

Vision Zero Houston

Texas Cities: Pedestrian Safety Planning and Projects

Thursday, August 6, 2020

Texas Statewide Pedestrian Safety Forum



PLANNING &
DEVELOPMENT
DEPARTMENT

Mobility.Planning@HoustonTX.gov

832-393-6660

www.visionzerohouston.com

The Problem

- nearly **220 people killed** every year in traffic crashes on Houston streets.
- more than **1,000 people seriously injured** every year in a traffic crash on Houston streets.
- People walking represent **2%** of commute mode share yet **32%** of traffic deaths.

All of these crashes were preventable.



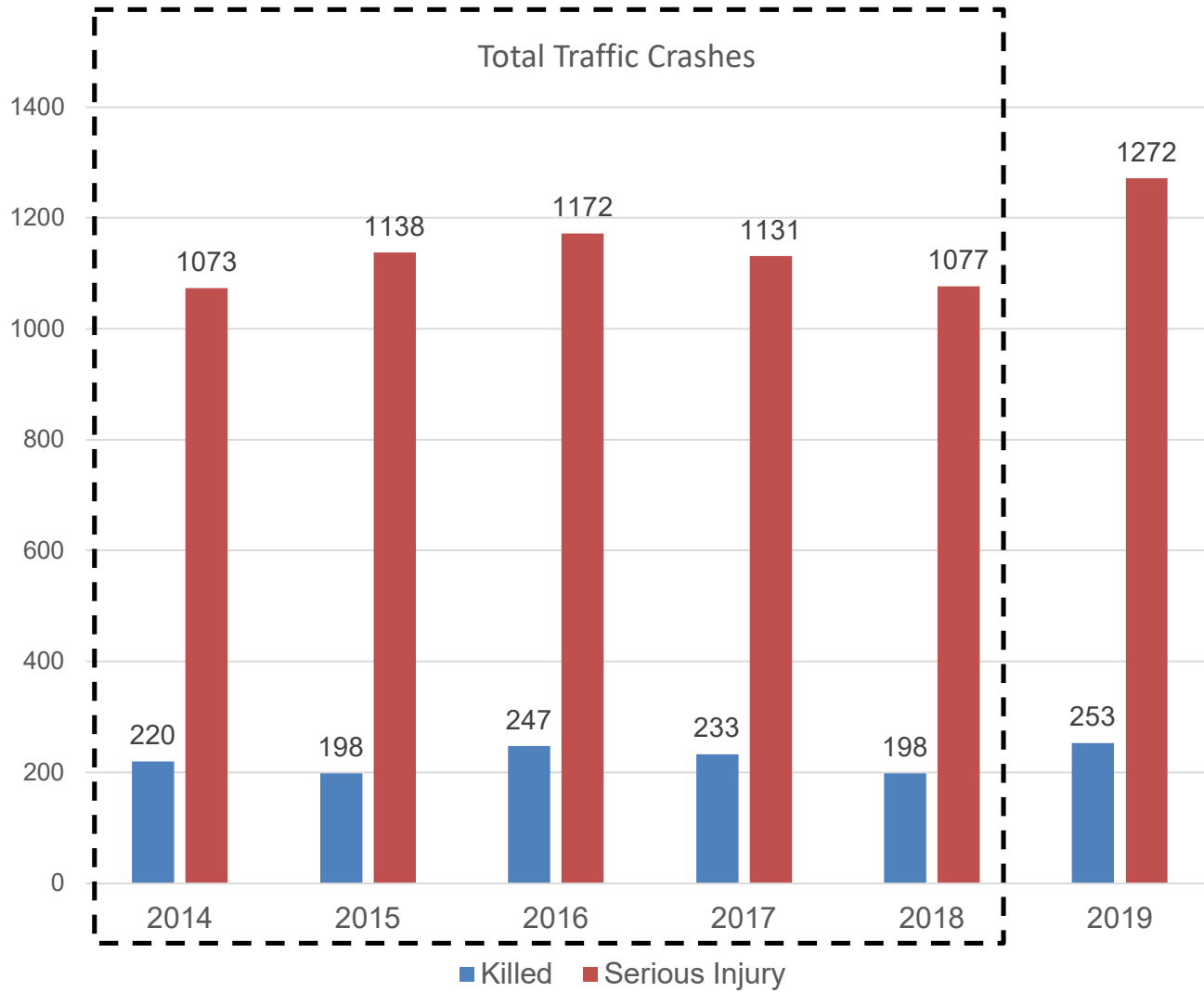
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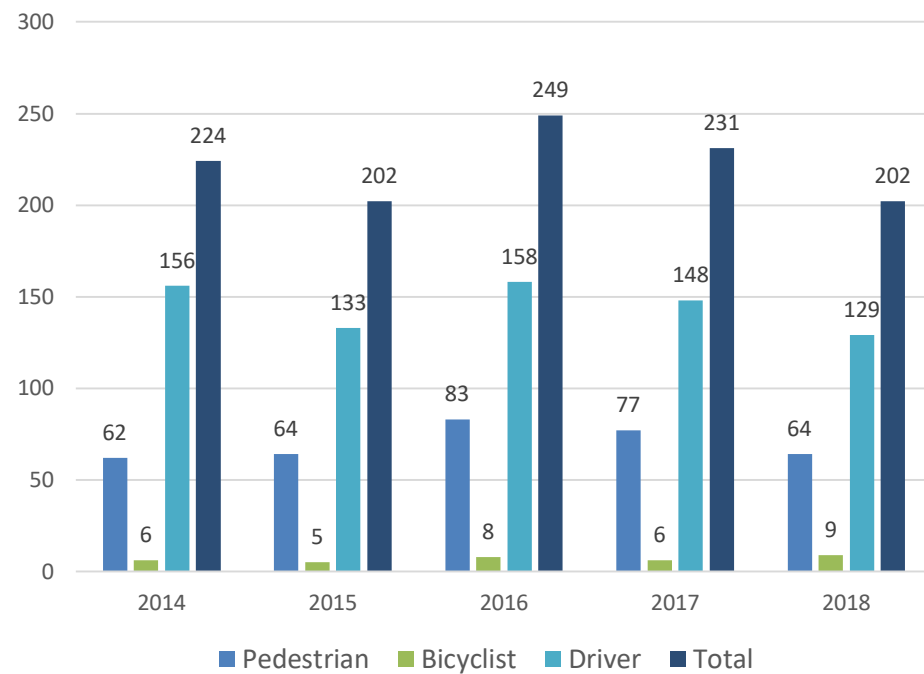
The Problem



