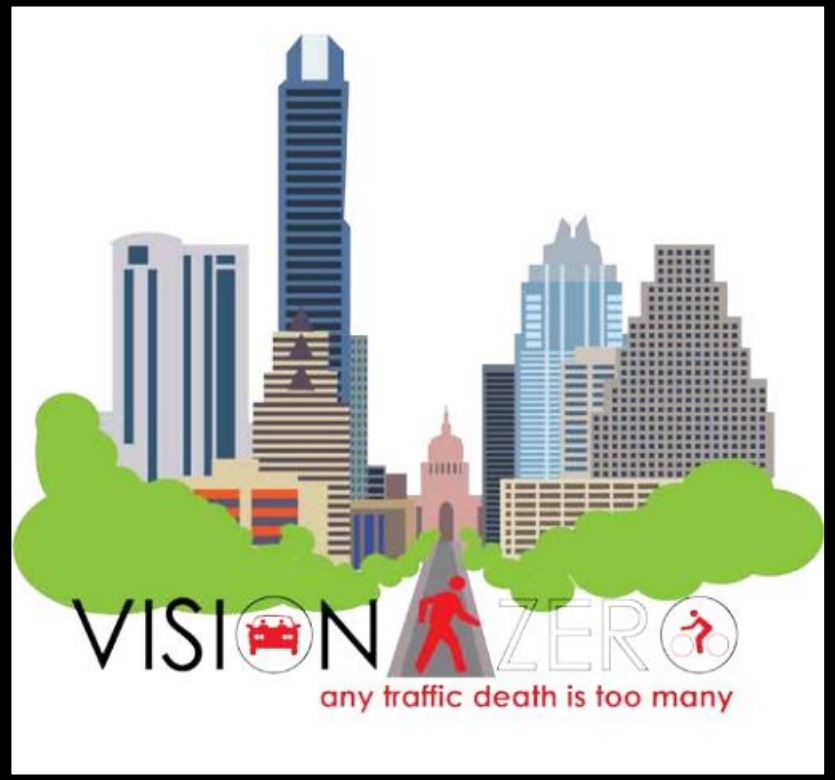
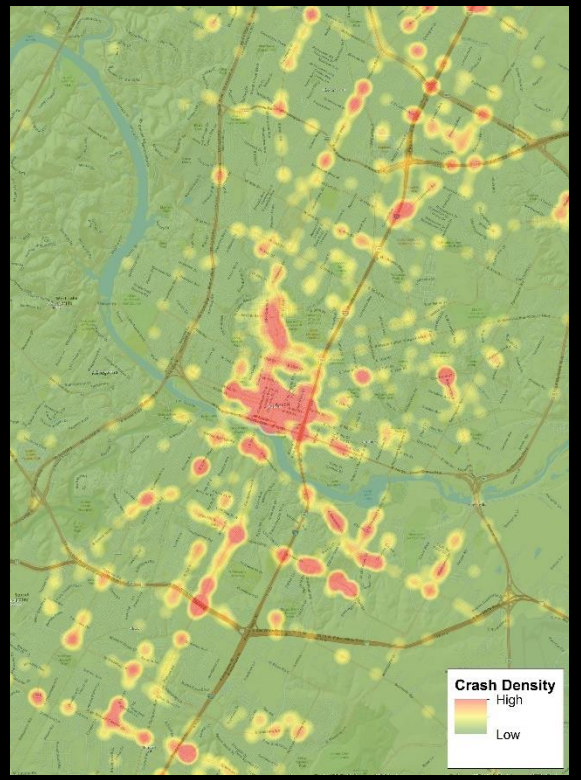
Austin Pedestrian Safety Action Plan

