



# TEXAS PEDESTRIAN SAFETY COALITION

TPSC Meeting

Wednesday, September 14, 2022



# Agenda

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10:00 – 10:10 Welcome & Introductions

10:10 – 10:20 2022 Texas Pedestrian Safety Forum Update

10:20 – 10:50 Pedestrian Safety and Rail Rights-of-Way

*Jeff Warner, Texas A&M Transportation Institute*

10:50 – 11:00 NHTSA Pedestrian Safety Resources

*Becky Walker, National Highway Traffic Safety Administration*

11:00 – 11:15 October is Pedestrian Safety Month, Roundtable Discussion of Events Planned

11:15 – 11:25 Upcoming Grant Year

11:25 – 11:30 Stakeholder Updates

11:30 Adjourn



# Forum Recap



- In person, in Austin, Texas
- 232 registered and approximately 200 attended in person
- Feedback from Forum attendees indicated that the Forum was extremely useful and that the presentations addressed relevant pedestrian safety issues and solutions.
- Suggestions for presentation topics at a future forum included more information on child pedestrian safety, air quality as it relates to pedestrians, updates on the USDOT SS4A grant applications, effective education and outreach programs, and continued updates on changes in the laws regarding pedestrians and connecting with more advocacy groups for vulnerable road users to better understand their needs.



# Session Ratings

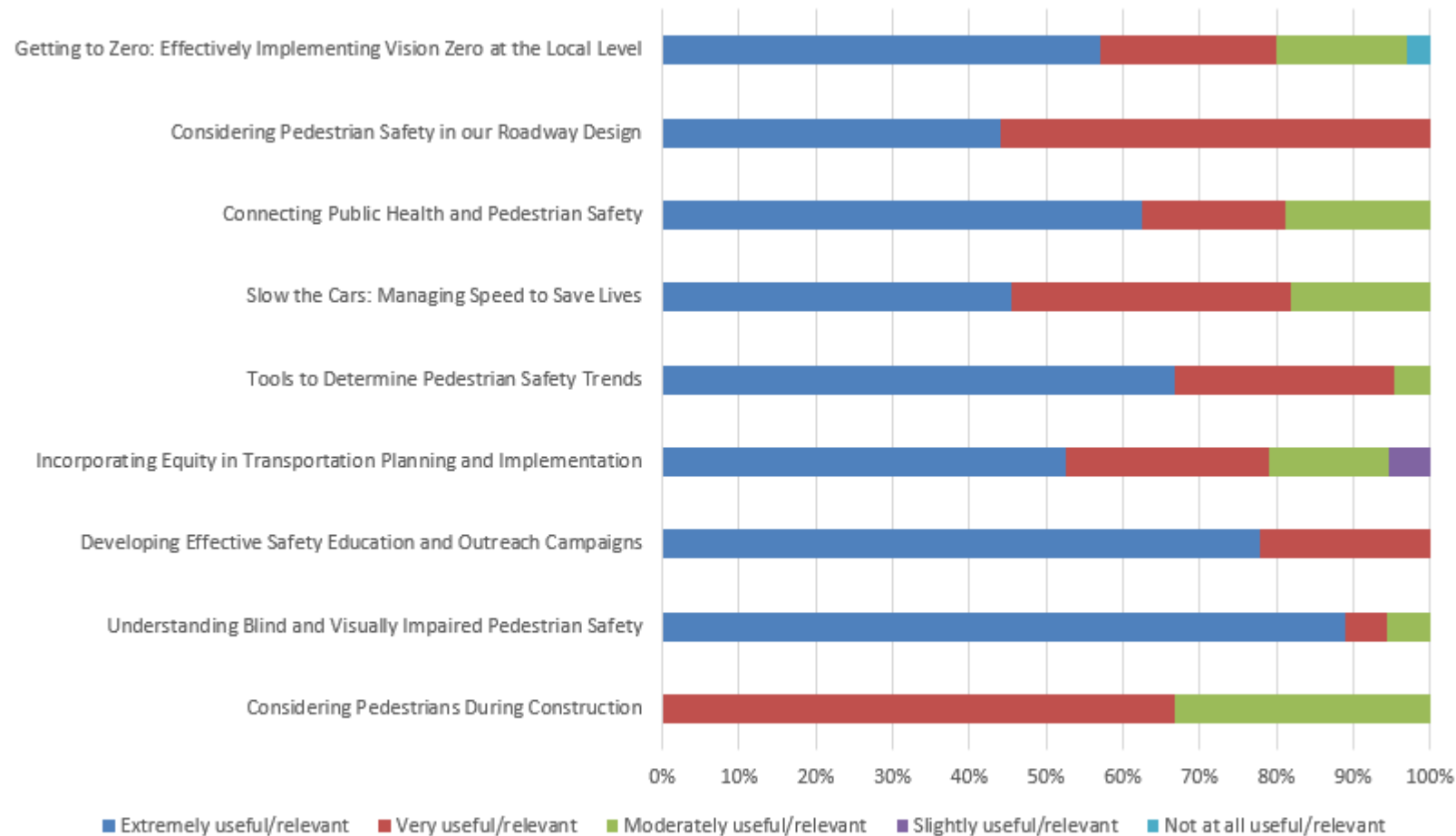


Figure 9. Session ratings—percentages for each session.



# Future Forum Topic Suggestions

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- More information on child safety and what we can do to keep them safe.
- Influencing local elected leaders.
- Updates on USDOT SS4A grant applications/decisions and future schedule for additional NOFOs.
- More about jaywalking issues and consequences for the communities.
- I would like to hear more from the law-enforcement community and how the current climate is impacting their abilities to participate in making Texas roads safer.
- More presentations from advocacy groups for vulnerable road users to better understand their needs.
- Ads that work.
- Crosswalks.
- Connecting with community groups.
- Application of DEI [diversity, equity, and inclusion] into the work; youth pedestrian safety data and initiatives.
- Changes in law.
- Pedestrian safety in practice.
- Pedestrians at innovative intersections.



