

# SAN ANTONIO SEVERE PEDESTRIAN INJURY AREAS REPORT

2011-2015 | November 2017



Drive safe. Bike safe. Walk safe.



CITY OF SAN ANTONIO  
TRANSPORTATION & CAPITAL IMPROVEMENTS

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## VISION ZERO CRASH REVIEW TASK FORCE



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## VISION ZERO Established the goal of eliminating all traffic deaths and serious injuries. This report supports Vision Zero by identifying areas of concern for future study or safety improvement.

The City of San Antonio's Transportation & Capital Improvements (TCI) Department staff analyzed crash data from 2011 through 2015 to identify Severe Pedestrian Injury Areas (SPIAs). This five year period establishes a baseline for future analysis. SPIAs are locations where two or more crashes resulting in a severe pedestrian injury (fatal or incapacitating) have occurred in close proximity, defined in this report as no more than one-half mile apart on the same street.

The analysis of the crash data resulted in identifying 76 SPIAs in San Antonio consisting of about 37 roadway miles. These areas represent about 1% of San Antonio roadways but account for about one third or 33% of all fatal and incapacitating pedestrian crashes over the five year period.

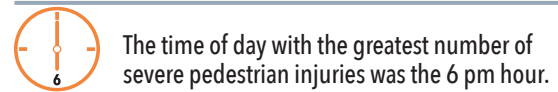
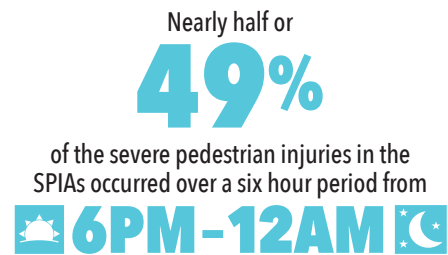
With 1% of roadways accounting for approximately one-third of all severe pedestrian crashes in San Antonio from 2011 through 2015, the SPIA analysis demonstrates that a significant portion of all severe pedestrian injury crashes are not happening randomly throughout San Antonio, but rather are occurring in concentrated areas. Thirty-six percent (36%) of the SPIAs identified in this report are located within more than one city council district, typically at the boundary line.

Nearly half or 49%, of the severe pedestrian injuries on the SPIAs occurred over a six hour period from 6:00 pm to 12:00 am. The time of day with the greatest number of severe pedestrian injuries was the 6 pm hour.

The number of severe pedestrian injuries gradually increases from Tuesday through Monday. Tuesday recorded the lowest number of severe pedestrian injuries while Monday recorded the highest number of severe pedestrian injuries and most notably the highest number of pedestrians killed.

Fifty-nine percent (59%) of the severe pedestrian injuries were recorded during the Fall and Winter months, September through February. Of those injuries, 35% occurred from October through December.

This analysis is the first step in identifying locations where Vision Zero efforts to reduce severe pedestrian injuries in San Antonio may have the greatest impact. Further analysis of the crashes within the SPIAs is necessary to understand the reasons crashes are occurring in greater concentration in these areas and what interventions may be necessary to achieve Vision Zero.



Between 2011 and 2015, 826 severe pedestrian injury crashes occurred on San Antonio roadways. One may think that these crashes would appear to be random, however, upon initial analysis, this is not the case. The City of San Antonio Transportation & Capital Improvements (TCI) Department, as part of Vision Zero, initiated this study to identify locations with high concentrations of severe pedestrian injuries.






## BACKGROUND

The City of San Antonio is expected to grow by over one million people between now and 2040. With this growth, the City expects to see more people walking, biking, and driving. SA Tomorrow, adopted in August 2016, is an innovative, three-pronged planning effort which includes a Comprehensive Plan, a Multimodal Transportation Plan, and a Sustainability Plan to guide the city toward smart, sustainable growth. The SA Tomorrow Multimodal Transportation Plan provides recommendations for accommodating and maintaining our roadways with the influx of more people.

More people on our roadways also creates more potential conflicts between people walking, biking, and driving. In September 2015, the City of San Antonio adopted Vision Zero to eliminate all roadway fatalities and serious injuries in response to the 54 people that were killed while walking in San Antonio in 2014.

Vision Zero is a safety approach that originated in Sweden in 1997. The guiding principle of Vision Zero is that no loss of life on our roadways is acceptable. Since the adoption of Vision Zero in Sweden, other European nations such as Switzerland, Germany, France and Spain have also adopted the safety initiative and, like Sweden, their fatality rates have significantly decreased. Seeing the success of Vision Zero in Europe, several cities in the United States have also adopted Vision Zero goals. Even the US Department of Transportation (USDOT) launched a Road to Zero initiative in 2016 with a goal of eliminating traffic fatalities over the next 30 years.

The City of San Antonio's Transportation & Capital Improvements (TCI) Department, along with its partner agencies, is committed to enhancing safety in San Antonio. To achieve Vision Zero, the City of San Antonio has adopted a combined approach using the five essential elements (5 E's) of a safe transportation system: Education, Encouragement, Engineering, Enforcement and Evaluation.

-  **EDUCATION:** communicate the importance of safety for all on our roadways, whether a person is driving, bicycling or walking.
-  **ENCOURAGEMENT:** encourage all to practice safety and follow all traffic laws.
-  **ENGINEERING:** construct improvements to enhance safety and accessibility along roadways, crosswalks, walkways, and bikeways.
-  **ENFORCEMENT:** enforce traffic safety and continue to support safety initiatives such as Click It or Ticket, Buzzed Driving is Drunk Driving, and Distracted Driving.
-  **EVALUATION:** evaluate traffic safety efforts and implement improvements as needed.

This report falls under the category of Evaluation. The findings in this report will be used to educate the community about pedestrian crash trends in order to encourage safer behaviors on our roadways. Secondly, this report is the starting point (Step 1) that can be used to identify locations for possible future engineering and enforcement enhancements.

## STEPS FOR IDENTIFYING PEDESTRIAN INJURIES

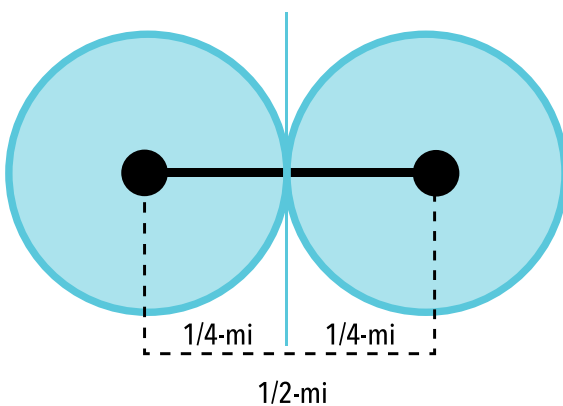




Crash data from 2011 to 2015 was used for this analysis. Data was acquired from Crash Records Information System (CRIS), managed by the Texas Department of Transportation (TxDOT). The City of San Antonio Police Department (SAPD) and Information Technology Services Department (ITSD) assisted with providing the data for analysis.

The data analysis of this five-year period began in 2016. The methodology for identifying Severe Pedestrian Injury Areas (SPIAs) was developed over a number of months by both the Vision Zero Crash Review Task Force and TCI staff. Best practices were reviewed from Vision Zero peer cities including San Francisco and Chicago.

The resulting method for identifying a SPIA was to locate a continuous roadway containing two or more severe pedestrian injuries that were no more than a 1/2-mile apart. The areas were selected by drawing a 1/4-mile radius buffer around each severe pedestrian injury crash. The 1/4-mile buffer resulted in a maximum distance between severe pedestrian injury crashes of a 1/2-mile (See Figure 1). The maximum distance of a 1/2-mile was used in an attempt to ensure that the areas maintained similar community, roadway, and land use characteristics.



**Figure 1: Illustration for how the maximum half mile distance between two severe pedestrian injury crashes was determined using a quarter mile radius buffer.**

Controlled access highways (expressways) were excluded from this analysis because of the nature of this roadway type and the associated severe pedestrian injuries. For example, controlled access highways typically do not allow pedestrians on the road. Some pedestrians that are killed on controlled access highways are unintended pedestrians who may be in a vehicular crash that stepped out the vehicle or also may be an emergency responder that is struck assisting a motorist. The nature of these crashes should be reviewed as a whole compared to each other rather than to severe pedestrian injury crashes on arterial, collector, and local streets. Based on the established methodology, SPIAs were only found to be located on arterial roadways and not on local streets.

- A **severe pedestrian injury** is defined as either an incapacitating injury or fatal injury that occurred to a person walking as a result of being hit by a motor vehicle.
- A **fatality** or **fatal injury** is any injury sustained in a motor vehicle crash that results in death within thirty days of the motor vehicle crash.
- An **incapacitating injury** is any injury, other than a fatal injury, which prevents the injured person from continuing to perform everyday activities he or she was capable of performing before the injury occurred.
- **Severe Pedestrian Injury Area (SPIA)** is where two or more severe pedestrian injuries have occurred in close proximity such that the spacing between any two severe pedestrian injuries is no more than a 1/2-mile.

TCI staff analyzed density of severe pedestrian injury crashes and identified 76 SPIAs consisting of approximately 37 total roadway miles (See Map 1). These SPIAs represent only about 1% of San Antonio's roadway miles but account for approximately 33% of all incapacitating and fatal pedestrian crashes.

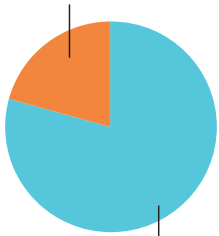
From 2011 to 2015, San Antonio recorded 3,978 motor vehicle to pedestrian crashes city-wide. Of these 3,978 crashes, 826 (approximately 21%) resulted in at least one serious pedestrian injury leaving the remaining 3,152 crashes without a severe pedestrian injury. Of these 826 severe pedestrian injury crashes, 219 (approximately 27%) consisted of a pedestrian fatality and 607 (approximately 73%) involved an incapacitating pedestrian injury.

**2011-2015**

**Total Pedestrian Crashes**

**3,978**  
Total Crashes

Total Severe Pedestrian Injury Crashes, **826, (21%)**

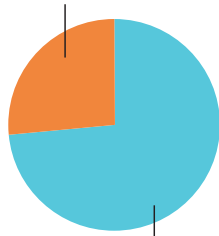


Total Non-Severe Injury Pedestrian Crashes, **3,152, (79%)**

**Total Severe Pedestrian Injury Crashes**

**826**  
Total Crashes

Total Fatal Pedestrian Crashes **(27%), 219**



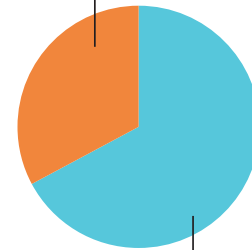
Total Incapacitating Pedestrian Injury Crashes, **(73%), 607**

Two hundred and seventy-four (274) of the 826 severe pedestrian injury crashes occurred on the SPIAs. Of these 274 crashes, eight of them resulted in more than one severe pedestrian injury, totaling the number of severe pedestrian injuries on the SPIAs to 283. Of these 283 severe pedestrian injuries, 93 resulted in a pedestrian fatality and 190 resulted in a pedestrian suffering an incapacitating injury. Approximately 33% of the 283 severely injured pedestrians within the SPIAs were killed.

