

STRATEGIES & ACTION ITEMS

STRATEGY 1 | PRIORITIZE HIGH INJURY NETWORK (HIN) SAFETY IMPROVEMENTS

1.1	Work in partnership with Tucson Police Department (TPD) to identify locations for Pedestrian Safety Corridors and other infrastructure improvements on the High Injury Network (HIN)	ENGINEERING & ENFORCEMENT
1.2	Focus traffic safety enforcement on violations that result in severe injuries and deaths along the HIN (<i>See Section 03 - Pedestrian Crash Analysis for more info</i>)	ENFORCEMENT
1.3	Regularly update HIN and prioritization tools to reflect changing conditions, best practices	ENGINEERING
1.4	Collaborate with community partners, neighborhoods, and TPD to conduct education and outreach efforts at key locations on the HIN	EDUCATION & ENFORCEMENT

STRATEGY 2 | IMPROVE PEDESTRIAN VISIBILITY AND COMFORT AT STREET CROSSINGS

2.1	Consider adopting guidelines for selecting countermeasures at uncontrolled crossing locations to determine when to include treatments like: refuge islands, Pedestrian Hybrid Beacons, or advance Yield Here To (Stop Here For) Pedestrian Signs (<i>as established by FHWA</i>)	POLICY
2.2	Consider adopting the City of Tucson's draft Crosswalk Installation Policy	POLICY
2.3	Prioritize crosswalk treatments on streets with high concentrations of pedestrian injuries as identified in the HIN. Crosswalks should be installed in conjunction with appropriate countermeasures, as described in Tucson's Complete Streets Guidelines.	ENGINEERING
2.4	During repaving projects, evaluate uncontrolled marked crosswalks and ensure compliance with crosswalk installation policy	ENGINEERING
2.5	Consider updating existing policy (<i>7.37: Ped Crosswalk Pavement Markings & Signs</i>) to include high visibility crosswalks at all marked crossings when restriping or installing new crosswalks	POLICY
2.6	Install on average five enhanced pedestrian crossing improvements per year	ENGINEERING
2.7	Consider amending existing city policy on Bus Stop Placement to allow stops to be placed closer to crossings - prioritizing user convenience and safety	POLICY

STRATEGY 3 | MANAGE VEHICLE SPEEDS AND IMPROVE DRIVER AWARENESS

3.1	Review the top 10 HIN corridors to evaluate for speed reduction opportunities	ENGINEERING
3.2	Leverage roadway improvement opportunities to design roadways to a target speed (<i>as described in ITE's Designing Walkable Urban Thoroughfares</i>)	ENGINEERING
3.4	Reduce the speed limit on roadways after installing physical improvements to reduce speeds	ENGINEERING
3.5	Establish guidelines for using vertical landscape elements as a speeding abatement strategy and to help delineate pedestrian versus vehicle spaces	POLICY
3.6	Consider establishing a city policy to expand definition of a school zone, to include the streets that are most often used by students walking to school (<i>as referenced by New Jersey DOT</i>)	POLICY

STRATEGY 4 REDUCE TURNING MOVEMENT CONFLICTS AT INTERSECTIONS		
4.1	Evaluate appropriate locations to install Leading Pedestrian Intervals (LPis)	ENGINEERING
4.2	Identify and pursue funding for two major intersection designs per year	ENGINEERING
4.3	Identify 4 corridors along the HIN to evaluate adaptive signalization opportunities	ENGINEERING
STRATEGY 5 PROVIDE ADEQUATE STREET LIGHTING FOR PEDESTRIANS		
5.1	Consider establishing a unified policy that ensures sufficient lighting at crosswalks and includes corridor wide placement guidelines	POLICY
5.2	Use the HIN to identify roadways with a high concentration of injuries and limited lighting to prioritize roadways for lighting enhancements.	ENGINEERING
5.3	Establish a minimum level of Dark Sky compliant street lighting for collector and arterial streets that prioritizes bicycle and pedestrian safety	POLICY
STRATEGY 6 SEEK COST-EFFECTIVE AND CREATIVE SOLUTIONS FOR PEDESTRIAN IMPROVEMENTS		
6.1	Establish quick-build design guidelines to streamline and support community-led projects	POLICY
6.2	Continue to support community partnerships for implementing quick-build projects, such as intersection/crosswalk murals	EDUCATION
6.3	Install on average 10 low-cost safety improvements per year (<i>including new road markings, signs, minor signal modifications, etc.</i>)	ENGINEERING
6.4	Leverage paving projects for cost-effective pedestrian improvements	ENGINEERING
STRATEGY 7 EXPAND SAFETY EDUCATION & OUTREACH EFFORTS FOCUSING ON PEOPLE DRIVING		
7.1	Develop a Traffic Safety Campaign that prioritizes pedestrian safety and focuses on top contributing crash factors	EDUCATION & ENFORCEMENT
7.2	Collaborate with TPD to prioritize education over fines or other punishment. Traffic safety interactions should be treated as educational opportunities in most cases.	EDUCATION & ENFORCEMENT
7.3	Support the continuation and expansion of Safe Routes to School programs	EDUCATION
STRATEGY 8 PROMOTE IMPORTANCE OF WALKING FOR TRANSPORTATION, RECREATION & HEALTH		
8.1	Support the continuation and expansion of Cyclovia Tucson	EDUCATION
8.2	Lead neighborhood walkability audits with residents, businesses and advocacy groups to identify opportunities to improve the safety and walkability in their neighborhood	EDUCATION
STRATEGY 9 PRIORITIZE DATA-DRIVEN ENFORCEMENT AND EVALUATION TO IMPROVE SAFETY		
9.1	Collaborate with partner agencies on crash data collection and reporting	ENGINEERING / ENFORCEMENT
9.2	Evaluate and report on the effectiveness of existing and newly installed pedestrian facilities to help inform future strategies	ENGINEERING
9.3	Identify existing City ordinances and State laws that can be strengthened, and explore potential new regulations needed, to better promote pedestrian safety	POLICY / ENFORCEMENT
9.4	Reassess the use of camera enforcement at traffic signals to detect drivers' red light running and/or along priority corridors to identify speeding-drivers	POLICY / ENFORCEMENT