

# Austin's Pedestrian Safety Action Plan

Regional Safety Advisory Committee – 10.26.2018



## City of Austin Pedestrian Safety Action Plan 2018



**VISION ZERO**  
Help Austin reach zero traffic deaths

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## Policy added to Comprehensive Plan



Oct. 2015

## Action Plan adopted by City Council

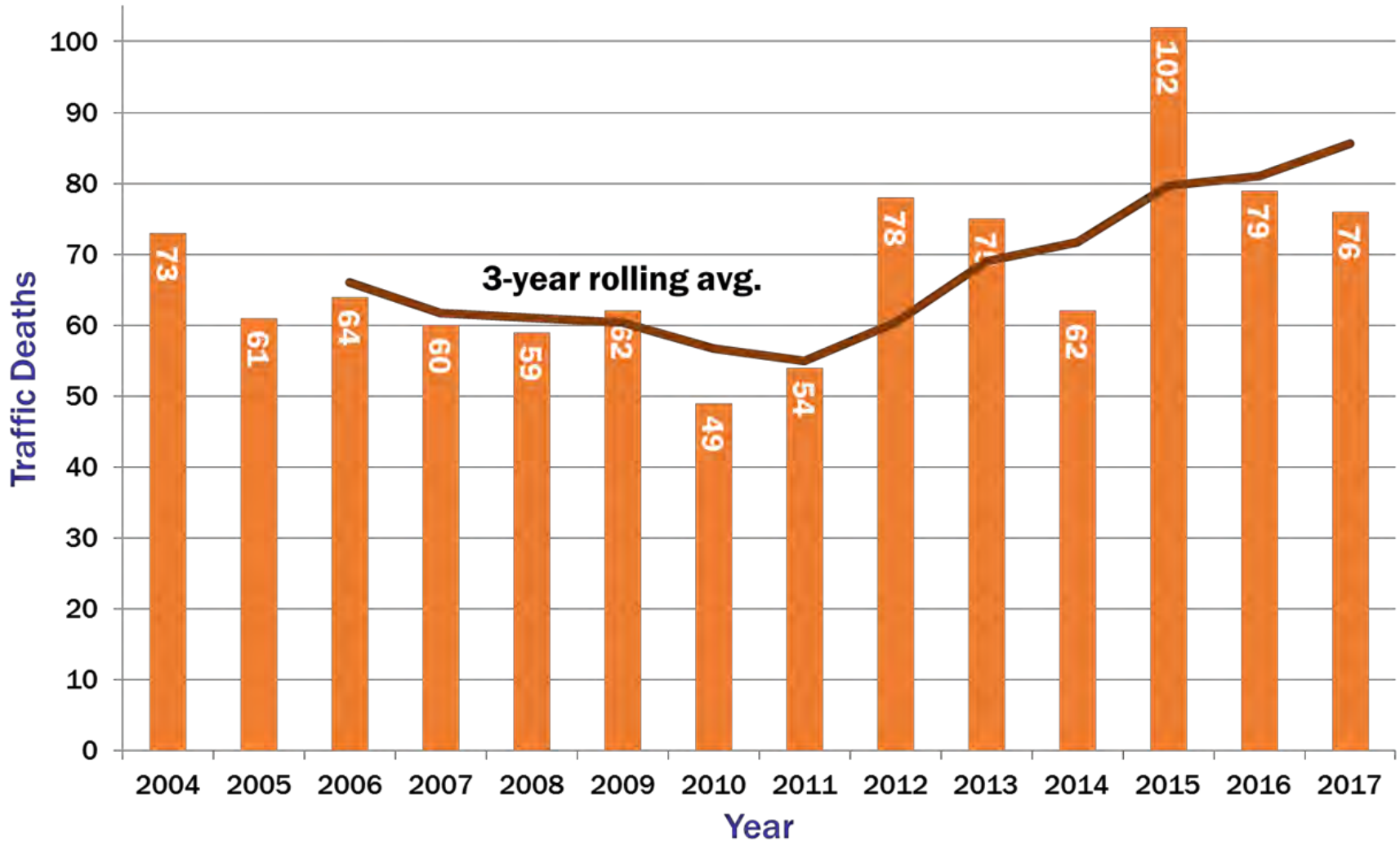


May 2016



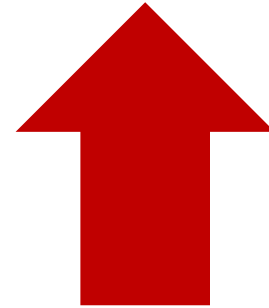
## Traffic Fatalities

All Modes, Austin, 2004-2017





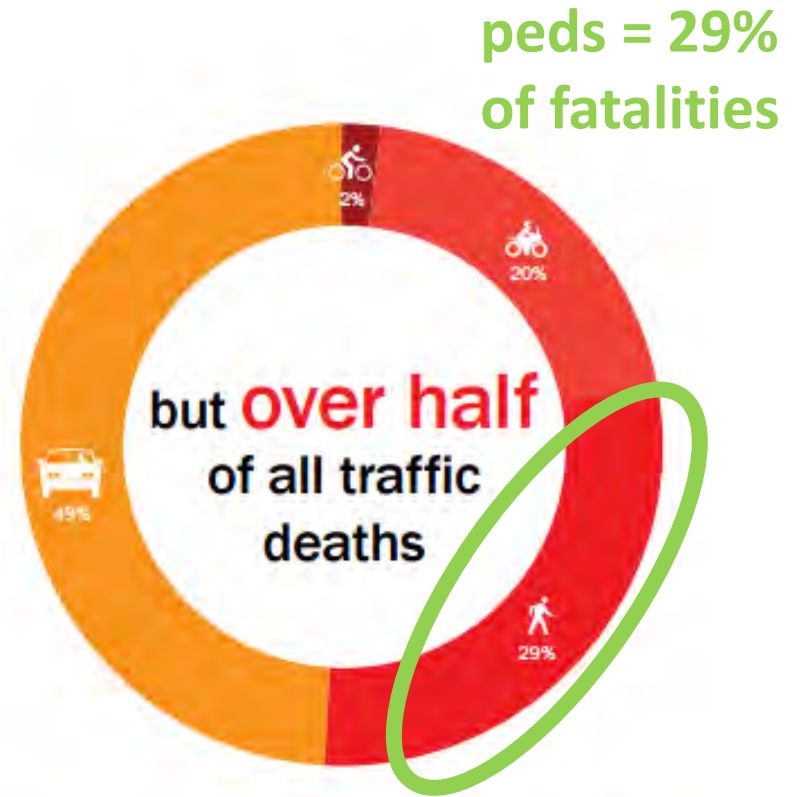
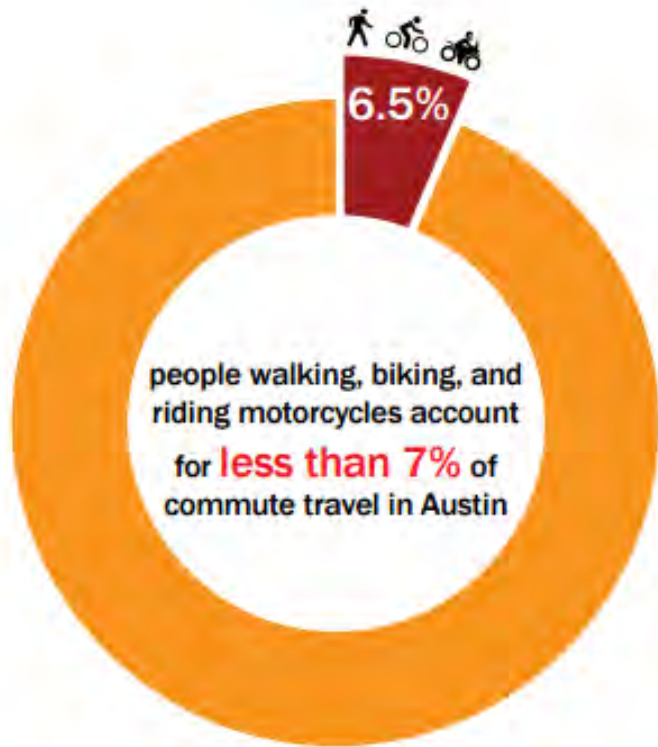
Nationally, pedestrian fatalities **increased 27%** from 2007-2016



All other traffic deaths **decreased 14%**

