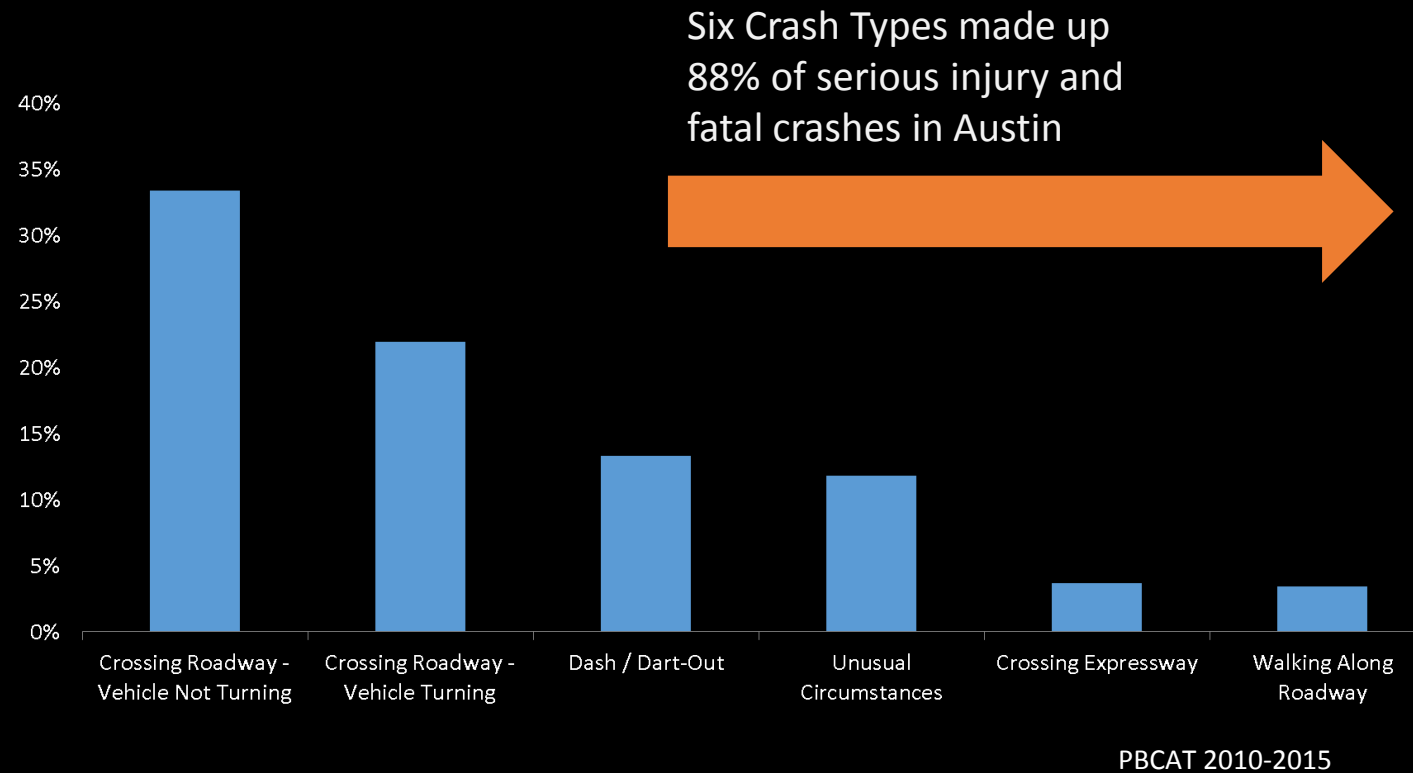## Chapter 2 – *Pedestrian Crash Analysis*

Pedestrian Crashes (2010-2015)
Fatal Crashes
Austin City Limits (Full Purpose)
Crash Density
High
Low

0   1.25   2.5   5
Miles

Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

Six Crash Types made up 88% of serious injury and fatal crashes in Austin

Crash Type	Percentage
Crossing Roadway - Vehicle Not Turning	33%
Crossing Roadway - Vehicle Turning	22%
Dash / Dart-Out	13%
Unusual Circumstances	12%
Crossing Expressway	4%
Walking Along Roadway	3%

PBCAT 2010-2015

Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

Six Crash Types made up 88% of serious injury and fatal crashes in Austin

PBCAT 2010-2015

Dash / Dart-Out

Description: The pedestrian either ran into the roadway in front of a motorist whose view of the pedestrian was not obstructed (Dash) or walked or ran into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact (Dart-Out).

Figure X. Dart-Out

Key Findings:

- *Dash/Dart-Out* crashes were more severe than crashes in other crash groups, resulting in incapacitating injury 36% of the time and fatality 10% of the time (compared with 23% and 9%, respectively, for KAB crashes in all Crash Groups).
- The *Dash* Crash Type was responsible for third most number of fatalities of any Crash Type (n=14).
- Pedestrians were found to be at fault in 86% of *Dash* crashes and 88% of *Dart-Out* crashes; Motorists were at fault 9% and 6% of the time, respectively.
- Pedestrian Alcohol Use was reported in 11% of *Dash* crashes and 6% of *Dart-Out* crashes, compared with Driver Alcohol Use, which was reported in 2% of *Dash* crashes and in zero *Dart-Out* crashes.
- There was a traffic signal within 50 ft of the crash in 18% of crashes in this crash group; 78% occurred within 1/8th mile of a traffic signal.
- 66% of *Dash* crashes occurred in the travel lane and 32% occurred in the crosswalk area.
  - For crashes that occurred in the crosswalk area, 90% of the time they were marked.
- 82% of *Dart-Out* crashes occurred in the travel lane and 15% occurred within the crosswalk area.
  - Of the crashes that occurred in the crosswalk area, 60% of the time they were marked.
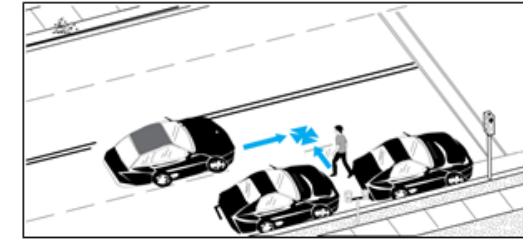
Potential Countermeasures

- ➢ Provide adequate nighttime lighting.
- ➢ Narrow travel lanes.
- ➢ Provide curb extensions.
- ➢ Install spot street narrowing at high midblock-crossing locations.
- ➢ Implement traffic-calming measures such as chicanes, speed humps, or speed tables.
- ➢ Design gateway to alert motorists that they are entering neighborhood with high level of pedestrian activity.
- ➢ Convert street to driveway link/serpentine, shared street, or a pedestrian street.
- ➢ Provide adult crossing guard (in school zone).
- ➢ Remove or restrict on-street parking.
- ➢ Add on-street parking enhancements.
- ➢ Relocate bus stop.
- ➢ Install overpass or underpass.
- ➢ Install medians or pedestrian crossing islands.
- ➢ Provide staggered crosswalk through the median (forcing pedestrians to walk and look to the right for oncoming traffic in the second half of street).
- ➢ alert drivers to pedestrian crossing area.
- ➢ Adjust school district boundaries.
- ➢ Enforce speed limits, pedestrian ordinances.
- ➢ Implement driver education program.
- ➢ Implement pedestrian education program.

Countermeasures and crash images adapted from FHWA's *Pedestrian Safety Guide and Countermeasure Selection System*
http://www.pedbikesafe.org/PEDSAFE/guide_analysis_CrashTypeAnalysis.cfm

Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

Driveways 6%

Mid-Block 38%

Intersection or Near Intersection 56%
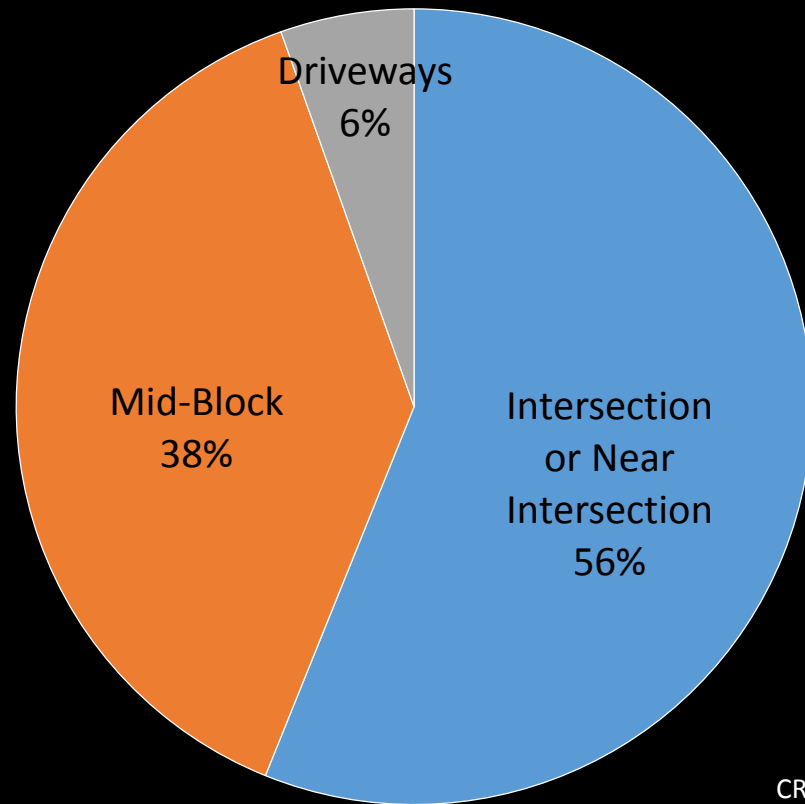
CRIS 2010-2016

Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

When fault was assigned, Motorists
were found to be at fault 48% of
the time compared with
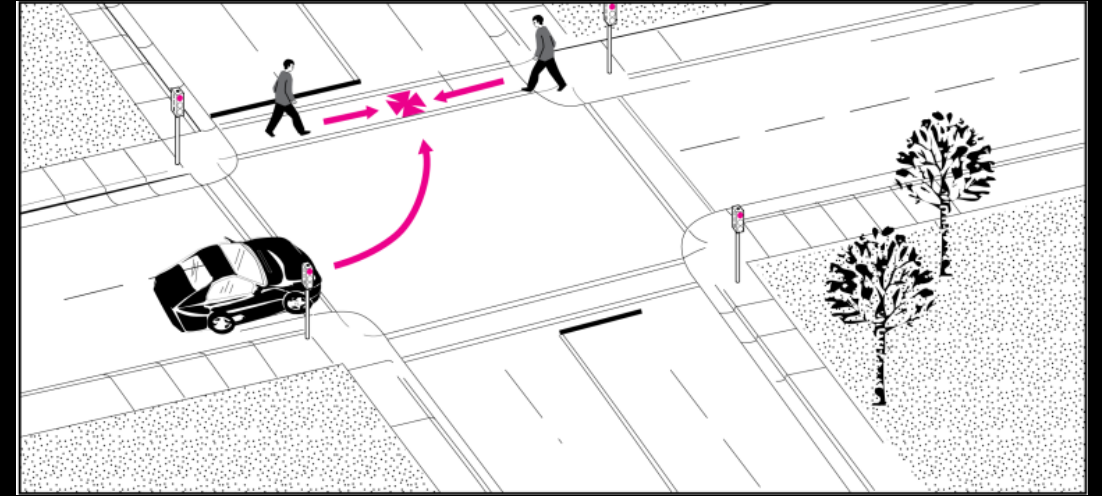Pedestrians at 44% of the time.

(PBCAT 2010-2015)

Pedestrian Safety Action Plan

In "Crossing Roadway - Vehicle Turning" Crashes, drivers were found to be at fault 80% of the time, while pedestrians were found to be at fault 11% of the time.

(PBCAT 2010-2015)

Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

In "Crossing Roadway - Vehicle *NOT* Turning" Crashes, drivers were found to be at fault 44% of the time, while pedestrians were found to be at fault 56% of the time.

(PBCAT 2010-2015)
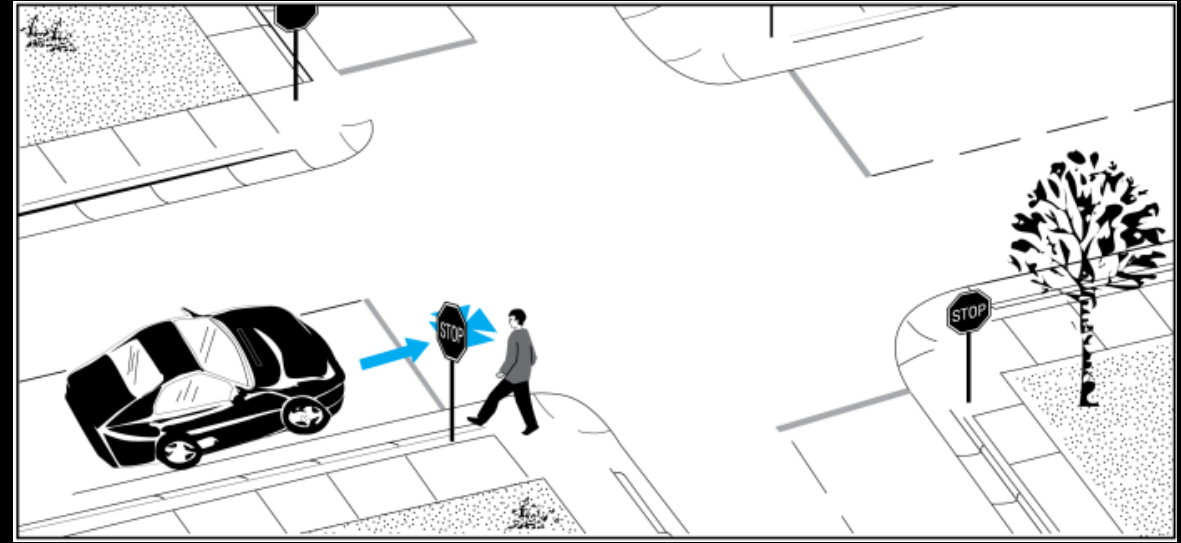
Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*