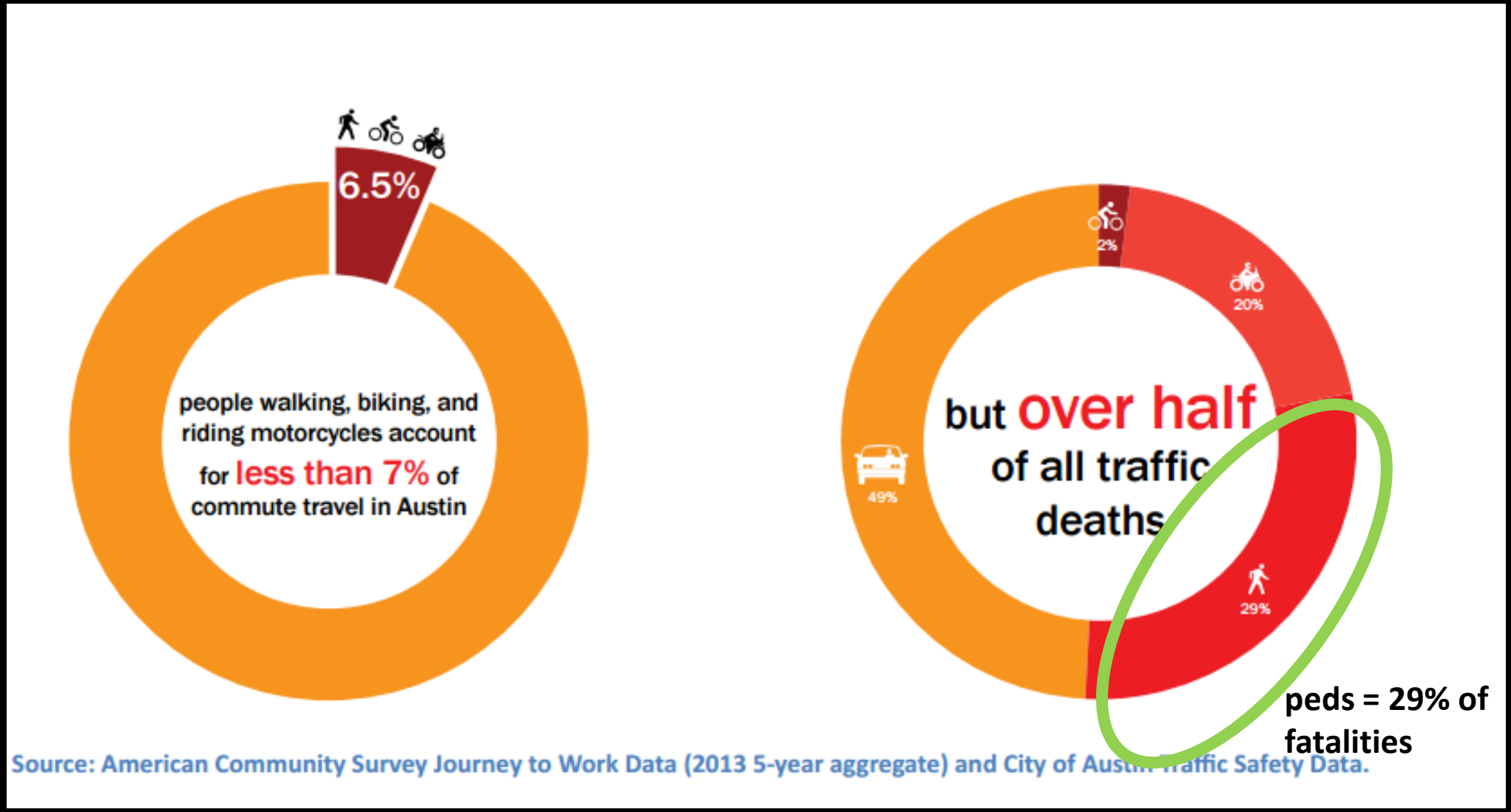
Urban Transportation Commission

January 10th, 2017

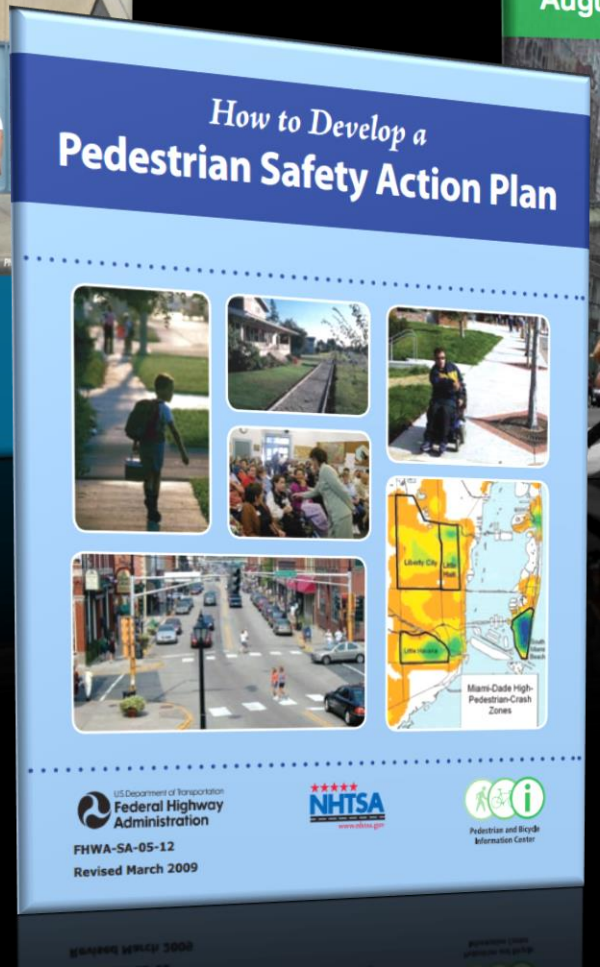


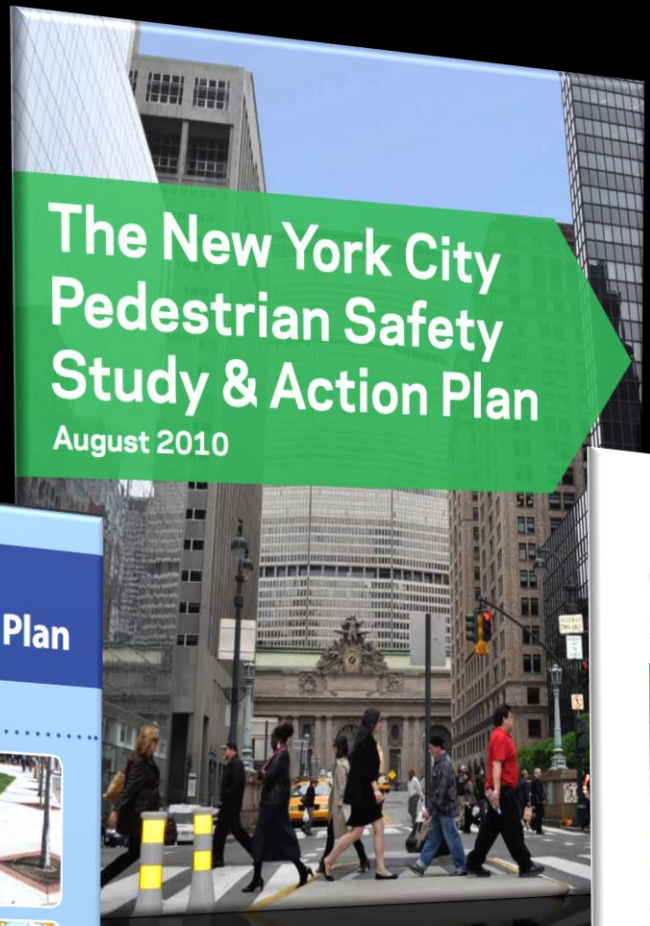


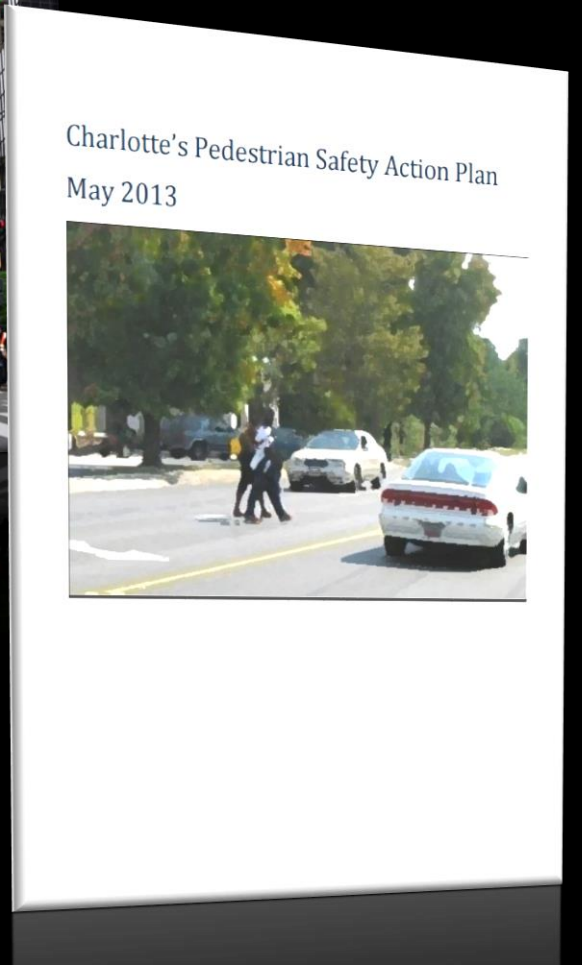
Austin PSAP


6.5%
people walking, biking, and riding motorcycles account for less than 7% of commute travel in Austin
2%
20%
49%
but over half of all traffic deaths
29%
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
The Alamo
Visitor Info. Center
Historic Civic Center
Market Square
San Antonio • Bexar County
MPO
Metropolitan Planning Organization

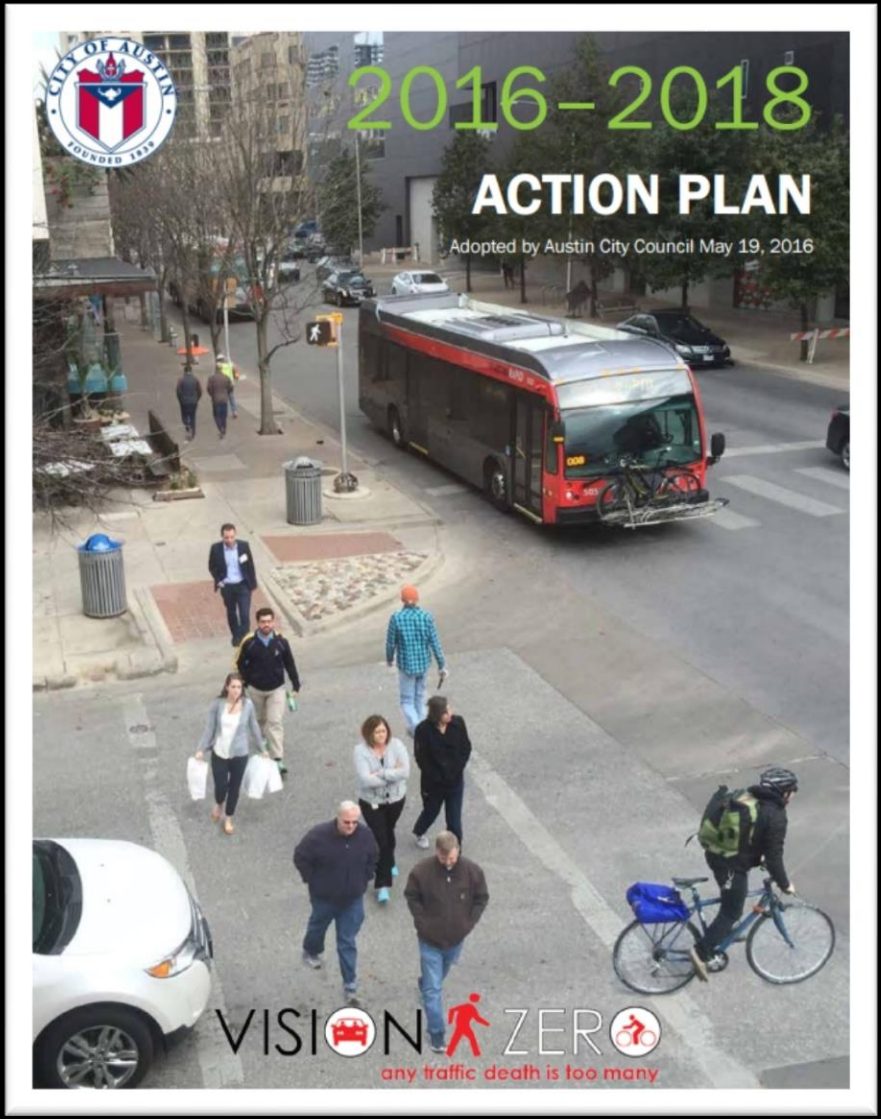

How to Develop a
Pedestrian Safety Action Plan
Miami-Dade High-Pedestrian-Crash Zones
U.S. Department of Transportation
Federal Highway Administration
NHTSA
Pedestrian and Bicycle Information Center
FHWA-SA-05-12
Revised March 2009


