

Pedestrian Safety Implementation Plan



for

Reducing Pedestrian/Vehicle
Collisions

Team Members

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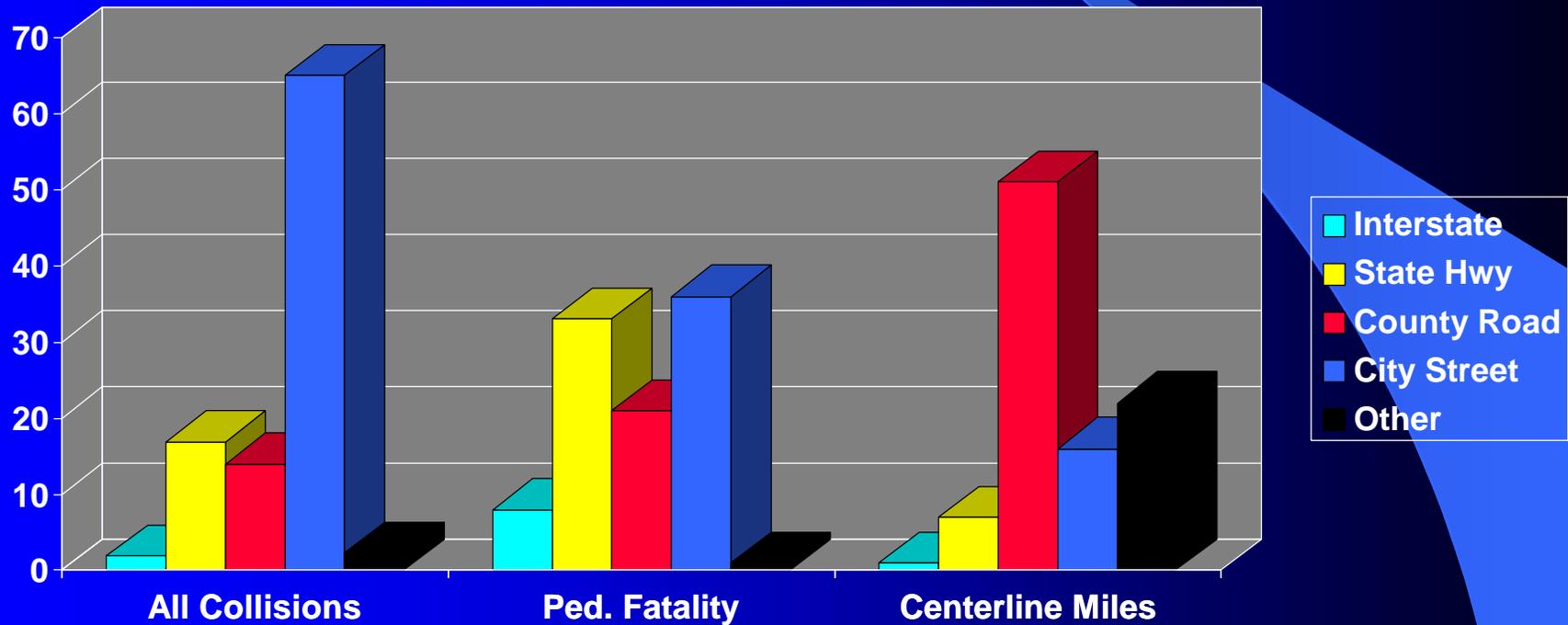
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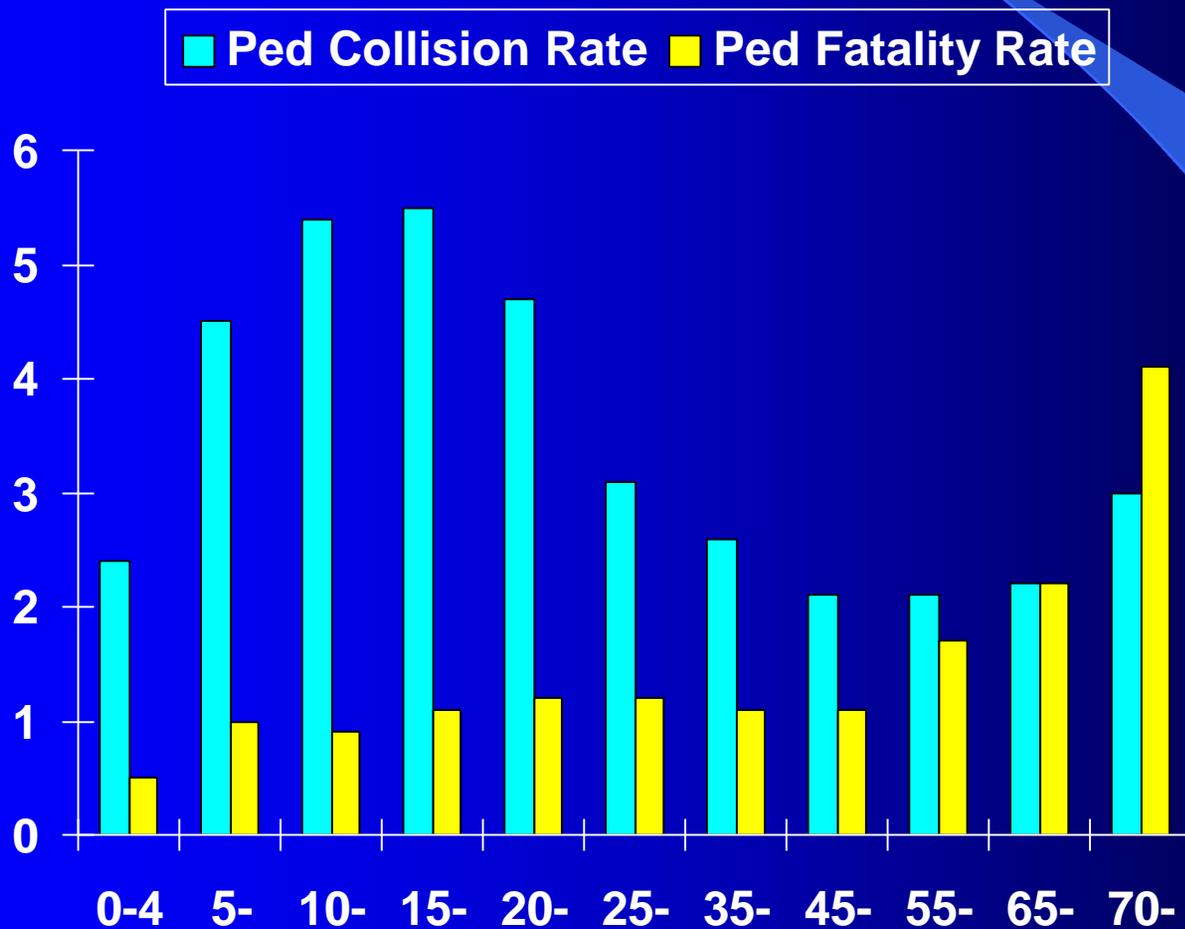
Introduction

