



TRANSPORTATION PUBLIC WORKS

Pedestrian Advisory Council - Shared Streets Briefing

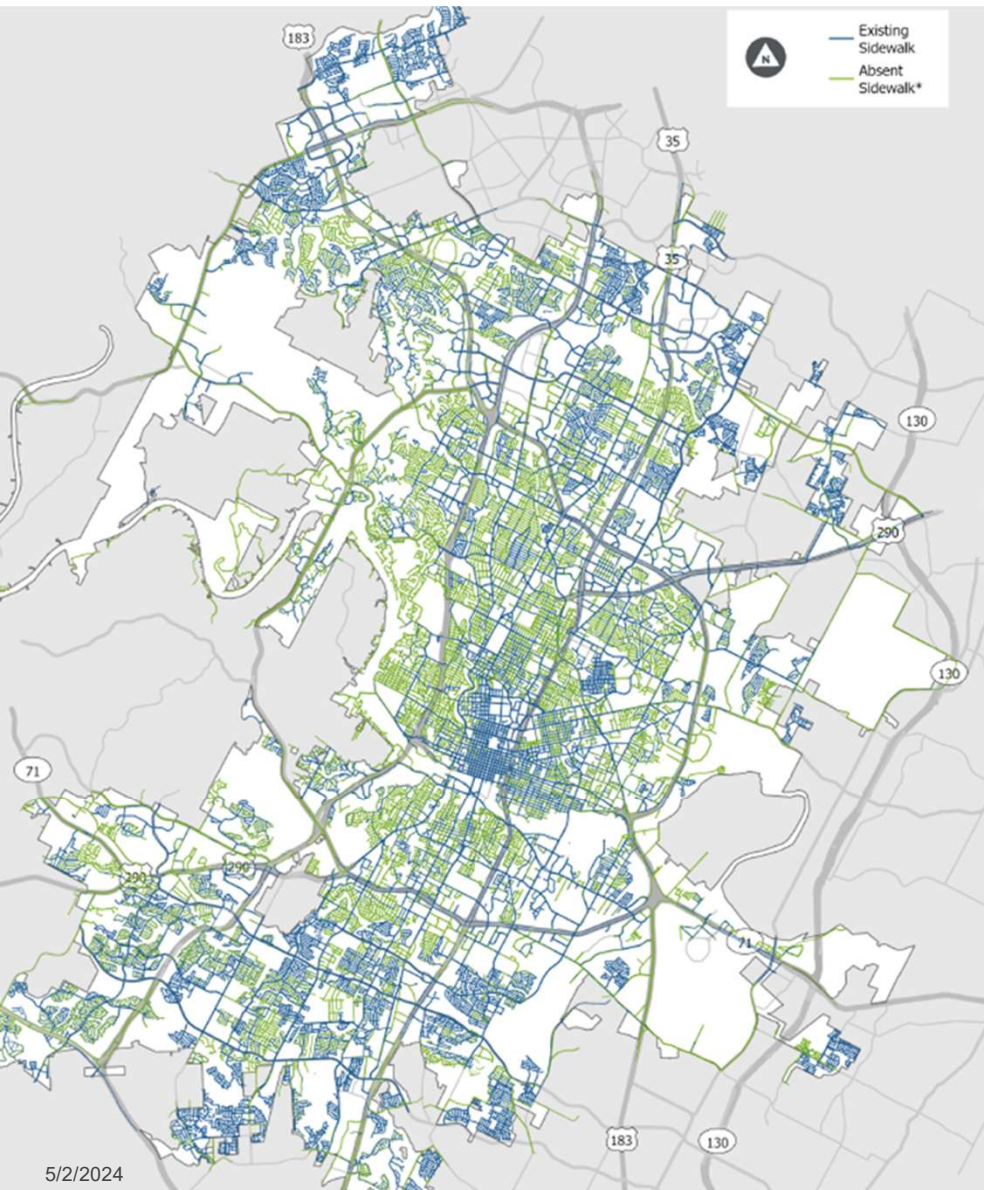
May 6, 2024



Agenda

- Context: Sidewalks, Crossings, and Shared Streets Plan
 - Scale of the challenge
 - Completing the network
 - Shared streets
- Projects
 - Completed
 - Active
- Lessons Learned





