



Pedestrian Advisory Council

Recommendation 20180910-05B: Interim safety improvements to reduce design speeds

WHEREAS, in 2017 76 people died and many more were seriously injured in vehicle-related crashes in Austin;

WHEREAS, in 2016 Austin City Council adopted the Vision Zero Action Plan to reduce fatalities and serious injuries by traffic crashes in Austin to zero by 2025;

WHEREAS, Imagine Austin lays out the vision of a compact and connected Austin that is safe and accessible to people of all ages and abilities;

WHEREAS, compared to conventional street safety improvement projects, “quick build” interim street safety improvements, such as those identified in the accompanying Interim Improvements Example List, are quicker and less costly to implement, allow for greater experimentation and more fluid iterations, encourage productive community participation, and provide effective paths to permanent measures;

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

- The Austin Strategic Mobility Plan and Transportation Criteria Manual list all streets in Austin (excluding those that are limited-access) and attaches to each street a targeted safe design speed appropriate to the context and no faster than 35mph;
- The City of Austin implements interim safety improvements that reduce street design speeds to the aforementioned targeted levels and facilitate multi-modality at serious or fatal crash sites, locations of concern highlighted by citizens and City staff, as part of routine street upgrade projects, and at other identified locations;
- The City of Austin creates an interim safety improvement pilot program that makes changes at selected locations and over a variety of time periods, including multi-day demonstrations led by the City of Austin and/or residents and longer term installations, and which develops tools and best practices with measurable outcomes, expanding the program when established criteria are met, and provides a path to make successful upgrades permanent;
- Once a year, the Fatality Review Board, and/or other relevant City entities, present to the PAC a representative sample of the crash locations its work addressed in the past 12 months, what improvements were made, and its progress on implementing interim measures, such as those included in the aforementioned Interim Improvements Examples List;

Date of Approval: September 10, 2018

Vote: 8-0 with Kinney absent

Attest:

Branigan Mulcahy, Pedestrian Advisory Council Chair

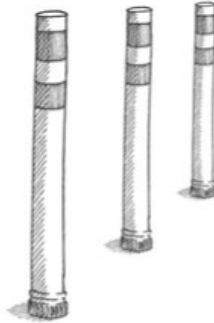
Interim Improvements Examples List

The following non-comprehensive list displays the kinds of elements that can be used to make quick and inexpensive street safety fixes for either a pilot (1 month - 1 year) or an interim (1 - 5 years) period. For more information, consult the [Tactical Urbanist's Guide To Materials and Design](#) (2016).

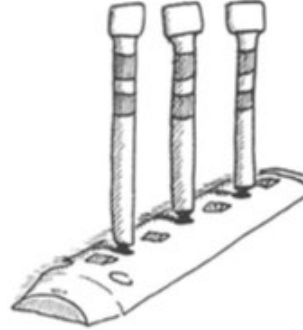
Barriers



Flexible delineator post
Curb extensions, median islands, bike lanes, roundabouts, plazas



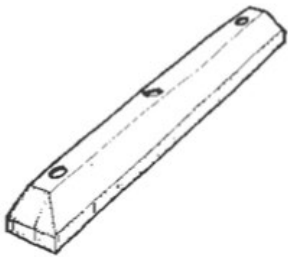
High performance delineator post
Curb extensions, median islands, bike lanes, roundabouts, plazas



Raised lane separator
Bike lanes, roundabouts



K-71 delineator post
Curb extensions, median islands, bike lanes, roundabouts, plazas



Parking stop
Bike lanes, roundabouts



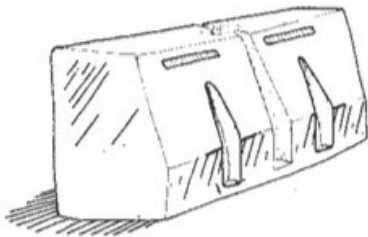
Custom wood planter
Curb extensions, bike lanes, roundabouts, plazas



