Pedestrian Safety and Draft 2021 Regional Active Transportation Plan

County of San Luis Obispo Health Commission

John DiNunzio, MBA
Programming & Project Delivery

6/14/2021
Pedestrian Safety in San Luis Obispo County.
A SLO man identified as pedestrian killed on Tank Farm Road

February 19, 2020

The San Luis Obispo Police Department has identified the man who was struck and killed while walking on Tank Farm Road Tuesday night as SLO resident Michael Hamlin, 52. Read More...

A woman struck and seriously injured in a crosswalk in Santa Barbara

February 19, 2020

An Atascadero man who was lying in the middle of a roadway near Santa Margarita early Saturday morning was struck and killed by drivers going in both directions. Read More...

A driver killed while walking on Highway 101 in Paso Robles, driver flees

October 11, 2018

A driver fled the scene after striking and killing a 22-year-old homeless man who was walking on Highway 101 in Paso Robles early Thursday morning. Read More...

Driver hits and kills 90-year-old pedestrian in Santa Barbara

February 25, 2019

A 90-year-old man was struck by a car while crossing the street in downtown Santa Barbara Saturday evening. He died Sunday morning. [KCOY] Shortly before 7 p.m., Gilbert William Ramirez, of Read More...

Driver hits and kills 69-year-old man in Paso Robles

January 27, 2019

A vehicle struck a man who was walking to his home in the middle of the street in Paso Robles Wednesday evening, leaving the man with major injuries. Read More...

A vehicle struck a woman who was crossing a street in San Luis Obispo early Wednesday morning. Read More...

A car hit a two-year-old girl in Santa Maria, child airlifted to hospital

November 17, 2019

A driver struck a two-year-old girl in Santa Maria, child airlifted to hospital. Read More...

A driver struck and injured a father and his two-year-old daughter as they were crossing a street in Santa Barbara on Sunday afternoon. Read More...

Man missing from group home struck while walking on street

February 19, 2020

A man missing from a group home was struck by a vehicle while walking on the street. Read More...

A driver slammed into two pedestrians on the Cal Poly campus and then left the scene without stopping, surveillance footage shows. Read More...

A driver struck and killed a 55-year-old Los Osos man who was running on Highway 101 in San Luis Obispo early Thursday morning. [KSBY] The man was running across the southbound Read More...

Pedestrian airlifted after being hit by car in Santa Maria

February 19, 2020

In an incident suspected to be a suicide, a 50-year-old man died after being struck by a car on Los Osos Valley Road in San Luis Obispo Thursday night. Read More...

SLO man identified as pedestrian killed on Tank Farm Road

February 13, 2020

The San Luis Obispo Police Department has identified the man who was struck and killed while walking on Tank Farm Road Tuesday night as SLO resident Michael Hamlin, 52. Read More...

Elderly driver hits and kills pedestrian in SLO

February 12, 2020

An elderly driver struck and killed a 32-year-old man walking on Tank Farm Road in San Luis Obispo Tuesday night. Read More...

Hit-and-run driver kills two pedestrians in Goleta

February 10, 2020

Santa Barbara County Sheriff's deputies arrested a man on Sunday night who allegedly struck and killed two pedestrians while driving intoxicated in Goleta. Following the crash, the suspect fled the scene. Read More...

Camera captures hit-and-run driver slamming into pedestrians at Cal Poly

January 29, 2020

A driver slammed into two pedestrians on the Cal Poly campus and then left the scene without stopping, surveillance footage shows. Read More...

Vehicle hits two teenage pedestrians in Grover Beach

December 19, 2019

A vehicle struck and injured two teenage pedestrians in Grover Beach Wednesday evening. Read More...