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Source: American Community Survey Journey to Work Data (2013 5-year aggregate) and City of Austin Traffic Safety Data.

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State	Pedestrian Fatalities per 100K Population - 2016
New Mexico	3.45
Florida	3.22
South Carolina	2.96
Arizona	2.85
Delaware	2.83
Nevada	2.76
Louisiana	2.73
Alabama	2.51
<b>Texas</b>	<b>2.44</b>
California	2.43
Vermont	2.41
Oklahoma	2.32
Georgia	2.25
Hawaii	2.24
North Carolina	2.00
Mississippi	1.94
New Jersey	1.85



**Table 3** Counties with the Largest Numbers of Pedestrian Fatalities, 2016

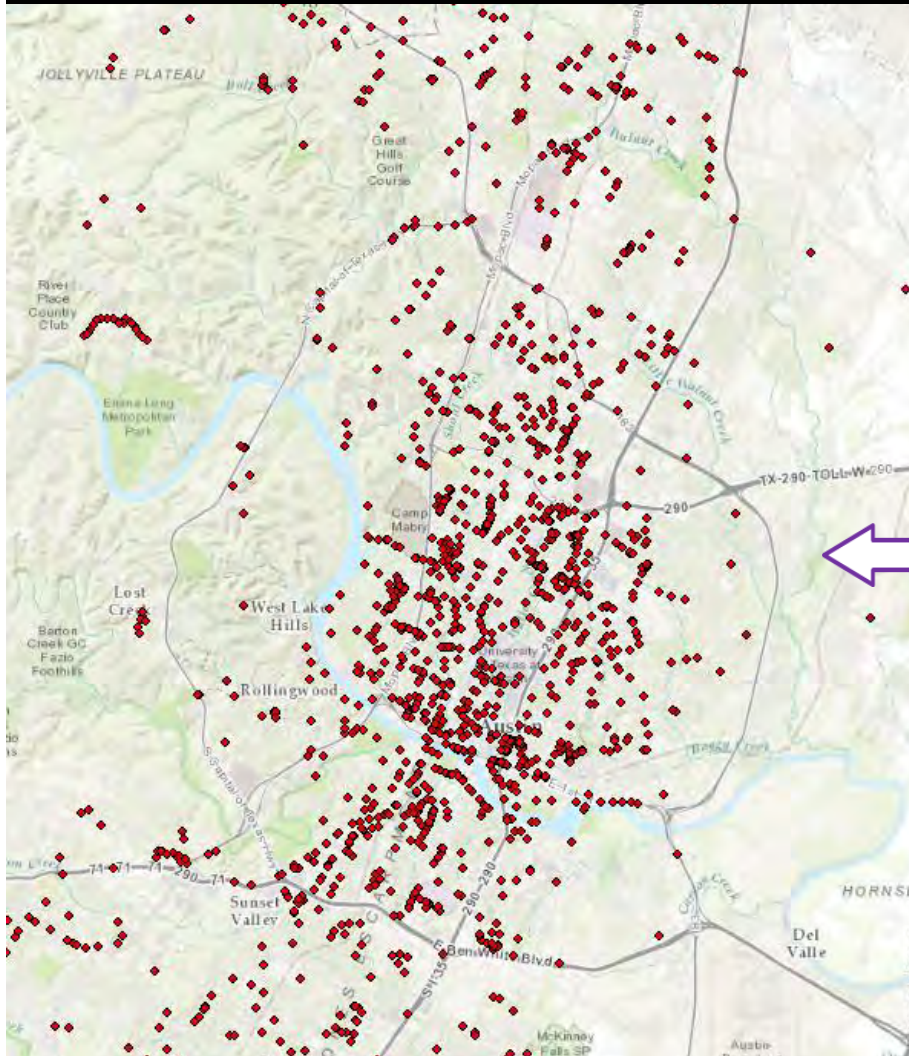
State	County	Number of Pedestrian Fatalities
CA	Los Angeles	265
AZ	Maricopa	133
TX	Harris	128
TX	Dallas	84
FL	Miami-Dade	83
IL	Cook	74
CA	San Diego	71
TX	Bexar	68
FL	Broward	67
CA	Orange	63

