

## Pedestrian Safety Action Plan



*ITS-NY Annual Meeting – June 16, 2022*

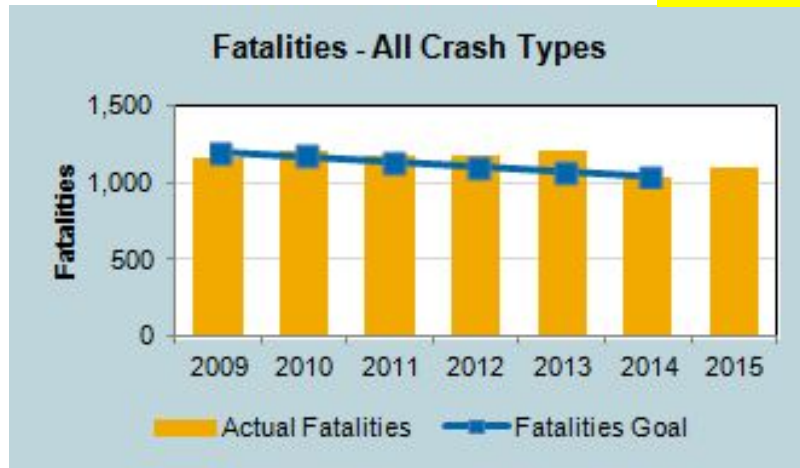
*Robert Limoges, P.E. – Director - Office of Traffic Safety and Mobility*

## *Meeting Objectives:*

- ❑ **PSAP Briefing/Overview**
- ❑ **Answer Questions**
- ❑ **Approval to begin implementation**
- ❑ **Guidance on plan release**
- ❑ **“Go” to request Regional work plans**

# Why?

UPDATE  
STATS



2015 results are preliminary

- Approximately **300 pedestrians killed** each year
- Over **15,000 pedestrians injured**
- Over **25%** of motor vehicle related fatalities are pedestrians

# *Pedestrian Safety Goal*

- ❑ Reduce pedestrian fatalities by **20%** from 335 in 2013 to 268 in 2020.
- ❑ Reduce pedestrian injuries by **10%** from 16,278 in 2013 to 14,650 in 2020.

INSERT SLIDE WITH UPDATED SW STATS

# *Plan Scope*

- ❑ **Scope = NYS outside NYC**
  
- ❑ **Comprehensive**
  - Engineering - NYSDOT
  - Education - NYSDOH
  - Enforcement - GTSC
  
