Experience, Lessons Learned Road Safety Assessments



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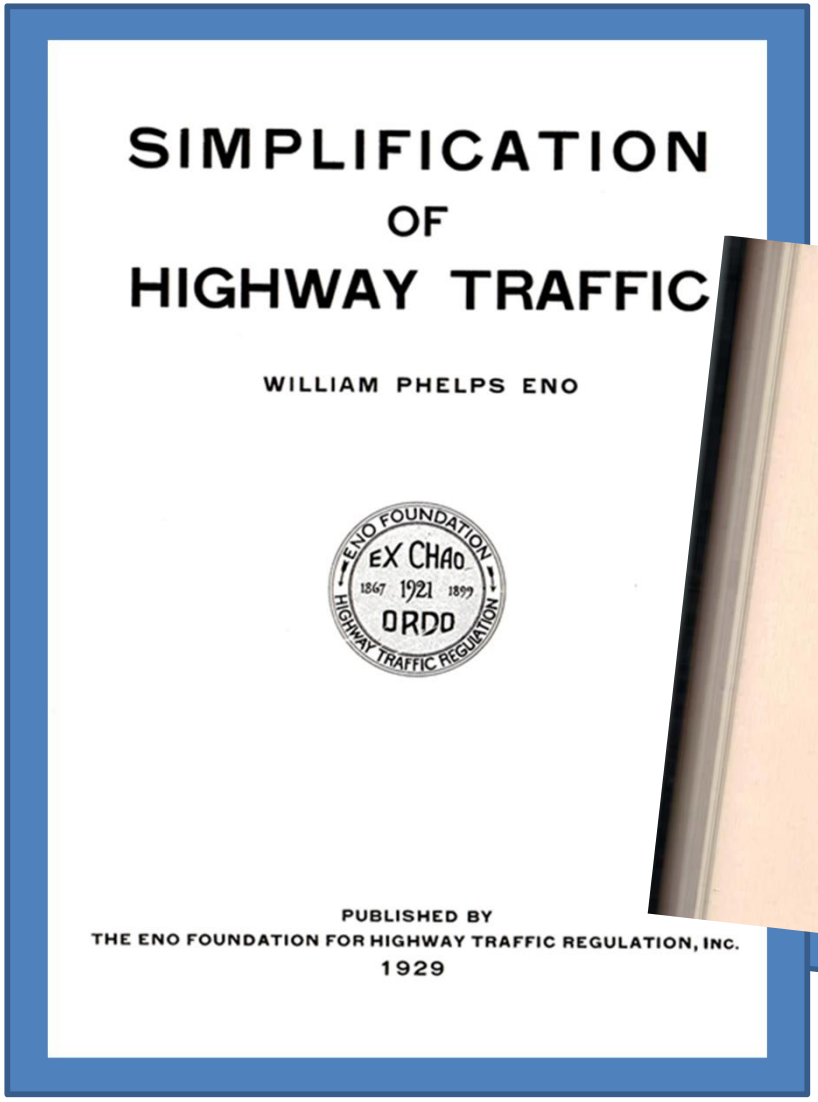
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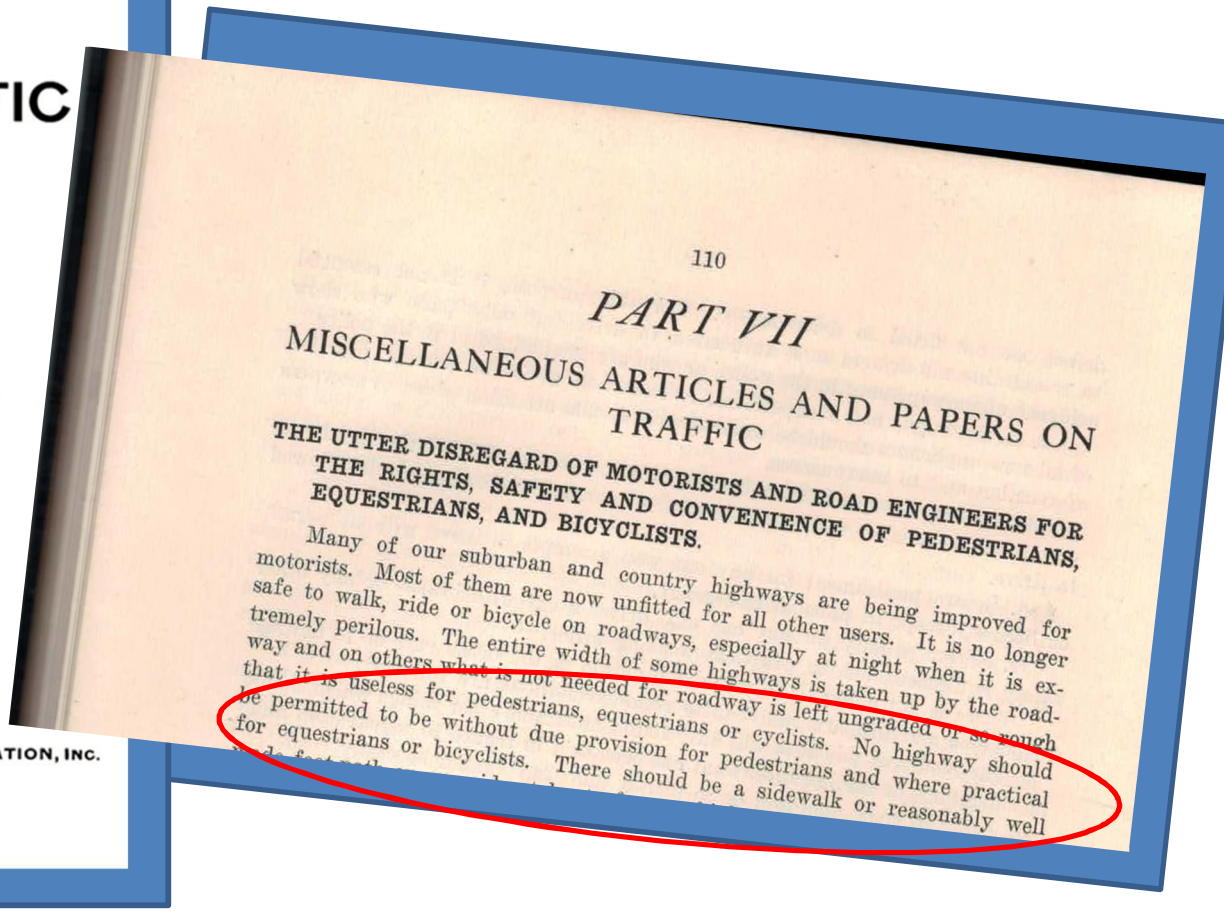
"Everyone gets home Safe and Sound"