Source: FARS



## Pedestrian Safety Concerns

Vision Zero Input Map



## Planning Process

### Pedestrian Safety Action Plan

#### Community Advisory Group

Vision Zero Task Force + Pedestrian Advisory Council

#### In-Depth Crash Analysis

Street Design, Sociodemographics, Crash Types

#### 11 Open House Meetings

Spring 2017 "Bike + Walk Talks"

#### Vision Zero Input Tool

3,000+ comments

#### Action Plan

21 Recommendations

- Engineering
- Education
- Enforcement
- Policy/Land Use
- Evaluation
- Funding



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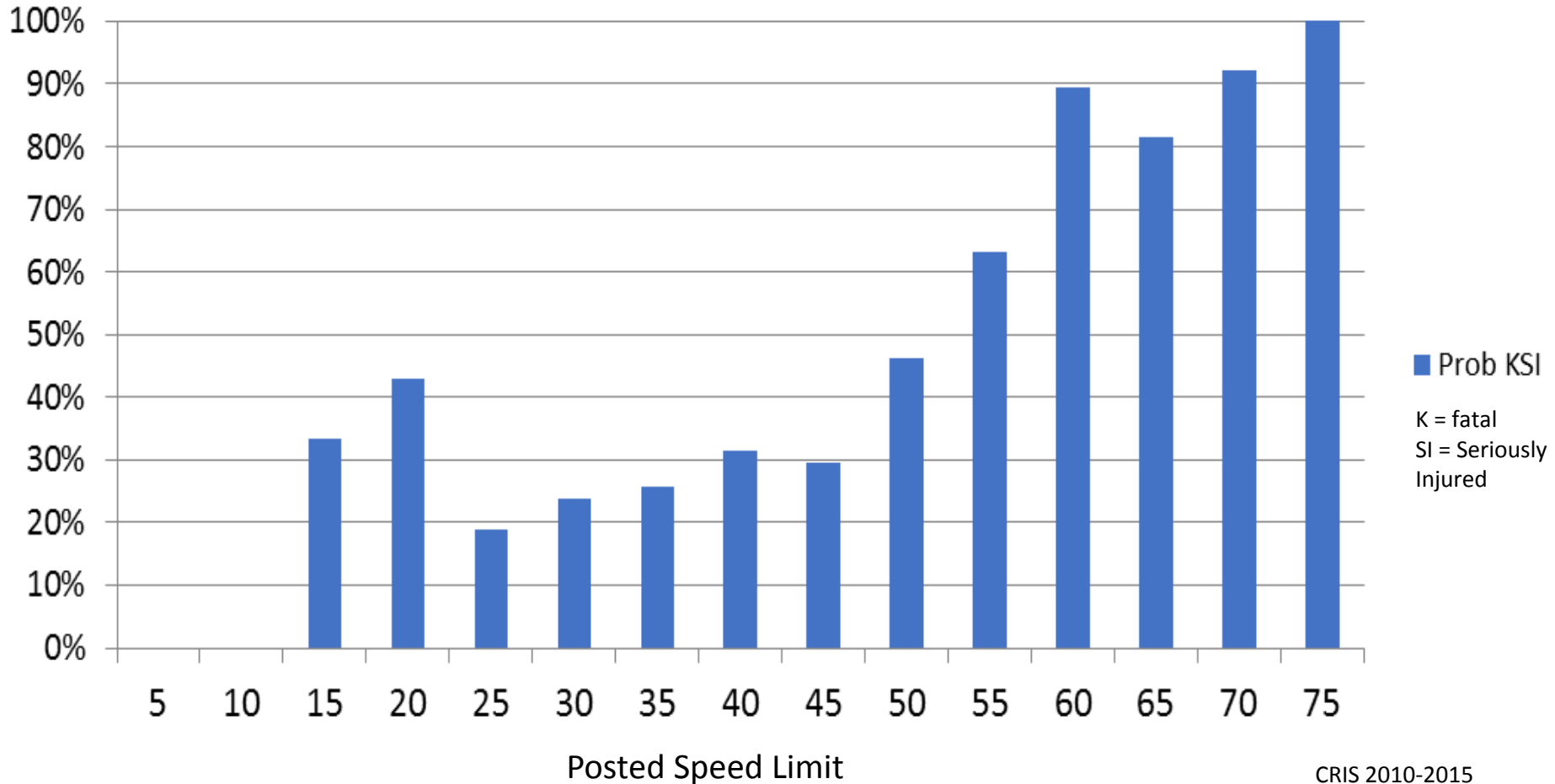
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## Speed Limit and Crash Severity