**Total SPIA Pedestrian Crashes, 2011-2015**

**283**  
Total Injuries

Total Fatal Pedestrian Injuries **(33%), 93**



Total Incapacitating Pedestrian Injuries, **(67%), 190**

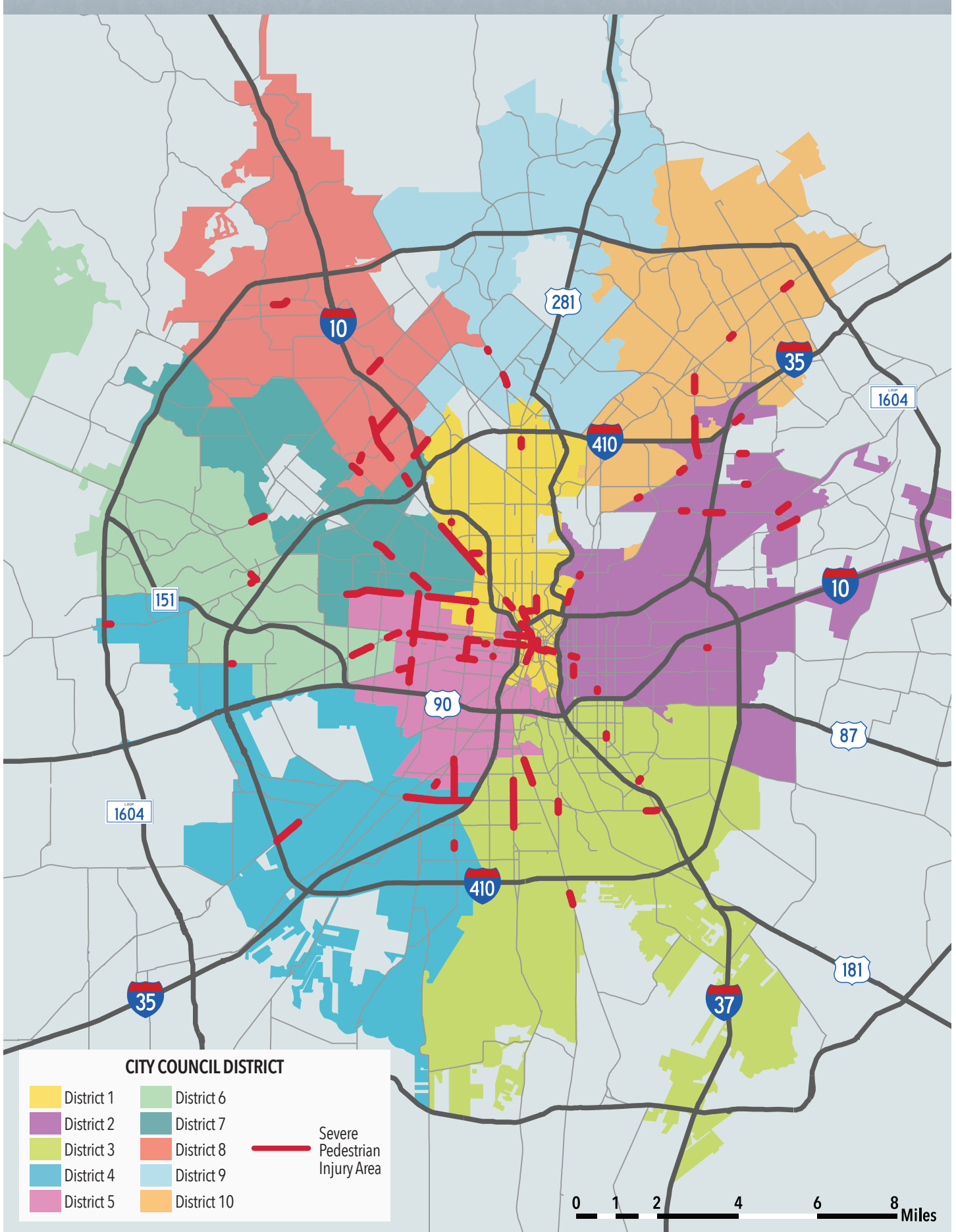
**Severe Pedestrian Injury Areas, 2011-2015**

Length (miles)	<b>37.3</b>
Total Pedestrian Crashes	<b>668</b>
Total Severe Pedestrian Crashes	<b>274</b>
Total Pedestrians Severely Injured	<b>283</b>
Pedestrians with Incapacitating Injuries	<b>190</b>
Pedestrians Killed	<b>93</b>

There are many ways that the SPIA, may be prioritized or ranked. For example, one may choose to prioritize the longest area, the area with the most injuries, or the highest rate of injury per mile. It is not the goal of this document to say which area should be prioritized, but rather the goal is to identify where these areas exist and where further study is needed. The 76 SPIA locations and number of pedestrian crashes and crash severity are listed in alphabetic order on pages 9-11. The number and severity of injuries are shown in the City Council District specific tables located in the Appendix.



# SEVERE PEDESTRIAN INJURY AREAS, 2011-2015





# SEVERE PEDESTRIAN INJURY AREAS (2011-2015) PEDESTRIAN CRASHES



STREET	FROM	TO	LENGTH (MILES)	PEDESTRIAN CRASHES	SEVERE PEDESTRIAN INJURY CRASHES	CITY COUNCIL DISTRICT(S)
AUSTIN HIGHWAY (Loop 368)	HOLBROOK	LANARK	0.19	4	2	2
AUSTIN HIGHWAY (Loop 368)	VANDIVER	RAINBOW	0.09	6	3	2/10
BABCOCK	SNOWDEN	MERTON MINTER	0.31	9	2	7/8
BANDERA (Spur 421)	BLOOMFIELD	SUTTON	0.59	8	5	7
BANDERA (Spur 421)	WOODLAWN	WESTMINISTER	0.58	6	3	7
BLANCO (FM 2696)	WEST	MT PERKINS	0.34	2	2	9
BLANCO (FM 2696)	WURZBACH	VISTA VIEW	0.07	2	2	9
BRAZOS	SAN LUIS	SAN FERNANDO	0.01	3	2	5
BROADWAY (Loop 368)	ELEANOR	NATALEN	0.07	3	2	2
BROADWAY (Loop 368)	JOSEPHINE	ARMY	0.35	9	3	1/2
BUENA VISTA	TRINITY	PINTO	0.06	2	2	5
CALLAGHAN	HORIZON HILL	ROCK CREEK RUN	0.64	7	3	1/7/8
CASTROVILLE	MADRID	JUANITA	0.23	2	2	5
COMMERCE	ALAMO PLAZA	BOWIE	0.27	9	3	1
COMMERCE	MESQUITE	OLIVE	0.18	2	2	2
COMMERCE	SAN MANUEL	21ST	1.08	16	6	5
COMMERCE	ZARZAMORA	CIBOLO	0.35	7	3	1/5
COMMERCE	SMITH	SANTA ROSA	0.85	18	5	1/5
CULEBRA (Spur 421)*	28TH	CALAVERAS	1.47	35	12	1/5/7
CULEBRA	BRENDELL	CAMINO SANTA MARIA	1.67	17	9	5/7
CULEBRA	VAN NESS	POTRANCO	0.25	2	2	6
CYPRESS	MAVERICK	MAIN	0.23	4	3	1
EISENHAUER	RAYBON	MIDCROWN	0.10	4	2	2
ENRIQUE BARRERA	34TH	SAN IGNACIO	0.38	2	3	5/6
ENRIQUE BARRERA	ELDRIDGE	PROSPERITY	0.63	6	4	6
FLORES	SAYERS	WHITE	0.76	15	5	3
FLORES	EUCLID	EL PASO	1.32	13	5	1
FREDERICKSBURG (Spur 345)	MAGIC	LAKERIDGE	0.28	10	2	7
FREDERICKSBURG	GARDINA	AGARITA	1.86	32	9	1/7
FREDERICKSBURG (Spur 345)	BLUEMEL	CLIFF OAKS	1.35	19	9	8
FREDERICKSBURG	SANDOVAL	LAUREL	0.30	4	2	1
GENERAL MCMULLEN	CERALVO	WALL	0.69	21	8	5

\*Denotes SPIA with TCI and TxDOT ownership



## SEVERE PEDESTRIAN INJURY AREAS (2011-2015) PEDESTRIAN CRASHES

STREET	FROM	TO	LENGTH (MILES)	PEDESTRIAN CRASHES	SEVERE PEDESTRIAN INJURY CRASHES	CITY COUNCIL DISTRICT(S)
GENERAL MCMULLEN	TULANE	CESAR CHAVEZ	1.54	15	7	5/7
GEVERS	FAIR	MINNETONKA	0.13	3	2	3
GIBBS SPRAWL	RITTIMAN	CASTLE STREAM	0.36	2	2	2
GRISSOM	HEATH	TIMBERHILL	0.43	8	2	6/7
GUADALUPE	NUEVA LEON	NAVIDAD	0.47	11	2	5
HACKBERRY	IOWA	DAKOTA	0.29	4	2	2
HILDEBRAND	BRAD	NEER	0.22	2	2	1
HOUSTON	WW WHITE	WHISPERING CREEK	0.05	3	3	2
HUEBNER	HUEBNER OAKS	VANCE JACKSON	0.47	5	2	8
MARBACH	HARNESS	MEADOW WAY	0.06	2	2	4/6
MARKET	ST. MARY'S	ALAMO	0.27	10	3	1
MARTIN	COMAL	FLORES	0.75	14	3	1/5
MCCULLOUGH	DEWEY	CYPRESS	0.41	5	6	1
MILITARY (Loop 13)	CITY-BASE LANDING	GOLIAD	0.33	10	2	3
MILITARY (Loop 13)	NEW LAREDO HIGHWAY	HILTON	1.93	18	5	4
NACOGDOCHES (FM 2252)	TOEPPERWEIN	FOX KNOLL	0.27	5	4	10
NACOGDOCHES (FM 2252)	WORDSWORTH	HIGGINS	0.16	4	3	10
NEW BRAUNFELS	DENVER	PORTER	0.07	4	3	2
OLD PEARSALL (FM 2536)	LOOP 410	WAR CLOUD	0.88	9	3	4
PECAN VALLEY	GOLIAD	DOLLARHIDE	0.10	2	2	3
PERRIN BEITEL (FM 2252)*	AUSTIN HWY	SUN GATE	1.17	18	7	2/10
PERRIN BEITEL (FM 2252)	GREYSTONE	NACO-PERRIN	0.46	9	2	10
PLEASANTON	GERALD	AMBER	1.44	22	8	3
POTRANCO (FM 1957)	STEDWICK	CULEBRA	0.04	2	2	6
POTRANCO (FM 1957)	LOOP 1604	ROUSSEAU	0.16	5	4	4
RANDOLPH	CRESTWAY	CARELIN	0.26	2	2	2
RITTIMAN	FAIRDALE	GOLDFIELD	0.51	9	4	2
RITTIMAN	GRANTHAM	QUEENS CASTLE	0.16	3	2	2
ROOSEVELT (Spur 536)	HARDING	MILITARY	0.34	7	3	3

\*Denotes SPIA with TCI and TxDOT ownership

## SEVERE PEDESTRIAN INJURY AREAS (2011-2015) PEDESTRIAN CRASHES



STREET	FROM	TO	LENGTH (MILES)	PEDESTRIAN CRASHES	SEVERE PEDESTRIAN INJURY CRASHES	CITY COUNCIL DISTRICT(S)
ROOSEVELT (Spur 536)	RADA	SAVA	0.37	2	2	3
SAN PEDRO	LAUREL	EUCLID	0.36	21	4	1
SAN PEDRO	RECTOR	RAMPART	0.22	4	2	1
SEGUIN	LAKEVIEW	RITTIMAN	0.57	3	3	2
SOMERSET	PYRON	LOVETT	0.14	2	2	4/5
ST MARYS	COMMERCE	TRAVIS	0.21	25	4	1
UTSA	ROADRUNNER	EDWARD XIMENES	0.45	2	2	8
VANCE JACKSON	GARDINA	GREENLAWN	0.03	3	2	1
WALZEM (FM1976)	RAYBON	PATRIOT	0.20	4	2	2
WURZBACH	FREDERICKSBURG	BLUMEL	0.88	23	7	8
WURZBACH	VON SCHEELE	MEDICAL	0.19	10	4	8
ZARZAMORA	MILITARY	NOGALITOS	1.17	18	8	4/5
ZARZAMORA	ASNLEY	A	0.16	3	2	4
ZARZAMORA	GUADALUPE	COMMERCE	0.59	22	6	5
ZARZAMORA	RUIZ	POPLAR	0.30	13	3	1

\*Denotes SPIA with TCI and TxDOT ownership

## TOTALS



**37.3** LENGTH (MILES) OF ROADWAY



**668** PEDESTRIAN CRASHES



**274** SEVERE PEDESTRIAN INJURY CRASHES



## SEVERE PEDESTRIAN INJURY AREAS BY CITY COUNCIL DISTRICT

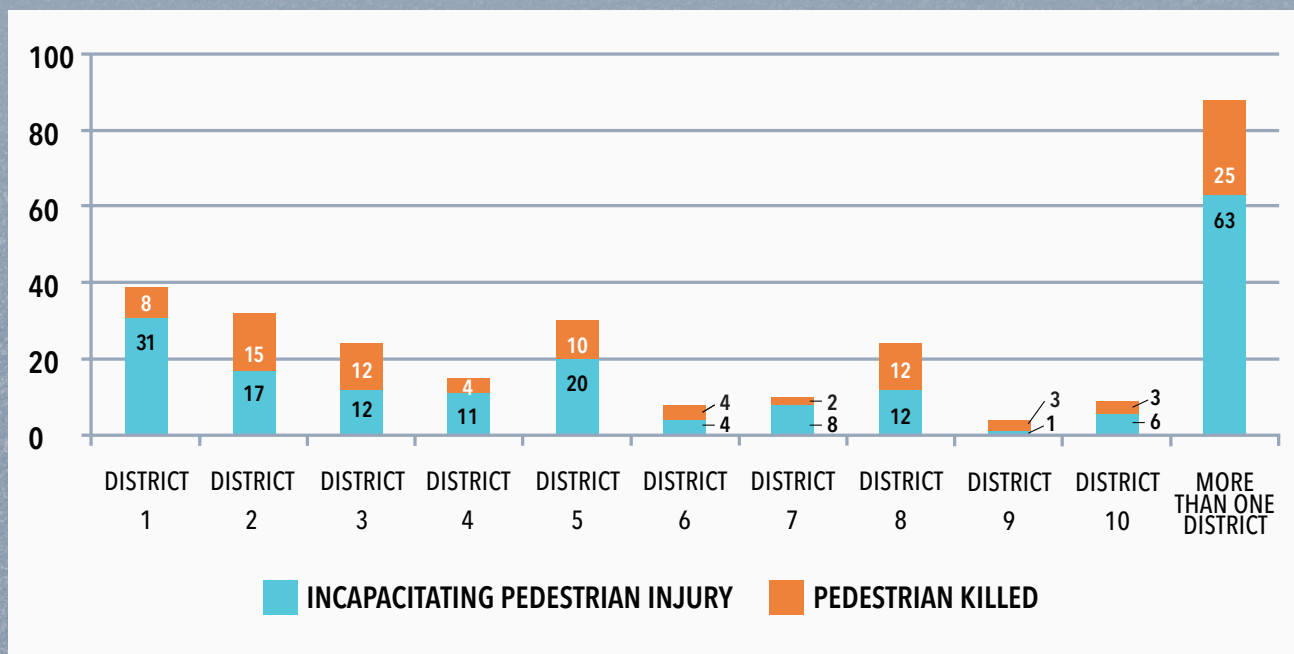
Areas along or spanning more than one City Council District consist of 13.42 miles or approximately 36% of the total SPIA miles. These roadways along City Council District boundaries tend to be some of San Antonio's major roadways that connect the city together.