- ❑ **Primarily funded with Federal Aid**

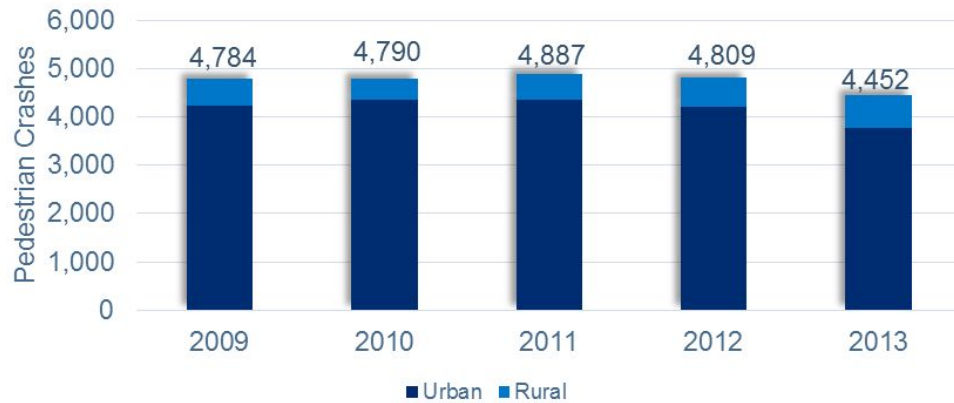
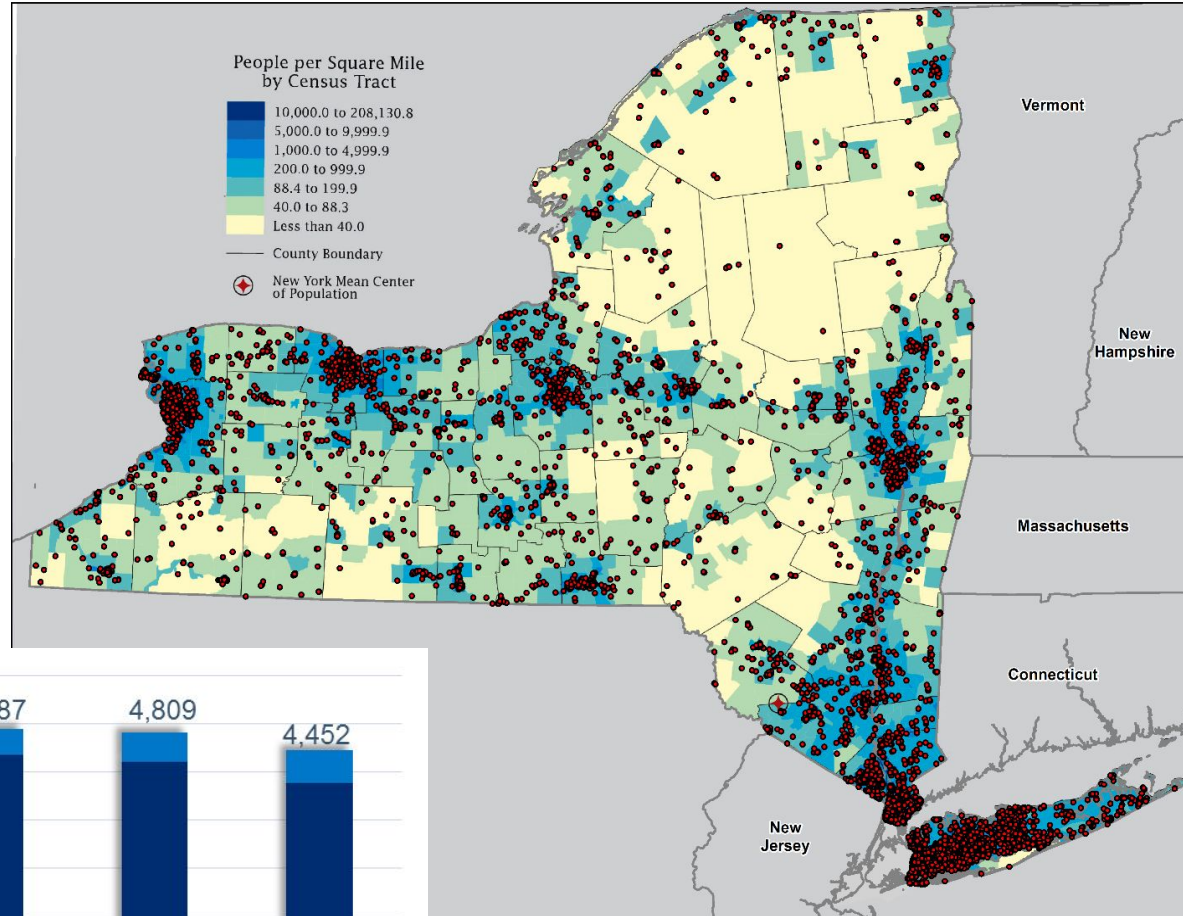
# *Development Approach*

- ❑ Data driven
- ❑ Multi-disciplinary team  
GTSC, DOH, DOT, FHWA, MPOs, local highway agencies
