# Systemic Action on Pedestrian Risk

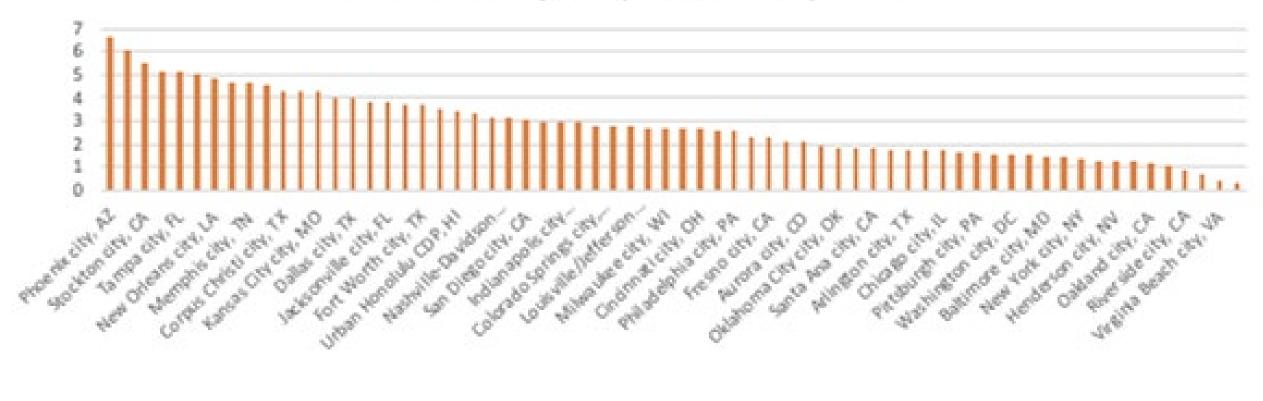
Corinne Kisner Executive Director National Association of City Transportation Officials July 15, 2020



SEATTLE + KING COUNTY METRO PORTLAND + TRIMET VANCOUVER, WA

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MONTRÉALO BURLINGTON CAMBRIDGE TORONTO MINNEAPOLIS + SOMERVILLEC BOSTON HAMILTON METRO TRANSIT GRAND RAPIDS DETROIT O PROVIDENCE HOBOKEN NEW HAVEN О MADISON O CONEW YORK HARRISBURG CHICAGO + CTAO OPHILADELPHIA OAKLAND O SACRAMENTO **OSALT LAKE CITY** PITTSBURGHO O OBALTIMORE SAN FRANCISCO **OFORT COLLINS** COLUMBUSO PALO ALTO SAN JOSE CUPERTINO BOULDERSDENVER ARLINGTON O WASHINGTON, DC **INDIANAPOLISO** CINCINNATI OALEXANDRIA ST LOUIS O OLOUISVILLE SAN LUIS OBISPOO WEST HOLLYWOOD DURHAM O RALEIGH VENTURA PASADENA SANTA MONICA COS ANGELES + METRO NASHVILLEO OCHARLOTTE OCHATTANOOGA + CARTA LONG BEACH **MEMPHISO OPHOENIX** ATLANTAO OCHARLESTON O TUCSON FORT WORTH OO DALLAS EL PASO O AUSTINO **ONEW ORLEANS** OORLANDO SAN ANTONIO + VIA O HOUSTON + METRO TAMPAO WEST PALM BEACH HONOLULU **OFTLAUDERDALE** MIAMI CO MIAMI BEACH О



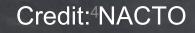
Pedestrian Fatality Rate per 100,000 Population

Data Source: 2018 NHTSA Traffic Safety Facts Annual Report Tables

- **High speeds**
- **Multiple lanes**
- Long distances between safe crossing points / signals

metro

Long wait times



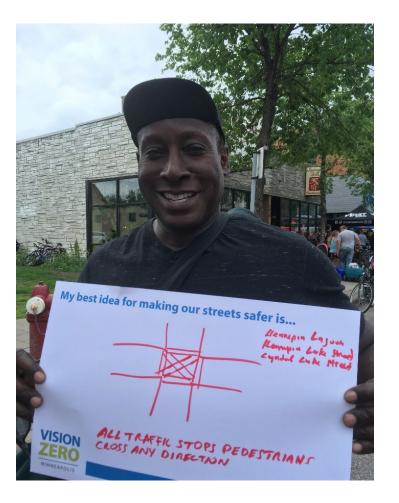
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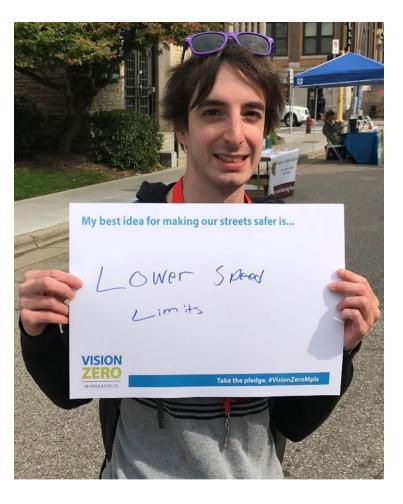
### **Urban Arterial Streets:**