Pedestrian Safety Action Plan

Street Width and Crash Severity
Pedestrian Crashes, Austin, 2010-2015

CRIS 2010-2015

Pedestrian Safety Action Plan

Number of Lanes and Crash Severity
Pedestrian Crashes in Austin, 2010-2015

CRIS 2010-2015
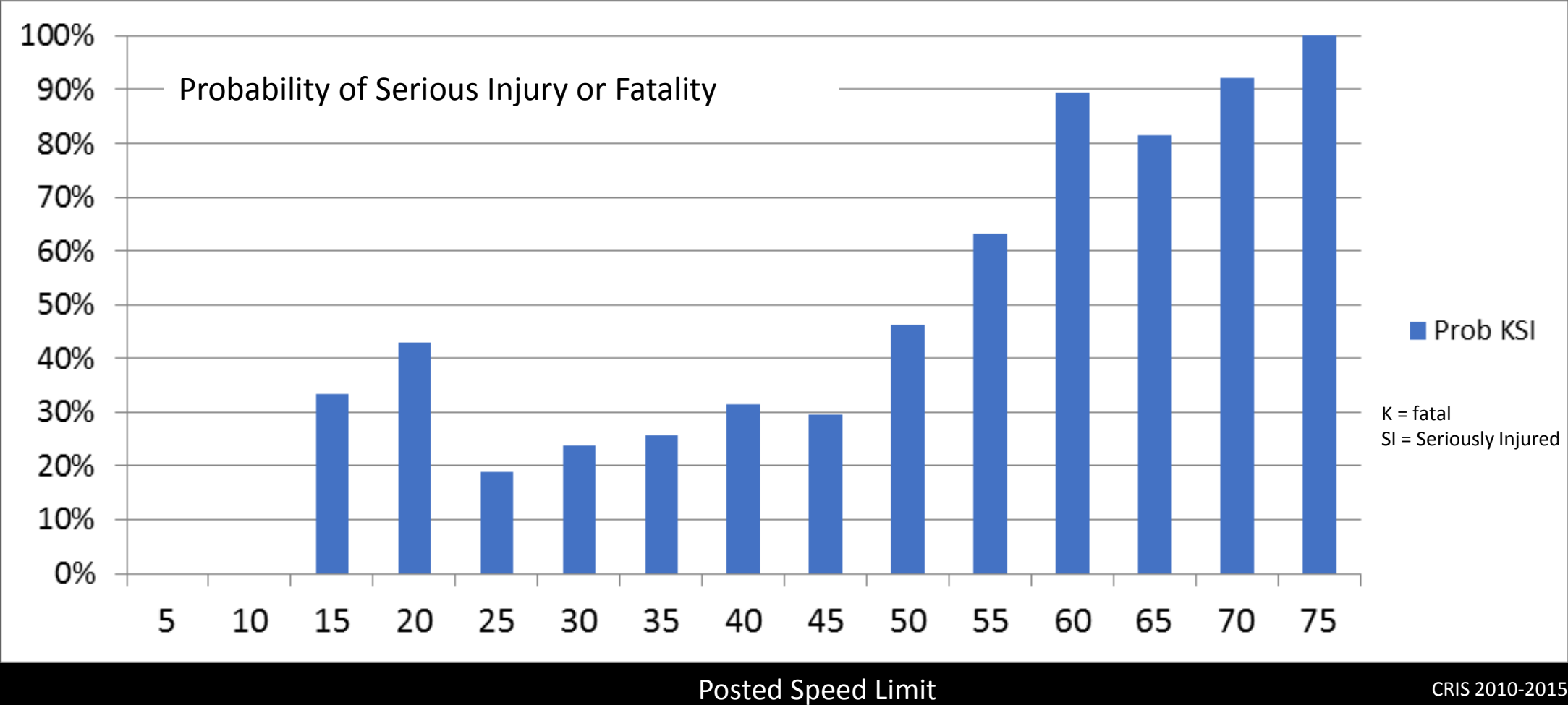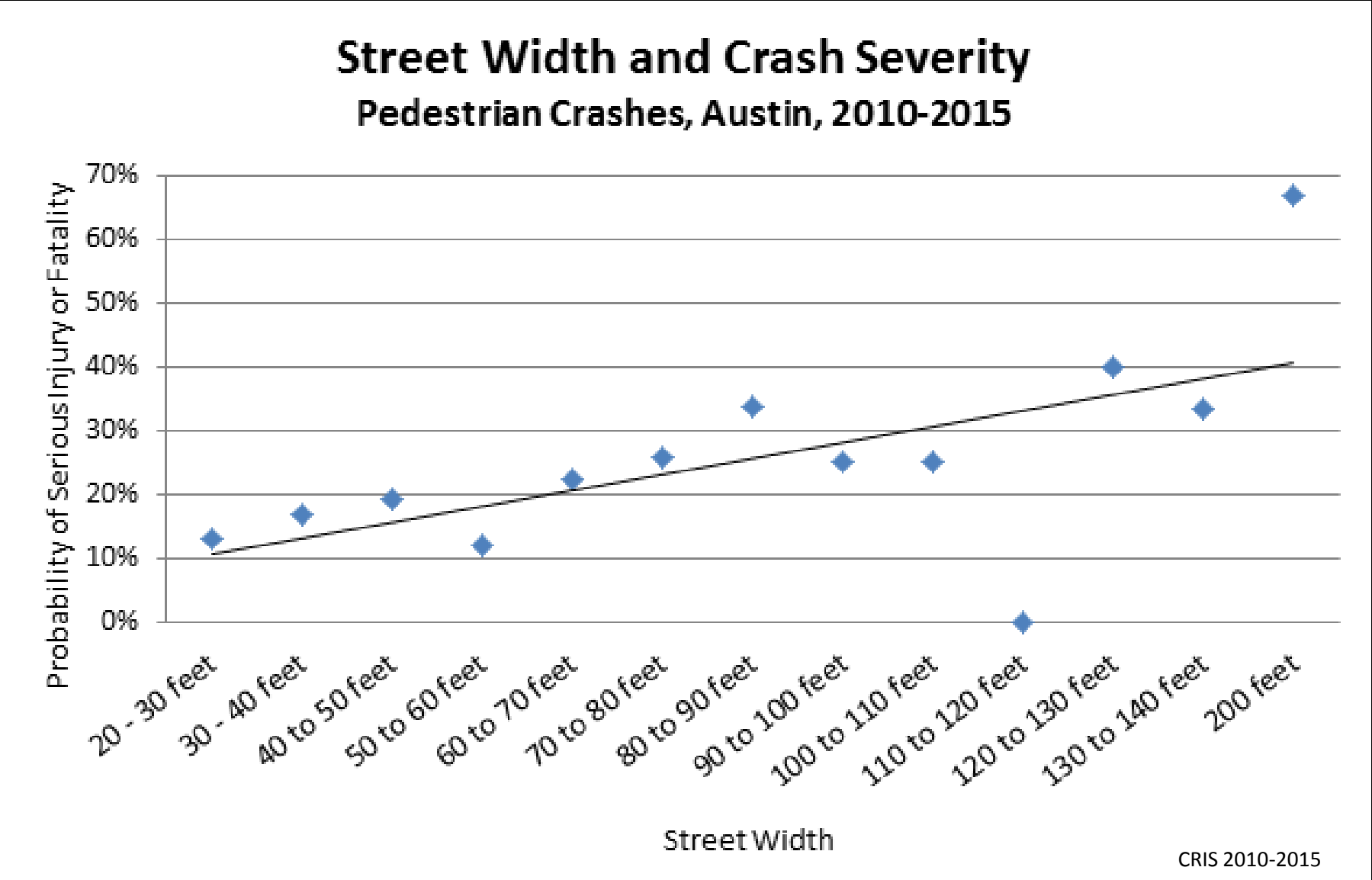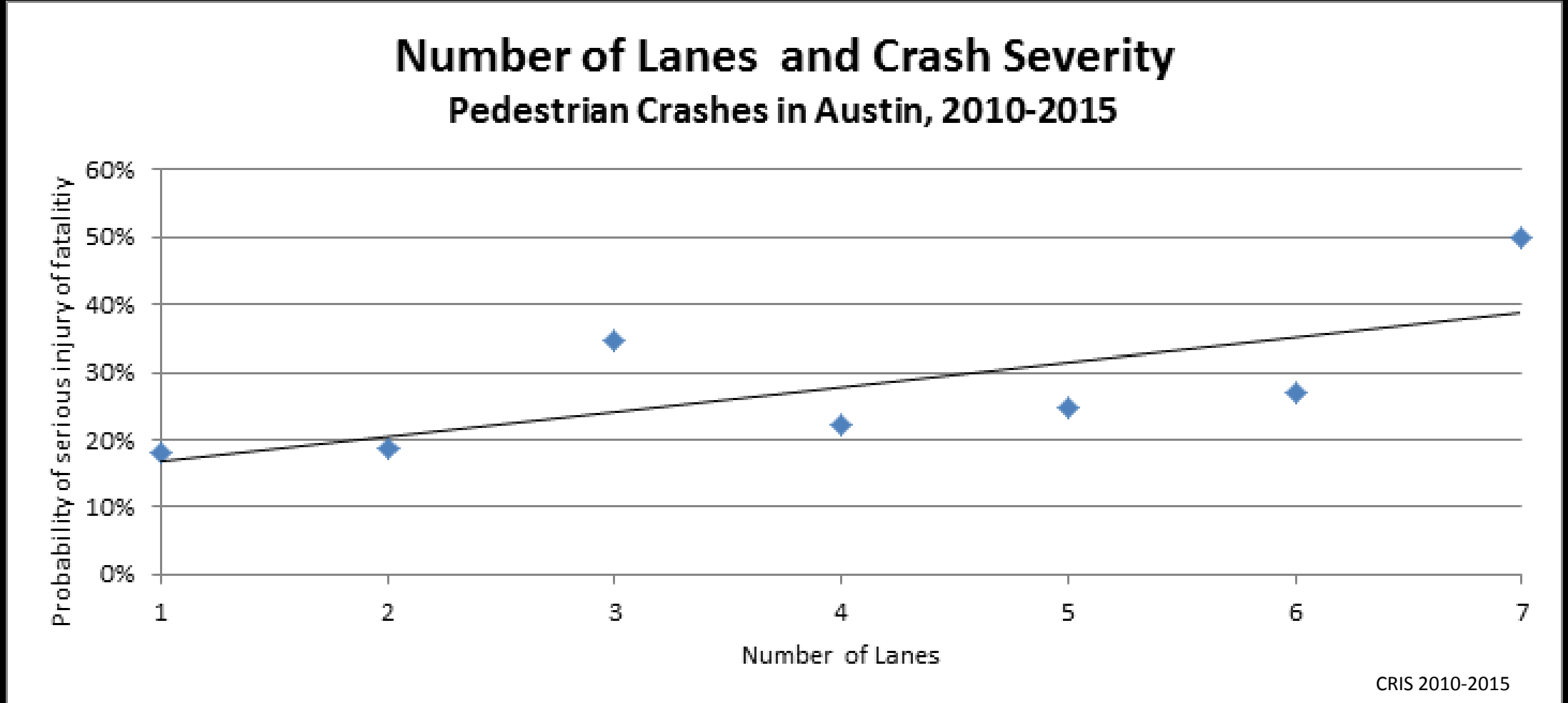
Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*

For crashes that occurred in the dark, the presence of street lighting was correlated with an 8% reduction in the probability of fatality or incapacitating injury.

CRIS 2010-2015

Crash Severity	Avg. distance to nearest street light
Fatal	134 feet
Incapacitating Injury	99 feet
Non-Incapacitating Injury	72 feet
Not Injured/Possible Injury	78 feet
Average for all	87 feet

CRIS 2010-2015
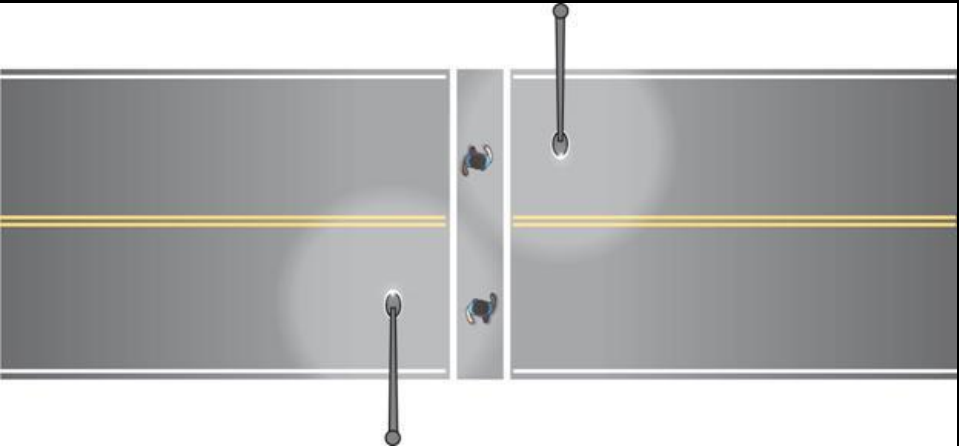
Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

Top Contributing Factors

Factor	n	% of total
Failure to Yield	965	51%
Distraction	315	17%
Impairment	162	9%
Improper Maneuver	132	7%
Speed	60	3%
Failure to Stop	46	2%
Other	209	11%
Total Mentions	1,889	

PSAP

Chapter 2 – *Pedestrian Crash Analysis*

Serious Injury and Fatal Crashes per Capita

By Census Tract

Serious Injury and Fatal Crashes per 1,000 people

- 0.00 - 0.12
- 0.13 - 0.37
- 0.38 - 0.78
- 0.79 - 1.26
- 1.27 - 2.00
- 2.01 - 3.33
- 3.34 - 5.16
- 5.17 - 7.92
- 7.93 - 13.94
- 13.95 - 31.70
- Highest Crash Tracts
- Lowest Crash Tracts

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community
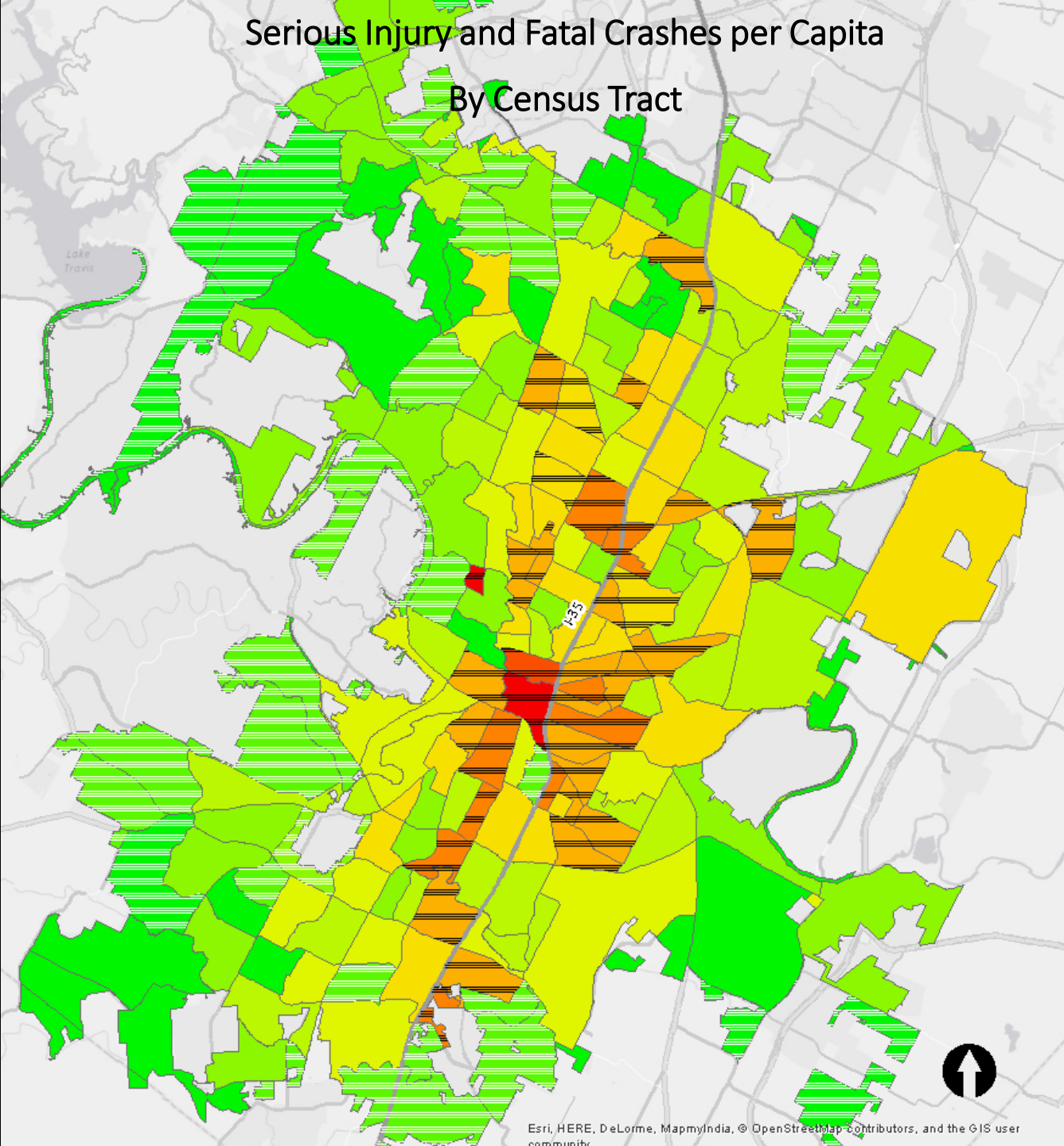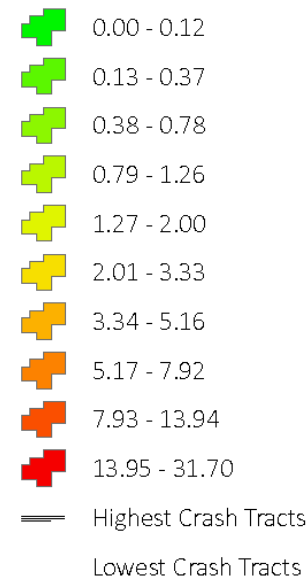
Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*

When comparing the *highest crash* Census Tracts versus the *lowest crash* Census Tracts in Austin, the *highest crash* Tracts have:

- 20% lower car ownership

- 4X transit ridership

- $49K median household income vs $90k ($65 for entire City)

- 26% non-white vs 18% non-white (24% for all of Austin)
    38% Hispanic/Latino vs 25% Hispanic/Latino (34% for all of Austin)
    11% black vs 4% black (8% for all of Austin)

- 13% speak English "less than very well" vs 5% (10% all of Austin)
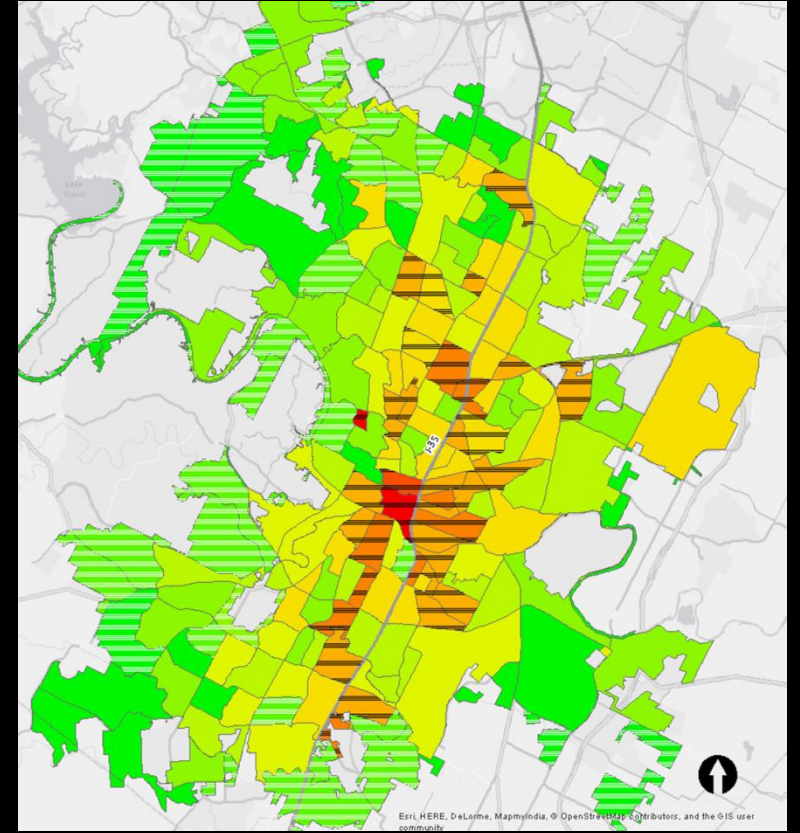
Pedestrian Safety Action Plan

