SHSP Action Plan Development Pedestrian Safety EA Team



December 19, 2017

Agenda

- Welcome and Introductions
- SHSP Status
- FY 18 Goals and Objectives
- Action Planning
 - Proposed Approach
 - Meeting Schedule
- SHSP Milestones



SHSP Status

Thanks to you and your teams!

Plan approved by FHWA!! (Woo Hoo!) Posted at www.texasshsp.com

Next Steps:

- Action Plans
- Evaluation Plan
- Communication Plan
- Regional Workshops



FY 18 Goals and Objectives



- Establish a SHSP Brand
- Extend participation in SHSP
- Document Existing Safety Programs and Projects
- Develop & disseminate a branded "consumer version" of SHSP
- Develop Action Plans for each Emphasis Area

Document Existing Programs and Projects

- Qualtrics Survey
- Classify
 - By EA
 - By other efforts (e.g., motorcycles, bicycles)
- Starting Point
- Identify gaps
- Set priorities

Action Planning Approach

- EA Teams
 - Review, revise, and confirm countermeasure rankings
 - Review, revise, and confirm preliminary Action Plans
 - Develop and confirm additional Action Plans
 - Ensure all strategies covered
 - All EA team priorities covered
- Three Rounds of Meetings



EA Team Meetings



Round 1

- Review, revise, and confirm countermeasure rankings*
- If time allows, begin reviewing, revising, and confirming preliminary Action Plans*
- Identify additional Action Plans needed to:
 - Ensure all strategies covered
 - Cover all EA team priorities

* Developed during 2017 Texas Traffic Safety Conference

STRATEGIES: PEDESTRIAN SAFETY EMPHASIS AREA		
Strategy #1	Improve driver and pedestrian safety awareness and behavior	
Strategy #2	Reduce pedestrian crashes on urban arterials and local roadways	
Strategy #3	Improve pedestrians' visibility at crossing locations	
Strategy #4	Improve pedestrian networks	
Strategy #5	Improve pedestrian involved crash reporting	
Strategy #6	Establish vehicle operating speeds to decrease crash severity	
Strategy #7	Develop strategic pedestrian safety plans tailored to local conditions	

NO.	COUNTERMEASURE	RAN K
3b, 3c Eng	Deploy bulb-outs, neckdowns, median islands, parking restrictions, advance yield bars, Z crossings, and associated improvements that allow pedestrians to find refuge from, and visibility to, vehicular traffic. Minimize the screening of pedestrians by parked or stopped vehicles, vegetation, and other objects (remove on-street parking, encourage Don't Block the Box campaigns) or add bulb-outs.	1
4d Eng	Provide appropriate features along the pedestrian network (wide shoulders, sidewalks, pedestrian crossing treatments, pedestrian refuge islands).	2
1a Ed, Enf	Educate motorists on appropriate actions if they become stranded on a freeway or high speed roadway to reduce crashes with unintended pedestrians on high speed roadways (stay in the vehicle, call for help, Steer It and Clear It). Consider policies for, and enforcement of, moving over and/or encouragent for motorists to move over away from stranded cars and roadside pedestrians (Safe Passing Law). Examples: expansion of the Move Over/Slow Down Law, safe passing laws such as the San Antonio ordinance and proposed statewide legislation. (San Antonio examples – all vulnerable)	3
2c	Implement raised crosswalks at high pedestrian activity locations (Include: right turn channelization roadways, midblock crossings, and on the	4
5b	Add fields to the standard crash report form to better define pedestrian crashes and provide additional detail on the specifics of each crash.	
Enf	This includes those needed to use the PBCAT tool and develop law enforcement roll call videos on the need for and uses of pedestrian crash	5
	data.	
4a Eng	the context of land use and roadway environment. Prioritize improvements to fill gaps in networks and crossings within ¼ mile of bus stops and ½ mile of other mass transportation.	6
1c, 1f Ed	Improve driver awareness of pedestrians. Examples: Look Right and Yield to Pedestrian Campaign, Square Your Turns, Rock and Roll in the seat to see pedestrians and bicyclists; educational videos about laws on yielding to pedestrians in crosswalks, targeted education by location, demographics, and other factors. Incorporate pedestrian issues into driver testing and defensive driving courses.	7
2d	Use leading or exclusive pedestrian intervals at signalized intersections (i.e., pedestrian walk signals activate prior to parallel green), at high pedestrian use signaled intersections, and pedestrian push button locations.	8
1e Ed	Implement a campaign about drugged, drunk walking. Identify alternatives to impaired walking such as transit, taxis, and transportation network companies (e.g., Uber/Lyft). Work with Teens in the Driver's Seat (high school age program) and U in the Driver's Seat (college-age program) to create awareness around walking and biking issues for young drivers and pedestrians.	9
2e Eng	Develop and implement a program to assist cities and other agencies to develop policies and implement projects that address common pedestrian crash types (shorten crossing distances, provide complete sidewalk networks, provide enhanced crossing devices, median islands, etc.).	10
7a All In E	Develop Pedestrian Safety Action Plans (PSAPs) in urbanized areas including funding.	11
2a	Research the distance needed between safe pedestrian crossings:	