Scale of the Challenge

Snapshot of the current sidewalk network:

2,800 miles of existing sidewalk

Approximately 1,500 miles of absent sidewalk*

61% of properties are on streets with existing sidewalks*

51% of properties are connected by sidewalks to schools**

35% of properties are connected by sidewalks to transit**

20% of properties are connected by sidewalks to groceries and other food sources**

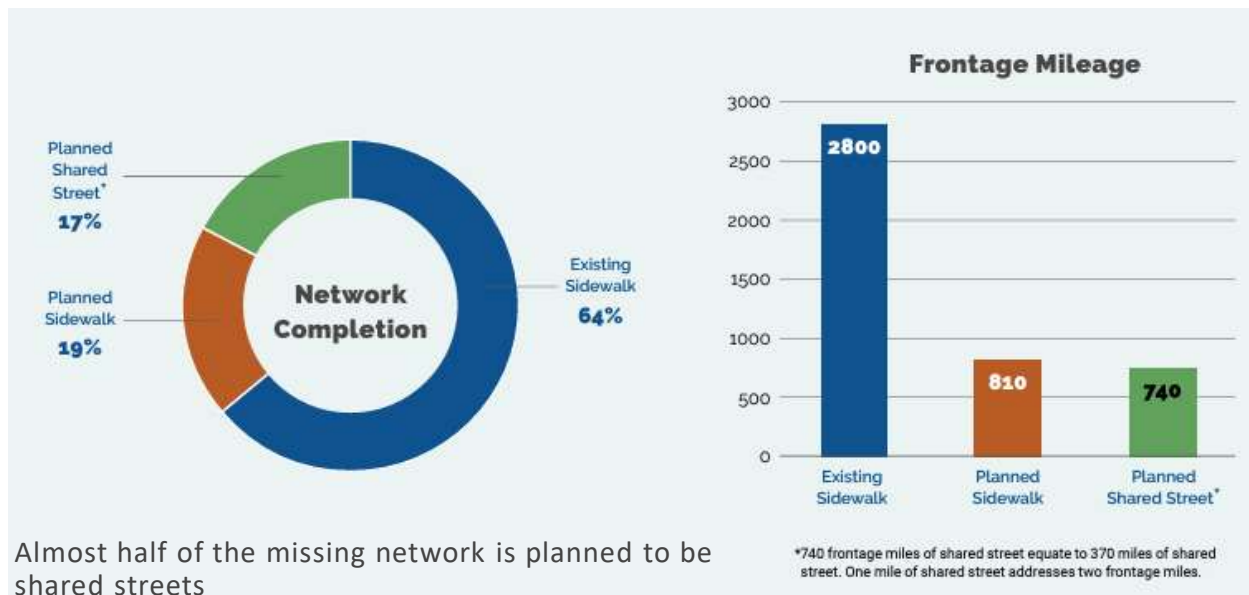
*City policy is to address sidewalk gaps on both sides of arterial and collector streets, and on one side of existing residential streets. Streets labeled as "absent sidewalk" do not meet these conditions.

**Percent of properties within two miles of a school, 0.25 miles of a transit stop, and 0.25 miles of a place to buy groceries that are connected to those places by the existing sidewalk network.

Figure 2-1. Snapshot of the Current Sidewalk Network



Completing the Network



Almost half of the missing network is planned to be shared streets

The Plan envisions a complete Pedestrian Network

- Provide safe, comfortable, and accessible pedestrian passage along and across every public street.
- Prioritize equity in the completion and maintenance of the pedestrian network
- Shared Streets can help us get there



Shared Streets



- **Definition**

- From the SCSS Plan: “shared streets” refers to an environment where people walking, bicycling, and driving share the same space in a way that prioritizes the safety and comfort of pedestrians while allowing for movement of bicycles and motor vehicles
- Many local streets without sidewalks already function as de facto shared streets