Chapter 2 – *Pedestrian Crash Analysis*

"Crossing Expressway" accounts for only 4% of serious injury/fatal (KAB) pedestrian crashes in Austin
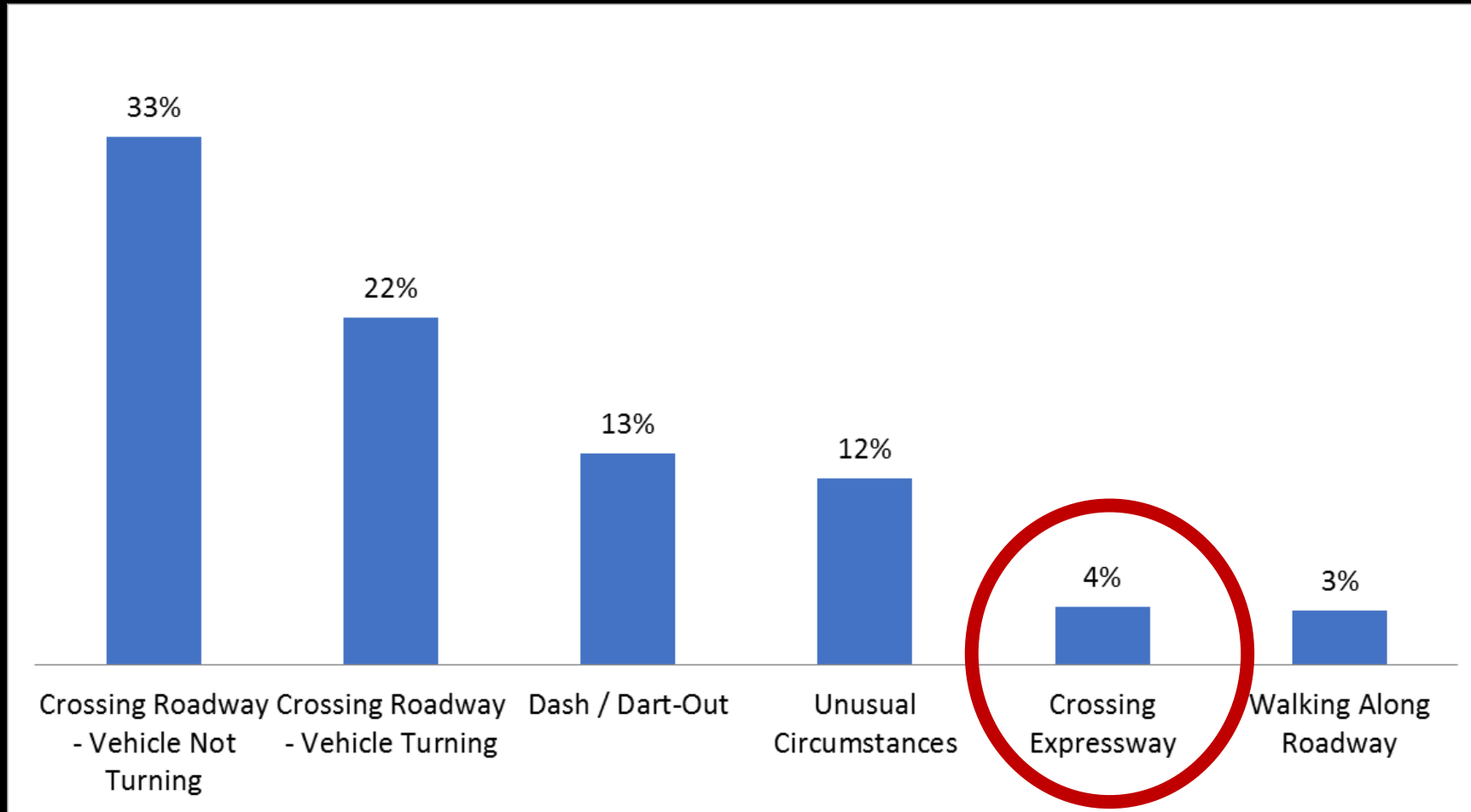
PBACT 2010-2015

Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*

"Crossing Expressway" accounts for nearly a quarter of all pedestrian fatalities in Austin

CRIS 2010-2015
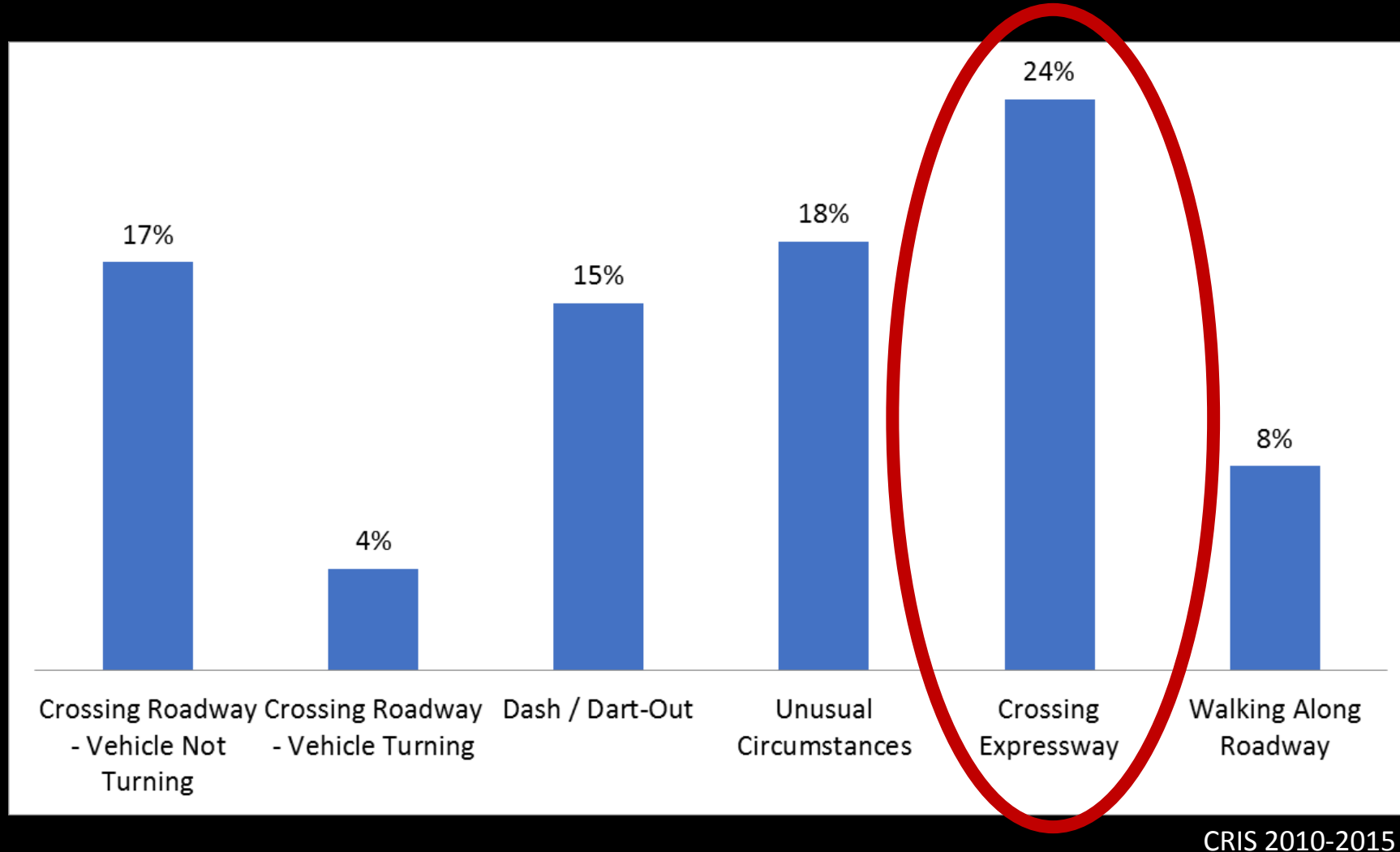
Pedestrian Safety Action Plan
Chapter 2 – *Pedestrian Crash Analysis*
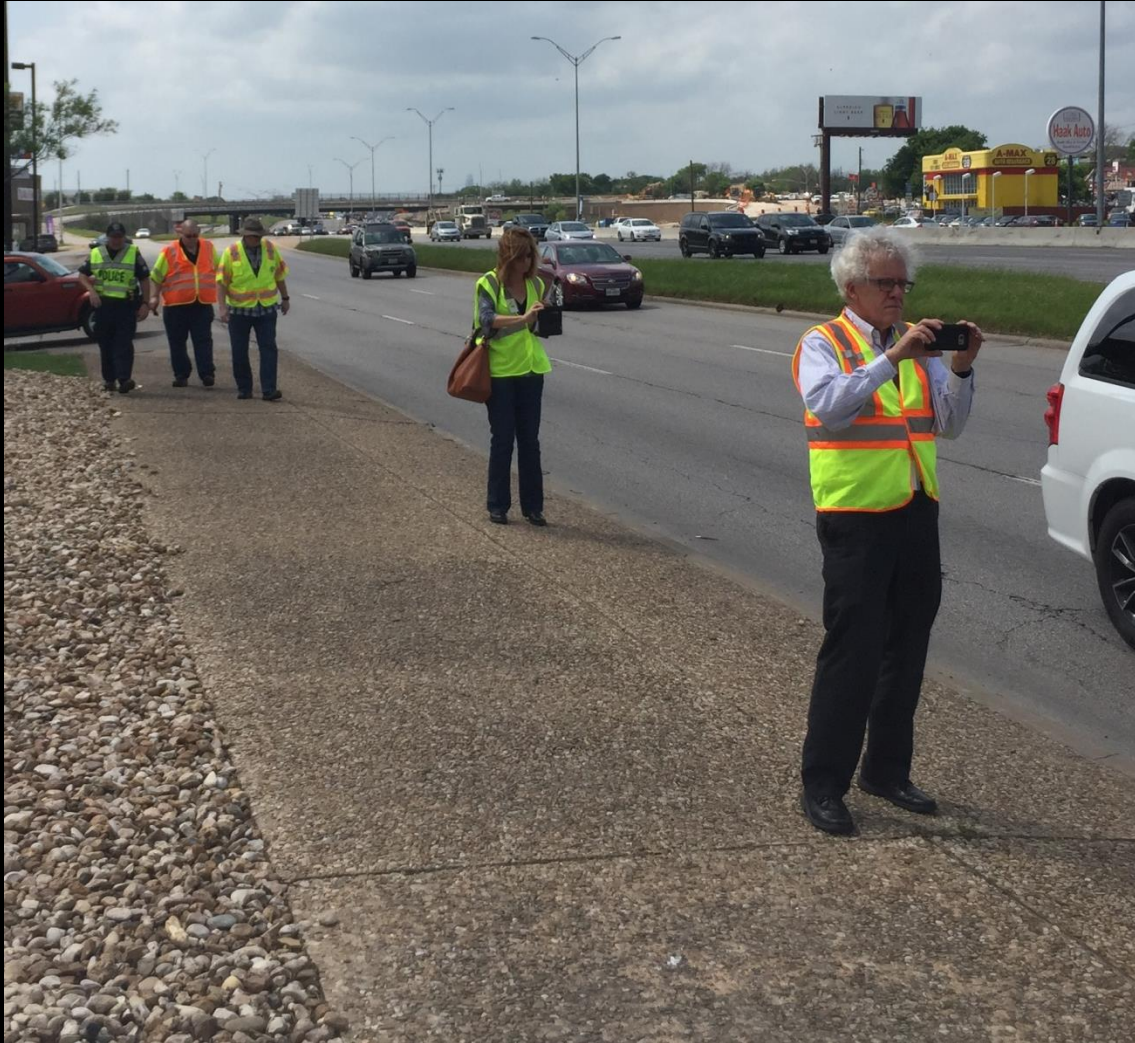
I-35 Pedestrian Road Safety Audit – March 28th-30th, 2017

Pedestrian Crash Hot Spots
2010-2015

St. Johns Ave

51st Street

Crash Density
High

Low

Ped Crashes
Fatal Crash

Pedestrian Safety Action Plan
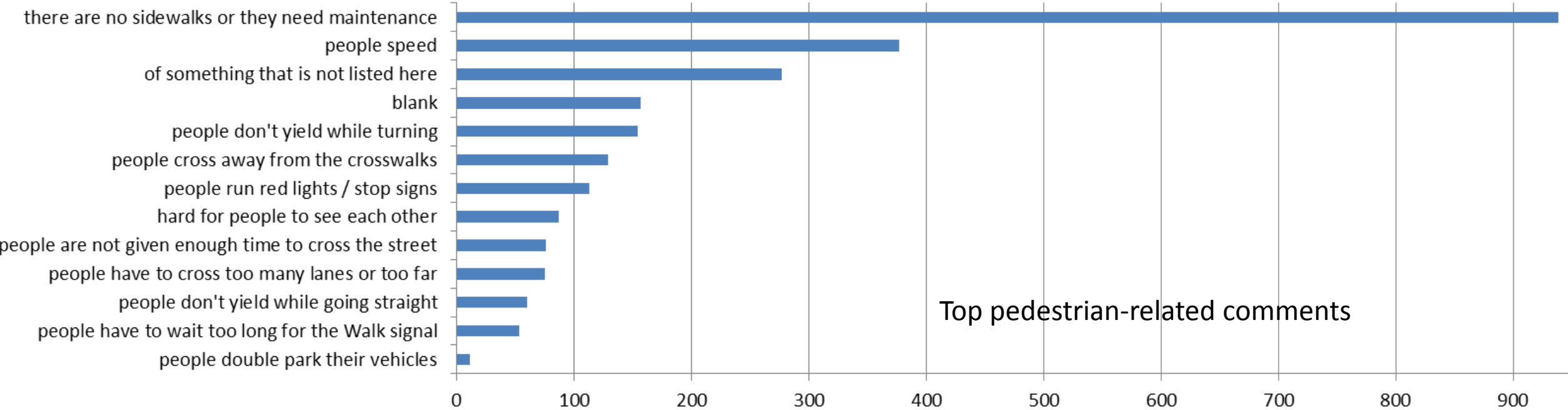
Chapter 3 – *Community Priorities*

Pedestrian Safety Action Plan

Chapter 3 – *Community Priorities*

7,200+ comments as of May 1st

Top pedestrian-related comments

Pedestrian Safety Action

Chapter 3 – *Community Priorities*

Pedestrian Safety Action Plan

Locations with high crash totals, regardless of injury severity	75
Proximity to Public or Private Schools	65
Proximity to Places of Public Accomodation	51
Proximity to Transit Stops	50
Locations with high traffic speeds	49
Locations with long distances between traffic signals	48
Locations with high traffic volumes	47
Locations that lack bicycle facilities	44
Proximity to Grocery Stores	35
Residential Population of the surronding area	31
Proximity to Government Offices	2
Proximity to Commercial Centers	2
Locations with low traffic speeds or volumes	1
Locations that are unlikely to redevelop in the near-term	1
Locations that serve people with disabilities	1
Locations that help complete safe routes to schools and transit	1
Locations with little/no street lighting	1
Areas with high bicycle mode share	1
Areas high % population under 16	1
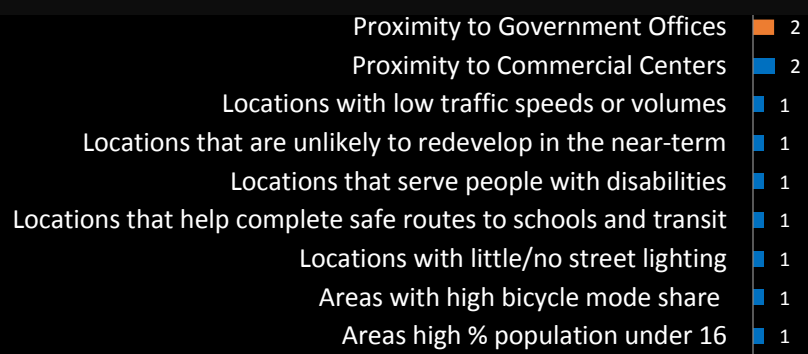
n = 700

Pedestrian Safety Action Plan
Chapter 4 - *Pedestrian Safety Priority Network*

Three components:

Crash Score

Demand Score

Risk Characteristics Score

Pedestrian Safety Action Plan

Chapter 4 - *Pedestrian Safety Priority Network*

Crash Score

- Total # of pedestrian crashes (2010-2015)