NO.	COUNTERMEASURE	RANK
2d	Use leading or exclusive pedestrian intervals at signalized intersections (i.e., pedestrian walk signals activate prior to parallel	16
	green), at high pedestrian use signaled intersections, and pedestrian push button locations.	10
2f	Disseminate information/training on effectiveness/appropriateness of pedestrian traffic control measures.	
	Examples: pedestrian hybrid beacons, rectangular rapid flash beacon; determine effectiveness of lights embedded in the	17
-	crosswalk that flash while crossing.	
4c	Ensure opportunities for crossing arterials/highways safely consider the overall pedestrian network and travel desire lines.	40
	Consider setting standards or guidelines for the distance between safe crossings given land uses/densities/roadway function.	18
.	Provide sale crossings of freeways. Work to include crash typing in the nedestrian crash reporting. Use the Redestrian Crash Analysis Teel (RRCAT) for categories on	10
Jd	crash typing in the pedestrian clash reporting. Use the redestrian clash Analysis 1001 (FBCAT) for categories of	19
7b	Identify/create funding sources (i.e., match funding, funding barriers).	
	Other examples: identify barriers which limit use to existing funds: allow for systemic approach (based on site characteristics and	20
	not crashes) when implementing countermeasures recommended in PSAPs.	
6b	Design new roadways for a target speed appropriate for the adjacent environment and safety of all users	
	rather than for a design speed intended to maximize motor vehicle speeds.	21
4e	Create connected pedestrian networks and remove barriers to pedestrian travel (Pedestrian over/under	
	passes, crossings to overcome physical barriers).	22
4h	Develop policies to analyze pedestrian levels of service, delay, and network connectivity as part of project	
	development. Develop and disseminate a complete streets policy support guide with model policy and	23
	implementation information for local agoncies and MPOs	25
1 ન	Deduce creshes involving impoired and distracted pedestrians (Adapt impoired driving messages to impoired	
TO	Reduce crashes involving impaired and distracted pedestrians (Adapt impaired driving messages to impaired	24
	waiking and biking).	
3 a	Improve nighttime visibility of pedestrians.	
	Examples: use of visible/reflective clothing by pedestrians, pedestrian-illuminating lighting on urban	25
	corridors, midblock crosswalk lighting in accordance with FHWA guidance, smart lighting to illuminate when	
	pedestrians are detected, identify target audiences for information dissemination.	
2b	Encourage use of pedestrian compatible target speeds for the design of arterial, collector, and local	26
	roadways.	20
2g	Disseminate information on the connection between urban form (driveway density, setbacks, pedestrian	
	scale frontage, roadway design speeds, etc.) and safety outcomes. Encourage incorporation into local land	27
	use planning and review.	
2h	Disseminate information on FHWA's Every Day Counts Safe Transportation for Every Pedestrian for	
	countermeasures for improving pedestrian safety.	28

Action Plan Overview

Steps (requires most effort)

