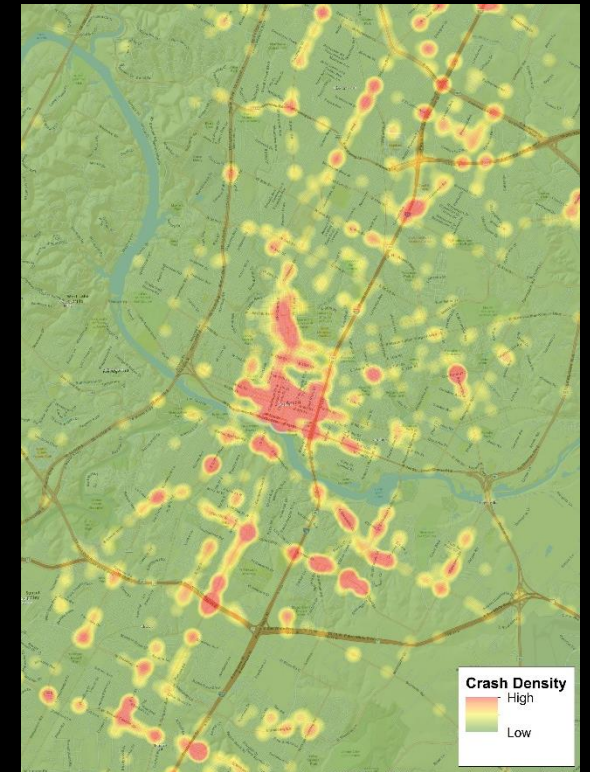


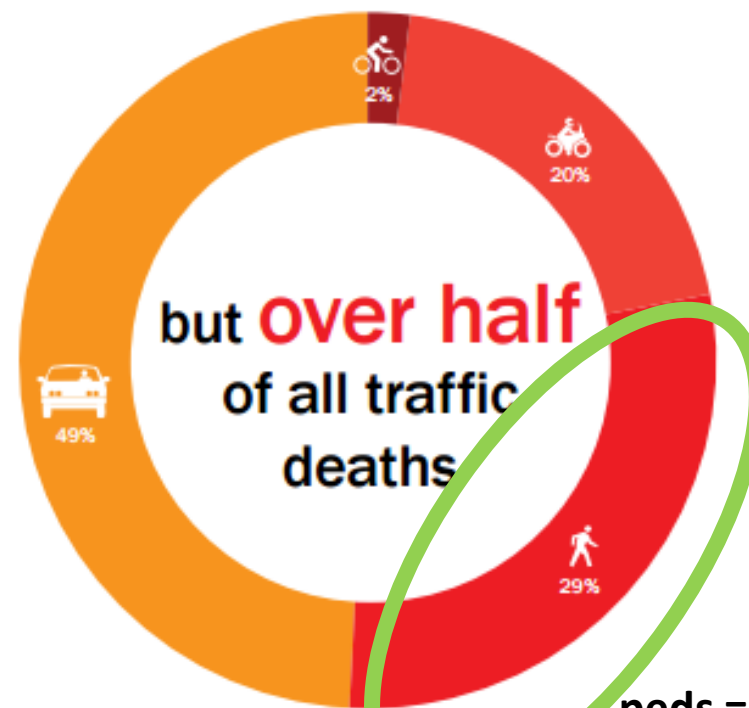
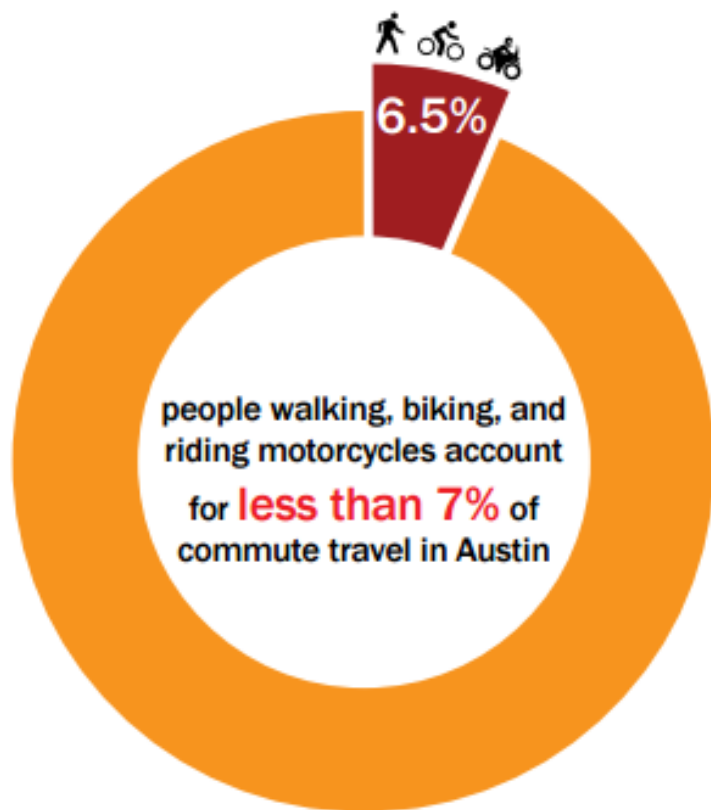
Austin Pedestrian Safety Action Plan

Pedestrian Advisory Council

November 7th, 2016





Austin PSAP




peds = 29% of fatalities

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

San Antonio-Bexar County PEDESTRIAN SAFETY ACTION PLAN

How to Develop a Pedestrian Safety Action Plan




U.S. Department of Transportation
Federal Highway Administration
FHWA-SA-05-12
Revised March 2009

NHTSA
www.nhtsa.gov

i
Pedestrian and Bicycle Information Center


The New York City Pedestrian Safety Study & Action Plan

August 2010



Charlotte's Pedestrian Safety Action Plan

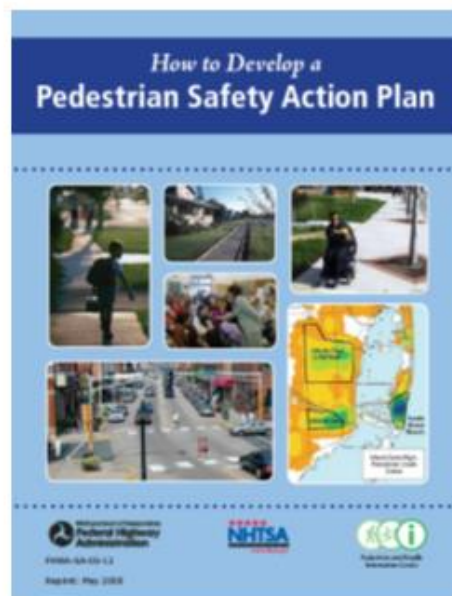
May 2013



CITY OF AUSTIN DRAFT

PEDESTRIAN SAFETY ACTION PLAN

INTERNET ACCESS RECOMMENDED WHEN USING THIS
DOCUMENT



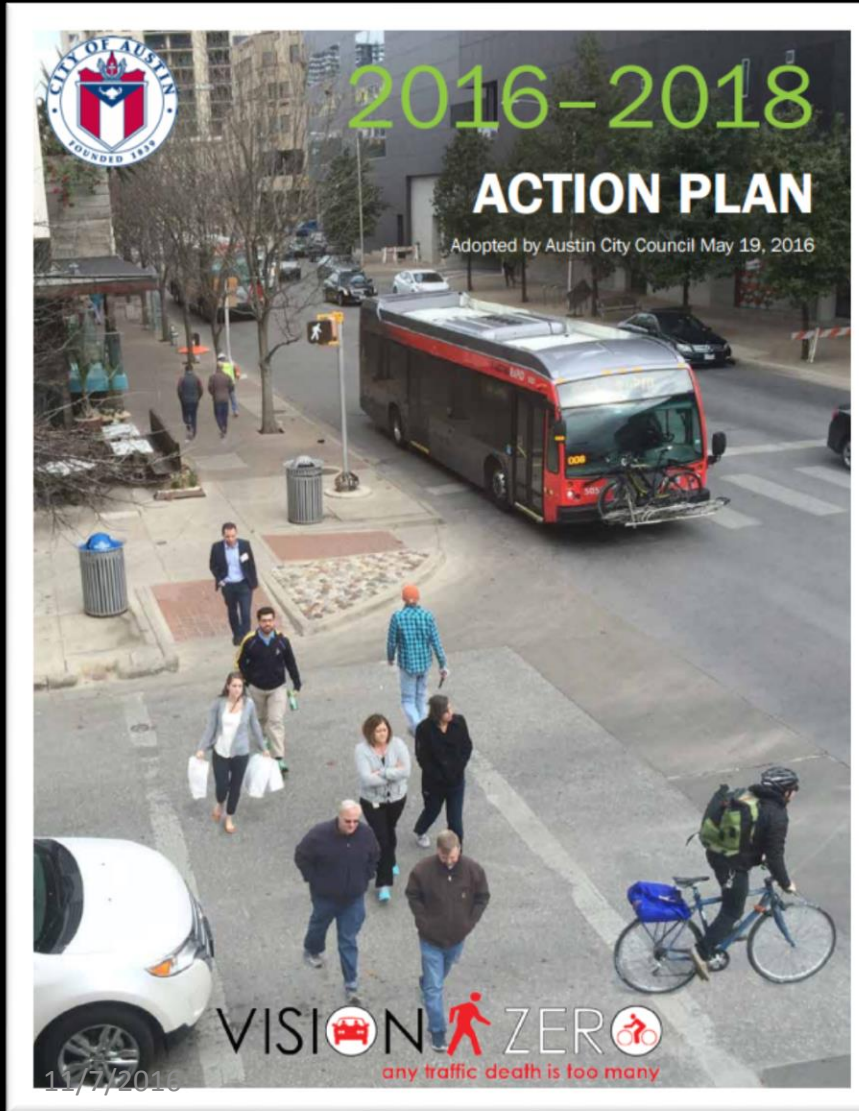
If you do not have a copy of the latest version of the How To Guide please download the PDF version by holding CTRL + clicking on the cover picture. (Referenced throughout template)