Austin, 2010-2015

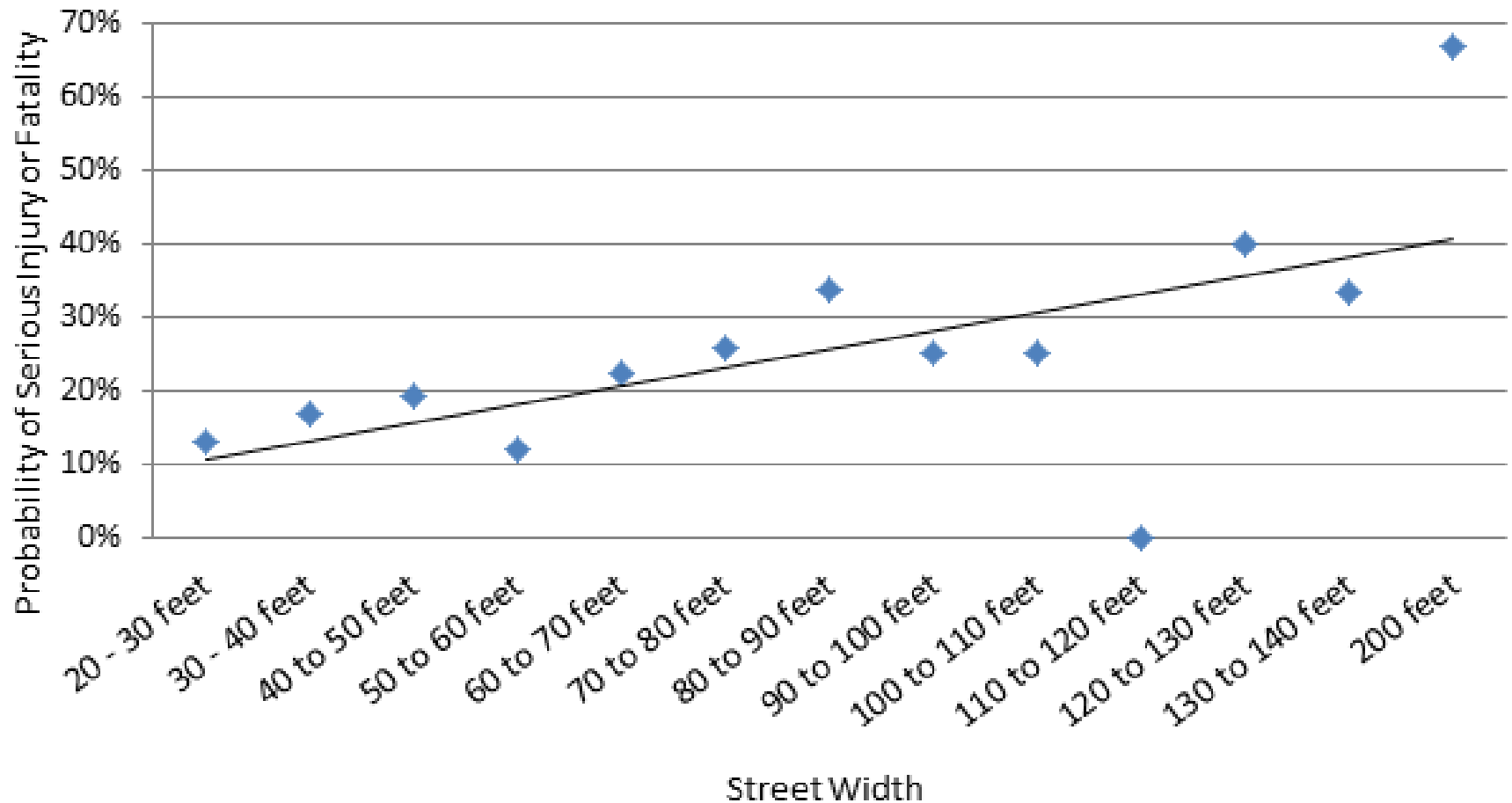


CRIS 2010-2015



## Street Width and Crash Severity

Austin, 2010-2015



Source: PBCAT crash data, 2010-2015

## Missing Sidewalks



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## Street Lighting



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## Bike Facilities





# In Austin, crashes involving pedestrians have a \$400 million economic impact annually

Based on methodology described in  
National Safety Council, *Estimating the Costs of Unintentional Injuries, 2014*

UPDATE: I-35 reopened in South Austin after pedestrian struck, killed



Austin-Travis County EMS

Advertisement

Updated March 17, 2018  
By Mary Huber, American-Statesman



12:25 p.m. update: All lanes of southbound Interstate 35 near E. Stassney Lane have been reopened, Austin police announced.

The highway had been closed after a pedestrian was struck and killed around 6:22 a.m.

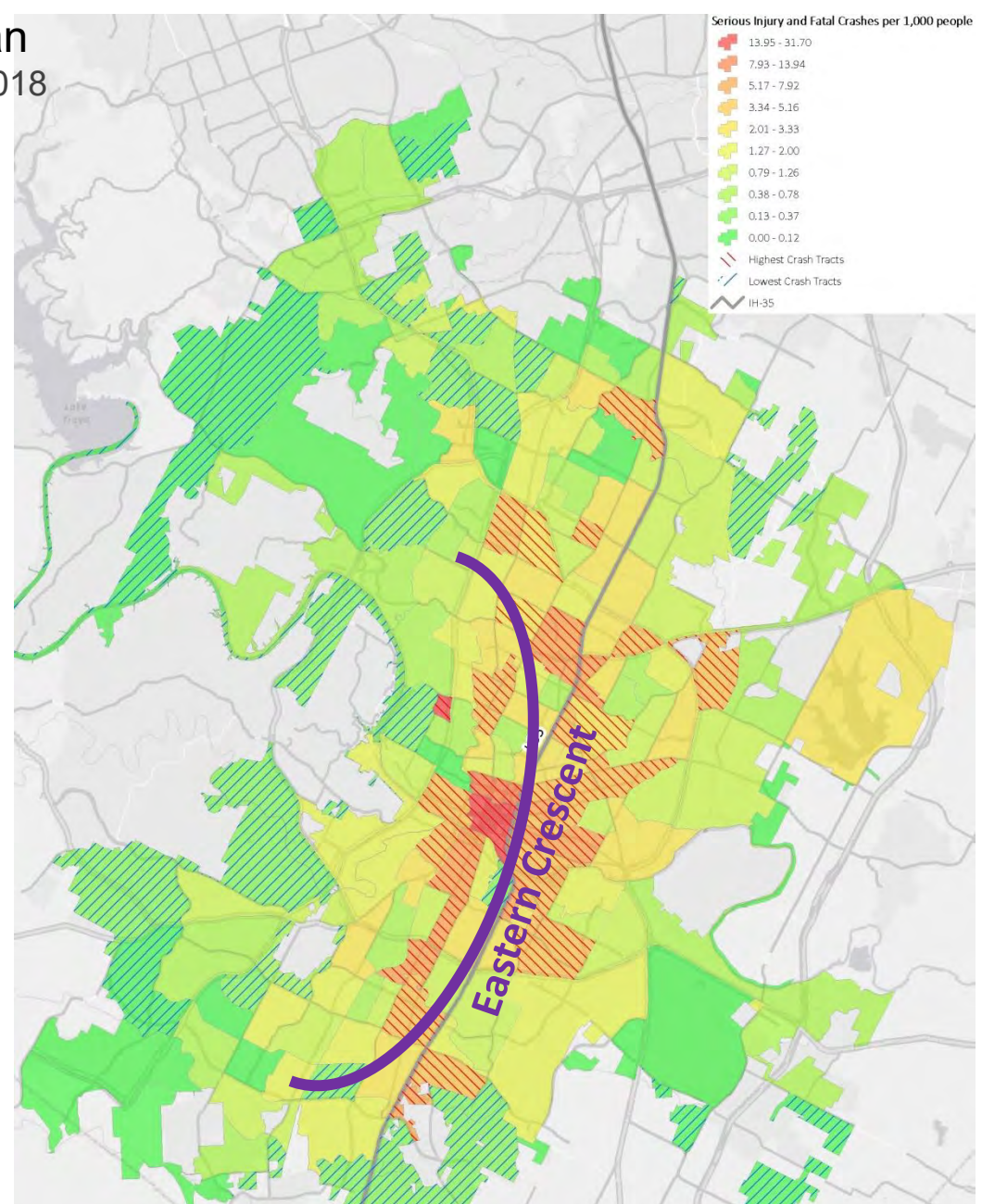
**12:25 p.m. update:** All lanes of southbound Interstate 35 near E. Stassney Lane have been reopened, Austin police announced.