 Lead organization
 Action

- Key points
 - Effectiveness
 - Cost to implement
 - Time to implement (based on 5 year plan)
 - Barriers or issues to implementation

Strategy #1	Improve driver and pedestrian safety awareness and behavior
Countermeasures	s and Programs:
1a	Educate motorists on appropriate actions if they become stranded on a freeway or high speed roadway to reduce crashes with unintended pedestrians on high speed roadways (stay in the vehicle, call for help, Steer It and Clear It)
<u>Facilitate</u>	ed Discussion Group Notes:
	Step 1: Fund and develop PSA campaign (Lead organization: TxDOT)
	Step 2: Develop curriculum and make recommendation that
	it be added to the existing driver education curriculum
	(Lead organization: TX Dent of Licensing &
	Regulation)
	Step 3: Implement into drivers handbook
	(Lead organization: TxDPS)
	Step 4: Use universities and high schools educate students;
	include insurance companies, and tow truck
	companies to educate public

Strategy #1	Improve driver and pedestrian safety awareness and behavior
Countermeasures and Programs:	
1 a	Educate motorists on appropriate actions if they become stranded on a freeway or high speed roadway to reduce crashes with unintended pedestrians on high speed roadways (stay in the vehicle, call for help, Steer It and Clear It)

Effectiveness: *** Cost to implement: \$ Time to implement: 1-3 years Barriers:

• Inter-agency log jams

Strategy #2	Reduce pedestrian crashes on urban arterials and local roadways
Countermeasu	res and Programs:
2d	Implement raised crosswalks at high pedestrian activity locations (Include: right turn channelization roadways, midblock crossings, and on the approach/departure lanes of roundabouts)
<u>Facilitate</u>	d Discussion Group Notes:
Step 1 Step 2 Step 3	 Study to determine need and evaluation per established guidelines (Lead organization: roadway owner *Barriers: ADT, speed, functional classification Design details; incorporate standards (Lead organization: roadway owner/consultant) *Barriers: inform & educate public about benefits; proper use Construction of raised crosswalk (Lead org.: roadway owner/consultant) *Barriers: weather, materials, maintaining traffic flow Document feedback and monitor efficacy before & after study
Step 4	(Lead organization: roadway owner, end user)

Strategy #2	Reduce pedestrian crashes on urban arterials and local roadways	
Countermeasures and Programs:		
2d	Implement raised crosswalks at high pedestrian activity locations (Include: right turn channelization roadways, midblock crossings, and on the approach/departure lanes of roundabouts)	

Effectiveness: **

- Long transition for grade changes
- Small reduction in roadway speed anticipated
- Few current locations not widely implemented
- Positive no lope/grade change for pedestrians
- Criteria needed to implement effectively

Cost to implement: \$\$

- Not very expensive (~\$10k)
- Has construction, drainage, striping enhancements
- Needs publicity to ensure driver/ped understanding and compliance

Time to implement:

- short typical midblock locations
- medium complex locations, roundabout channelization of right turns

Strategy #2	Design and operate roadways to meet the needs of older system users
Countermeasure	s and Programs:
2a	Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population broadly across Texas. Specifically adopt as standard practice: Turn lane channelization, offset left-turn lanes, edge line and curb delineation, left-turn traffic control for signalized intersections (protected left turn phases), advance street name signs at three-legged intersections and locations with a relatively large AADT or a large expected number of crashes, larger signs, advance warning signs, overhead lane assignment on intersection approach, and improved signal head visibility

Facilitated Discussion Group Notes:

Step 1: Evaluate time to implement and coat effectiveness/prioritize which measures to implement
Step 2: Implementation of measures
Step 3: Evaluation of measures leading to making measures part of standards

Effectiveness: ***

- Already vetted
- Cost of implementation: \$\$
 - Varies by specific countermeasure

Time of implementation: very long to full implementation

Strategy #3	Improve pedestrians' visibility at crossing locations
Countermeasures and Programs:	
3 c	Deploy bulb outs, median islands, parking restrictions, advance yield bars, Z crossings and associated improvements that allow pedestrians to have refuge from, and visibility to, vehicular traffic

Not addressed during Traffic Safety Conference

Strategy #4	Improve pedestrian networks	
Countermeasu	Countermeasures and Programs:	
4d	Provide appropriate features along the pedestrian network (wide shoulders, sidewalks, pedestrian crossing treatments, pedestrian refuge islands)	

Note: These strategies and countermeasures were combined during the facilitated discussion.

