

Safe Pedestrian Access to Transit Stops in the Phoenix Metro Region

MAG Streets Committee

August 14, 2018

Pedestrian/Bicyclist Safety

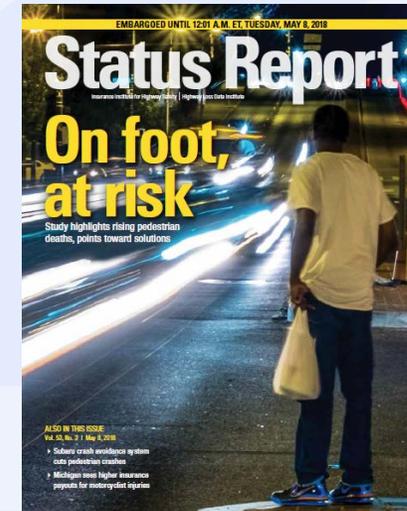
A Serious Quality of Life Issue in the Region

- **Sharp increase in pedestrian deaths in AZ**
 - 1.61 deaths/100k Population
 - 2 X National Average of 0.81
- **Grid network, straight roads, wide roads, high speeds – not very pedestrian friendly**
- **Insurance Institute for Highway Safety Status Report – “shortage of safe crossings on urban arterials”**

Arizona has highest rate of pedestrian deaths in the U.S., report says

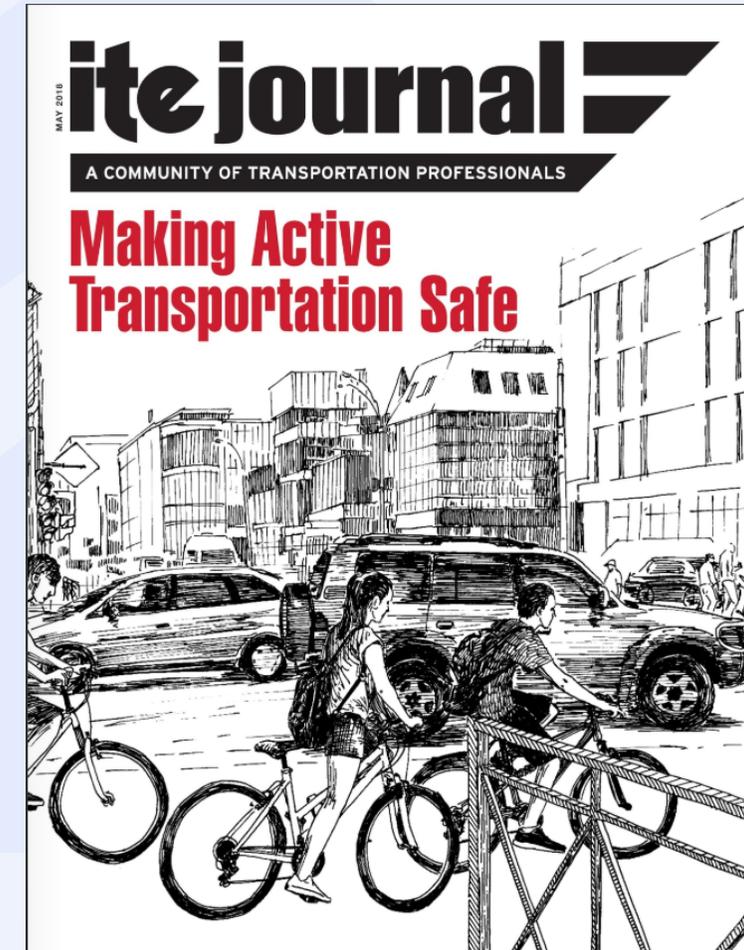
[Arizona's J Press, The Republic | azcentral.com](#) 6:00 a.m. MT March 1, 2018 | Updated 9:17 a.m. MT March 2018

Walking is great for your health, but there's one important risk to watch out for when you're walking. |