The highway had been closed after a pedestrian was struck and killed around **6:22 a.m.**



**When comparing the *highest crash* Census Tracts versus the *lowest crash* Census Tracts, the *highest crash* Tracts had:**

- 20% lower car ownership
- 4X transit mode share
- Half of median household income
- 50% higher Hispanic/Latino population (%)
- Nearly 3X Black population (%)
- Nearly 3X as many people speak English “less than very well”



**High Crash Census Tracts**  
Austin, 2010-2015





## Action Plan Focus Areas

- Education
- Evaluation
- **Engineering**
- Enforcement
- Policy + Land Use
- Partners + Funding

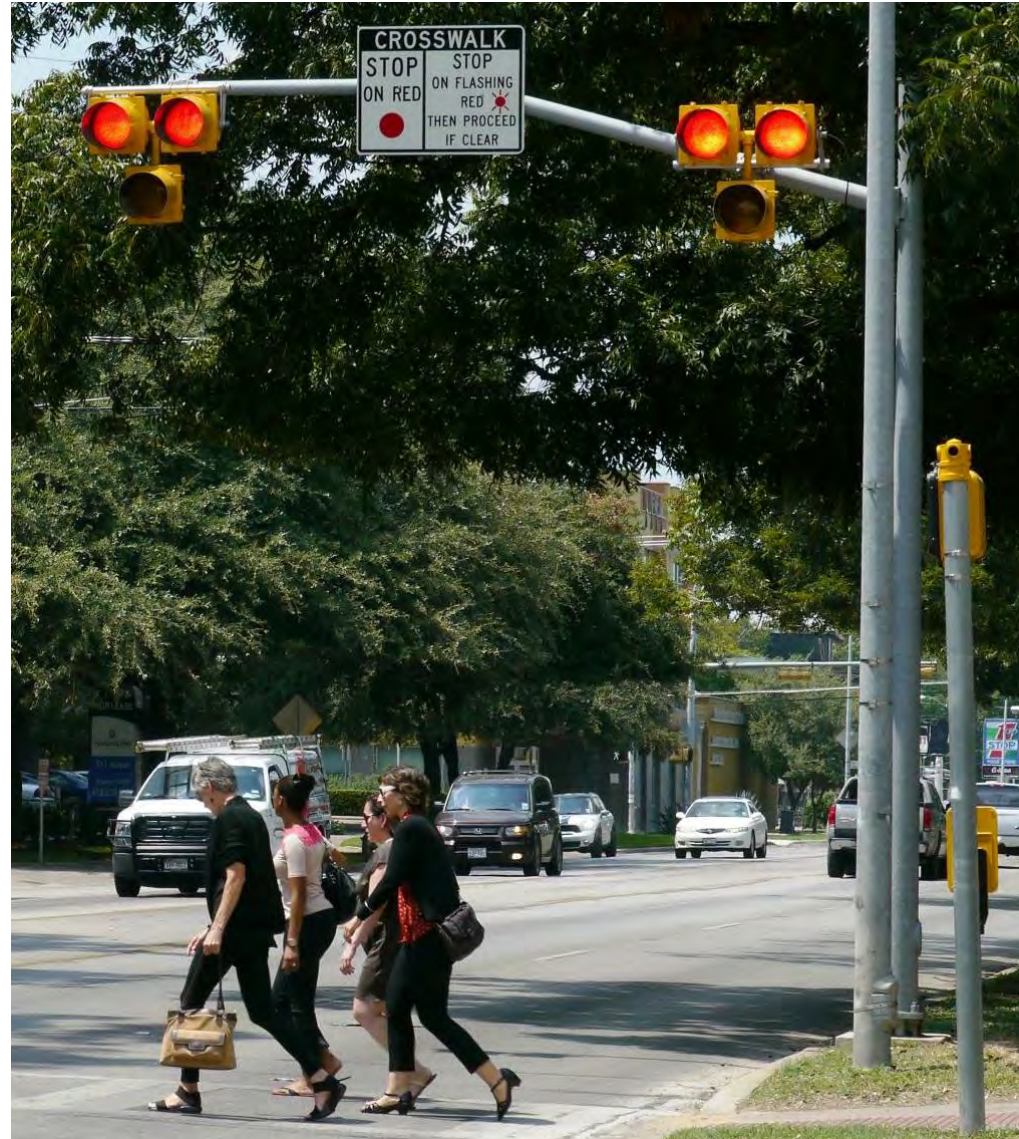


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*Build on the success of this ...*



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*...to also include these as well!*



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Lake Shore Blvd., Austin

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North Loop, Austin

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## Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations

### Final Report and Recommended Guidelines

FWHA PUBLICATION NUMBER: HRT-04-100 SEPTEMBER 2005



 U.S. Department of Transportation  
**Federal Highway Administration**

Research, Development, and Technology  
Turner-Fairbank Highway Research Center  
6300 Georgetown Pike  
McLean, VA 22101-2296