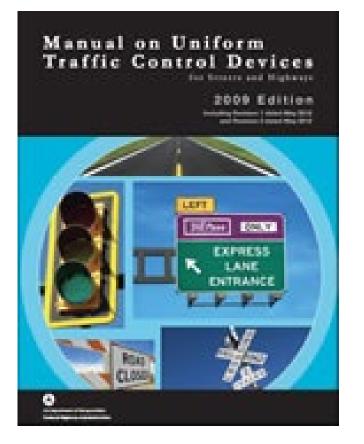
- 4% of roadway miles
- 49% of pedestrian deaths 2014-2018
- <sup>1</sup>/<sub>3</sub> of urban traffic fatalities are midblock on arterials

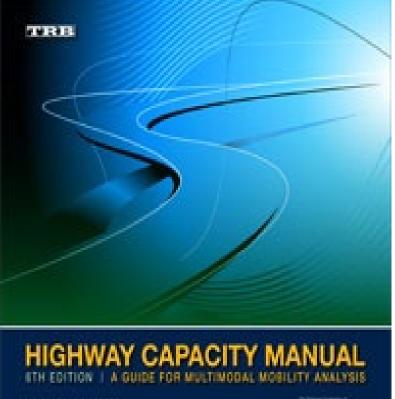








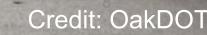




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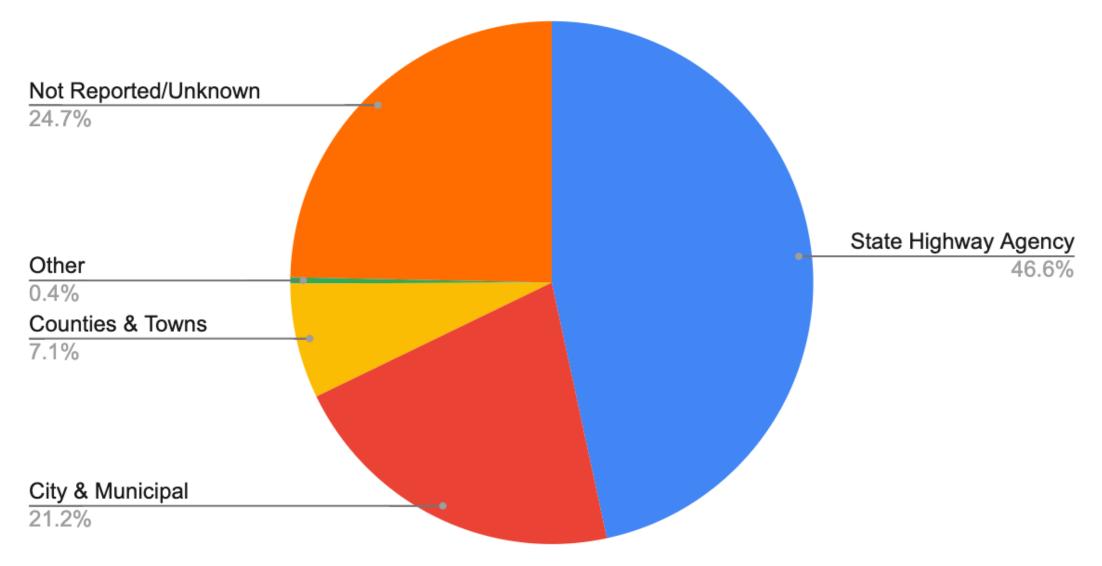
USE 27th