- ❑ FHWA and consultant support
- ❑ Workshops: September 2014, January 2015

# *Key Findings*

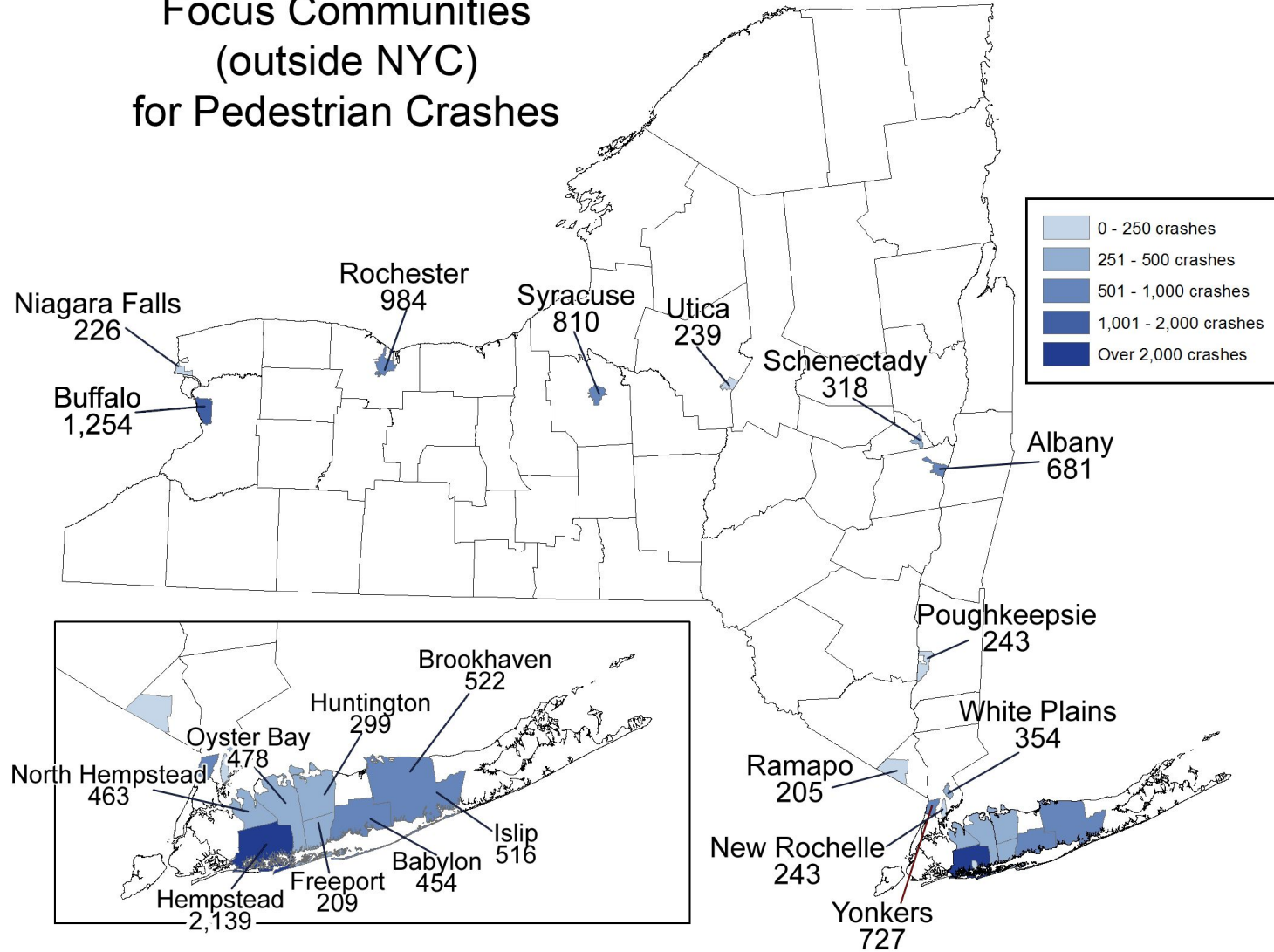
- ❑ **Can happen anywhere**
  - Intersections and midblock
  - State and Local Jurisdictions
  