[Table of Content](#)

Double click twice then ctrl + click

Austin PSAP

A component of the Vision Zero Action Plan



Policy Actions

- | | |
|----|--|
| 48 | Develop action plans for vulnerable user groups and coordinate these more specific plans with the Vision Zero Action Plan. |
|----|--|

Engineering Actions

- | | |
|----|--|
| 17 | Enhance the current City Ordinance (§12-1-26, Pedestrians On Certain Roadways) for areas unsafe to pedestrians |
| 20 | Direct engineering, enforcement, and education resources to high injury and fatal crash hotspot locations. |

Evaluation Actions

- | | |
|---|---|
| 5 | Coordinate a data-driven procedure (and enhance tools as necessary) to prioritize high crash locations based on industry best practices and to focus limited resources. |
| 6 | Incorporate TXDOT datasets to analyze, map, and/or improve for better understanding of factors contributing to fatal and serious injury crashes. |
| 7 | Create a platform and/or process to better share data, including geospatial data and maps, across City departments and agencies that are affected by transportation safety. Create a platform to share anonymized information and maps with the public. |
| 9 | Continue analysis of victims and suspects involved in fatal crashes, including demographics, to target education, enforcement efforts, and policy changes. |

Austin Pedestrian Safety Action Plan

plan objectives

- 1** Support the Vision Zero Action Plan by developing **a holistic strategy for addressing pedestrian safety** through engineering, education, enforcement and encouragement strategies;
- 2** Utilize crash data to gain a detailed understanding of the frequency, location and causes of pedestrian-related crashes, with a **focus on serious injuries and fatalities**;
- 3** **Identify and prioritize intersections and corridors with unsafe pedestrian conditions** for further study and implement appropriate countermeasures at these locations;
- 4** Identify and prioritize areas **with latent pedestrian demand** that could benefit from safer crossings (i.e. Safe Routes to Schools, proximity to transit, Imagine Austin Activity Centers, etc.);
- 5** Develop a framework for **evaluating the effectiveness of pedestrian safety countermeasures in Austin** and for reporting these results;
- 6** **Develop an ADA Transition Plan** for crossings and signals as part of the PSAP.

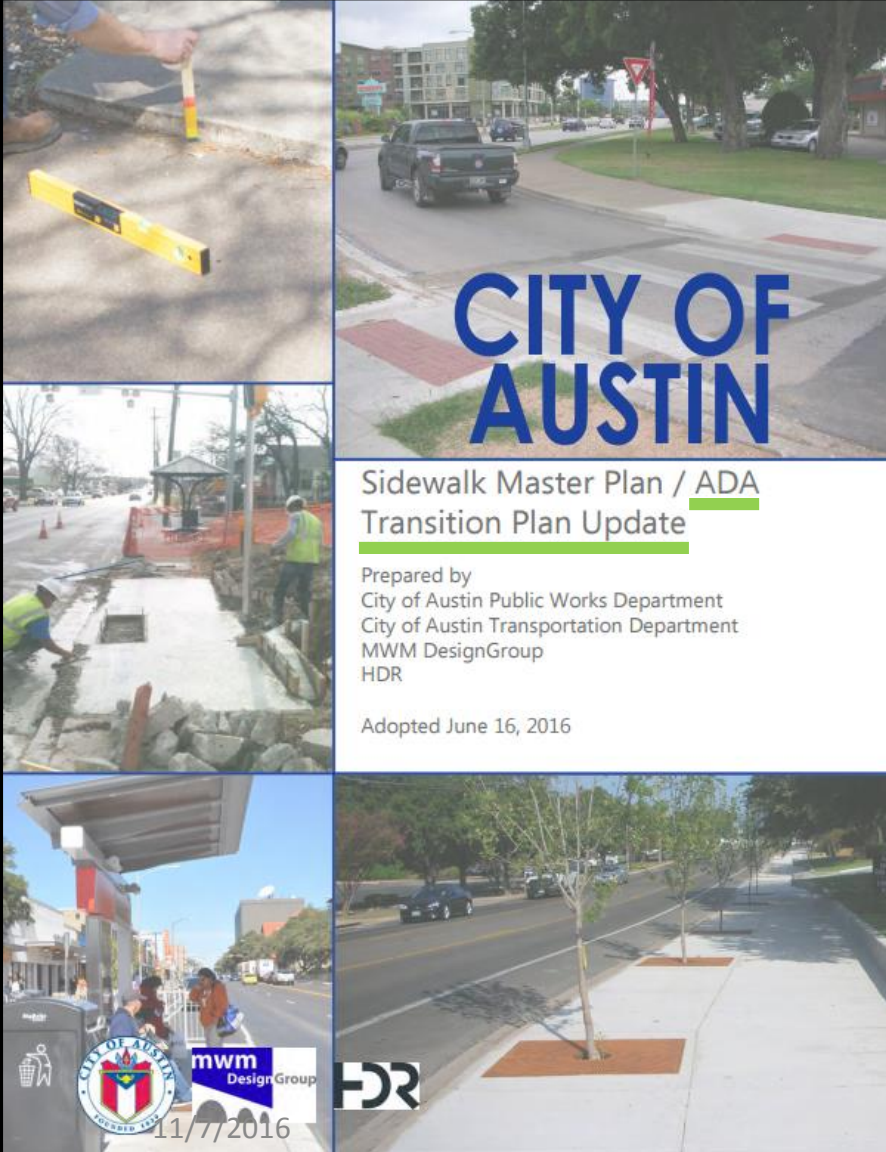
Austin PSAP

contents

1. Letter from Director of Transportation
2. Table of Contents
3. Executive Summary
4. Introduction/Narrative
5. Crash Analysis
6. Priority Pedestrian Safety Networks
 - High Crash Network
 - High Risk Network
 - High Demand Network
7. Action Plan/Implementation Strategies
 - Engineering
 - Enforcement
 - Education/Encouragement
 - Land Use/Site Design
 - Other policies
 - Partners
 - Funding
8. Appendix A: ADA Transition Plan for Crossings and Signals

Austin PSAP

ADA Transition Plan for Crossings and Signals



“Any project for construction or alteration of a facility that provides access to pedestrians must be made accessible to persons with disabilities.”