- **Key Principles**

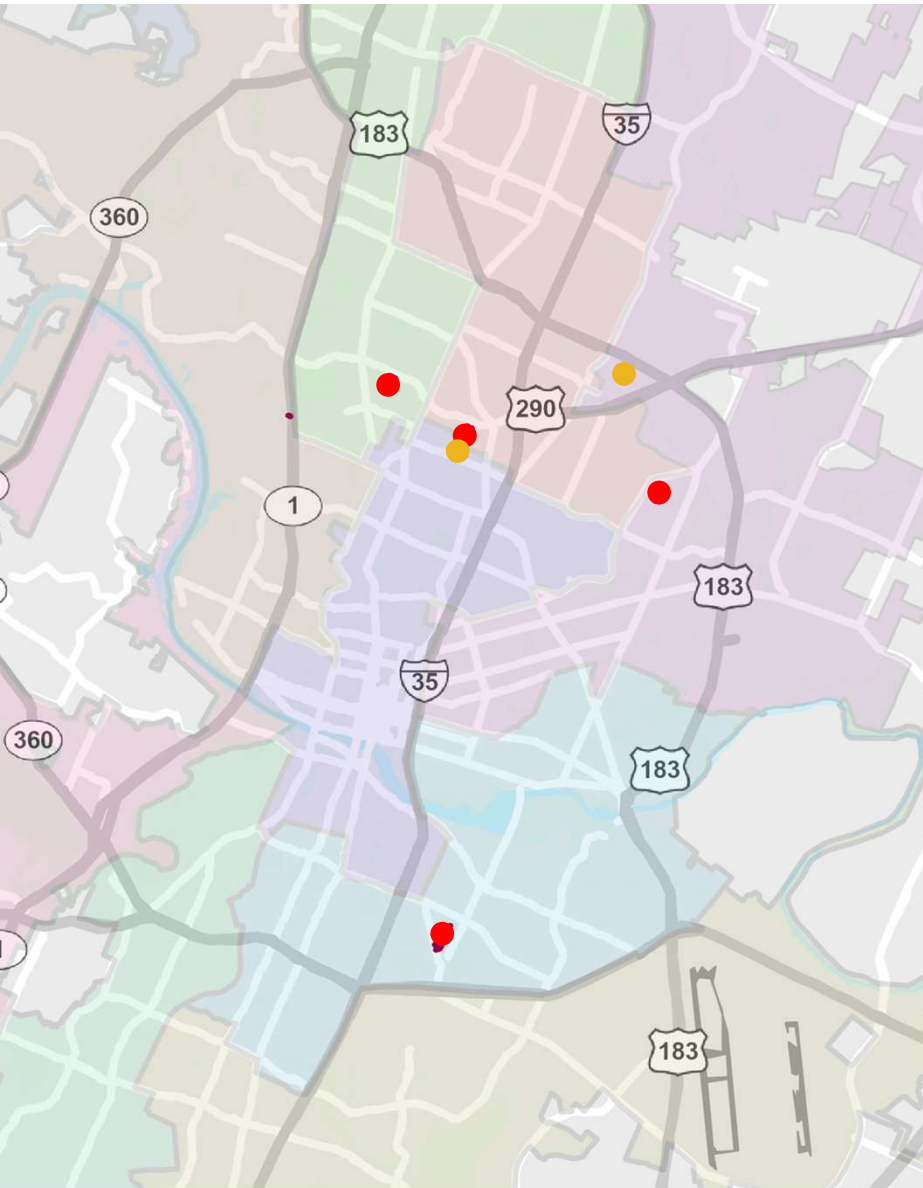
- Designing for slow speeds
- Establishing gateways
- Evaluating effectiveness

- **Environmental benefits**

- Enhance and add trees and greenspace
- Reduce impervious cover and improve stormwater infiltration
- Lower city’s carbon footprint



