

Pedestrian Safety Fixes for Major Roads

MAKING IT EASIER TO WALK INSTEAD OF DRIVE



Driving can pollute the air. Let's make it easier and safer for people to walk instead. Crossing the street is sometimes difficult for pedestrians, but there are ways to make it safer. Consult your local jurisdiction to see if any of these options work for your situation.

SAFE CROSSING OPPORTUNITIES

Installing pedestrian activated signals, countdown timers, zebra or ladder style markings, pavement flashers, texture, and lighting make crossing safer. These fixes are especially important for those with limited mobility. **Provides 78% reduction in nighttime pedestrian crashes.**¹

PEDESTRIAN REFUGE ISLANDS AND BULB-OUTS

Pedestrian refuge islands improve safety when crossing, help drivers expect a crossing pedestrian, and add beauty when landscaping or public art are included. Pedestrians waiting to cross the street are also more visible to drivers. **Provides 37-40% reduction in pedestrian crashes.**²



LEADING PEDESTRIAN INTERVAL

Giving pedestrians a head start at a signalized intersection makes it easier for motorists to see them and increases safety. One study showed a **46% reduction** in pedestrian/vehicle crashes when leading pedestrian intervals were installed.³



1. FHWA, 2007, *Desktop Reference for Crash Reduction Factors*. 2. FHWA, 2008, *Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures*. 3. Transportation Research Record: Journal of the Transportation Research Board, No. 2198, *Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups*. Fayish and Gross, 2010.

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MAKING IT EASIER TO WALK INSTEAD OF DRIVE



Driving can pollute the air. Let's make it easier and safer for people to walk instead. Slowing and calming auto traffic can increase safety for pedestrians (and other road users) and reduces air pollution. Consult your local jurisdiction to see if any of these options work for your situation.

SIDEWALKS—WITH LANDSCAPING AND RAMPS

Sidewalks with landscaped buffers and corner curb ramps promote walking and encourage physical activity, while providing an **88% reduction** in pedestrian crashes.⁴

STREET TREES

Along with providing oxygen and reducing carbon dioxide, trees promote walking by providing shade and beauty, separating walkways from vehicular traffic, and reducing vehicle speeds. Drivers respond by slowing down, providing a **5-20% reduction** in crashes.⁵



Image courtesy AARP.com

ROUNDBABOUTS

Roundabouts reduce vehicular speeds while increasing roadway capacity and result in a **37% decrease** in injury crashes. They also minimize conflict points, vehicle-to-person and vehicle-to-vehicle, by eliminating left turns. See APCD's Roundabouts fact sheet for more information.⁶

RIGHT-SIZING THE STREET

Sometimes called a road diet, this involves reducing the width or number of travel lanes by converting them to wider sidewalks, landscaping, bike lanes, or parking. This additional space for bikes and pedestrians calms traffic, providing a buffer between cars and walkways. These changes can result in a **29% reduction** in pedestrian crashes.⁷

4. FHWA, 2008, *Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures*. 5. Transportation Research Record Journal Jan 2003, *Landscape Design in Clear Zone: Effect of Landscape Variables on Pedestrian Health and Driver Safety* 6. FHWA, 2000, *Roundabouts: An Informational Guide*, RD-00-067 7. FHWA, 2010, *Evaluation of Lane Reduction "Road Diet" Measures on Crashes*, HRT 10-053