

Pedestrian Safety Emphasis Area Team Report Thursday February 8, 2018, 2:00 p.m.

Participants

| Name | Agency/Organization |
|-------------------------------|---|
| Brian Shamburger, Team Leader | Kimley-Horn |
| Tim Barrette | TTI |
| Alex Carroll | Alamo Area Metropolitan |
| Jay Crossley | Vision Zero ATX |
| Camille Fountain | North Central TX Council of Governments |
| Srinivas Geedipally | TTI |
| Amanda Gibson | Region 6 Education Service Center |
| Carly Haithcock | City of Austin Pedestrian Council |
| Eric Hemphill | North Texas Tollway Authority |
| Susan Herbel | SUB Consulting |
| Joan Hudson | Texas A&M Transportation Institute |
| Pete Krause | TxDOT |
| Darren McDaniel | TxDOT |
| Rebecca Pacini | City of San Antonio - TCI |
| Stephen Ratke | FHWA - TX |
| Lena Reese | CAMPO |
| Francis Reilly | Austin Transportation Dept. |
| Robyn Root | City of McKinney |
| Darius Samuels | TxDOT |
| Stacey Schrank | Texas A&M Transportation Institute |
| Bonnie Sherman | TxDOT |
| Eva Shipp | Texas A&M Transportation Institute |
| Robert Wunderlich | Texas A&M Transportation Institute |

Action Plan Development

During the Traffic Safety Conference participants had the opportunity to prioritize the countermeasures in each of the seven emphasis areas. The top 3-5 countermeasures in each emphasis area were presented during the facilitated discussion sessions and preliminary action

plans for some of the prioritized countermeasures were developed. Most of these action plans are incomplete and require more consideration by EA team members.

Through a collaborative process EA team members reviewed, revised and/or confirmed the countermeasure rankings and identified all needed action plans based on the following guidelines:

- Action Plan is not needed for every countermeasure
- All strategies must have at least one countermeasure with an action plan.
- Ensure that all EA team priorities are addressed.
- Countermeasures can be combined when appropriate (some were already combined about the conference).

Pedestrian Safety Strategies and Countermeasures - Revised

Strategy #1: Improve driver and pedestrian safety awareness and behavior

Countermeasures 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).

Consider policies for, and enforcement of, moving over and/or encouragement 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).

Note: Countermeasures 1a & 1b combined by EA team

- 1c 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.

Note: Countermeasures 1c & 1f combined by EA team.

- 1d Reduce crashes involving impaired and distracted pedestrians (Adapt impaired driving messages to impaired walking and biking).
- 1e 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.

Strategy #2: Reduce pedestrian crashes on urban arterials and local roadways

Countermeasures and Programs

- 2a Research the distance needed between safe pedestrian crossings:
Develop criteria for the maximum desirable distances between safe crossing opportunities for different roadway classifications. Use FHWA materials on Safe Transportation for Every Pedestrian; level of service calculations for all users at signalized intersection and retrofit locations to increase safety (narrowing, speed management treatments).
- 2c Implement raised crosswalks at high pedestrian activity locations (Include: right turn channelization roadways, midblock crossings, and on the approach/ departure lanes of roundabouts).
- 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.
- 2e 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.).
- 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 crosswalk that flash while crossing.
- 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 use planning and review.
- 2h Disseminate information on FHWA's Every Day Counts Safe Transportation for Every Pedestrian for countermeasures for improving pedestrian safety.

Note: Countermeasure 2b was combined with 6b by the EA team.

Strategy #3 Improve pedestrians' visibility at crossing locations

- 3a Improve nighttime visibility of pedestrians.
Examples: use of visible/ reflective clothing by pedestrians, pedestrian-illuminating lighting on urban corridors, midblock crosswalk lighting in accordance with FHWA

guidance, smart lighting to illuminate when pedestrians are detected, identify target audiences for information dissemination.

- 3b 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.

Note: Countermeasures 3b and 3c were combined by the EA team.

Strategy #4: Improve pedestrian networks

Countermeasures and Programs

- 4a Incorporate pedestrian considerations in transportation plans. Prioritize pedestrian safety and considerations for mobility and accessibility in 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. Provide appropriate features along the pedestrian network (wide shoulders, sidewalks, pedestrian crossing treatments, pedestrian refuge islands).
- 4b 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 implementation information for local agencies and MPOs.
- 4c Ensure opportunities for crossing arterials/highways safely consider the overall pedestrian network and travel desire lines. Consider setting standards or guidelines for the distance between safe crossings given land uses/densities/roadway function. Provide safe crossings of freeways.
- 4e Create connected pedestrian networks and remove barriers to pedestrian travel (Pedestrian over/under passes, crossings to overcome physical barriers).

Note: Countermeasures 4a and 4d were combined by the EA team.

Strategy #5: Improve pedestrian involved crash reporting

Countermeasures and Programs

- 5a Work to include crash typing in the pedestrian crash reporting. Use the Pedestrian Crash Analysis Tool (PBCAT) for categories on crash typing.
- 5b Add fields to the standard crash report form to better define pedestrian crashes and provide additional detail on the specifics of each crash. 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 data.

Strategy #6: Establish vehicle operating speeds to decrease crash severity

Countermeasures and Programs

- 6a 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).

Other examples: provide design flexibility guidance for techniques to reduce operating speeds on surface streets; encourage use of tree lined medians, bicycle lanes, safe and attractive pedestrian crossings and walkways; support use of traffic calming for local streets.

- 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.

Encourage use of pedestrian compatible target speeds for the design of arterial, collector, and local roadways

Note: Countermeasures 6b and 2b were combined by the EA team.

Strategy #7: Develop strategic pedestrian safety plans tailored to local conditions

Countermeasures and Programs

- 7a Develop Pedestrian Safety Action Plans (PSAPs) in urbanized areas. 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 not crashes) when implementing countermeasures recommended in PSAPs.

Note: Countermeasures 7a and 7b were combined by the EA team.

Pedestrian Safety Action Planning Groups

Strategy #1: Eric Hemphill, Freddie Summer, Joan Hudson, Amanda Gibson

Strategy #2: Rebecca Pacini, Alex Carroll, Jay Crossley, Greg Reininger, Kay Fitzpatrick

Strategy #3: Rebecca Pacini, Alex Carroll, Greg Reininger, Kay Fitzpatrick

Strategy #4: Barbara Russell, James Keener, Brian Shamburger, Tim Barrette

Strategy #5: Rebecca Pacini, Recruit Larbi Hanni

Strategy #6: Jay Crossley, Francis Reilly

Strategy #7: Stephen Ratke, Millie Hayes, Jay Crossley, Kelly Porter

Next Steps

- Revise and expand preliminary action plans as discussed

- Complete remaining action plans

Upcoming Meeting Dates

- Round 3 EA team meeting: mi March
- May - Regional workshops in Houston, San Antonio, Dallas-Fort Worth and Midland-Odessa
- August 8-10, 2018 - Traffic Safety Conference, Sugarland