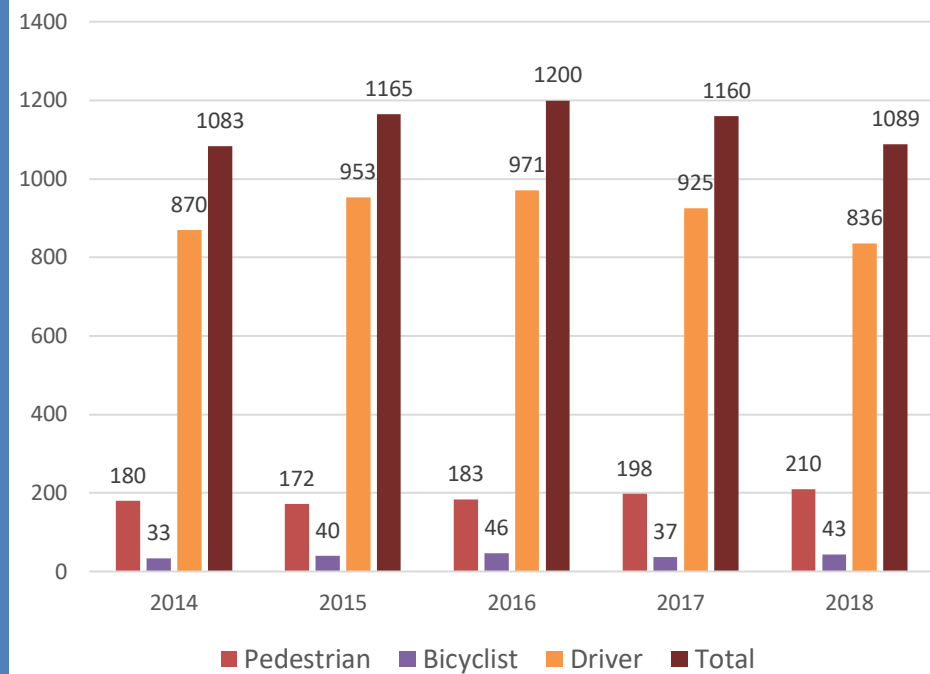
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The Problem