Pedestrian and Bicycle Safety

## TCRP

### REPORT 112

SPONSORED BY THE FHWA

TRANSIT  
COOPERATIVE  
RESEARCH  
PROGRAM

## IMPROVING PEDESTRIAN SAFETY AT UNSIGNALIZED CROSSINGS

NATIONAL  
COOPERATIVE  
HIGHWAY RESEARCH  
PROGRAM

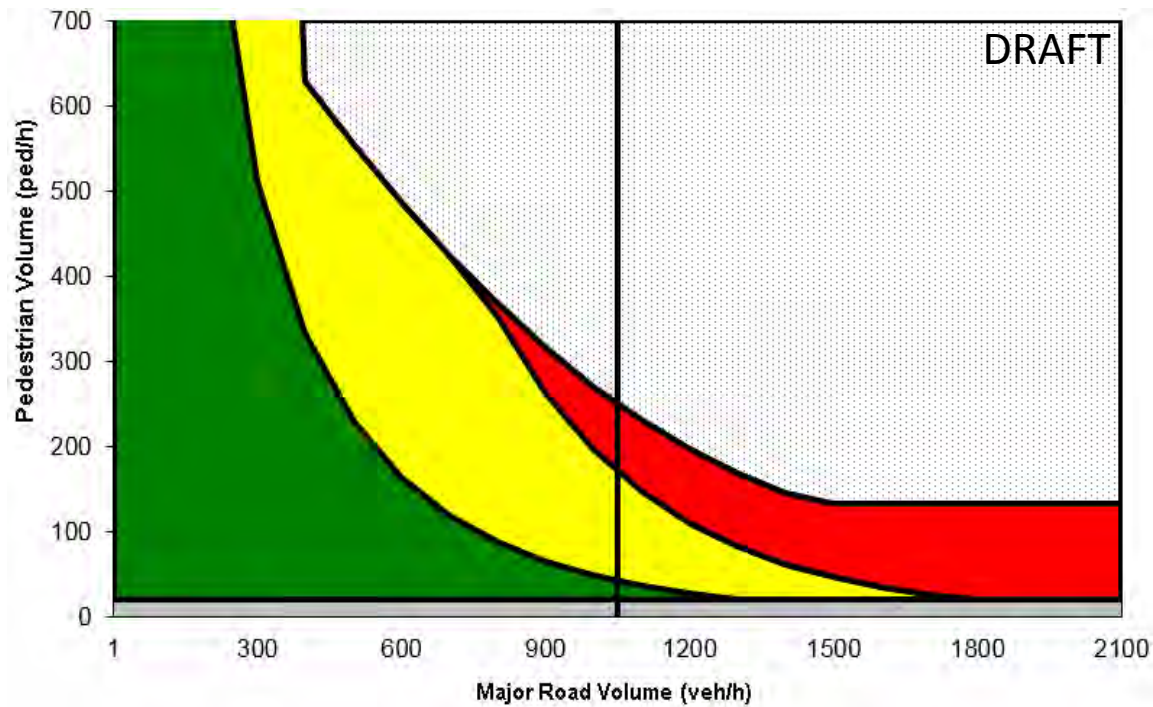
## NCHRP

### REPORT 562

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

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<b>NO TREATMENT</b>	Treatment typically not recommended -- use engineering judgement	<b>ACTIVE OR ENHANCED</b>	Devices that increase visibility of the crossing and/or warn motorists of pedestrian presence + curb ramps:	<b>RED</b>	Pedestrian Hybrid Beacon + curb ramps
<b>CROSSWALK</b>	Marked crosswalk + curb ramps	<ul style="list-style-type: none"> <li>- RRFB</li> <li>- In-street signage/Gateway treatment</li> <li>- Advance yield bars</li> <li>- In-roadway warning lights</li> <li>- Overhead flashing beacons</li> </ul>		<b>SIGNAL</b>	Traffic signal, if warrants are met + curb ramps

DRAFT

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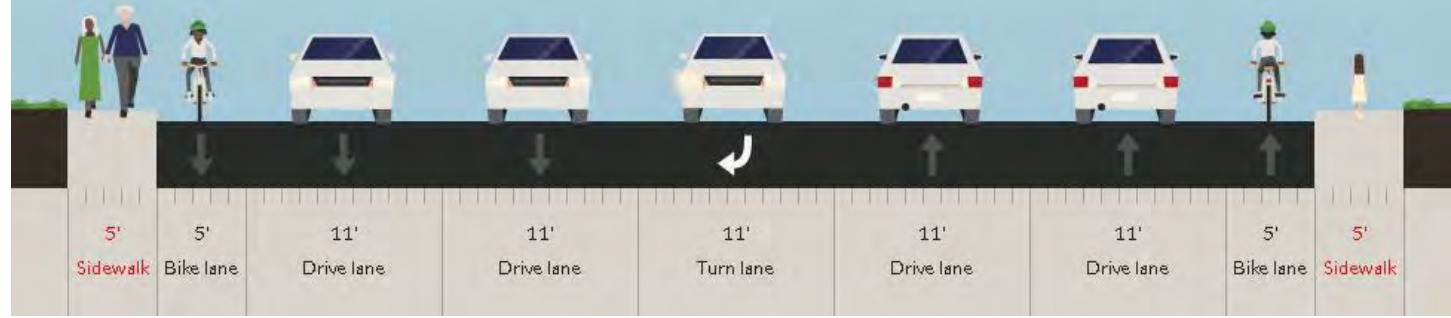
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Crossing Distance = 65'  
Speed Limit = 45 mph  
1,800 veh/hr in peak hour

Assumed: 25 crossings/hr



\$100,000+



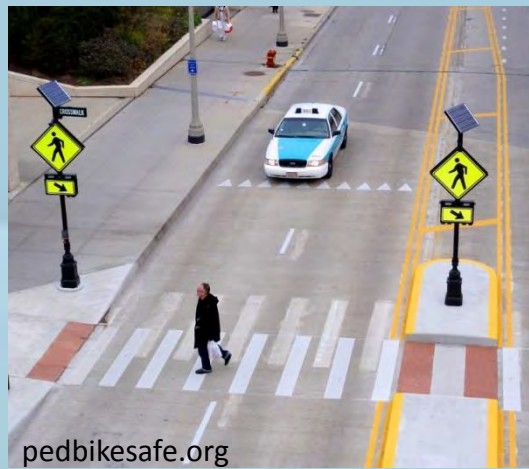


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Crossing Distance =  $(65' - 11') / 2 = 27'$   
Speed Limit = 45 mph  
 $(1,800 \text{ veh/hr}) * 2/3 = 1,200 \text{ veh/hr}$