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History of RSA-All Modes Concept

William Eno, the father of Traffic Safety





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PART VII

MISCELLANEOUS ARTICLES AND PAPERS ON TRAFFIC

THE UTTER DISREGARD OF MOTORISTS AND ROAD ENGINEERS FOR THE RIGHTS, SAFETY AND CONVENIENCE OF PEDESTRIANS, EQUESTRIANS, AND BICYCLISTS.

Many of our suburban and country highways are being improved for motorists. Most of them are now unfitted for all other users. It is no longer safe to walk, ride or bicycle on roadways, especially at night when it is extremely perilous. The entire width of some highways is taken up by the roadway and on others what is not needed for roadway is left ungraded or so rough that it is useless for pedestrians, equestrians or cyclists. No highway should be permitted to be without due provision for pedestrians and where practical for equestrians or bicyclists. There should be a sidewalk or reasonably well

PAG WalkSafe Program, Pledge, PSAs







Special Thanks to ADOT for their Support

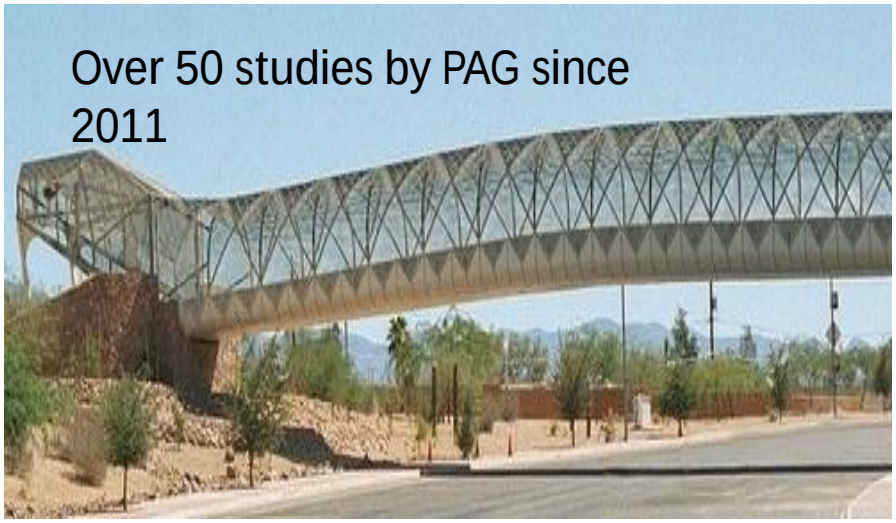
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Variety of Safety Projects, RSAs









RSAs Experiences--Lessons Learned



Sidewalks not only ending, but dropping off too!