The New York City
Pedestrian Safety
Study & Action Plan
August 2010


Charlotte's Pedestrian Safety Action Plan
May 2013

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;

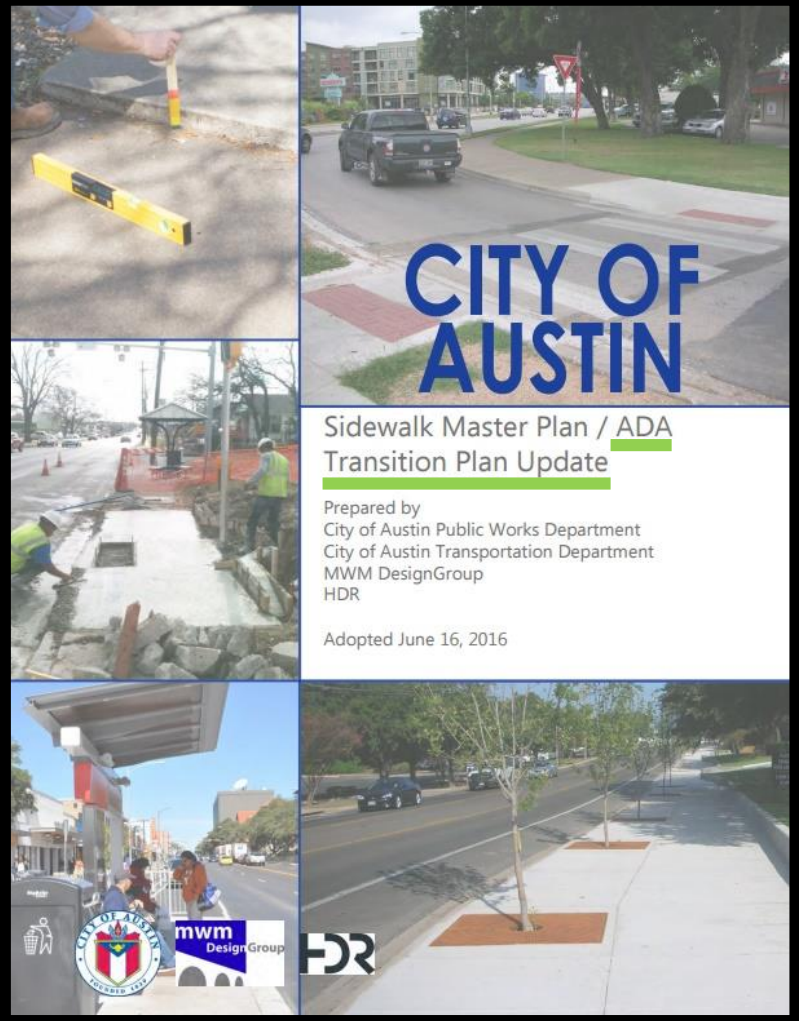
4. Identify and prioritize areas **with latent pedestrian demand** that could benefit from safer crossings (i.e. Safe Routes to Schools, proximity to transit, Imagine Austin Activity Centers, etc.);

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

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)"

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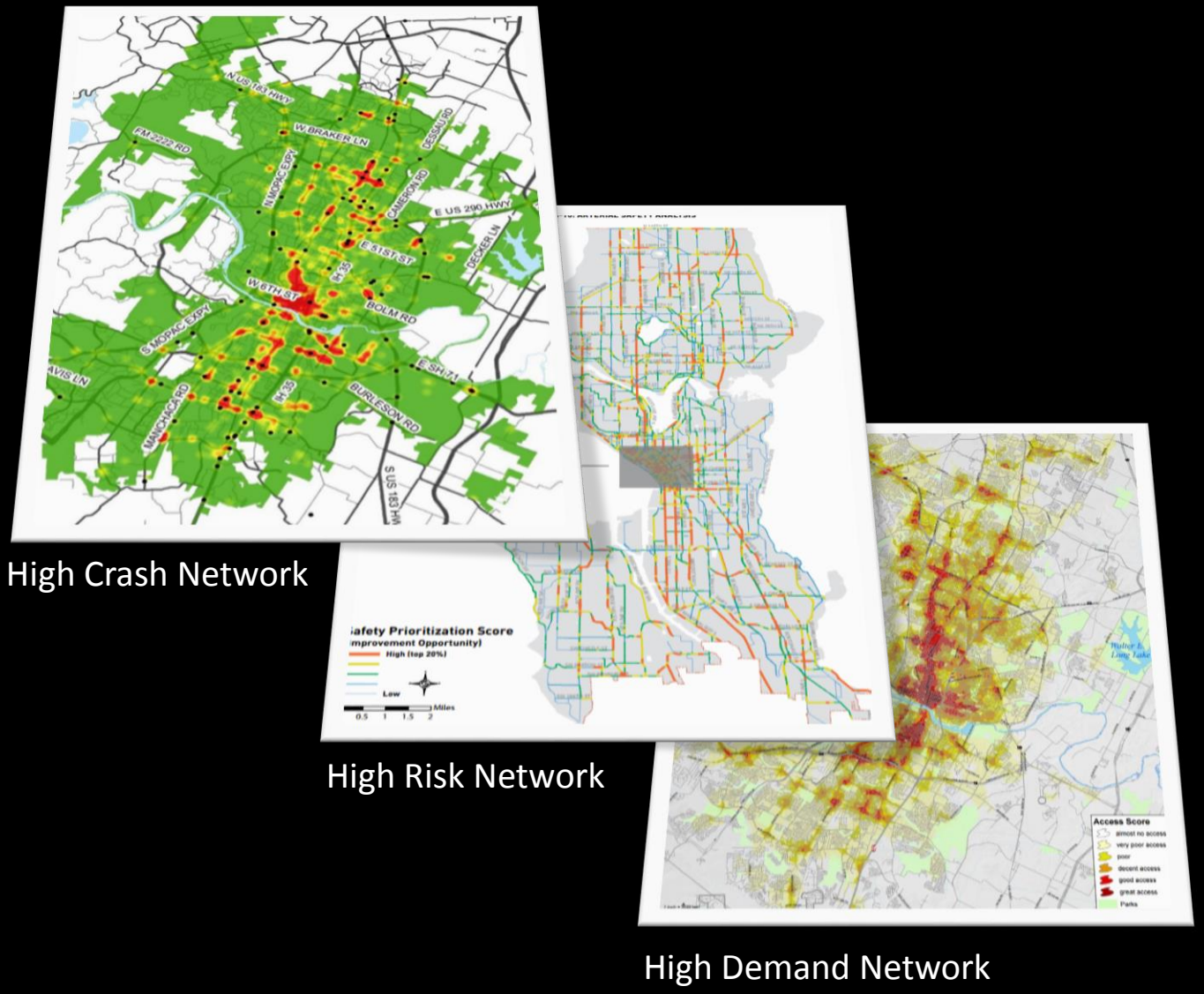
prioritization



