

Q&A Responses

Thank you all again for your questions during the Texas Pedestrian Safety Forum. Due to time restraints, presenters were not able to respond to and answer all of the questions they received during the forum. We asked presenters to respond to unanswered questions via email. The responses below were provided by presenters after the Texas Pedestrian Safety Forum. Responses are grouped by session and organized in chronological order.

Opening Remarks

- **How did TxDOT choose the part of I-35 to test the new pedestrian boundary? Was that stretch a location with a historically high number of pedestrian fatalities? Was there testing done on that stretch of road before the barriers were added to see how many pedestrian fatalities occurred prior to adding them, to compare to after to analyze how effective they are?**

The Austin District identified this location based on crash data and decided to pilot this device at this location.

- **Are peds/bikes/motorcycles counted in "unrestrained fatalities" or not? is there a separate number for unrestrained inside a vehicle?**

No, as mentioned in my presentation, peds/bikes and motorcycles do not have an option to wear a seat belt, therefore they are not counted in the unrestrained fatalities.

Breakout Session 1: Safety in the Public Realm

- **Are these concerns being incorporated into infrastructure design manuals?**

I do not know of any example of these issues being addressed in design manuals. Based on my experience, its been hard to get these manuals changed.

- **Does any data point to "jaywalking" laws actually serving public safety interests?**

I don't have data to address this, but we do look for this data for projects we work on and can point there on a case by case basis.

Introductory Keynote: Utilizing a Safe Systems Approach to Improving Pedestrian Safety

- **Did you see any trends regarding homelessness in the fatalities?**

At the level we've been looking at in Texas, we cannot discern whether homelessness is involved. I am aware that this has been identified as an issue in Austin, Texas.

- **How do you decide the balance between the amount of safety measures implemented vs increasing road capacity?**
I think the challenge is to endeavor to increase road capacity without diminishing the level of safety. Increasing capacity need not necessarily increase risk. The important thing is to apply safe system principles to decrease risk for all users.
- **Is there data to identify if pedestrian fatalities are more or less likely to occur when the pedestrian is a solitary walker or in a group?**
A review of the number of pedestrians involved in any one crash could be analyzed. That might not be a perfect way to do it. A very detailed examination of the narrative in crash reports would be a more precise way to do it.

Keynote: Unwelcome Trends in Pedestrian Fatalities: What the Data Tell Us About the Problem and Opportunities to Address It

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The source utilized for fatality data was FARS, which does not provide any information regarding homelessness.
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- **Is there data to identify if pedestrian fatalities are more or less likely to occur when the pedestrian is a solitary walker or in a group?**
A review of the number of pedestrians involved in any one crash could be analyzed. That might not be a perfect way to do it. A very detailed examination of the narrative in crash reports would be a more precise way to do it. I agree with Robert.

Breakout Session 3: Vehicle Innovations Contributing to Pedestrian Safety

- **Is the system independent of gender, skin pigmentation, height/weight, and different body postures?**
We're in the midst of a study looking at how older pedestrians respond to alerts and warning that was interrupted by the pandemic. The preliminary results show that older pedestrians can effectively use permissive alerts. Many did not like have repeated warnings and some had trouble

linking auditory warnings to the correct visually perceived gap. More on this to come.

We did not find gender differences. We haven't looked a race or ethnicity. Height/weight may influence mobility which may have to be considered.

- **Is the system safe for all weather conditions?**

Having grown up in Minnesota, I know that pedestrians have to be particularly careful in snowy, icy conditions. Winter weather and rain can influence visibility, stopping distance, and pedestrian mobility. All these, in turn, can influence the size of gap for safe crossing. Any system to guide crossing should take into account the context for crossing.

Breakout Session 3: Connecting Crash and Injury Data to Improve Pedestrian Safety

- **What was the increase in pedestrians who died of injuries later that was identified after linking the databases vs. those reported as fatal in CRIS? –** *We have not looked into this yet, but this is something we can look into with the linked dataset if requested.*
- **Have there been efforts to identify the impact on response time with respect to crash type and injury? So that the data could be used to support finding ways to get more detailed data to first responders? –** *We have only looked into response time in regard to transportation related EMS runs in general. We have not broken it down by crash type and injury yet. If we do or requested, yes, it could potentially be beneficial to first responders.*