Assumed: 25 crossings/hr

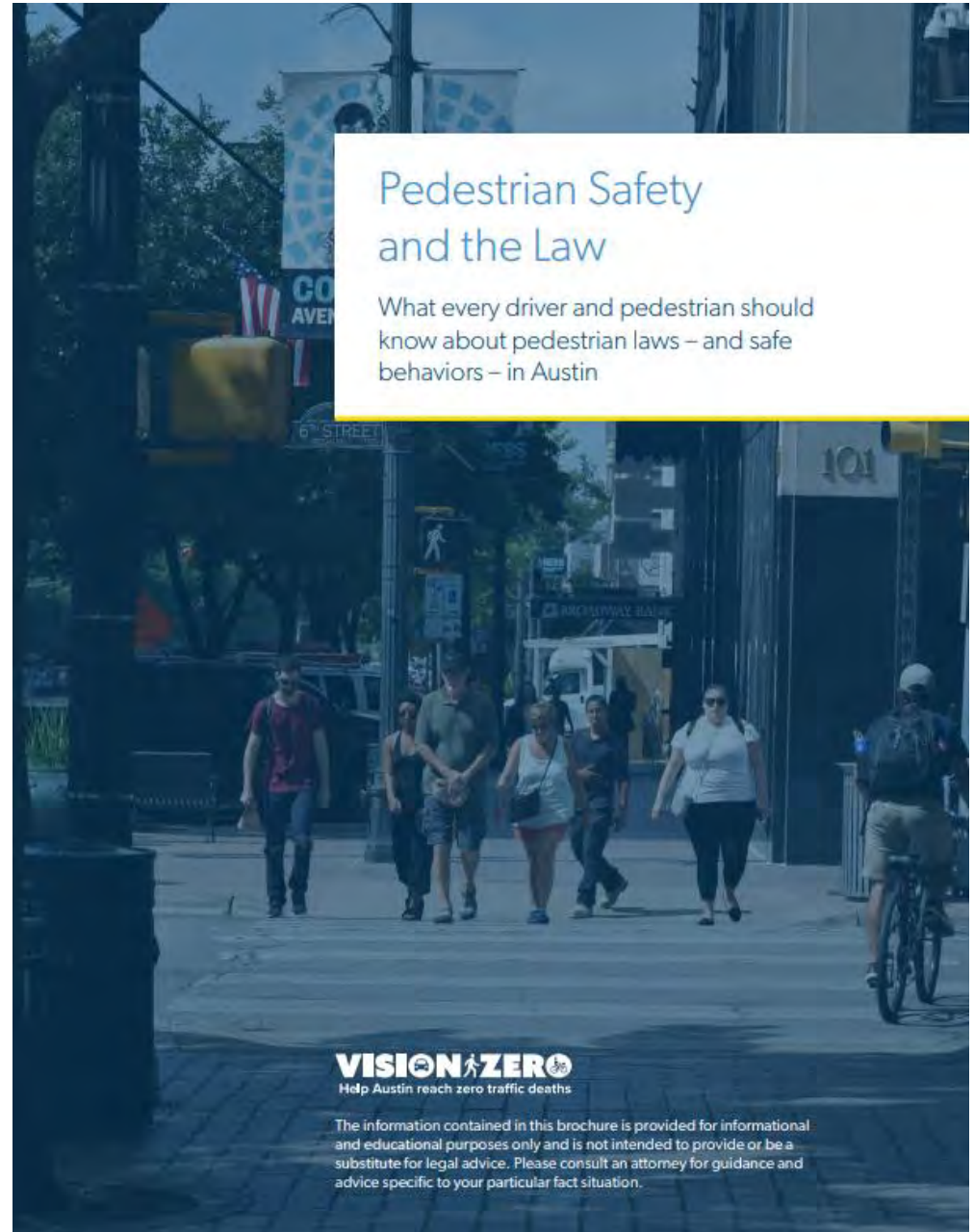


**\$10k-30k**



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## 1 What is a crosswalk?

- Unless signed otherwise, crosswalks exist across all legs of a four-way intersection, even when they are not painted. Unpainted crosswalks are referred to as “unmarked” or “implied” crosswalks.
- Crosswalks also exist at non-intersection locations—or “mid-block”—where a crosswalk is painted.



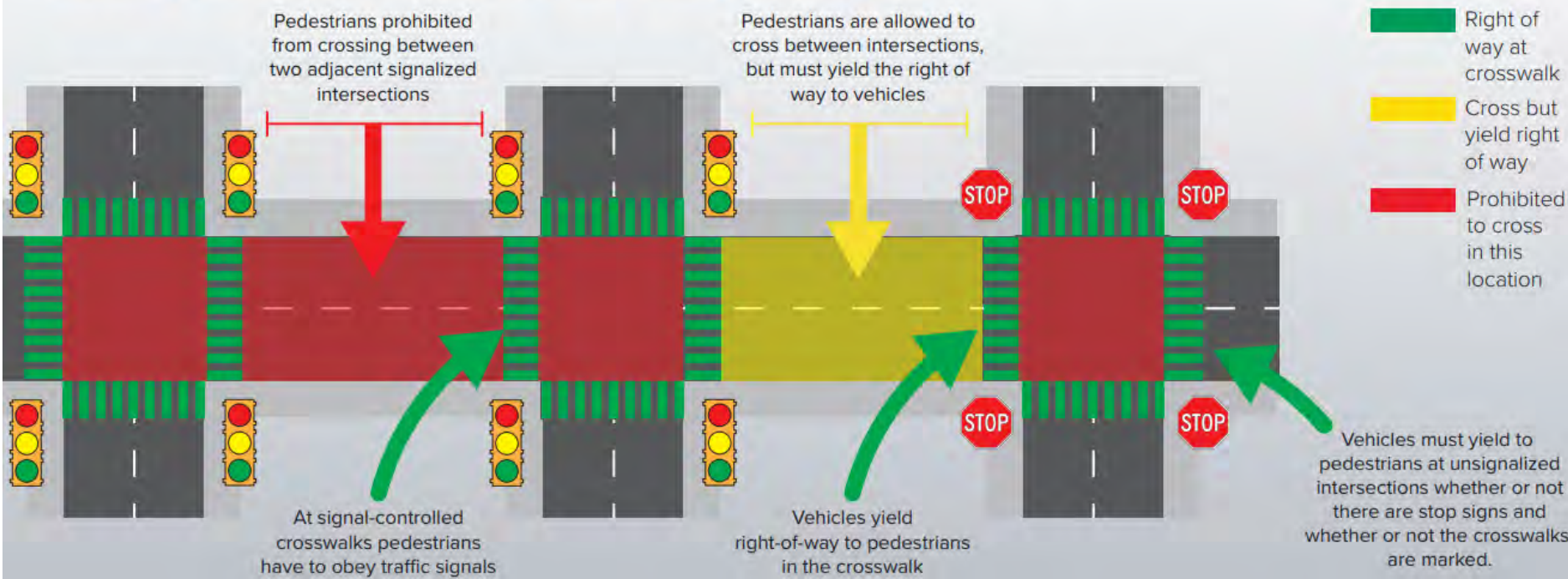
**Safety Tip:** When stopping, vehicles should not block the crosswalk to avoid forcing pedestrians to walk into the intersection. It's the law!

