



What is the Pedestrian Safety Action Plan (PSAP)?

The PSAP will help improve pedestrian safety citywide and support the City's Vision Zero Action Plan to eliminate traffic-related serious injuries and deaths in Austin.

Implementation of the PSAP will be the responsibility of multiple City departments, including Austin Transportation, Public Works, Public Health, Planning and Zoning and Austin Police Department. Recommendations included in the plan will rely heavily on close coordination with regional transportation partners such as the Texas Department of Transportation (TxDOT) and the Capital Metropolitan Transportation Authority (Cap Metro).

How will the PSAP improve pedestrian safety in Austin?

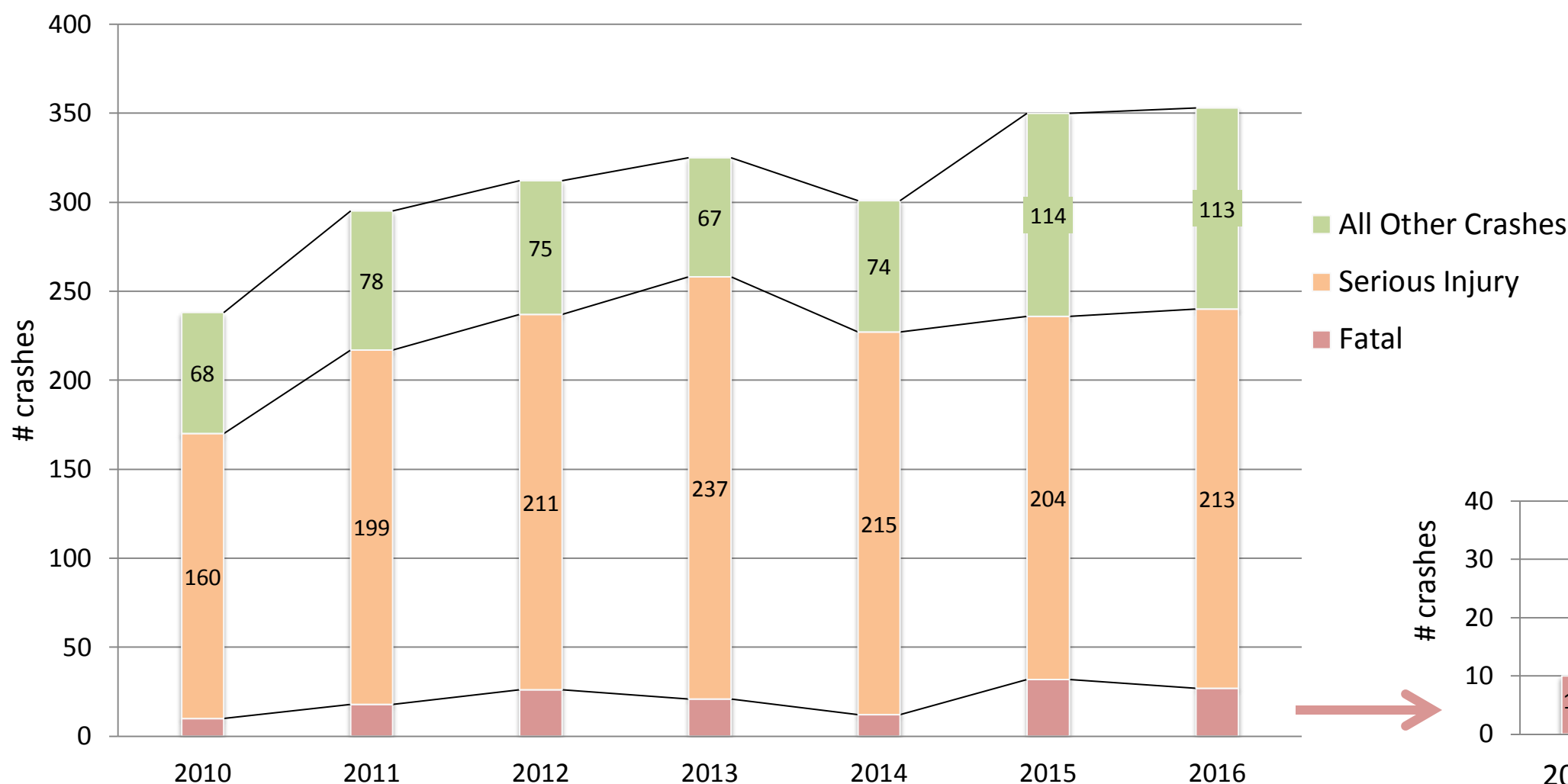
- Provide a holistic strategy for addressing pedestrian safety through engineering, education, enforcement, encouragement and land use/policy strategies.
- Crash data will provide a detailed understanding of the frequency, location and causes of pedestrian crashes, serious injuries and fatalities.
- Identify and prioritize streets with opportunities to improve pedestrian safety through strategic safety treatments.
- Include an Americans with Disabilities Act (ADA) Transition Plan component to help ensure that pedestrians of all abilities have safe access to Austin's pedestrian network.

