

# Systemic Action on Pedestrian Risk

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VANCOUVER, BC + TRANSLINK

SEATTLE + KING COUNTY METRO  
BELLEVUE

PORTLAND + TRIMET  
VANCOUVER, WA

HALIFAX

MONTRÉAL

BURLINGTON

MINNEAPOLIS + METRO TRANSIT

TORONTO

SOMERVILLE

CAMBRIDGE

BOSTON

PROVIDENCE

GRAND RAPIDS

HAMILTON

DETROIT

HOBOKEN

NEW HAVEN

MADISON

CHICAGO + CTA

PITTSBURGH

HARRISBURG

NEW YORK

PHILADELPHIA

OAKLAND  
SAN FRANCISCO

SACRAMENTO

SALT LAKE CITY

BOULDER

FORT COLLINS

DENVER

INDIANAPOLIS

COLUMBUS

ARLINGTON

WASHINGTON, DC

ALEXANDRIA

PALO ALTO  
SAN JOSÉ  
CUPERTINO

SAN LUIS OBISPO

WEST HOLLYWOOD

VENTURA

PASADENA

SANTA MONICA  
LOS ANGELES + METRO

LONG BEACH

ST LOUIS

LOUISVILLE

CINCINNATI

DURHAM

RALEIGH

CHARLOTTE

MEMPHIS

CHATTANOOGA + CARTA

ATLANTA

CHARLESTON

PHOENIX

TUCSON

EL PASO

FORT WORTH  
DALLAS

AUSTIN

SAN ANTONIO + VIA

HOUSTON + METRO

NEW ORLEANS

ORLANDO

TAMPA

WEST PALM BEACH

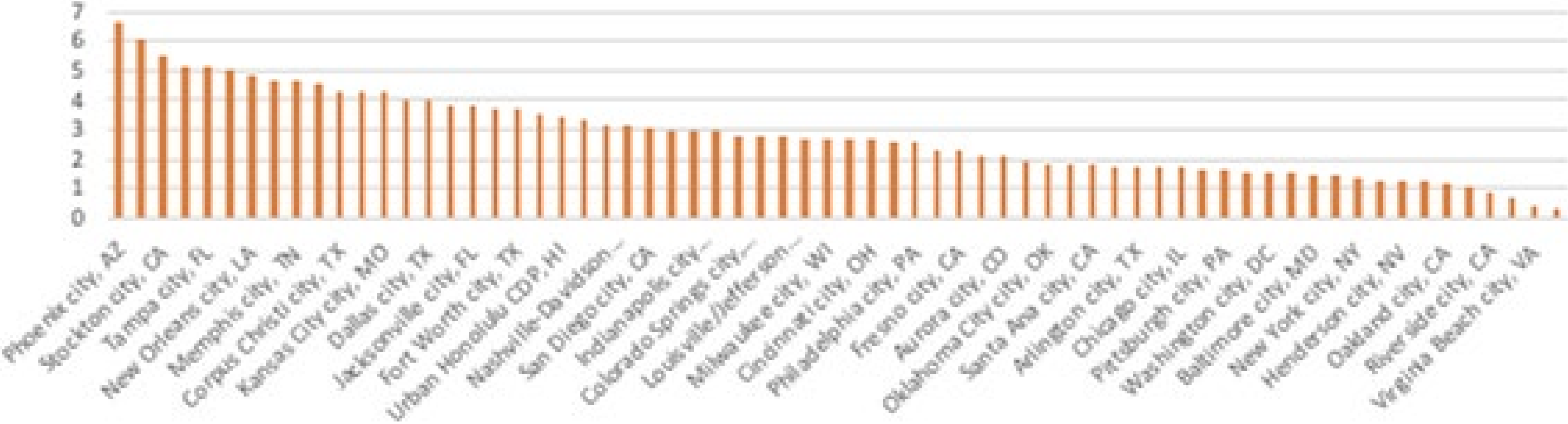
FT LAUDERDALE

MIAMI

MIAMI BEACH

HONOLULU

# 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**

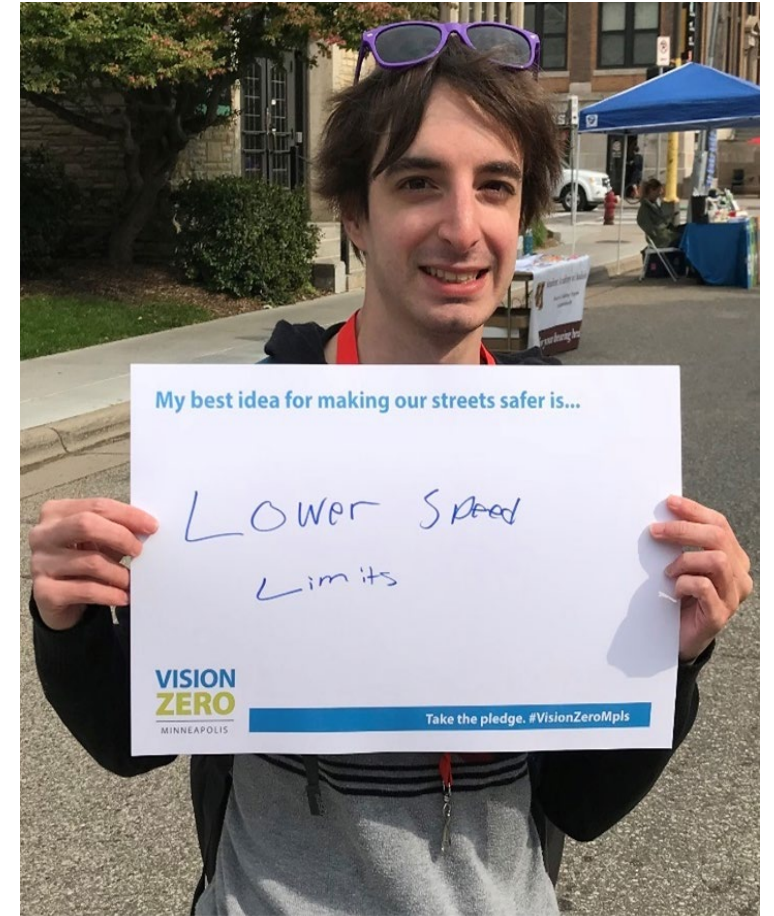
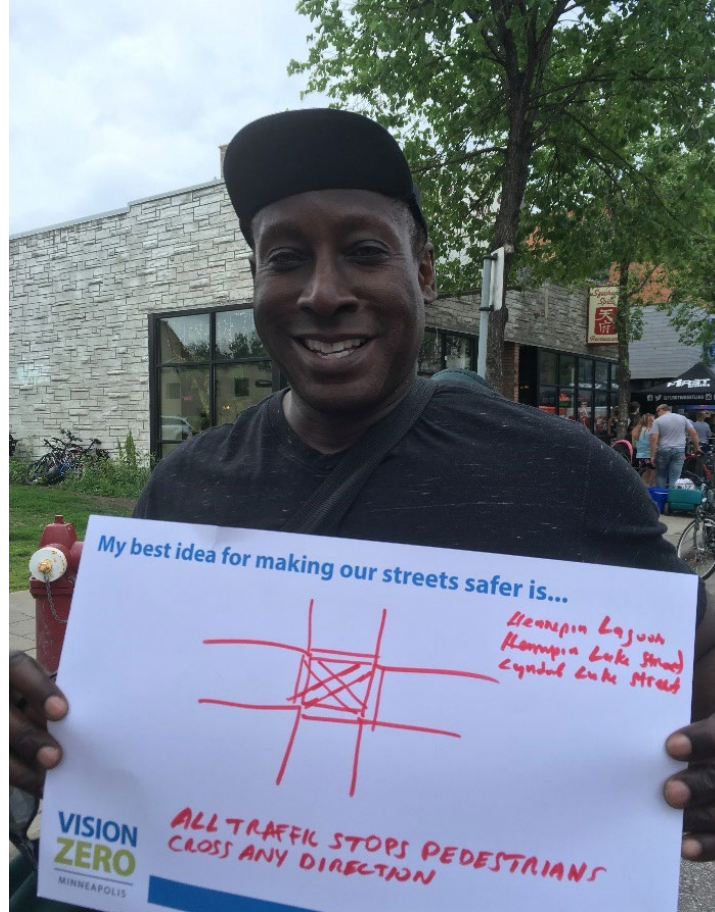