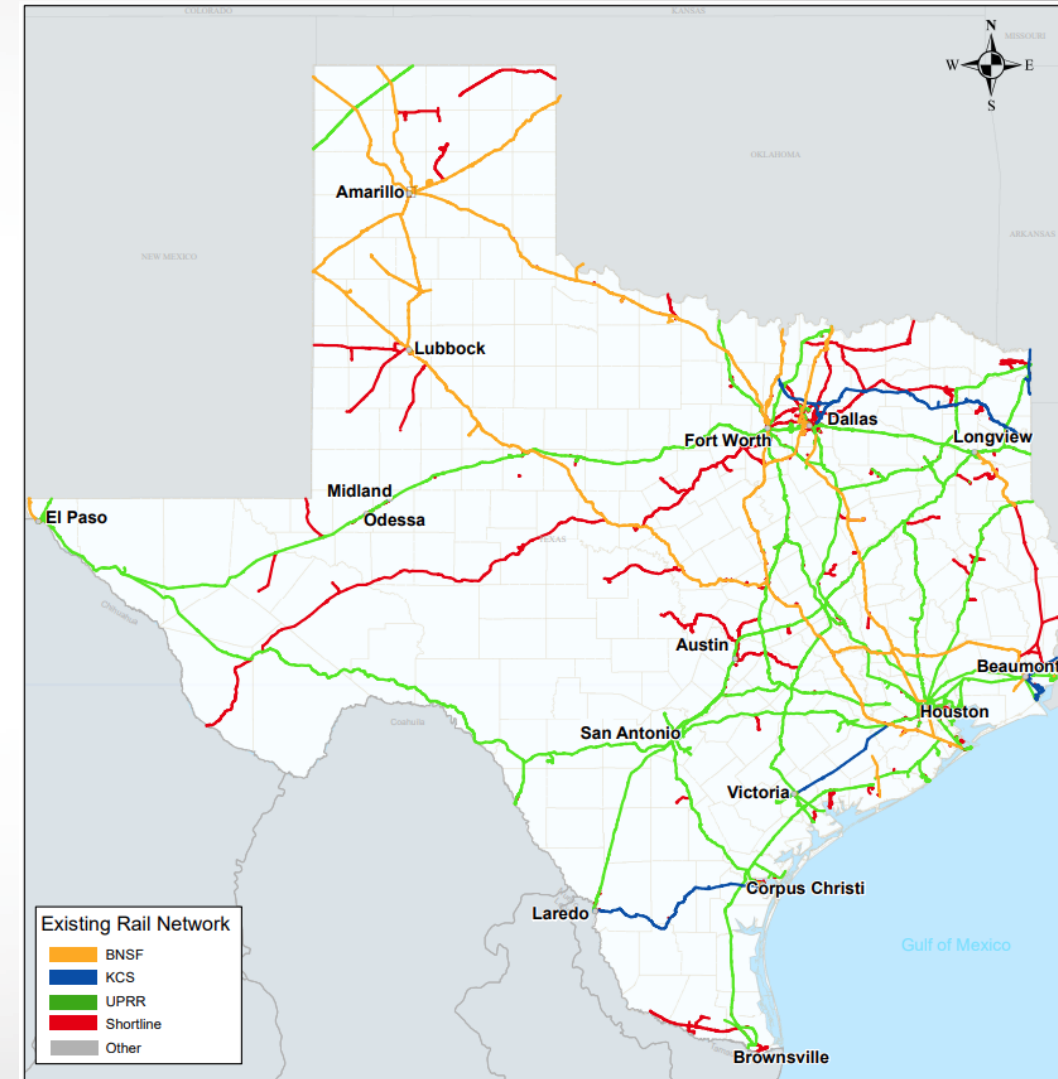


# Pedestrian Safety and Rail Rights-of-Way

Texas Pedestrian Safety Coalition  
September 14, 2022  
Jeff Warner

# Texas Freight Railroad System

- Freight Railroads
  - Texas ranks 1<sup>st</sup> in freight rail miles
  - Over 10,500 miles of track
  - 58 operating railroads





# Passenger Rail in Texas

- Federal Railroad Administration

- Intercity passenger rail (Amtrak)

- Texas Eagle
    - Sunset Limited
    - Heartland Flyer

- Commuter rail

- MetroRail (Austin)
    - TEXRail (DFW)
    - TRE (DFW)
    - A-Train (Denton)

- Federal Transit Administration

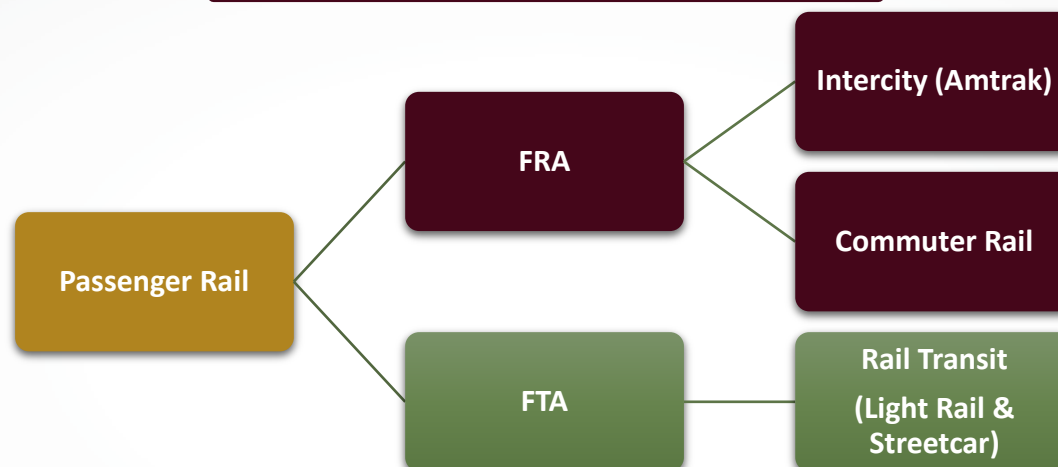
- Light Rail

- DART (DFW)
    - METRORail (Houston)

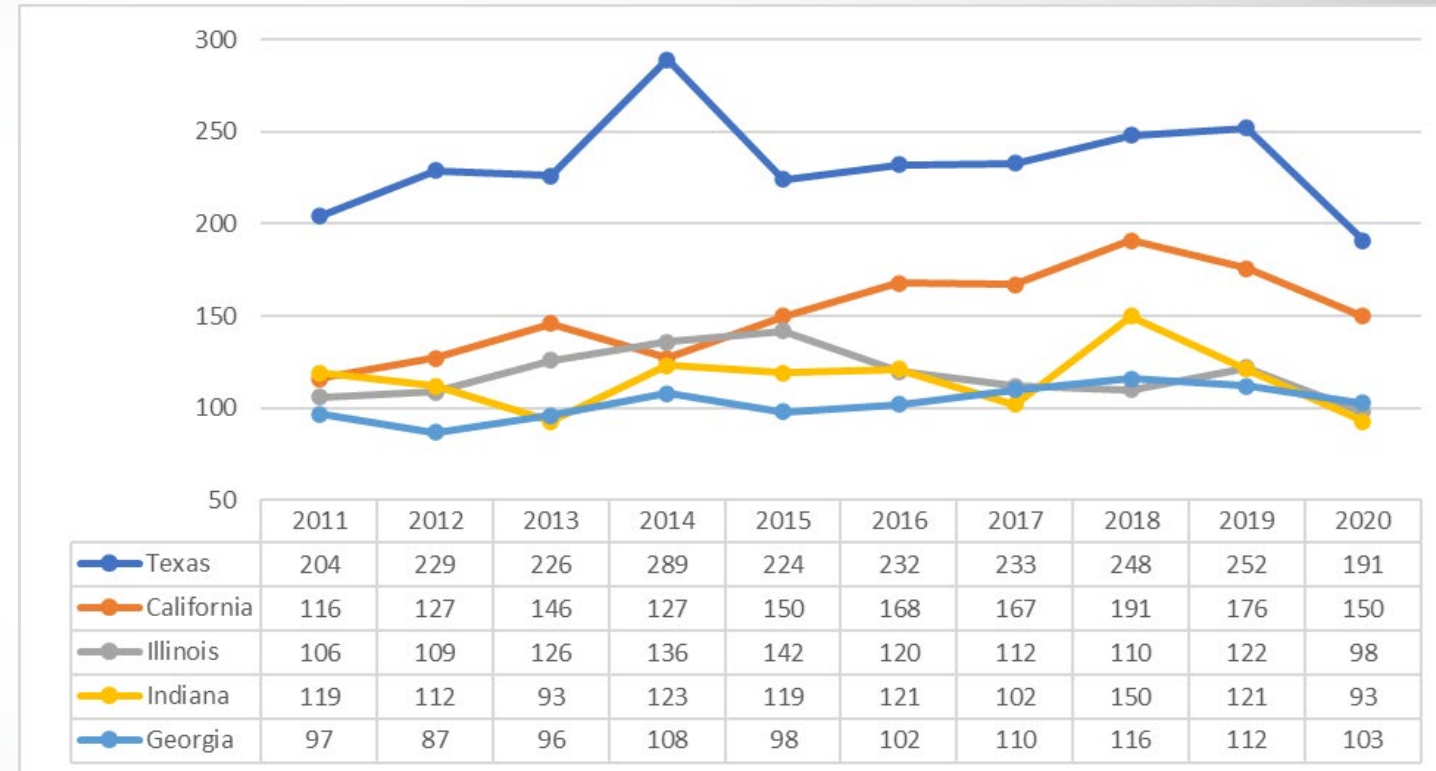
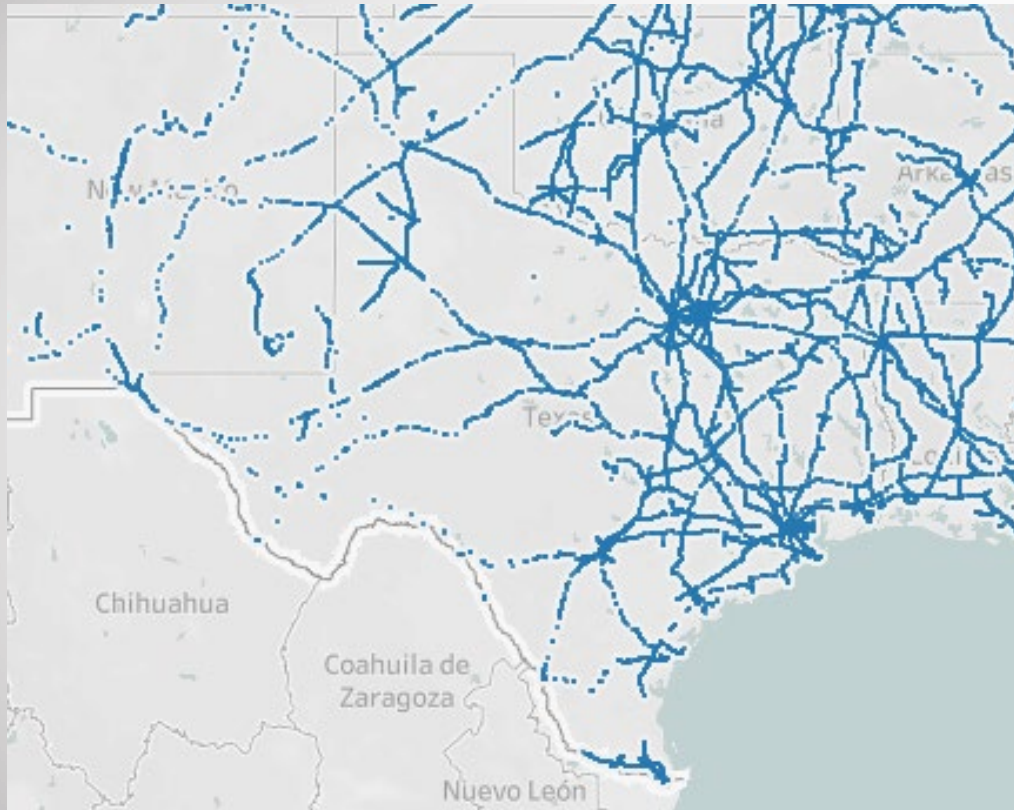
- Streetcar

