

**Pedestrian Advisory Council Recommendation:**  
**A Safe Systems Approach to Shared Small Vehicles**

WHEREAS, the purpose of the Pedestrian Advisory Council (PAC) is to advise the City of Austin and other jurisdictions on all matters relating to walking;

WHEREAS, both the State of Texas and the City of Austin have a traffic violence crisis, primarily arising from automobile-centric street design;

WHEREAS, the City of Austin has adopted a Vision Zero Action Plan with a goal of ending traffic deaths and serious injuries by 2025;

WHEREAS, no serious injury or loss of life is acceptable and safety must be prioritized in the design, funding, construction, and maintenance of our transportation infrastructure and policies;

WHEREAS, the City of Austin has adopted a [Sidewalk Master Plan / ADA Transition Plan](#) that seeks to establish a complete, safe sidewalk system accessible to all;

WHEREAS, the introduction of shared fleets of dockless vehicles has highlighted the high level of danger built into many of Austin's streets;

WHEREAS, missing, inadequate, or defective bicycle parking reduces the number of people able to conveniently use bicycles as a transportation mode;

WHEREAS, blocking the pedestrian right-of-way can create hazards and impediments to pedestrian access and may also create barriers for people with disabilities;

WHEREAS, prior to the introduction of dockless small shared vehicle mobility systems many sidewalks were already impeded by such hazards as overgrown plants, utility poles, parked cars, and construction barriers;

NOW, THEREFORE, BE IT RESOLVED, the PAC recommends that the Austin City Council, Mayor, and City Staff prioritize pedestrian safety in all policies, including planning, funding, construction, and maintenance of the transportation system.

BE IT FURTHER RESOLVED, the PAC recommends that in the development of policy, the dangers to other road users posed by dockless mobility devices be appropriately placed in context with the far greater dangers posed by automobiles;

BE IT FURTHER RESOLVED, the PAC recommends that the following edits be incorporated into the final regulations for dockless mobility units:

4. Safety

- Section 4.L. says "Licensee shall employ" when it appears this was intended to say "Licensee shall employ"

- Consider addition of a requirement that licensees participate with the city in a program to improve safety for pedestrians, such as installing speed limiters that can be activated when a user is on a sidewalk, or installing two different throttles with one clearly marked to be used on sidewalks which only achieves a top speed of 6 miles per hour.

## 5. Parking

- Remove or change item C.1.j as the publicly owned bike share stations are suitable places to park and share all shared mobility devices. A different wording of this language could achieve the outcome of not blocking docked shared bicycles from being returned while avoiding the requirement to stay a distance of 25 feet away from these stations. In comparison, no specific distance is cited in the case of actual safety concerns such as around fire hydrants, and it is suggested that this is addressed.
- Change the combination of Section 5.C.1.h(i), 5.C.2 and 5.C.3 which seems to prohibit access to shared small vehicles to most residential blocks in the city, until such time that a street car-priority parking spot or similar accommodation has been converted to a bike and shared vehicle parking spot on every block.

## 6. Operations and Customer Service

- Replace the metric in section 6.F with something that is people based, not simply scooters per square miles, as the current metric essentially biases toward stating that people in lower-density areas deserve more scooters per person.

BE IT FURTHER RESOLVED that the PAC recommends that the City use interim improvements, such as temporary paint to delineate dismount zones or zones limited to 6 mph, such as the sidewalks on Congress Avenue, while also helping people drive cars at safe speeds on streets such as 2nd Street by installing similar treatments to indicate that they are entering a slow zone where speeds over 20 mph are not acceptable;

BE IT FURTHER RESOLVED that the PAC recommends that a Motor Vehicle Mobility Code of Ethics be established in conjunction with a Dockless Mobility Code of Ethics;

BE IT FURTHER RESOLVED that the PAC recommends that the City dramatically increase the focus on and pace of funding for safe infrastructure, designed for appropriate speeds and mass of pedestrians, wheelchairs, bicycles, and shared small vehicles.

Date of Approval: October 29, 2018

Vote: 8-0 with Walker absent

Attest:



Jay Blazek Crossley, Pedestrian Advisory Council Chair