

Pedestrian Signalization in Austin

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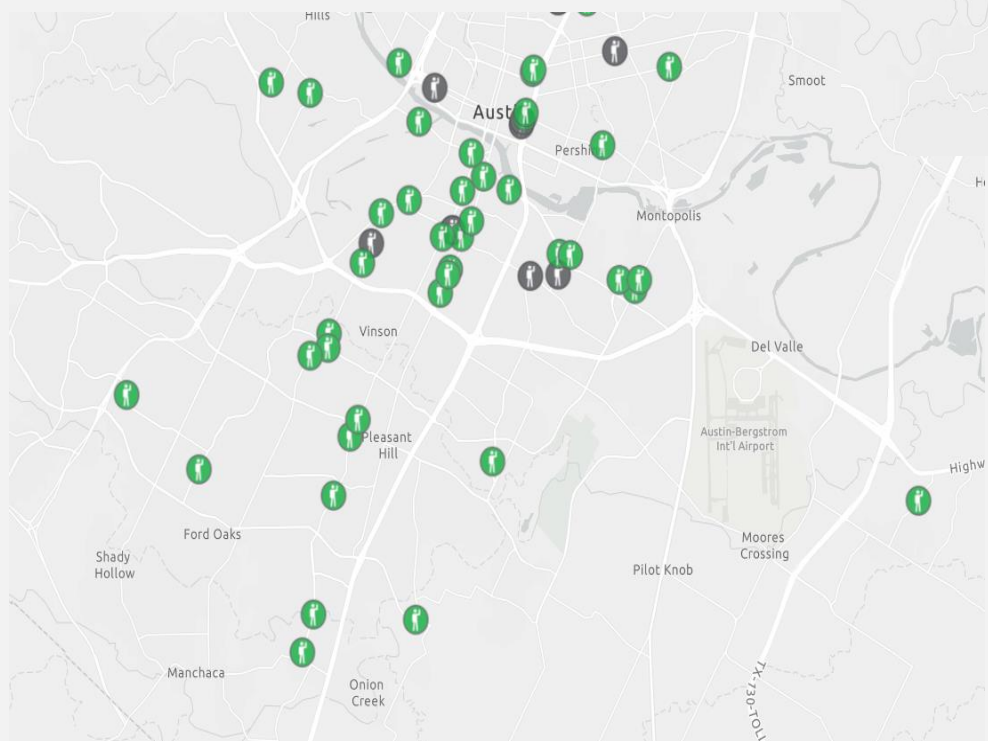
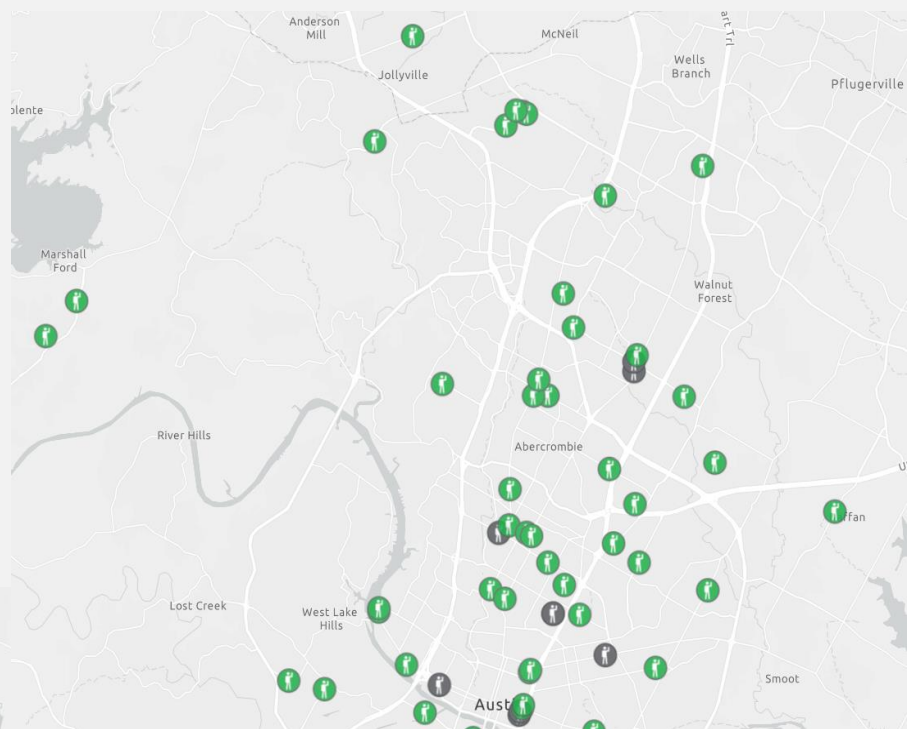
Austin Transportation Department



overview

- COA has 1000+ signals and 77 PHBs (we believe 2nd most nationally)





PHB Operations/Phasing

- PHB Timing Considerations
 - Walk 7 seconds default, 10-11 seconds near schools during egress ours
 - Flashing Don't Walk = $\text{Width of X-Walk} / 3.5$
 - Min Green (misnomer) – 15 collectors & minor arterials, 25 on larger/busier arterials
 - Coordination vs Free
 - Free – instant response
 - Coord – more predictable vehicle arrivals
 - (walk/don't walk, min green, coordination)





Pedestrian Signalization Strategies

Ped recall vs. Partial Ped Recall vs. actuated ped signals

- Pedestrian Recall (ped phase comes up every cycle)
 - Often provides faster service and less delays
 - Doesn't work as well with larger crossings, requiring longer cycle lengths and longer delays for all users
 - Not popular in areas with relatively light ped traffic



Ped recall vs. Partial Ped Recall vs. actuated ped signals

- Partial Pedestrian Recall
 - Ped phase parallel to major street will come on automatically and rest in walk
 - Less control of permissive turn and ped conflicts
 - Signal less responsive to cross street demand in free operation



Ped recall vs. Partial Ped Recall vs. actuated ped signals

- Fully Actuated
 - Most common in places with less pedestrian traffic
 - Limit your minimum cycle length on wider roadways



Pedestrian Timing Considerations

- Walk – 7 sec min, longer if button is far from ramp or if peds need more crossing time (schools). Can have different buttons call different walk times (Palace Parkway ex)
- Flashing Don't Walk – 3.5/crosswalk distance



Leading Pedestrian Interval (approx. 100 in Austin)

- Considerations: Heavy Ped, RT vs Ped, Why Not
- Not as effective if RTOR is permitted and easy (show why it is difficult on S Congress)
- Pseudo-LPI (Delayed FYA)/Right turn overlaps



FYA T-Intersection: What is it?