Car hits pedestrian in front of Arroyo Grande fire station

December 6, 2019

By JOSH FRIEDMAN A vehicle struck and apparently severely injured a pedestrian in front of the Five Cities Fire Authority headquarters in Arroyo Grande Friday morning. At about 9 a.m., the Read More...
Percentage increase in number of fatalities (2010-2019)

- 46% Pedestrians
- 5% All Other Traffic Deaths

Source: NHTSA Fatality Analysis Reporting System
Pedestrian Fatalities during COVID

The trend for the full year tells a similar story: driving went down and traffic fatality rates spiked. The National Safety Council is estimating the biggest increase in traffic fatality rates in 96 years in 2020—a 24 percent spike—during a year when miles driven overall was down 13 percent. This
Older adults, Black or African American and American Indian or Alaska Native people, and people walking in low-income communities continue to be disproportionately represented in fatal crashes involving people walking.
If hit by a car traveling:

- **20 MPH**: 5% fatalities, 95% survive
- **30 MPH**: 45% fatalities, 55% survive
- **40 MPH**: 85% fatalities, 15% survive

Figure 13: Drivers and Pedestrians Involved in Fatal Pedestrian Crashes with BACs ≥ 0.08, 2019

**Number** of Pedestrians Ages 16+ Killed and Drivers Involved in Fatal Pedestrian Crashes with BACs ≥ 0.08, 2019

- Pedestrians BAC > .08: 1,933
- Drivers BAC > .08: 790

**Percentage** of Pedestrians Ages 16+ Killed and Drivers Involved in Fatal Pedestrian Crashes with BACs ≥ 0.08, 2019

- Pedestrians BAC > .08: 32%
- Drivers BAC > .08: 13%

Source: FARS

https://www.ghsa.org/sites/default/files/2021-03/Ped%20Spotlight%202021%20FINAL%203.23.21.pdf
Darkness poses an especially high risk for those traveling by foot. Nationwide, three out of every four (75%) pedestrian fatalities in 2019 occurred after dark (Figure 6).

Figure 6 Pedestrian Fatalities by Light Condition, 2019
Pedestrian Safety Problem Background

39 pedestrians killed in traffic crashes, representing 13.6% of all roadway related fatalities in SLO County. (over 11 year period 2009-2020)*