High Crash Network

High Risk Network

High Demand Network

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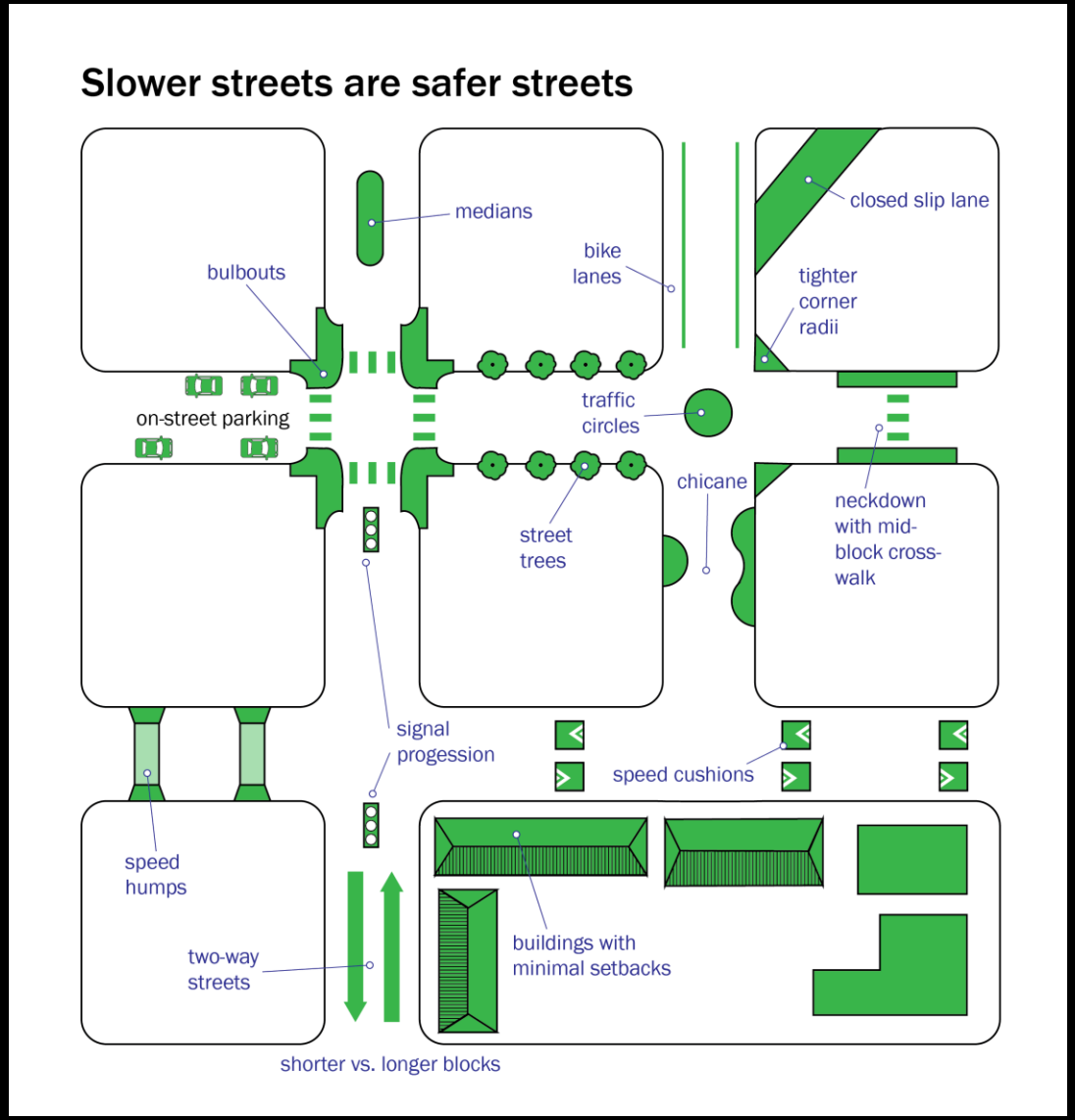
Action Plan/Implementation Strategies

Focus Areas

- Enforcement
- Engineering
- Education/Encouragement
- Land Use +Site Design
- Partners + Funding
- Evaluation
- Other policies



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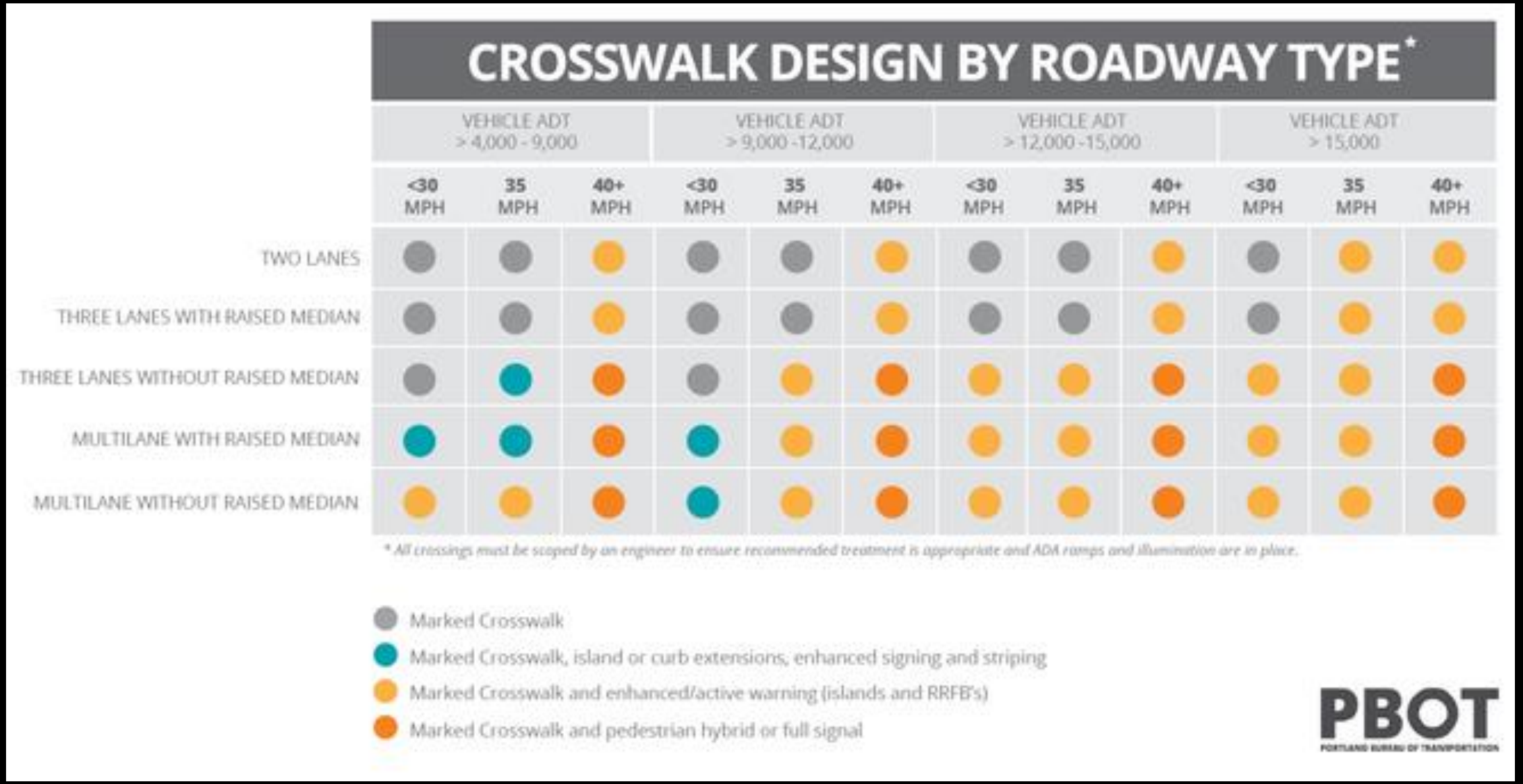
Engineering: Pedestrian Crossing Criteria