- ❑ 50% of urban crashes occur in 20 focus communities
  
- ❑ Most crashes involve crossing the road
  
- ❑ **Behavioral Factors**
  - Inattention, failure to yield, alcohol, pedestrian

# Urban Concentration





# Focus Communities (outside NYC) for Pedestrian Crashes



# *Requires a comprehensive plan*

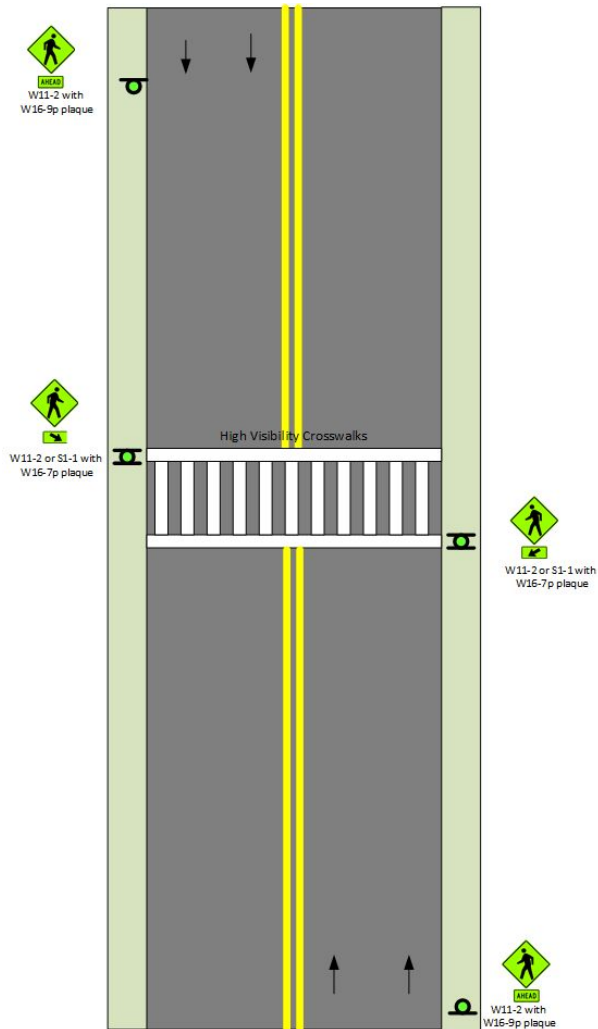


# *Engineering Strategies*

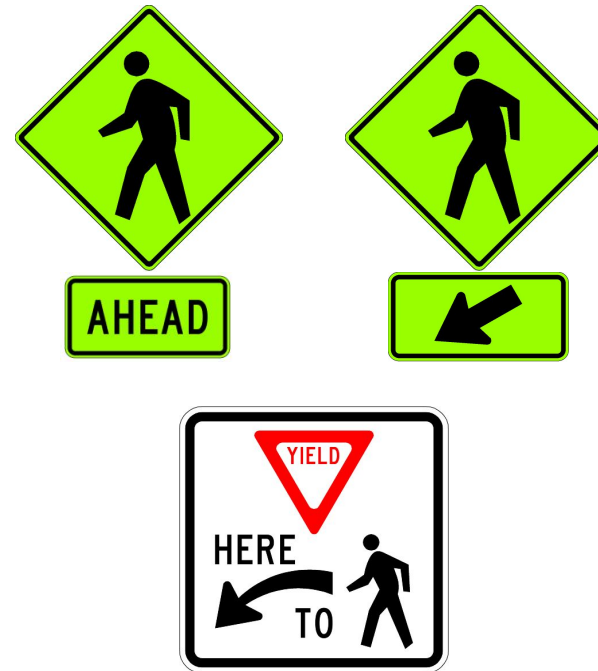
- ❑ **Investigate and Treat Hot Spots**
- ❑ **Expand Corridor Program**
- ❑ **Systemic Improvements (Urban, State)**
  - ~2,101 uncontrolled crosswalks
  - ~ 2,377 signalized intersections
- ❑ **Local Safety Project Solicitation**

# Uncontrolled Crosswalks

## Basic Treatments

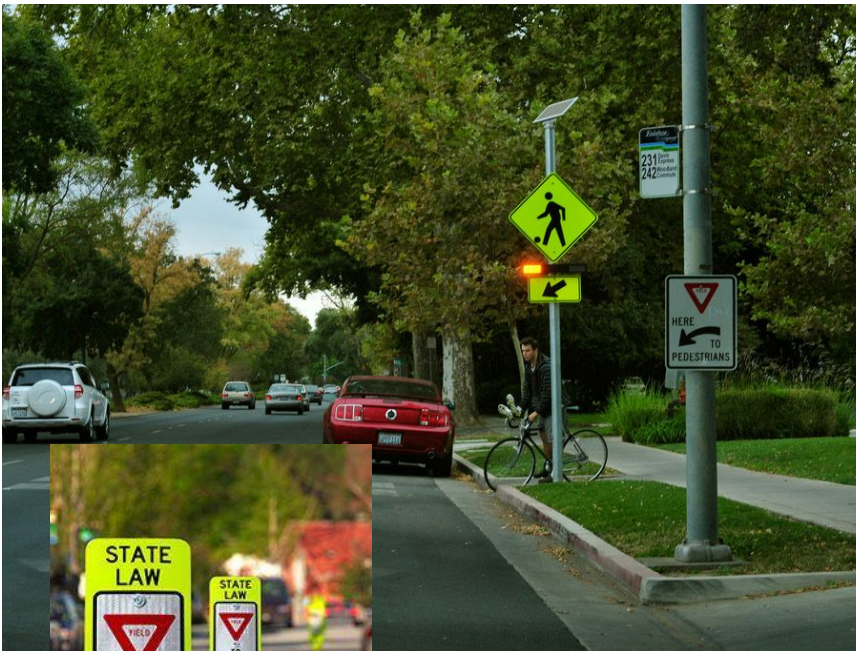


## Sign Examples



# Uncontrolled Crosswalks

## Enhanced Treatments

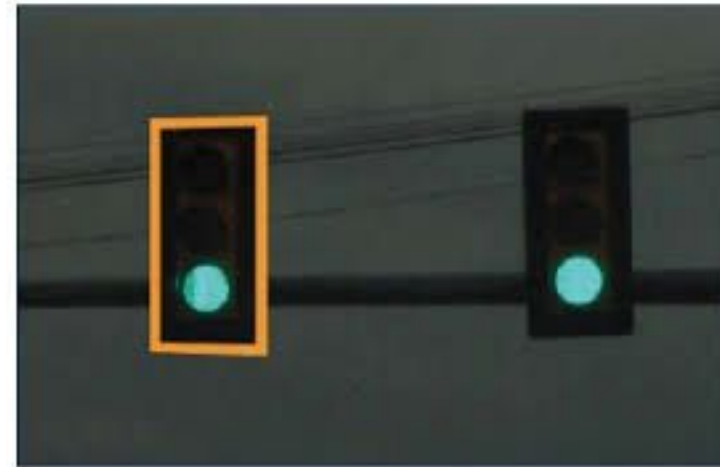




# *Signalized Intersections*

## ❑ Improve Signal Operation

- Adequate crossing times
- Left turn phasing
- Accessible signals
- Countdown timers
- Leading pedestrian intervals



## ❑ Additional Signs

- No Turn on Red
- Yield to Pedestrian (overhead)
- Street Name (in advance of intersection)

## ❑ Hi-visibility Crosswalks

# *Public Information and Education*

- ❑ **Target Behaviors Identified by Data Analysis**
- ❑ **Statewide and Targeted Awareness Campaigns**
  - Develop/Deliver Consistent Campaign Messaging
  - Multi-lingual as Needed
  - Local Partners (e.g. Traffic Safety Boards, Local Health Departments)
- ❑ **Media Marketing**
  - TV, Radio, Print
  - Email, Social Media
  - Billboards and Transit Advertising