    - Higher weight given to severe injury and fatal crashes

- Segments = crashes per mile

- Intersections = total crashes within 100 ft.
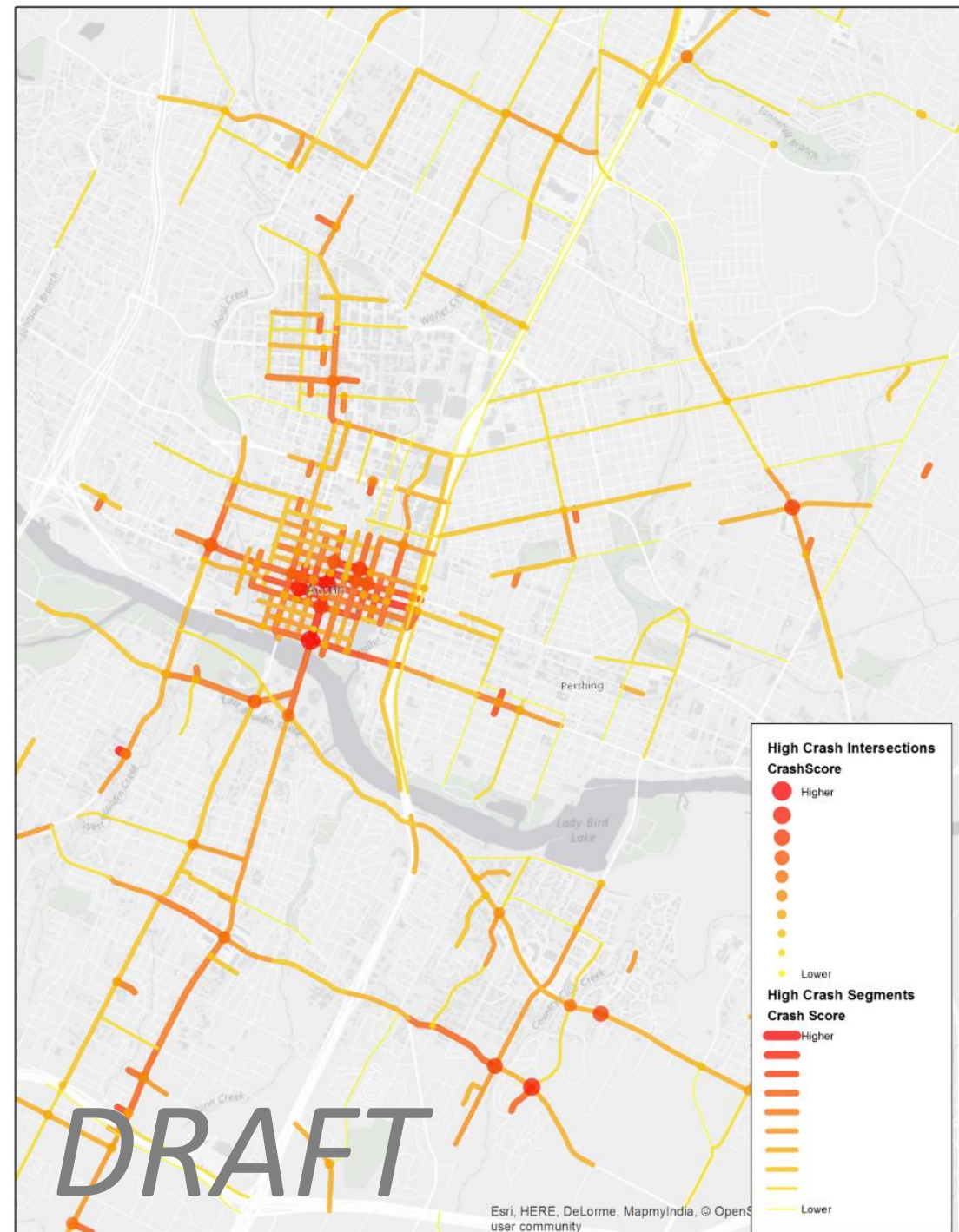
Pedestrian Safety Action Plan
Chapter 4 - *Pedestrian Safety Priority Network*

Demand Score

- Adapted from Sidewalk Master Plan prioritization criteria

- Based on proximity to:
  - Transit Stops
  - Public or Private Schools
  - Major Employers
  - Grocery Stores
  - Commuter Rail Stations
  - Government Offices
  - Places of Public Accommodation (parks, fire/police stations, hospitals, libraries, museums,, etc.)
  - Core Transit Corridors
  - **Places that Older Adults Frequent** (health care facilities, nursing homes, etc.)

  - **Income Restricted Affordable Housing**
  - Public Parking Facilities
  - Religious Institutions
  - Residential Population (density) of the surrounding area
  - **Median Household Income of the surrounding area**

- Additional criteria added: car ownership of census tract
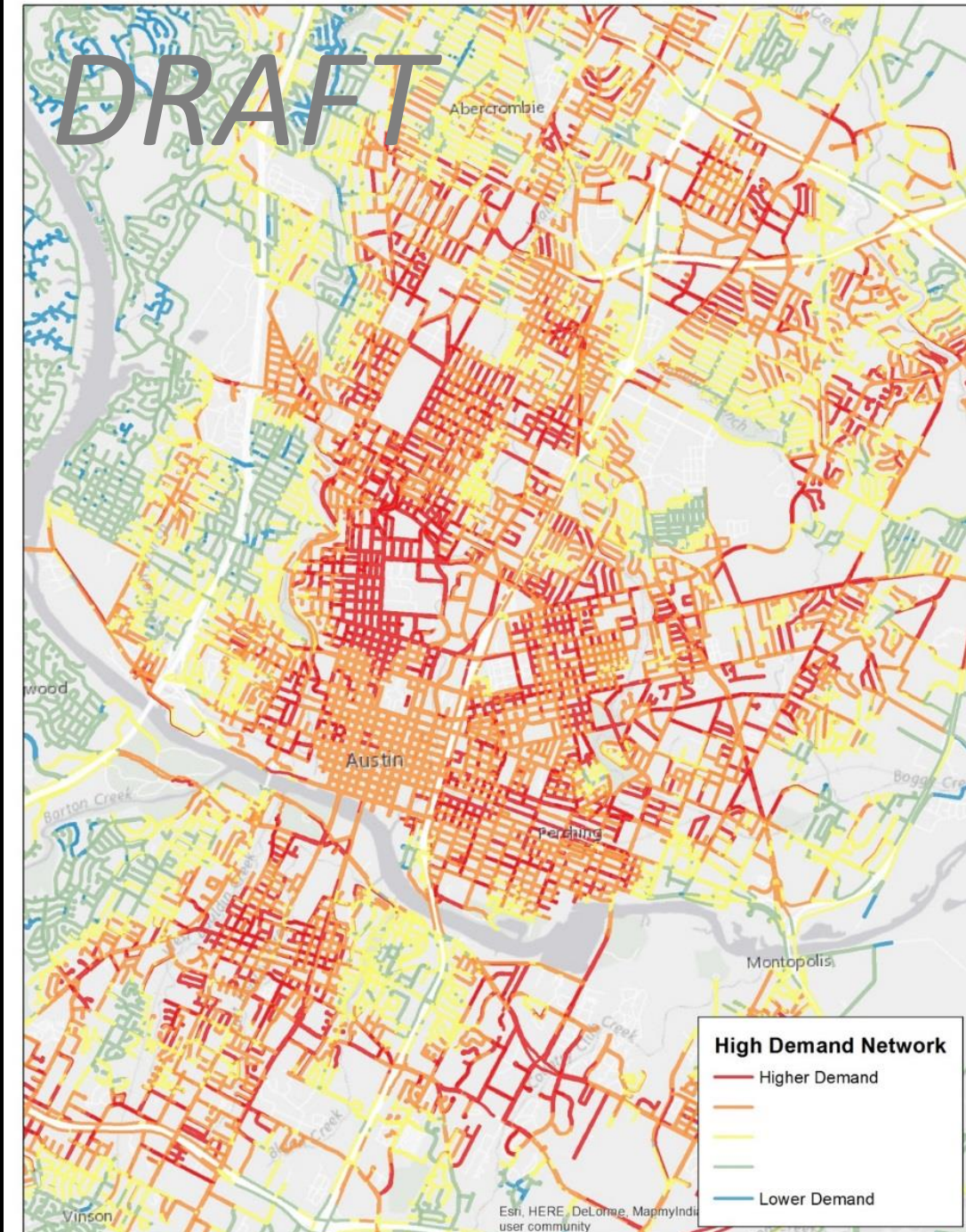
Pedestrian Safety Action Plan

Chapter 4 - *Pedestrian Safety Priority Network*

Risk Characteristics Score

- Speed

- Number of lanes

- Distance to nearest signalized crossing

- Presence of sidewalks

Pedestrian Safety Action Plan
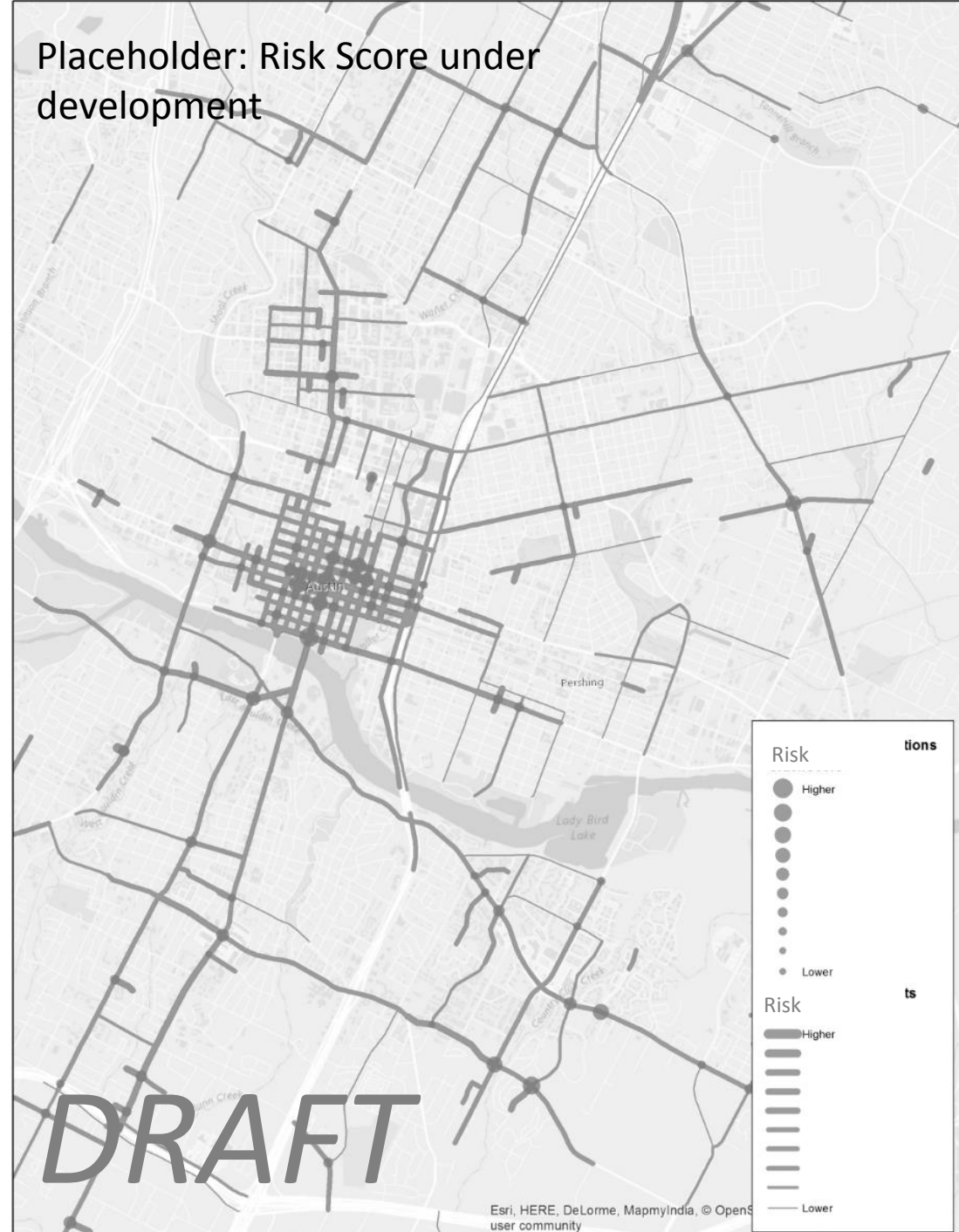
Chapter 5 – *Action Plan*

Focus Areas

- Engineering

- Education

- Evaluation

- Enforcement

- Policy + Land Use

- Partners + Funding

Pedestrian Safety Action Plan

Engineering recommendation highlight

Establish a Pedestrian Crossing Improvement Program to install large numbers of high-impact, cost-effective pedestrian safety treatments throughout Austin.

Pedestrian Safety Action Plan

Establish a Pedestrian Crossing
Improvement Program

Key Actions

	IMPLEMENT Safety-Related Policies, Plans, and Programs
20	Direct engineering, enforcement, and education resources to high injury and fatal crash hotspot locations. Implement at least five major safety engineering projects annually at top crash prone locations. Implement low-cost, high-impact safety improvements throughout the city based on safety engineering studies. Work with CAMPO and TXDOT for funding opportunities.

Vision Zero Action Plan

Pedestrian Safety Action Plan

Establish a Pedestrian Crossing Improvement Program

Pedestrian Crashes
Austin, 2010-2015
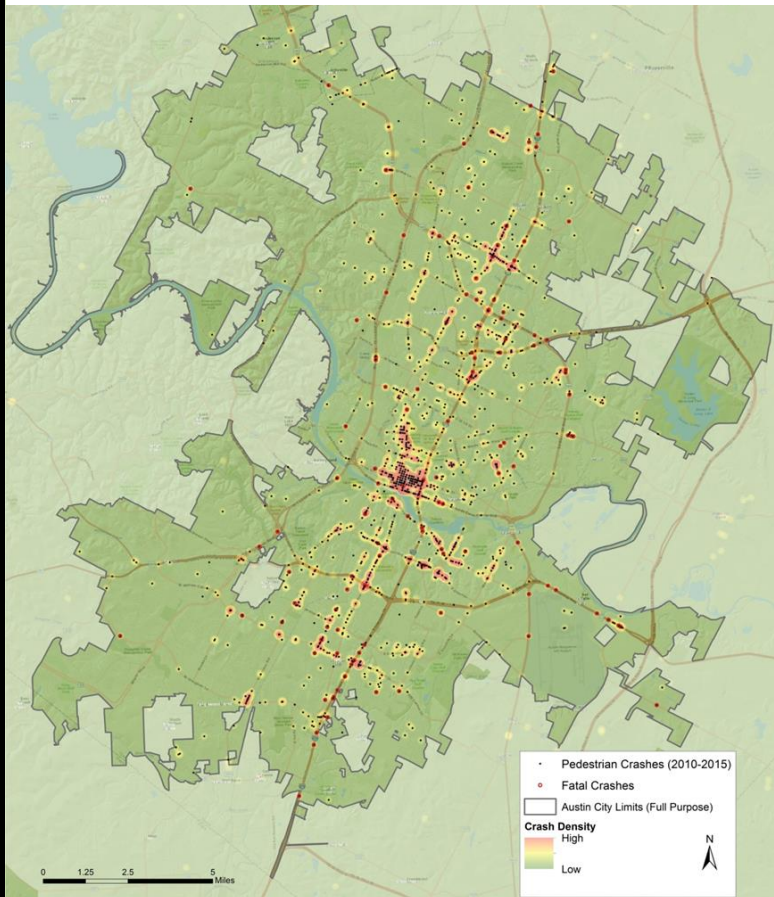
Comments on pedestrian safety
Vision Zero Input Map, as of 3/22/2017
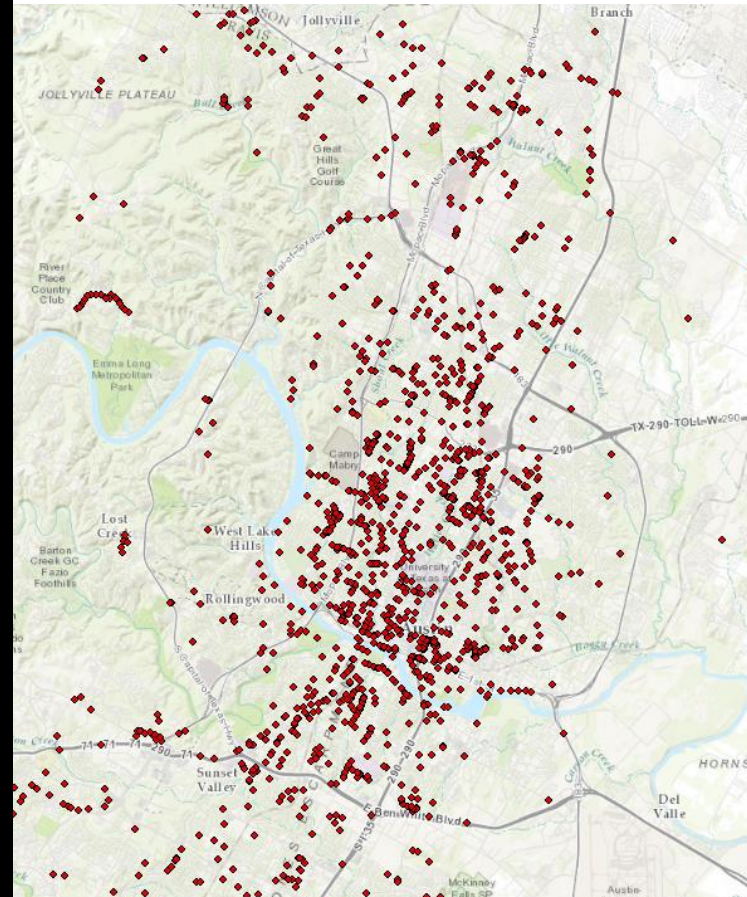
Pedestrian Safety Action Plan

Establish a Pedestrian Crossing Improvement Program

Not just this...

Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Establish and fund a Pedestrian Crossing Improvement Program

...but also all of this!

Pedestrian Safety Action Plan

and this ...

Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Establish a Pedestrian Crossing Improvement Program

Opportunistic Projects

Proactive Projects

Barton Hills Drive

Crash Score

Demand Score

Risk Characteristics Score

Pedestrian Safety Action Plan

Establish and fund a Pedestrian Crossing Improvement Program
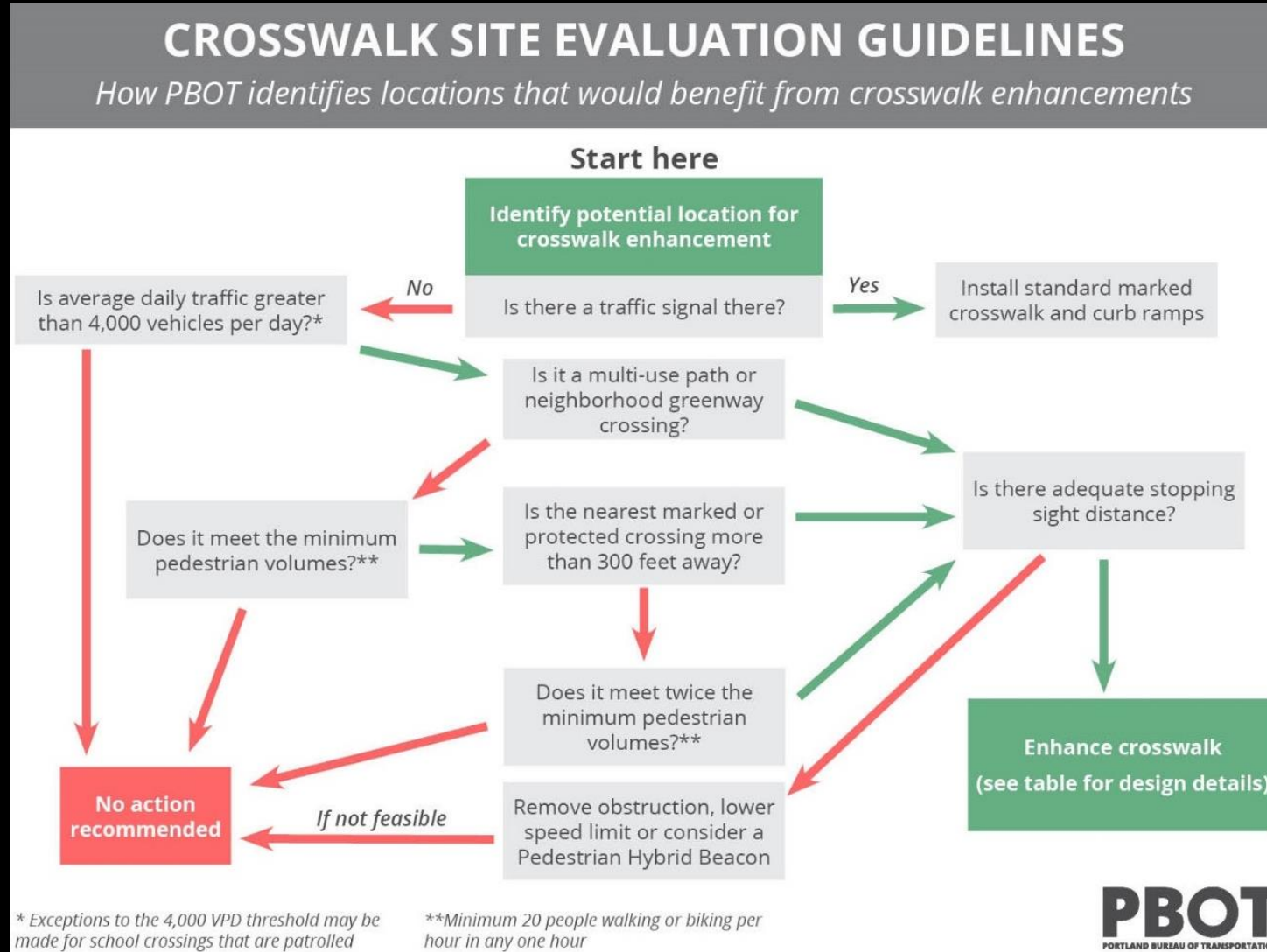
Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Education recommendation highlight

Deploy Vision Zero Street Teams to conduct targeted outreach and educational campaigns promoting pedestrian safety

Pedestrian Safety Action Plan

Deploy Vision Zero Street Teams to conduct targeted outreach and educational campaigns promoting pedestrian safety

Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Deploy Vision Zero Street Teams to conduct targeted outreach and educational campaigns promoting pedestrian safety

MAKE SAFE MOVES

Give yourself more time and space to react to dangerous movements on the road.

- Slow down; commit to always drive the speed limit, or slower.
- Take extra care when changing lanes or passing. Use your blinker.
- Put more distance between you and the car ahead. The faster your speed, the greater the following distance needed.

JOIN THE CONVERSATION

Twitter.com/AustinMobility

Facebook.com/AustinMobility

Twitter.com/Austin_Police

Facebook.com/AustinPolice

WHAT IS VISION ZERO?

VISION ZERO is Austin's program to eliminate traffic deaths and serious injuries by 2025.

Vision Zero In Action is a collaborative effort by the Austin Transportation Department and the Austin Police Department. It implements the Vision Zero Action Plan adopted by Austin City Council in 2016.

AUSTIN'S APPROACH TO SAFE STREETS IS BUILT ON 5 KEY THEMES

- Education
- Engineering
- Evaluation
- Enforcement
- Policy

VISION ZERO

HELP AUSTIN REACH ZERO TRAFFIC DEATHS

AUSTIN
TEXAS

CITY OF AUSTIN

AustinTexas.gov/VisionZero

Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Deploy Vision Zero Street Teams to conduct targeted outreach and educational campaigns promoting pedestrian safety

When crossing here a pedestrian shall yield the right-of-way to a vehicle on the roadway

Pedestrians prohibited from crossing diagonally

Vehicles yield right-of-way to pedestrians in the crosswalk
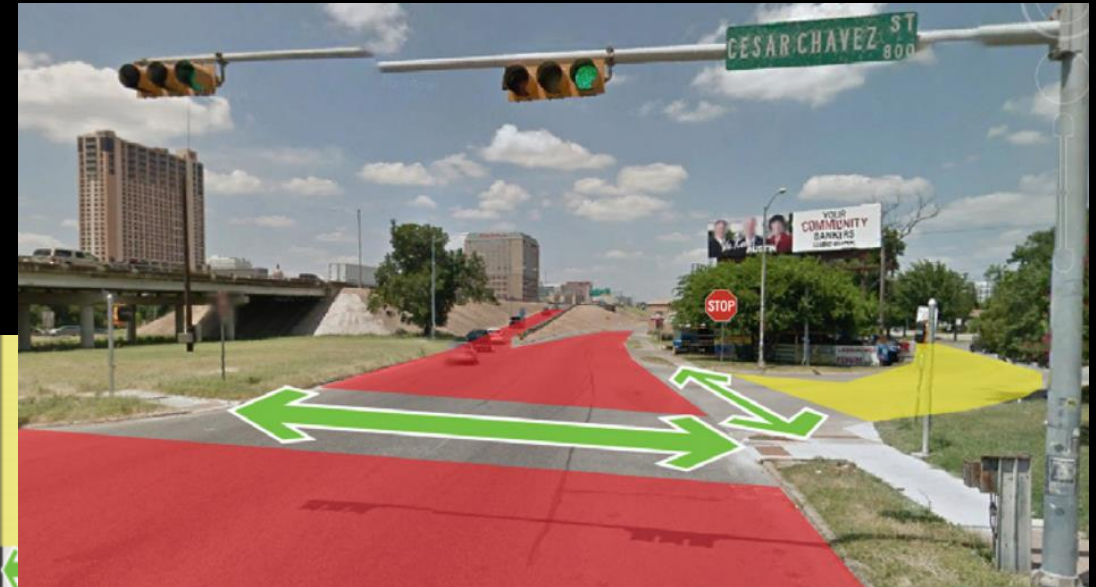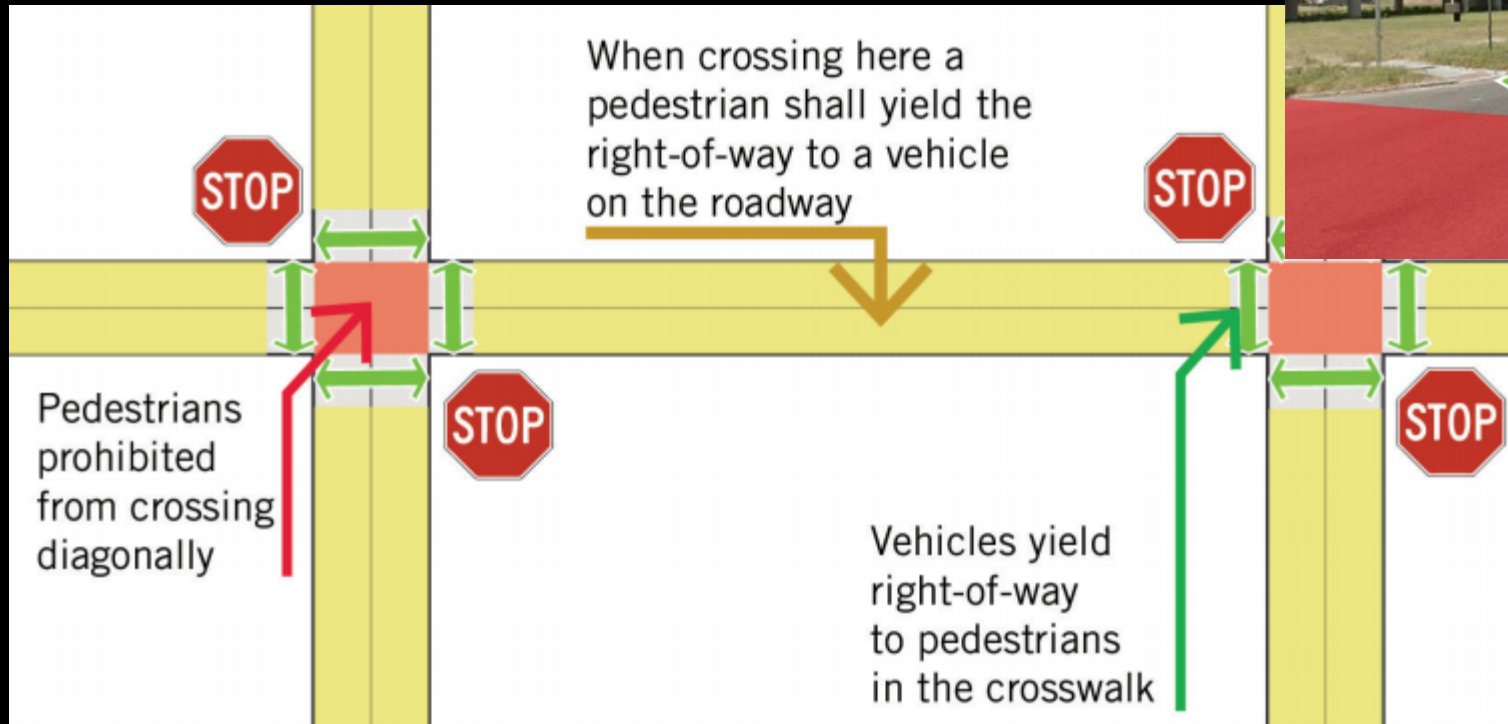
PAC Pedestrian Crossing Rules and Regulations research

Pedestrian Safety Action Plan

Deploy Vision Zero Street Teams to conduct targeted outreach and educational campaigns promoting pedestrian safety

Crash Score

Demand Score

Risk Characteristics Score
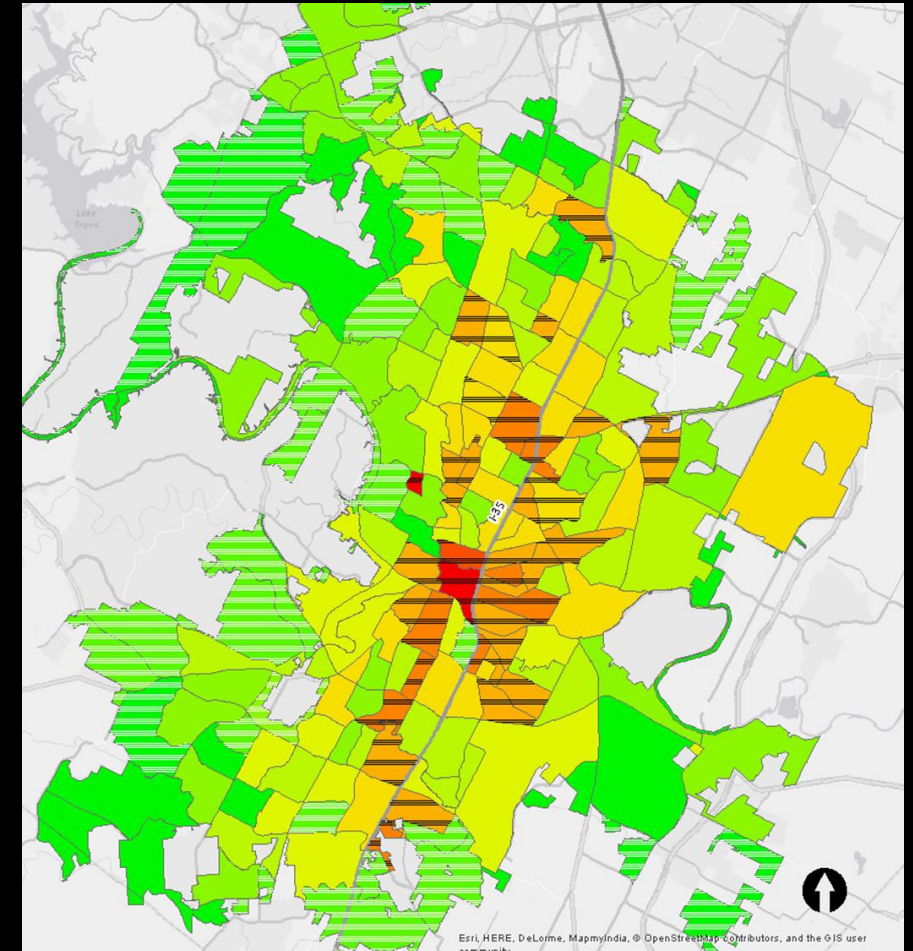
Pedestrian Safety Action Plan

Evaluation recommendation highlight

Establish a robust pedestrian counting program to gain a better understanding of walking demand in Austin.

Pedestrian Safety Action Plan

Establish a pedestrian counting program

Current Practice:
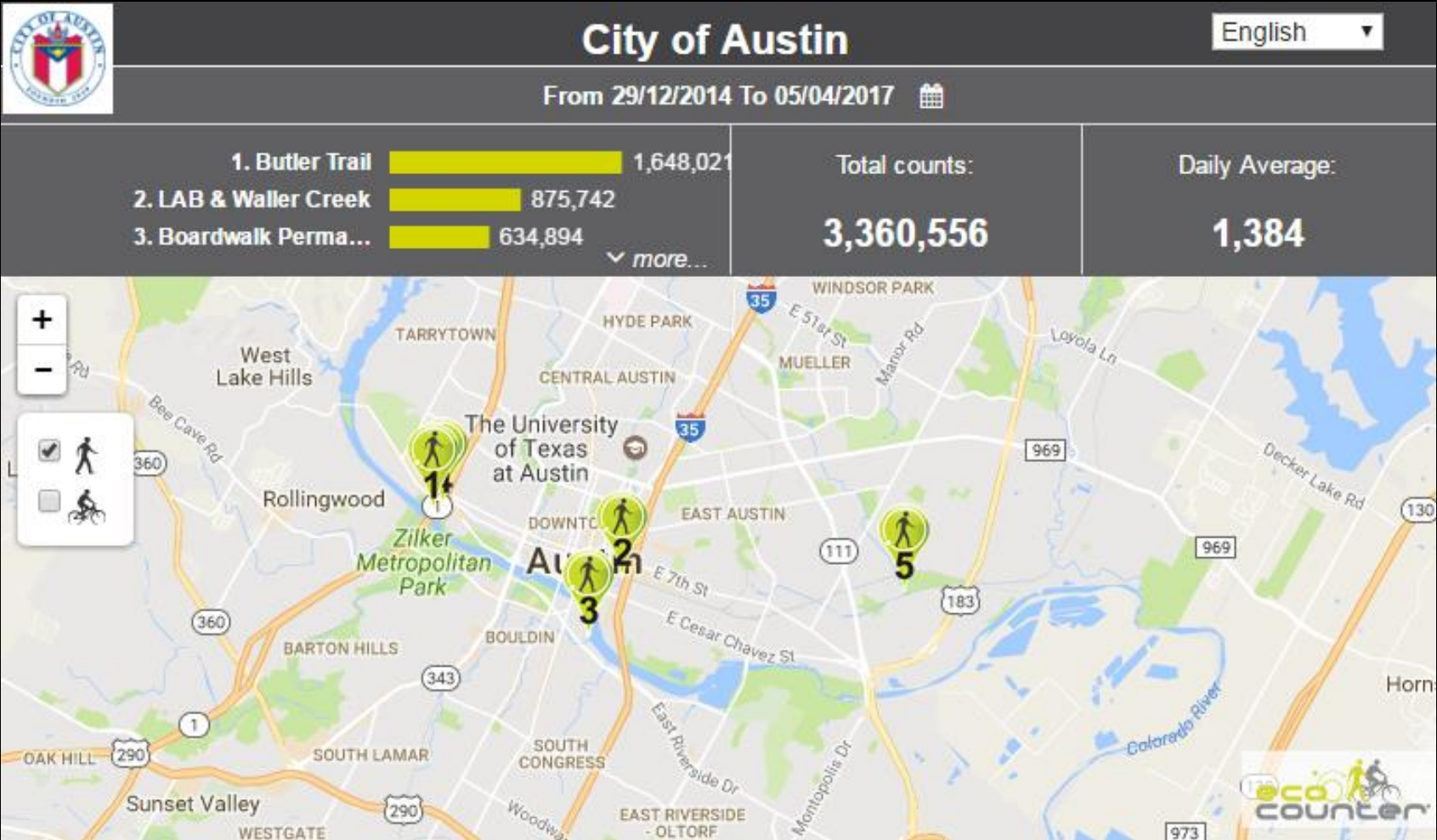
+

Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Establish a pedestrian counting program