- Sun Metro (El Paso)
    - M-Line “McKinney Avenue Trolley” (MATA)
    - Dallas Streetcar (DART)
    - Galveston Island Trolley (under restoration)





# Rail System Vs. Cars





# Rail System Vs. Cars

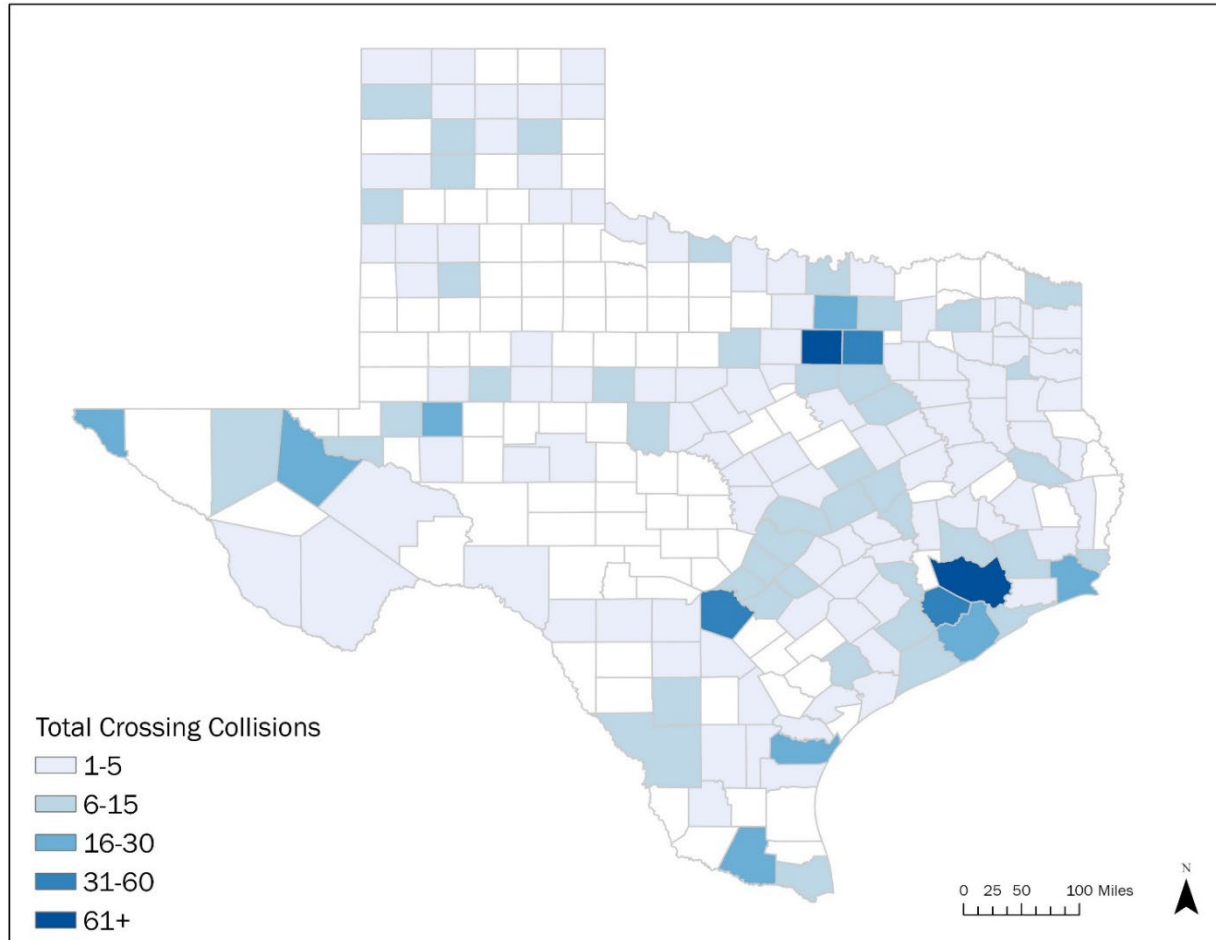
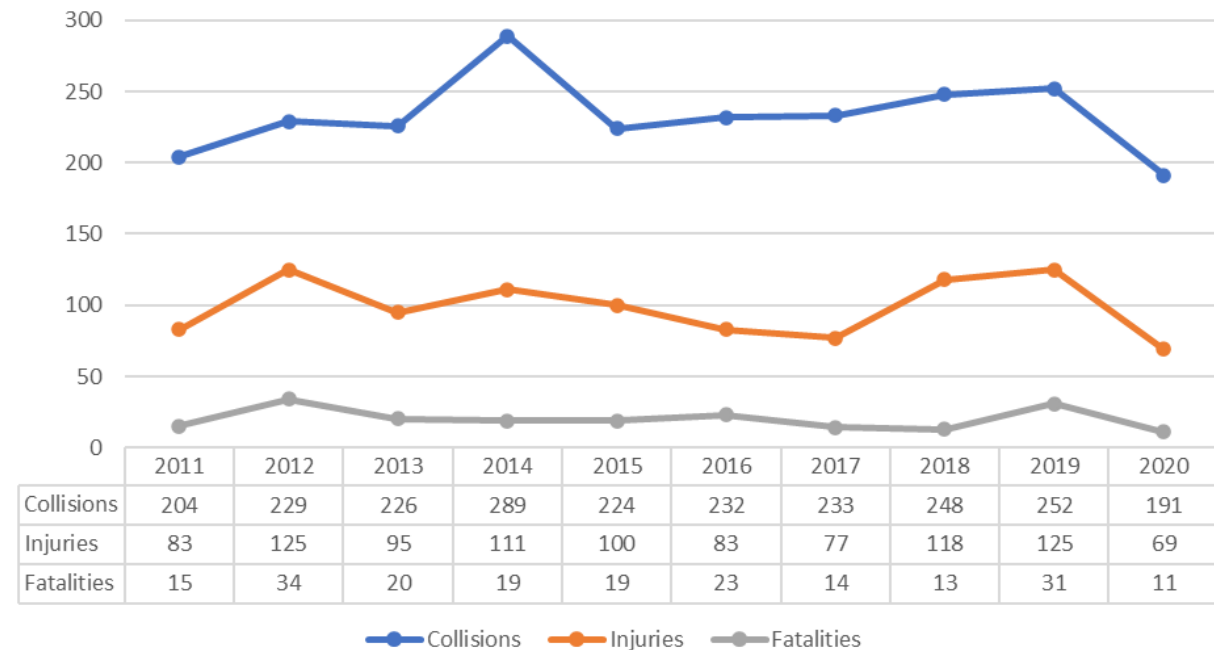