# *Public Information and Education*

- ❑ **Technical Support for Partners**
  - Training for Partner Organizations (eg. public health, law enforcement, planners, school personnel)
  - “Toolkit” of Information and Resources
  
- ❑ **Short Term: Statewide**
  
- ❑ **Long Term:  
Target Focus  
Communities**





# *Enforcement*

- ❑ Police traffic service grants in focus communities
- ❑ Pedestrian Safety Law Enforcement Training in focus communities
- ❑ Outreach to courts
- ❑ 1-2 week enforcement blitz annually

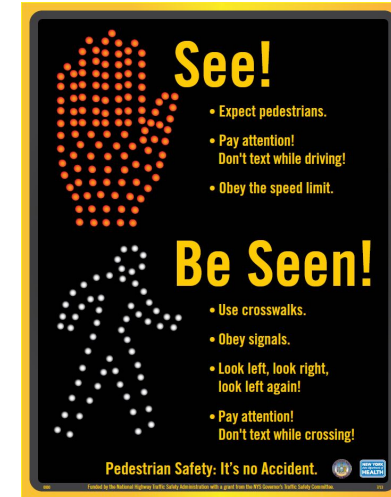
Operation See! Be Seen!  
Pedestrian Safety Awareness Week

## *Estimated Cost (over 5 years)*

Systemic Improvements	\$65M
Pedestrian Corridors	\$10M
Local Solicitation	\$35M
Education and Awareness Campaign	\$5M
Enforcement Grants	TBD
<b>Total</b>	<b>\$115M</b>

# Accomplishments

- ❑ PSAP is approved by Key Partners (DOH, GTSC, FHWA)
- ❑ Signed MOU (DOT and DOH)
- ❑ See! Be Seen! Campaign Materials
- ❑ Enforcement Training Scheduled
- ❑ Corridor Guide Completed
- ❑ Site Inventory (uncontrolled/signalized locations)
- ❑ Updated Policies
- ❑ Begun Consultant acquisition process



## *Going Forward ....*

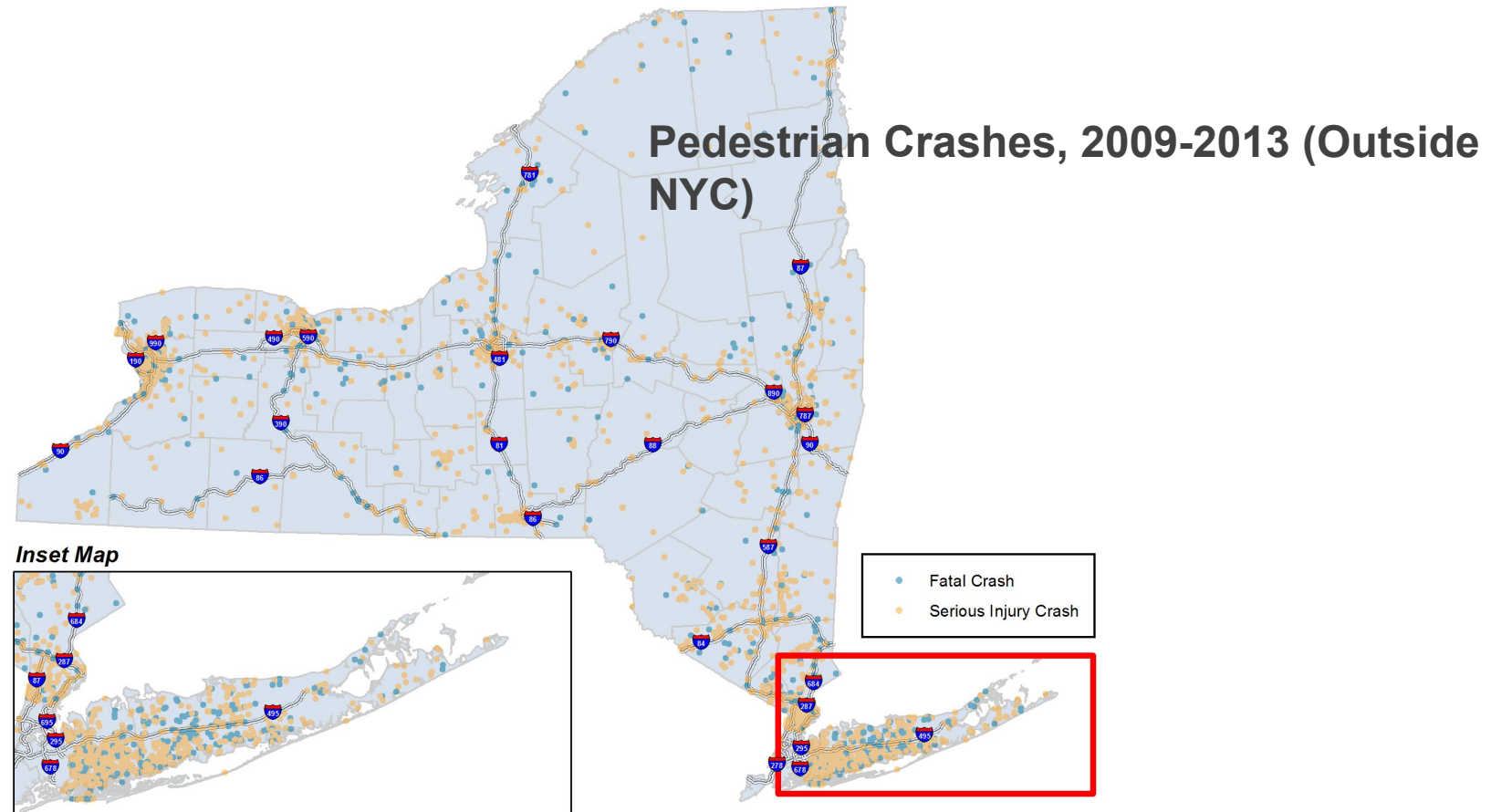
- ❑ **Evaluate treatments from PSAP**
- ❑ **Formal standards for pedestrian treatments (consider new AASHTO guide 2021)**
- ❑ **Continue Education and Enforcement outreach**
- ❑ **Local Focus**