High Demand Score

- Based on proximity to:
    - Transit Stops
    - Public or Private Schools
    - Major Employers
    - Grocery Stores
    - Commuter Rail Stations
    - Government Offices
    - Places of Public Accommodation (parks, fire/police stations, hospitals, libraries, museums,, etc.)
    - Core Transit Corridors
    - Places that Older Adults Frequent (health care facilities, nursing homes, etc.)
    - Income Restricted Affordable Housing
    - Public Parking Facilities
    - Religious Institutions
    - Residential Population (density) of the surrounding area
    - Median Household Income of the surrounding area

High Demand Network
- Higher Demand
-
-
-
- Lower Demand
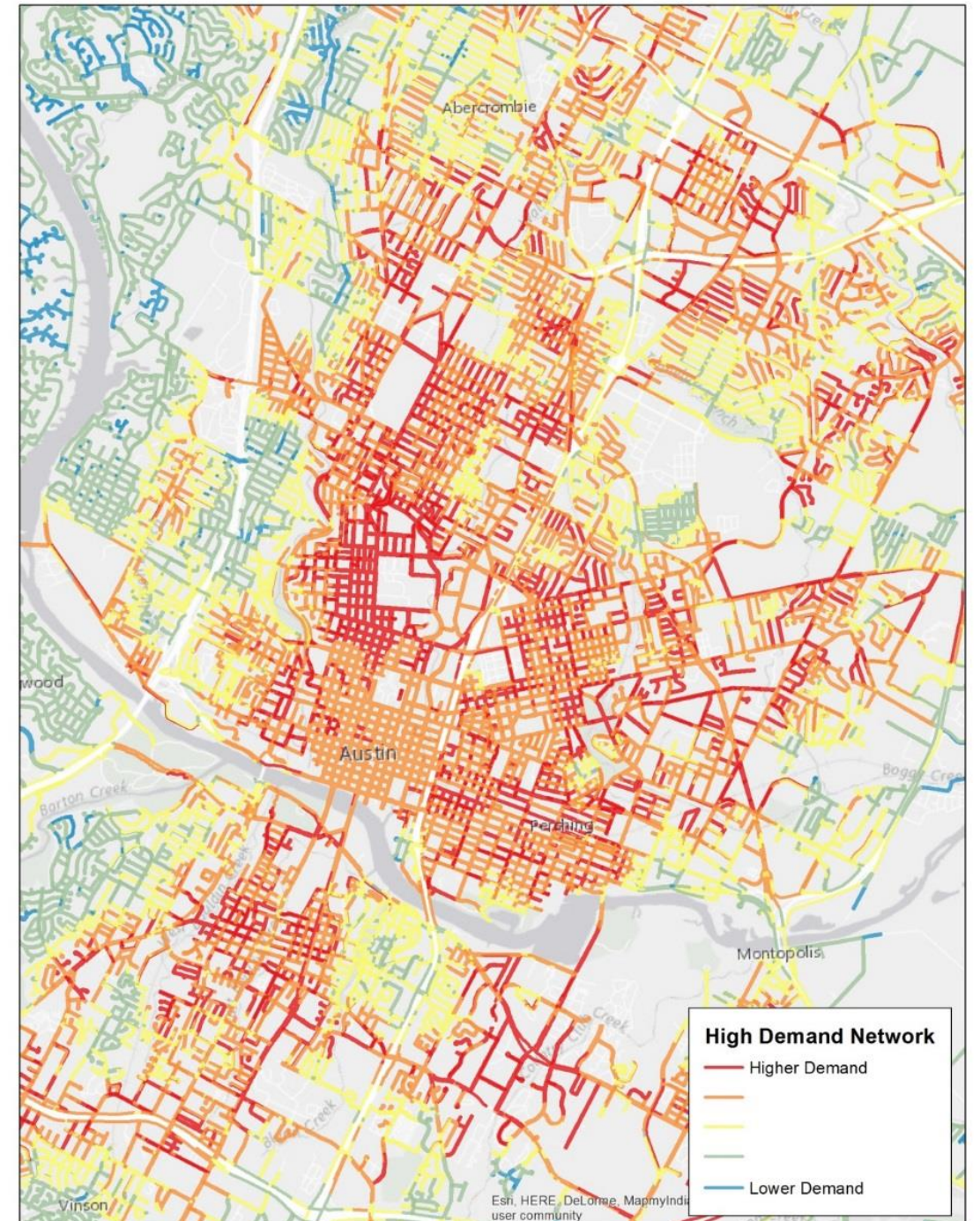
Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Establish a counting program

<u>Opportunities:</u>

- Need to account for exposure

- Crash prediction

- Enhanced project identification/prioritization

'The quality of Seattle's data enabled … the nation's first model that predicts where future pedestrian and bicycle crashes will occur"

Toole Design Group, Presented at Transportation Research Board in January 2017.

Pedestrian Safety Action Plan

Establish a pedestrian counting program

Near-miss analytics:

PEDESTRIAN, BIKE AND VEHICLE DETECTION

- Cars
- Buses/trucks
- Pedestrians
- Bicyclists
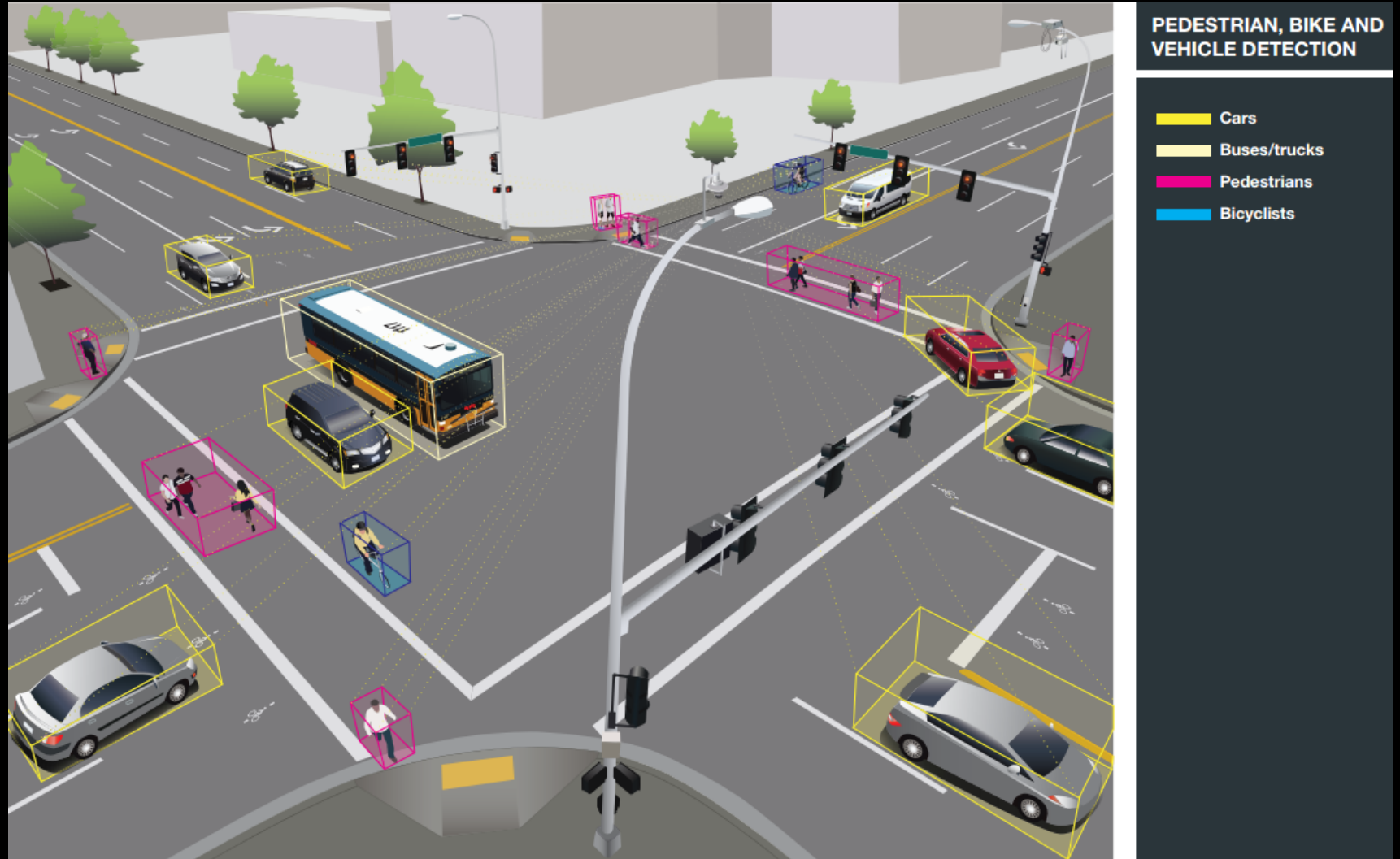
Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Establish a pedestrian counting program

Near-miss analytics:
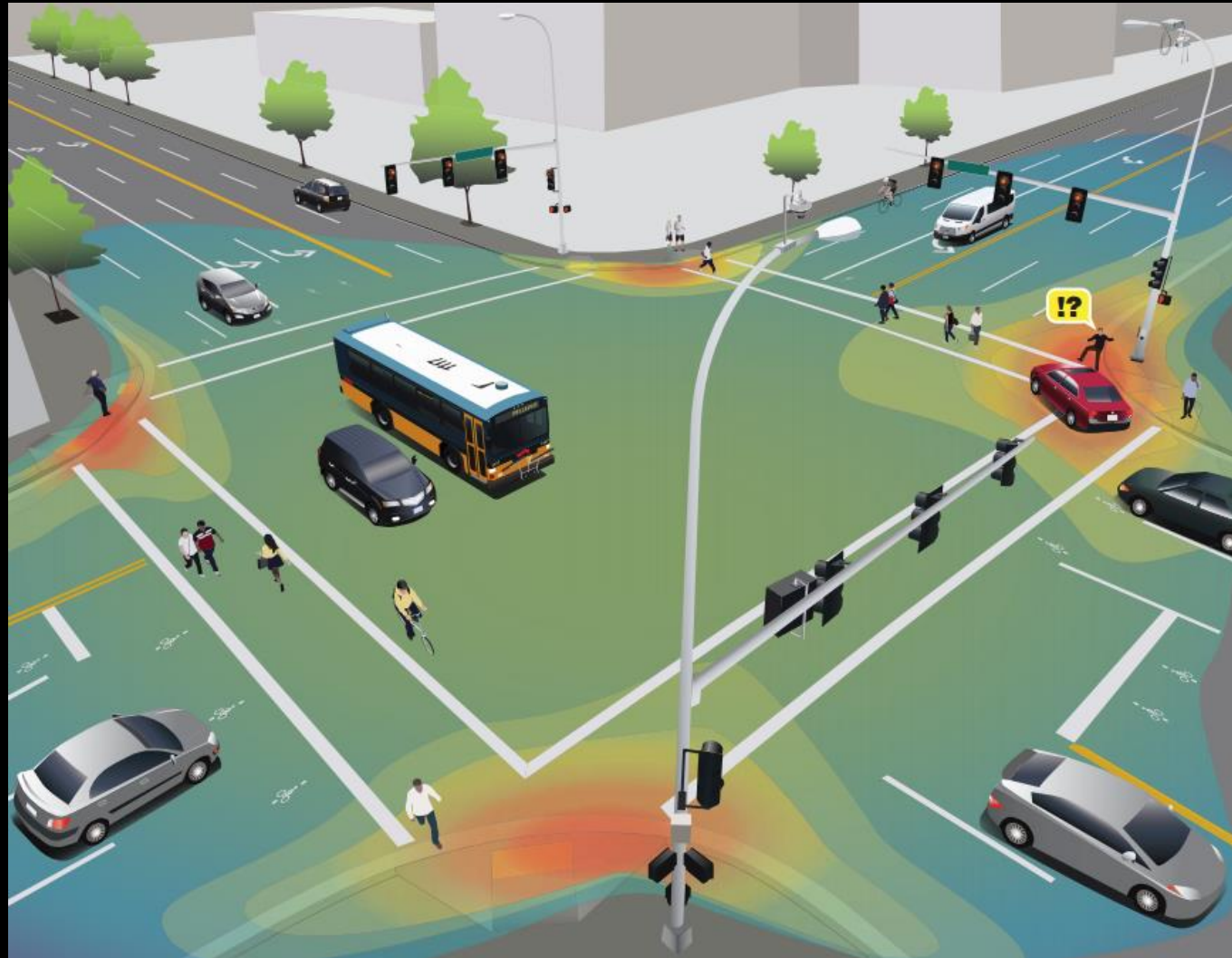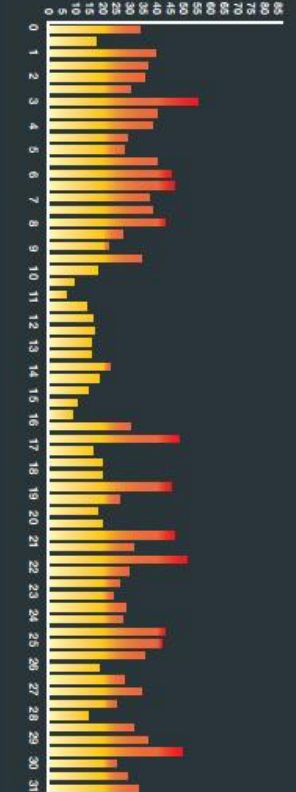
Pedestrian Safety Action Plan

Land Use + Policy recommendation highlight

Include pedestrian safety and comfort as principal considerations in all City policies governing street and site design

Pedestrian Safety Action Plan

Include pedestrian safety and comfort as principal considerations in all City policies governing street and site design

Posted Speed Limit
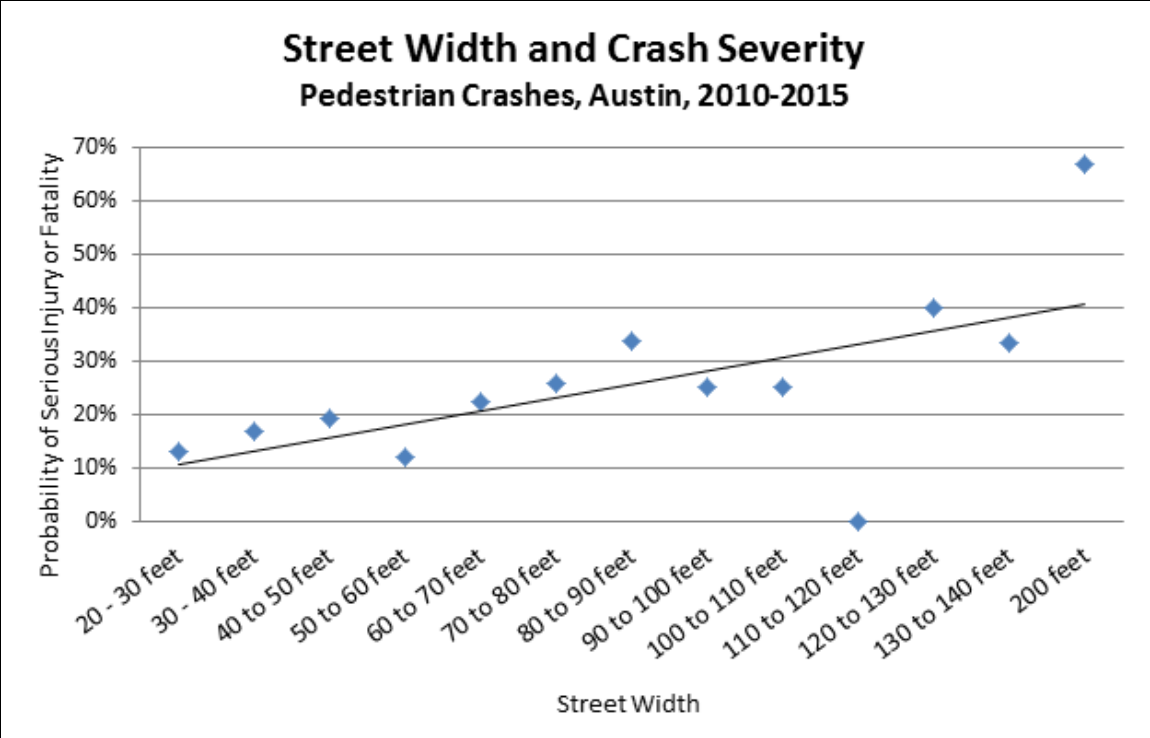
Street Width and Crash Severity
Pedestrian Crashes, Austin, 2010-2015