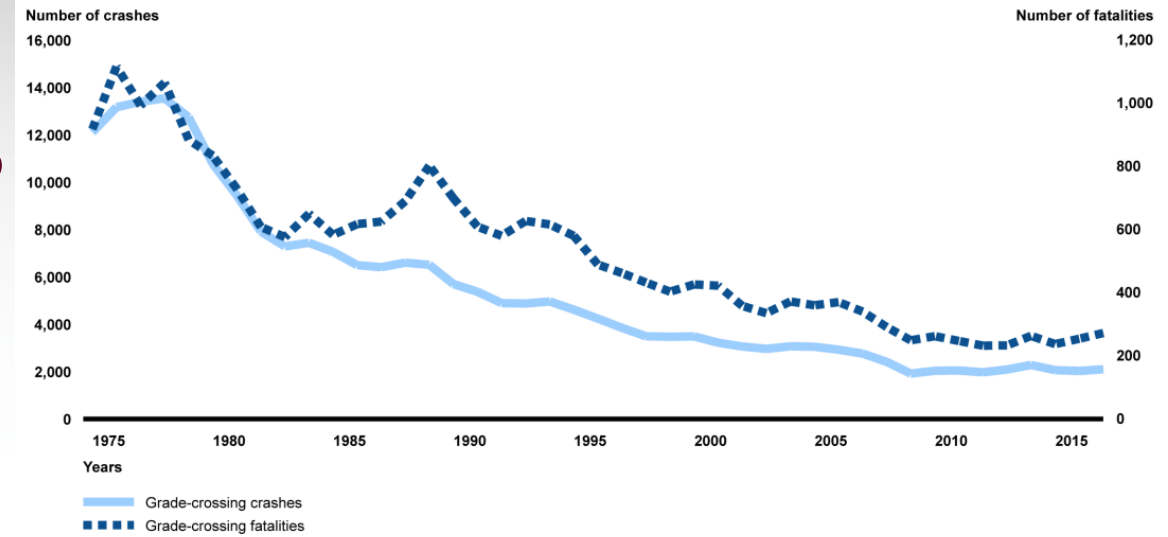
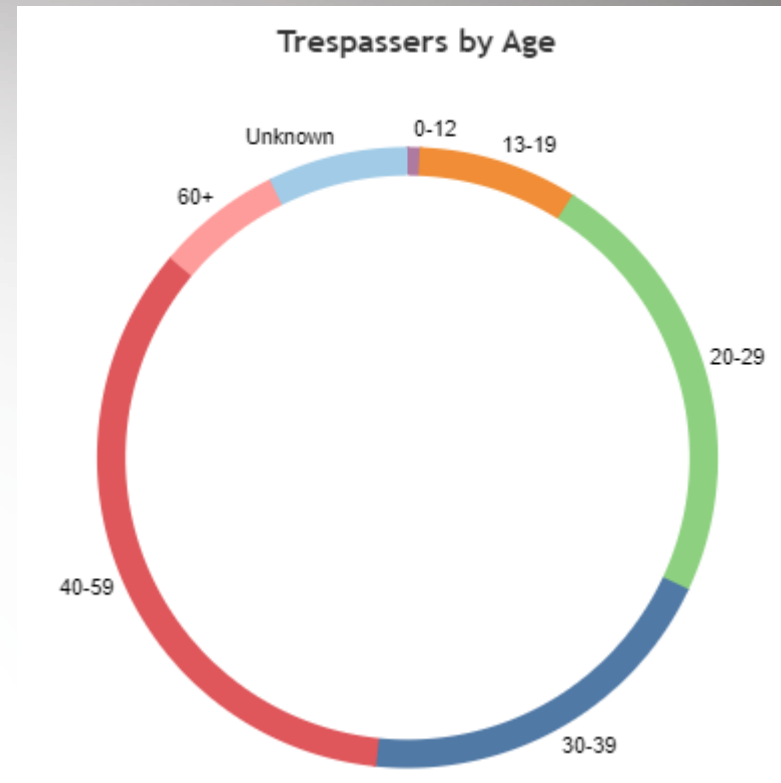
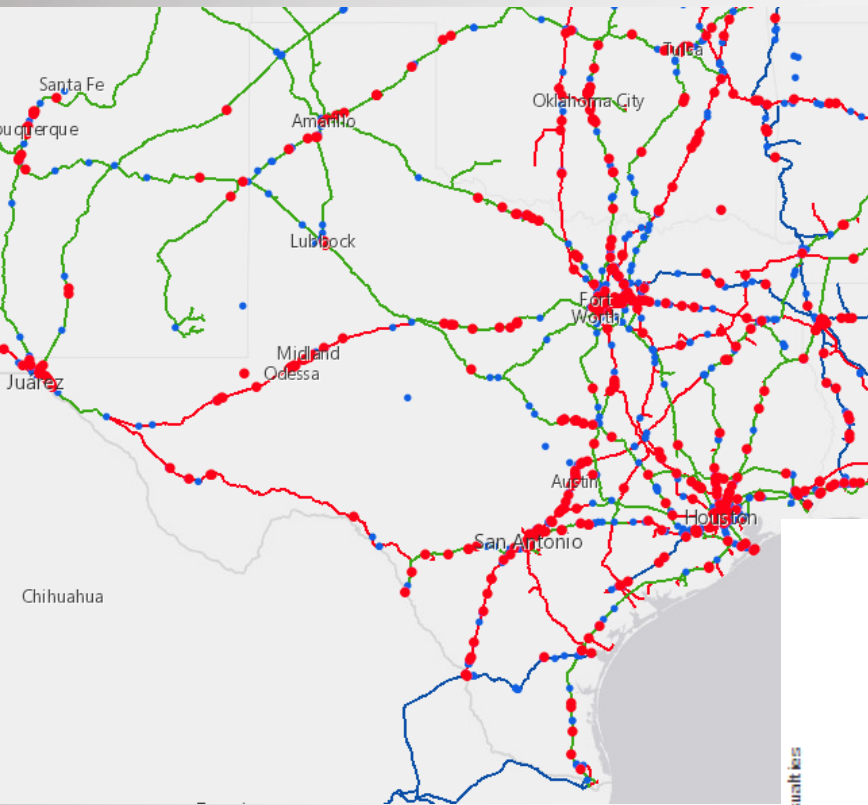


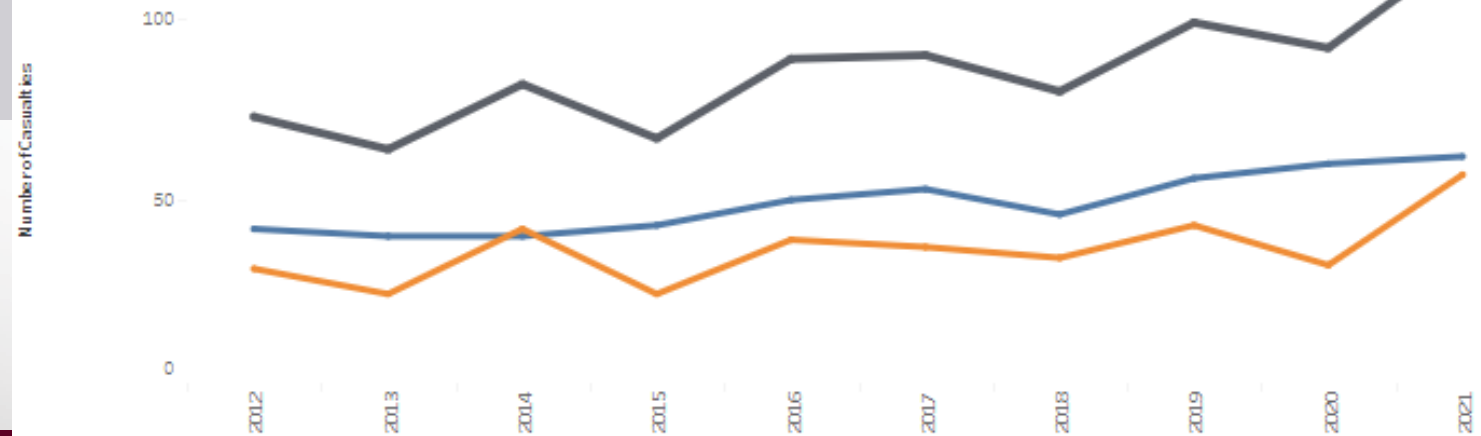
Figure 1: Crashes at Highway-Rail Grade Crossings and Fatalities from 1975–2017