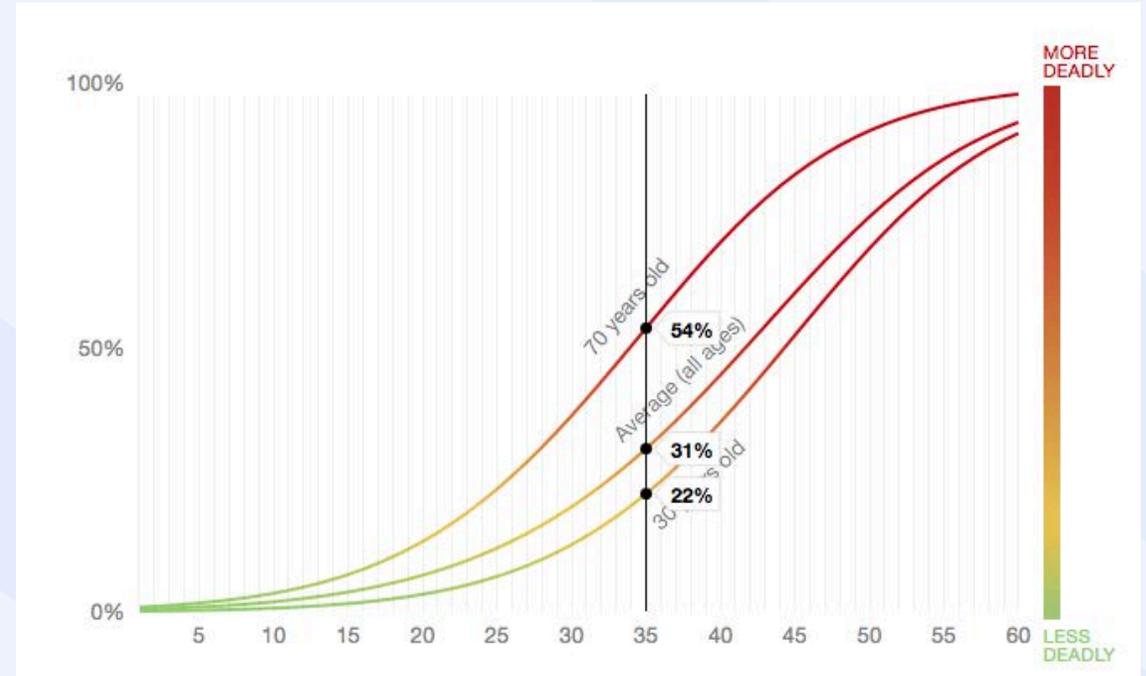
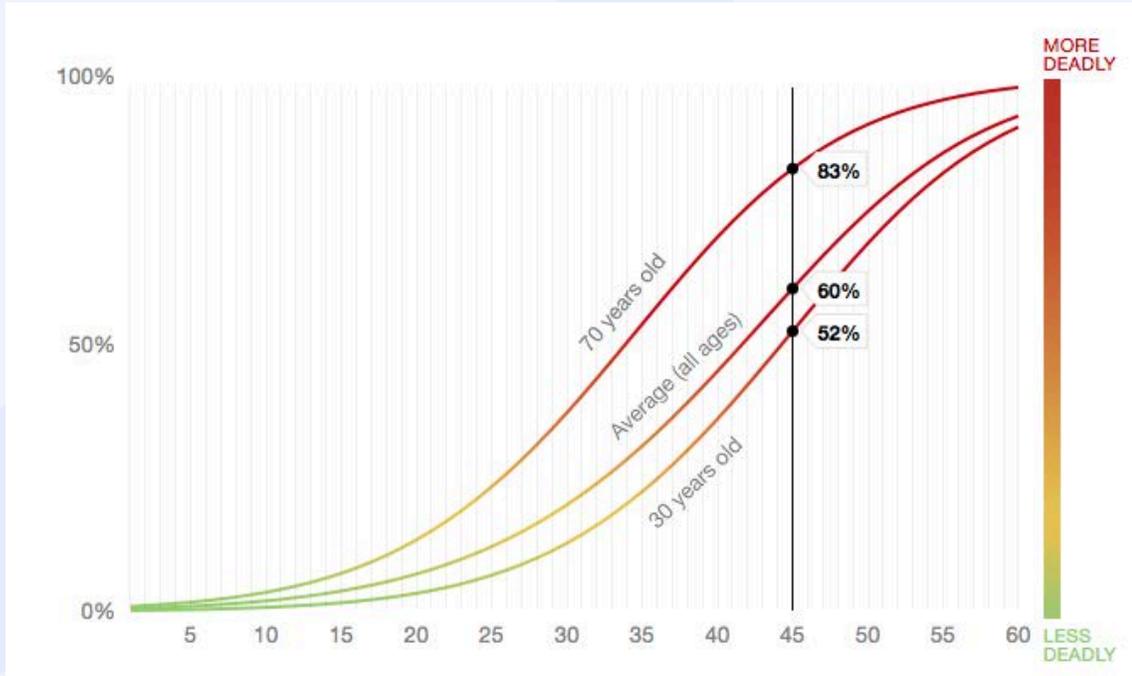