**Blocking the crosswalk creates a dangerous and uncomfortable environment for pedestrians.**

Sources: Texas Transportation Code, Sec. 541.302, TRAFFIC AREAS



## Reading the Street: Where to Cross Safely and Legally



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[St Paul "Stop for Me" campaign](#)

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## Enforcement + Education



[St Paul "Stop for Me" campaign](#)

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The screenshot shows the FHWA website's 'Safety' section. The top navigation bar includes 'About', 'Office of Safety Programs', 'Initiatives', 'Resources', and 'Contact'. A search bar is located on the right. The main content area is titled 'Pedestrian and Bicycle Safety Focus States and Cities'. It features a left sidebar with a table of contents and a main text area with a list of bullet points.

U.S. Department of Transportation  
Federal Highway Administration

About Programs Resources Briefing Room Contact Search FHWA

# Safety

About Office of Safety Programs Initiatives Resources Contact

Search Safety

FHWA Home / Safety / Pedestrian & Bicycle / Pedestrian Safety Focus States and Cities

Pedestrian Safety Strategic Plan
<b>Pedestrian Safety Focus States and Cities</b>
Crash Facts
Tools to Diagnose and Solve the Problem
Education and Outreach
Pedestrians and Transit
Pedestrian Safety in Communities
Hispanic Pedestrian and Bicyclist Safety
Legislation and Guidelines
Research
Order Copies of Brochures, CDs and Other Resources
Webinar Information
Related Websites

## Program Contact

Tamara Redmon  
[tamara.redmon@dot.gov](mailto:tamara.redmon@dot.gov)  
(202) 366-4077

Gabriel Rousseau  
[gabriel.rousseau@dot.gov](mailto:gabriel.rousseau@dot.gov)  
(202) 366-8044

## Pedestrian and Bicycle Safety Focus States and Cities

Since 2004, FHWA's Safety Office has been working to aggressively reduce pedestrian deaths by focusing extra resources on the cities and states with the highest pedestrian fatalities and/or fatality rates. The states and cities were revised in 2015 to include bikes and to what you currently see in this [map](#). For more information on how the states and cities were selected visit the [Office of Safety's Focused Approach Website](#).

Part of this effort has included development of **How to Develop a Pedestrian Safety Action Plan**, which helps state and local officials know where to begin to address pedestrian safety issues. In addition, we have been offering **free technical assistance and courses** to each of the states and cities, and **free bi-monthly webinars** on subjects of interest. The document and webinars are available for free to other states as well. The training is available at a cost to non-focus states and cities through the Pedestrian and Bicycle Information Center (see info link below), and is also available through the National Highway Institute. An **Evaluation of the Focused Approach to Pedestrian Safety** was also recently completed and is also posted here to document progress to date under this program. Check back once in a while to see the latest webinar information and to view past recorded webinars.

- **A Focused Approach to Pedestrian and Bicycle Safety:** FHWA's technical assistance program helps communities protect their most vulnerable road users. Here's how three locations have met the challenge.
- **Revised! How to Develop and Pedestrian and Bicycle Safety Action Plan** [PDF 8.99 MB]  
The purpose of this revised guide is to assist agencies in developing and implementing a safety action plan to improve conditions for bicycling and walking. The plan lays out a vision for improving safety, examining existing conditions, and using a data-driven approach to match safety programs and improvements with demonstrated safety concerns. The document will also serve as a reference for improving pedestrian and bicycle safety through a multidisciplinary and collaborative approach to safety, including street designs and countermeasures, policies, and behavioral programs.
- **Spotlight on Pedestrian Safety**  
This article documenting progress made to date in the Pedestrian Safety Focus States and Cities was published in the January/February 2012 Edition of *Public Roads Magazine*.
- The State of Florida is developing a statewide Pedestrian Safety Action Plan. They have set up a [project website](#) that includes information about the project, workshop presentations and resources relating to pedestrian safety.
- **The New York City Pedestrian Safety Study and Action Plan**  
This landmark study is the most statistically ambitious of its kind ever undertaken by a US city. The researchers worked to identify the causes, common factors, and geographic distribution of over 7,000 pedestrian crashes in New York City.





## How to Develop a Pedestrian and Bicycle Safety Action Plan





## Training for Focus States and Cities

Agencies designated as Pedestrian and Bicyclist Safety Focus States and Cities by the Federal Highway Administration (FHWA) are eligible to receive free training and technical assistance on these topics. A list of eligible courses is available below, and more detail can be found in this [summary of technical assistance options](#).

- [How to Develop a Pedestrian Safety Action Plan](#)
- [Pedestrian Safety Action Plan Workshop](#)
- [Designing for Pedestrian Safety \(101 and 201\)](#)
- Designing for Bicyclist Safety
- [Planning and Designing for Pedestrian Safety](#)
- Complete Streets Planning and Implementation
- [Creating Livable Communities through Public Involvement](#)

For more information about training available to Focus States and Cities, please contact Dan Gelinne ([gelinne@hsrsrc.unc.edu](mailto:gelinne@hsrsrc.unc.edu), 919-475-3658).

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Thanks!

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