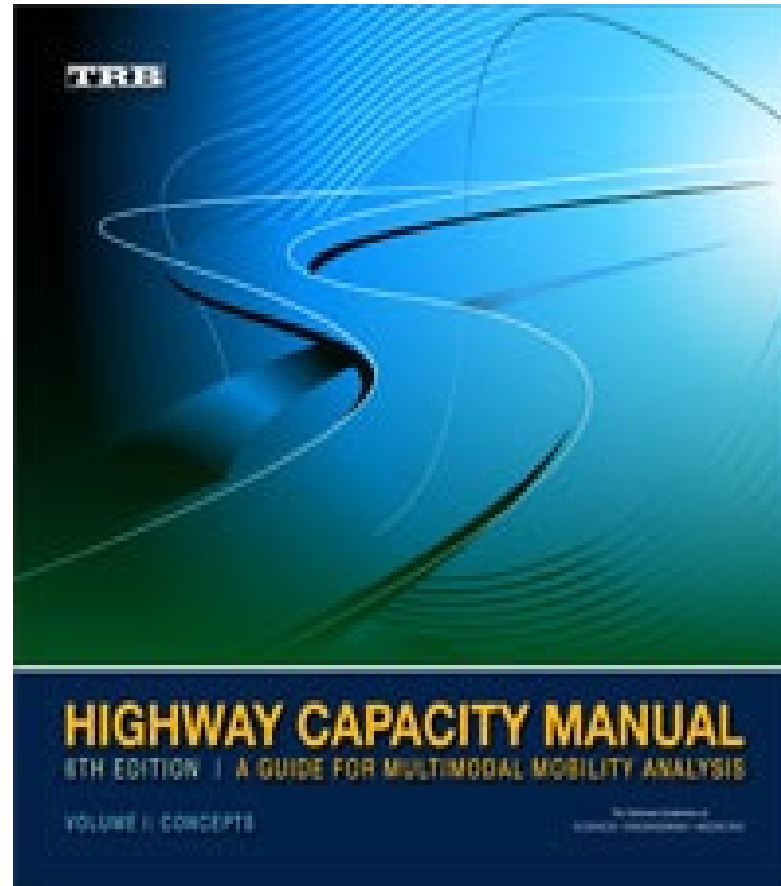
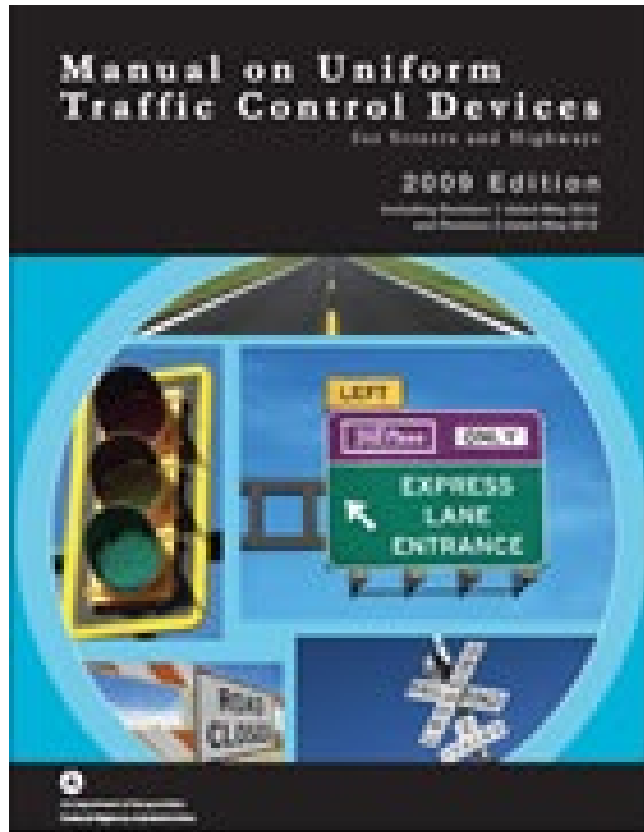
## Urban Arterial Streets:

- 4% of roadway miles
- 49% of pedestrian deaths 2014-2018
- $\frac{1}{3}$  of urban traffic fatalities are midblock on arterials