Excluding SPIAs that span more than one City Council District, Council District 1 had the greatest length of SPIAs with 4.14 miles. Council District 1 also contained the most total pedestrian crashes with 113, of which 39 of these crashes resulting in a severe injury.

Council District 2 had the greatest number of pedestrians killed in a SPIA at 15 people. The next highest number of pedestrians killed, 12 people, were reported in both Council District 3 and Council District 8.

Council District 9 has the shortest length of SPIAs representing 1% of the total SPIA miles, and the smallest number of severe pedestrian injuries representing 1% of the total severe pedestrian injuries. However, three out of these four injuries were fatal.

### SPIA Severe Pedestrian Injuries by City Council District, 2011-2015



## SEVERE PEDESTRIAN INJURY AREAS BY CITY COUNCIL DISTRICT, 2011-2015

CITY COUNCIL DISTRICT	LENGTH (MILES)	PEDESTRIAN CRASHES	SEVERE PEDESTRIAN CRASHES	INCAPACITATING PEDESTRIAN INJURIES	PEDESTRIANS KILLED	SEVERE PEDESTRIAN INJURIES
District 1	4.14	113	39	31	8	39
	11%	17%	14%	17%	8%	14%
District 2	3.01	47	31	17	15	32
	8%	7%	11%	9%	16%	11%
District 3	3.47	61	24	12	12	24
	9%	9%	9%	6%	12%	8%
District 4	3.13	36	14	11	4	15
	8%	5%	5%	6%	4%	5%
District 5	3.13	77	28	20	10	30
	8%	12%	10%	10%	10%	11%
District 6	0.92	10	8	4	4	8
	2%	1%	3%	2%	4%	3%
District 7	1.45	24	10	8	2	10
	4%	4%	4%	4%	2%	4%
District 8	3.33	59	24	12	12	24
	9%	9%	9%	6%	12%	9%
District 9	0.41	4	4	1	3	4
	1%	1%	1%	1%	3%	1%
District 10	0.88	18	9	6	3	9
	2%	3%	3%	3%	3%	3%
More than 1 District	13.42	219	83	63	25	88
	36%	33%	30%	34%	26%	31%
<b>TOTAL</b>	<b>37.30</b>	<b>668</b>	<b>274</b>	<b>185</b>	<b>98</b>	<b>283</b>
	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



## DETAILED ANALYSIS

### TIME OF DAY

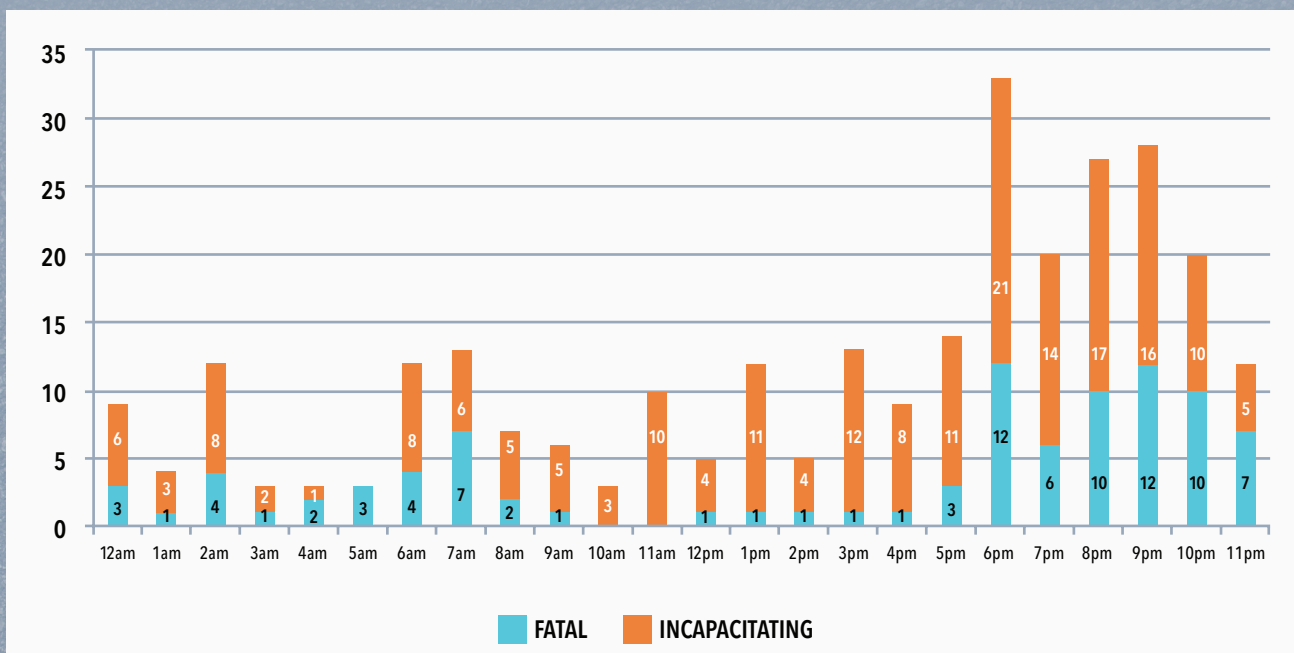
Time of day data was reviewed to determine when severe crashes occurred. Six hours of the day, from 6 pm to midnight, account for almost half (140 of 283, or approximately 49%) of the severe pedestrian injuries within the Severe Pedestrian Injury Areas (SPIAs). Of these evening severe pedestrian injuries, 57 (approximately 41%) were fatal and 83 (approximately 59%) were incapacitating.

The time of the day when the most severe pedestrian injuries occurred was the 6 p.m. hour with 33 total severe injuries. It should be noted that there was a 136% increase of the total number of severe injuries from the 5 pm hour to the 6 pm hour (14 to 33) followed by a 39% drop from the 6 pm hour to the 7 pm (33 to 20).

After the 7 pm hour, the second hour of the day reporting the most severe pedestrian injuries is the 9 pm hour followed by the 8 pm hour. The 9 pm hour reported 28 total severe pedestrian injuries and the 8 pm hour reported 27 total severe pedestrian injuries.

Although the 4 am hour and 5 am hour had much lower totals for severe pedestrian injuries when compared to the other hours, 83% (5 of 6) of pedestrian injury crashes were fatal during that time period. The 4 am, 5 am, 7 am, 10 pm, and 11 pm hour were the only 5 hours in which fatalities outnumbered or equaled incapacitating injuries.

## Severe Pedestrian Injuries by Time of Day in SPIAs, 2011-2015



## INJURIES BY TIME OF DAY IN SPIAS, 2011-2015



TIME	FATAL PEDESTRIAN INJURIES	INCAPACITATING PEDESTRIAN INJURIES	TOTAL SEVERE PEDESTRIAN INJURIES	% OF TOTAL SEVERE PEDESTRIAN INJURIES
12:00 - 12:59 am	3	6	9	3%
1:00 - 1:59 am	1	3	4	1%
2:00 - 2:59 am	4	8	12	4%
3:00 - 3:59 am	1	2	3	1%
4:00 - 4:59 am	2	1	3	1%
5:00 - 5:59 am	3	0	3	1%
6:00 - 6:59 am	4	8	12	4%
7:00 - 7:59 am	7	6	13	5%
8:00 - 8:59 am	2	5	7	2%
9:00 - 9:59 am	1	5	6	2%
10:00 - 10:59 am	0	3	3	1%
11:00 - 11:59 am	0	10	10	4%
12:00 - 12:59 pm	1	4	5	2%
1:00 - 1:59 pm	1	11	12	4%
2:00 - 2:59 pm	1	4	5	2%
3:00 - 3:59 pm	1	12	13	5%
4:00 - 4:59 pm	1	8	9	3%
5:00 - 5:59 pm	3	11	14	5%
6:00 - 6:59 pm	12	21	33	12%
7:00 - 7:59 pm	6	14	20	7%
8:00 - 8:59 pm	10	17	27	10%
9:00 - 9:59 pm	12	16	28	10%
10:00 - 10:59 pm	10	10	20	7%
11:00 - 11:59 pm	7	5	12	4%
<b>TOTAL</b>	<b>93</b>	<b>190</b>	<b>283</b>	<b>100%</b>



## DETAILED ANALYSIS

### DAY OF WEEK

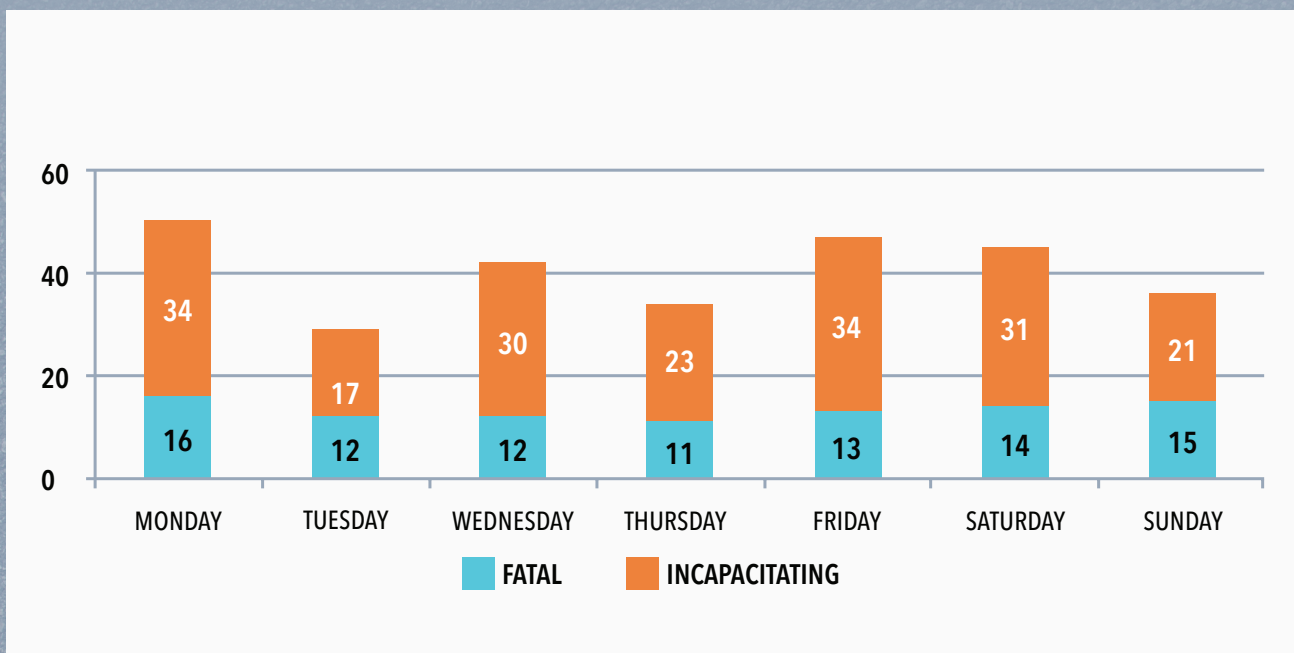
Day of the week data was reviewed to determine when severe crashes occurred. Pedestrian fatalities by day of the week within the Severe Pedestrian Injury Areas (SPIA) range from 11 to 16 total pedestrian fatalities over the five year period. For Tuesday and Wednesday, the number of fatalities stayed flat at 12 with a slight decline to 11 on Thursday. The weekend begins a daily increase from 13 on Friday to 16 on Monday.

Severe pedestrian injuries over the five year period provide a bit more fluctuation. Monday accounted for the most severe pedestrian injuries with 50 representing 18% of the total severe injuries in these areas.

Monday also had the highest number of pedestrians killed, at 16 people. Monday and Friday had the most incapacitating injuries with 34 each. Friday and Saturday consisted of 92 severe pedestrian injuries and accounted for 32% of the total (16% each).

The fewest severe injuries were identified on Tuesday with 29 representing 10% of the total severe injuries within the SPIA.