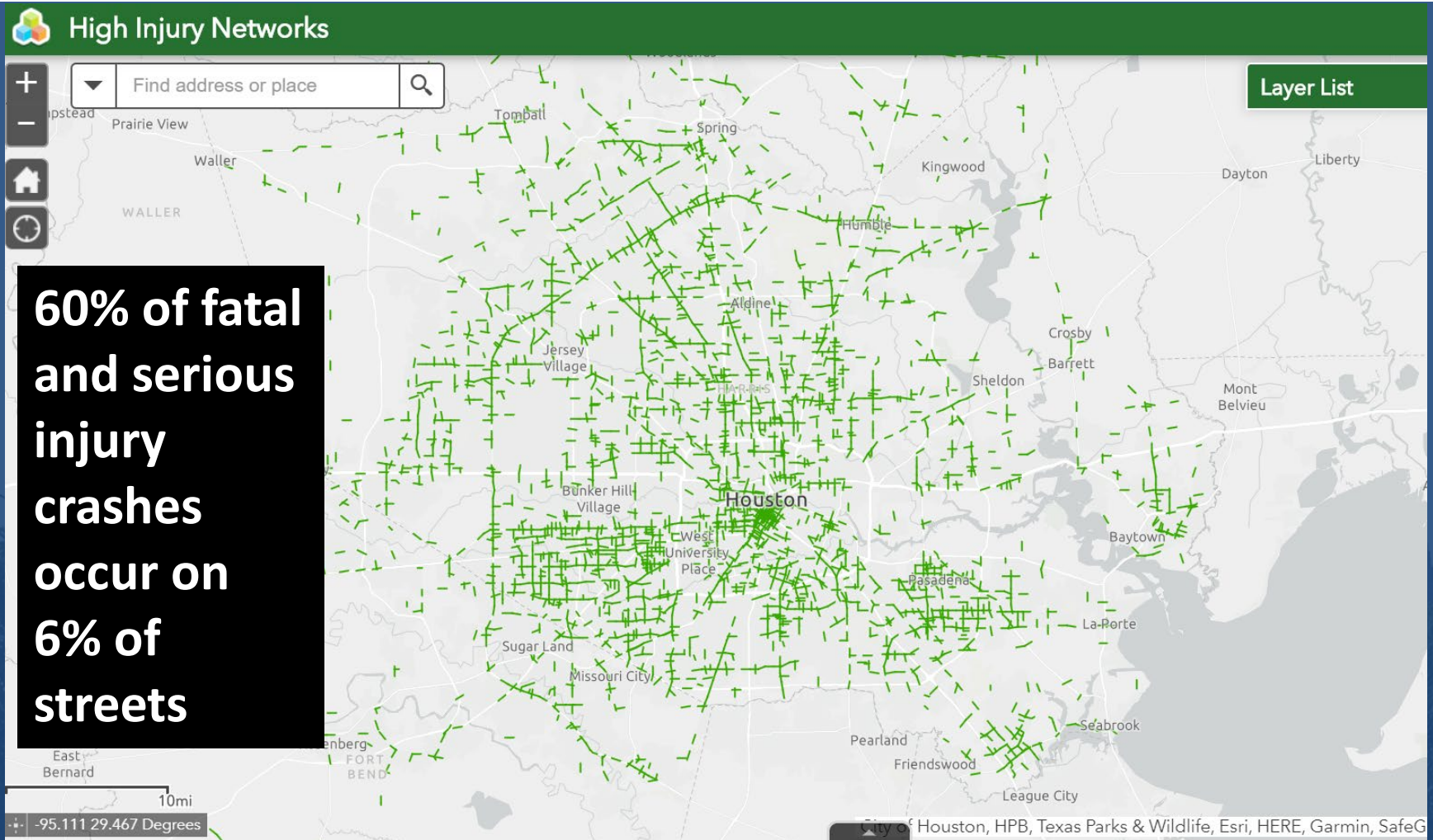
Fatalities



Serious Injuries



High Injury Network



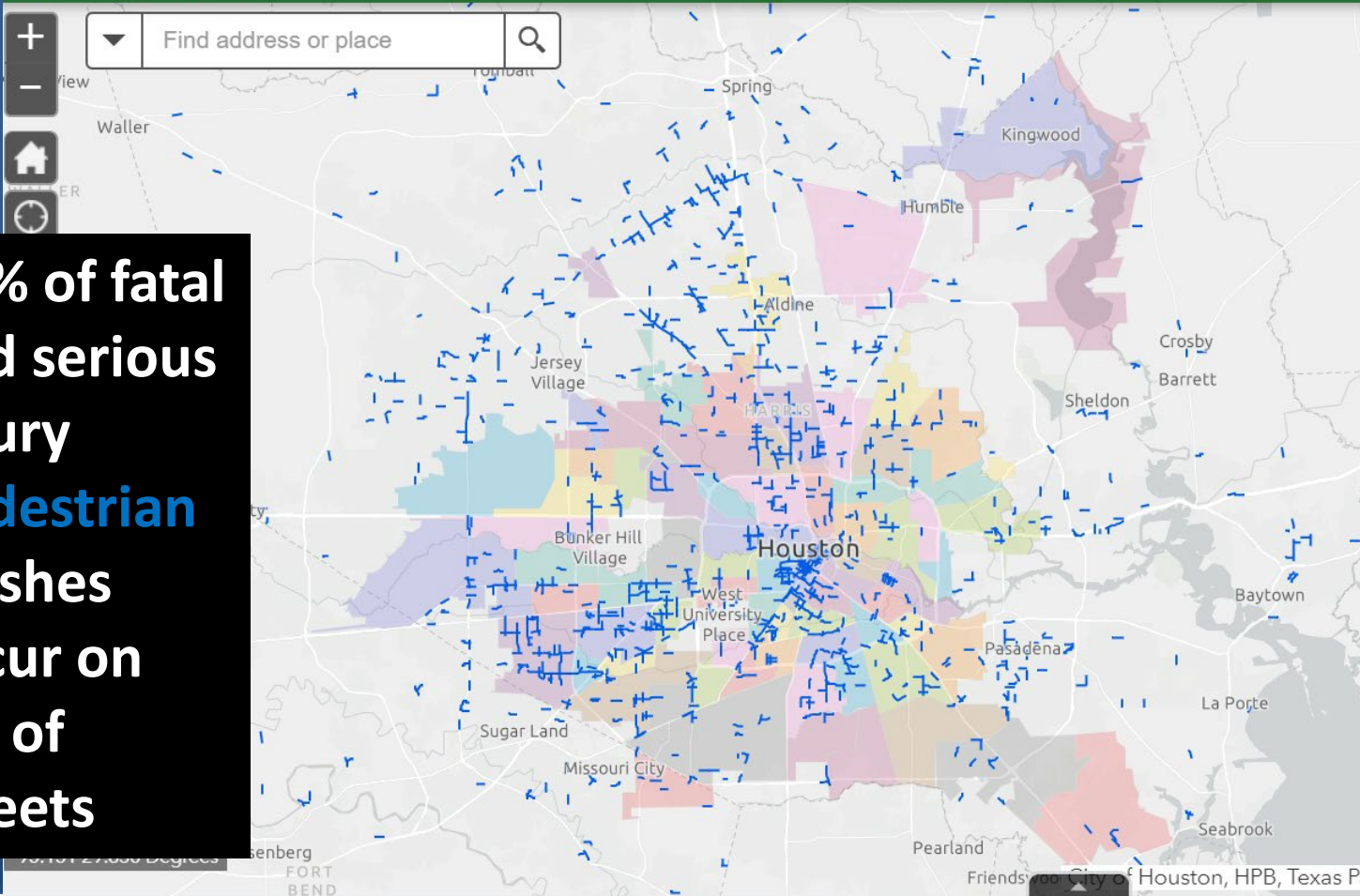
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High Injury Network

High Injury Networks



**67% of fatal
and serious
injury
pedestrian
crashes
occur on
2% of
streets**



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Public Feedback:

How do we engage the public about Vision Zero during COVID-19?

- Overcoming restrictions on group gatherings/meetings
- Social media is not enough
 - How do we replicate the same feedback we would get from a town hall or public hearing?
 - How do we make engagement more dynamic than posts/likes?

Solutions

- Virtual Open House
- Let's Talk Houston: online engagement platform



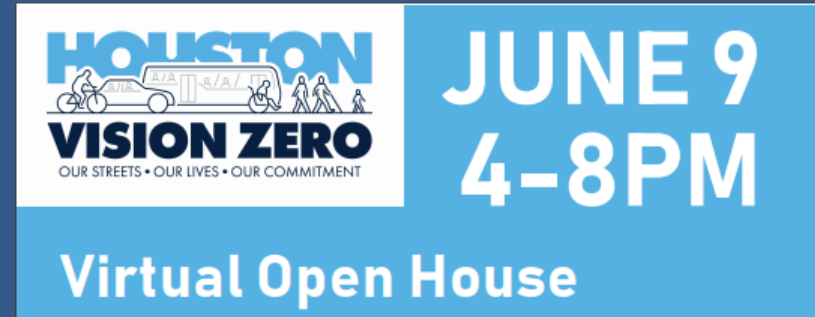
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Public Feedback: Virtual Open House