Shared Streets Projects

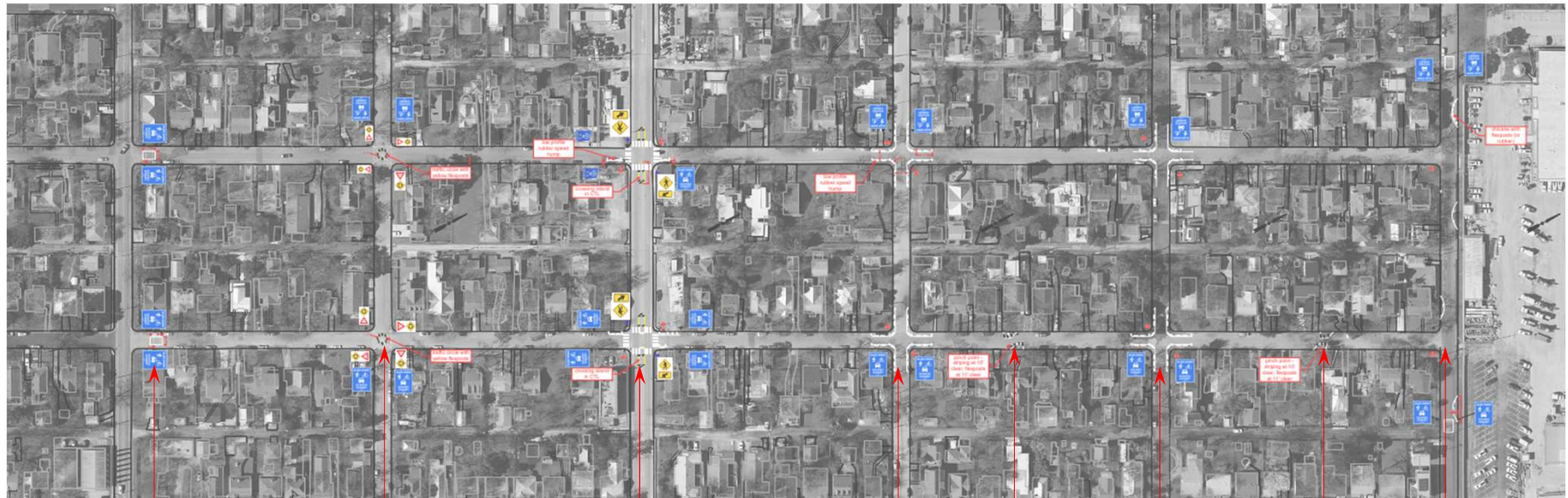


- Complete
 - Ave G/H (District 4,9)
 - Ullrich/Arroyo Seco (District 7)
 - Gloucester/Edgedale (District 1)
 - Princeton and Ware at Burleson (District 3)
- Active
 - Coronado Hills/Creekside (District 1)
 - Ave G/H (District 4,9)



Ave G and H - E 51st to 56th St pilot

Project Scope



Shared Street
sign

Traffic Circle

Pedestrian
Island crossing
and crosswalks

Curb
Extensions

Pinch
points

Curb
Extensions

Pinch
points

Chicane



Ave G and H

Shared Street Design Elements

Traffic Circle



66% strongly agree/agree traffic circles make the street more comfortable to walk, bike and roll
13% are neutral

Curb Extension



57% strongly agree/agree curb extensions make the street more comfortable to walk, bike and roll
15% are neutral

Pinch point



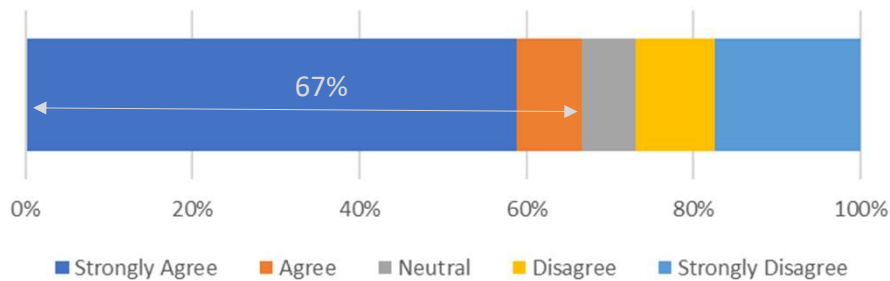
47% strongly agree/agree pinch points make the street more comfortable to walk, bike and roll
15% are neutral