## Severe Pedestrian Injuries by Day of Week in SPIAs, 2011-2015





## SEVERE PEDESTRIAN INJURIES BY DAY OF WEEK IN SPIAS, 2011-2015



DAY OF WEEK	FATAL	INCAPACITATING	TOTAL SEVERE INJURIES	% OF TOTAL
Monday	16	34	50	18%
Tuesday	12	17	29	10%
Wednesday	12	30	42	15%
Thursday	11	23	34	12%
Friday	13	34	47	16%
Saturday	14	31	45	16%
Sunday	15	21	36	13%
<b>TOTAL</b>	<b>93</b>	<b>190</b>	<b>283</b>	<b>100%</b>



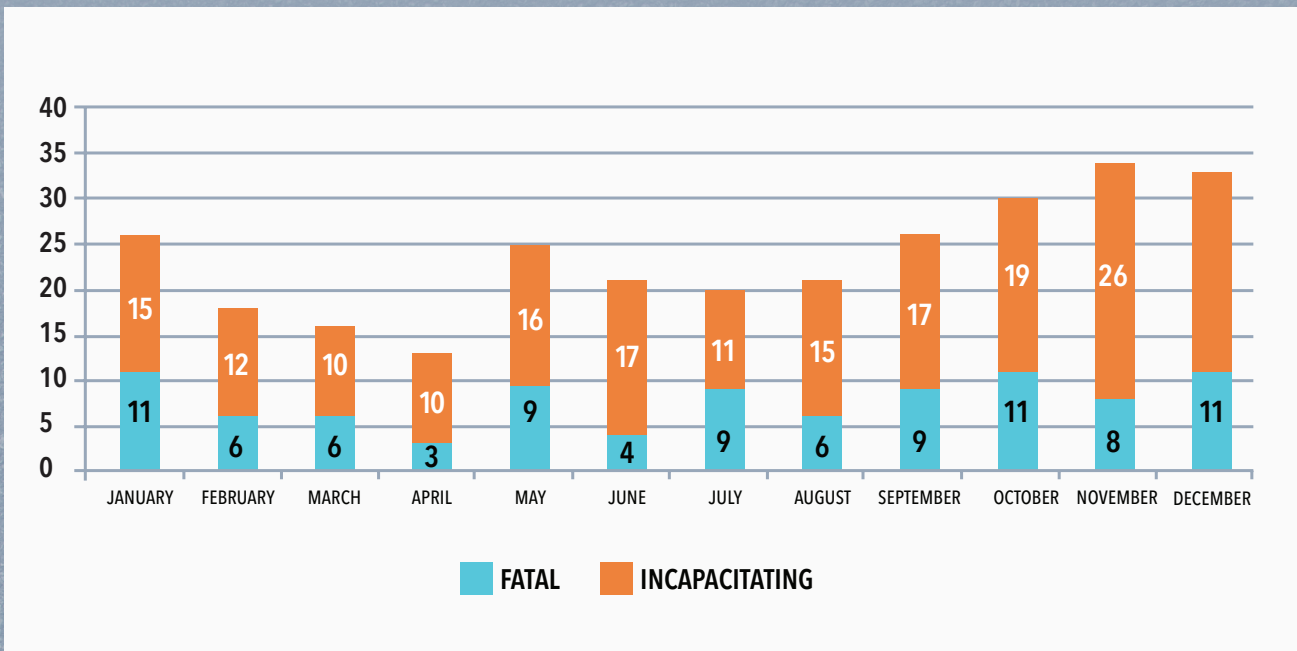
## DETAILED ANALYSIS

### MONTH OF YEAR

Monthly data was reviewed to determine when severe crashes occurred. The Fall and Winter months of September through February recorded 167 severe pedestrian injuries (approximately 59%), compared to 116 (approximately 41%) from the Spring and Summer months, March through August. October to December exhibited a particularly high frequency of severe pedestrian injuries. Although these three months only represent a quarter of the calendar year, they represent 35% of the severe injuries.

November had the highest number of total severe injuries (34 out of 283 severe injuries, or 12%). October, December, and January also recorded the most pedestrian fatalities with 11 each. The lowest month of the year was April with 13 total severe pedestrian injuries. In spring and summer, severe pedestrian injuries peaked in May with 25 total severe pedestrian injuries.

## Severe Pedestrian Injuries by Month in SPIAs, 2011-2015



## SEVERE PEDESTRIAN INJURIES BY MONTH IN SPIAS, 2011-2015



TIME	FATAL PEDESTRIAN INJURIES	INCAPACITATING PEDESTRIAN INJURIES	TOTAL SEVERE PEDESTRIAN INJURIES	% OF TOTAL SEVERE PEDESTRIAN INJURIES
January	11	15	26	9%
February	6	12	18	6%
March	6	10	16	6%
April	3	10	13	5%
May	9	16	25	9%
June	4	17	21	7%
July	9	11	20	7%
August	6	15	21	7%
September	9	17	26	9%
October	11	19	30	11%
November	8	26	34	12%
December	11	22	33	12%
<b>TOTAL</b>	<b>93</b>	<b>190</b>	<b>283</b>	<b>100%</b>



This report assessed pedestrian crashes for the five year period from 2011 to 2015. The findings show that almost a third of all severe pedestrian injury crashes are happening in concentrated areas referred in this report as Severe Pedestrian Injury Areas (SPIA). By narrowing in on these areas, staff was able to conduct more detailed analysis to look for trends in time of day, day of month, and month of year when severe pedestrian injury crashes tend to occur.

The analysis of the crash data resulted in identifying 76 SPIA in San Antonio consisting of approximately 37 roadway miles. These areas represent about 1% of San Antonio roadways but account for 33% of all fatal and incapacitating pedestrian injuries from 2011 through 2015.

This analysis is the first step in identifying where Vision Zero may have the greatest impact in eliminating pedestrian deaths and serious injuries in San Antonio. This report establishes when and where there are concentrations of pedestrian severe injury crashes. To determine why these crashes are happening, the next step is more detailed analysis of the crashes within the SPIA which could help determine what interventions may be necessary to achieve Vision Zero.

This five year report establishes a solid five year basis of analysis to identify trends in the location, causes, and possible prevention of severe pedestrian injuries on our roadways. Each year in April, new annual crash statistics for the previous year are finalized. A new multi-year assessment will be conducted in 2019 to reexamine the SPIA. For 2016, 2017, and 2018, annual addendums will be provided comparing the new data with the existing baseline.

ABOUT  
**33%**  
OF  
**ALL FATAL  
AND INCAPACITATING  
PEDESTRIAN  
CRASHES  
OCCURRED ON  
1% OF SAN ANTONIO  
ROADWAYS.**



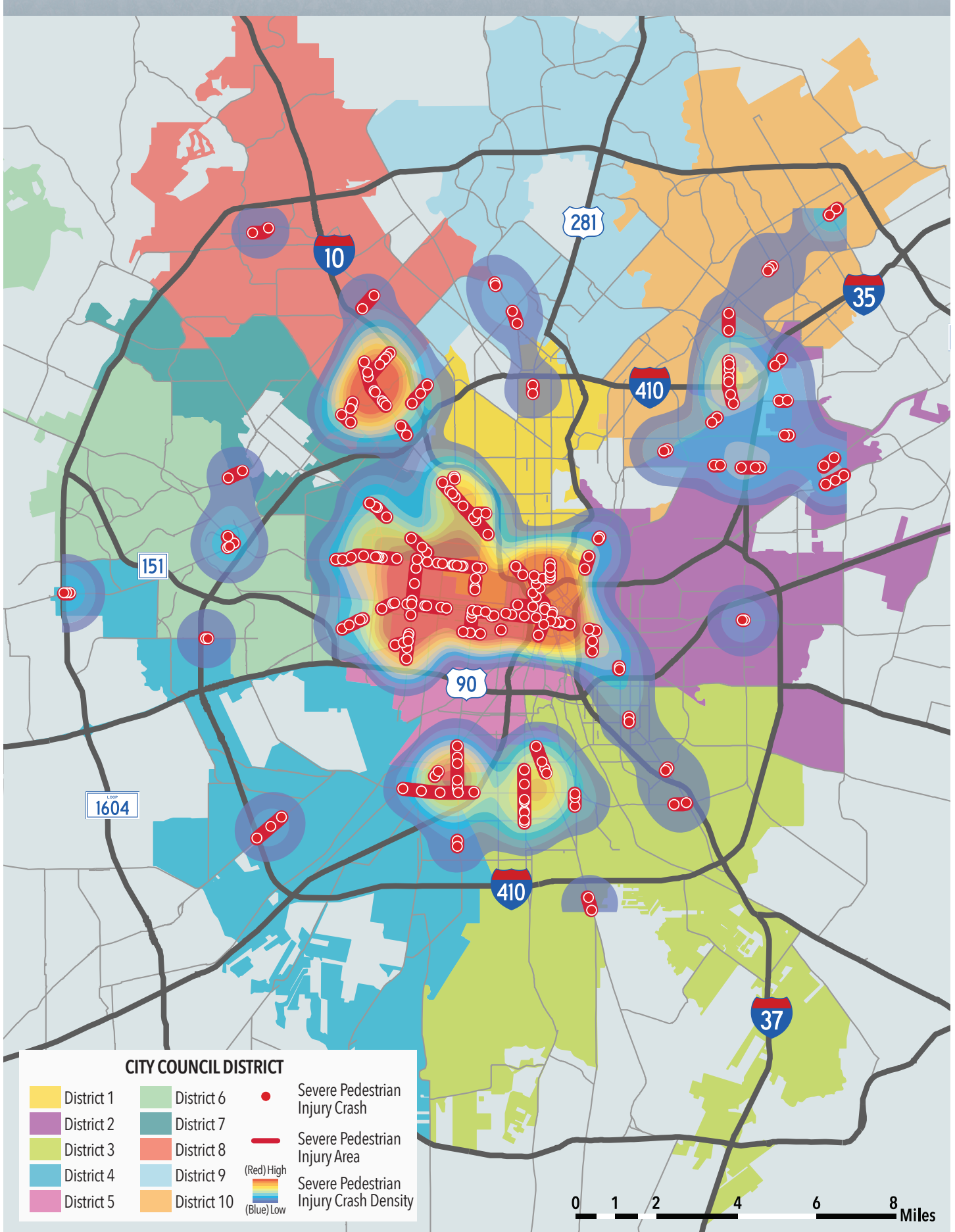
Drive safe. Bike safe. Walk safe.

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# SEVERE PEDESTRIAN INJURY AREA CRASHES, 2011-2015



## SEVERE PEDESTRIAN INJURY AREAS (2011-2015)



### SEVERE PEDESTRIAN INJURIES, ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
AUSTIN HIGHWAY (Loop 368)	HOLBROOK	LANARK	0.19	4	2	2	2
AUSTIN HIGHWAY (Loop 368)	VANDIVER	RAINBOW	0.09	3	0	3	2/10
BABCOCK	SNOWDEN	MERTON MINTER	0.31	2	0	2	7/8
BANDERA (Spur 421)	BLOOMFIELD	SUTTON	0.59	5	0	5	7
BANDERA (Spur 421)	WOODLAWN	WESTMINISTER	0.58	2	1	3	7
BLANCO (FM 2696)	WEST	MT PERKINS	0.34	1	1	2	9
BLANCO (FM 2696)	WURZBACH	VISTA VIEW	0.07	0	2	2	9
BRAZOS	SAN LUIS	SAN FERNANDO	0.01	2	0	2	5
BROADWAY (Loop 368)	ELEANOR	NATALEN	0.07	2	0	2	2
BROADWAY (Loop 368)	JOSEPHINE	ARMY	0.35	2	1	3	1/2
BUENA VISTA	TRINITY	PINTO	0.06	1	1	2	5
CALLAGHAN	HORIZON HILL	ROCK CREEK RUN	0.64	2	1	3	1/7/8
CASTROVILLE	MADRID	JUANITA	0.23	2	0	2	5
COMMERCE	ALAMO PLAZA	BOWIE	0.27	2	1	3	1
COMMERCE	MESQUITE	OLIVE	0.18	0	3	3	2
COMMERCE	SAN MANUEL	21ST	1.08	3	3	6	5
COMMERCE	ZARZAMORA	CIBOLO	0.35	2	1	3	1/5
COMMERCE	SMITH	SANTA ROSA	0.85	4	1	5	1/5
CULEBRA	BRENDELL	CAMINO SANTA MARIA	1.67	6	5	11	5/7
CULEBRA	VAN NESS	POTRANCO	0.25	1	1	2	6
CULEBRA (Spur 421)*	28TH	CALAVERAS	1.47	7	6	13	1/5/7
CYPRESS	MAVERICK	MAIN	0.23	2	1	3	1
EISENHAUER	RAYBON	MIDCROWN	0.10	0	2	2	2
ENRIQUE BARRERA	34TH	SAN IGNACIO	0.38	2	1	3	5/6
ENRIQUE BARRERA	ELDRIDGE	PROSPERITY	0.63	2	2	4	6
FLORES	EUCLID	EL PASO	1.32	5	0	5	1
FLORES	SAYERS	WHITE	0.76	3	2	5	3
FREDERICKSBURG	SANDOVAL	LAUREL	0.30	2	0	2	1
FREDERICKSBURG	GARDINA	AGARITA	1.86	5	4	9	1/7