# *Going Forward: Technology*

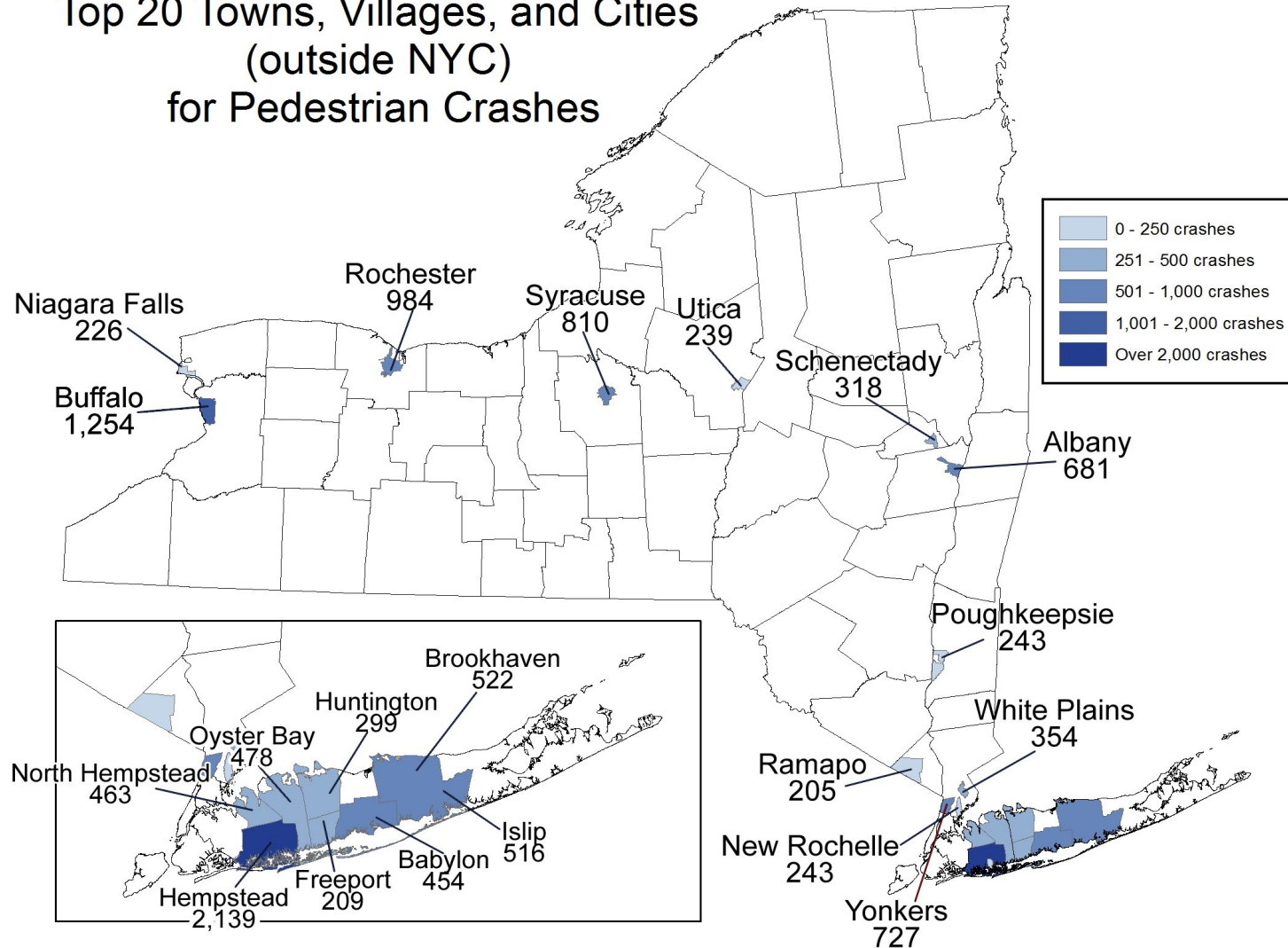
- ❑ **Now...**
  - ❑ **CLEAR Tools**
  - ❑ **Detection systems**
  