USE  
27th  
←

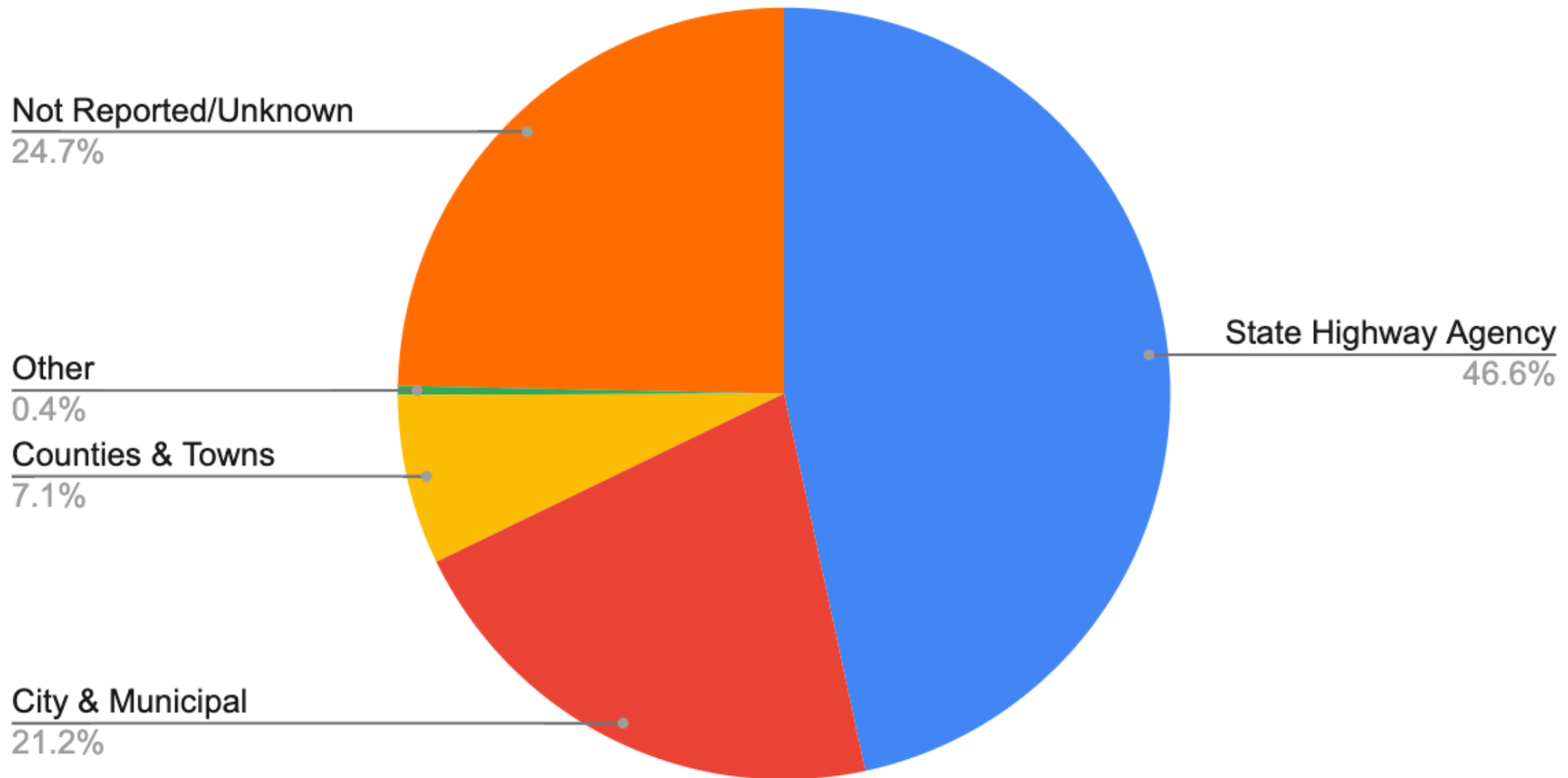
SENIOR  
CENTER →



SENIOR  
XING



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



# 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.



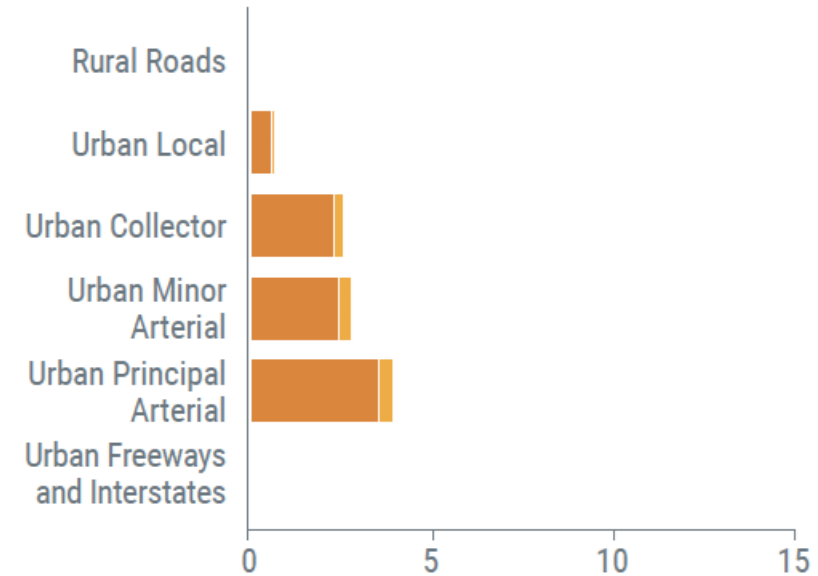
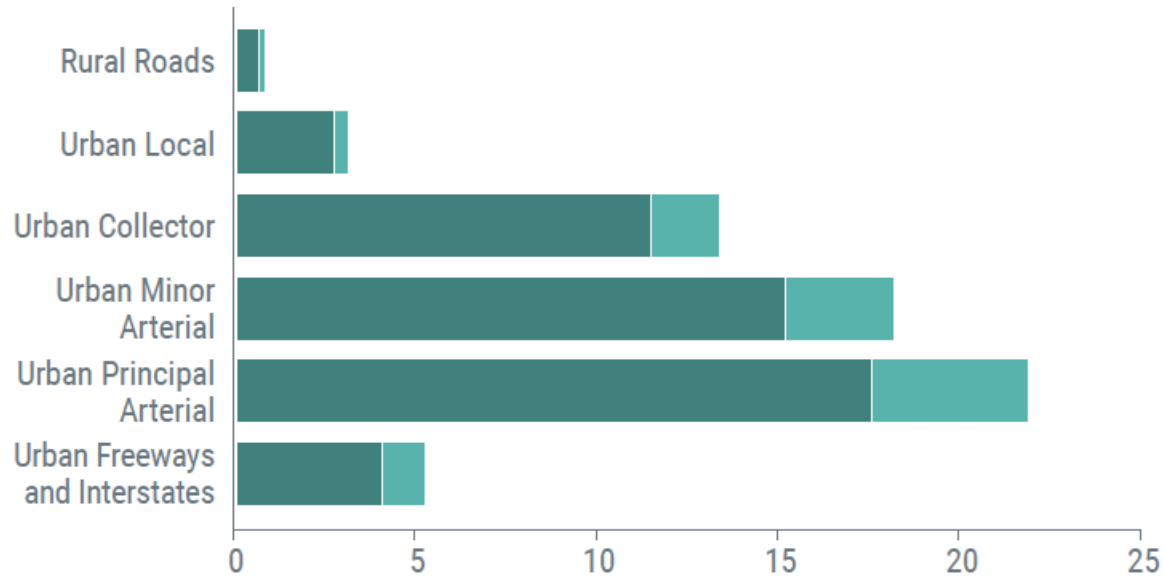
### Pedestrian

- Annual Non-KSI Crashes per 100 miles
- Annual KSI Crashes per 100 miles



### Bicyclist

- Annual Non-KSI Crashes per 100 miles
- Annual KSI Crashes per 100 miles







Seattle (credit: SDO)



# Before



Location	Speeders	Speeders Over 40 mph
Northbound	<b>84%</b>	<b>4%</b>
Southbound	<b>82%</b>	<b>6%</b>