- Held via Microsoft Teams
 - Video and call-in only options
- Goal to introduce citizens to Vision Zero and ask for live public feedback
- Discussions with local street safety advocates
- Format:
 - One hour, repeated 4x
 - Entire open house recorded and uploaded to YouTube



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50+ comments and questions





Public Feedback: Virtual Open House

What we heard:

- Policy/planning
- Data
- Education
- Safety: speed/speed limits
- Safety: pedestrian



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Public Feedback: Let's Talk Houston

Online Platform (Bang the Table)

- Map: Where is our HIN? Are there gaps?
- Survey: How should the City improve street safety?
- Forum: Continuing feedback from Open House



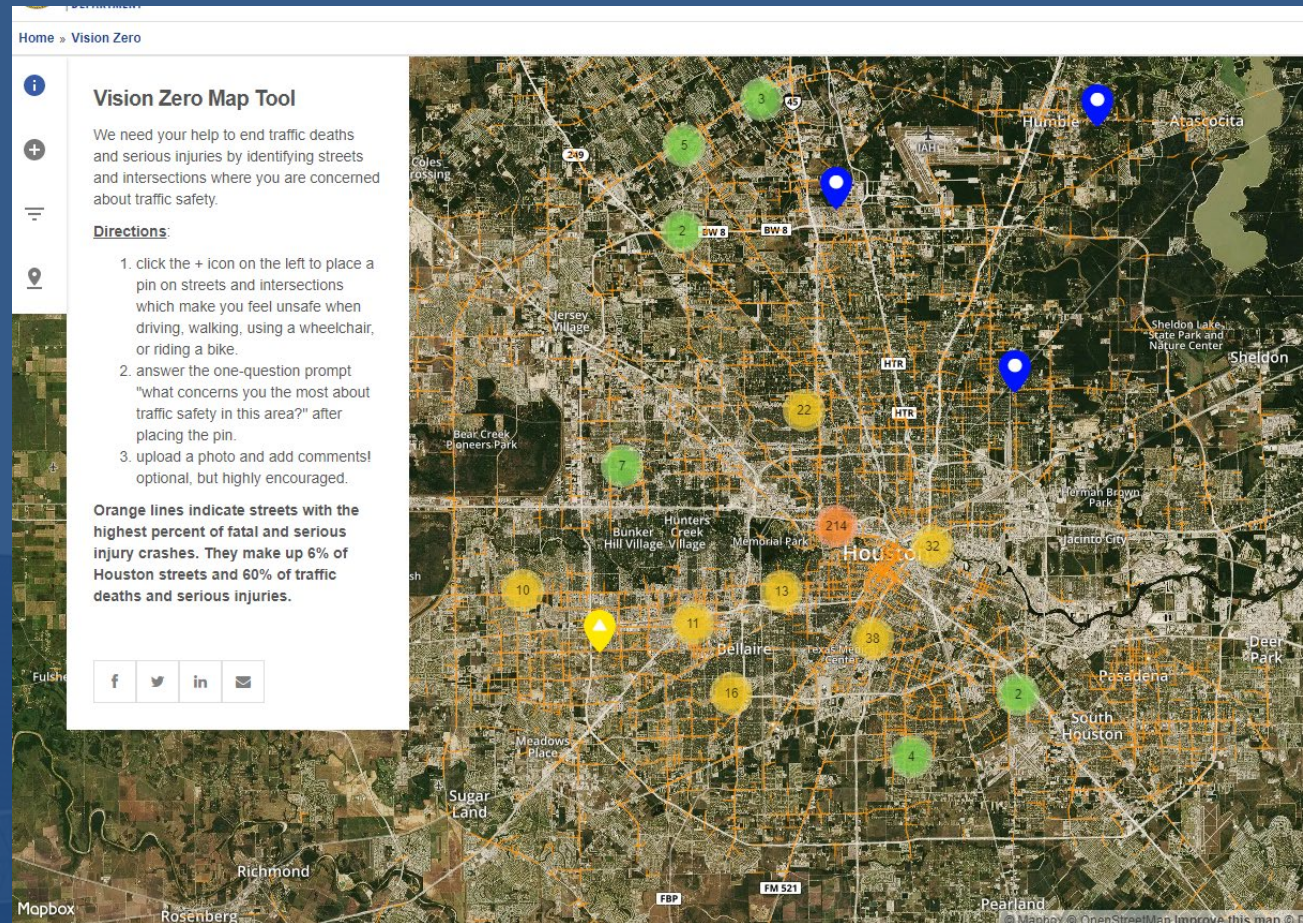
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777 map pins