- ❑ **Developing...**
  - ❑ **Vehicle pedestrian detection**
  - ❑ **CAVs**
  - ❑ **Crowd source...**

# QUESTIONS ?

# Where?



## Top 20 Towns, Villages, and Cities (outside NYC) for Pedestrian Crashes





# Development Approach

- ❑ Multi-agency and multi-disciplinary team
  - FHWA, NYSDOT, GTSC, DOH, MPOs, local highway agencies
  - Workshops: September 2014, January 2015
- ❑ Scope = outside NYC
- ❑ Comprehensive
  - Engineering
  - Education
  - Enforcement
- ❑ Systemic Analysis

# Key Findings

Key Finding	Recommendation
<input type="checkbox"/> Predominantly Urban	Systemic Urban Focus
<input type="checkbox"/> 50% of urban pedestrian crashes occur in 20 municipalities	Prioritize in Top 20
<input type="checkbox"/> More severe, over represented on State System	Begin implementation on state system
<input type="checkbox"/> Majority occur on local roads (70%)	Local solicitation in subsequent years

# Key Findings

Key Finding	Recommendation
<ul style="list-style-type: none"> <li><input type="checkbox"/> Intersections/Non-Intersections evenly split</li> <li><input type="checkbox"/> Majority occur when pedestrian is crossing the road</li> <li><input type="checkbox"/> More severe mid-block</li> </ul>	<p>Signalized Intersections</p> <p>Un-controlled pedestrian crosswalks</p>
<ul style="list-style-type: none"> <li><input type="checkbox"/> No crosswalk, No signal (&gt;50%)</li> </ul>	Education and Enforcement
<ul style="list-style-type: none"> <li><input type="checkbox"/> Most frequent behavioral factors: Inattention, failure to yield, alcohol and pedestrian error</li> </ul>	Education and Enforcement