# Rail System Vs. People



### Injuries vs. Fatalities



# Rail Trespassing

- **Why**

- Living/loitering in the rail right-of-way (homeless encampments)
- Shortcut/route convenience
- Criminal behavior
- Dropped/lost items
- Recreational activities, such as hiking or fishing
- Intoxication
- Distraction
- Self-harm intent
- Photography and selfies





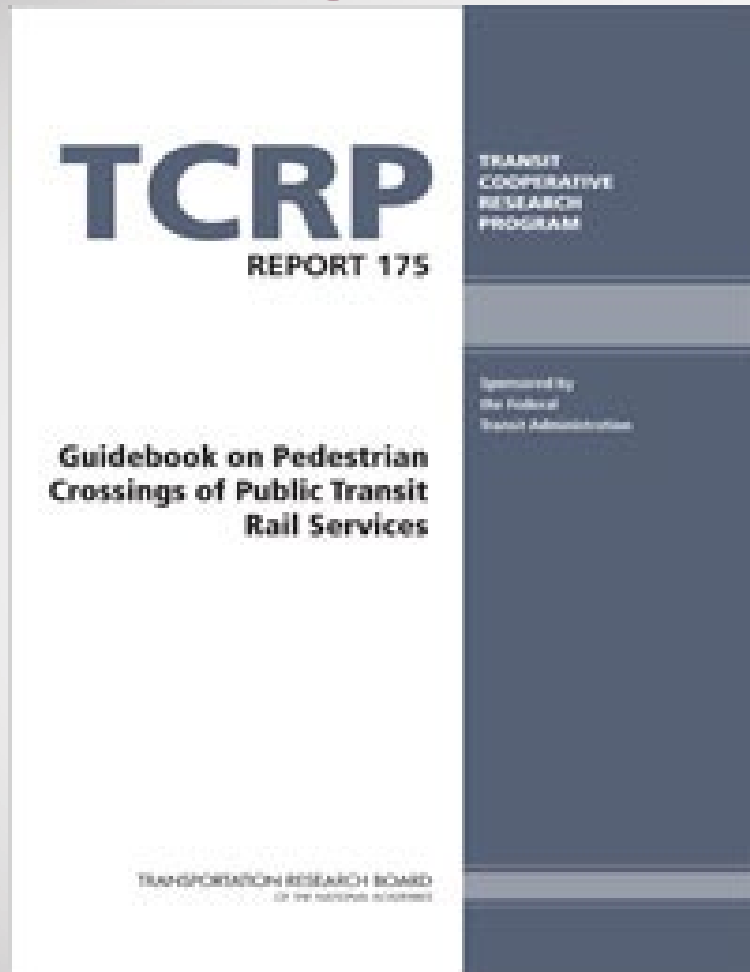
# Rail Trespassing

- **Where**

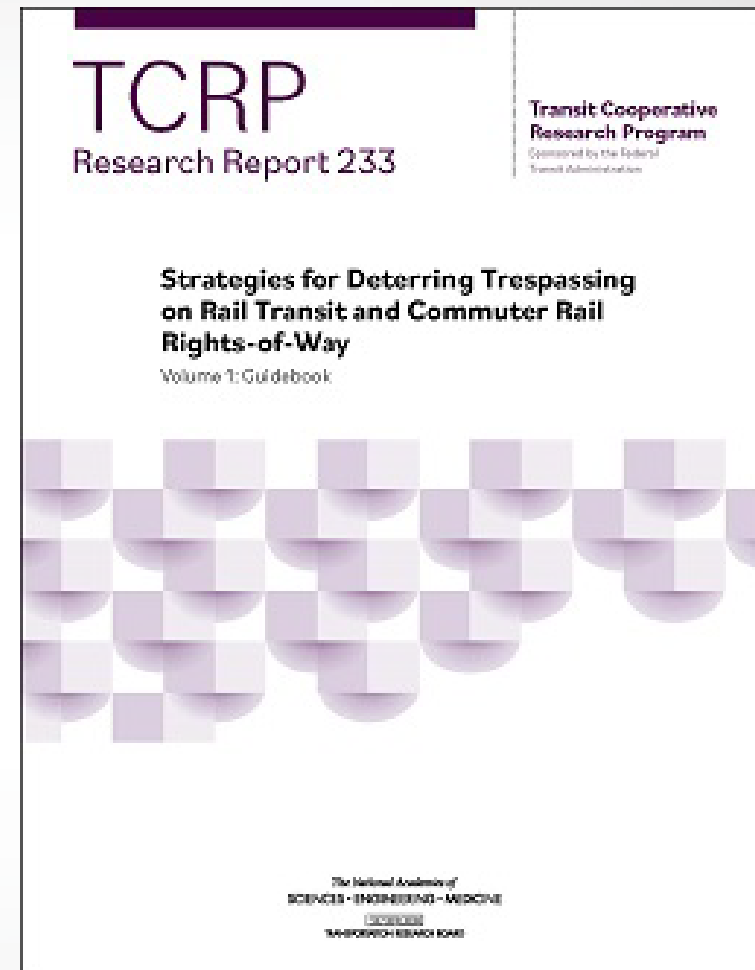
- Grade crossings
- Stations and platforms
- Along rights-of-way
- Equipment and maintenance yards
- Bridges



# Strategies to Mitigate Trespassing



<https://www.trb.org/Main/Blurbs/172320.aspx>



<https://www.trb.org/main/blurbs/182672.aspx>



# TCRP 175 - Treatments

Category	Treatment
Channelization	
Barriers	General
	Offset pedestrian crossing
	Maze fencing
	Pedestrian fencing
	Between-car barriers
	Temporary
Design	Clearly defined pedestrian crossing
	Smooth and level surface
	Sight distance improvements
	Stops and terminal design
	Illumination
	Flangeway filler
	Pedestrian refuge
	Sidewalk relocation
	On-road bollards





# TCRP 175 - Treatments

Category	Treatment
Signs	Passive
	Unique warning messages
	Enforcement
	Blank-out warning
Signals	Timing considerations near railroad crossings
	Flashing light signal assembly
	In-pavement flashing lights
Pavement Markings	Pedestrian stop lines
	Detectable warning
	Word or symbol
	Dynamic envelope marking
Infrastructure	Audible crossing warning devices
	Pedestrian automatic gates
	Pedestrian automatic gates w/ horizontal hanging bar
	Pedestrian swing gates
Operations	Required stop
	Reduced train speed
	Rail safety ambassador



# TCRP 233 - Countermeasure Strategies

- **14 Countermeasure Strategies Grouped into Three Categories:**

- 1. Engineering and Physical Measures**

- Fencing, channelization, and barriers
- Landscaping
- Anti-trespassing guard panels
- Platform screen doors
- Surveillance and detection
- Lighting
- Approaching train alerts
- Track retrieval device