42 U.S.C. §§ 12131 - 12134; 28 CFR §§ 35.150, 35.151; Kinney v. Yerusalim, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994). (9-12-06)”

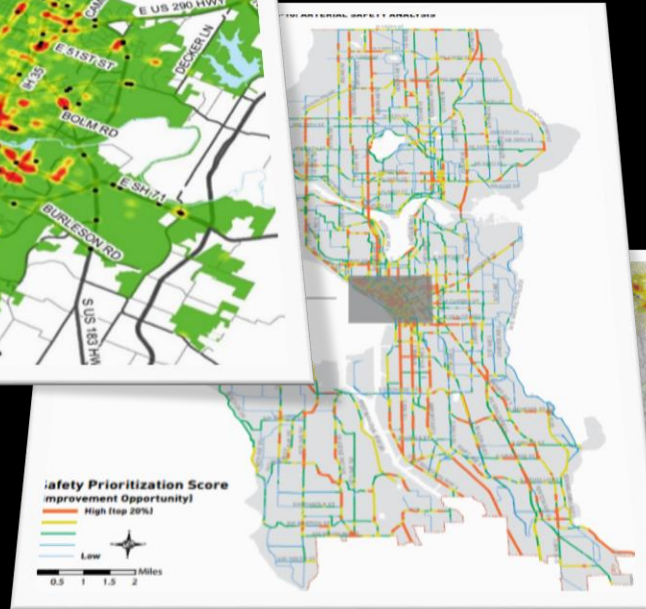
Table 5-7: Existing Sidewalk and ADA Transition Plan Program 10-year Target		
Target	Implementation Schedule	Estimated Annual Budget
Achieve 95% functionality for very high and high priority sidewalks and Achieve 55% functionality for citywide sidewalk network	10 years	\$15 million per year ¹

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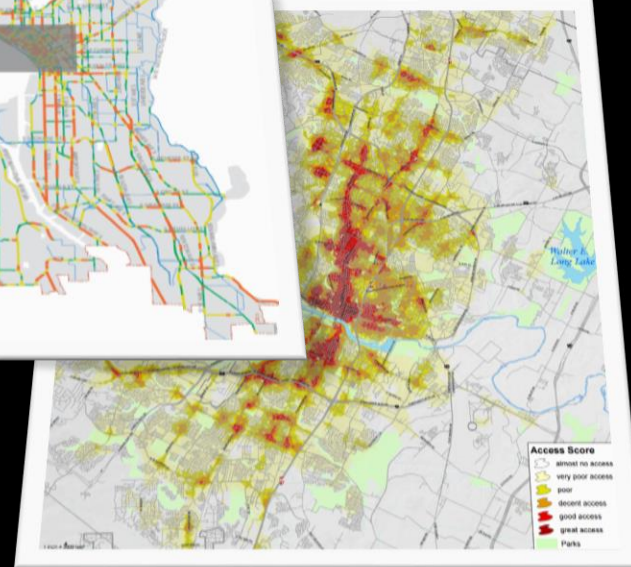
prioritization



High Crash Network



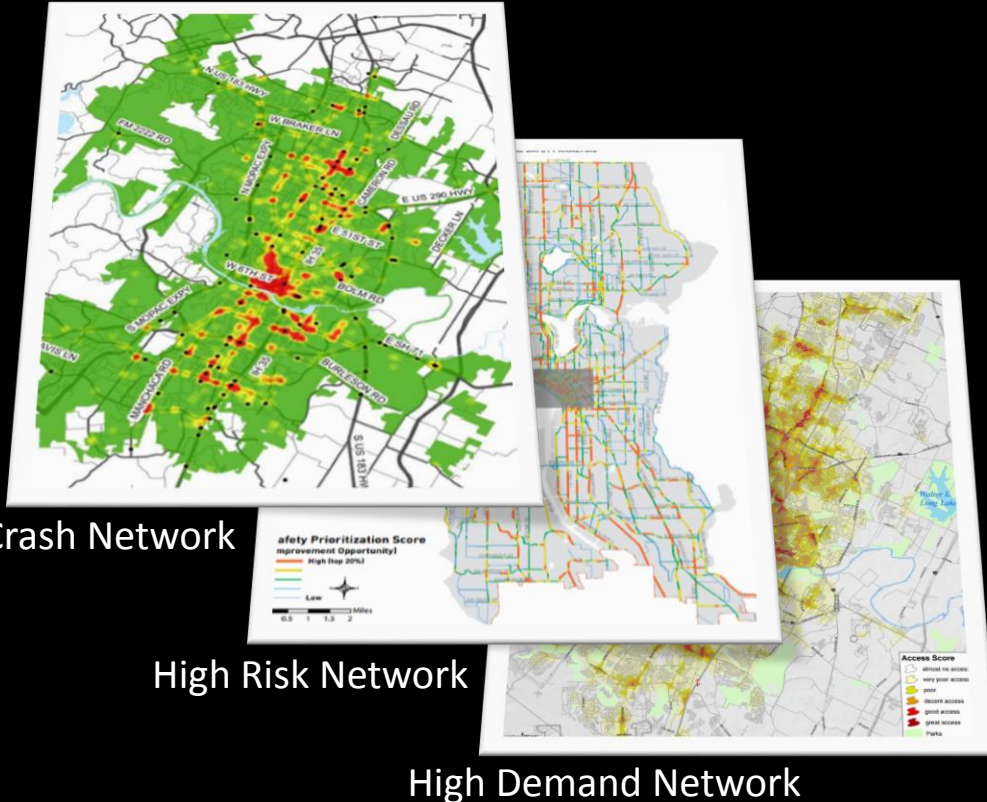
High Risk Network



High Demand Network

Austin PSAP

prioritization



High Crash Network

High Risk Network

High Demand Network

Example Goal:

Proactively identify and implement pedestrian safety treatments at X number of locations per year:

x# of low-cost/medium-cost treatments at High Crash locations

x# of low-cost/medium-cost treatments at High Risk locations

x# of low-cost/medium-cost treatments at High Demand locations

Austin PSAP

Action Plan/Implementation Strategies

Focus Areas

Engineering

Enforcement

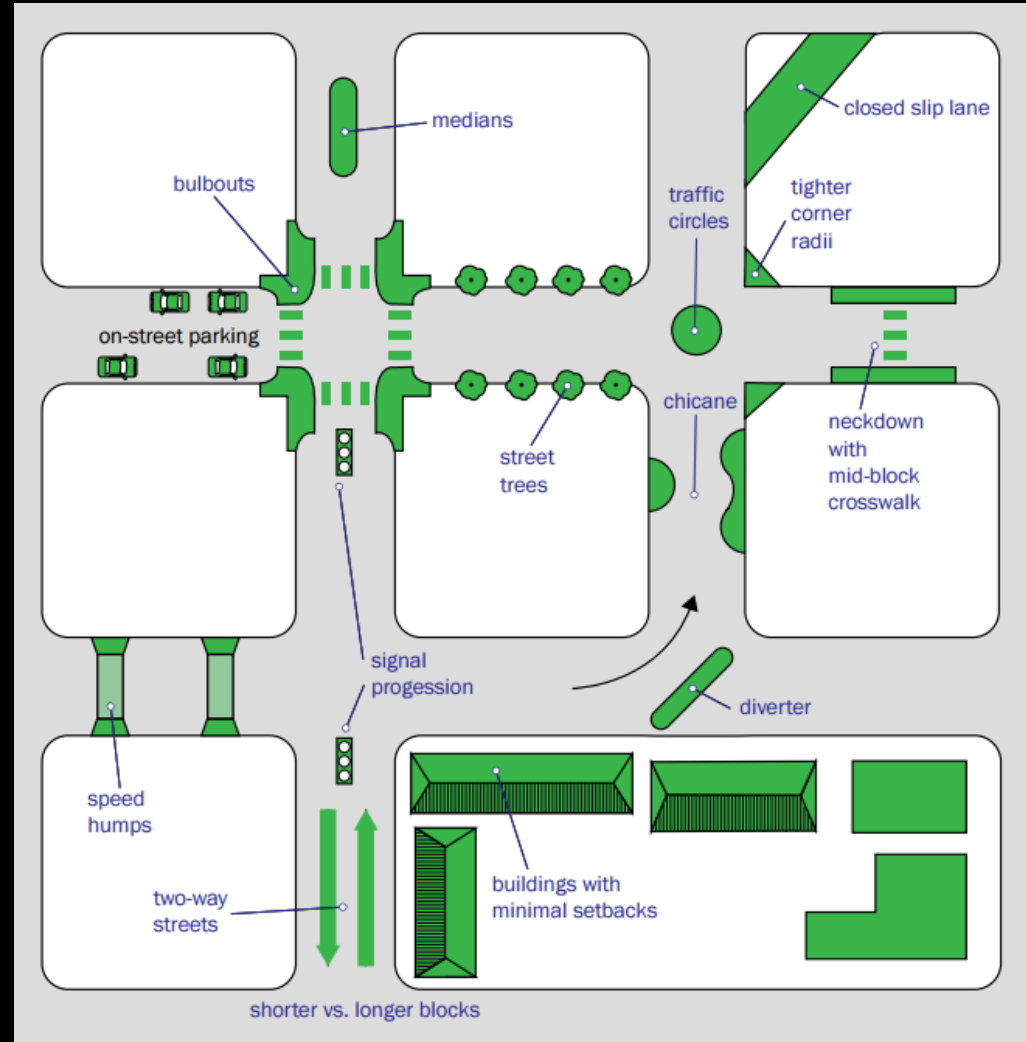
Education/Encouragement

Land Use + Site Design

Partners + Funding

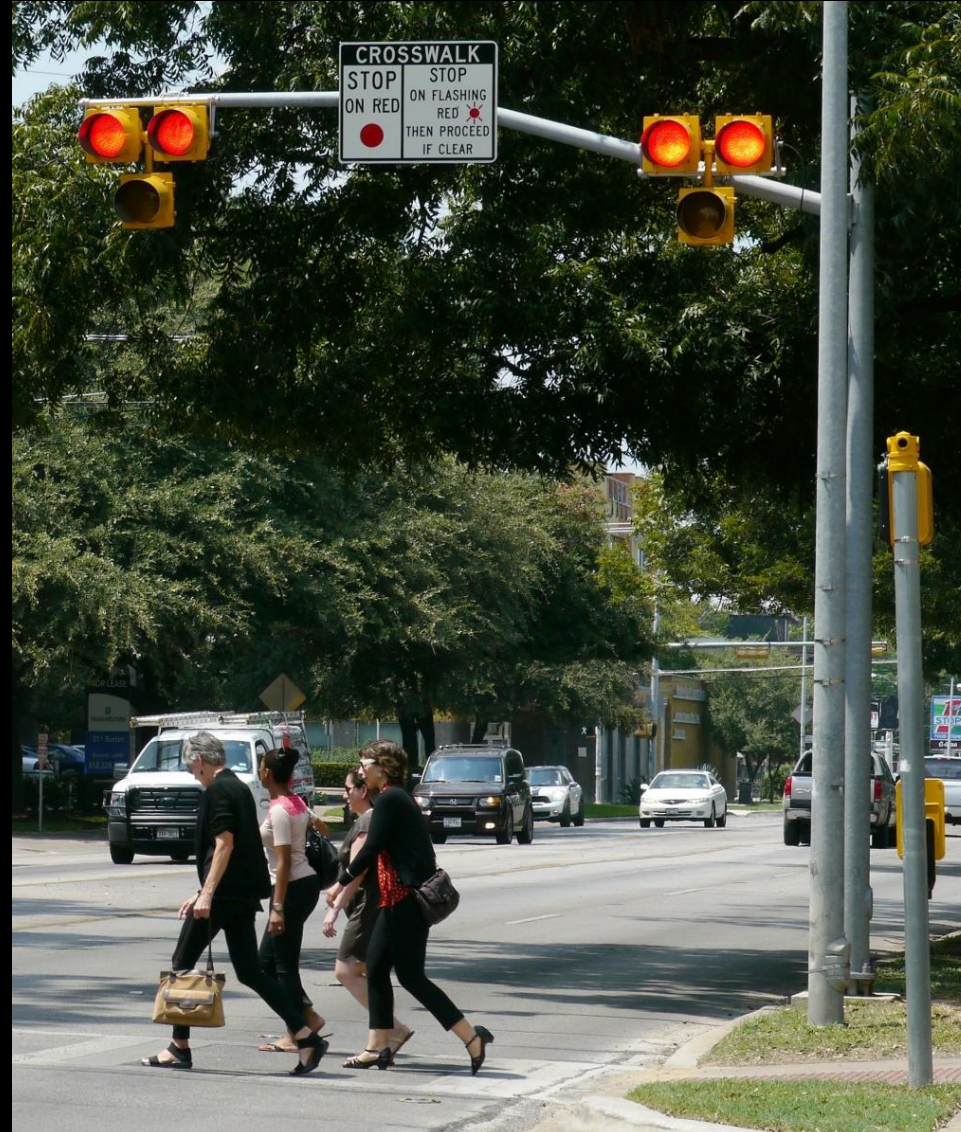
Evaluation

Other policies



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Engineering: Pedestrian Crossing Criteria



Austin PSAP

Engineering: Pedestrian Crossing Criteria



Austin PSAP

Engineering: Pedestrian Crossing Criteria



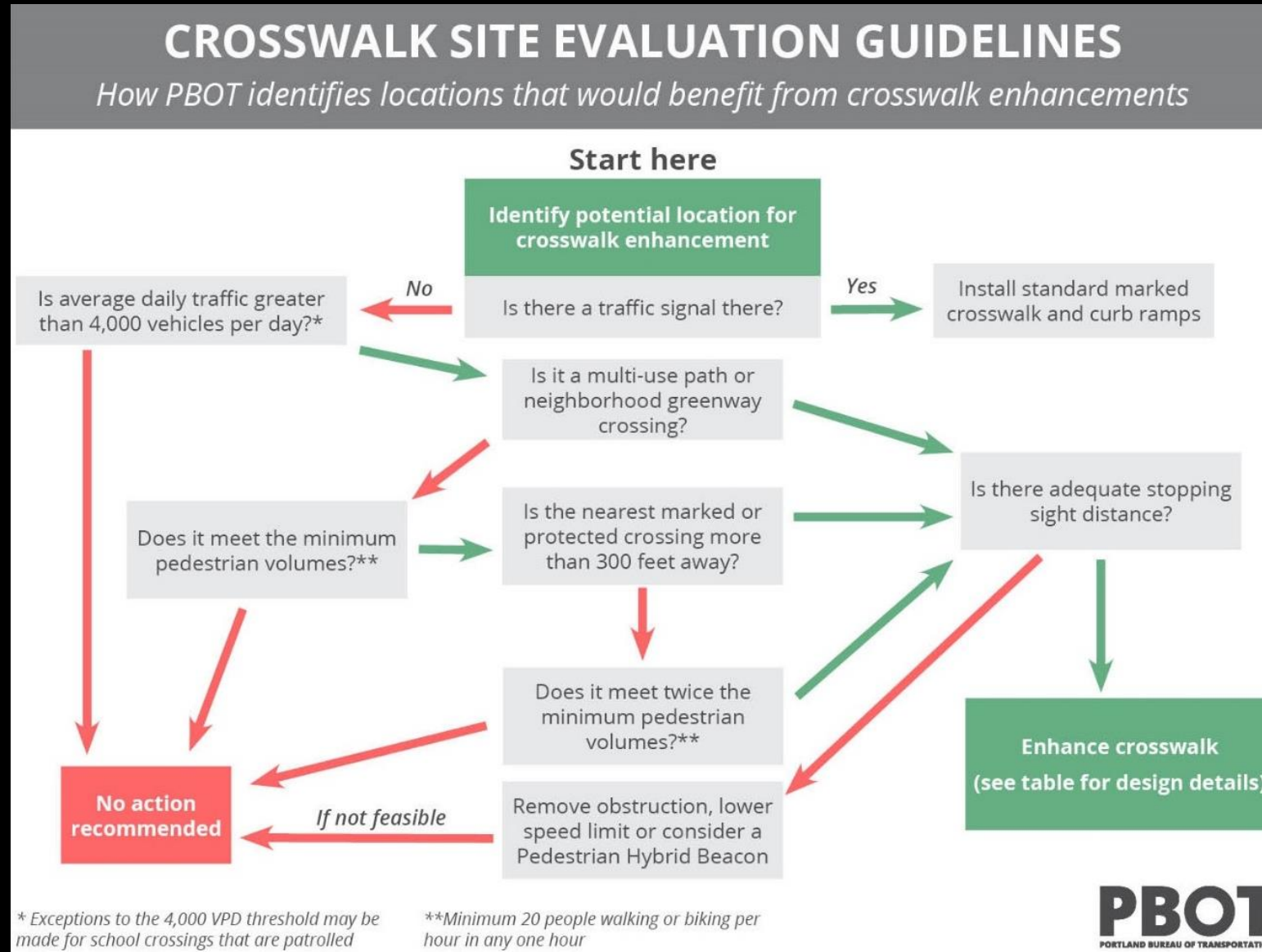
Austin PSAP

Engineering: Pedestrian Crossing Criteria



Austin PSAP

Engineering: Pedestrian Crossing Criteria



Austin PSAP

Engineering: Pedestrian Crossing Criteria

CROSSWALK DESIGN BY ROADWAY TYPE*												
VEHICLE ADT > 4,000 - 9,000			VEHICLE ADT > 9,000 - 12,000			VEHICLE ADT > 12,000 - 15,000			VEHICLE ADT > 15,000			
<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	
TWO LANES												
THREE LANES WITH RAISED MEDIAN												
THREE LANES WITHOUT RAISED MEDIAN												
MULTILANE WITH RAISED MEDIAN												
MULTILANE WITHOUT RAISED MEDIAN												

* All crossings must be scoped by an engineer to ensure recommended treatment is appropriate and ADA ramps and illumination are in place.