When will the PSAP be completed?

City staff will bring a draft plan to the public for review this spring, and will deliver a final plan to City Council for consideration in Summer 2017.

For more information visit: <http://austintexas.gov/pedsafetyplan>

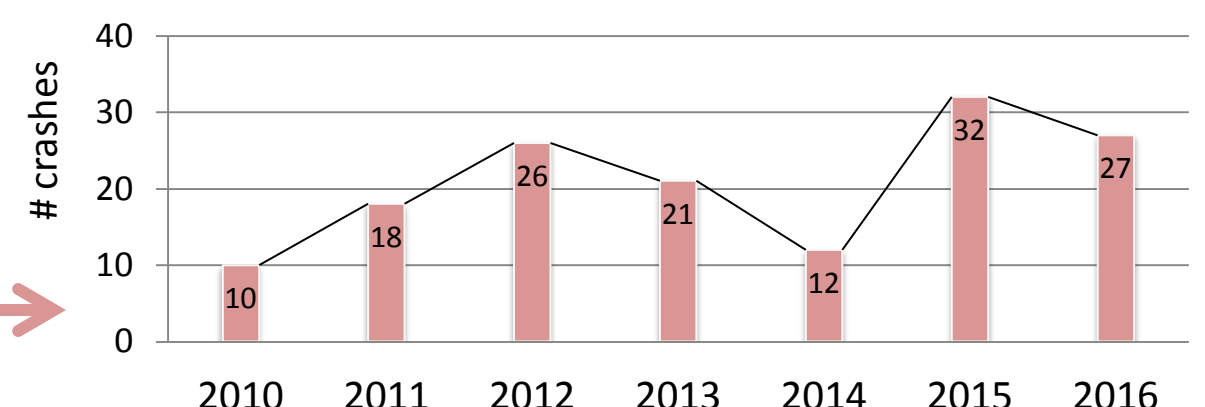
Pedestrian Crashes by Severity
Austin, 2010-2016



did you know?