# TCRP 233 - Countermeasure Strategies

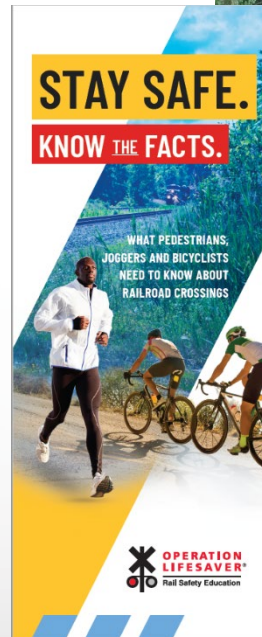
- 14 Countermeasure Strategies Grouped into Three Categories:

## 2. Education and Engagement

- Signage
- Community-based collaboration
- Public and industry events/campaigns
- Employee intervention training
- Hope poles

## 3. Enforcement

- Law enforcement and patrol



**THERE IS HELP.**  
**THERE IS HOPE.**

**We can get through  
this together.**

*Contact the Suicide Prevention Lifeline now:*

**800-273-8255**

**Text 741741**

Utah  
Suicide  
Prevention  
Lifeline  
1-800-273-TALK  
utahsuicideprevention.org

# Use of Technology

- **Pros**

- Advance warning of potential hazard
- Verification of presence (or clearance) of a trespasser
- Assist in identifying problem areas and/or behaviors

- **Cons**

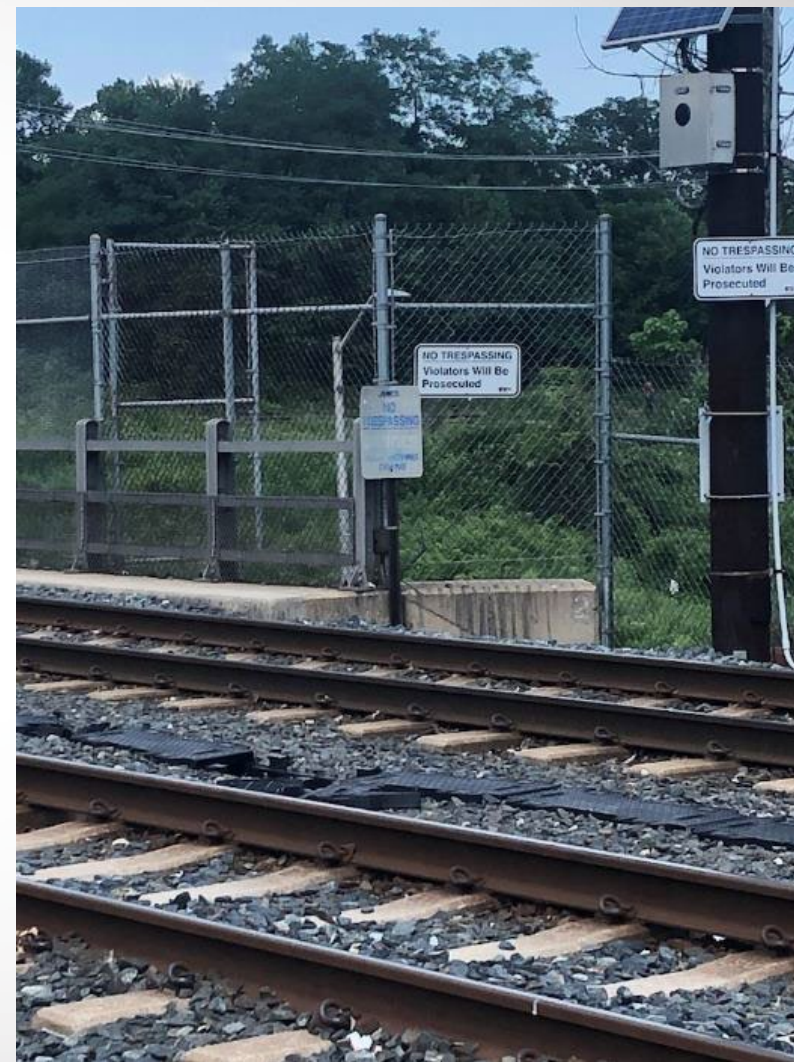
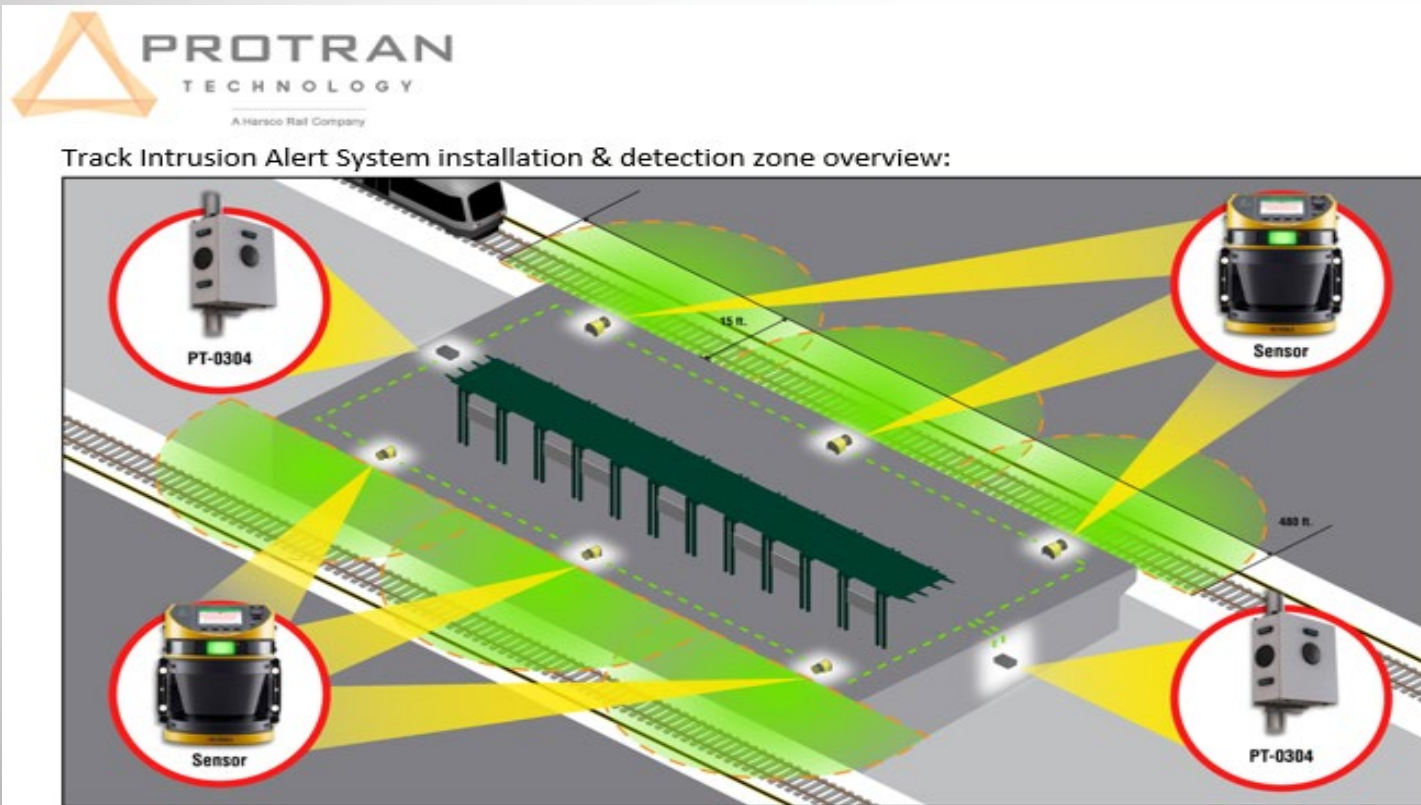
- False positives
- Rail environment is tough
- Potential for extra workforce to monitor and respond
- More data to document and store





