



One of a Series of Guides to Help States Improve Highway Safety

Making It Safer for People to Walk

Pedestrians are a part of every roadway environment and they also are significantly represented in death and injury statistics. Each year nearly 5,000 pedestrians are killed in traffic crashes and another 68,000 are injured.

Pedestrians face a variety of challenges when they walk along and across streets with motor vehicles. Even though they are legitimate roadway users, they are frequently overlooked in the quest to build more-sophisticated transportation systems.

Specific groups that do not or cannot drive—including children, the elderly, disabled, and low-income populations—primarily depend on walking for transportation. In many communities these individuals constitute up to 30 percent of the population.

Simply addressing one of the four “Es”—engineering, education, enforcement, and emergency medical services—in isolation, cannot solve many pedestrian problems. Engineering improvements coupled with enhanced safe behavior by pedestrians and motorists are needed to further reduce pedestrian fatalities. Engineers, law enforcement personnel, designers, planners, educators, and citizens all need to play a role in identifying and implementing effective countermeasures for improving pedestrian safety.

This guide focuses on objectives for reducing pedestrian-vehicle conflicts and improving pedestrian safety and mobility.

Representative Countermeasures

- ✓ **Reduce pedestrian exposure to vehicular traffic:** Provide sidewalks, walkways and curb ramps; install

or upgrade traffic and pedestrian signals; construct pedestrian refuge islands and raised medians; provide vehicle restriction or diversion measures; and install overpasses and underpasses.

- ✓ **Reduce vehicle speeds:** Assure that speed limits are appropriate where pedestrians and vehicles interact.
- ✓ **Improve sight distances and/or visibility between motor vehicles and pedestrians:** Provide crosswalk



enhancements; implement overhead lighting and/or crosswalk illumination measures; eliminate screening by physical objects; provide signals to alert motorists that pedestrians are crossing; and improve reflectorization or conspicuity of pedestrians.

- ✓ **Improve pedestrian and motorist safety awareness and behavior:** Provide education, outreach and training; and implement enforcement campaigns.



✓ **Related strategies:** Public information programs, better enforcement of traffic laws, improved EMS and trauma systems, improving safety management systems, and strategies detailed in other emphasis area guides.

How the Implementation Guide Helps You

The guide lists practical countermeasure strategies categorized by relative cost to implement. Many of these

strategies have been formally evaluated to demonstrate effectiveness. Other strategies lack formal evaluation, but have been implemented with promising results.

The guide lays out the technical attributes of each countermeasure strategy in detail: target audience, expected effectiveness, keys to success, potential difficulties, appropriate measures and data, and associated need for support services.

The guide discusses organizational, institutional, and policy issues; issues affecting implementation time; costs involved; training and other personnel needs; and legislative needs (if any).

Web-Based Support for More Information

Backing up the guide is a series of appendixes and exhibits developed specifically to provide in-depth information useful to anyone implementing this part of the Strategic Highway Safety Plan, together with a collection of general knowledge sharing

documents providing background, data, and information of significant value to state and local implementers.

This guide is one in a series developed to assist states in their efforts to improve highway safety. Copies of the plan, the guides, the Integrated Safety Management System, the Self-Assessment Tool, and related documents, may be obtained on the Internet at <http://safety.transportation.org>.



Printed copies of the guides and the Integrated Safety Management Process can be obtained from:

Transportation Research Board

National Cooperative Highway Research Program
500 Fifth St., NW
Washington, DC 20001-2721

Telephone: 202-334-3213

Implementing the AASHTO Strategic Highway Safety Plan