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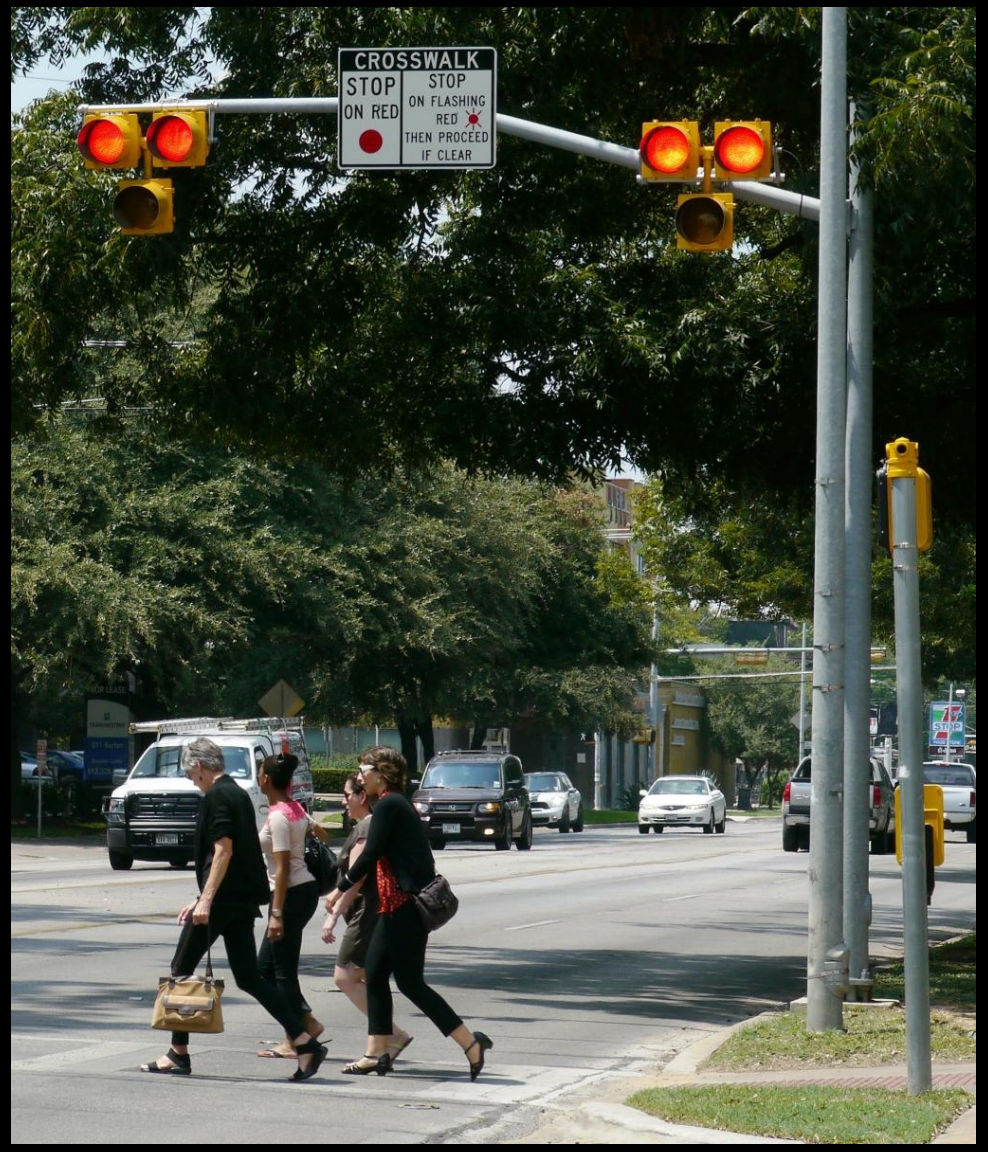
Engineering: Pedestrian Crossing Criteria



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Engineering: Pedestrian Crossing Criteria

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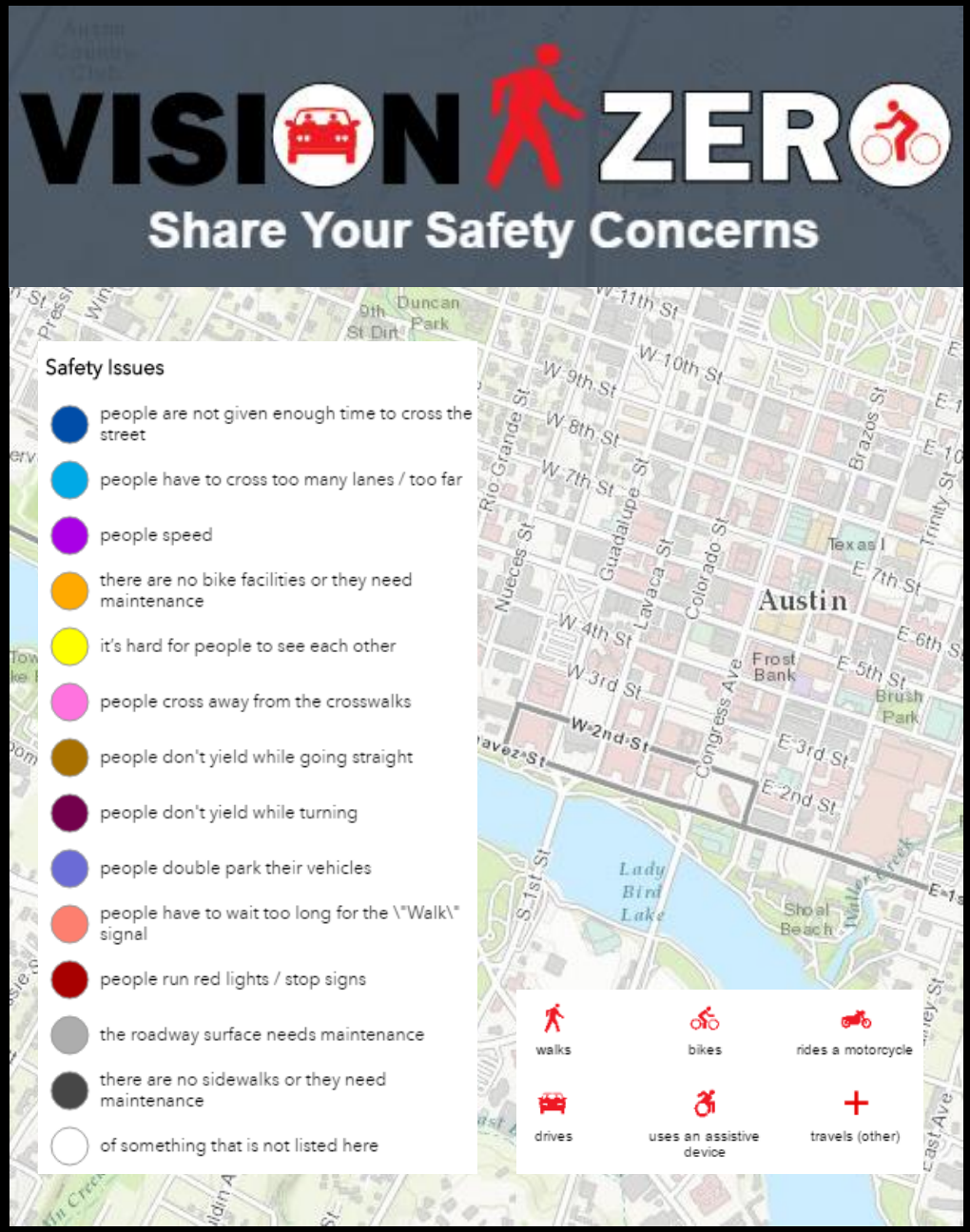
public outreach

- Technical Advisory Group
- Community Advisory Group
  - Vision Zero Task Force + PAC
- One-on-one coordination with regional partners
- District outreach meetings
- Pedestrian Safety Workshop
- Vision Zero Mapping Tool