- **48%** walking
- **27%** driving
- **21%** biking
- **1%** wheelchair
- **Concerns**
 - **Speeding**
 - **No place to cross**
 - **No sidewalk**
 - **Visibility issues**



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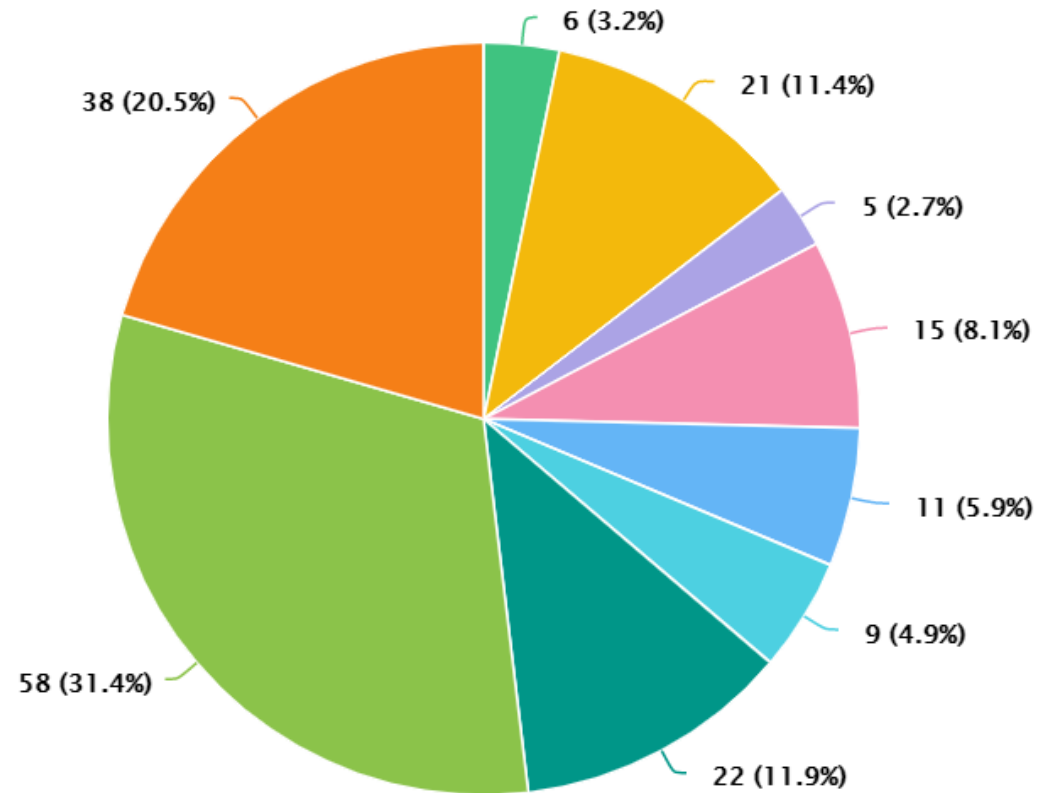
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Public Feedback: 186 survey responses

Streets and intersections feel unsafe when...

