

Pedestrian Safety Emphasis Area Team Report
Tuesday, February 28, 2017, 2:00 p.m.

Follow Up Commitments

Commitment	Responsible Person	Due Date
Submit potential countermeasures	All team members	Mon., March 13, 2017

Participants

Name	Agency/Organization
Brian Shamburger, Team Leader	Kimley-Horn
Lilly Banda	City of San Antonio
Alex Carol	Alamo Area Metropolitan
Kay Fitzpatrick	Texas A&M Transportation Institute
Rebecca Pacini	City of San Antonio - TCI
Jay Crossley	Vision Zero ATX
Brian Jahn	City of Fort Worth
Brian Sullivan	
Stephen Ratke	FHWA - TX
Joan Hudson	Texas A&M Transportation Institute
Dan Dao	Department of State Health Services
Eric Hemphill	North Texas Tollway Authority
Joe Schmider	Department of State Health Services
Francis Reilly	Austin Transportation Dept., Vision Zero
Terry Pence	TxDOT - TRF
Robert Wunderlich	Texas A&M Transportation Institute
Eva Shipp	Texas A&M Transportation Institute
Stacey Schrank	Texas A&M Transportation Institute
Darren McDaniel	TxDOT
Michael Martin	Texas A&M Transportation Institute

The role of the Emphasis Area Teams is to develop the content of the Texas Strategic Highway Safety Plan (SHSP), provide input to other areas of the Plan, assist the Management Team with outreach and networking, advise on implementation strategies, and track implementation progress. The purpose of the EA teams is to utilize the members' knowledge, expertise, and experiences to identify the SHSP strategies and countermeasures pertaining to pedestrian safety.. The multiple disciplines that make up each EA team will ensure the proposed solutions are feasible, practical, and effective. The consulting team will help by reviewing the literature, examining the data, etc., as requested.

Strategies and Countermeasures

Please review the strategies and countermeasures to make sure they are worded as you intended. We hope to finish this section of the Texas Strategic Highway Safety Plan by the end of the next meeting if possible. You will soon be receiving instructions for providing comments and/or additional countermeasure suggestions for any of the strategies. We will collate your suggestions and discuss them on the next call (March 27, 9:30 – 11:00 a.m.).

Pedestrian Safety Strategies - Revised

Strategy 1

Improve driver and pedestrian safety awareness and behavior

- *Improve Driver awareness of pedestrians*
- Target education by location and demographics
 - *School age children education (San Antonio)*
- Reduce crashes involving impaired and distracted pedestrians
 - *Adapt impaired driving messages to impaired walking and biking*
(link to impaired driving team)
- Reduce crashes with unintended pedestrians on high speed roadways. Unintended motorists are motorists that have stopped on the freeway and leave their vehicles (they may not be walking beside the roadway).

Strategy 2

Reduce pedestrian crashes on urban arterials and local roadways

Strategy 3

Improve pedestrian visibility at crossings. These are strategies to increase the likelihood that a motorist can see the pedestrian (countermeasures could include lighting, reducing visual clutter and sight barriers, increasing sight distance, or encouraging the use of high-visibility and/or retroreflective gear by pedestrians).

Strategy 4

Improve pedestrian network. This strategy is intended to provide pedestrian paths that eliminate the need to walk in the roadway or to provide alternatives to crossing high volume, high speed roadways, particularly freeways, by providing a convenient alternative path.

Strategy 5

Improve pedestrian involved crash reporting

Strategy 6

Establish vehicle operating speeds to decrease crash severity. This strategy is intended to manage speeds in a manner that reduces the potential for pedestrian injury in case of a collision.

Strategy 7

Develop strategic pedestrian safety plans tailored to local conditions. Pedestrian crashes are concentrated in urban areas, and conditions may vary between these areas, so it recognizes the need to develop safety plans based on location conditions and culture.

Next Steps

Data and Resource Requests

- Identify how many freeway crashes actually happen on frontage road
- Determine rural crash rate
- Crashes by number of lanes or functional class
- Crashes by type of traffic control device
- Better define mid-block crashes and/or sub-divide mid-block crashes (crossing or walking beside road)

Additional Resources

- <http://keyetv.com/news/local/cap-metro-seeing-spike-in-crashes-into-back-of-buses-in-austin>

Upcoming Meeting Dates

- Monday, March 27, 9:30-11:00 a.m.