- Pedestrian collision rates and societal costs rising
- \$450 million societal costs in 1996 in Washington State
- Contributing factors:
 - insufficient or non-existent facilities
 - lack of motorists regard for pedestrian laws
 - minimal enforcement
 - urban sprawl land use patterns
 - lack of public awareness

Pedestrian Collisions by Roadway Class



Pedestrian Collision Rate per 10,000 per year Pedestrian Fatality Rate per 100,000 per year



Highest Pedestrian Crash Rate By Age



- 15 -19 years old
- 10 - 14 years old
- 20 - 24 years old
- 5 - 9 years old

Highest months for Pedestrian Crashes

- November
- December
- January
- October

Pedestrian Collisions by Time of Day

● Youth

- 3:00 PM to 5:30 PM
- 7:30 AM to 8:30 AM

● Adults

- 4:00 PM to 6:00 PM
- 6:30 AM to 9:00 AM

Where Pedestrians are Injured (in Roadway)

- 40% Intersection
- 60% Non-intersection



Introduction (cont.)

- National/state effort by CDC to get Americans walking for their health
- Children at- risk for Diabetes
- Community Vitality
- Sound Transit
- Aging Population
- WSDOT formed WQI Pedestrian Safety Team

Process to be Improved

- Comprehensive Strategies to Reduce Pedestrian Collisions
- Facilitate Motorist's and Ped Behavior Change

Process Owners: *Paula Hammond/Don Nelson*

Quality Blueprint Process

- Formal problem solving seven step method

- identify improvement opportunities
- key customers and suppliers
- agreed upon requirements (what's do you need from me?)
- gaps are identified
- describe and analyze the current process
- develop and execute solutions
- measure and monitor solutions (crash data)

Measurable, Implementable “Causes” with Greatest Impact on the Problem

- lack of driver and pedestrian safety education
- not enough money spent on pedestrian issues
- cities are planned and designed for fast movement of vehicles, not people

Enhance Driver and Pedestrian Safety Education

- enhance driver and student pedestrian safety education programs
- strengthen law enforcement and judicial official's knowledge of pedestrian laws and issues
- develop pedestrian safety information campaign
- encourage and support pedestrian safety groups

Target Funding on Pedestrian Needs

- incorporate comprehensive pedestrian guidelines into state and local agency design standards
- dedicate funds for pedestrian facilities in transit corridors
- raise pedestrian enforcement program funding through citations

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Target Funding...(cont.)

- clarify statutory responsibility for building sidewalks on state routes
- develop pedestrian improvement account based on development mitigation fees or project % contribution
- encourage and develop pedestrian improvement public/private partnerships

Transportation Planning and Land Use

- pedestrian design links between transportation engineering, land use planning and public transportation
- design guideline manual(s)/tool kit

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Transportation and Land Use.....(cont.)

- assess pedestrian safety along transit corridors, modify deficient facilities
- require all roadway projects address pedestrian facilities
- develop demonstration project(s)