<table>
<thead>
<tr>
<th>Metropolitan Area</th>
<th>ALL</th>
<th>PED</th>
<th>PED %ALL</th>
<th>PED P/100k</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles-Long Beach, CA</td>
<td>8,616</td>
<td>2,435</td>
<td>28.3%</td>
<td>1.8</td>
</tr>
<tr>
<td>San Francisco-Oakland, CA</td>
<td>2,360</td>
<td>633</td>
<td>26.8%</td>
<td>1.4</td>
</tr>
<tr>
<td>San Jose-Santa Clara, CA</td>
<td>1,008</td>
<td>260</td>
<td>25.8%</td>
<td>1.4</td>
</tr>
<tr>
<td>San Diego-San Marcos, CA</td>
<td>2,592</td>
<td>576</td>
<td>22.2%</td>
<td>1.8</td>
</tr>
<tr>
<td>Sacramento---Roseville, CA</td>
<td>2,051</td>
<td>390</td>
<td>19.0%</td>
<td>1.7</td>
</tr>
<tr>
<td>Santa Barbara-Santa Maria, CA</td>
<td>418</td>
<td>76</td>
<td>18.2%</td>
<td>1.8</td>
</tr>
<tr>
<td>Santa Cruz-Watsonville, CA</td>
<td>199</td>
<td>34</td>
<td>17.1%</td>
<td>1.0</td>
</tr>
<tr>
<td>Stockton, CA</td>
<td>949</td>
<td>145</td>
<td>15.3%</td>
<td>1.9</td>
</tr>
<tr>
<td>Riverside-San Bernardino, CA</td>
<td>5,901</td>
<td>889</td>
<td>15.1%</td>
<td>1.8</td>
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<tr>
<td>Redding, CA</td>
<td>273</td>
<td>41</td>
<td>15.0%</td>
<td>2.8</td>
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<tr>
<td>Modesto, CA</td>
<td>697</td>
<td>102</td>
<td>14.6%</td>
<td>1.9</td>
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<tr>
<td>Fresno, CA</td>
<td>1,434</td>
<td>207</td>
<td>14.4%</td>
<td>2.2</td>
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<tr>
<td>Chico, CA</td>
<td>312</td>
<td>44</td>
<td>14.1%</td>
<td>2.5</td>
</tr>
<tr>
<td>Bakersfield, CA</td>
<td>1,471</td>
<td>206</td>
<td>14.0%</td>
<td>2.5</td>
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<tr>
<td>Vallejo-Fairfield, CA</td>
<td>388</td>
<td>54</td>
<td>13.9%</td>
<td>1.3</td>
</tr>
<tr>
<td>Madera-Chowchilla, CA</td>
<td>366</td>
<td>50</td>
<td>13.7%</td>
<td>2.7</td>
</tr>
<tr>
<td>Salinas, CA</td>
<td>497</td>
<td>67</td>
<td>13.5%</td>
<td>1.4</td>
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<tr>
<td>Santa Rosa-Petaluma, CA</td>
<td>460</td>
<td>61</td>
<td>13.3%</td>
<td>1.5</td>
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<td>Merced, CA</td>
<td>512</td>
<td>67</td>
<td>13.1%</td>
<td>2.0</td>
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<tr>
<td>Oxnard--Ventura, CA</td>
<td>676</td>
<td>85</td>
<td>12.6%</td>
<td>1.1</td>
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<tr>
<td>Visalia-Porterville, CA</td>
<td>857</td>
<td>98</td>
<td>11.4%</td>
<td>2.1</td>
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<tr>
<td>El Centro, CA</td>
<td>394</td>
<td>37</td>
<td>9.4%</td>
<td>2.0</td>
</tr>
<tr>
<td>Yuba City, CA</td>
<td>299</td>
<td>28</td>
<td>9.4%</td>
<td>1.8</td>
</tr>
<tr>
<td>SLO-Paso Robles, CA</td>
<td>361</td>
<td>28</td>
<td>7.8%</td>
<td>1.1</td>
</tr>
<tr>
<td>Napa, CA</td>
<td>155</td>
<td>12</td>
<td>7.7%</td>
<td>0.9</td>
</tr>
<tr>
<td>Hanford-Corcoran, CA</td>
<td>326</td>
<td>19</td>
<td>5.8%</td>
<td>1.5</td>
</tr>
</tbody>
</table>

~2004-2014*
Number of Collisions by Type of Violation

39 Collisions

Not Listed: 3 (7.69%)
21950: 4 (10.26%)
23152: 2 (5.13%)
22107: 2 (5.13%)
21956: 8 (20.51%)
21955: 3 (7.69%)

Pedestrian: 64.10%
Driver: 17.95%

Party Violation Classification

- Bicyclists
- Unknown
- Not Listed
- Other
- Pedestrian
- Unclear

<table>
<thead>
<tr>
<th>Party Violation Classification</th>
<th>Type of Violation</th>
<th>Description</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>21954</td>
<td>Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk</td>
<td>13</td>
<td>33.33%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>21956</td>
<td>Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible</td>
<td>8</td>
<td>20.51%</td>
</tr>
<tr>
<td>Driver</td>
<td>21950</td>
<td>Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk</td>
<td>4</td>
<td>10.26%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>21955</td>
<td>Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections</td>
<td>3</td>
<td>7.69%</td>
</tr>
</tbody>
</table>

Pedestrian Action

<table>
<thead>
<tr>
<th>Pedestrian Action</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>B - Crossing in Crosswalk at Intersection</td>
<td>5</td>
<td>12.82%</td>
</tr>
<tr>
<td>D - Crossing Not in Crosswalk</td>
<td>14</td>
<td>35.90%</td>
</tr>
<tr>
<td>E - In Road, Including Shoulder</td>
<td>19</td>
<td>48.72%</td>
</tr>
<tr>
<td>F - Not in Road</td>
<td>1</td>
<td>2.56%</td>
</tr>
</tbody>
</table>

