STUDENT SENATE BILL 2021-1036

TITLE: Resolution Supporting Implementation of Leading Pedestrian Interval (LPI) at University of Florida Signalized Intersections

AUTHOR(S): Senator Grace Shoemaker

SPONSOR(S): Senator Gabrielle Adekunle, Senator Kameron Green, Senator Carter Graham, Senator Sebastian Moran, Senator Kyle Fohrman, Senator Wali Ali, Senator Brendan Lamboglia, Senator Aaron Lazar

WHEREAS, leading pedestrian interval (LPI) is a proven and popular countermeasure at signalized intersections that improves pedestrian safety [1]; and,

WHEREAS, with LPI, pedestrians are allowed to walk 3-7 seconds before a green signal is given to vehicles on the same approach [1], [2]; and,

WHEREAS, LPIs increase the visibility of crossing pedestrians and give pedestrians priority; and [1], [2],

WHEREAS, LPIs increase pedestrian perceptions of safety [1], [2]; and,

WHEREAS, LPIs require adjustments to existing signal timing that are at a relatively low cost with long-term benefits [1], [2]; and,

WHEREAS, LPIs enhance the safety for pedestrians who may be slower to start walking into intersections such as disabled individuals or elderly populations [1], [2]; and,

WHEREAS, as reported by the United States Department of Transportation (USDOT) and Federal Highway Administration (FHWA), LPIs reduce conflicts between pedestrians and vehicles as much as 60% at treated intersections, particularly turning vehicles [1], [3]; and,

WHEREAS, LPIs increase the likelihood of motorists yielding to pedestrians [1], [2], [3]; and,

WHEREAS, LPIs have been implemented in cities across the United States and Florida such as New York City, Toronto, Orlando, and Tampa [2]; and,

WHEREAS, in 2019, the Florida Department of Transportation updated its Traffic Engineering Manual (TEM) to allow implementation of LPI without any traffic engineering study in General Urban, Urban Center, and Urban Core areas such as the University of Florida [4]; and,

WHEREAS, USDOT, FDOT, and FHWA all encourage the use and implementation of LPIs; and,

WHEREAS, the City of Gainesville has installed LPIs on four signalized intersections near the University of Florida's campus on University Avenue [5]; and,

WHEREAS, one campus-wide survey found that more than 45% of respondents believed that LPI would make them feel safer on campus [6]; and,

WHEREAS, through an analysis of on-campus crash data at four signalized intersections, there were a total of 16 pedestrian and bicyclist crashes with 15 injuries between January 2015 to June 2020 [5]; and,

WHEREAS, the City of Gainesville has committed itself to improving traffic safety by revising existing timing to add LPI at each signalized intersection [5]; and,

WHEREAS, LPIs should only take a short period of time to be implemented and be fully operational [4], [5], [6]; and,

WHEREAS, the delay, if any, to vehicles should be minimal [5]; and,

WHEREAS, traffic engineers from the City of Gainesville support LPI and are ready to implement when given permission by UF Facilities Services and Transportation and Parking Services (TAPS) [6]; and,

WHEREAS, multiple officials and managers from the UF Facilities Services and Transportation and Parking Services (TAPS) also expressed support for LPI implementation; then,

THEREFORE, LET IT BE RESOLVED that the University of Florida Student Senate and University of Florida Student Government recognizes the need for LPI and supports its implementation at signalized intersections on campus.

THEREFORE, LET IT BE FURTHER RESOLVED that the University of Florida Student Senate supports and promotes efforts to improve pedestrian, bicyclist, and motorist safety on campus.

Proviso: A copy of this resolution shall be sent to President W. Kent Fuchs, Associate Vice President & Dean of Students Heather White, City of Gainesville Traffic Engineer Emmanuel Posadas, Director of Planning Linda B. Dixon, and Director of Transportation and Parking

Services Scott Fox. The author of this legislation expresses gratitude towards the efforts of former Senator John Lin, the author of the original legislation.

References:

[1] Federal Highway Administration, "Leading Pedestrian Intervals," *Federal Highway Administration*, Oct. 2017. [Online]. Available: https://safety/fhwa.dot.gov/provencountermeasures/lead_ped_int/#:~:text=A%20leading%20pedestrian%20interval%20(LPI,have%20priority%20to%20turn%20left.

[2] P. Lin, et al., "Development of Statewide Guidelines for Implementing Leading Pedestrian Intervals in Florida," *Florida Department of Transportation*, Dec. 2017.

[3] S. Saneinejad and J. Lo, "Leading Pedestrian Interval Assessment and Implementation Guidelines," *Transportation Research Record: Journal of the Transportation Research Board*, vol. 2519, pp. 85-94, 2015.

[4] D. Knox and J. Ponce, "Traffic Engineering Manual (TEM) Updates" presented to 2019 FDOT Transportation Symposium, Florida Department of Transportation, FL, USA, 2019 [*PowerPoint* slides]. Available: https://transportationsymposium.fdot.gov/User/ClassPresentation?classFileName=2019%20Symposium%20-%20Traffic%20Eng%20Manual.pdf, Accessed: Jun. 14, 2020.

[5] J. Lin, "Leading Pedestrian Interval at the University of Florida," Jul. 2020.

[6] J. Lin, et al., "Stepping in the Right Direction Towards Safety," Jun. 2020.