For every pedestrian killed in Austin another 10 are seriously injured

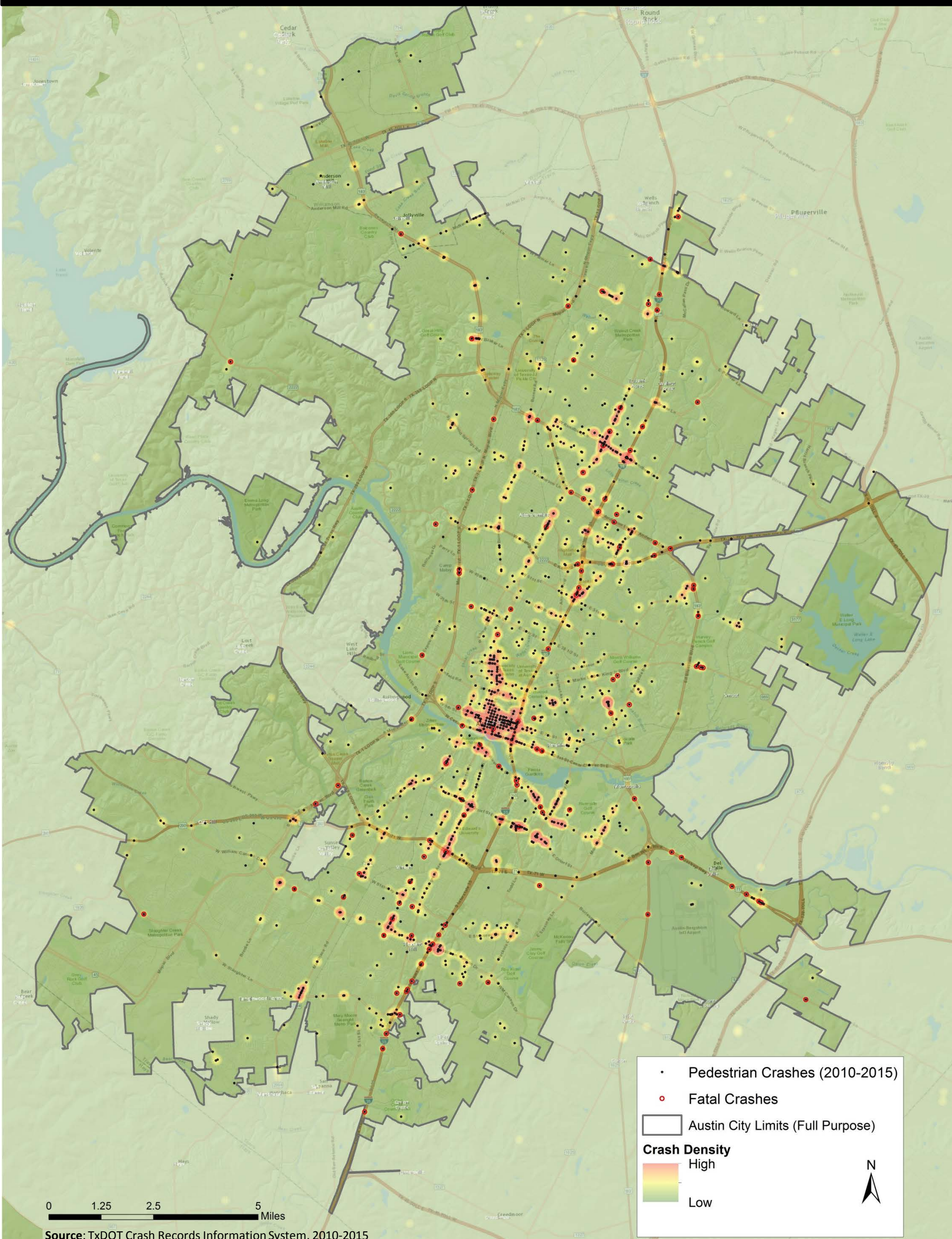
Fatal Pedestrian Crashes
Austin, 2010-2016





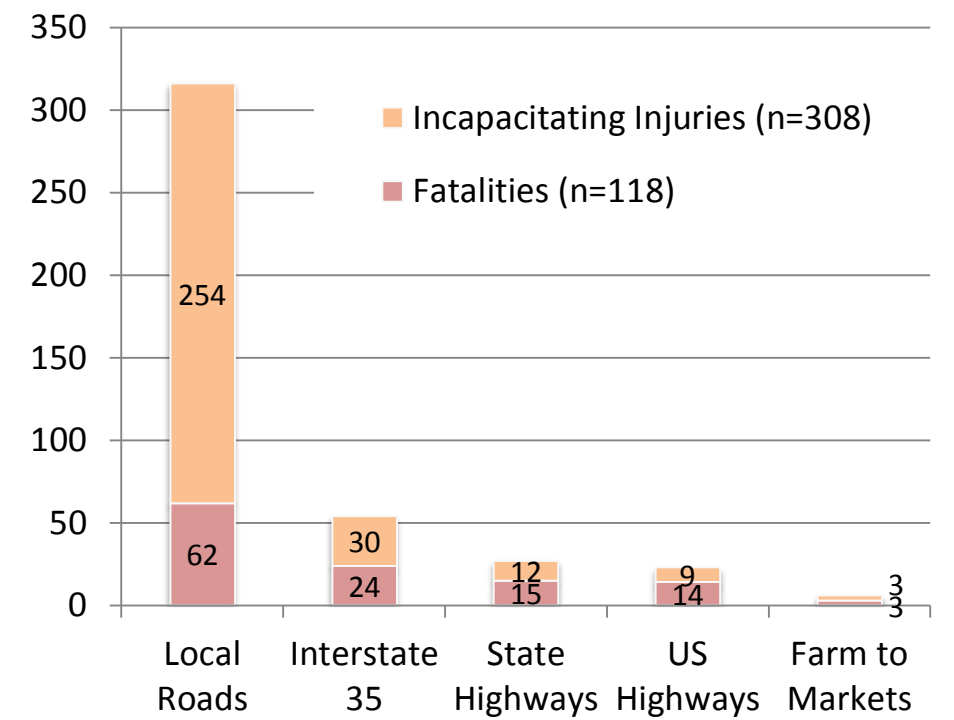
Where are pedestrian crashes occurring in Austin?