SENIOR CENTER

> SENIOR XING

Oakland

## Ownership of Urban Roadways Where Pedestrian Fatalities Occurred, U.S. 2018

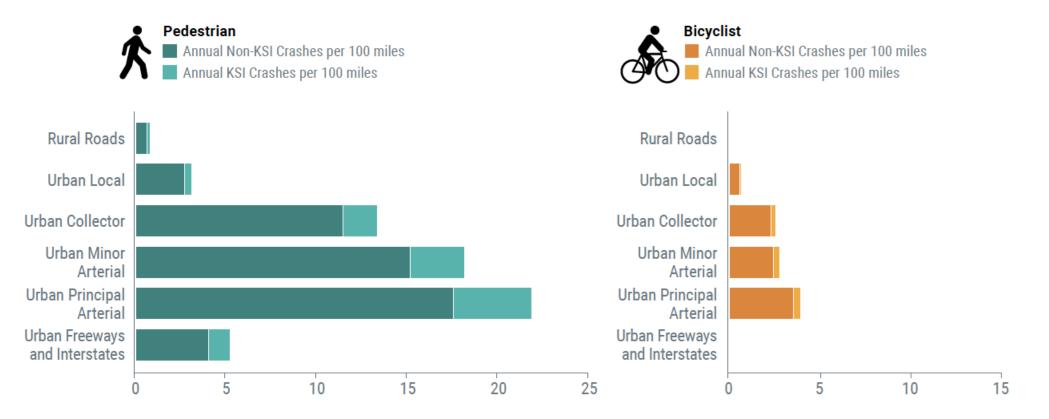


### Data: NHTSA FARS

## Major Streets are Risky Places by Design



Figure 12. Annual Non-KSI and KSI Pedestrian Crashes per 100 Miles by ROADWAY FUNCTIONAL CLASS Arterial and collector streets have the highest number of pedestrian and bicyclist crashes per mile, although local streets also account for a high number of crash locations.





## Before

SPEED LIMIT 30					
Location	Speeders	Speeders Over 40 mph		-//-	
Northbound	84%	4%			
Southbound	82%	6%			
X	14500		1	Seattle ( <i>credit:</i>	SDOT

NACTO

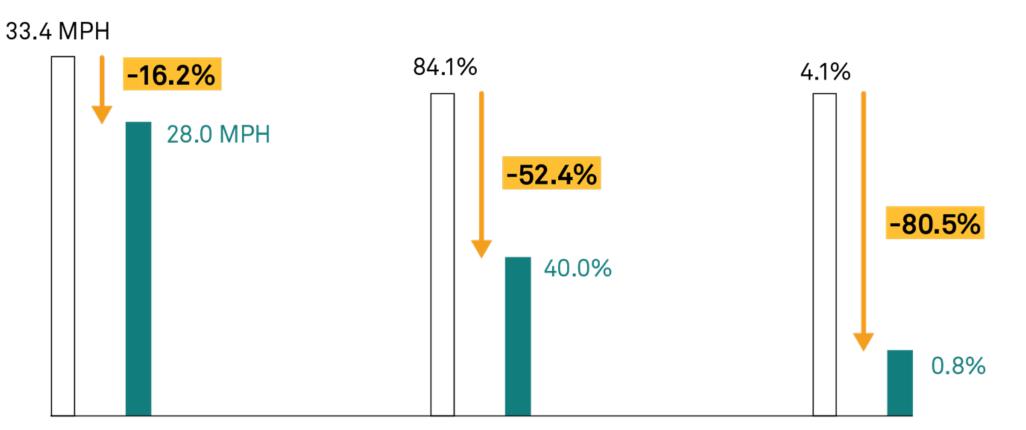
## After



NACTO

Rainier Ave, Seattle

2015 (30 MPH speed limit) 2016 (25 MPH speed limit)



50th Percentile Speed, Northbound Speeders (percent speeding) Top End Speeders (drivers exceeding 40 mph)



## New NACTO Guidance

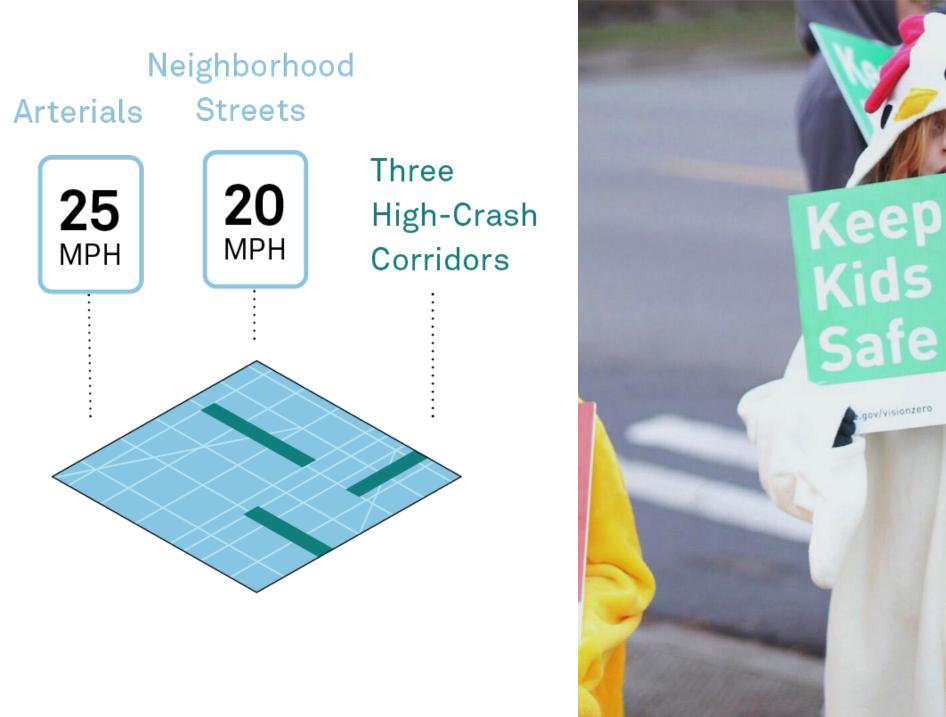
**City Limits:** Setting Safe Speed Limits on Urban Streets