# Technology – Trespasser Detection

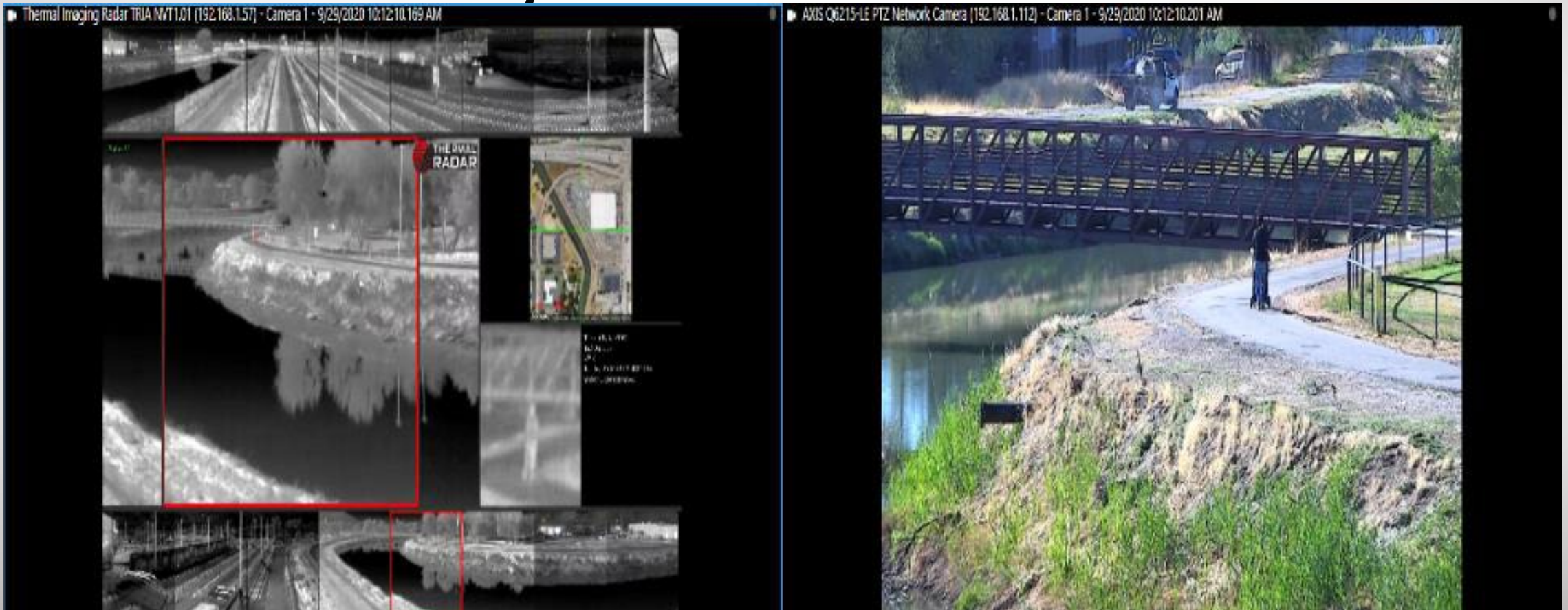
- MTA – Baltimore





# Technology – Trespasser Detection

- UTA – Salt Lake City





# Technology – Asset Management

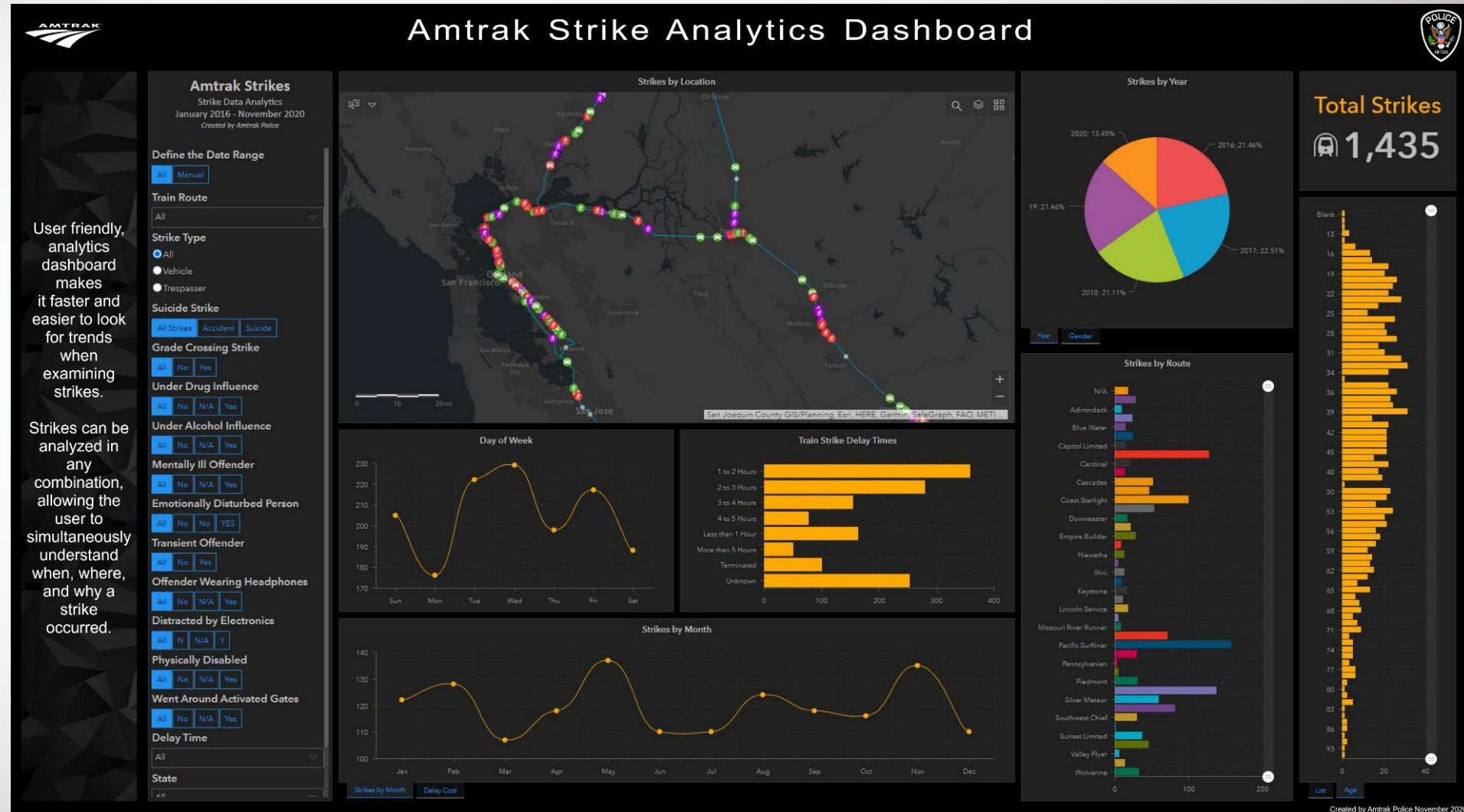
- DART – Dallas-Fort Worth





# Technology – Data Analytics

- Amtrak





# Technology – Data Analytics

- Amtrak







**Thank You!**

**Jeff Warner, Texas A&M Transportation Institute**

**Email: [j-warner@tamu.edu](mailto:j-warner@tamu.edu)**

**Phone: (979) 317-2567**



# NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## Resources for National Pedestrian Safety Month

*Becky Walker, Regional Program Manager, NHTSA*

*September 14, 2022*





U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

# TRAFFIC SAFETY FACTS

## Crash • Stats



DOT HS 813 337

A Brief Statistical Summary

August 2022

## Early Estimate of Motor Vehicle Traffic Fatalities for the First Quarter of 2022

### Summary

A statistical projection of traffic fatalities for the first quarter of 2022 shows that an estimated 9,560 people died in motor vehicle traffic crashes. This represents an increase of about 7.0 percent as compared to 8,935 fatalities projected to have occurred in the first quarter of 2021, as shown in Table 1. This also represents the highest number of fatalities in Q1 since 2002. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in the first 3 months of 2022 increased by about 40.2 billion miles, or about a 5.6 percent increase. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter. The fatality rate for the first quarter of 2022 increased to 1.27 fatalities per 100 million VMT, up from the projected rate of 1.25 fatalities per 100 million VMT

in the first quarter of 2021. For the NHTSA Region differences, 7 of 10 Regions are estimated to have increases in fatalities, and 6 of the 10 Regions are estimated to have increases in fatality rate per 100 million VMT in the first quarter of 2022 as compared to the first quarter of 2021. Also, 29 States and the District of Columbia are projected to have experienced increases in fatalities. The actual counts for 2021 and 2022 and the ensuing percentage changes from 2021 to 2022 will be further revised as the annual reporting FARS files for 2021 are available later this year, as well as when the Final File for 2021 and the Annual Reporting File for 2022 are available next year. These estimates will be further refined when the projections for the first 6 months of 2022 are released in late September.