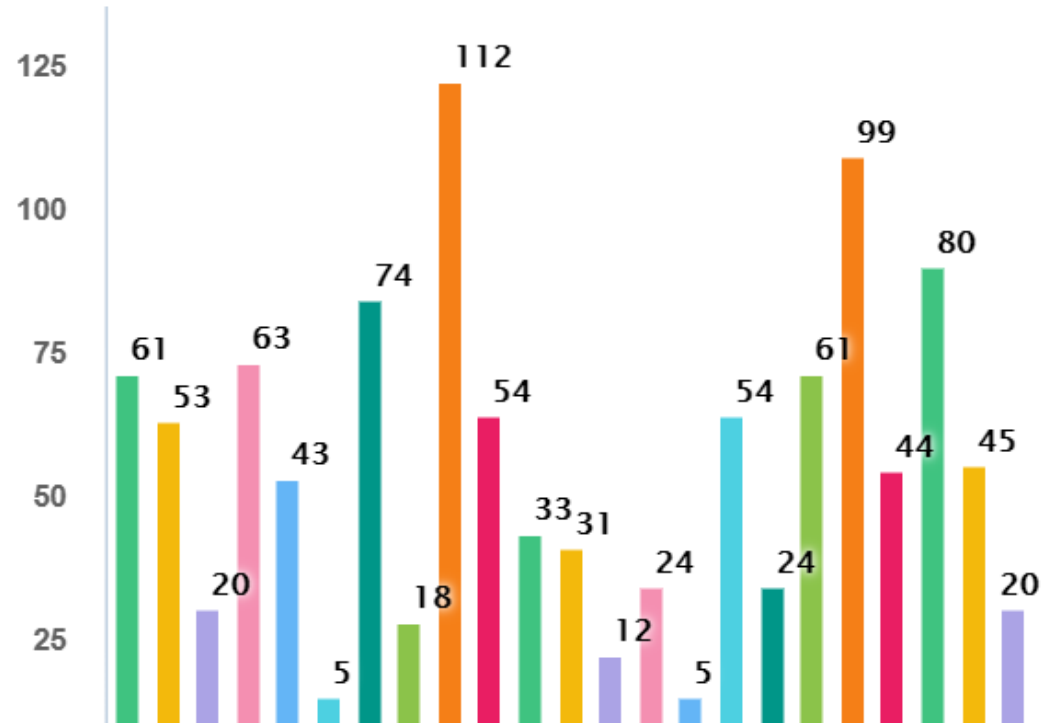


Question options

- there are barriers, like debris or construction zones, and no alternate route
- people drive too fast
- people driving swerve in and out of lanes
- sidewalks are narrow or there are poles and signs in the way
- I am unsure if other people can see me
- I see other people on their phone while driving
- people driving run red lights / stop signs
- there is no designated space for me to walk, use a wheelchair, wait for the bus, or ride my bike
- Other (please specify)

Public Feedback: 186 survey responses

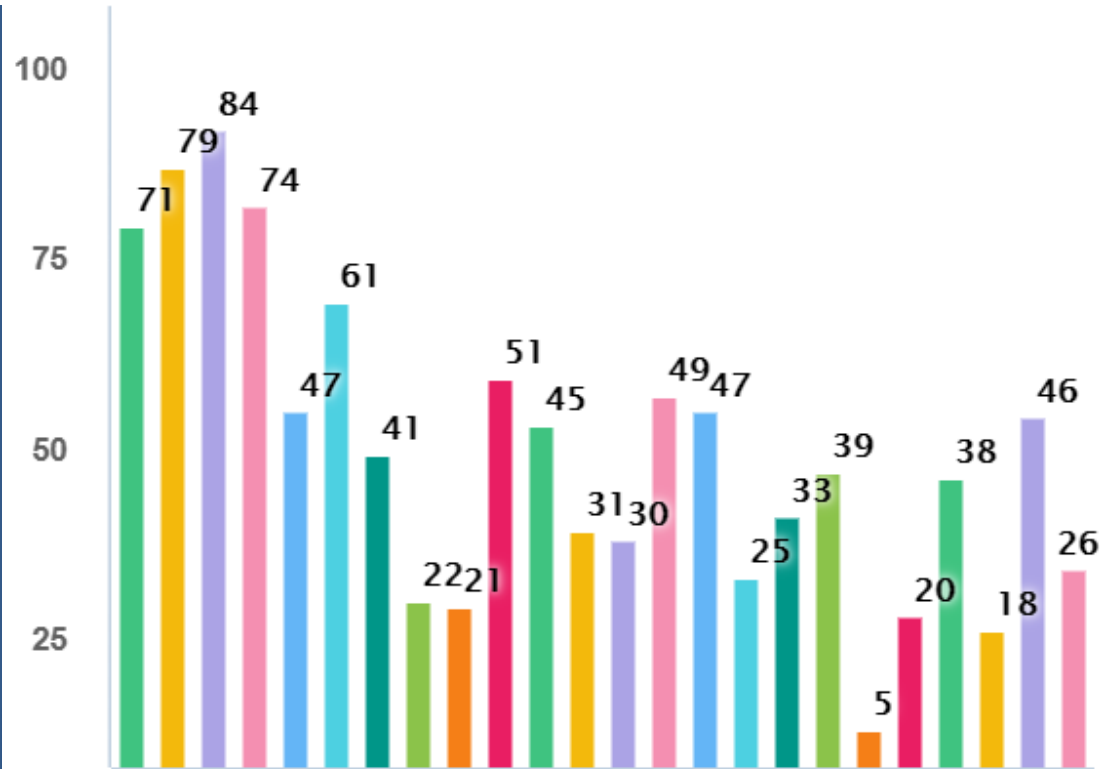
Select the top six criteria the City should use when identifying and prioritizing locations to receive traffic safety improvements.