Facilitated Discussion Group Notes:

- Step 1: Identify locations (Lead organization: government organization)
- Step 2: Select solution based on location; community outreach (Lead organization: government organization with public input)
- Step 3: Design (Lead organization: government organization/consultant)
- Step 4: Install

(Lead organization: government organization/contractor)

Step 5: Public education

(Lead organization: government organization)

Strategy #4	Improve pedestrian networks
Countermeasures and Programs:	
4d	Provide appropriate features along the pedestrian network (wide shoulders, sidewalks, pedestrian crossing treatments, pedestrian refuge islands)

Note: These strategies and countermeasures were combined during the facilitated discussion.

Effectiveness: ** Cost to implementation: \$\$ Time to implement: short to medium Barriers:

- Public
- Politics
- Amount of space to work in

Strategy #5	Improve pedestrian involved crash reporting
Countermeasures and Programs:	
5b	Add fields to the standard crash report form to better define pedestrian crashes and
	provide additional detail regarding the specifics of each crash (this includes those
	needed to use the PBCAT tool and developing law enforcement roll call videos on the
	need for and uses of pedestrian crash data)

Facilitated Discussion Group Notes:

Step 1: Gather requirements
Step 2: Cost estimate and prioritize
Step 3: Test
Step 4: Update forms and communication
Step 5: Produce
(Lead organization: TxDOT, Law Enforcement)

Strategy #5	Improve pedestrian involved crash reporting	
Countermeasures and Programs:		
5b	Add fields to the standard crash report form to better define pedestrian crashes and	
	provide additional detail regarding the specifics of each crash (this includes those	
	needed to use the PBCAT tool and developing law enforcement roll call videos on the	
	need for and uses of pedestrian crash data)	

Effectiveness: ** Cost to implement: \$ Time to implement: medium Barriers:

- Contract
- Funding
- Standardization of data

Strategy #6	Establish vehicle operating speeds to decrease crash severity	
Countermeasures and Programs:		
6а	Encourage use of target speeds that consider pedestrians, land use, and the roadway context (e.g., a target speed of 35 MPH or less on arterials)	
Facili Step Step Step	 tated Discussion Group Notes: 1: Develop draft policy for target speed implementation from best practices (Lead organization: TxDOT) 2: Pilot and case study of draft policy (Lead organization: TxDOT) 3: Formalize policy (Lead organization: TxDOT) 4: Tech transfer to other implementing agencies (Lead organization: TxDOT) 	

Strategy #6	Establish vehicle operating speeds to decrease crash severity	
Countermeasures and Programs:		
6а	Encourage use of target speeds that consider pedestrians, land use, and the roadway context (e.g., a target speed of 35 MPH or less on arterials)	
E	Effectiveness: ***	
(Cost to implement: \$	

Time to implement: medium

Barriers:

- Industry inertia
- Public perception and education

Wrap Up

- Review plans for next meeting
- Questions
- Comments

Thanks very much!

EA Team Meetings

Round 2

- Complete reviewing, revising, and confirming preliminary Action Plans
- Develop additional Action Plans
 - Ensure all strategies covered
 - All EA team priorities covered



EA Team Meeting Schedule

Round 2

- January
- February

Round 3

- February
- March



EA Team Meetings

Round 3

• Complete Action Plans



- Announce regional workshop dates and locations
- Discuss EA Team role in workshops
- Encourage participation and marketing assistance

SHSP Milestones

Regional Workshops (May)

- Houston
- DFW
- San Antonio
- Midland/Odessa

SHSP Action and Evaluation Plans

• August 1st to FHWA

Traffic Safety Conference

- Focus on success and overcoming barriers
- Interactive workshops

2018 Traffic Safety Conference