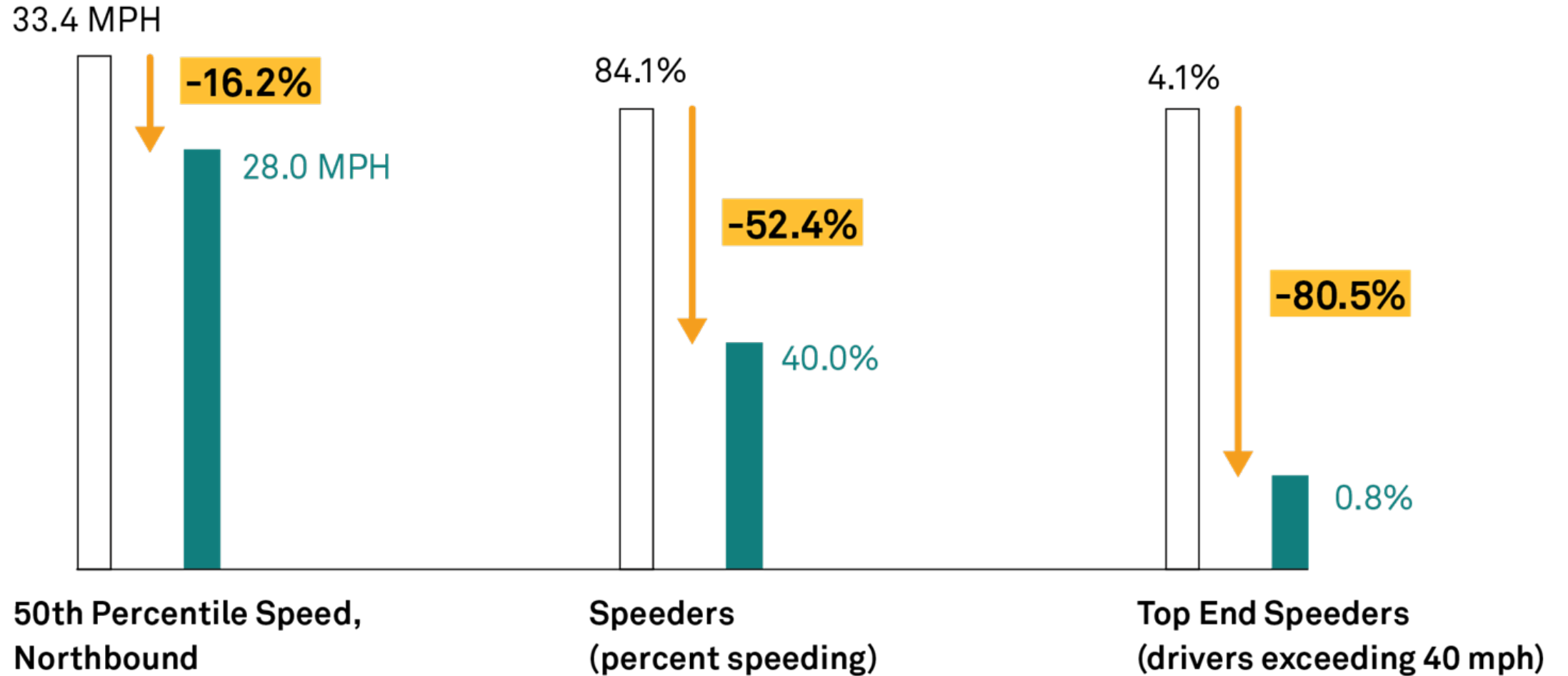


# After



# Rainier Ave, Seattle

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



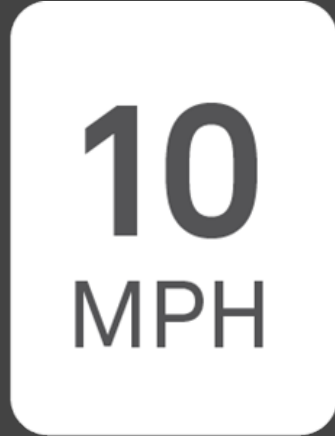




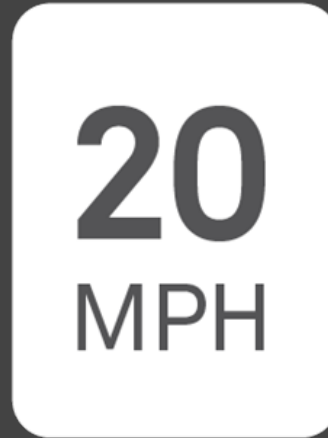
# New NACTO Guidance

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