\*Denotes SPIA with TCI and TxDOT ownership



## SEVERE PEDESTRIAN INJURY AREAS (2011-2015)

### SEVERE PEDESTRIAN INJURIES, ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
FREDERICKSBURG (Spur 345)	MAGIC	LAKERIDGE	0.28	1	1	2	7
FREDERICKSBURG (Spur 345)	BLUEMEL	CLIFF OAKS	1.35	6	3	9	8
GENERAL MCMULLEN	CERALVO	WALL	0.69	7	3	10	5
GENERAL MCMULLEN	TULANE	CESAR CHAVEZ	1.54	7	0	7	5/7
GEVERS	FAIR	MINNETONKA	0.13	1	1	2	3
GIBBS SPRAWL	RITTIMAN	CASTLE STREAM	0.36	1	1	2	2
GRISSOM	HEATH	TIMBERHILL	0.43	2	0	2	6/7
GUADALUPE	NUEVA LEON	NAVIDAD	0.47	2	0	2	5
HACKBERRY	IOWA	DAKOTA	0.29	2	0	2	2
HILDEBRAND	BRAD	NEER	0.22	1	1	2	1
HOUSTON	WW WHITE	WHISPERING CREEK	0.05	3	0	3	2
HUEBNER	HUEBNER OAKS	VANCE JACKSON	0.47	1	1	2	8
MARBACH	HARNESS	MEADOW WAY	0.06	2	0	2	4/6
MARKET	ST. MARY'S	ALAMO	0.27	3	0	3	1
MARTIN	COMAL	FLORES	0.75	2	1	3	1/5
MCCULLOUGH	DEWEY	CYPRESS	0.41	4	2	6	1
MILITARY (Loop 13)	CITY-BASE LANDING	GOLIAD	0.33	1	1	2	3
MILITARY (Loop 13)	NEW LAREDO HWY	HILTON	1.93	4	1	5	4
NACOGDOCHES (FM 2252)	TOEPPERWEIN	FOX KNOLL	0.27	2	2	4	10
NACOGDOCHES (FM 2252)	WORDSWORTH	HIGGINS	0.16	2	1	3	10
NEW BRAUNFELS	DENVER	PORTER	0.07	2	1	3	2
OLD PEARSALL (FM 2536)	LOOP 410	WAR CLOUD	0.88	3	1	4	4
PECAN VALLEY	GOLIAD	DOLLARHIDE	0.10	1	1	2	3
PERRIN BEITEL (FM 2252)	GREYSTONE	NACO-PERRIN	0.46	2	0	2	10
PERRIN BEITEL (FM 2252)*	AUSTIN HWY	SUN GATE	1.17	6	1	7	2/10
PLEASANTON	GERALD	AMBER	1.44	5	3	8	3
POTRANCO (FM 1957)	LOOP 1604	ROUSSEAU	0.16	3	1	4	4
POTRANCO (FM 1957)	STEDWICK	CULEBRA	0.04	1	1	2	6

\*Denotes SPIA with TCI and TxDOT ownership



## SEVERE PEDESTRIAN INJURY AREAS (2011-2015)



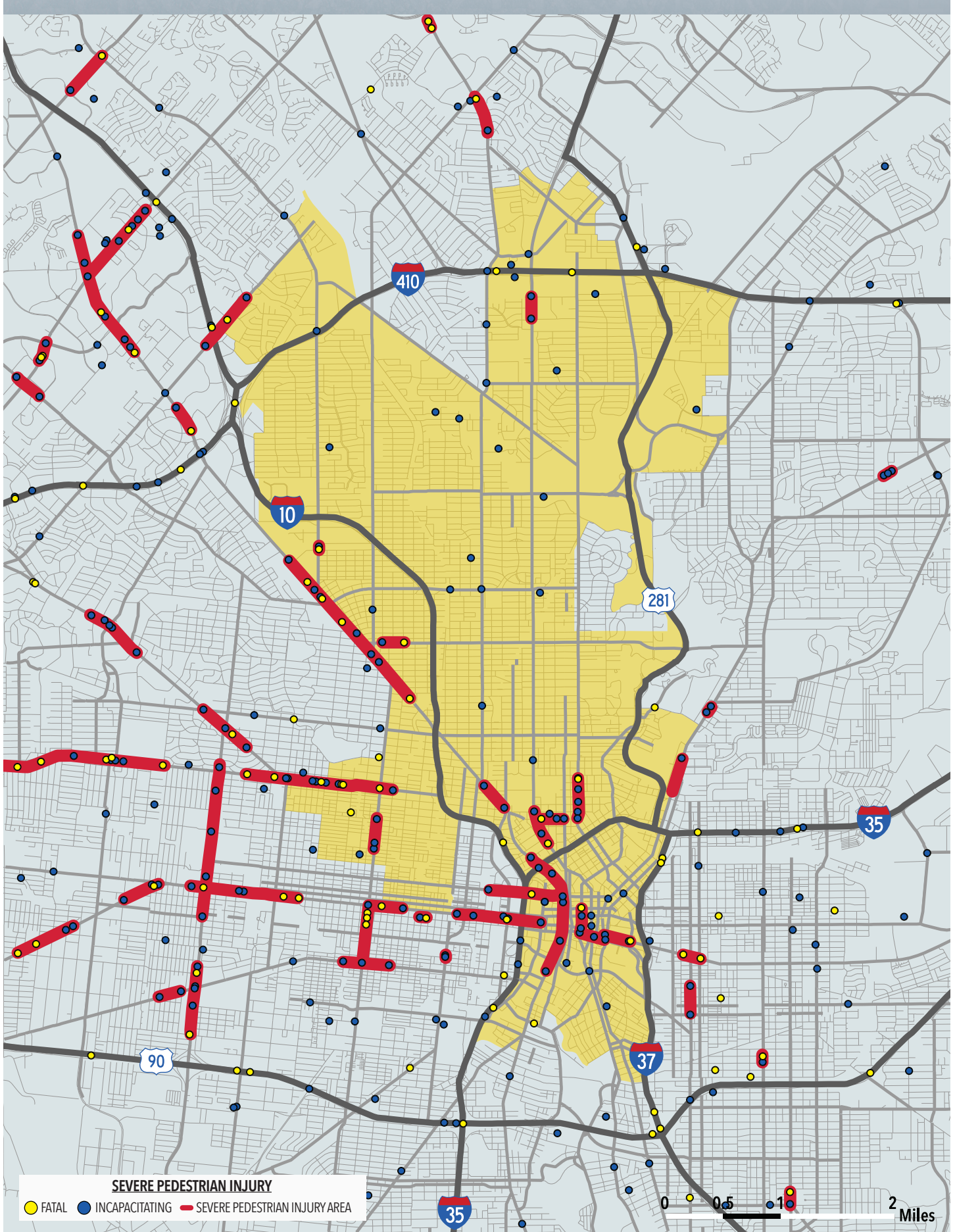
### SEVERE PEDESTRIAN INJURIES, ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
RANDOLPH	CRESTWAY	CARELIN	0.26	0	2	2	2
RITTIMAN	FAIRDALE	GOLDFIELD	0.51	2	2	4	2
RITTIMAN	GRANTHAM	QUEENS CASTLE	0.16	2	0	2	2
ROOSEVELT (Spur 536)	HARDING	MILITARY	0.34	1	2	3	3
ROOSEVELT (US 281)	RADA	SAVA	0.37	0	2	2	3
SAN PEDRO	LAUREL	EUCLID	0.36	3	1	4	1
SAN PEDRO	RECTOR	RAMPART	0.22	2	0	2	1
SEGUIN	LAKEVIEW	RITTIMAN	0.57	1	2	3	2
SOMERSET	PYRON	LOVETT	0.14	2	1	3	4/5
ST MARYS	COMMERCE	TRAVIS	0.21	3	1	4	1
UTSA	ROADRUNNER	EDWARD XIMENES	0.45	2	0	2	8
VANCE JACKSON	GARDINA	GREENLAWN	0.03	1	1	2	1
WALZEM (FM 1976)	RAYBON	PATRIOT	0.20	1	1	2	2
WURZBACH	FREDERICKSBURG	BLUMEL	0.88	1	6	7	8
WURZBACH	VON SCHEELE	MEDICAL	0.19	2	2	4	8
ZARZAMORA	RUIZ	POPLAR	0.30	3	0	3	1
ZARZAMORA	ANSLEY	A	0.16	1	1	2	4
ZARZAMORA	MILITARY	NOGALITOS	1.17	7	2	9	4/5
ZARZAMORA	GUADALUPE	COMMERCE	0.59	3	3	6	5

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 1 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



# COUNCIL DISTRICT 1 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



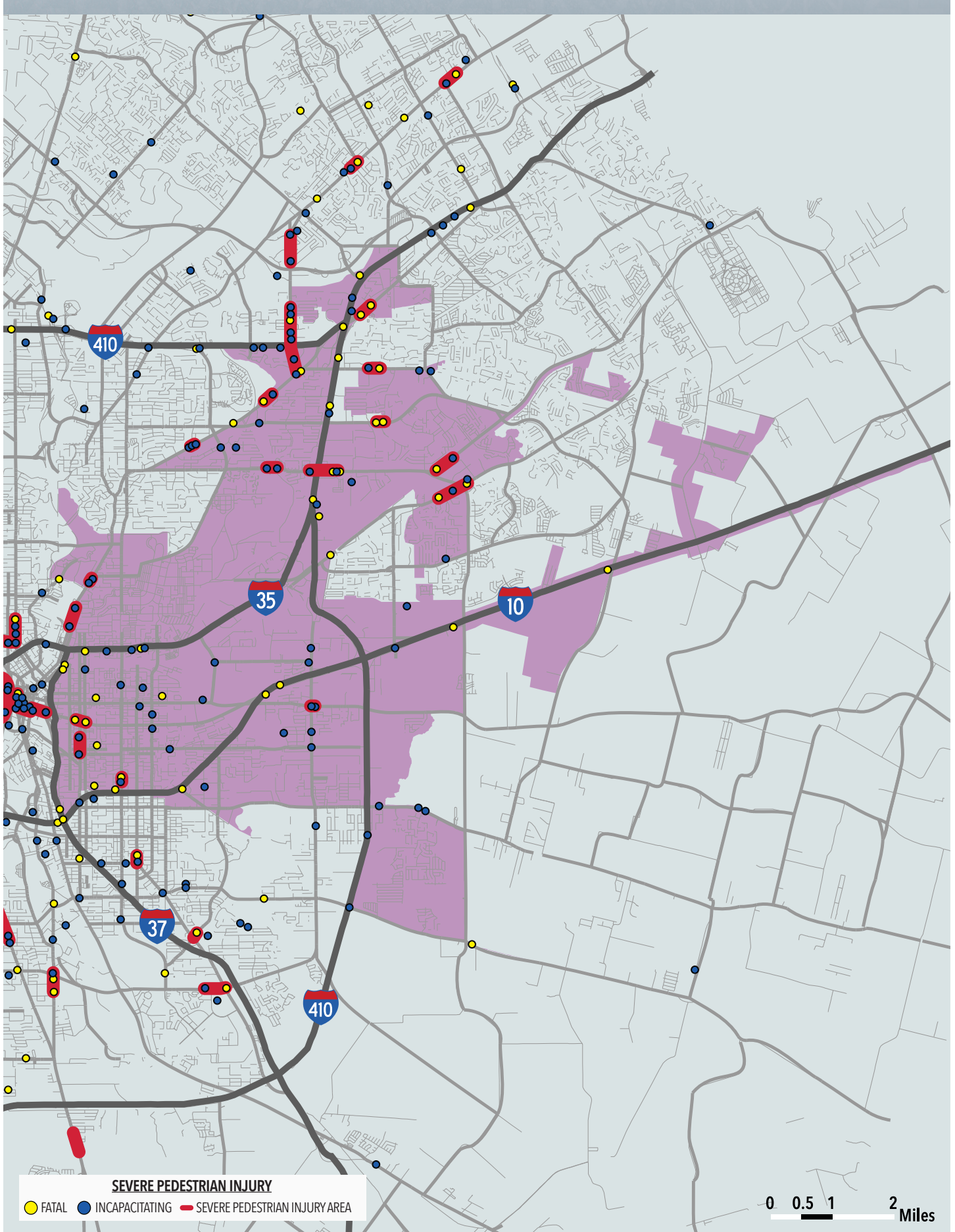
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
BROADWAY (Loop 368)	JOSEPHINE	ARMY	0.35	2	1	3	1/2
CALLAGHAN	HORIZON HILL	ROCK CREEK RUN	0.64	2	1	3	1/7/8
COMMERCE	ALAMO PLAZA	BOWIE	0.27	2	1	3	1
COMMERCE	ZARZAMORA	CIBOLO	0.35	2	1	3	1/5
COMMERCE	SMITH	SANTA ROSA	0.85	4	1	5	1/5
CULEBRA (Spur 421)*	28TH	CALAVERAS	1.47	7	6	13	1/5/7
CYPRESS	MAVERICK	MAIN	0.23	2	1	3	1
FLORES	EUCLID	EL PASO	1.32	5	0	5	1
FREDERICKSBURG	GARDINA	AGARITA	1.86	5	4	9	1/7
FREDERICKSBURG	SANDOVAL	LAUREL	0.30	2	0	2	1
HILDEBRAND	BRAD	NEER	0.22	1	1	2	1
MARKET	ST. MARY'S	ALAMO	0.27	3	0	3	1
MARTIN	COMAL	FLORES	0.75	2	1	3	1/5
MCCULLOUGH	DEWEY	CYPRESS	0.41	4	2	6	1
SAN PEDRO	LAUREL	EUCLID	0.36	3	1	4	1
SAN PEDRO	RECTOR	RAMPART	0.22	2	0	2	1
ST MARYS	COMMERCE	TRAVIS	0.21	3	1	4	1
VANCE JACKSON	GARDINA	GREENLAWN	0.03	1	1	2	1
ZARZAMORA	RUIZ	POPLAR	0.30	3	0	3	1