Recommended Maximum Limits for Urban Streets







Credit: SDOT

ZERØ SDOT

### Speed limits on major streets should be set based on:





### **Activity Level**

(potential pedestrian, bicycle, transit, and stationary / public space use on a street)



### **Conflict Density**

(how frequently potential conflicts arise on a given street)

cities in the state to establish a 20 mph speed limit on all non-arterial streets in residence districts under city jurisdiction.

Oregon (Senate Bill 558) allows all

### How can **States help?**

Ask legislatures to let cities set urban speed limits.

Give cities the authority to do citywide speed studies instead of street-by-street studies



# Washington State has two pieces of enabling legislation that, together, allow cities to set safe speed limits: RCW 46.61.415 allows local agencies to establish/alter maximum limits on local

WAC 468-95-045 is a modification to the State MUTCD that provides local jurisdictions with considerations about what requirements they need to meet

streets.

Minnesota Statute (Section 169.14, Subd. 5h - Speed limits on city streets) allows cities to establish speed limits on city streets based on the city's safety, engineering, and traffic analysis. Speed limits must be set in a consistent and understandable manner.



Massachusetts (MGL c. 90 § 17C) allows "thickly settled" cities and towns to adopt a 25 mph default speed limit by ordinance for all non-state-owned streets. Cities and towns can also set 20 mph safety zones, which they can use their own criteria to create.

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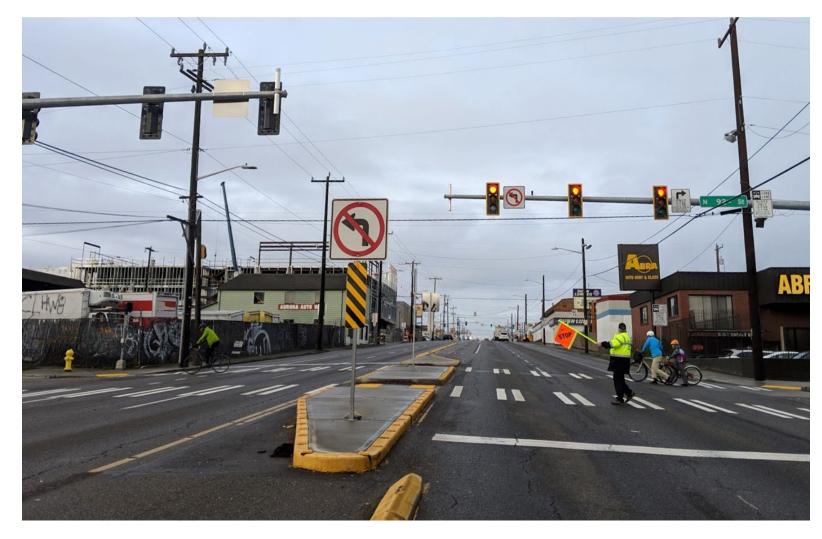
### New York State Assembly Bill 10144/Senate Bill 7892 amended section 1642 of the Vehicle and Traffic Law to allow New York City to set a speed limit of 25 miles per hour, down from 30 mph, on streets that are not part of the State highway system. This was followed by NYC Local Law 54 of 2014, which enacted a citywide speed limit of 25 mph unless otherwise posted.

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# How can states help?

Let cities take the lead on urban streets, and put resources where the risks are.





# How can USDOT help?

Update speed limit setting practices through an MUTCD Interim Approval

Revisit signal warrants to focus on pedestrian network needs

Develop standards that set minimum accomodations for pedestrians in projects nationwide.