Lighting

<table>
<thead>
<tr>
<th>Lighting</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - Daylight</td>
<td>4</td>
<td>10.26%</td>
</tr>
<tr>
<td>B - Dusk - Dawn</td>
<td>3</td>
<td>7.69%</td>
</tr>
<tr>
<td>C - Dark - Street Lights</td>
<td>13</td>
<td>33.33%</td>
</tr>
<tr>
<td>D - Dark - No Street Lights</td>
<td>19</td>
<td>48.72%</td>
</tr>
</tbody>
</table>
Major Risk factors that influence pedestrian crashes and severity - Summarized

• Increases on wide roads (four lanes or more) w/ high motor vehicle speeds or volumes
• Intersections difficult to cross when wider (wider crossing distances, wide turning radii, multiple turn lanes, confusing traffic control.
• Drug/Alcohol use by motorists and pedestrians
• Lack of nighttime road-way lighting, lack of walkways along roads
• Older pedestrians are more susceptible to serious or fatal injuries b/c of frailty
• Young children (age 5-9) more likely to be struck by vehicle after darting out into the street
• Land use decisions – separating residential areas from shopping areas with high volume multi lane roads.
the increasing size of the vehicle fleet is also contributing to the growing numbers of people struck and killed while walking.
SLO Pedestrian Counts – Dashboard

How Often Do You Walk in Paso Robles?

- 4.5% never
- 13.6% a few times a year
- 19.3% daily
- 33.0% 1-2 days per week
- 29.5% 3-4 days per week

Figure 1-3: Survey Question #8 Results

Figure 9: All Locations Pedestrian and Bicyclist Split

Figure 12: 2018 Bicycle Mode Share Comparison

Figure 13: 2018 Walking Mode Share Comparison
Pedestrian fatalities in CA are up approx. 60% from 2010 to 2019.
Pedestrian Collisions Annual Growth (2% per year)

Need to drill to see SLO Ped fatalities increase…
Collisions involving:

- Bicyclists
- Pedestrians

for the years 2009-2019
San Luis Obispo County Disadvantaged Communities

Disadvantaged Communities

Disadvantaged Communities Map Viewer

Click the icons to the right to change the layers or basemap →

Find address or place

<table>
<thead>
<tr>
<th>Disadvantaged Communities Variables</th>
<th>Total Point Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racial Minority</td>
<td>40</td>
</tr>
<tr>
<td>Ethnic Minority</td>
<td>40</td>
</tr>
<tr>
<td>Disability Status</td>
<td>40</td>
</tr>
<tr>
<td>Household Income</td>
<td>40</td>
</tr>
<tr>
<td>Free or Reduced Price Meals</td>
<td>30</td>
</tr>
<tr>
<td>Educational Attainment</td>
<td>30</td>
</tr>
<tr>
<td>Language Proficiency</td>
<td>30</td>
</tr>
<tr>
<td>Renter Affordability</td>
<td>20</td>
</tr>
<tr>
<td>Housing Ownership Affordability</td>
<td>20</td>
</tr>
<tr>
<td>Older Adults: Age 75 Years and Older</td>
<td>20</td>
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<tr>
<td>Youth: Age 15 Years and Under</td>
<td>20</td>
</tr>
<tr>
<td>Households with No Vehicle Available</td>
<td>10</td>
</tr>
<tr>
<td>Households with No Computing Device Available</td>
<td>10</td>
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</tbody>
</table>

Total Number of Points: 350

Four methodology objectives served as a guide throughout the methodology development process.

Objective 1: Use available and accessible data for San Luis Obispo County.

Objective 2: Be flexible for MPO/local plans and programs.

Objective 3: Be simple to use.

Objective 4: Be objective.

Both the definition and methodology objectives helped identify the variables used to geographically define our disadvantaged communities.
Objectives to improve pedestrian safety and mobility

• Reduce the speed of motor vehicles.
• Reduce pedestrian risks at street crossing locations.
• Provide sidewalks and walkways separate from motor vehicle traffic.
• Improve awareness of and visibility between motor vehicles and pedestrians.
• Improve pedestrian and motorist behaviors.