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 2 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



# COUNCIL DISTRICT 2 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



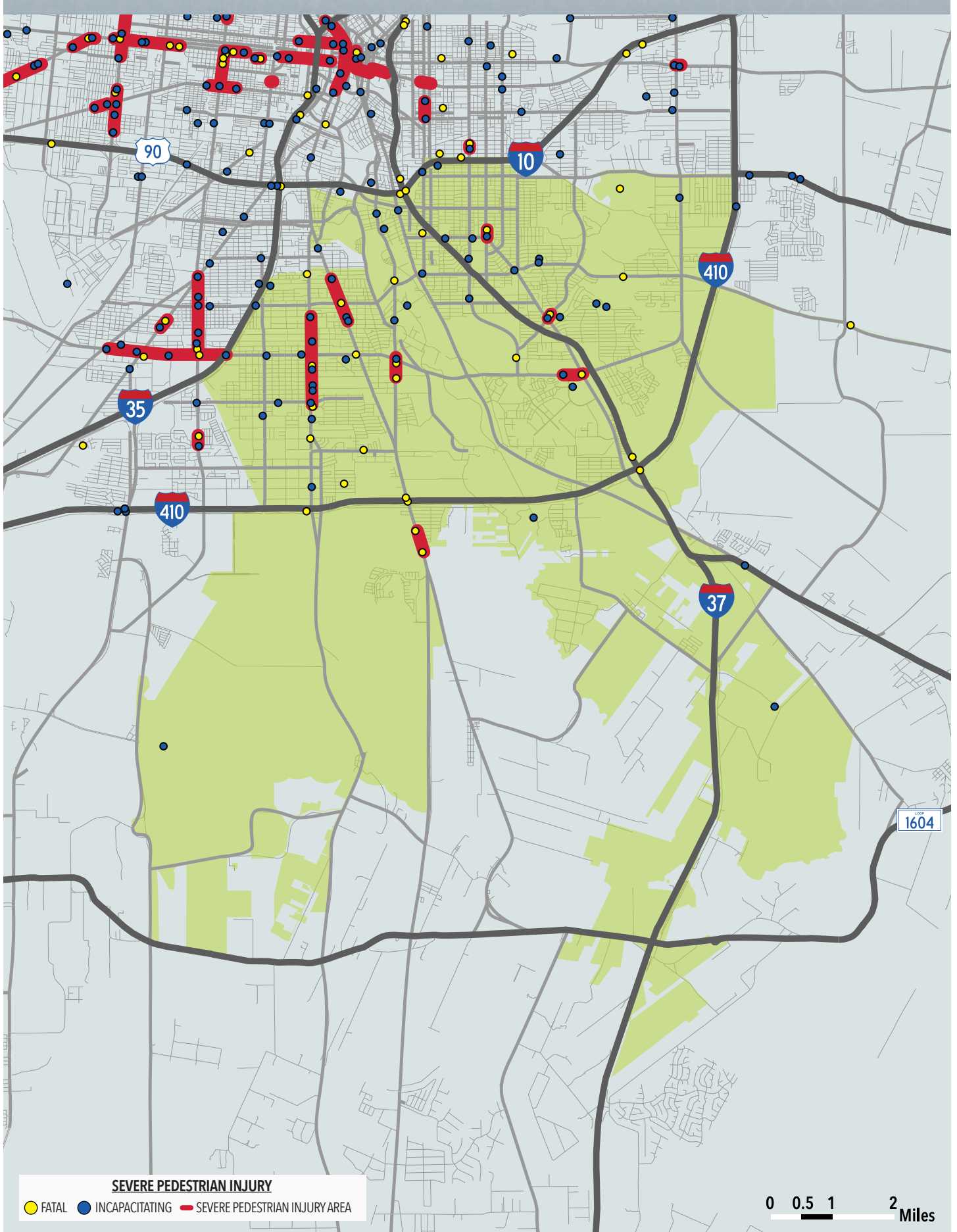
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
AUSTIN HIGHWAY (Loop 368)	HOLBROOK	LANARK	0.19	1	1	2	2
AUSTIN HIGHWAY (Loop 368)	VANDIVER	RAINBOW	0.09	3	0	3	2/10
BROADWAY (Loop 368)	ELEANOR	NATALEN	0.07	2	0	2	2
BROADWAY (Loop 368)	JOSEPHINE	ARMY	0.35	2	1	3	1/2
COMMERCE	MESQUITE	OLIVE	0.18	0	3	3	2
EISENHAUER	RAYBON	MIDCROWN	0.10	0	2	2	2
GIBBS SPRAWL	RITTIMAN	CASTLE STREAM	0.36	1	1	2	2
HACKBERRY	IOWA	DAKOTA	0.29	2	0	2	2
HOUSTON	WW WHITE	WHISPERING CREEK	0.05	3	0	3	2
NEW BRAUNFELS	DENVER	PORTER	0.07	2	1	3	2
PERRIN BEITEL (FM 2252)*	AUSTIN HWY	SUN GATE	1.17	6	1	7	2/10
RANDOLPH	CRESTWAY	CARELIN	0.26	0	2	2	2
RITTIMAN	FAIRDALE	GOLDFIELD	0.51	2	2	4	2
RITTIMAN	GRANTHAM	QUEENS CASTLE	0.16	2	0	2	2
SEGUIN	LAKEVIEW	RITTIMAN	0.57	1	2	3	2
WALZEM (FM 1976)	RAYBON	PATRIOT	0.20	1	1	2	2

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 3 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015





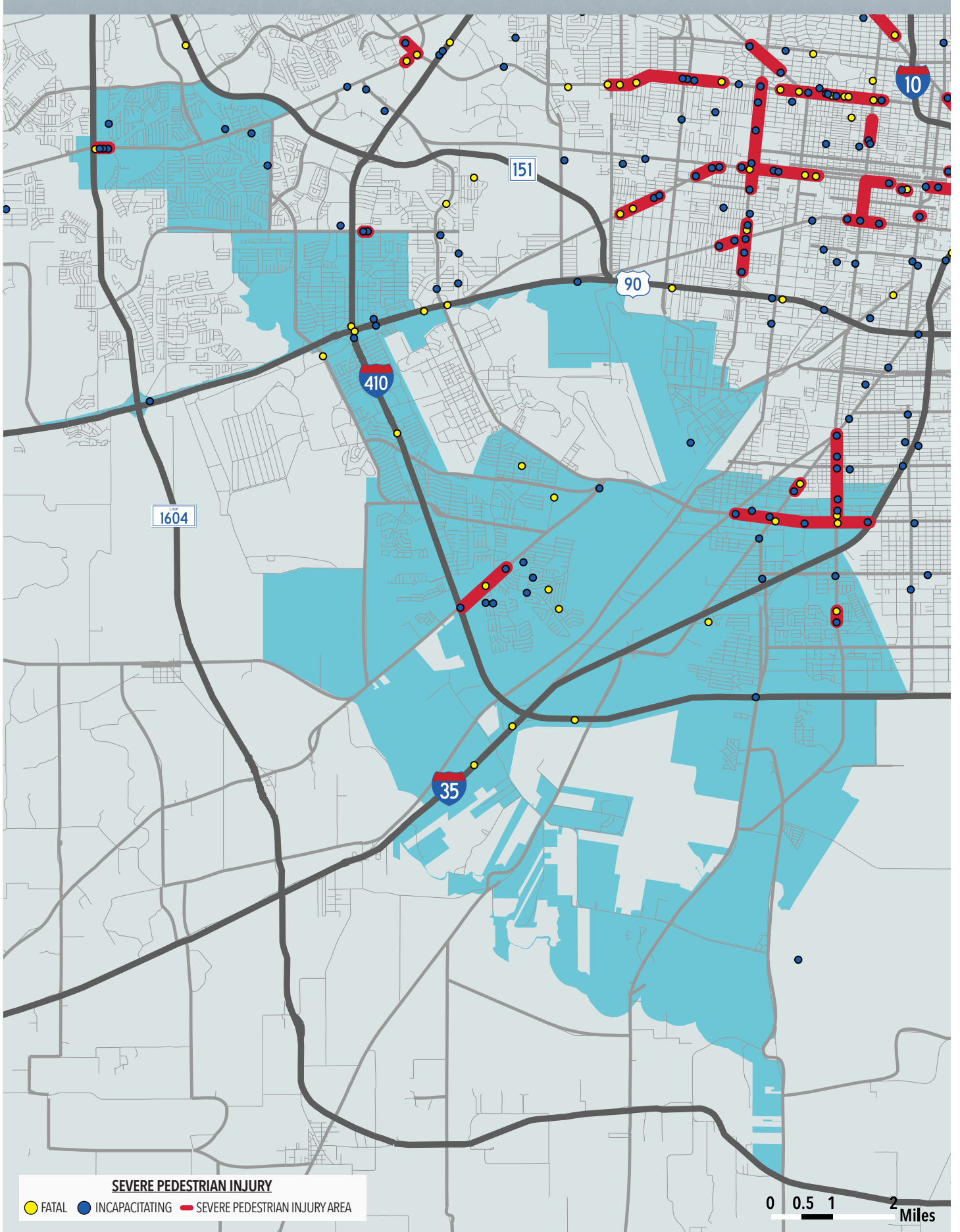
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
FLORES	SAYERS	WHITE	0.76	3	2	5	3
GEVERS	FAIR	MINNETONKA	0.13	1	1	2	3
MILITARY (Loop 13)	CITY-BASE LANDING	GOLIAD	0.33	1	1	2	3
PECAN VALLEY	GOLIAD	DOLLARHIDE	0.10	1	1	2	3
PLEASANTON	GERALD	AMBER	1.44	5	3	8	3
ROOSEVELT (Spur 536)	HARDING	MILITARY	0.34	1	2	3	3
ROOSEVELT (US 281)	RADA	SAVA	0.37	0	2	2	3

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 4 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015







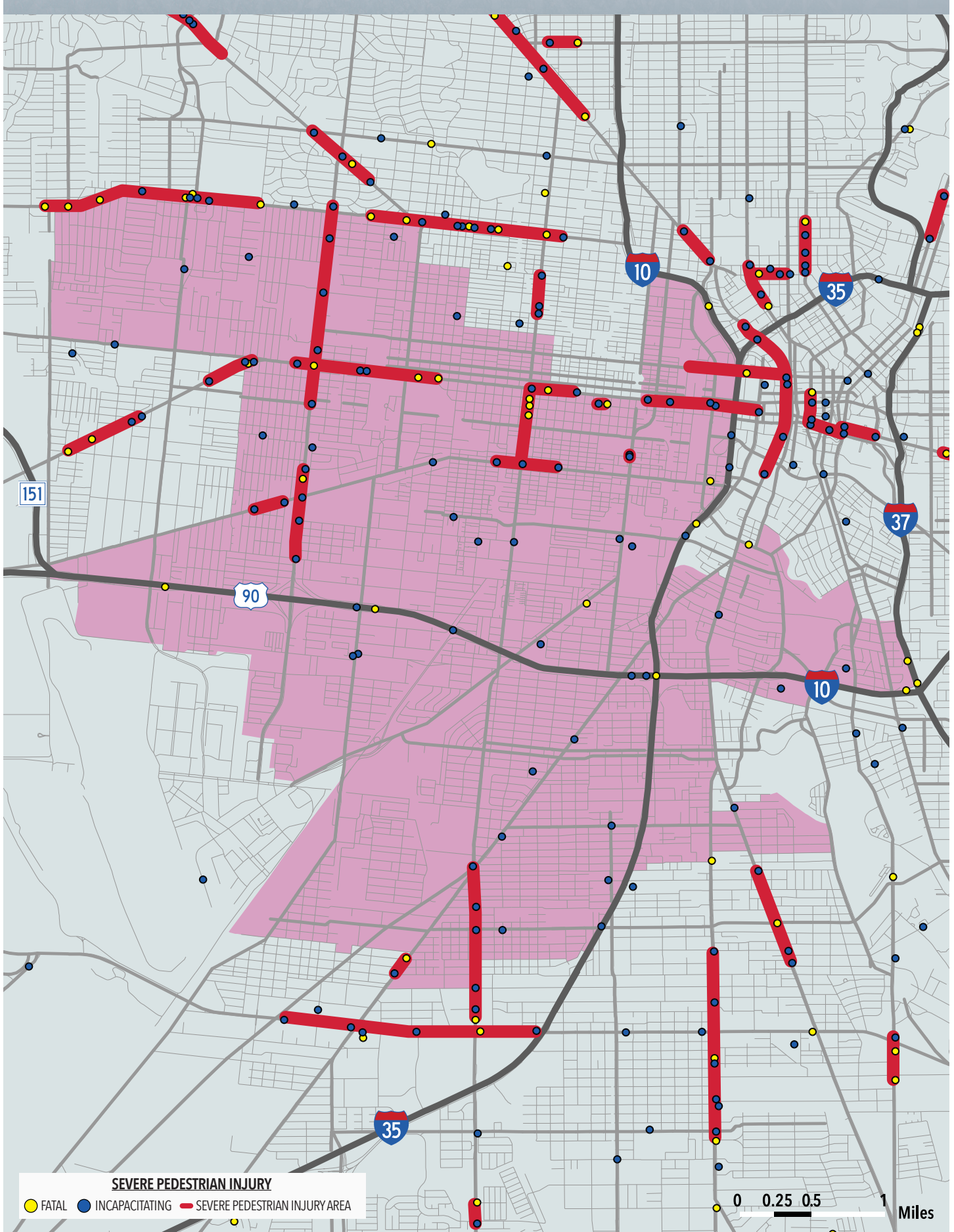
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
MARBACH	HARNES	MEADOW WAY	0.06	2	0	2	4/6
MILITARY (Loop 13)	NEW LAREDO HWY	HILTON	1.93	4	1	5	4
OLD PEARSALL (FM 2536)	LOOP 410	WAR CLOUD	0.88	3	1	4	4
POTRANCO (FM 1957)	LOOP 1604	ROUSSEAU	0.16	3	1	4	4
SOMERSET	PYRON	LOVETT	0.14	2	1	3	4/5
ZARZAMORA	ANSLEY	A	0.16	1	1	2	4
ZARZAMORA	MILITARY	NOGALITOS	1.17	7	2	9	4/5