**Table 1: Fatalities and Fatality Rate by Quarter, Full Year, and the Percentage Change From the Corresponding Quarter or Full Year in the Previous Year**

Quarter	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)
<b>Fatalities and Percentage Change in Fatalities for the Corresponding Quarter and Total From the Previous Year</b>					
2011	6,726 [ -0.4%]	8,227 [ -3.5%]	8,984 [ -2.6%]	8,542 [ +0.5%]	32,479 [ -1.6%]
2012	7,521 [+11.8%]	8,612 [ +4.7%]	9,171 [ +2.1%]	8,478 [ -0.7%]	33,782 [ +4.0%]
2013	7,166 [ -4.7%]	8,207 [ -4.7%]	9,024 [ -1.6%]	8,496 [ +0.2%]	32,893 [ -2.6%]
2014	6,856 [ -4.3%]	8,179 [ -0.3%]	8,799 [ -2.5%]	8,910 [ +4.9%]	32,744 [ -0.5%]
2015	7,370 [ +7.5%]	8,823 [ +7.9%]	9,805 [ +11.4%]	9,486 [ +6.5%]	35,484 [ +8.4%]
2016	8,154 [+10.6%]	9,563 [ +8.4%]	10,078 [ +2.8%]	10,011 [ +5.5%]	37,806 [ +6.5%]
2017	8,301 [ +1.8%]	9,460 [ -1.1%]	10,081 [ +0.0%]	9,631 [ -3.8%]	37,473 [ -0.9%]
2018	8,203 [ -1.2%]	9,323 [ -1.4%]	9,934 [ -1.5%]	9,375 [ -2.7%]	36,835 [ -1.7%]
2019	7,832 [ -4.5%]	9,193 [ -1.4%]	9,994 [ +0.6%]	9,336 [ -0.4%]	36,355 [ -1.3%]
2020	7,893 [ +0.8%]	9,141 [ -0.6%]	11,315 [+13.2%]	10,475 [+12.2%]	38,824 [ +6.8%]
2021 <sup>†</sup>	8,935 [+13.2%]	11,135 [+21.8%]	11,780 [ +4.1%]	11,065 [ +5.6%]	42,915 [+10.5%]
2022 <sup>†</sup>	9,560 [ +7.0%]	—	—	—	—
<b>Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)</b>					
2011	0.98	1.09	1.18	1.17	1.10
2012	1.08	1.12	1.21	1.16	1.14
2013	1.04	1.07	1.17	1.16	1.10
2014	0.99	1.03	1.11	1.17	1.08
2015	1.03	1.08	1.20	1.21	1.15
2016	1.11	1.16	1.23	1.27	1.19
2017	1.12	1.13	1.21	1.20	1.17





# NATIONAL PEDESTRIAN SAFETY MONTH 2022

## RESOURCE GUIDE

OCTOBER 2022





## SUGGESTED ACTIVITIES:

### 1. National Walk, Bike & Roll to School Day is October 12, 2022.

- ▶ A national event can be an amazing impetus for change in communities. In fact, local Walk, Bike & Roll to School Day coordinators across the country have described how a simple one-day event has led to great changes such as long-term walking and rolling programs, new sidewalks and pathways, and needed policy changes at schools and in communities. Improvements that normally take a long time to institute can happen quickly when city officials walk or roll to school with students and see firsthand what needs to be done. Learn how to organize your Walk, Bike & Roll event: [www.walkbiketoschool.org/](http://www.walkbiketoschool.org/)

### 2. Use NHTSA's [Walkability Checklists](#) to determine how safe and walkable your neighborhood is:

- ▶ Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a safe and friendly place to walk. Take heart if you find problems, there are ways you can make things better: <https://www.nhtsa.gov/sites/nhtsa.gov/files/walkingchecklist.pdf>  
▷ Available in Spanish, Korean, Chinese, Vietnamese, Tagalog

### 3. [Promote Safe Routes to School \(SRTS\)](#):

- ▶ SRTS is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools including a guide and safety education, and incentives. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, a school or even parents.



# WALK BIKE & ROLL TO SCHOOL

**PLAN**

an event

**SEE**

who's signed up

**BEYOND**

the event

**LEARN**

more

**REGISTER**

Sign up today!



**Register today for Walk & Roll to School Day!**





## POST-CRASH CARE

### BACKGROUND FOR STAKEHOLDERS:

Calling 911 to notify responders of a crash is the first step in providing bystander care to crash victims. Providing bystander care for injuries can help stabilize injuries until emergency medical care arrives.

The National Road Safety Strategy outlines key departmental actions to enable safer post-crash that support on-scene safety and traffic incident training, technologies to improve responder and motorist safety, National Emergency Medical Services Information Services, and shortening ambulance on-scene response times.

While time is a critical factor in any crash, it is especially critical in rural areas. National statistics show that rural areas have far higher rates of fatal crashes per mile driven than urban areas. The average time between a car crash and the call for help can be much longer in rural areas and, due to the greater distances that the emergency vehicle must travel, it can take longer for help to arrive.

In many cases, the life of a crash victim can be saved if a bystander stops, calls for help and delivers very basic emergency care.

### SUGGESTED ACTIVITIES:

- Encourage bystander care programs that stress the importance of helping those who have been injured in a motor-vehicle crash by stopping, calling for help, and staying until help arrives.
  - ▶ [Stop the Bleed](https://www.stopthebleed.org/training/) offers quick and easy online and in-person training to teach the public what they can do to prevent bleeding injuries from becoming more serious.
    - ▷ <https://www.stopthebleed.org/training/>
    - ▷ <https://www.ems.gov/projects/stop-the-bleed.html>
- When should 911 be contacted:
  - ▶ <https://www.911.gov/needtocallortext911.html>



**ems.gov**

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HOME

PROJECTS

INITIATIVES

FICEMS

NEMSAC

NEWS & EVENTS

## PROJECTS

- » COVID-19
- » State Assessments
- » Evidence Based Guidelines
- » Opioid Crisis
- » Nomenclature
- » EMS Education Standards
- » CPR LifeLinks
- » EMS Agenda 2050
- » Provider & Patient Safety
- » Stop the Bleed Initiative
- » NEMSIS



RECEIVE EMAIL UPDATES

## Stop the Bleed



Launched in October of 2015 by the White House, Stop the Bleed is a national awareness campaign and a call to action. Stop the Bleed is intended to cultivate grassroots efforts that encourage bystanders to become trained,

equipped, and empowered to help in a bleeding emergency before professional help arrives.

## Background

No matter how rapid the arrival of professional emergency responders, bystanders will always be first on the scene. A person who is bleeding can die from blood loss within five minutes, so quickly stopping the bleeding is critical. Those nearest to someone with life threatening injuries are best positioned to provide immediate care if they are equipped with the appropriate training and resources.



You are invited to a Zoom webinar hosted by NHTSA

**Thursday, October 6, 2022**

8:30 am – 10:30 am CT

**Scan here to  
register:**



**Questions?** Contact Jill McAninch (NHTSA Media Contractor)

[jill.mcaninch@schatzpublishing.com](mailto:jill.mcaninch@schatzpublishing.com)

We are committed to providing equal access to this event for all participants. Persons with disabilities in need of an accommodation should contact Jill McAninch at [jill.mcaninch@schatzpublishing.com](mailto:jill.mcaninch@schatzpublishing.com) to request an accommodation no later than October 3, 2022.

# October is Pedestrian Safety Month, Roundtable Discussion



# Upcoming Grant Year



# Stakeholder Updates



Thank you for joining us today!

Questions: Michelle Canton, [m-canton@tti.tamu.edu](mailto:m-canton@tti.tamu.edu)