## Recommended Maximum Limits for Urban Streets



SHARED STREETS  
& ALLEYS

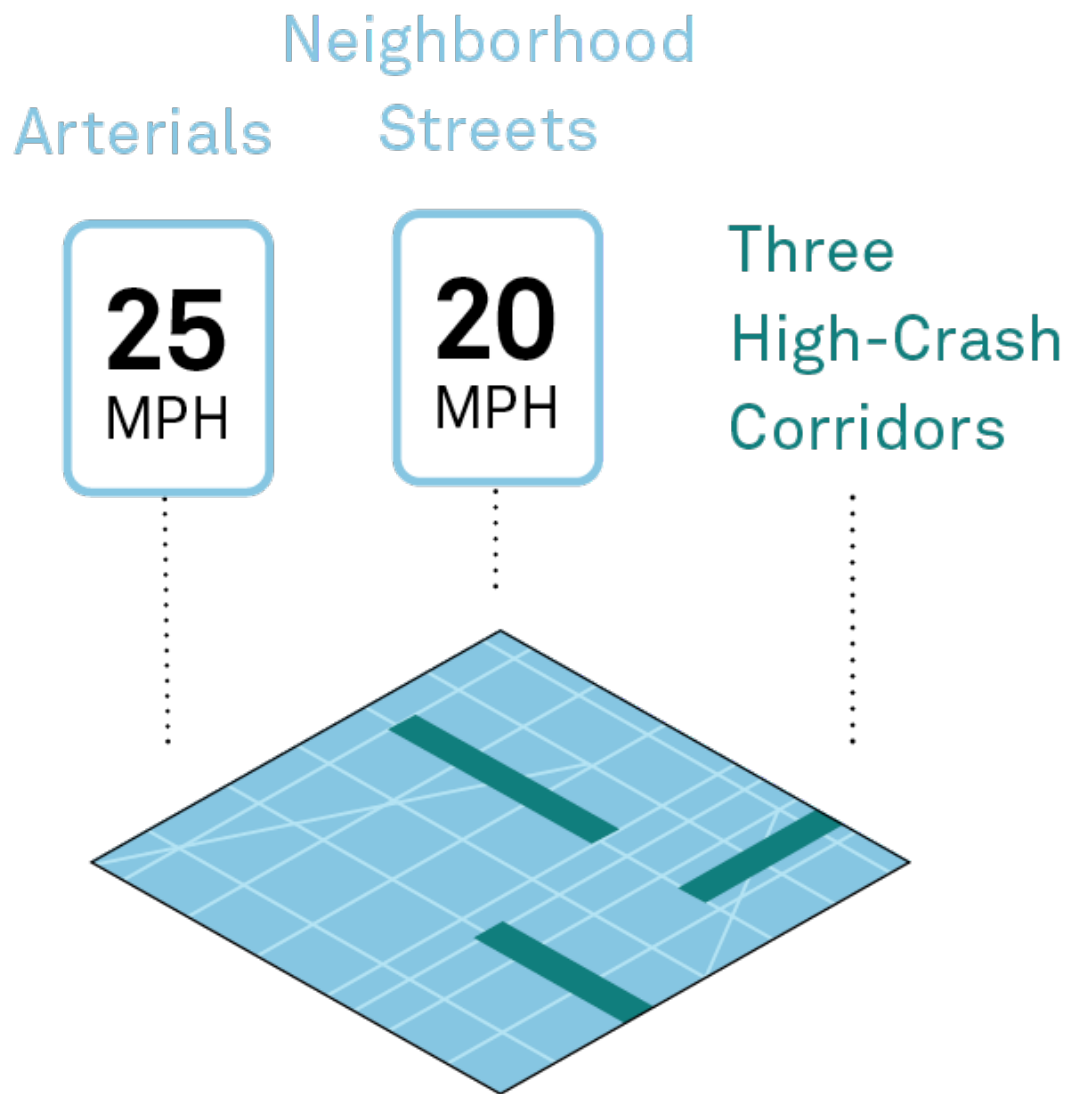


MINOR  
STREETS



MAJOR  
STREETS





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

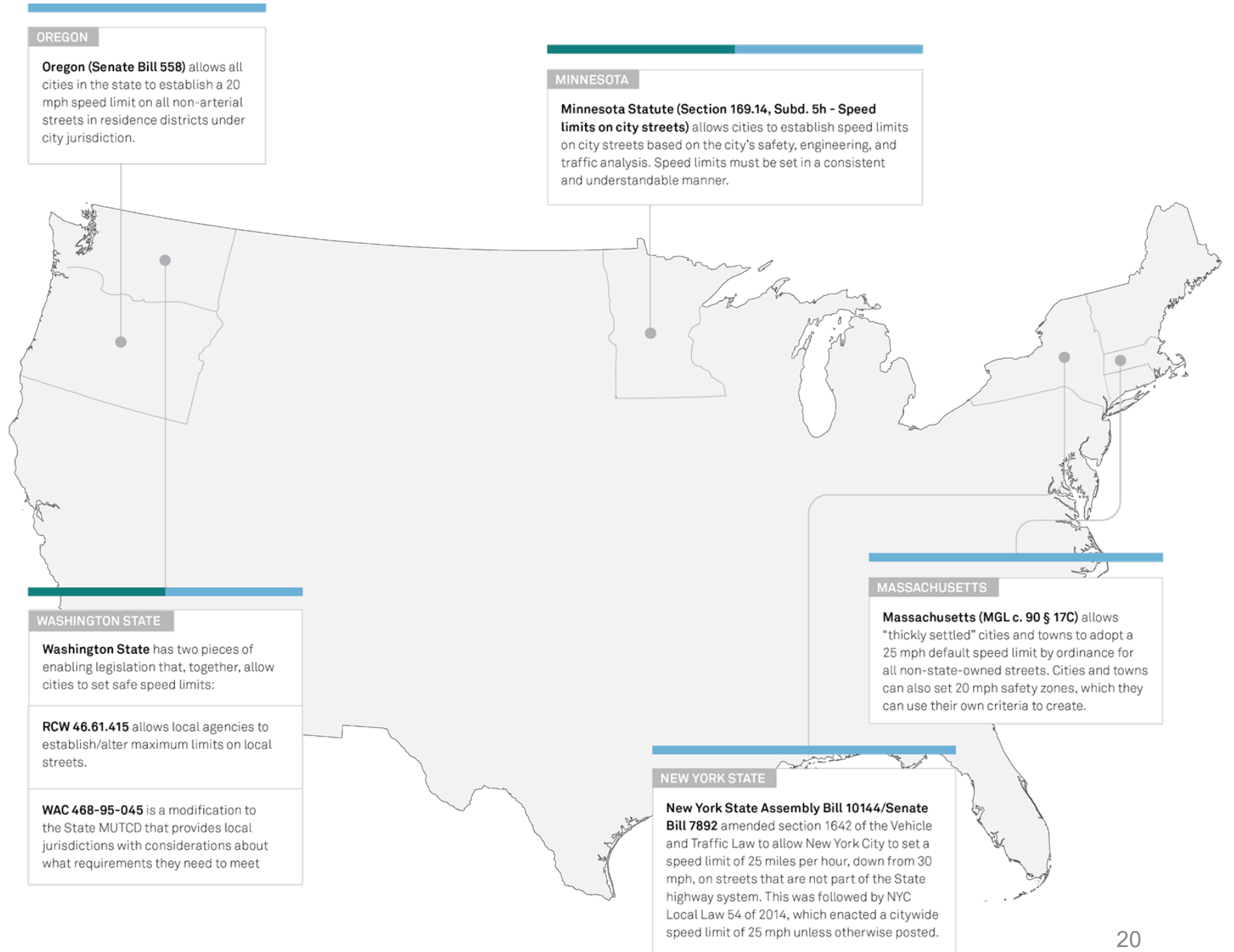