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 5 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015





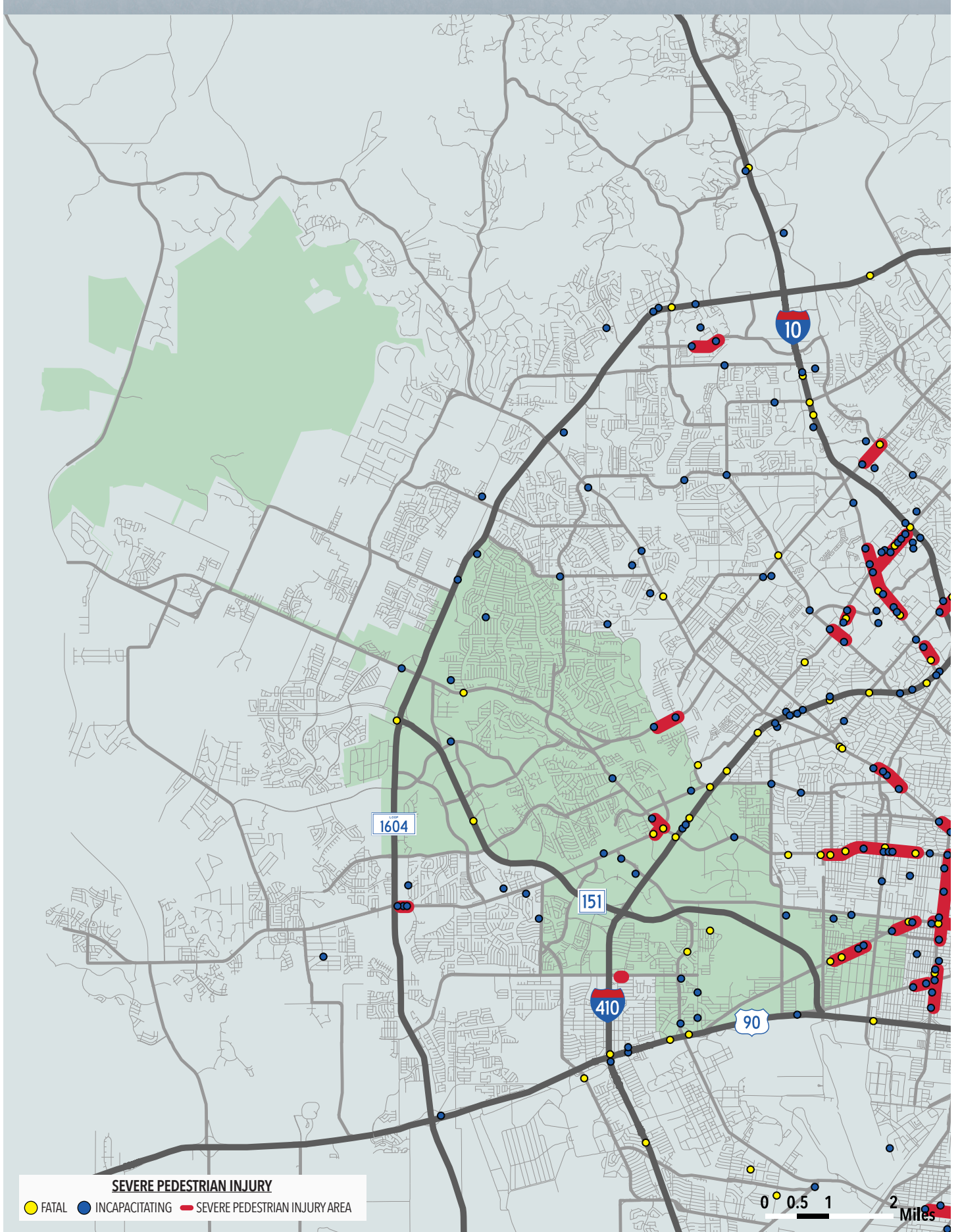
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
BRAZOS	SAN LUIS	SAN FERNANDO	0.01	2	0	2	5
BUENA VISTA	TRINITY	PINTO	0.06	1	1	2	5
CASTROVILLE	MADRID	JUANITA	0.23	2	0	2	5
COMMERCE	SAN MANUEL	21ST	1.08	3	3	6	5
COMMERCE	ZARZAMORA	CIBOLO	0.35	2	1	3	1/5
COMMERCE	SMITH	SANTA ROSA	0.85	4	1	5	1/5
CULEBRA (Spur 421)*	28TH	CALAVERAS	1.47	7	6	13	1/5/7
CULEBRA	BRENDELL	CAMINO SANTA MARIA	1.67	6	5	11	5/7
ENRIQUE BARRERA	34TH	SAN IGNACIO	0.38	2	1	3	5/6
GENERAL MCMULLEN	CERALVO	WALL	0.69	7	3	10	5
GENERAL MCMULLEN	TULANE	CESAR CHAVEZ	1.54	7	0	7	5/7
GUADALUPE	NUEVA LEON	NAVIDAD	0.47	2	0	2	5
MARTIN	COMAL	FLORES	0.75	2	1	3	1/5
SOMERSET	PYRON	LOVETT	0.14	2	1	3	4/5
ZARZAMORA	GUADALUPE	COMMERCE	0.59	3	3	6	5
ZARZAMORA	MILITARY	NOGALITOS	1.17	7	2	9	4/5

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 6 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



# COUNCIL DISTRICT 6 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



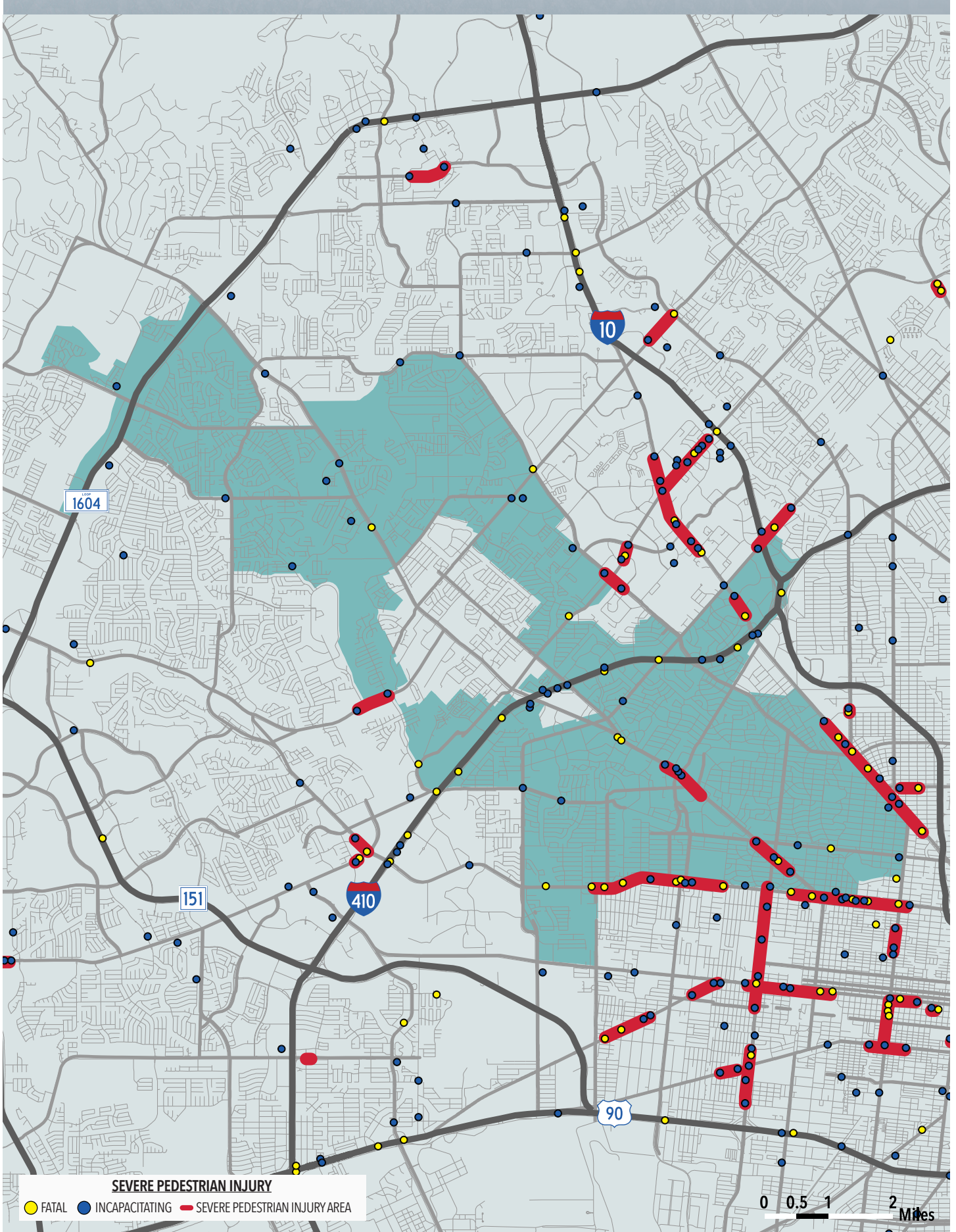
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
CULEBRA	VAN NESS	POTRANCO	0.25	1	1	2	6
ENRIQUE BARRERA	34TH	SAN IGNACIO	0.38	2	1	3	5/6
ENRIQUE BARRERA	ELDRIDGE	PROSPERITY	0.63	2	2	4	6
GRISSOM	HEATH	TIMBERHILL	0.43	2	0	2	6/7
MARBACH	HARNESS	MEADOW WAY	0.06	2	0	2	4/6
POTRANCO (FM 1957)	STEDWICK	CULEBRA	0.04	1	1	2	6

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 7 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015