Pedestrian Safety Action Plan

Chapter 5 – *Action Plan*

Include pedestrian safety and comfort as principal considerations in all
City policies governing street and site design
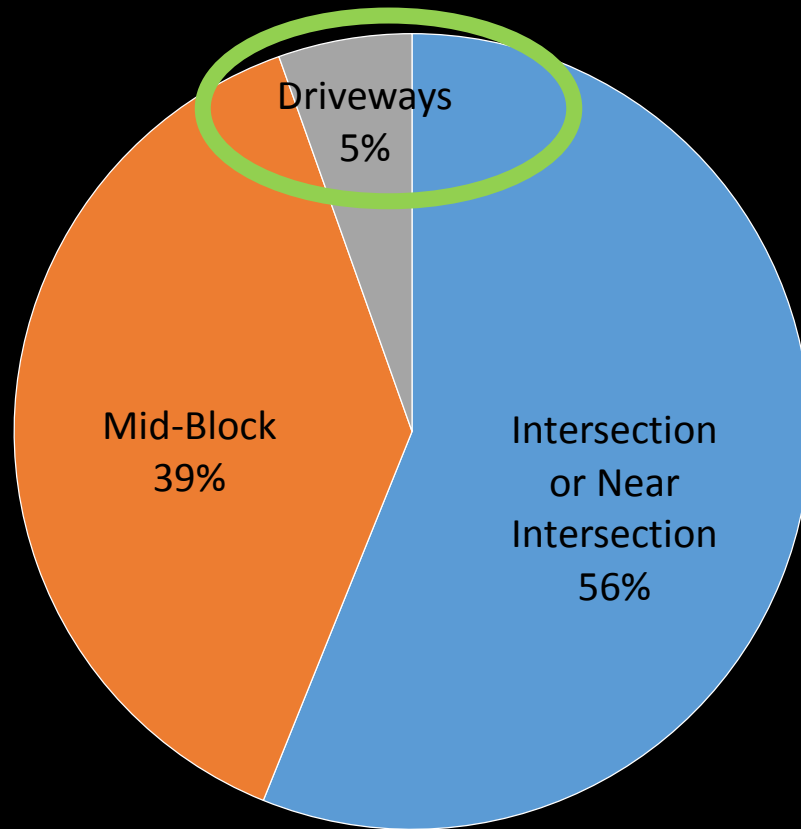
Exiting Driveway/Alley
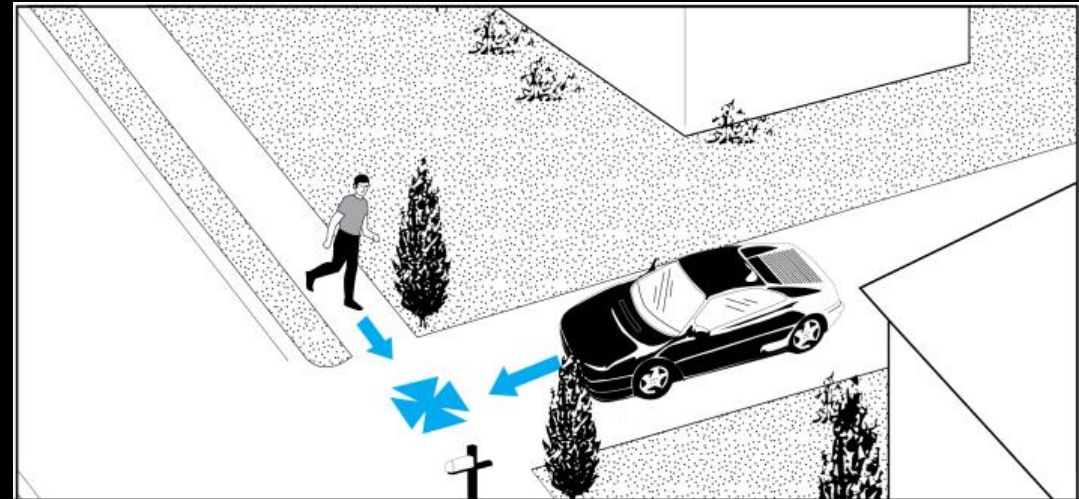
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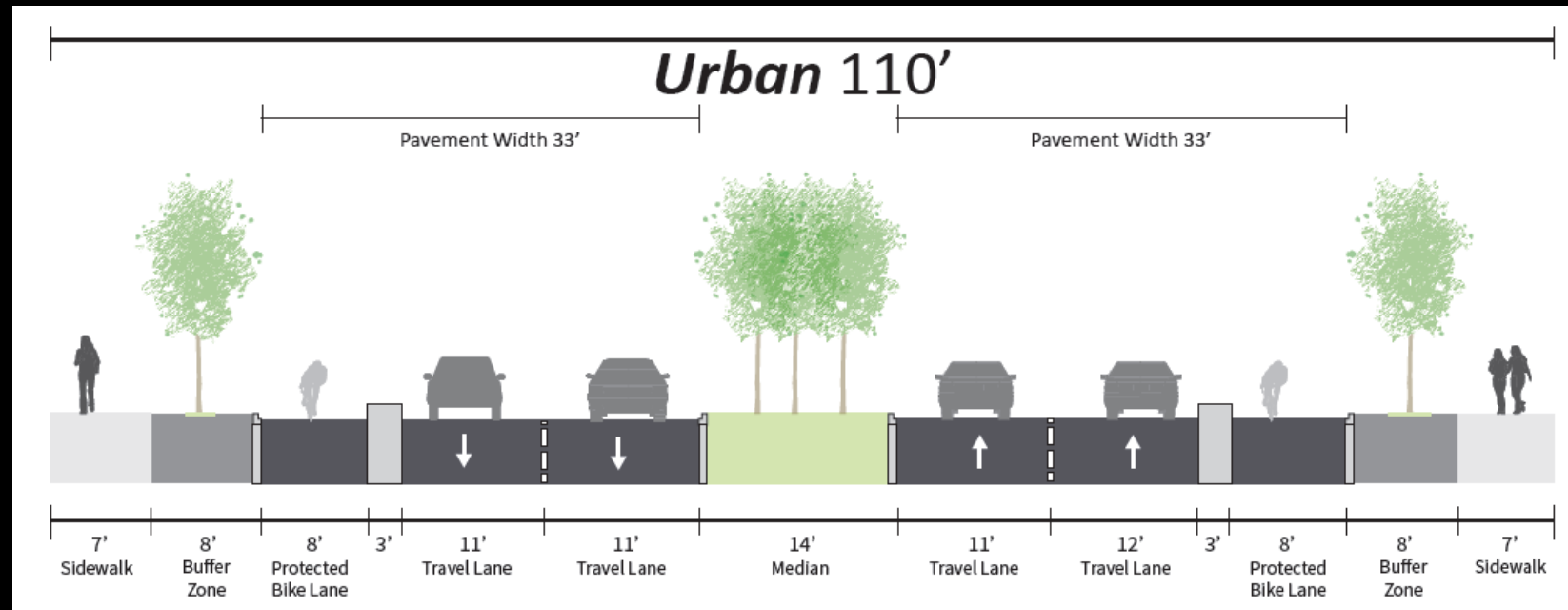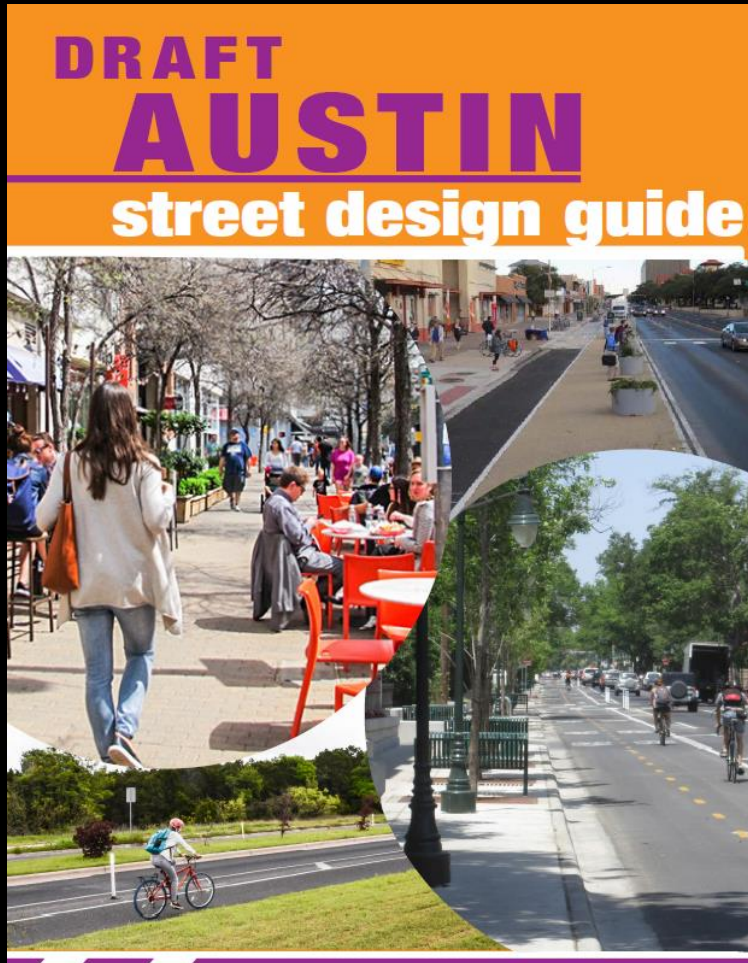
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Include pedestrian safety and comfort as principal considerations in all
City policies governing street and site design

DRAFT AUSTIN street design guide

Pedestrian Supportive Design Strategies

Walking, as the basic form of transportation, must be prioritized to provide a safe environment for all users. Strategies vary for designing pedestrian elements depending on context.

Sidewalk treatments in urban areas should provide wide zones that allow for easy cross-access and movement in and out of store fronts. In suburban areas, sidewalks should be adequately sized, provide shading, and be buffered from the roadway.

At **intersections** or **mid-block**, strategies such as striped crosswalks, pedestrian refuge islands, curb extensions/bulb-outs or raised crossings can be used to increase pedestrian visibility and safety.

Sidewalks -Urban

Sidewalks -Suburban

Intersections - Striped Crosswalks

Pedestrian Refuge Island

Curb Extensions/Bulb-outs

For additional information and more detailed guidance for Pedestrian design, please visit the following websites:

- City of Austin Pedestrian Program http://austintexas.gov/page/pedestrian
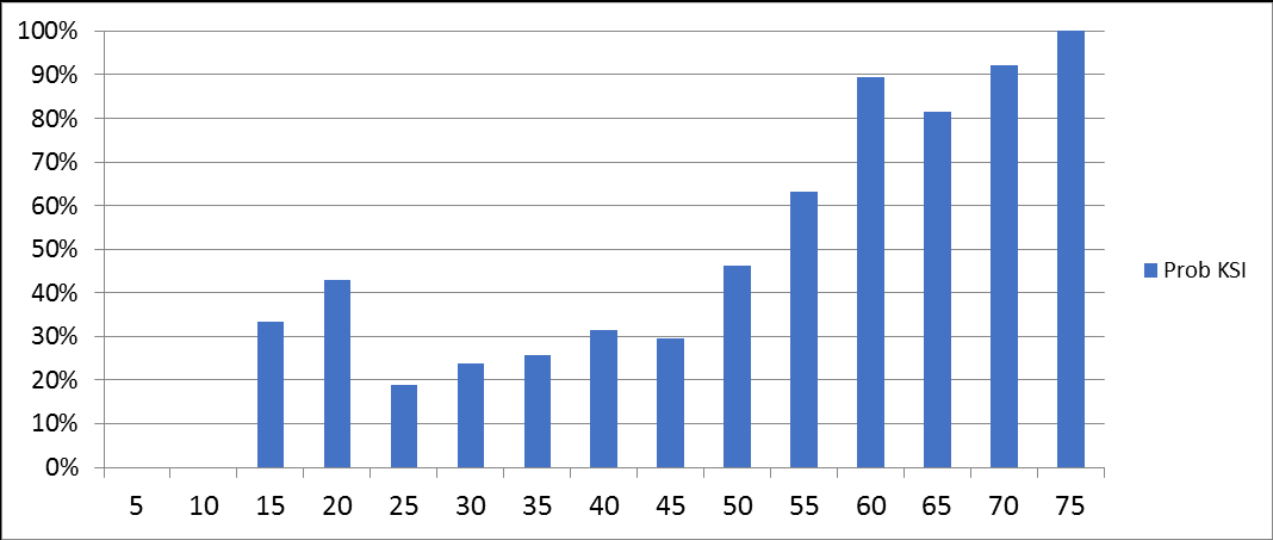- CNU/ITE Manual Designing Walkable Urban Thoroughfares https://www.cnu.org/our-projects/cnu-ite-manual
- ITE Context Sensitive Solutions http://www.ite.org/css/

Multimodal Design Table

Context	Level	Typical ADT Range (vpd)[1]	Number of Lanes[1]	Target Speed (mph)[1]	Bus Frequency	Bike Facility* Type[2]	Pedestrian Facilities Sidewalks	Safe Crossing Density***	Transit Facility* Type[3]	Parking Facility*** Type[3]
All (Except Alternatives)	1	< 2,000	2	20	Very Low	Quiet Street		Every Block	None	Parallel
Urban	2	2,000 - 5,000	2	25	Low	Conventional, Buffered, or Raised Bicycle Lane			Boarding islands/bulbs	Parallel
		5,000 - 10,000	2	25	Medium	Buffered or Raised Bicycle Lane			Peak-only dedicated lanes	Parallel
	3	10,000 - 20,000	3	35	High	Raised Bicycle Lane		1/8 Mile	Dedicated to Peak-only lanes	
		15,000 - 40,000	4 (Divided)	35	Very High	Raised Bicycle Lane			Dedicated Transit Lanes	Parallel
	4	35,000 - 45,000	4 (Divided)	40	High	Raised Bicycle Lane	Sidewalk and Buffer	1/4 Mile	Dedicated or Peak-only lanes	Access Lanes
		40,000 +	6 (Divided)	40	Very High	Raised Bicycle Lane			Dedicated Transit Lanes	
Suburban	2	2,000 - 5,000	2	25	Very Low	Conventional, Buffered, or Raised Bicycle Lane			None	Parallel
		5,000 - 10,000	2	30	Low	Buffered or Raised Bicycle Lane			Boarding islands/bulbs	Parallel
	3	10,000 - 20,000	3	35	Medium	Raised Bicycle Lane		1/4 Mile	Peak-Only dedicated lanes	Curb Extensions
		20,000 - 40,000	4 (Divided)	40	High	Raised Bicycle Lane			Dedicated or Peak-Only lanes	None
	4	35,000 - 45,000	4 (Divided)	40	Medium	Raised Bicycle Lane OR Shared Use Path	Sidewalk OR Shared Use Paths and Buffer Zone	1/2 Mile	Peak-Only dedicated lanes	None
		40,000 +	6 (Divided)	45	High	Raised Bicycle Lane OR Shared Use Path			Dedicated or Peak-only lanes	None
Industrial	2	< 20,000	3	25	N/A	Buffered Bicycle Lane	Sidewalk and Buffer Zone	1/2 Mile	None	Parallel
	3	10,000 - 30,000	5	30	N/A	Raised Bicycle Lane			None	None
Alternative	1	< 3,000	2	25	N/A	Wide Outside Lane	Sidewalk and Buffer Zone		None	Shared Space
	2	3,000 - 10,000	2	35-40	N/A	8' Shoulder OR Share Use Path	Sidewalk OR Shared Use Paths and Buffer Zone	1/2 Mile	None	None
	3	8,000 - 20,000	3	45-55	N/A	8' Shoulder OR Shared Use Path			None	None
	4	20,000 +	5	50-65	N/A	(8+)' Wide Shoulder OR Shared Use Path			None	None

https://austintexas.gov/page/street-design-guide/

Pedestrian Safety Action Plan

Enforcement recommendation highlight

Work with Austin Police Department to organize enforcement campaigns targeting the top contributing factors and crash types for pedestrian crashes

Pedestrian Safety Action Plan

Work with Austin Police Department to organize enforcement
campaigns …
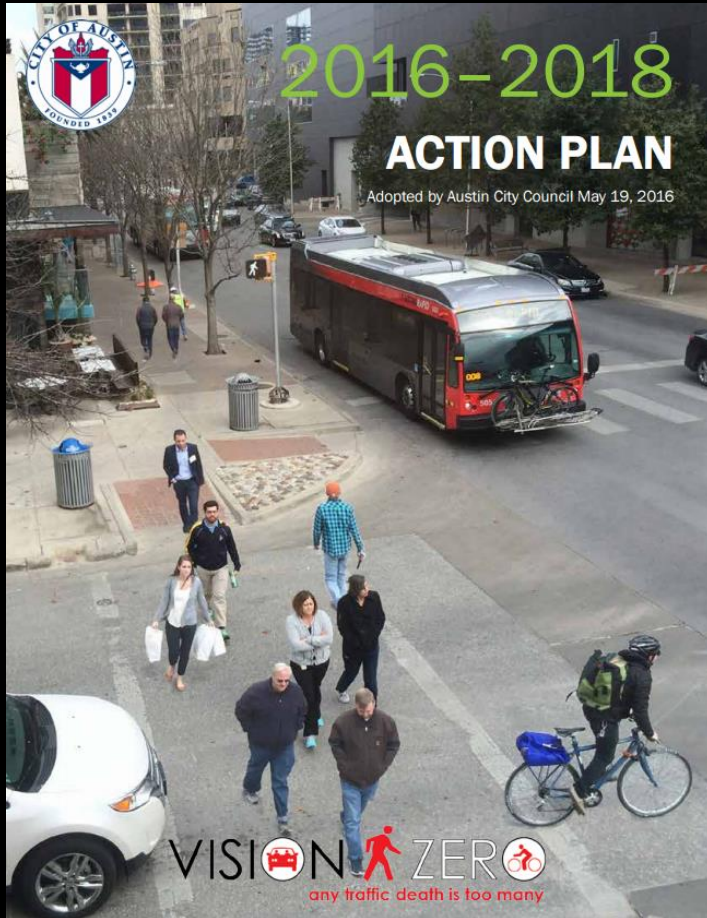
2 Enforcement

