10 Pedestrian Safety Fixes for Major Roads

1. Sidewalks with a landscaped buffer and corner curb ramps promote walking and encourage physical activity. **(88% reduction in pedestrian crashes[1])**

Pedestrian Refuge with Angled Cut-Through

2. Pedestrian Refuge Islands improve safety when crossing, help drivers expect a crossing pedestrian, and add beauty when landscaping or public art are included. **(40% reduction in pedestrian crashes[1])**

HAWK Signal, Pedestrian Refuge, & Ladder-Style Crosswalk

3. Safe Crossing Opportunities include pedestrian-activated signals, countdown timers, zebra or ladder style markings, pavement flashers, texture, and lighting. These fixes are especially important for those with limited mobility. **(78% reduction in night time pedestrian crashes[2])**

PELICAN (Two-Stage) Crossing

4. Pedestrian-activated signals such as HAWK, PELICAN signals, or Rectangular Rapid Flash Beacons, emphasize that pedestrians are welcome and increase motorist yielding to pedestrians. **(69% reduction in pedestrian crashes[3])**

5. Right-sizing the Street (sometimes called a Road Diet) involves reducing the width or number of travel lanes by converting them to wider sidewalks, landscaping, bike lanes or parking. **(29% reduction in pedestrian crashes[3])**

References

1. FHWA, 2008. *Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures.*
2. FHWA, 2007. *Desktop Reference for Crash Reduction Factors*.
3. FHWA, 2010. *Safety Effectiveness of the HAWK Pedestrian Crossing Treatment*, HRT 10-042.

10 Pedestrian Safety Fixes for Major Roads

6. Curb Extensions

also known as "bulb-outs," reduce crossing distance and narrow roadways which reduces speeds. Pedestrians waiting to cross are also more visible to drivers. **(37% reduction in crashes when installed with a marked crosswalk[2])**

7. Lead Pedestrian Interval

gives pedestrians a head-start at a signalized intersection. The LPI increases pedestrian visibility to vehicles turning right at a green light by allowing pedestrians into the intersection ahead of vehicles. **(Eliminates most "right-hook" conflicts[4])**

8. Bike lane, cycle track, or sharrows

provide designated space for cyclists which helps keep sidewalks free for pedestrians, slows traffic by narrowing/reducing the number of lanes, and can provide a buffer between vehicular traffic and walkways.

Cycle Track (upper), Sharrow (left), & Buffered Bike Lane (right)

9. Roundabouts

reduce vehicular speeds while increasing roadway capacity. They also minimize conflict points, vehicle-to-person and vehicle-to-vehicle, by eliminating left hand turns. See APCD's Roundabouts fact sheet. **(37% reduction in injury crashes[5])**

10. Street Trees

promote walking by providing shade and beauty, separating walkways from vehicular traffic, and reducing vehicle speeds. **(5-46% reduction in crashes[6])**

References

4. FHWA Pedestrian Bicycle Information Center, *Leading Pedestrian Interval*, accessed June 20, 2014.
5. FHWA, 2000. *Roundabouts: An Informational Guide*, RD-00-067.
6. Alliance for Community Trees, http://actrees.org/what-we-do/public-policy/safe-communities, accessed June 20, 2014.