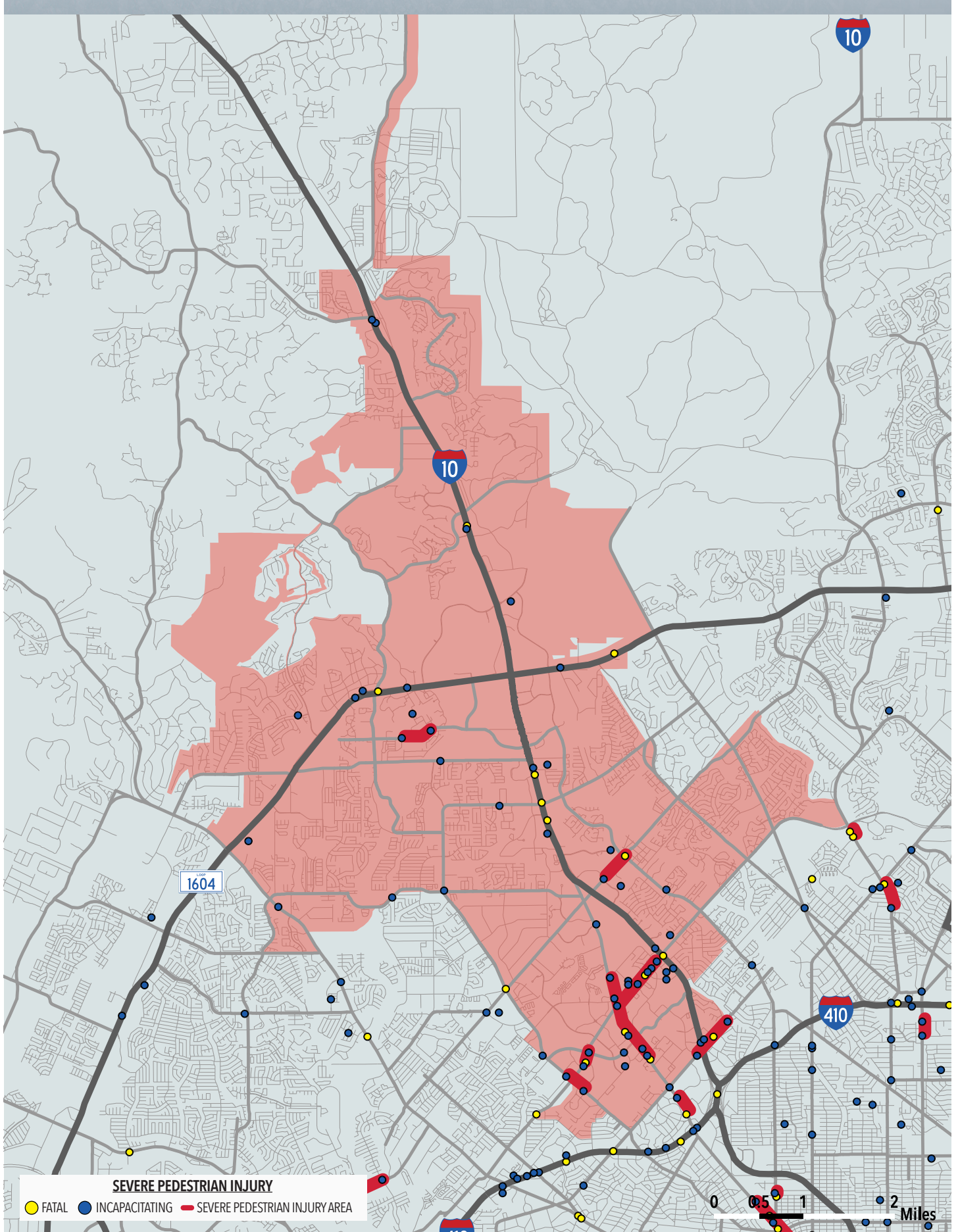
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
BABCOCK	SNOWDEN	MERTON MINTER	0.31	2	0	2	7/8
BANDERA (Spur 421)	BLOOMFIELD	SUTTON	0.59	5	0	5	7
BANDERA (Spur 421)	WOODLAWN	WESTMINISTER	0.58	2	1	3	7
CALLAGHAN	HORIZON HILL	ROCK CREEK RUN	0.64	2	1	3	1/7/8
BANDERA (Spur 421)	28TH	CALAVERAS	1.47	7	6	13	1/5/7
CULEBRA	BRENDELL	CAMINO SANTA MARIA	1.67	6	5	11	5/7
FREDERICKSBURG (Spur 345)	MAGIC	LAKERIDGE	0.28	1	1	2	7
FREDERICKSBURG	GARDINA	AGARITA	1.86	5	4	9	1/7
GENERAL MCMULLEN	TULANE	CESAR CHAVEZ	1.54	7	0	7	5/7
GRISSOM	HEATH	TIMBERHILL	0.43	2	0	2	6/7

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 8 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015





# COUNCIL DISTRICT 8 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



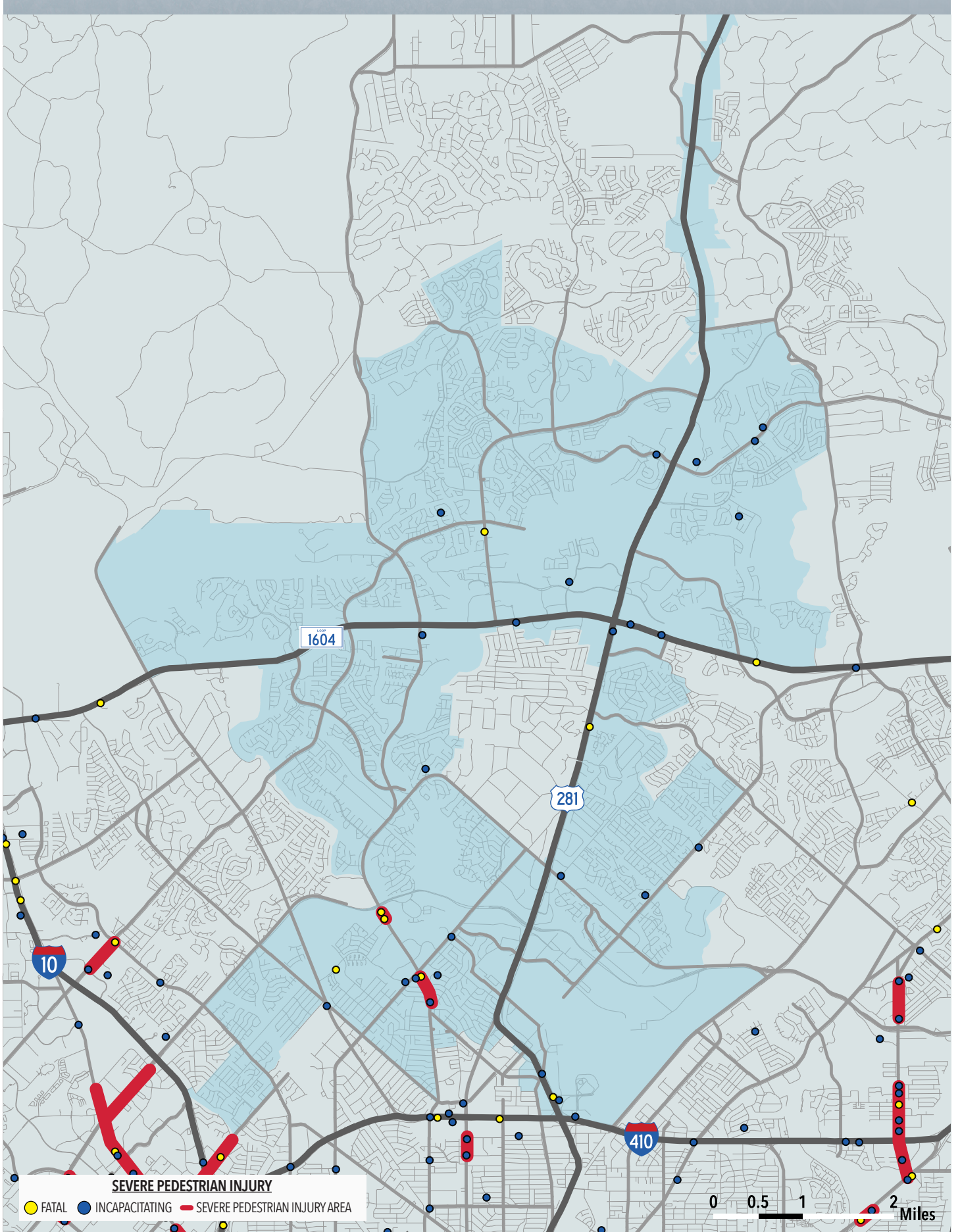
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
BABCOCK	SNOWDEN	MERTON MINTER	0.31	2	0	2	7/8
CALLAGHAN	HORIZON HILL	ROCK CREEK RUN	0.64	2	1	3	1/7/8
FREDERICKSBURG (SPUR 345)	BLUEMEL	CLIFF OAKS	1.35	6	3	9	8
HUEBNER	HUEBNER OAKS	VANCE JACKSON	0.47	1	1	2	8
UTSA	ROADRUNNER	EDWARD XIMENES	0.45	2	0	2	8
WURZBACH	FREDERICKSBURG	BLUMEL	0.88	1	6	7	8
WURZBACH	VON SCHEELE	MEDICAL	0.19	2	2	4	8

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 9 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



# COUNCIL DISTRICT 9 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015



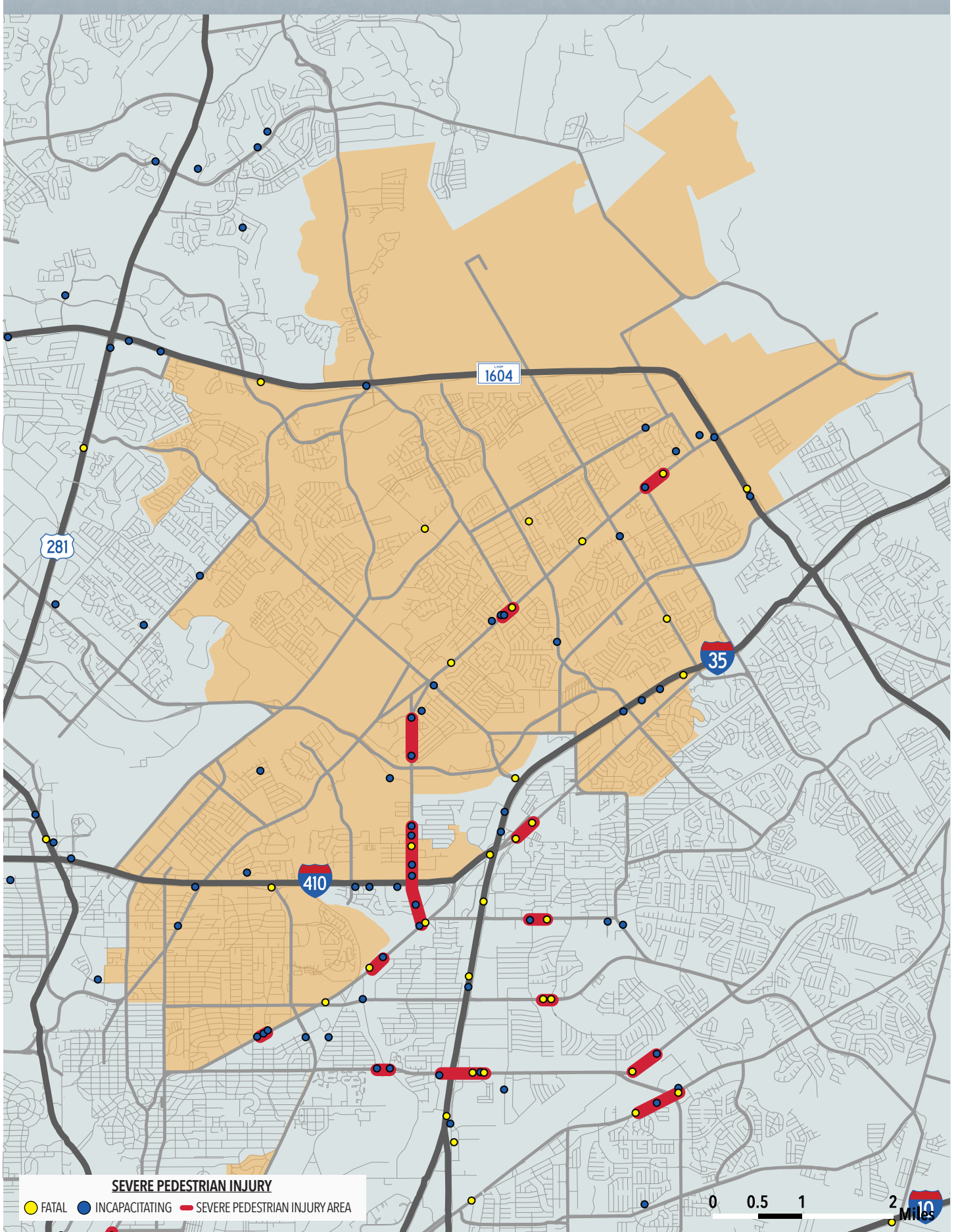
## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
BLANCO (FM 2696)	BLUEMEL	CLIFF OAKS	1.35	6	3	9	8
BLANCO (FM 2696)	WURZBACH	VISTA VIEW	0.07	0	2	2	9

\*Denotes SPIA with TCI and TxDOT ownership



# COUNCIL DISTRICT 10 SEVERE PEDESTRIAN INJURY AREAS, 2011-2015





## ALPHABETICAL BY STREET

STREET	FROM	TO	LENGTH (MILES)	INCAPACITATING INJURIES	FATAL INJURIES	TOTAL INJURIES	CITY COUNCIL DISTRICT(S)
AUSTIN HIGHWAY (Loop 368)	VANDIVER	RAINBOW	0.09	3	0	3	2/10
NACOGDOCHES (FM 2252)	TOEPPERWEIN	FOX KNOLL	0.27	2	2	4	10
NACOGDOCHES (FM 2252)	WORDSWORTH	HIGGINS	0.16	2	1	3	10
PERRIN BEITEL (FM 2252)*	AUSTIN HWY	SUN GATE	1.17	6	1	7	2/10
PERRIN BEITEL (FM 2252)*	GREYSTONE	NACO-PERRIN	0.46	2	0	2	10

\*Denotes SPIA with TCI and TxDOT ownership



## I PLEDGE TO:

- 👤 Look out for others, especially children, elderly, persons with disabilities, people walking and biking.
- 👤 Slow down and look around, especially at intersections and driveways.
- 👤 Practice the rules of the road including yielding to people walking.
- 👤 Be alert at all times.
- 👤 Share this Vision Zero pledge with my family and friends.



 VISION  
**ZERO**

S A N A N T O N I O

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Drive safe. Bike safe. Walk safe.

**CONNECT WITH US:**

[www.visionzerosa.com](http://www.visionzerosa.com) | [#VisionZeroSA](https://twitter.com/VisionZeroSA)   



SAN ANTONIO

Drive safe. Bike safe. Walk safe.

Together, we can achieve zero fatalities on our roadways because every person in our community matters.