- Marked Crosswalk
- Marked Crosswalk, island or curb extensions, enhanced signing and striping
- Marked Crosswalk and enhanced/active warning (islands and RRFB's)
- Marked Crosswalk and pedestrian hybrid or full signal

Austin PSAP

crash analysis

Objective 1: Characterize **Victim Characteristics**

- Who is involved in pedestrian crashes/injuries/fatalities?

Objective 2: Map **High Crash Network** (Hot Spots) of pedestrian serious injuries and fatalities

- Answers the question, *where are serious pedestrian crashes occurring?*

Objective 3: Identify and quantify **High Risk Factors** associated with pedestrian crashes, serious injuries and fatalities

- Answers the *what, when, why, and how of pedestrian crashes.*
- e.g. roadway characteristics, contributing factors, previous movement, etc.

Objective 4: Map **High Risk Network** based on top roadway risk factors

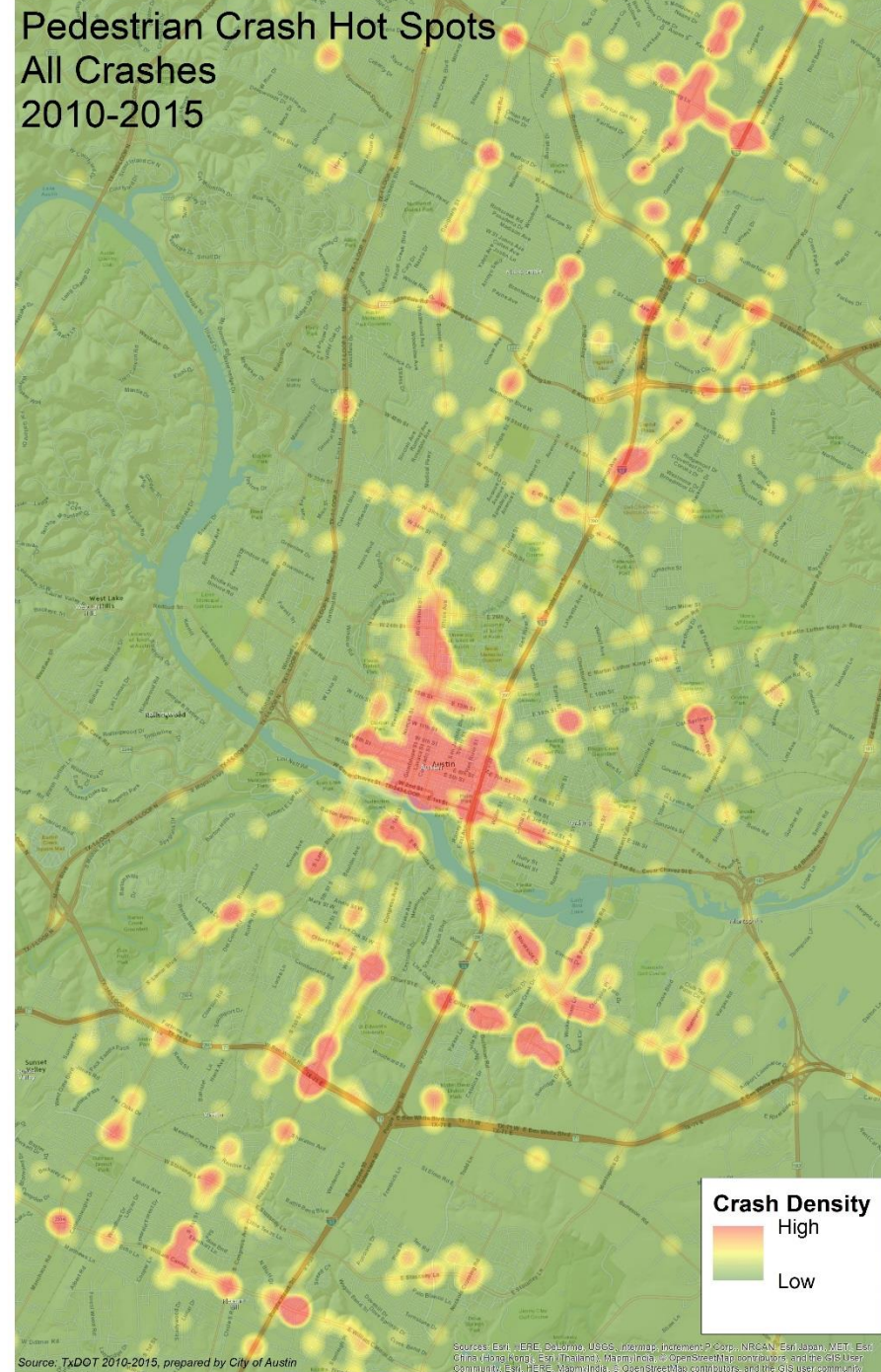
- Answers the question, *what streets are prone to serious pedestrian crashes (but may not appear in the crash history)?*

Objective 5: Map **High Demand** locations

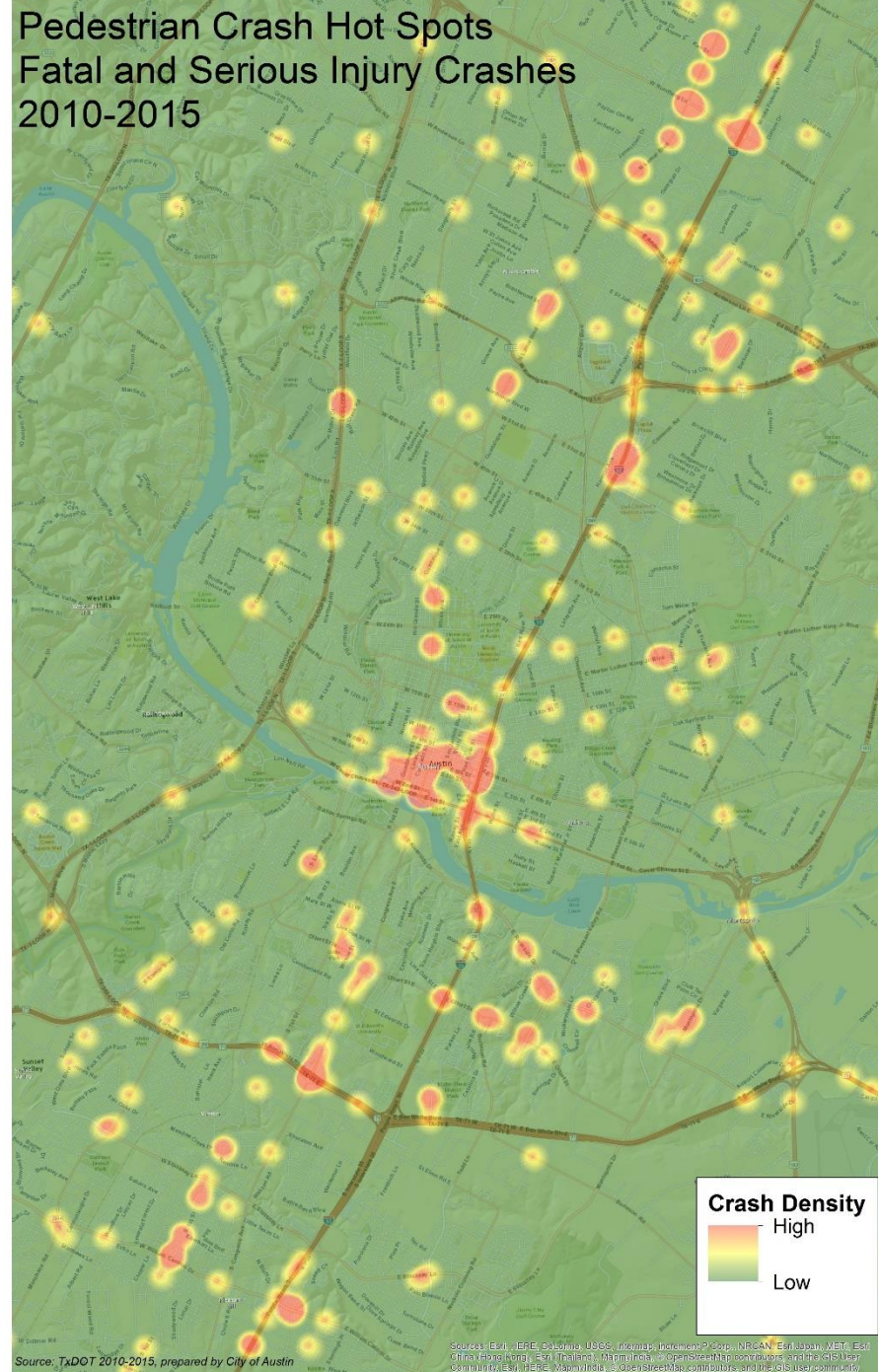
- Map areas where a safer pedestrian realm might serve latent pedestrian demand
- Answers the question, *how can we help achieve citywide objectives through a safer pedestrian environment?*