*(potential pedestrian, bicycle, transit, and stationary / public space use on a street)*



# How can States help?

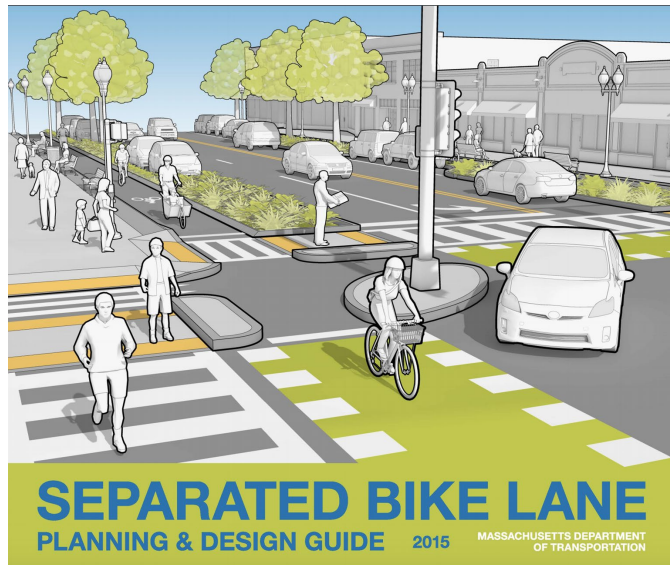
Ask legislatures to let cities set urban speed limits.

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.**