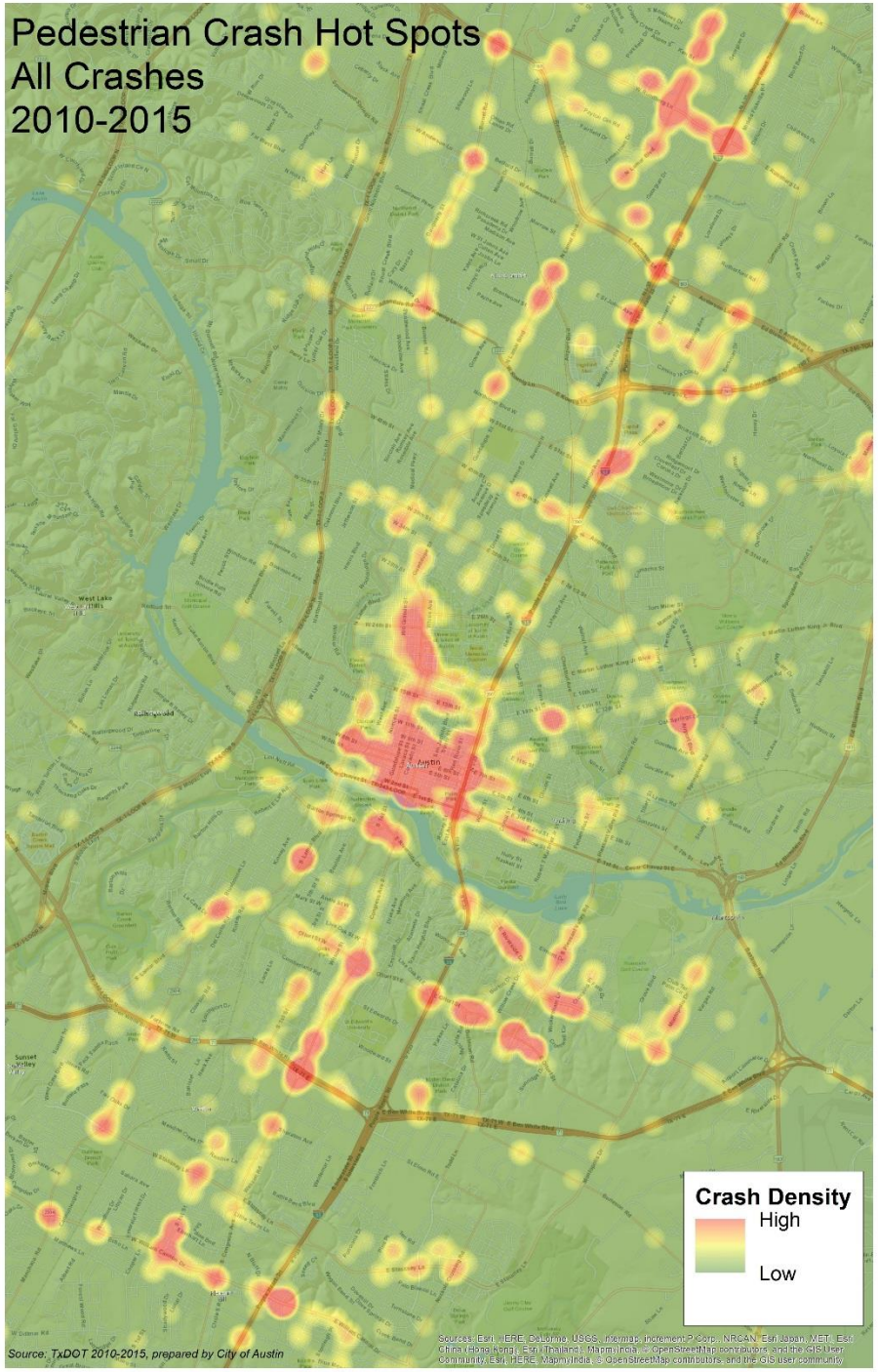
Austin PSAP

timeline

Develop crash analysis and prioritization criteria	Ongoing through February
Stakeholder outreach and coordination	Ongoing through May
Pedestrian Safety Workshop	Late March/ early April
Draft PSAP for stakeholder review	April 2017
Boards/Commissions/Council Committees	May 2017
Draft PSAP to Council for consideration	Summer 2017