Austin PSAP

Preliminary Crash Analysis

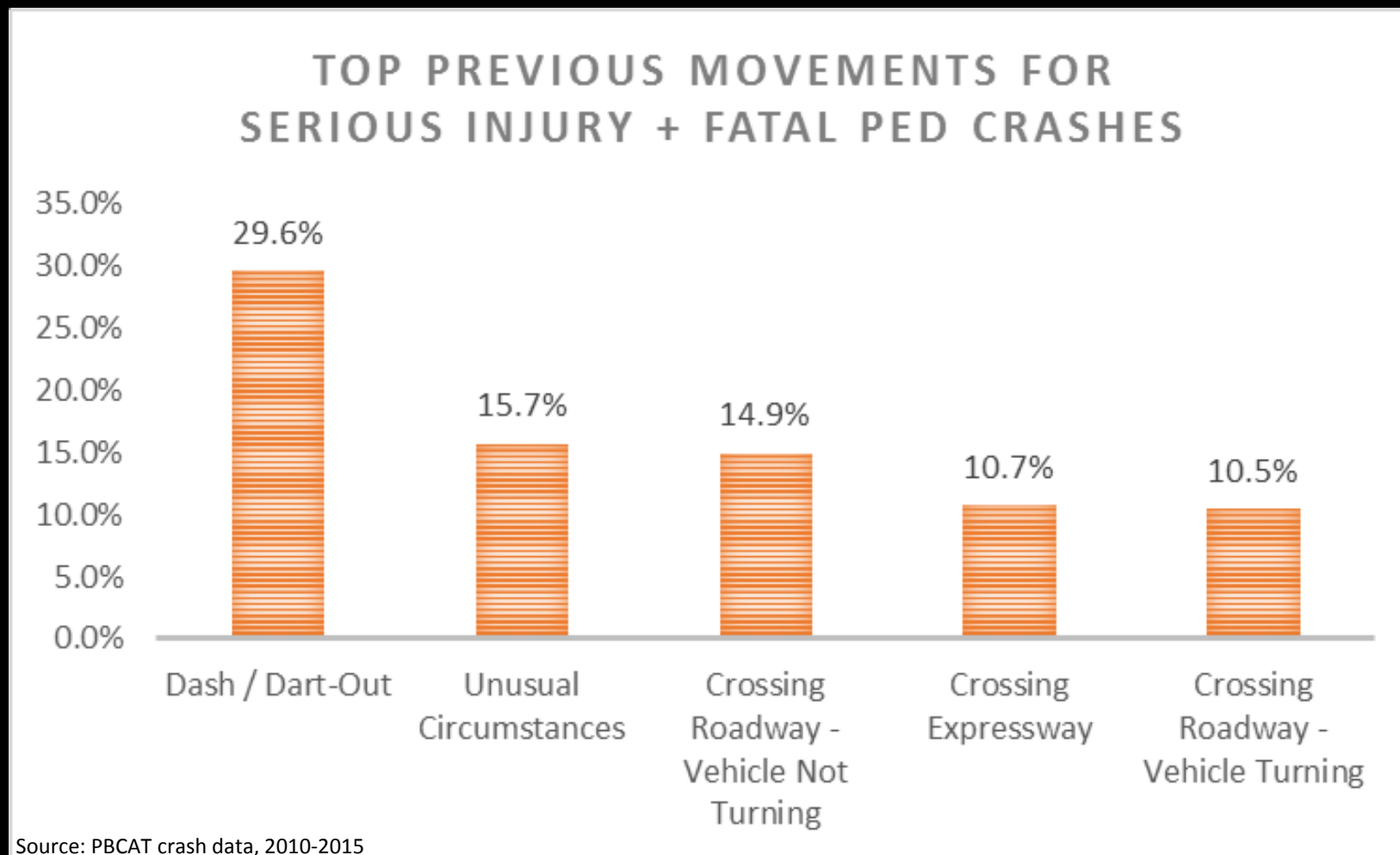


Preliminary Crash Analysis



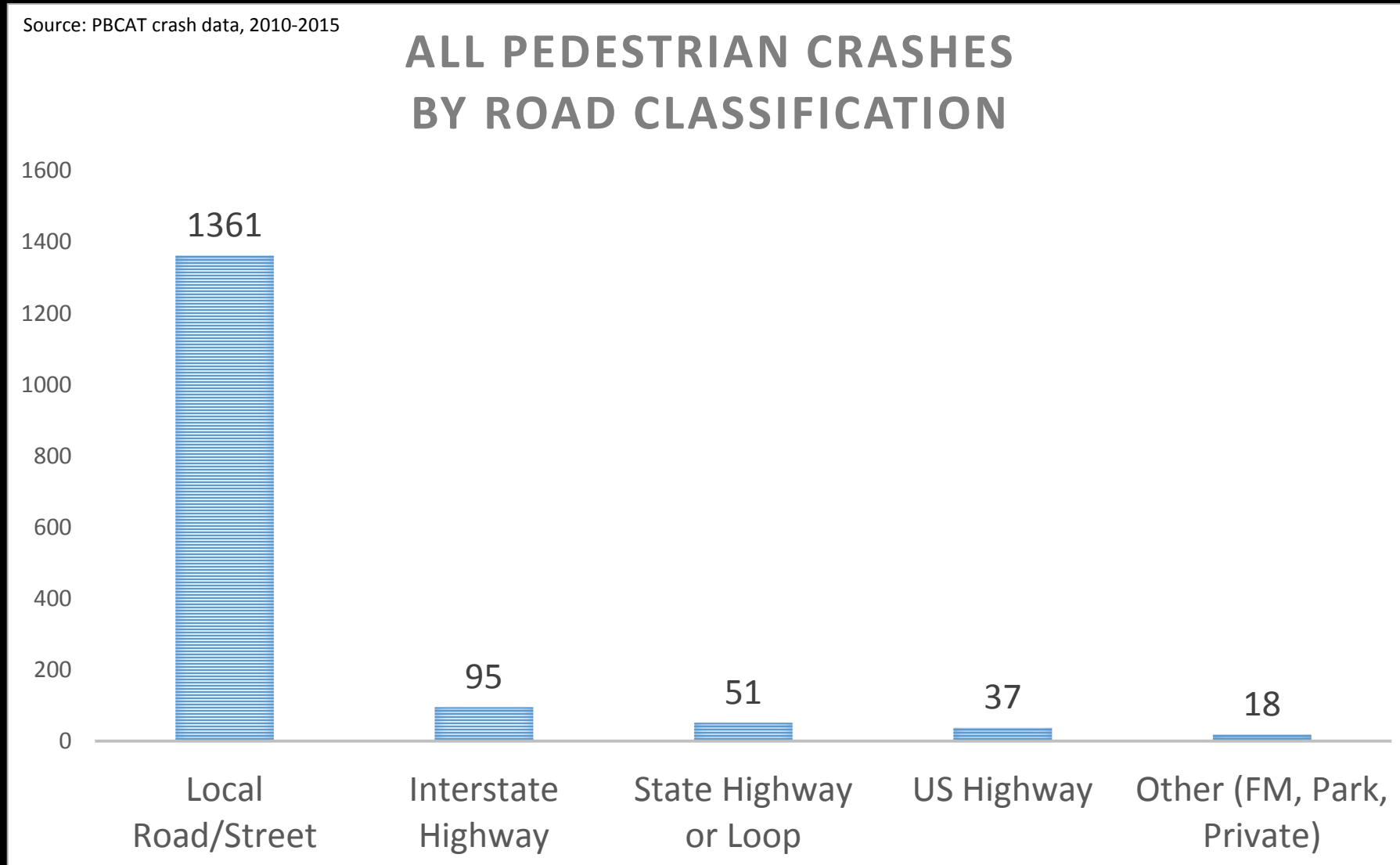
Austin PSAP

Preliminary Crash Analysis



Austin PSAP

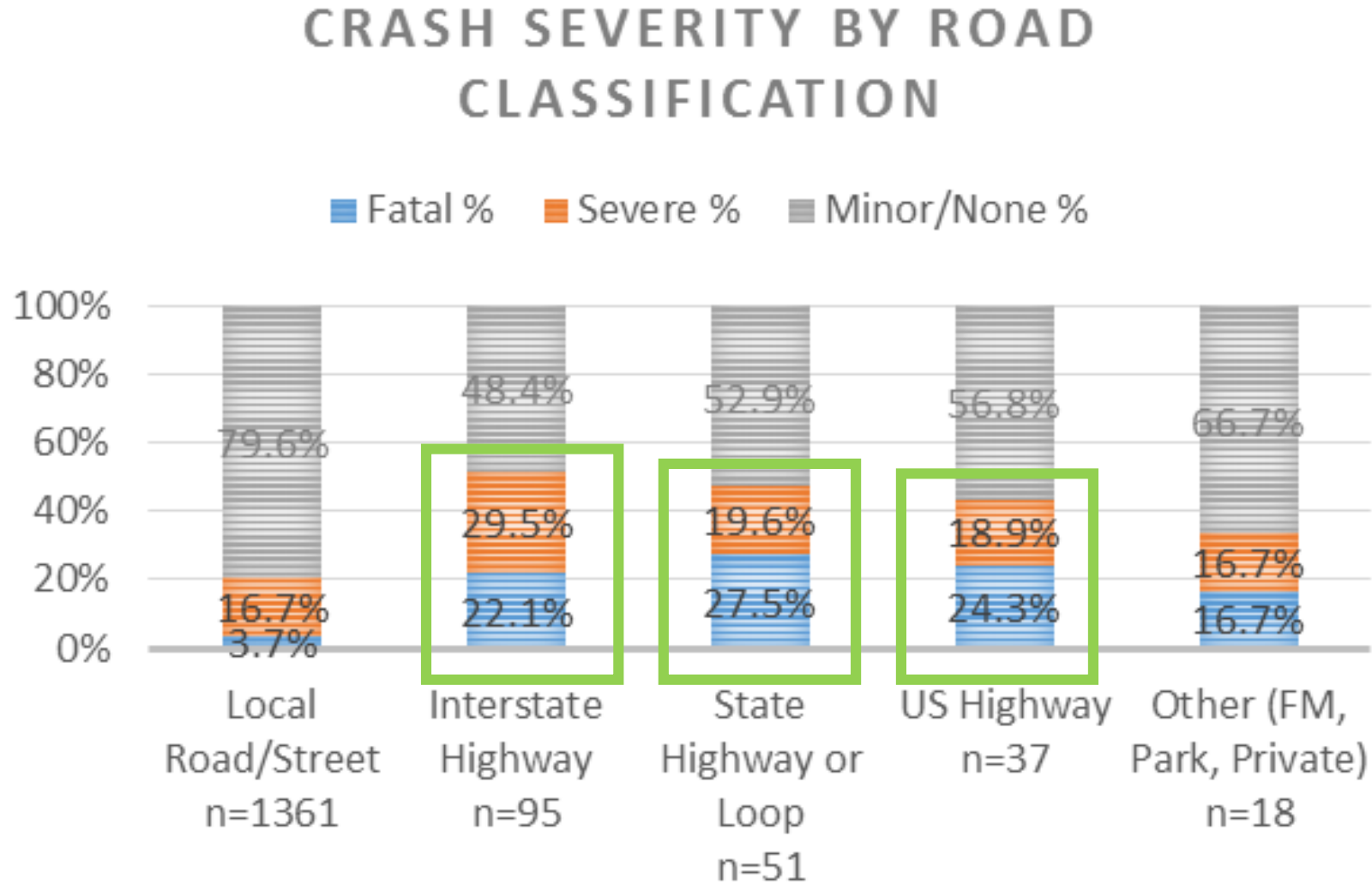
Preliminary Crash Analysis



Austin PSAP

Preliminary Crash Analysis

Source: PBCAT crash data, 2010-2015



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Preliminary Crash Analysis

Presence of Sidewalks



All KAB Crashes (n =1,116) by Sidewalk Presence and Severity

	#KAB	#Fatal (K)	#KA	Prob K	Prob KA
Sidewalk Present	867	30	231	3.5%	26.6%
Sidewalk Absent	144	41	84	28.5%	58.3%
Not Applicable	105	17	67	16.2%	63.8%
Total	1116	88	382	7.9%	34.2%

Source: PBCAT crash data, 2010-2015

K = killed

A = incapacitating injury

B = non- incapacitating injury

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Preliminary Crash Analysis

Presence of Lighting



All Crashes, by lighting conditions and severity								Source: PBCAT crash data, 2010-2015	
Condition	All	K	SI	K+SI	%Total	%K	%K+SI	Prob K	Prob KSI