Pedestrian Crashes and Fatalities Austin, 2010-2015



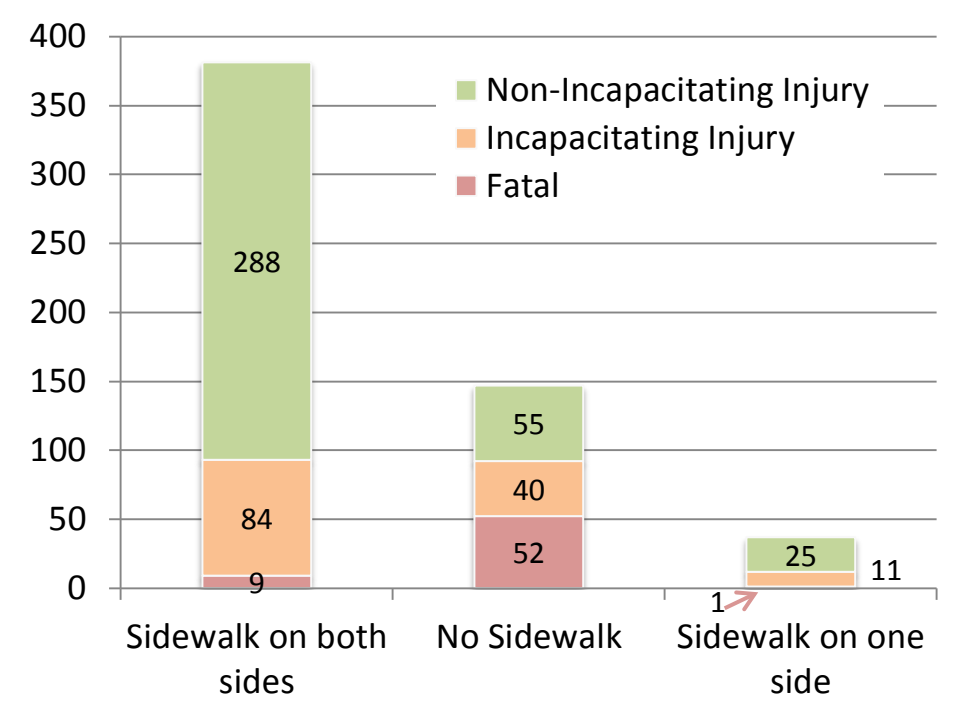
Roadway Classification

Incapacitating Injury + Fatal Crashes, 2010-2015



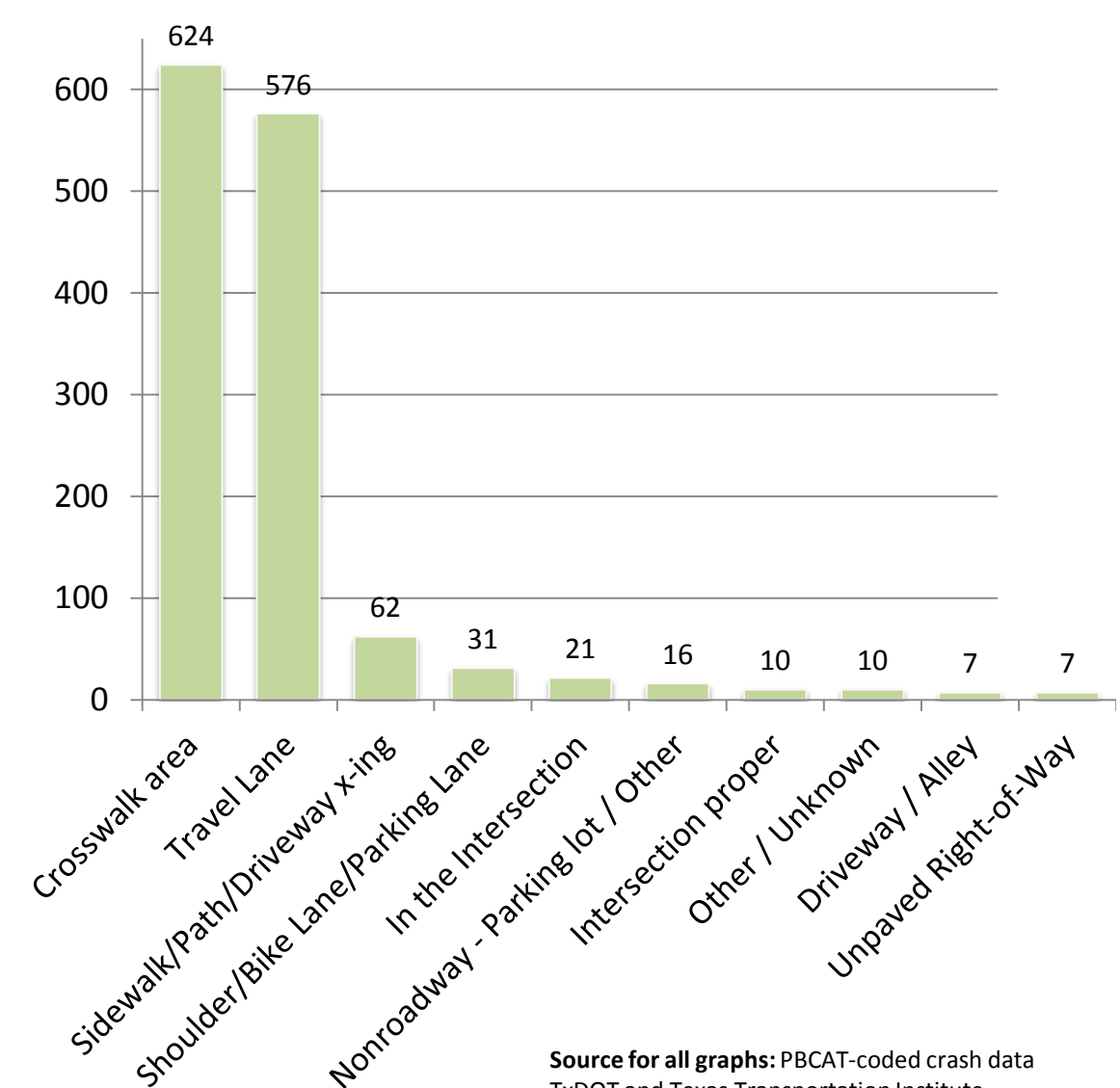
Presence of Sidewalks

Serious Injury + Fatal Crashes, 2010-2015



Pedestrian Position

Serious Injury + Fatal Crashes, 2010-2015



Source for all graphs: PBCAT-coded crash data TxDOT and Texas Transportation Institute 2010-2015