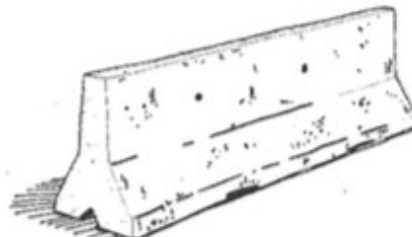
Large plastic planter
Curb extensions, bike lanes, roundabouts, plazas



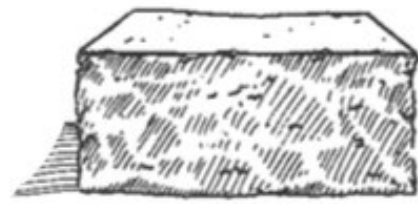
Steel planter
Curb extensions, bike lanes, roundabouts, plazas



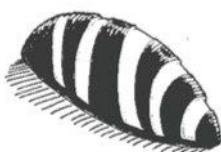
Plastic barrier
Bike lanes, plazas



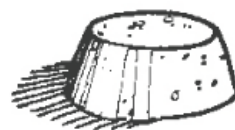
Jersey barrier
Bike lanes, plazas



Granite block
Plazas



Armadillo
Bike lanes



Concrete button
Curb extensions, plazas

Surface treatments



Spray chalk
Bike lanes



Traffic tape
Bike lanes, pedestrian crossings, curb extensions, plazas, roundabouts



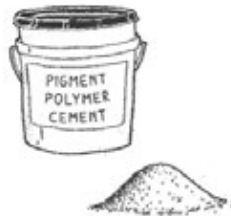
Bike stencil
Bike lanes



Acrylic asphalt paint
Curb extensions, plazas



Epoxy gravel
Bike lanes, pedestrian crossings, curb extensions, plazas



Polymer cement
Pedestrian crossings, curb extensions, roundabouts, bike lanes, plazas



Thermoplastic
Bike lanes, pedestrian crossings, curb extensions, plazas



Street bond pavement coating
Pedestrian crossings, curb extensions, plazas, roundabouts

Street furniture



Table and chairs



Movable bench

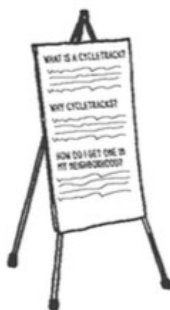


Movable umbrella



Small tree

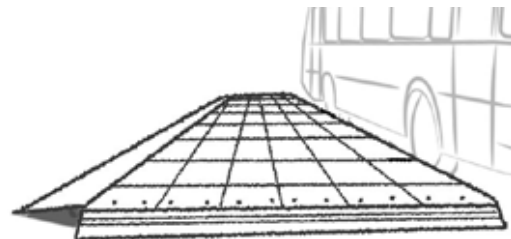
Other



Information sign



Official traffic sign



Modular bus island
Also works with protected bike lane

Real world applications



Curb extension

Concrete buttons, paint



Curb extension

Flexible delineator posts, paint



Curb extension

Surface treatment, large plastic planters



Narrowed crosswalk

Surface treatment, paint, planter boxes, flexible delineators, MUTCD walk signs



Sidewalk

Flexible delineator posts, concrete buttons, paint



Traffic circle

Raised lane separator, paint, MUTCD signs



Painted intersection

Paint



"Creative crosswalk"

Paint



Plaza
Chairs, tables, umbrellas, small trees



Buffered bike lane
Paint



Protected bike lane
Raised lane separator



Protected bike lane
Armadillos, spray chalk, yellow traffic tape



Modular bus island
Product by [Zicla](#)



Modular bus island + bike lane
Ramp accommodates protected bike lane

More potential strategies

- **Wide residential streets without sidewalks:** Move parking lanes 6' into the roadway, define new sidewalks with parking stops and paint
- **Fast, dangerous intersections with slip lanes:** Remove slip lanes using K-71 delineator posts and paint
- **Fast streets with parking lanes:** Narrow roadway mid-block with planters and delineators

Possible implementation approaches

- **Applied by Fatality Review Board** at fatal crash sites
- **Short demonstrations** by the City of Austin
- **Kit of parts to be borrowed by residents** for short trials on neighborhood streets