Daylight	846	16	110	126	54.2%	16.3%	33.8%	1.9%	14.9%
Dark, Lighted	483	50	118	168	30.9%	51.0%	45.0%	10.4%	34.8%
Dark, Not Lighted	132	29	27	56	8.5%	29.6%	15.0%	22.0%	42.4%
Dawn/Dusk	48	2	10	12	3.1%	2.0%	3.2%	4.2%	25.0%
Unknown	53	1	10	11	3.4%	1.0%	2.9%	1.9%	20.8%
Grand Total	1,562	98	275	373	100%	100%	100%	6.3%	23.9%

K = killed

SI = seriously injured

Austin PSAP

Preliminary Crash Analysis

Time of Day

Percent of Crashes, by time of day

Time of Day	% of Ped Crashes	% of KSI Crashes	% of Fatal Crashes
12AM-3AM	10.7%	16.7%	19.4%
3AM-6AM	2.7%	4.4%	10.7%
6AM-9AM	10.7%	8.9%	12.6%
9AM-12PM	8.7%	5.7%	2.9%
12PM-3PM	11.3%	5.5%	1.9%
3PM-6PM	19.9%	13.8%	4.9%
6PM-9PM	23.4%	22.9%	23.3%
9PM-12AM	12.7%	22.1%	24.3%

Crash Severity Probability, by time of day

Time of Day	% of Ped Crashes	Probability KSI	Probability K
12AM-3AM	10.7%	35.8%	11.2%
3AM-6AM	2.7%	37.8%	24.4%
6AM-9AM	10.7%	19.0%	7.3%
9AM-12PM	8.7%	15.1%	2.1%
12PM-3PM	11.3%	11.1%	1.1%
3PM-6PM	19.9%	15.9%	1.5%
6PM-9PM	23.4%	22.5%	6.1%
9PM-12AM	12.7%	40.1%	11.8%