Key Actions

TARGET enforcement where it is needed most

| 12 | Target enforcement on high injury and fatal roadways and on the most dangerous driving behaviors. |
| 13 | Enforce improper driver behavior around traffic calming devices, crossing devices, and bicycle facilities. |

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Work with Austin Police Department to organize enforcement
campaigns …

Top Contributing Factors

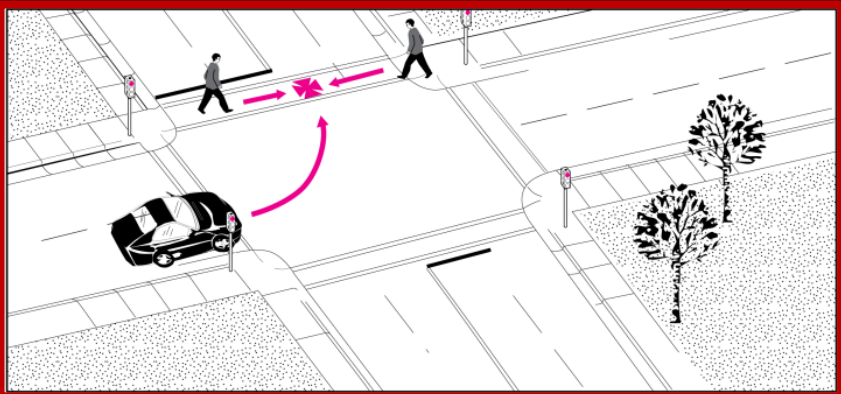| Factor	n	% of total
Failure to Yield	965	51%
Distraction	315	17%
Impairment	162	9%
Improper Maneuver	132	7%
Speed	60	3%
Failure to Stop	46	2%
Other	209	11%
Total Mentions	1889	

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Chapter 5 – *Action Plan*

Work with Austin Police Department to organize enforcement campaigns …

TOP 6 CRASH GROUPS FOR ALL INJURY/FATAL CRASHES

Crash Group	Percentage
Crossing Roadway - Vehicle Not Turning	26.8%
Crossing Roadway - Vehicle Turning	21.1%
Dash / Dart-Out	18.7%
Unusual Circumstances	12.0%
Crossing Expressway	4.1%
Walking Along Roadway	4.0%

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Work with Austin Police Department to organize enforcement campaigns …

Crossing Roadway - Vehicle Turning
Crash_Type
- ⬤ Motorist Left Turn - Parallel Paths
- ⬤ Motorist Left Turn - Perpendicular Paths
- ⬤ Motorist Right Turn - Parallel Paths
- ⬤ Motorist Right Turn - Perpendicular Paths
- ⬤ Motorist Right Turn on Red - Parallel Paths
- ⬤ Motorist Right Turn on Red - Perpendicular Paths

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Chapter 5 – *Action Plan*

Work with Austin Police Department to organize enforcement campaigns …

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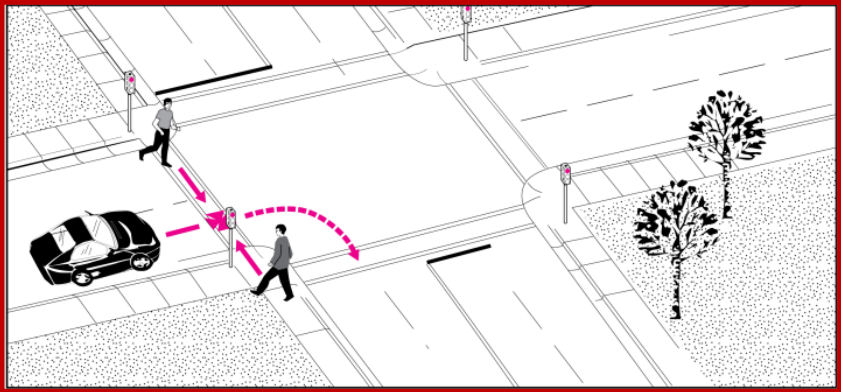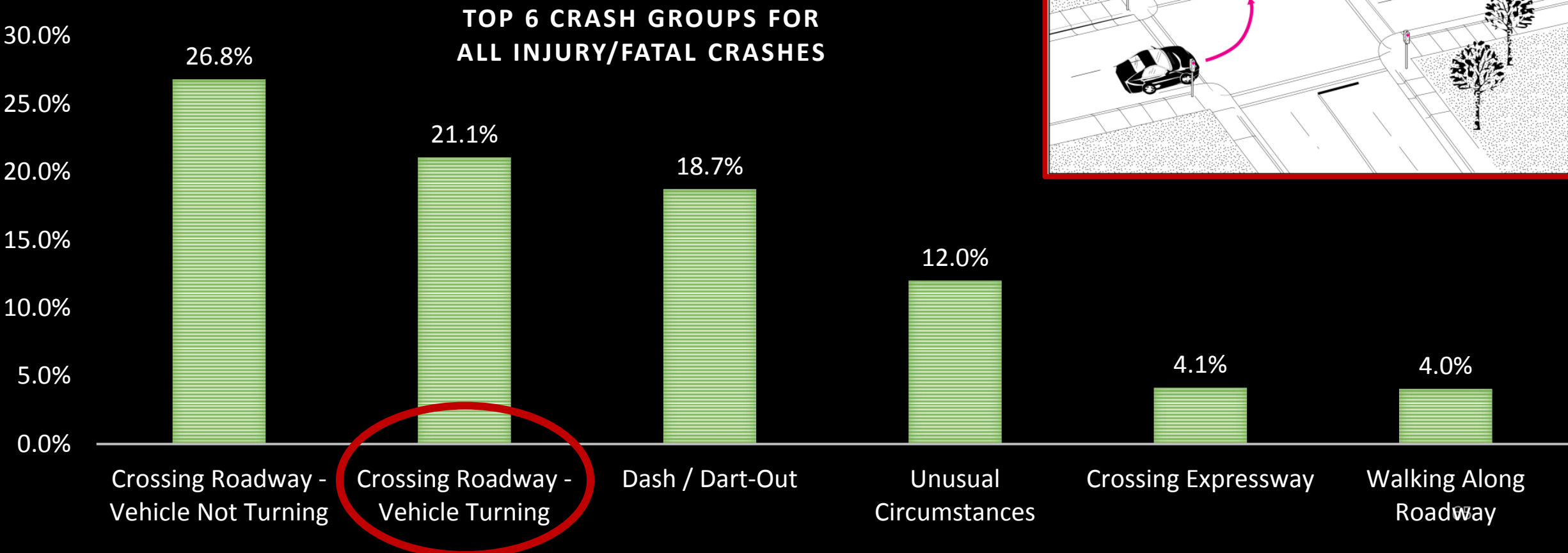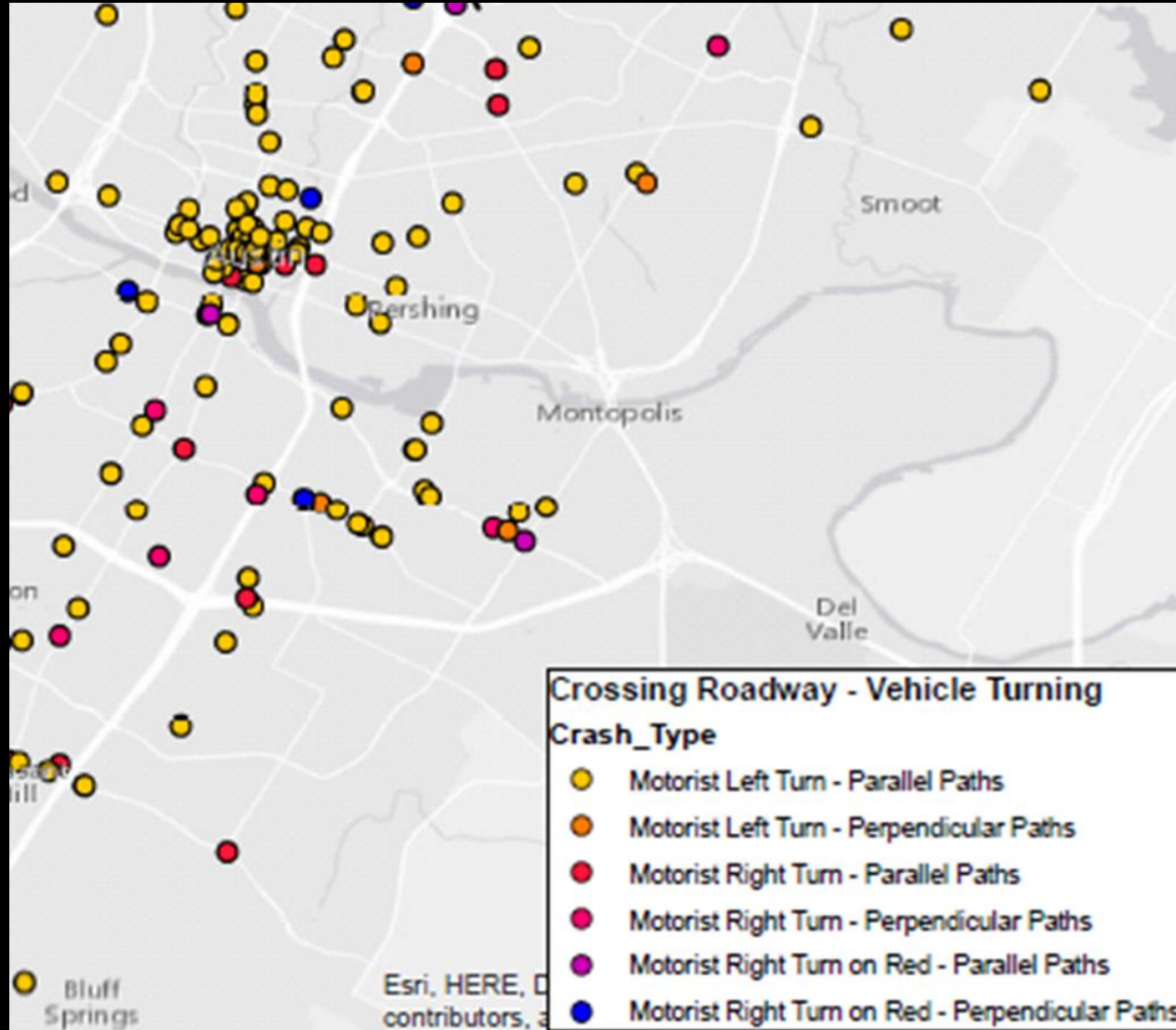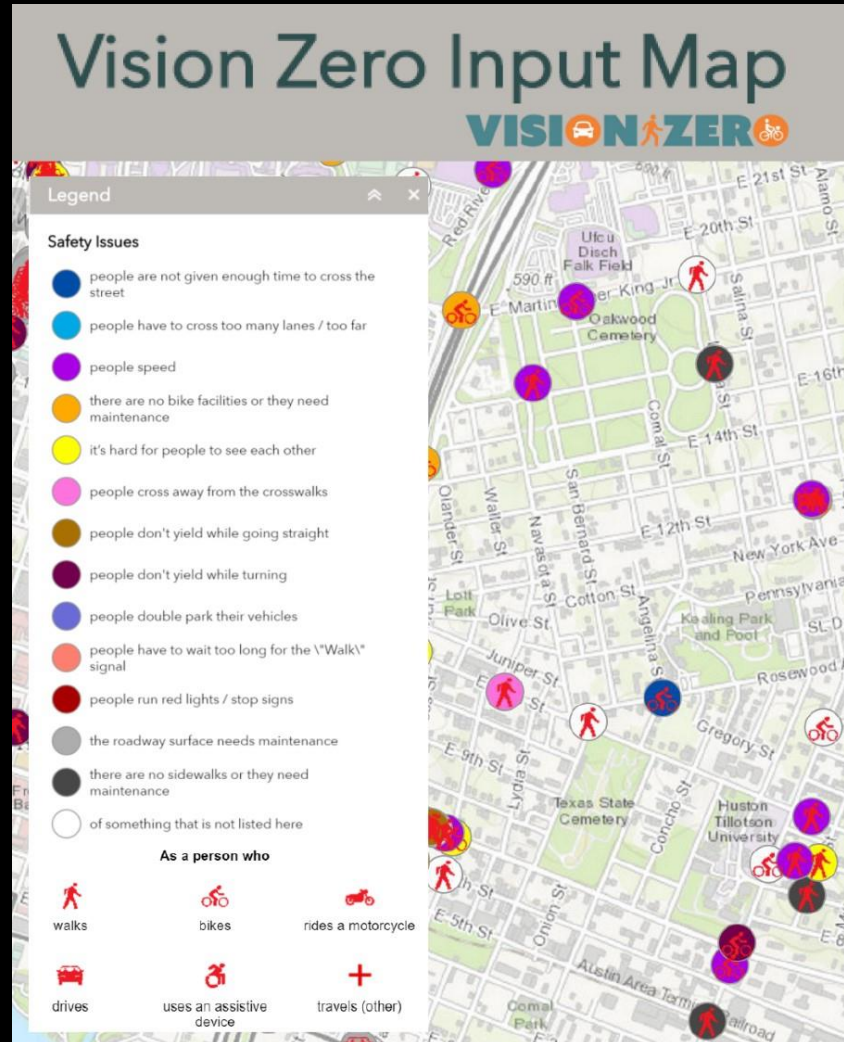
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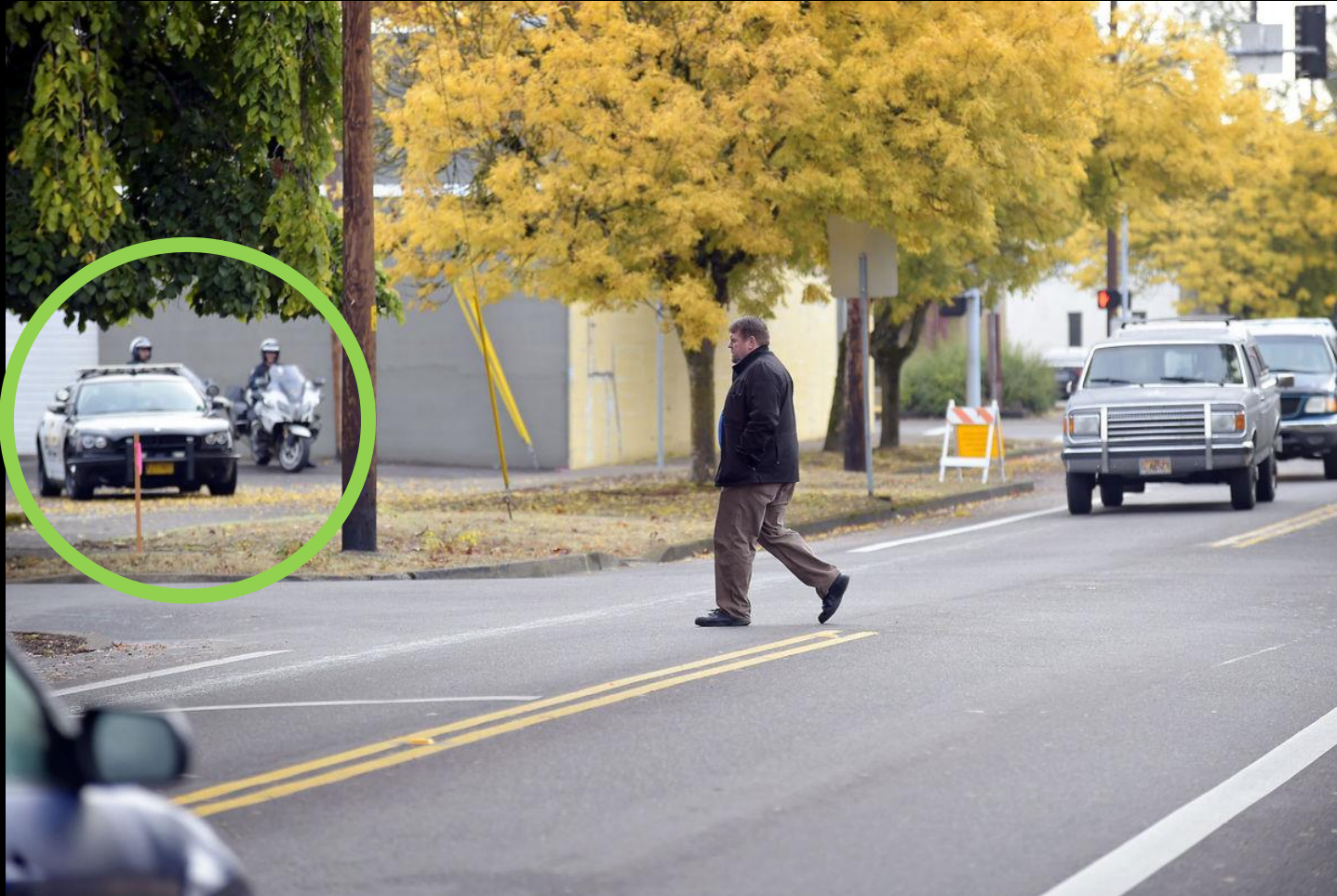

Crash Score

Demand Score

Risk Characteristics Score

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Work with Austin Police Department to organize enforcement campaigns …

St Paul Stop for Me Campaign

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Pedestrian Safety Action Plan

timeline

June 29th	PAC briefing
Mid-July	Draft PSAP available for public review
July 26th	PAC Project Subcommittee workshop on PSAP
August 7th	Full PAC recommendation
August	boards + commissions + other stakeholder consultation revisions to draft plan
~September:	Council considers plan

Austin Pedestrian Safety Action Plan

June 29th, 2017

Questions/Comments?

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