- Proximity to schools
- Proximity to transit (bus/rail) stops
- Proximity to transit centers
- Proximity to places of public accommodation (restaurants, museums, libraries, doctor's offices, day care centers, etc.)
- Corridors with high traffic speeds
- Medium household income of surrounding area
- Locations with high traffic volume
- Proximity to income-restricted affordable housing
- Streets without sidewalks
- Streets without bicycle facilities
- Proximity to key transit corridors
- Streets with long distances between traffic signals
- Proximity to grocery stores
- Locations with wide streets
- Proximity to major employers
- Residential population of the surrounding area
- Areas with low car ownership
- Areas with a high number of fatal crashes
- Areas with a high number of crashes, regardless of injury severity
- Streets and sidewalks without lighting
- Areas with a high number of serious injury crashes
- Locations with traffic safety requests reported to 311
- Other (please specify)

Public Feedback: 186 survey responses

Select the top approaches the City should take right now to improve street safety.



1. create a direct, connected network of sidewalks and crosswalks
2. support and enforce pedestrian right-of-way at intersections and crosswalks
3. build out low-stress, region-wide bike network
4. adopt citywide policies which prioritize safety of people walking
5. connect walking and biking spaces to transit facilities
6. prioritize safety over throughput for drivers



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Public Feedback: Let's Talk Houston

- **Five Threads**
 - Data
 - Education
 - Safety (Speed & Speed Limits)
 - Safety (Pedestrians)
 - Policy Planning
- **Open House Responses**
- **Comment, like, or add additional feedback**

Vision Zero Houston Forum: Data

12 days ago    

11 Responses

You need to be signed in to add your comment.

[Sign In](#)

[Register](#)

We want to hear your ideas about how to make Houston's streets safe for all road users. Part of Vision zero Houston is a commitment to end traffic deaths and serious injuries, and improve mobility for everyone who walks, drives, bikes, uses a wheelchair, and rides the bus. We recognize this may look different in every community, so we need your ideas on how to improve street safety in your neighborhood.

We recorded feedback from participants of our first Vision Zero Open House and posted it here. **Check out what community members are saying, like/comment on an idea, or add your own idea.**

[Go to discussion](#)

[Quick Reply](#)

June Open House Comment:

Lower speed limits are important. Lower on residential streets AND lower speeds on arterial streets. I was living in Australia when they lowered the speed limit from 60 kph to 40 kph (37mph to 25mph), which was part of their "safe systems" approach. It made a wonderful difference in safety and comfort while walking and biking.

[Reply](#)

Do you agree?  0  0



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Turning feedback in actionable approaches

	APPROACHES				
OVERARCHING	Use safe systems centered design principles for all transportation projects.	Shift culture of impunity around traffic violations in Houston.	Increase funding for street safety.	Communicate that the transportation system must work for all modes of travel, emphasizing that at some point we are all pedestrians.	Increase and maintain transparency and accountability in transportation decision-making.
MAKE WALKING AND BIKING SAFE	Adopt citywide policies and programming which prioritize safety of people walking.	Support and enforce pedestrian right-of-way at intersections and crosswalks.	Create a direct, connected network of sidewalks and crosswalks.	Build out low-stress, region-wide bike network.	
MAKE CONNECTING TO TRANSIT SAFE	Create a safe and comfortable experience for people at transit centers, bus and rail stops, and park-and-rides.	Connect walking and biking spaces to transit facilities.			
MAKE DRIVING SAFE	Manage vehicle speeds appropriate to context.	Embed safety and mobility in K-12 education, drivers training, building and development.	Create a systemic intersection safety program.	Prioritize safety over throughput for drivers.	Reduce impaired driving and distracted driving.



Join Us!

and help draft the
Vision Zero Action Plan

August 18 4–6 p.m.

or

August 19 6–8 p.m.

Same session held both nights.
Join us for either or both!

Microsoft Teams Meeting

bit.ly/3g66DNa

Dial-in: +1 936-755-1521

Conference ID: 509 921 526#



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In the meantime, go to
www.visionzerohouston.com
and:



Take the Pledge
to acknowledge your
role in safe streets



Identify on the Map
dangerous streets
and intersections



Fill out the Survey
to help the City prioritize
safety improvements



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