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|---|--------------|--|---|--|--|
| 1 | Order | Location | Shot | Notes | Line from Script |
| 2 | 1 | north donahue between pride and bedell | drone shot with the best representation of a roadway with sidewalks | overview of pedestrians using the facilities (sidewalks on both sides) | <i>What can we, as transportation professionals, do to make pedestrian travel safer?</i> |
| 3 | 1 | north donahue between pride and bedell | drone with the best representation of roadway with sidewalks | corridor with sidewalks on both sides | <i>The short answer is A LOT. For example, simply adding sidewalks can reduce pedestrian-involved crashes by 88%.</i> |
| 4 | 1 | north donahue between pride and bedell | drone with the best representation of roadway with sidewalks | corridor with sidewalks on both sides | <i>For more solutions, we can look to the Federal Highway Administration (FHWA) for guidance and potential solutions in their STEP – Safe Transportation for Every Pedestrian – initiative, and the safety countermeasures they call the Spectacular Seven. For example,</i> |
| 5 | 2 | magnolia and donahue | | we have no LPI to demonstrate. We will need to use still shots from FHWA that I will provide and shots of pedestrians walking at an intersection with a the signal in the shot. | <i>Leading Pedestrian Intervals are adjustments to signal timing that allow pedestrians to walk, usually 3 to 7 seconds, before vehicles get a green signal. The LPI increases visibility, reduces conflicts, and improves yielding.</i> |
| 6 | 2 | magnolia and donahue | | | <i>In fact, providing a leading pedestrian interval can reduce pedestrian crashes by 13%.</i> |
| 7 | 2 | magnolia and donahue | | we have no PHB to demonstrate. We will need to use still shots from FHWA that I will provide and shots of pedestrians walking at an intersection with a the signal in the shot. | <i>Pedestrian hybrid beacons (PHB) include two red lenses above a single yellow lens. PHB rest in the dark phase until actuated by a pedestrian. When active, the pedestrian hybrid beacon's red signal indication removes any judgment from the motorists and requires a complete stop. The PHB provides a clear message that motorists must stop and allow pedestrians to cross the street. Used for higher-speed, multilane roadways with higher vehicular volumes, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal.</i> |

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| 8 | 2 | magnolia and donahue | | | <i>PHBs can reduce pedestrian crashes by 55%.</i> |
| 9 | 3 | donahue drive between magnolia and samford ave | drone shot of corridor with facilities for the closing | | <i>As you can see, many tools are available to transportation professionals and road-owning agencies to improve the safety of pedestrians. Something as simple as adding a sidewalk, especially where the need is evident, can dramatically reduce the risk assumed by pedestrians using the right-of-way. For more complex or site-specific concerns, FHWA's STEP initiative provides additional guidance.</i> |
| 10 | 3 | donahue drive between magnolia and samford ave | | | <i>To learn more, visit FHWA's STEP website or contact ATAP.</i> |
| 11 | 4 | donahue drive between samford ave and college Street | drone | | <i>Road Diet</i> |
| 12 | 4 | donahue drive between samford ave and college Street | Auburn City GIS shots from the corridor from 2017 and 2020 | GIS data demonstrates the differences in the corridor | <i>Road Diets reallocate the use of the existing pavement. Typically, an existing four-lane undivided roadway is reconfigured into one through-lane in each direction, a two-way left turn lane, and bicycle lanes. Road diets reduce vehicle speeds and the number of lanes that pedestrians cross. Road diets can also create space to add new pedestrian facilities, such as a pedestrian refuge island. In the new configuration, the bicycle lanes serve as a buffer between the sidewalk and vehicular traffic.</i> |
| 13 | 4 | donahue drive between samford ave and college Street | | | <i>Road Diets have been found to decrease pedestrian crashes by 19% in urban settings and 47% in suburban areas.</i> |