RSAs Experiences--Lessons Learned



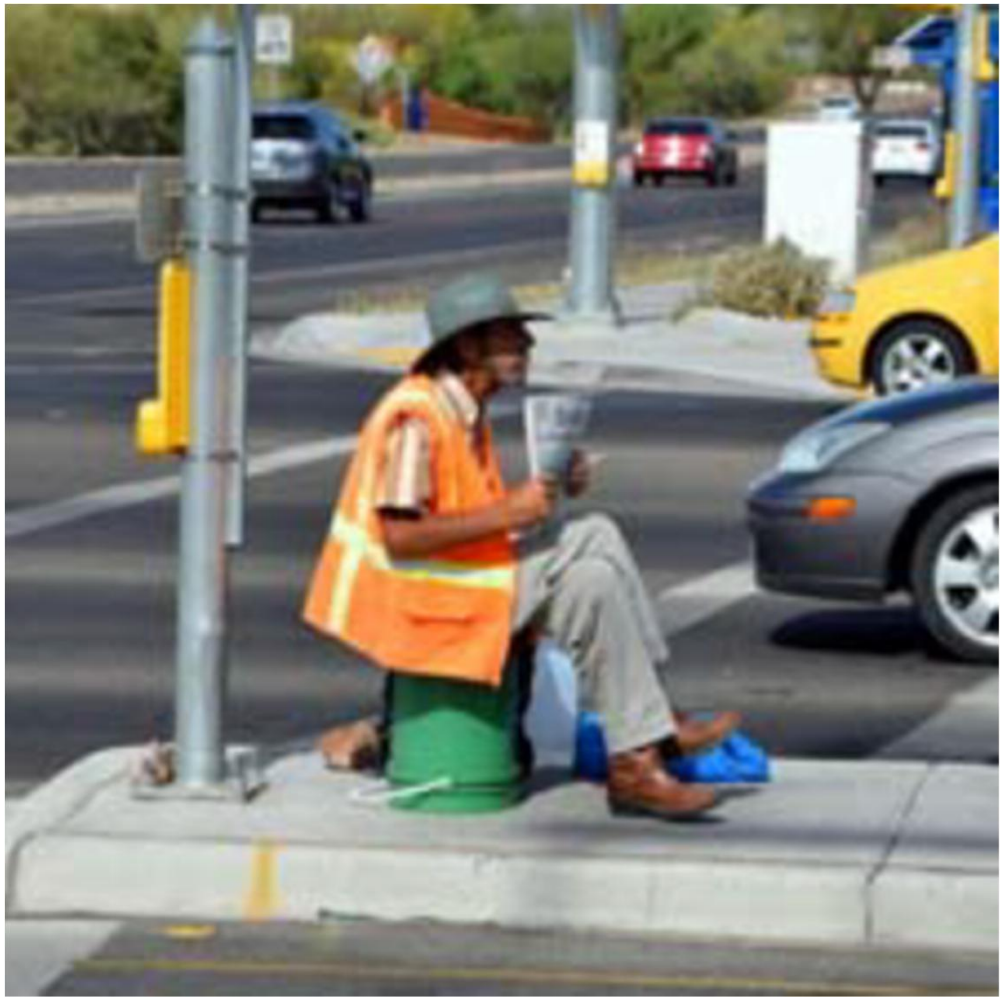
Always have Law Enforcement as part of the team with the RSA group

RSAs Experiences -- Lessons Learned



Power Co.'s guy wires damaged and signals too low

RSAs Experiences -- Lessons Learned



Hawkers push the Pedestrian Buttons to hold the traffic queue longer for more sales activity

RSAs Experiences -- Lessons Learned



Suburban roads need sidewalk areas too

RSAs Lessons Learned



Follow the "*goat path*" for school kids walking desire lines, hand rails & drainage issues

RSAs Experiences -- Lessons Learned



The HAWK in Tohono O'Odham culture is the protector of the children and mother earth

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PAG Support: Bicycle Pedestrian Signals