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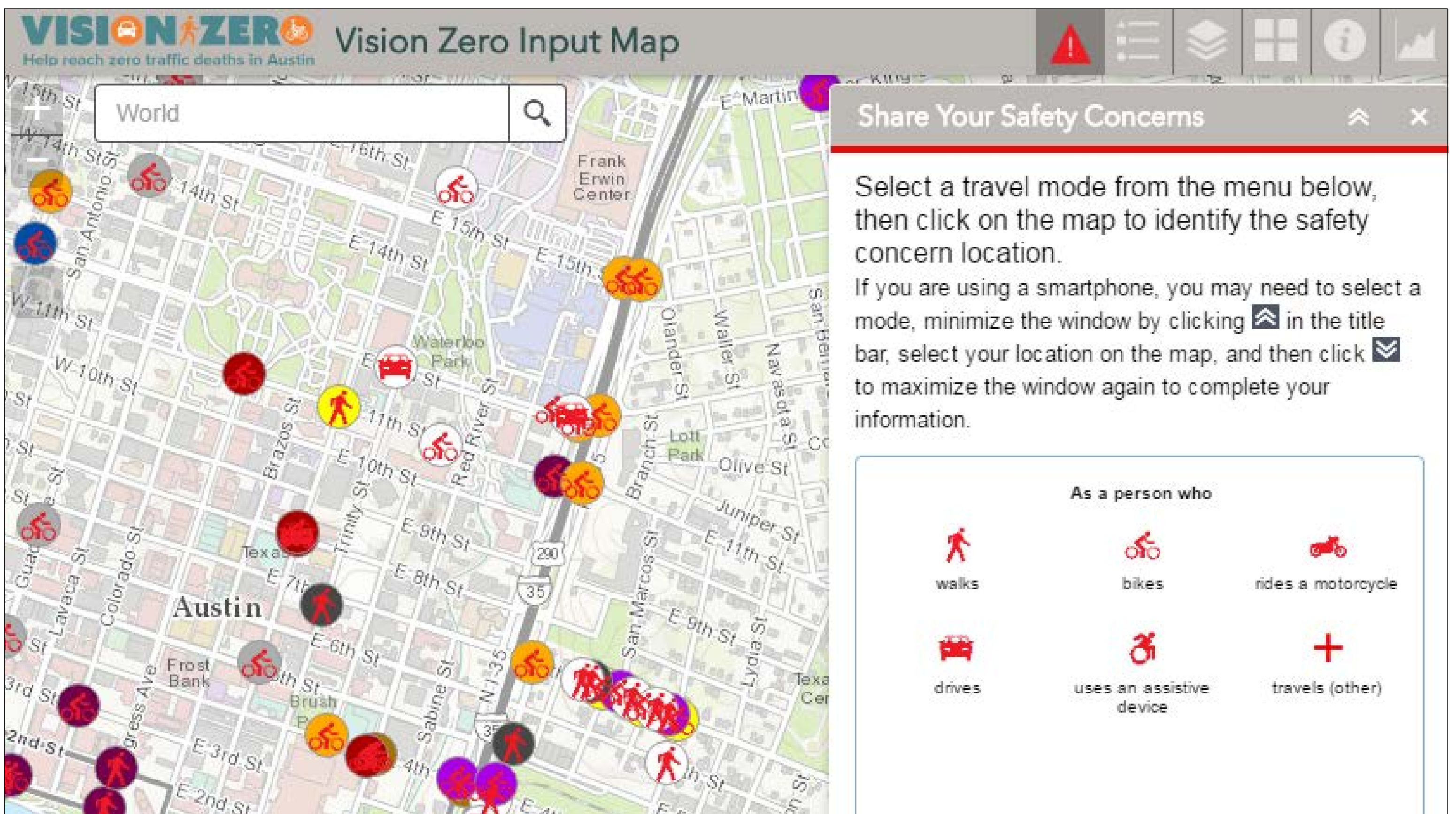
Where are your pedestrian safety concerns?

Directions: Log your pedestrian safety concerns [Here](#) via the City's Vision Zero Input Map. This crowd-sourced data will help City staff better understand where and how pedestrian safety can be improved throughout the city.

Note that you should always use the City's 3-1-1 system for immediate street or maintenance requests.

Dónde están sus preocupaciones de seguridad para peatones?