Avenues G and H

Community Feedback Survey

I feel more comfortable walking/biking/rolling on my street as a Shared Street:

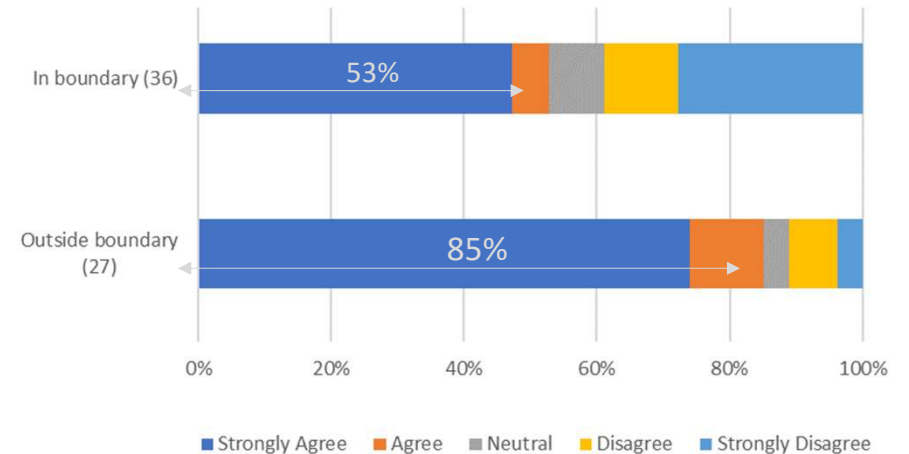
84 mailers: 63 responses, 36 within project area



6% neutral

27% disagree/strongly disagree

Breakdown by respondents who live inside the project area vs. outside the project area

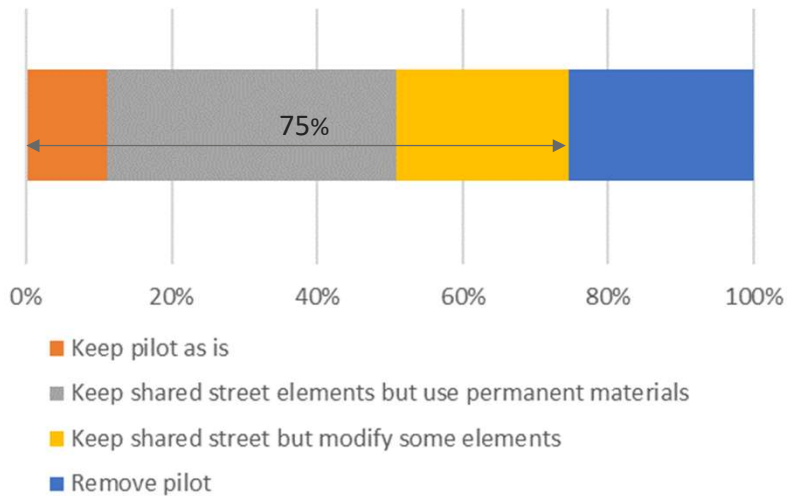


47% of respondents inside the project area and 74% of respondents outside the project area strongly agree with the statement

Avenues G and H

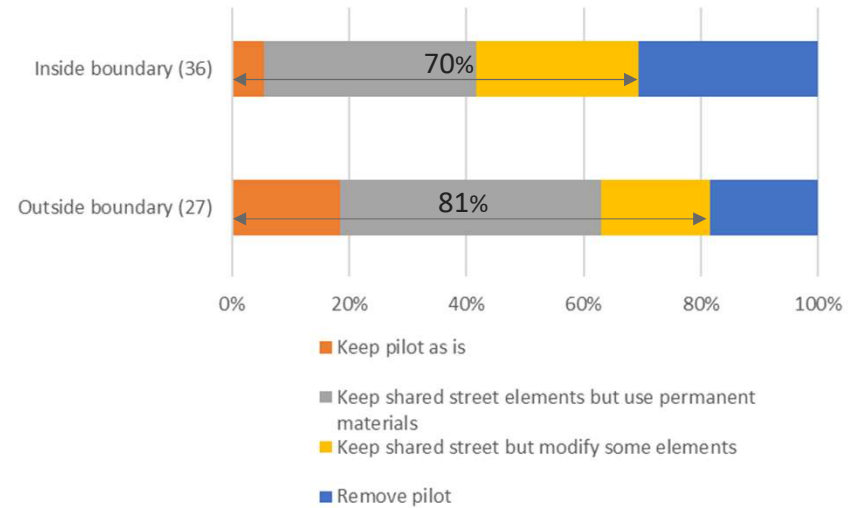
Community Feedback Survey

What should happen next?