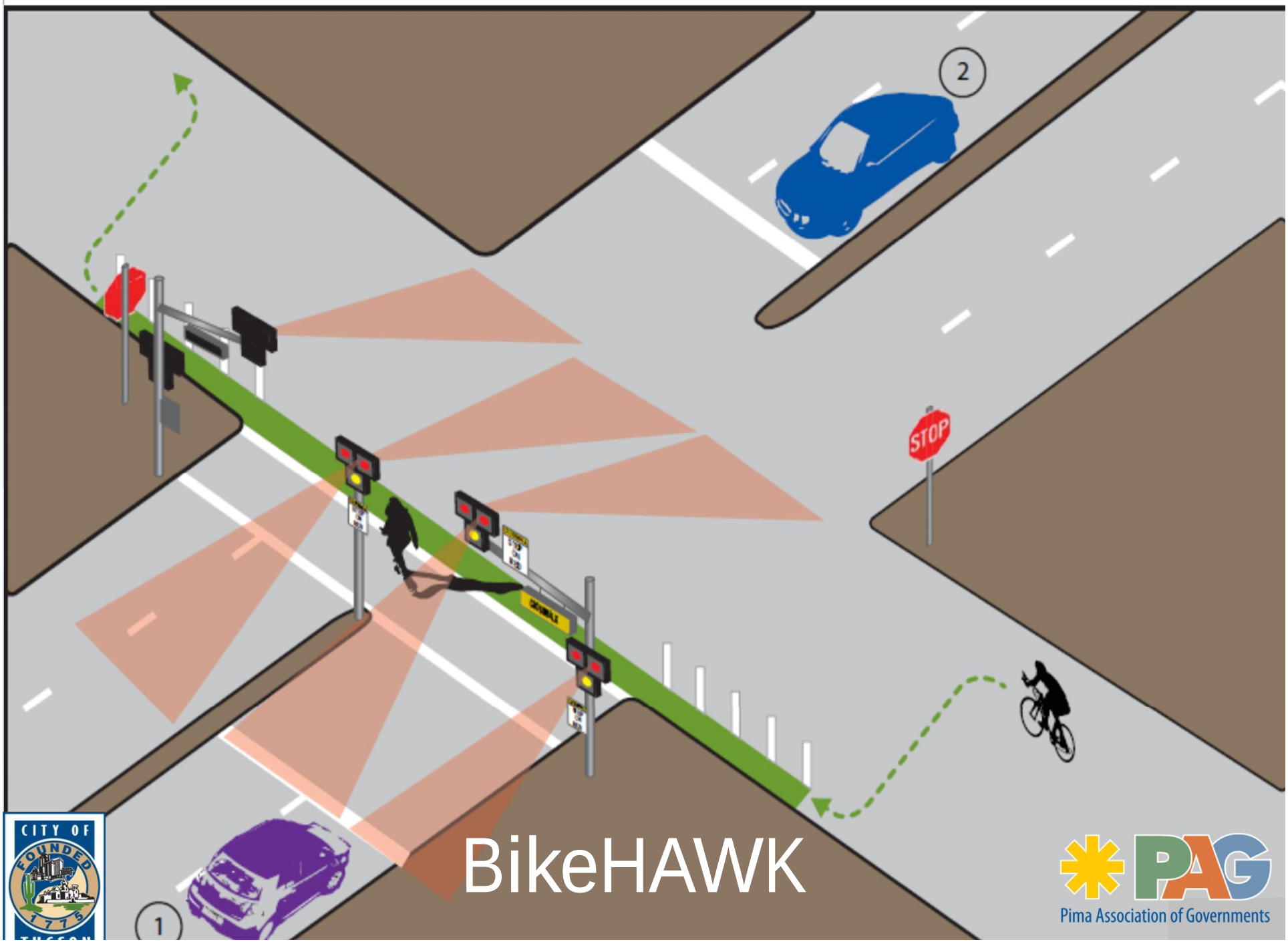


pedbikeinfo
Pedestrian and Bicycle Information Center

U.S. Department of Transportation

THE UNIVERSITY OF NORTH CAROLINA HIGHWAY SAFETY RESEARCH CENTER

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2
STOP
1
BikeHAWK
CITY OF
FOUNDED
1775
TUCSON
PAG
Pima Association of Governments

