City of Austin
Pedestrian Safety Action Plan
2018
Policy added to Comprehensive Plan

Oct. 2015

Action Plan adopted by City Council

May 2016
Traffic Fatalities
All Modes, Austin, 2004-2017

3-year rolling avg.
Nationally, pedestrian fatalities increased 27% from 2007-2016

All other traffic deaths decreased 14%
people walking, biking, and riding motorcycles account for less than 7% of commute travel in Austin.

but over half of all traffic deaths

Source: American Community Survey Journey to Work Data (2013 5-year aggregate) and City of Austin Traffic Safety Data.
<table>
<thead>
<tr>
<th>State</th>
<th>Pedestrian Fatalities per 100K Population - 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Mexico</td>
<td>3.45</td>
</tr>
<tr>
<td>Florida</td>
<td>3.22</td>
</tr>
<tr>
<td>South Carolina</td>
<td>2.96</td>
</tr>
<tr>
<td>Arizona</td>
<td>2.85</td>
</tr>
<tr>
<td>Delaware</td>
<td>2.83</td>
</tr>
<tr>
<td>Nevada</td>
<td>2.76</td>
</tr>
<tr>
<td>Louisiana</td>
<td>2.73</td>
</tr>
<tr>
<td>Alabama</td>
<td>2.51</td>
</tr>
<tr>
<td><strong>Texas</strong></td>
<td><strong>2.44</strong></td>
</tr>
<tr>
<td>California</td>
<td>2.43</td>
</tr>
<tr>
<td>Vermont</td>
<td>2.41</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>2.32</td>
</tr>
<tr>
<td>Georgia</td>
<td>2.25</td>
</tr>
<tr>
<td>Hawaii</td>
<td>2.24</td>
</tr>
<tr>
<td>North Carolina</td>
<td>2.00</td>
</tr>
<tr>
<td>Mississippi</td>
<td>1.94</td>
</tr>
<tr>
<td>New Jersey</td>
<td>1.85</td>
</tr>
</tbody>
</table>
### Table 3

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

<table>
<thead>
<tr>
<th>State</th>
<th>County</th>
<th>Number of Pedestrian Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>Los Angeles</td>
<td>265</td>
</tr>
<tr>
<td>AZ</td>
<td>Maricopa</td>
<td>133</td>
</tr>
<tr>
<td>TX</td>
<td>Harris</td>
<td>128</td>
</tr>
<tr>
<td>TX</td>
<td>Dallas</td>
<td>84</td>
</tr>
<tr>
<td>FL</td>
<td>Miami-Dade</td>
<td>83</td>
</tr>
<tr>
<td>IL</td>
<td>Cook</td>
<td>74</td>
</tr>
<tr>
<td>CA</td>
<td>San Diego</td>
<td>71</td>
</tr>
<tr>
<td>TX</td>
<td>Bexar</td>
<td>68</td>
</tr>
<tr>
<td>FL</td>
<td>Broward</td>
<td>67</td>
</tr>
<tr>
<td>CA</td>
<td>Orange</td>
<td>63</td>
</tr>
</tbody>
</table>

Source: FARS

Austin’s Pedestrian Safety Action Plan
Regional Safety Advisory Committee – 10.26.2018

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
Hit by a vehicle traveling at 20 MPH
9 out of 10 pedestrians survive.

Hit by a vehicle traveling at 30 MPH
5 out of 10 pedestrians survive.

Hit by a vehicle traveling at 40 MPH
only 1 out of 10 pedestrians survives.
Street Width and Crash Severity
Austin, 2010-2015

Source: PBCAT crash data, 2010-2015
Missing Sidewalks
Street Lighting
Bike Facilities
In Austin, crashes involving pedestrians have a $400 million economic impact annually.

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”
Action Plan Focus Areas

- Education
- Evaluation
- **Engineering**
- Enforcement
- Policy + Land Use
- Partners + Funding
Build on the success of this ...
... to also include these as well
Austin's Pedestrian Safety Action Plan
Regional Safety Advisory Committee – 10.26.2018

Diagram showing pedestrian and major road volume classifications:

- **NO TREATMENT**: Treatment typically not recommended — use engineering judgement.
- **CROSSWALK**: Marked crosswalk + curb ramps.
- **ACTIVE OR ENHANCED**: Devices that increase visibility of the crossing and/or warn motorists of pedestrian presence + curb ramps:
  - RRFB
  - In-street signage/Gateway treatment
  - Advance yield bars
  - In-roadway warning lights
  - Overhead flashing beacons
- **RED**: Pedestrian Hybrid Beacon + curb ramps
- **SIGNAL**: Traffic signal, if warrants are met + curb ramps

Legend:

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

Assumed: 25 crossings/hr

$100,000+
Crossing Distance = (65’-11’)/2 = 27’
Speed Limit = 45 mph
(1,800 veh/hr)*2/3 = 1,200 veh/hr

Assumed: 25 crossings/hr

$10k-30k
Action Item #5: Develop educational materials on pedestrian safety focusing on top contributing factors and crash types to disseminate to the Austin community and to transportation partners.

http://www.austintexas.gov/sites/default/files/files/Transportation/Ped_Safety_and_the_Law_Austin.pdf
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

- Pedestrians prohibited from crossing between two adjacent signalized intersections.
- Pedestrians are allowed to cross between intersections, but must yield the right of way to vehicles.
- At signal-controlled crosswalks, pedestrians have to obey traffic signals.
- Vehicles yield right-of-way to pedestrians in the crosswalk.
- Vehicles must yield to pedestrians at unsignalized intersections whether or not there are stop signs and whether or not the crosswalks are marked.

Right of way at crosswalk
Cross but yield right of way
Prohibited to cross in this location
Austin’s Pedestrian Safety Action Plan
Regional Safety Advisory Committee – 10.26.2018

VISION ZERO
St Paul “Stop for Me” campaign
Enforcement + Education

St Paul “Stop for Me” campaign
Austin’s Pedestrian Safety Action Plan
Regional Safety Advisory Committee – 10.26.2018

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 it 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 a week 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 899 KB] 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.

https://safety.fhwa.dot.gov/ped_bike/ped_focus/
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@hsrc.unc.edu, 919-475-3658).

http://www.pedbikeinfo.org/training/gettraining.cfm
Thanks!

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Austin Transportation Department
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