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| 14 | | duncan drive between lem morrison and samford ave | | | <i>Raised Crosswalks</i> |
| 15 | | duncan drive between lem morrison and samford ave | raised crosswalks in use | pedestrians walking along side the facility and using the facility | <i>Spanning the width of the roadway, raised crosswalks are ramped speed tables that elevate the pedestrian crossing by 3 to 6 inches. Typically, raised crosswalks are used at midblock locations. These crosswalks can slow traffic and allow the pedestrian to cross at grade with the sidewalk, making the pedestrian more visible to drivers.</i> |
| 16 | | duncan drive between lem morrison and samford ave | | | <i>Raised crosswalks can result in a 45% reduction in pedestrian crashes.</i> |
| 17 | | south college near walmart | highest concentration of vehicular traffic we can find with sidewalks | pedestrians walking along side or crossing a large corridor | <i>Many factors have combined to put pedestrians at historic levels of risk. Increases in speeding, distracted and impaired driving, and the shift in vehicle sales from passenger cars to light trucks and SUVs are all factors.</i> |
| 18 | | magnolia and wright street | pedestrians walking at an intersection | | <i>Pedestrian Refuge Islands</i> |
| 19 | | magnolia and wright street | pedestrians walking at an intersection | pedestrians crossing and walking to up to the crosswalk | <i>Pedestrian Refuge Islands provide pedestrians a safer place to stop at the midpoint of the roadway. This allows pedestrians to focus on crossing one direction of traffic at a time. This is particularly helpful on roads with four or more lanes and for pedestrians with limited mobility.</i> |
| 20 | | magnolia and wright street | | | <i>Pedestrian Refuge Island can reduce pedestrian crashes by 32%.</i> |
| 21 | | glenn ave at felton little park | corridor with RRFB and appropriate signage | | <i>Rectangular rapid flashing beacons (RRFBs)</i> |

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| 22 | | glenn ave at felton 8 little park | | pedestrians crossing, walking to up to the crosswalk, pedestrians engaging the RRFB | <i>include two rectangular shaped yellow beacons that use an irregular flash pattern alerting drivers of the presents of pedestrians. RRFBs are usually used at mid-block uncontrolled crossing locations. They are often used with crosswalk visibility enhancements and pedestrian refuge</i> |
| 23 | | glenn ave at felton 8 little park | | | <i>RRFBs significantly increase driver yielding behavior and can reduce pedestrian crashes on average by 47%.</i> |
| 24 | | magnolia and college 9 at noon | pedestrians walking at an crosswalk | | <i>Pedestrian Hybrid Beacon</i> |
| 25 | | magnolia and college 9 at noon | the highest concentration of pedestrians we can find | a visual of pedestrians using a facility to cross | <i>Walking should not be a life-or-death activity. Yet, in the United States, walking is increasingly dangerous.</i> |
| 26 | | magnolia and college 9 at noon | the highest concentration of pedestrians we can find | a visual of pedestrians using a facility to cross | <i>In 2019, pedestrians accounted for 17% of all traffic deaths, compared with 11% in 2009, that's a 55% increase!</i> |
| 27 | | magnolia and college 9 at noon | pedestrians walking at an crosswalk | | <i>Leading Pedestrian Intervals</i> |
| 28 | | college at the hotel 10 parking deck | | | <i>Using these tools can reduce crosswalk pedestrian crashes from 23 to 48%.</i> |

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| 29 | 10 | college at the hotel parking deck (night?) | drone shot | | <i>Crosswalk visibility enhancements is a grouping of countermeasures that includes crosswalk lighting, enhanced signage and markings, and geometric design elements that help drivers detect pedestrians – particularly at night. High visibility markings, restricted parking on the crosswalk approaches, advance signage, curb extensions, and improved nighttime lighting are all tools in the crosswalk visibility enhancements toolbox.</i> |
| 30 | 10 | college at the hotel parking deck at night | | | <i>Crosswalk Visibility Enhancements</i> |
| 31 | 10 | college at the hotel parking deck (night?) | highest concentration of vehicular traffic we can find with sidewalks that also has roadway lighting | pedestrian walking/crossing at night alongside vehicular traffic | <i>Current data also shows that most of the deaths are occurring on our busiest suburban and urban roads; they usually happen away from the intersection; and most occur at night. In fact, three out of every four pedestrian fatalities occur in the dark.</i> |
| 32 | 11 | cross walk at little italy | possible location for lighting | | |
| 33 | 12 | cross walk at mellow mushroom | possible location for lighting | | |