Instrucciones: Registrar sus preocupaciones de seguridad para peatones [Aquí](#) en Entrada de Cerо de Visión de la Ciudad. Esta multitud de datos de origen ayudará al personal de la ciudad a entender mejor dónde y cómo se puede mejorar la seguridad de los peatones en toda la ciudad.

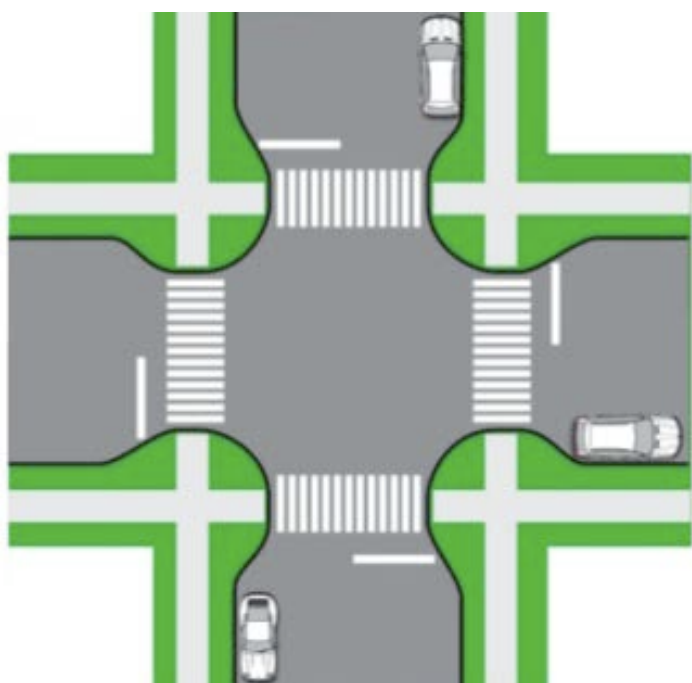


The screenshot displays the 'VISION ZERO Vision Zero Input Map' interface. The map shows a grid of streets in Austin, Texas, with various colored icons (pedestrian, bicycle, motorcycle, car, assistive device) placed at different locations to indicate safety concerns. A search bar at the top left contains the text 'World'. A dialog box titled 'Share Your Safety Concerns' is overlaid on the right side of the map. The dialog box contains the following text: 'Select a travel mode from the menu below, then click on the map to identify the safety concern location. If you are using a smartphone, you may need to select a mode, minimize the window by clicking [minimize icon] in the title bar, select your location on the map, and then click [maximize icon] to maximize the window again to complete your information.' Below the text is a section titled 'As a person who' with six options: 'walks' (pedestrian icon), 'bikes' (bicycle icon), 'rides a motorcycle' (motorcycle icon), 'drives' (car icon), 'uses an assistive device' (wheelchair icon), and 'travels (other)' (plus sign icon).

What types of treatments can improve pedestrian safety?

People walking can be made safer through the use of low-cost, high-impact treatments throughout the city, along with more substantial infrastructure treatments when necessary. The PSAP will provide guidance on expanding the City's pedestrian safety toolbox based on national best practices.

Below are a few examples of low-cost, high-impact pedestrian safety treatments.



Curb modifications



Refuge Islands



Low-cost materials



High-Visibility Signage



Audible Pedestrian Signals



Traffic signal timing



Right on Red Prohibitions



In-Street Signage



Pedestrian Hybrid Beacons



How should pedestrian safety treatments be prioritized?

City staff will identify and prioritize potential locations to receive pedestrian safety treatments based on a combination of factors, including high crash locations, high risk locations and high demand locations, along with community input through 3-1-1.

Directions: [Click On This Link to Provide Input Online](#)

(Below is an image of the board used at the open house events.)

Crash criteria	
	place red dots here
Prioritize locations with high crash totals, regardless of injury severity	
Prioritize locations with high numbers of serious injuries	
Prioritize locations with high numbers of ped fatalities	

Risk criteria	
	place red dots here
Prioritize locations with high traffic speeds	
Prioritize locations with high traffic volume	
Prioritize locations with wide streets	
Prioritize locations with long distances between traffic signals	
Prioritize locations that lack bicycle facilities	

Other criteria
(write in with Post-it notes)

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