Systemic Action on Pedestrian Risk

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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
Long wait times
Urban Arterial Streets:

- 4% of roadway miles
- 49% of pedestrian deaths 2014-2018
- $\frac{1}{3}$ of urban traffic fatalities are midblock on arterials
Curb extensions, zebra crosswalks, and pedestrian traffic lights at intersections between traffic lights.

My best idea for making our streets safer is... All traffic stops pedestrian cross any direction.

My best idea for making our streets safer is... Lower speed limits.
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

<table>
<thead>
<tr>
<th>Location</th>
<th>Speeders</th>
<th>Speeders Over 40 mph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>84%</td>
<td>4%</td>
</tr>
<tr>
<td>Southbound</td>
<td>82%</td>
<td>6%</td>
</tr>
</tbody>
</table>

Seattle (credit: SDOT)
After

Seattle (credit: SDOT)
Rainier Ave, Seattle

- **50th Percentile Speed, Northbound**: 33.4 MPH
  - 2015 (30 MPH speed limit): 28.0 MPH (-16.2%)
  - 2016 (25 MPH speed limit): 28.0 MPH

- **Speeders (percent speeding)**: 84.1%
  - 2015: 40.0% (-52.4%)
  - 2016: 40.0%

- **Top End Speeders (drivers exceeding 40 mph)**: 4.1%
  - 2015: 0.8% (-80.5%)
  - 2016: 0.8%
New NACTO Guidance

City Limits:
Setting Safe Speed Limits on Urban Streets
Recommended Maximum Limits for Urban Streets

- **10 MPH**: Shared Streets & Alleys
- **20 MPH**: Minor Streets
- **25 MPH**: Major Streets
Neighborhood Arterials

25 MPH

Neighborhood Streets

20 MPH

Three High-Crash Corridors

Credit: SDOT
Speed limits on major streets should be set based on:

- **Conflict Density**
  
  (how frequently potential conflicts arise on a given street)

- **Activity Level**
  
  (potential pedestrian, bicycle, transit, and stationary / public space use on a street)
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.
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 accommodations for pedestrians in projects nationwide.