Most respondents would like permanent materials

Breakdown by respondents who live inside the project area vs. outside the project area



Only 6% of respondents within the project area would like the pilot to remain as is and 30% would like it removed so we will need to be mindful of the modifications we propose



Ullrich and Arroyo Seco

Project Scope





Ullrich and Arroyo Seco

Shared Street Design Elements

Before concrete curb extension



After concrete curb extension





Ullrich and Arroyo Seco

Shared Street Design Elements

Before curb extension



After curb extension



68% strongly agree/agree the curb extension makes the street more comfortable
7% neutral



Ullrich and Arroyo Seco

Shared Street Design Elements

Before pinch point



After pinch point



50% strongly agree/agree the pinch point makes the street more comfortable
7% neutral



Ullrich and Arroyo Seco

Shared Street Design Elements

Before ramps and crosswalk @ pedestrian bridge



After ramps and crosswalk @ pedestrian bridge





Ullrich and Arroyo Seco

Shared Street Design Elements

Before in street pedestrian facility



After in street pedestrian facility

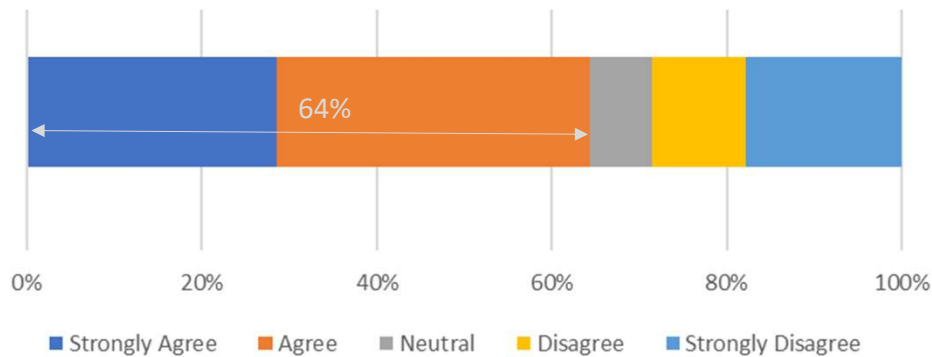


Ullrich and Arroyo Seco

Community Feedback Survey

I feel more comfortable walking/biking/rolling on my street as a Shared Street:

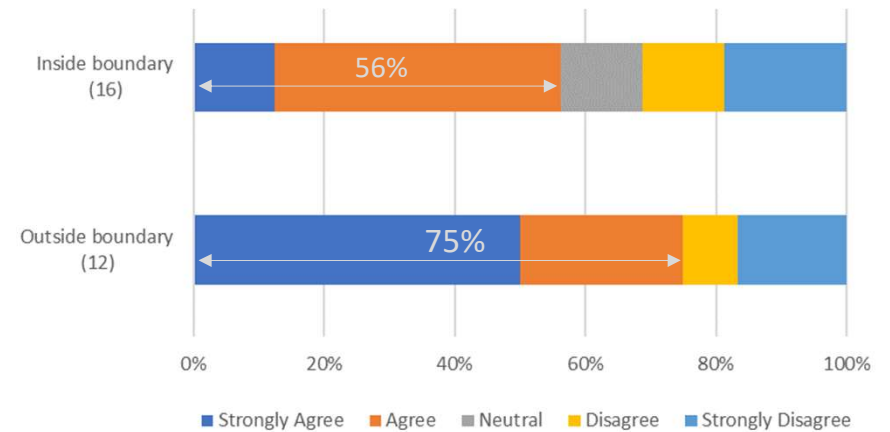
48 mailers: 28 responses, 16 within project area