# Engineering

## ❑ Hot Spots

- Integrate Pedestrian Focus into ARWP
- Investigate and Treat Pedestrian PILs

## ❑ Corridor Program

- 5 new corridors in next 5 years
- Corridor Evaluation Guidelines

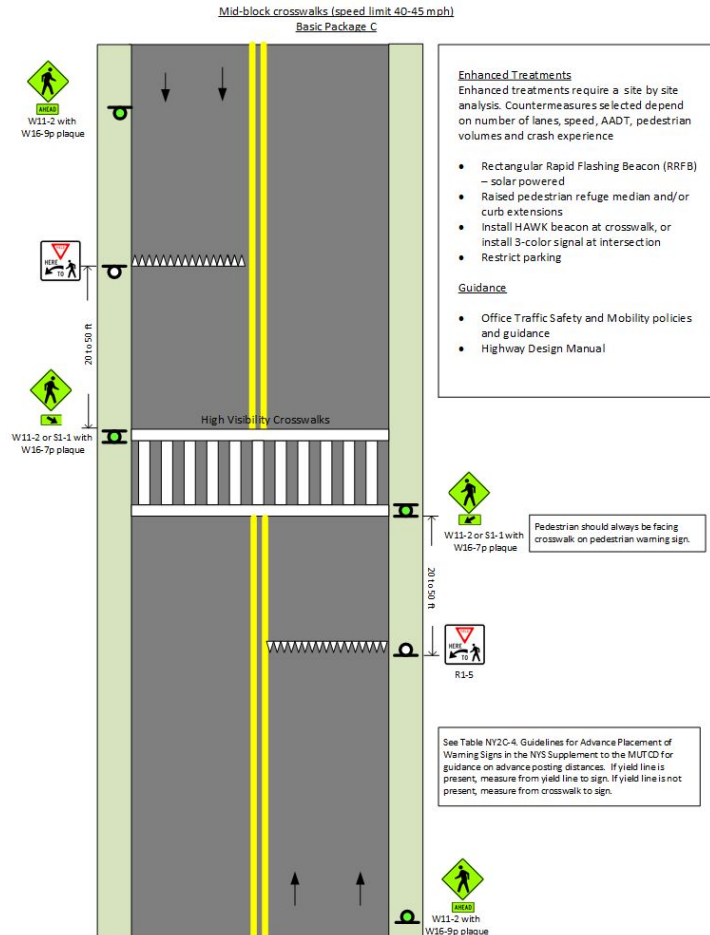


# Engineering – Systemic Improvements in Urban Areas

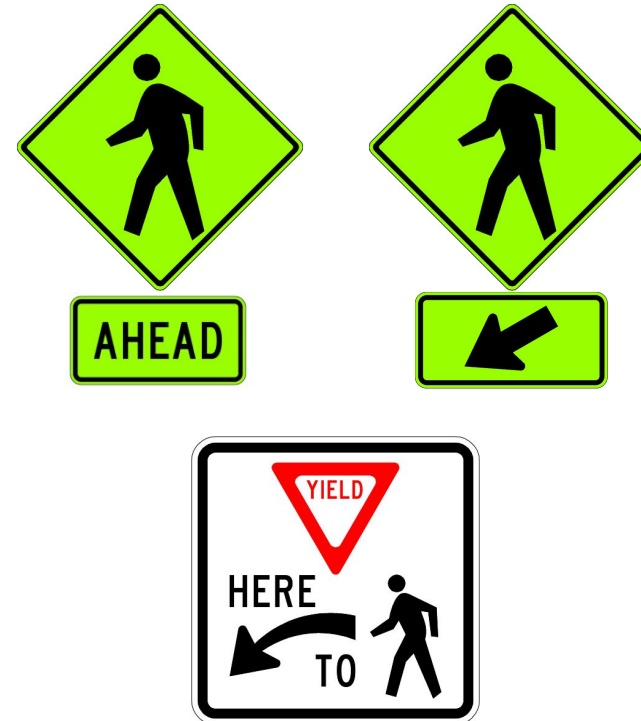
- ❑ **State System – Uncontrolled Crosswalks**
  - Basic Treatment Package at all sites (~1,350)
  - Enhanced Treatments at 20%
  
- ❑ **State System – Signalized Intersections**
  - Study and Implement Recommendations at 50%
  - ~2,400 sites

# Basic Countermeasures

## Two Way Roadway Mid-Block



### Examples of Signage



PSAP

# Enhanced - Midblock

Selection based on Speed, Lanes, Vehicle and Pedestrian Traffic, Engineering Judgment

In-street Pedestrian  
Crossings Signs



Rectangular Rapid Flashing  
Beacon





# Enhanced - Uncontrolled

Pedestrian Hybrid Beacon (HAWK)



[safety.fhwa.dot.gov](http://safety.fhwa.dot.gov)

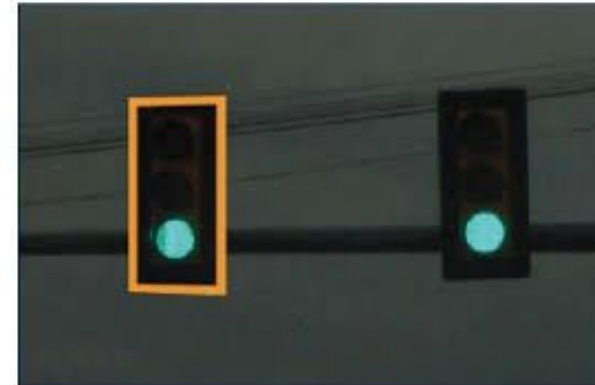
Raised Refuge Areas





# Signalized Intersections

- ❑ Retime – red/amber/pedestrian clearance times
- ❑ Back plates
- ❑ Hi-visibility crosswalks
- ❑ Review of Left Turn Phasing
- ❑ Leading Pedestrian Intervals



# Signalized Intersections

- ❑ Countdown timers
- ❑ Accessible Signals
- ❑ New Pedestrian Signals
- ❑ No Turn on Red
- ❑ Yield To Pedestrian – overhead
- ❑ Advance Street Signs



# Public Information and Education

- ❑ Statewide and Targeted Awareness Campaigns
  - Develop/Deliver Consistent Campaign Messaging
  - Multi-lingual as Needed
  - Local Partners (e.g. Traffic Safety Boards, Local Health Departments)
- ❑ Paid Media Marketing
  - TV, Radio, Print
  - Email, Social Media
  - Billboards and Transit Advertising



# Public Information and Education

- ❑ Technical Support for Partners
  - Training for Partner Organizations (eg. public health, law enforcement, planners, school personnel)
  - “Toolkit” of Information and Resources
  
- ❑ Short Term: Statewide
  
- ❑ Long Term: Focused Messaging (Top 20)

# Targeted Enforcement

- ❑ Pedestrian Safety for Law Enforcement Training (Top 20)
- ❑ Utilize GTSC's Network to Encourage Law Enforcement to apply for Police Traffic Service Grants in high crash areas
- ❑ 1-2 week enforcement blitz annually

Operation See! Be Seen! Pedestrian Safety Awareness Week