There are “acceptable roadway design” that actively put people at risk and increase the likelihood that people walking and moving actively using assisted devises such as wheel chairs, walkers, sight canes, prosthetics, and scooters will continue to pay the price.

• HSIP Program (State)
• Transportation Safety Partnership Program (SLOCOG)
Table 2. Safety issues addressed per countermeasure.

<table>
<thead>
<tr>
<th>Pedestrian Crash Countermeasure for Uncontrolled Crossings</th>
<th>Conflicts at crossing locations</th>
<th>Excessive vehicle speed</th>
<th>Inadequate conspicuity/visibility</th>
<th>Drivers not yielding to pedestrians in crosswalks</th>
<th>Insufficient separation from traffic</th>
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<tbody>
<tr>
<td>Crosswalk visibility enhancement</td>
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<td>High-visibility crosswalk markings*</td>
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<tr>
<td>Parking restriction on crosswalk approach*</td>
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<tr>
<td>Improved nighttime lighting*</td>
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<tr>
<td>Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*</td>
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<tr>
<td>In-Street Pedestrian Crossing sign*</td>
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<tr>
<td>Curb extension*</td>
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<tr>
<td>Raised crosswalk</td>
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<tr>
<td>Pedestrian refuge island</td>
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<tr>
<td>Pedestrian Hybrid Beacon</td>
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<tr>
<td>Road Diet</td>
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<td>![Symbol]</td>
<td>![Symbol]</td>
<td>![Symbol]</td>
</tr>
</tbody>
</table>

*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.
Countermeasure: Crosswalk Visibility Enhancements

This example combines curb extensions, high-visibility markings, overhead lighting, and in-street signs on a two-lane roadway.

A Pedestrian Hybrid Beacon (PHB) is a hybrid beacon used to control traffic and improve safety at uncontrolled, marked crosswalks. It rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate when pedestrians should cross and when it is safe for drivers to proceed. Rectangular-shaped yellow indicators, known as Rectangular Rapid Flashing Beacons (RRFB) are also commonly used.
El Camino Real Streetscape Concept - Downtown Atascadero
Decades of Development – Pedestrian – 1990’s

Pedestrian Paths, Boardwalks, Promenades, and Rec.Trails
Downtown Streetscapes – 2000’s

- Streetscape enhancements include bulb-outs, refuge and planted medians, bike lanes, street lighting, benches, trash cans and improved bus stop amenities.

- Grover Beach (Grand Avenue enhancements), Pismo Beach (Shell Beach Road enhancements), San Luis Obispo (Broad Street Corridor plan, 227), Atascadero (El Camino Real enhancements), and Paso Robles (Uptown/Town Center specific plan), San Miguel and Cambria Village.
Livable Communities – 2010’s

- A livable community is one that is safe and secure, has affordable and appropriate transportation and housing options, and offers supportive community features and services.

- An interconnected multimodal transportation network is a critical component of a livable community.
Safe Routes to School Programs 2000’s to 2020’s
Oceano is the nation’s only school to be named a Gold Level Bicycle Friendly Business by the League of American Bicyclists.
New Development
What are the ATP priorities?

- Towards Zero Deaths
- Close regional corridor gaps, implement bikeways
- Complete streets improvements
- Prioritize safe routes to school projects through investments and grants.
- Partnership work to define and prioritize projects & programs
- Long list... the 25 year Regional Transportation Plan identifies a need of around $500 million to implement all AT projects.
Recommended Policy Question?

Should SLOCOG adopt a Vision Zero, Safe Routes for All, Towards Zero Deaths policy?

...consider writing us a letter of support.
Local Storytellers

Biking to School is Done Best in Pairs
Testimonial from Jim DeCecco

Electric Bikes
Testimonial from Eric Azriel

Biking SLO
Testimonial from Ryan Hayes

In Pursuit of Safer Streets
Testimonial from Meg Syfan
Thank you

John DiNunzio, SLOCOG
jdnunzio@slocog.org