National Trend – Increasing Pedestrian Exposure to Crash Risk

- **Increasing trend of younger urban transit users across the county**
- **National recognition of this issue**
 - ITE Journal May 2018
- **Road/traffic environment for pedestrians has not gotten any safer**
- **Increasing exposure to crash risk will lead to more pedestrian deaths and injuries**



Pedestrian Death Based on Car Speed

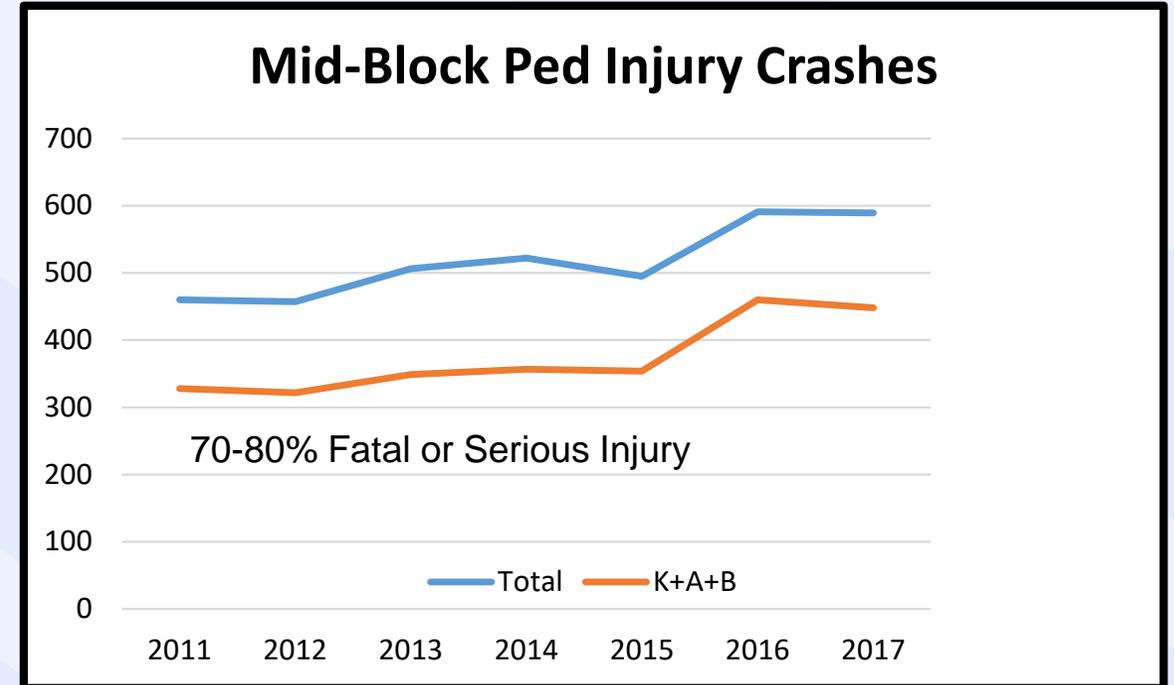
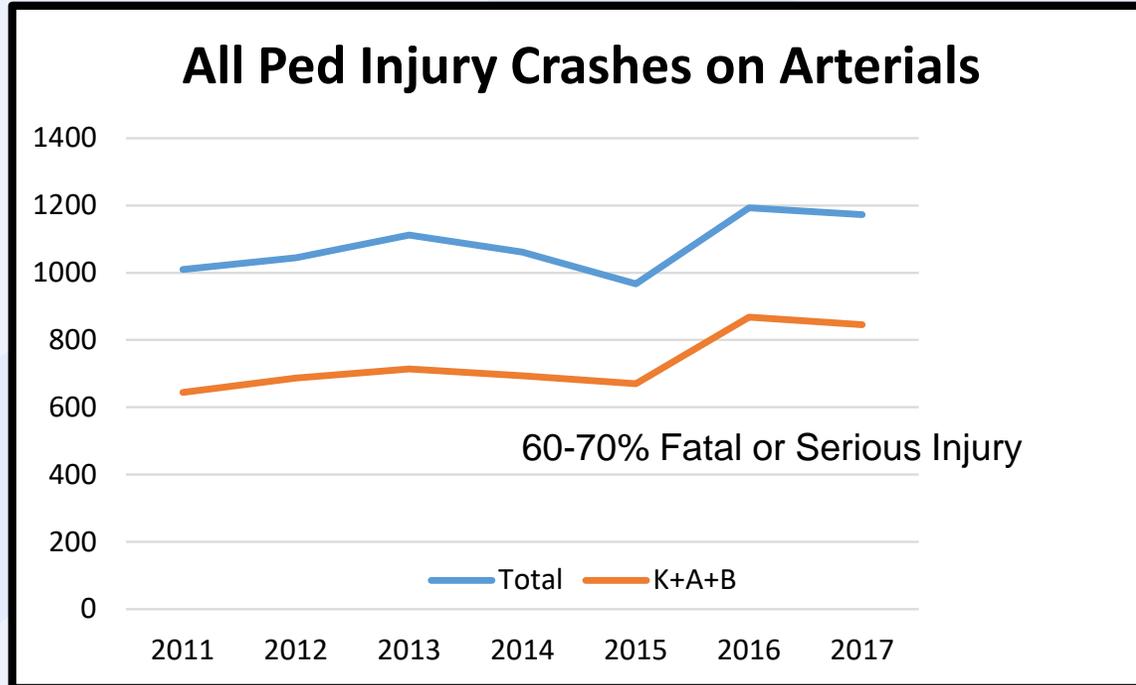