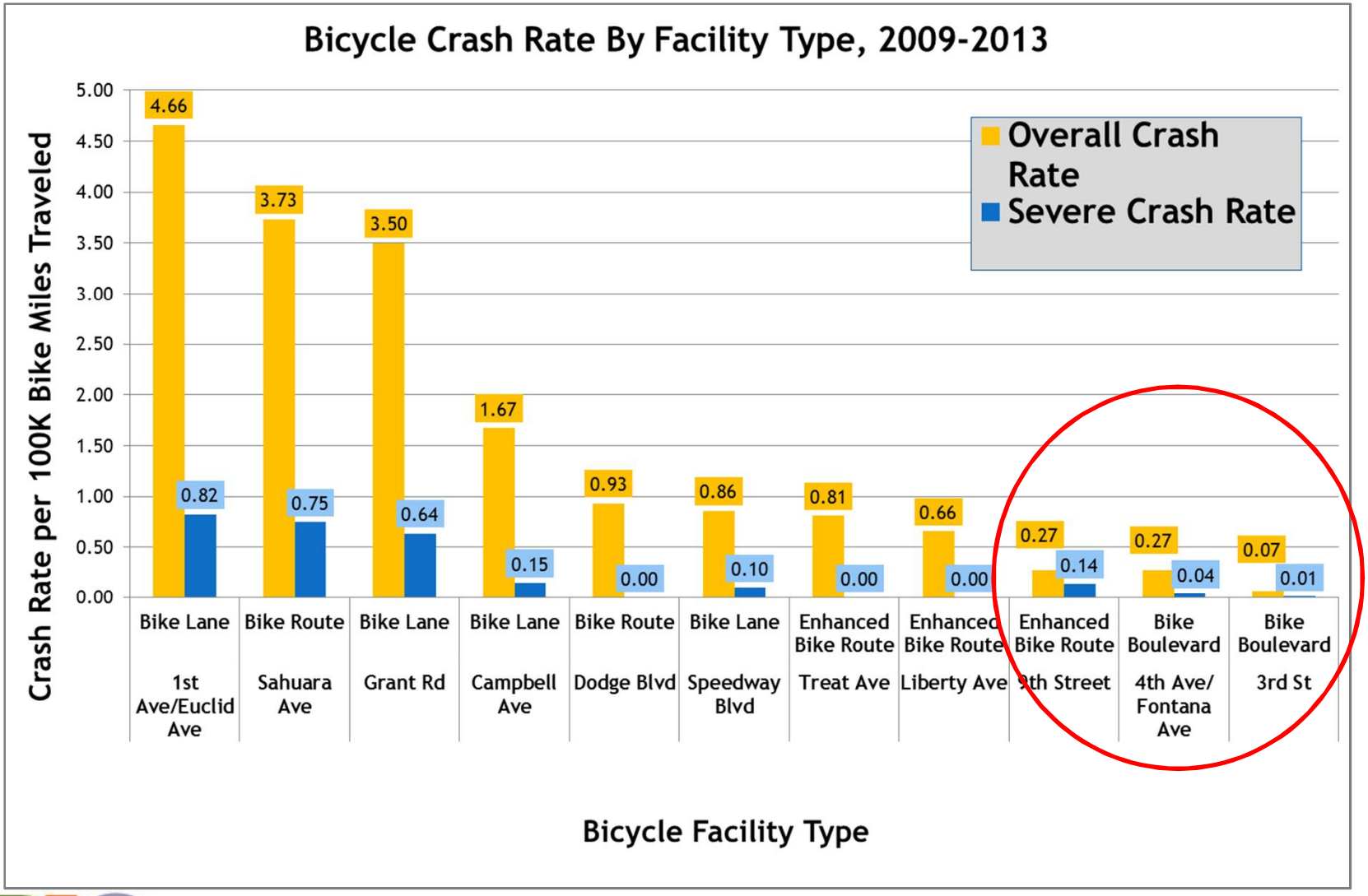
RSA: BikeHAWK and Bike Boulevards



- 92%-96% of cyclists use the BikeHAWK as designed--since matches their natural behavior
- 98% -100% of families with children or children alone used the BikeHAWK
- Approximately 50% of riders are female
- 0 bicycle or pedestrian crashes to date -since 2012

Photo Source: PAG

Bike Blvd--design work success



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Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA 2018

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 6 7 8 9	① ❸ 5 6 8 ❾	① ❸ 5 6 7 8 9	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 8 ❾

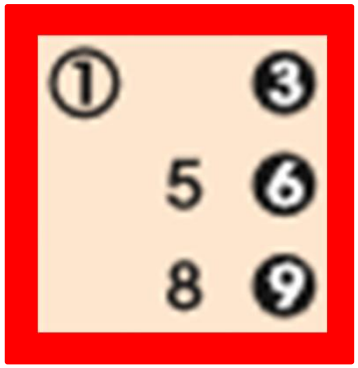
Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1. High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)**
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)**

HAWK or (PHB): highest CRF of all Countermeasures USE IN APPROPRIATE COMBINATIONS



ITE SAFETY National Recognition

A Community of Transportation Professionals

Transportation Safety Council Edmund R. Ricker Awards

Pima Association of Governments, 2019

REMEMBER: Our Most Important RSA Goal

Everyone Gets Home Safe and Sound!



Photo Source: PAG

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