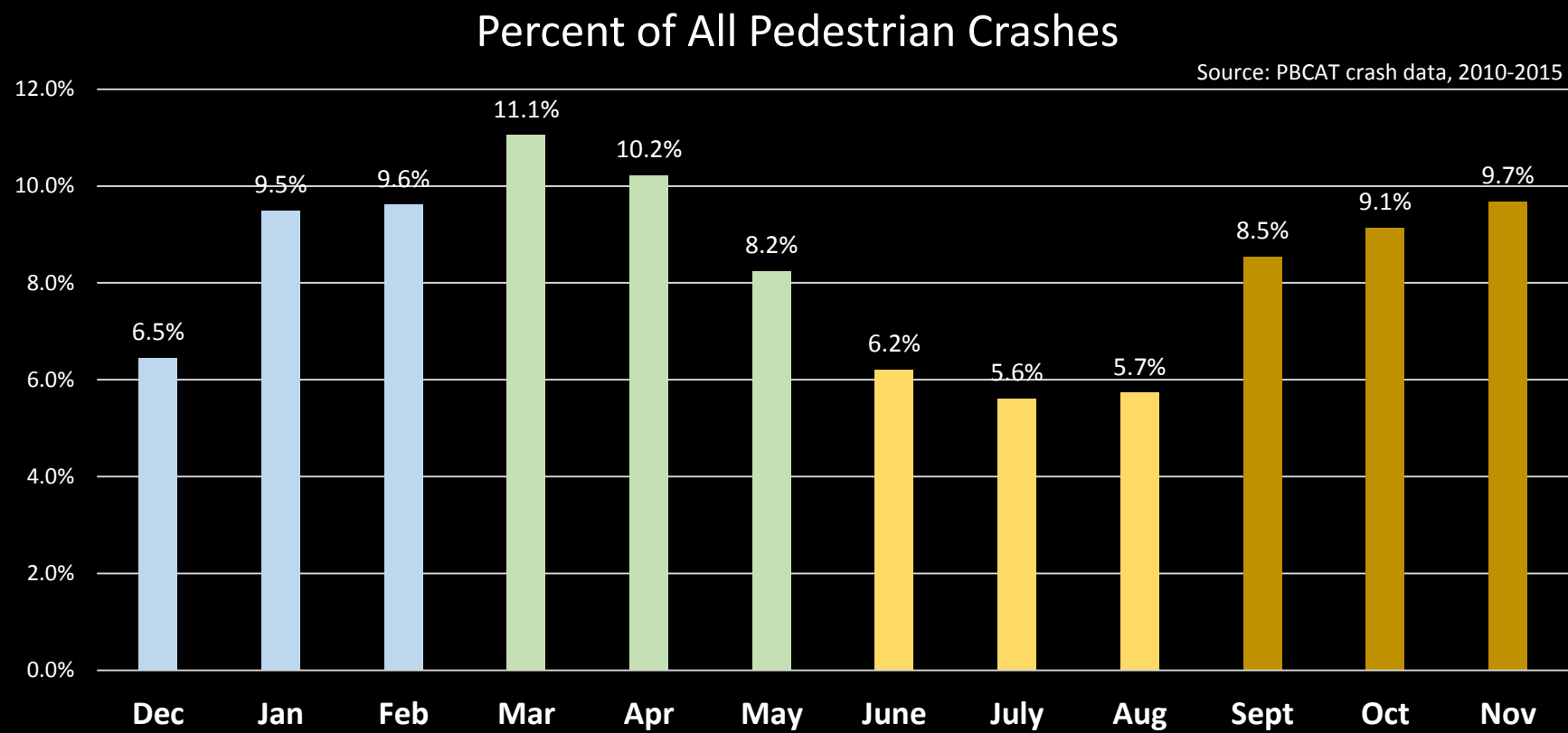
Source: PBCAT crash data, 2010-2015

K = killed
SI = seriously injured

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Preliminary Crash Analysis

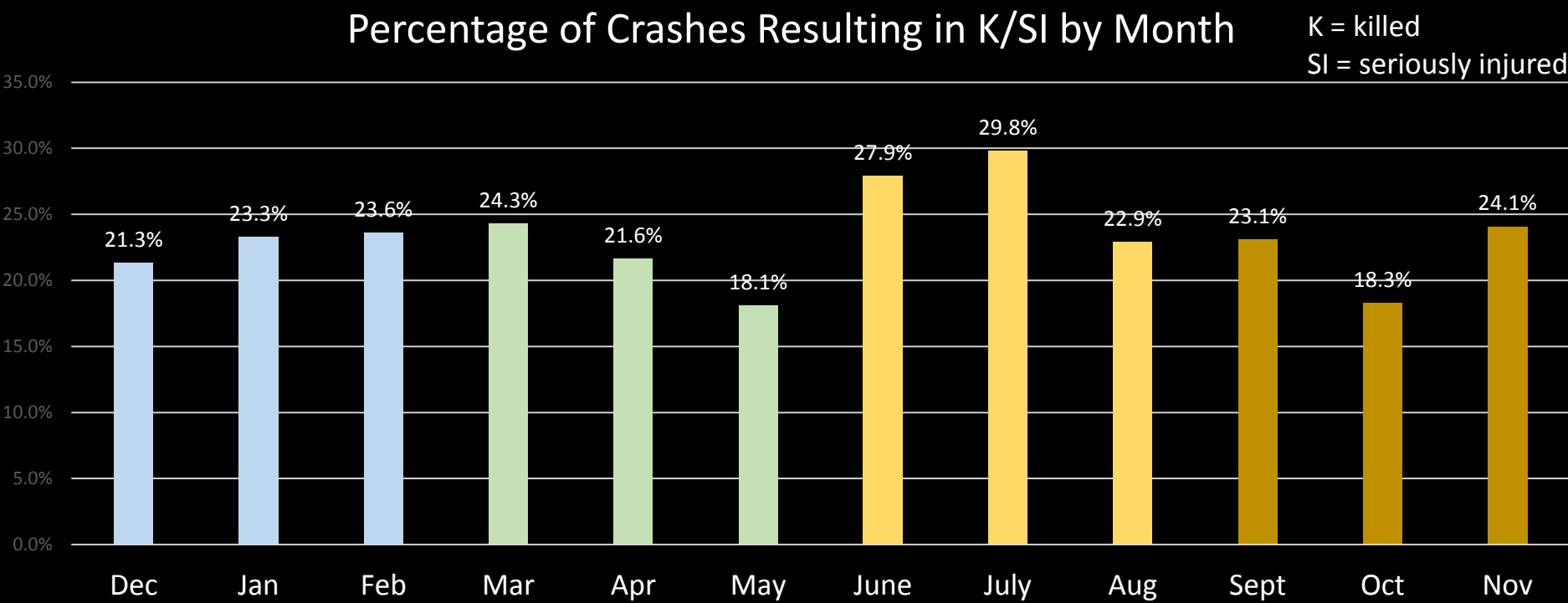
Time of Year



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Preliminary Crash Analysis

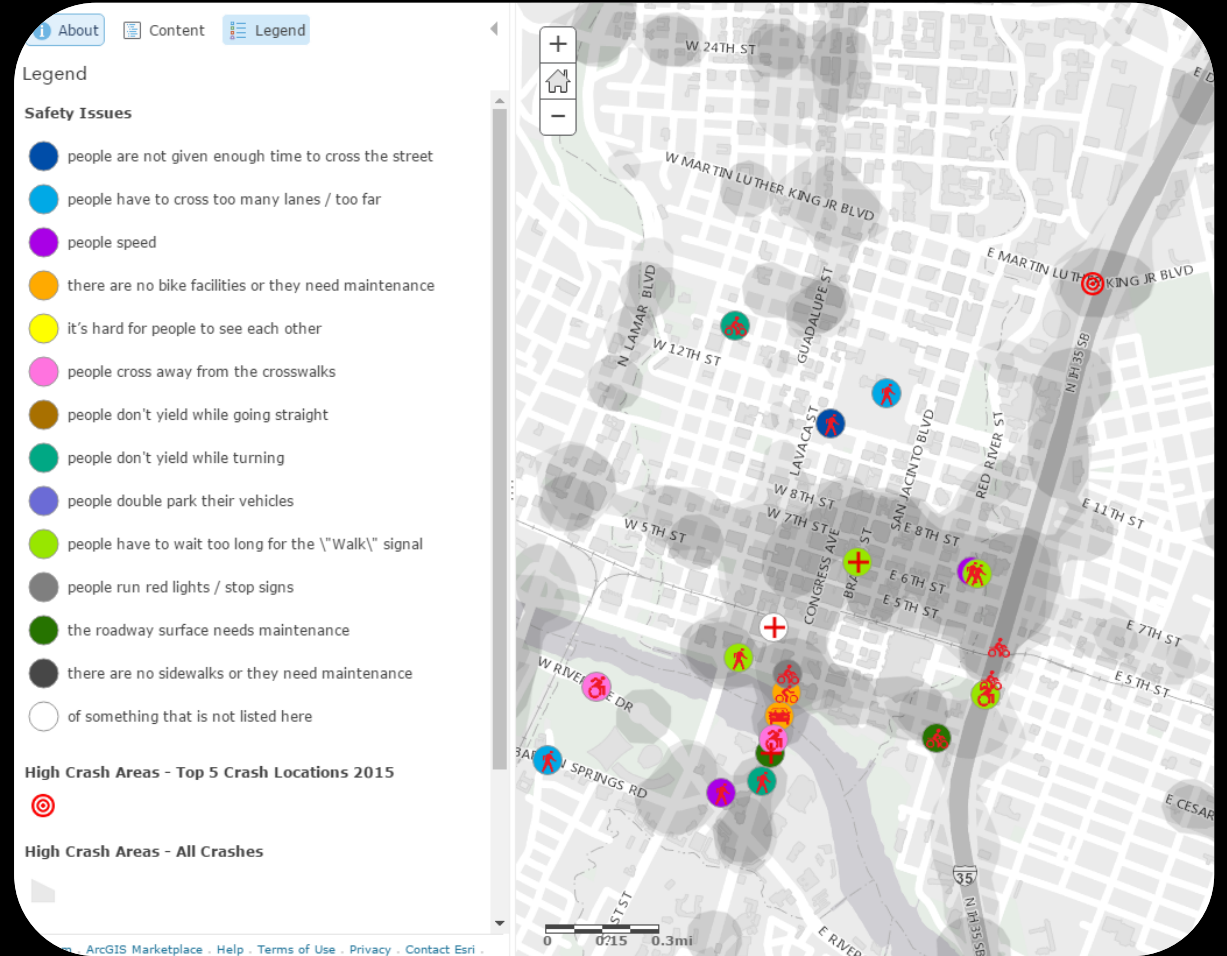
Time of Year



Source: PBCAT crash data, 2010-2015

public outreach

- Internal Advisory Group
- Vision Zero Task Force
- One-on-one outreach with regional partners
- Pedestrian Safety Workshops
- Vision Zero Mapping Tool



Austin Pedestrian Safety Action Plan

Pedestrian Advisory Council

November 7th, 2016

Questions?

