



## **Best Practices for Addressing Pedestrian Crashes on High-Speed Roadways**

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Almost 600 pedestrians were killed on limited-access highways in Texas during the years 2007 through 2011. This research seeks to help promote understanding of what is being done nationwide to reduce that number and to determine the effectiveness of those countermeasures. To date, there has been little research in this area.

Pedestrians are regarded as either “intentional”—those who are walking on or near the roadway as a means of travel from one place to another—or “unintended”—those who find themselves outside of a vehicle on or near the roadway because of a crash, a breakdown, or some other unintended circumstances.

There are various types of countermeasures that are designed for each pedestrian category. For example, policies and practices for clearing roadways of disabled vehicles benefit unintended pedestrians. Barriers and fences are designed to prevent intentional pedestrians from crossing or walking along roadways.

Researchers in this study performed a literature review, which revealed that most of the research about pedestrian safety has focused on roadways where pedestrians are more commonly found and not on high-speed, limited-access highways. It also revealed that countermeasures can generally be categorized as education programs, pedestrian barriers, pedestrian overpasses, pedestrian violation penalties, and driver warning signs.

Researchers surveyed departments of transportation in states that have a low rate of pedestrian fatalities on limited-access highways. Subjects were asked about existing practices in education, engineering, enforcement, and evaluation as they relate to pedestrian safety on limited-access highways.

This report discusses some of the best practices for ensuring pedestrian safety and why they are effective. It also suggests that “move-over” laws be expanded to ensure that motorists move over for any disabled vehicle and not just emergency vehicles; that intentional and unintended pedestrian activity be evaluated separately; that data collection, evaluation, and monitoring of countermeasures be improved; and that there be more research and development of guidelines leading to safe pedestrian crossing of urban high-speed roadways.