



RECOMMENDATION

Pedestrian Advisory Council

Recommendation Number 20171204-04C: Street Design and Public Safety

WHEREAS, the language in Section 503 of the City of Austin's Amendment to the 2015 International Fire Code negatively impacts pedestrian safety by increasing minimum unobstructed street width from 20 feet to 25 feet in 503.2.1 (Dimensions & Exceptions) and by increasing the minimum turning radii in 503.2.4 (Turning Radius).

WHEREAS, a stated focus area of the City of Austin's Vision Zero Program is bolstering key initiatives for which Complete Street Design, Traffic Engineering, and Transportation and Land Use Planning can prevent deadly or incapacitating collision.

WHEREAS, the lane and overall street width are both major determinants of vehicle speeds. (Source: TTI)

WHEREAS, when vehicle speeds increase, the likelihood of serious injury or death increases exponentially. (Source: NACTO)

WHEREAS, lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. (Source: NACTO)

WHEREAS, in 2016, approximately 1% of the Austin Fire Department's calls were for structure fires, and over 55,000 (more than two-thirds of) Austin Fire Department calls were for medical issues. (Source: AFD)

WHEREAS, in the two year period from 2015 – 2016, there were 1,065 traffic casualties, including 181 deaths, and there were 10 unintentional fire deaths in the City of Austin. (Source: City of Austin)

NOW, THEREFORE, BE IT RESOLVED, the Pedestrian Advisory Council recommends that:

1. In the drafting of any City of Austin amendment to the International Fire Code, factors that are known to negatively impact pedestrian safety should not be included, and therefore Sections 503.2.1, 503.2.2 and 503.2.4 should be **intentionally omitted** from the proposed Amendment.
2. Stakeholders in the public process should include the Vision Zero Task Force, the Pedestrian Advisory Council, et al. as determined by the City Manager.

3. Any City of Austin Amendment to the International Fire Code that impacts urban design and/or pedestrian safety (e.g. Section 503) should be reviewed and approved by a cross-departmental process.
4. The public process should consider adding language to the City of Austin Amendment to the International Fire Code that specifies a decision making hierarchy when differences occur between the provisions of the City of Austin's amendment to the International Fire Code and other adopted City of Austin policies, including the Transportation Criteria Manual or the Vision Zero Action Plan.

Date of Approval: December 4, 2017

Vote: 9-0

Attest:

A handwritten signature in black ink, appearing to read 'Branigan Mulcahy', with a long horizontal flourish extending to the right.

Branigan Mulcahy, PAC Chair