8% neutral

28% disagree/strongly disagree

Breakdown by respondents who live inside the project area vs. outside the project area

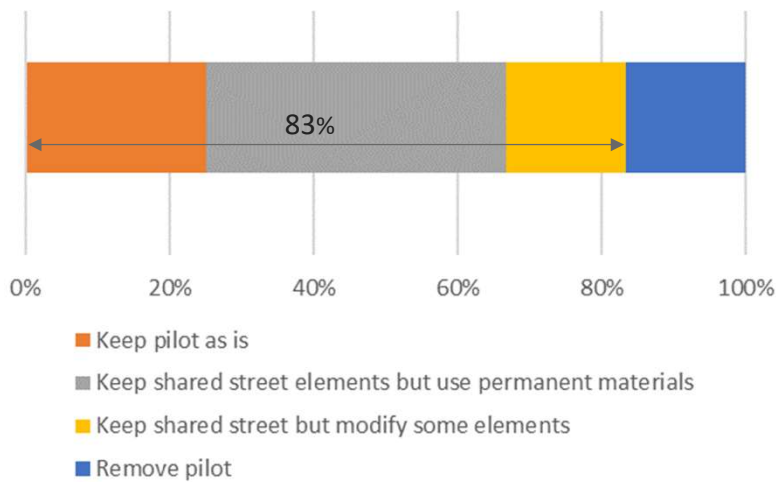


13% vs 50% of respondents strongly agree with the statement depending upon if they live within the project area.

Ullrich and Arroyo Seco

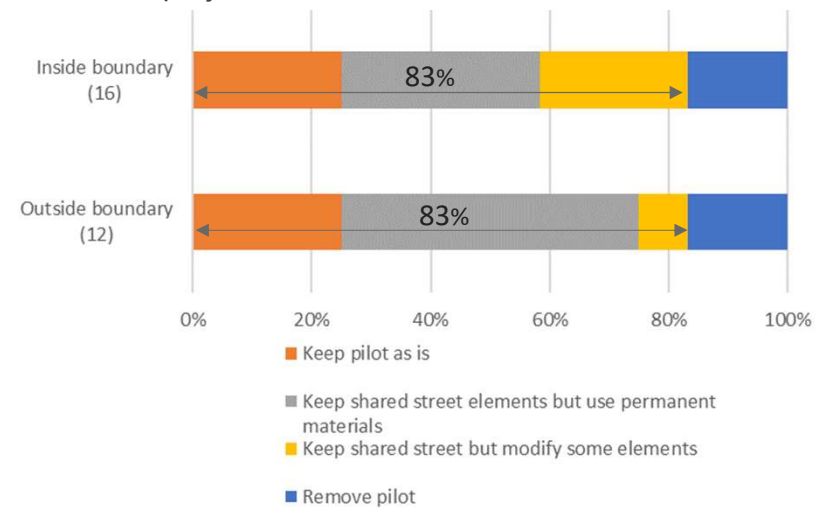
Community Feedback Survey

What should happen next?



Much higher percentage of respondents want to keep the pilot as is and much lower % want to remove the pilot. Possibly due to mix of permanent and temporary elements.

Breakdown by respondents who live inside the project area vs. outside the project area:

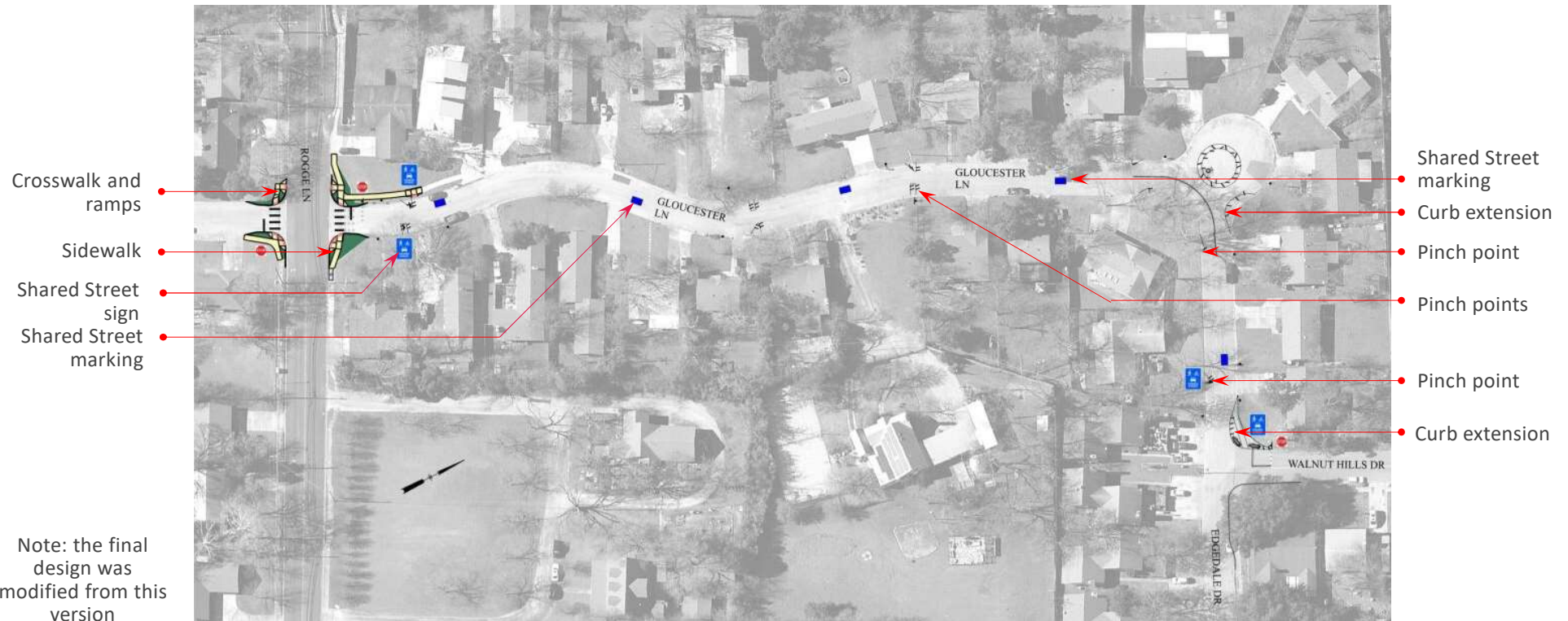


25% of all respondents want to keep pilot as is (vs 11% of all respondents for Ave G/H).



Gloucester and Edgedale

Project Scope





Princeton and Ware at Burleson

Project Scope





Coronado Hills/Creekside

Project Scope



Lessons Learned



- Internal review takeaways

- Use repeatable elements so shared streets can become recognizable and scale implementation

- Strong gateways to signal entry into a Shared Street

- Strong visual cues indicating you're on a Shared Street

- Aesthetics matter a lot
- Sometimes less is more
- Many de facto shared streets are functioning fine without interventions

- Public outreach takeaways

- Mailings are not effective
- Partner with Living Streets and leverage their in-depth engagement
- Residents would like to see comprehensive neighborhood improvements



Lessons Learned

- Survey takeaways

- Ullrich respondents were more positive about “what should happen next?” than Ave G/H respondents. We hypothesize that the mix of permanent and temporary materials and the painting made Ullrich more appealing
- Overall positive feedback – 71 and 83% want to keep pilot in some form
- Respondents outside project area yielded more positive feedback

- ADA Considerations

- Understand visually impaired users are trained to walk with curb at left, facing traffic. Where possible, gateways should help navigate to that orientation as clearly as possible.
- Flex posts as a barrier need to be close together, 3’ o.c. max. so someone with a cane can find them
- Be mindful of potential trip hazards



TRANSPORTATION
PUBLIC WORKS

THANK YOU



U.S. to require automatic emergency braking on new vehicles in 5 years



By The Associated Press (NPR)

April 30, 2024 10:12 a.m.



- The new rule requires all passenger vehicles weighing 10,000 pounds (4,500 kilograms) or less to have forward collision warning, automatic emergency braking and pedestrian detection braking.

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