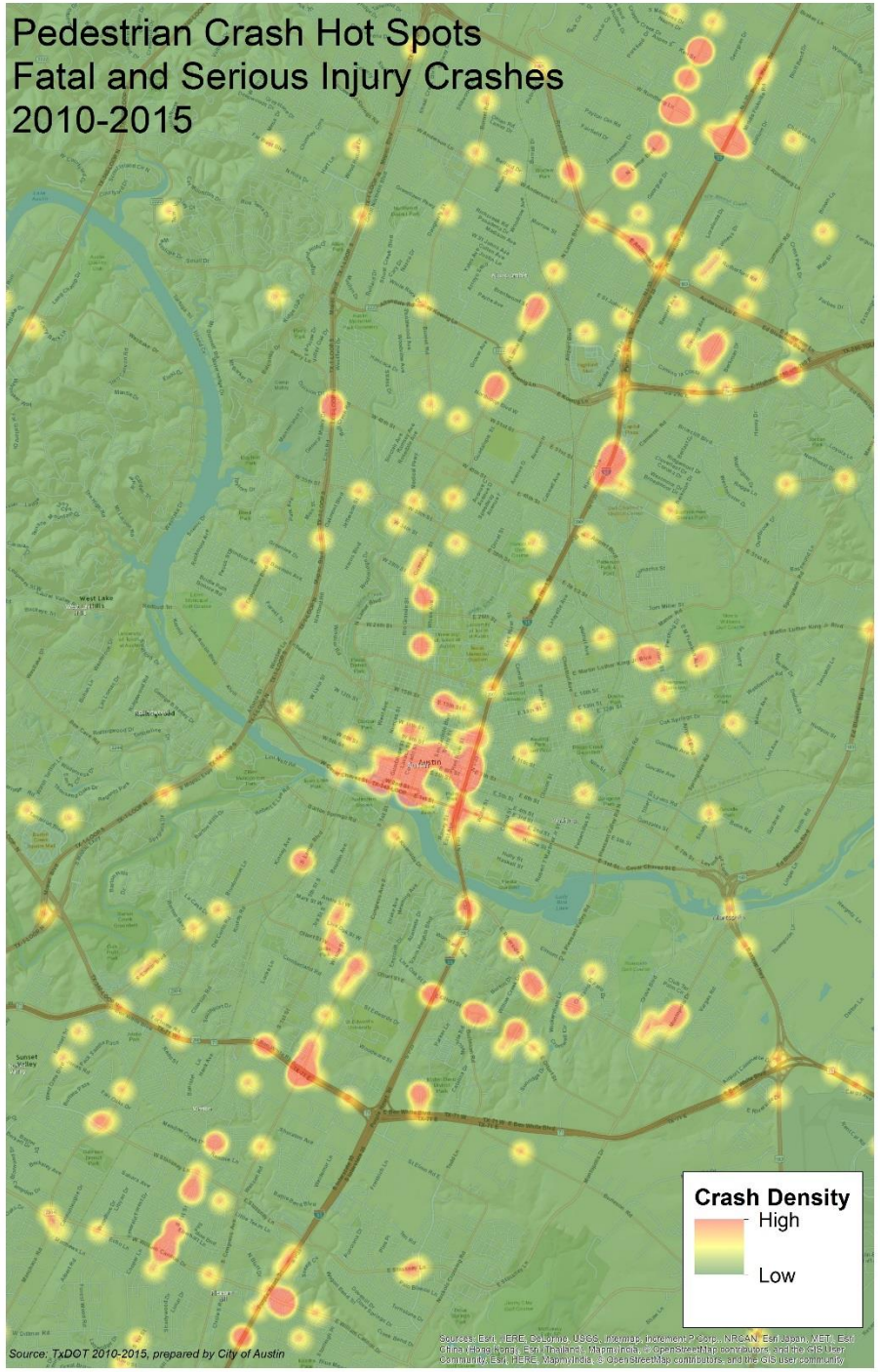
Austin PSAP

Preliminary Crash Analysis



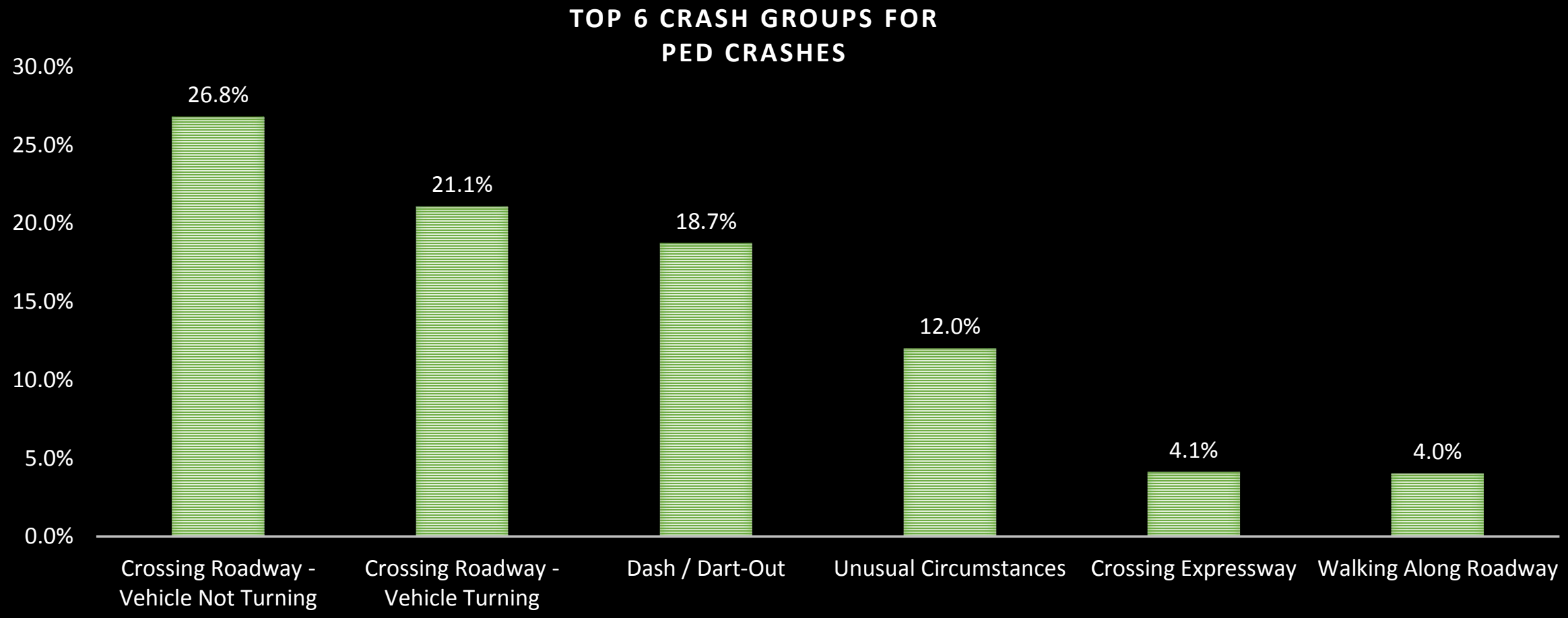
Austin PSAP

Preliminary Crash Analysis



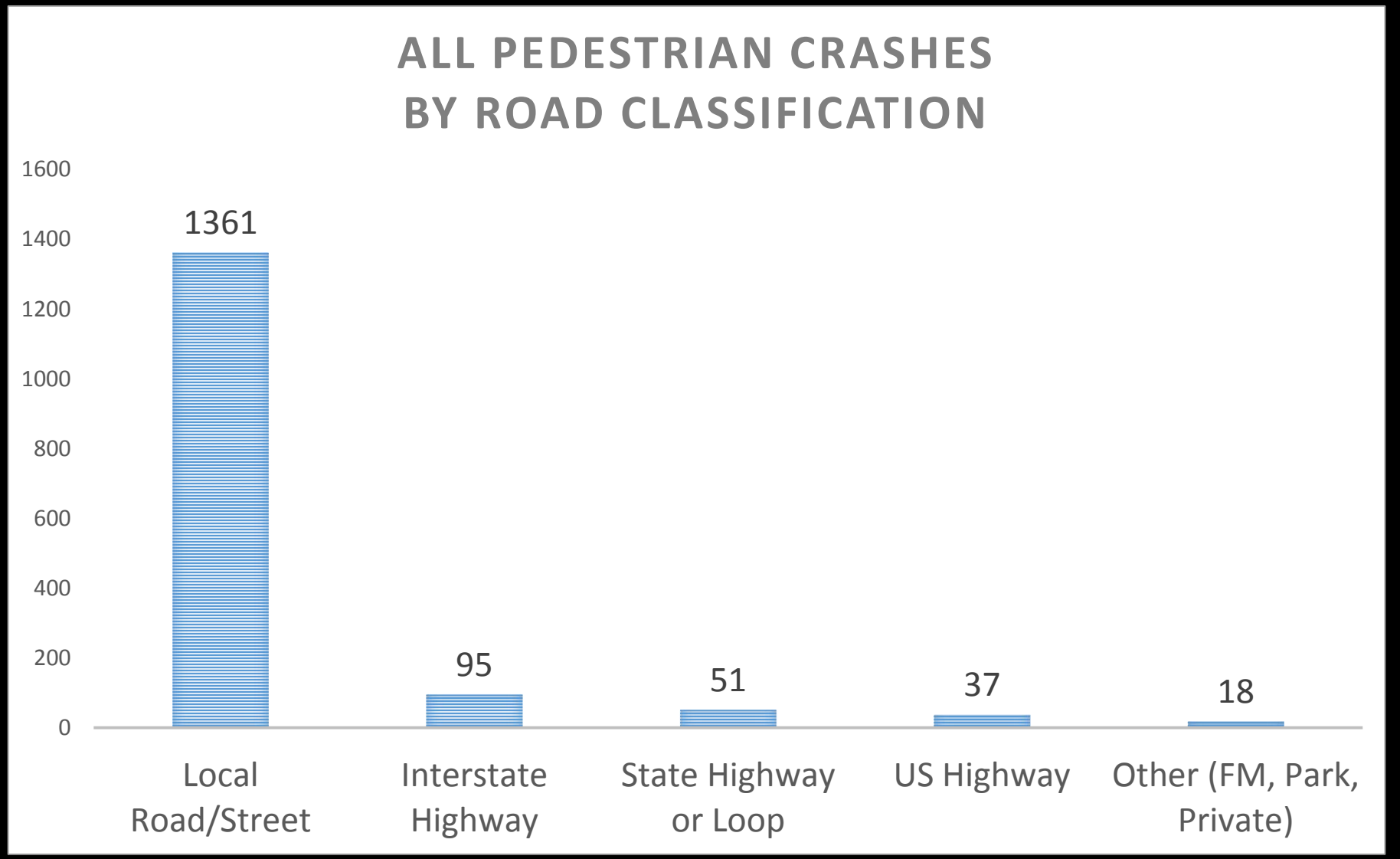
Austin PSAP

Preliminary Crash Analysis



Austin PSAP

Preliminary Crash Analysis



Austin PSAP

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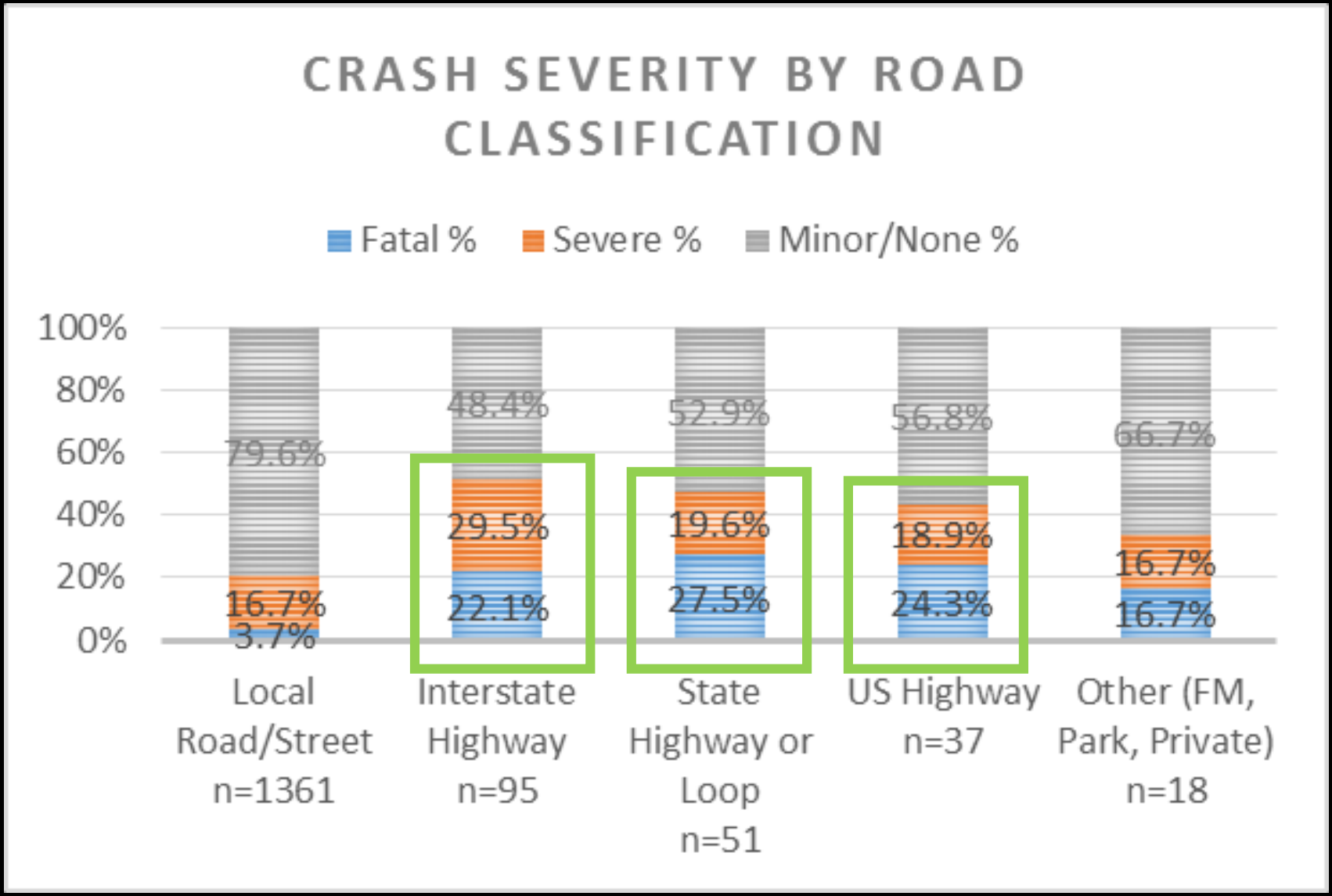