@ **45MPH** Probability (Death) for all ages = **60%**

@ **35MPH** Probability (Death) for all ages = **31%**

Source: 2011 Study by AAA Foundation for Traffic Safety

Pedestrian Deaths or Serious Injuries on Arterials



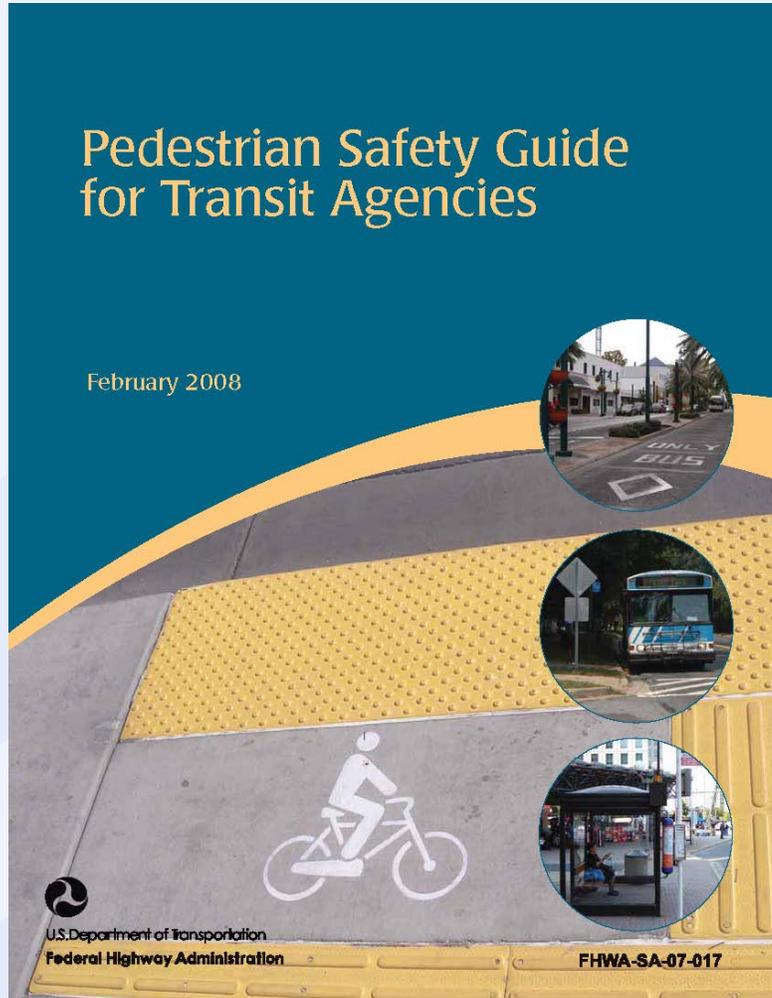
Crash Severity Categories

K = Fatal

A = Incapacitating Injury

B = Non-incapacitating Injury

Legal Liability – See Chapter 5



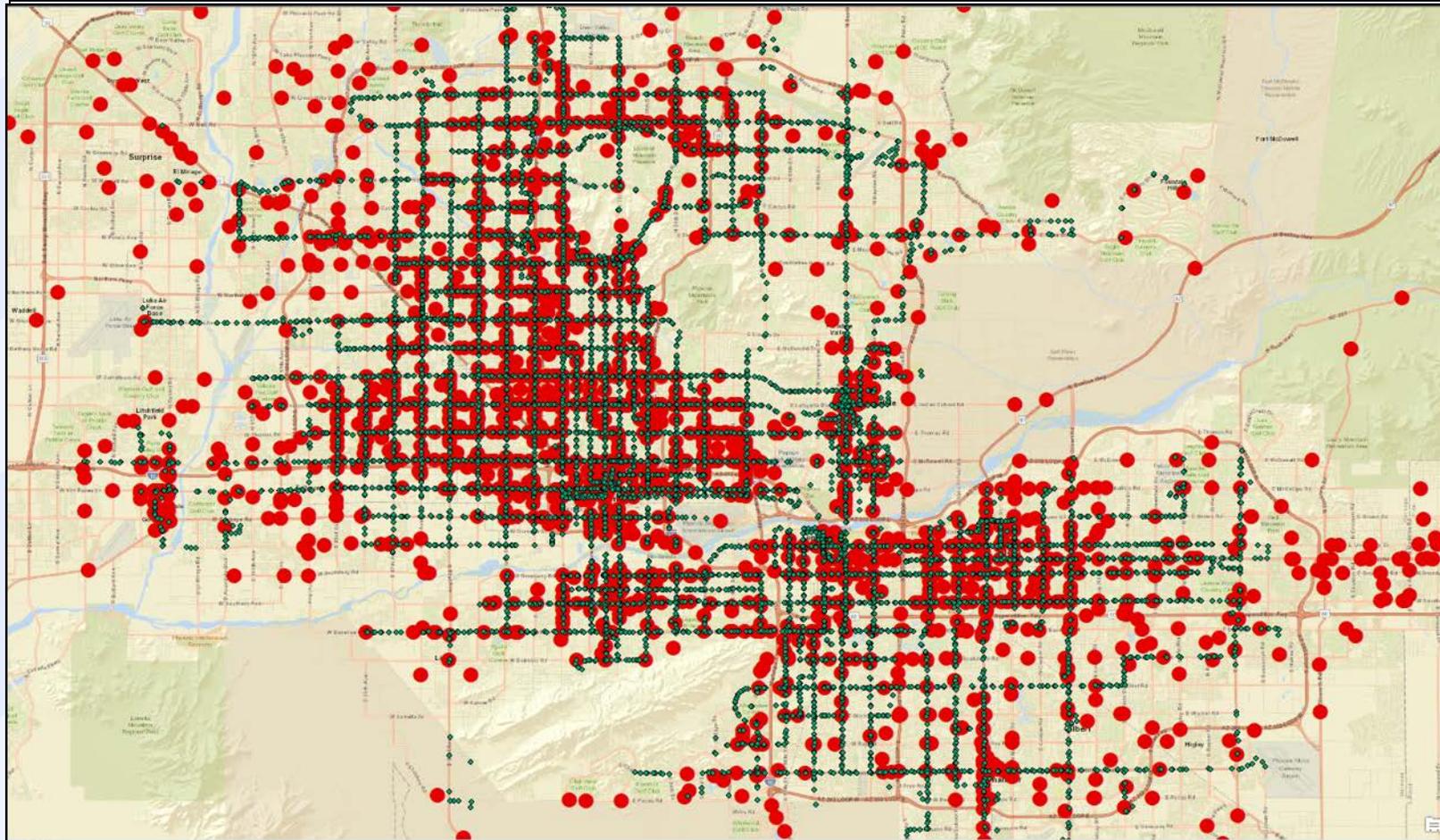
“Case law clearly indicates that Transit Agencies bear some responsibility in ensuring that passenger can access stops and stations safely, even on property that the agency does not own.”

“In addition to the benefit of reduced liability for transit agency, improved safety can translate to transit being a more appealing transportation option and ultimately increased ridership”

Pedestrian-Transit Safety - A Success Story

- **Potential link between transit stops and pedestrian crashes observed via Road Safety Assessments**
- **2012-2016 crash data review by MAG → 14 potential sites with high ped crash risk**
- **Project Assessments for each site → A regional project that competed for federal HSIP funds in FY2021**
- **14 HAWK crossings near bus stops were funded by ADOT at a cost of \$1.1m in FY2021**
- **13 HAWKs in Phoenix and 1 in Tempe**

Pedestrian Crashes Near Transit Stops – Dataset Analyzed



Better Coordination Needed

- **Coordination → transit planners + traffic/safety & public works engineers**
- **Include “safe road crossings” as a critical element in all new and improvement plans that include transit stops**
- **Utilize the Transportation Safety Committee & MAG staff as a resource for reviewing of transit project applications from a safety viewpoint**
- **Participate in MAG Transportation Safety Planning**
 - **MAG 2020 Update to the Strategic Transportation Safety Plan**

MUST Actions

- **ALL Transit Stops MUST have nearby safe Pedestrian Crossings**
- **Should not force transit users to walk ½ mile (in Phoenix summers) to cross 4-6 lanes of high speed traffic – A policy not suited for Phoenix**
- **All Pedestrian/Bike facilities MUST include safe crossings at reasonable spacing**
- **Coordinated planning a MUST for making roads safer for vulnerable users**
 - Transit+Streets/Traffic+Safety
- **MUST stop misusing “Pedestrian Jay Walking” as an easy but wrong explanation for increasing ped crashes**

Ducks crossing a busy city street?

<https://www.linkedin.com/feed/update/urn:li:activity:6422326878295687168>

Thank you!

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