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Preliminary Crash Analysis

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%

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									
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

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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%

K = killed
SI = seriously injured

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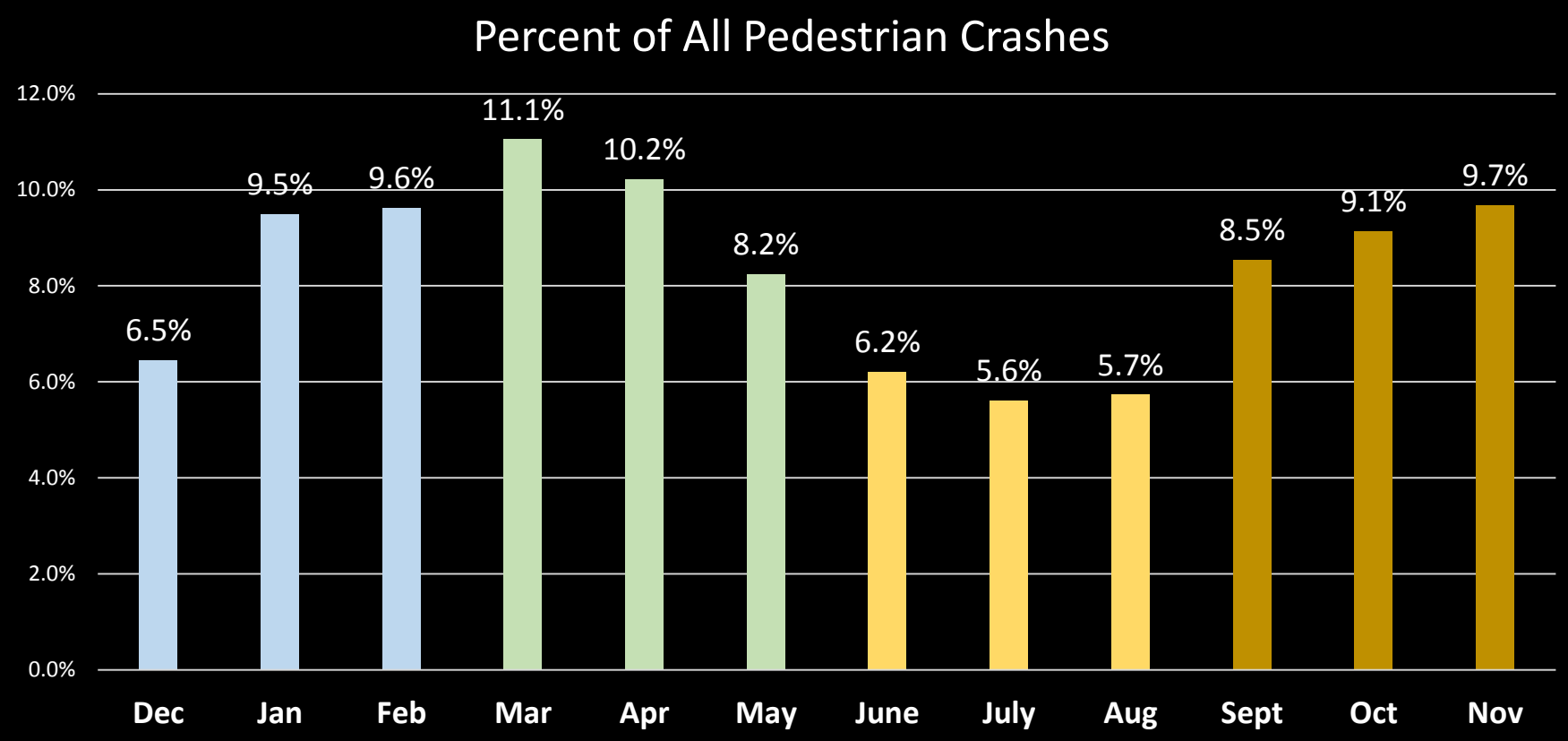
Preliminary Crash Analysis

Time of Year



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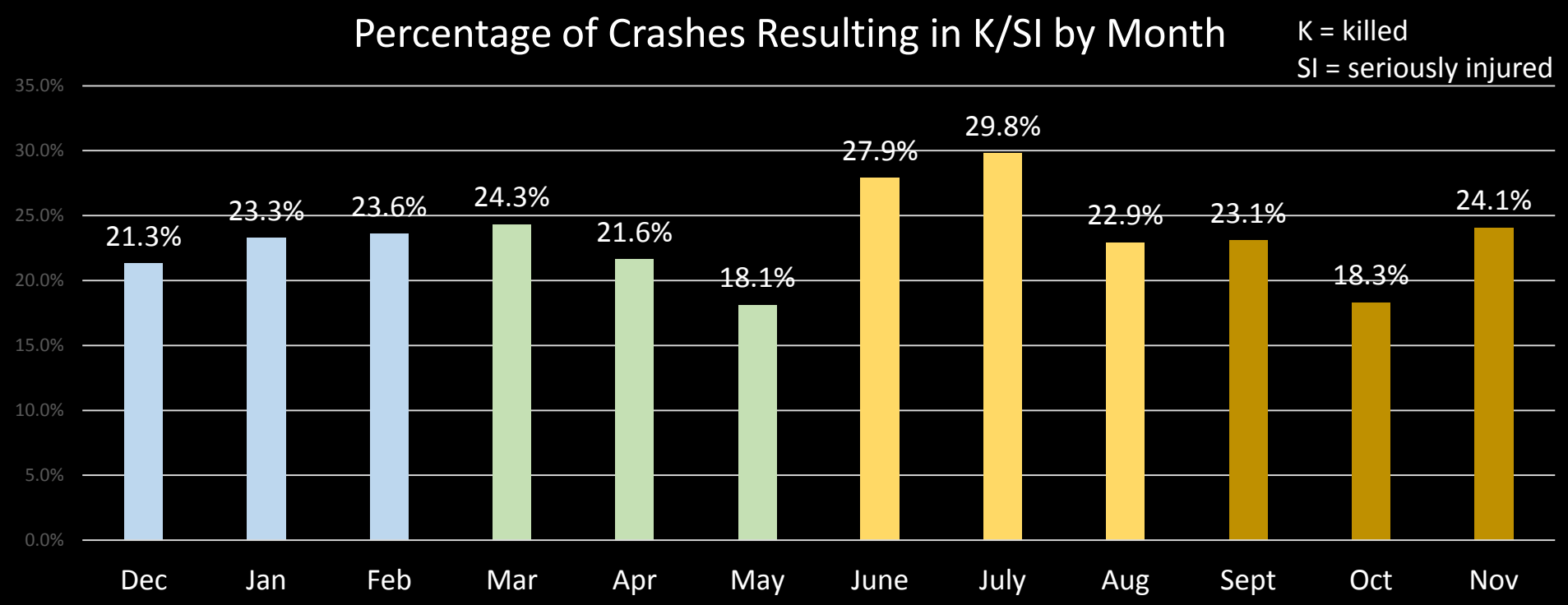
Preliminary Crash Analysis

Time of Year



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Questions?