PEDESTRIAN SAFETY
FHWA Every Day Counts (EDC)

- FHWA Identified State-based models that identify and rapidly deploy **PROVEN**, but underutilized innovations.
  - Shorten the project delivery process
  - Enhance roadway safety
  - Reduce congestion
  - Improve environmental sustainability

- 2019-2020 - 5\(^{th}\) Round EDC
  - 10 Initiatives
Pedestrian fatalities increased 27% from 2007-2016, while all other traffic deaths decreased by 14%.

Source: NHTSA Fatality Analysis Reporting System
Safe Transportation for Every Pedestrian (STEP)

- An EDC-5 Pedestrian Safety Initiative
  - Uncontrolled crossings and signaled intersections often give priority to vehicles.
  - Conflicts with pedestrians seeing a walk signal and a vehicle seeing a left turn signal may happen.

- FHWA has identified 7 Pedestrian Safety Countermeasures
Rectangular Rapid Flashing Beacon

47% Reduction in Pedestrian Crashes
Leading Pedestrian Interval

59% Reduction in Pedestrian Crashes
Crosswalk Visibility Enhancements

23 - 48% Reduction in Pedestrian Crashes
Raised Crosswalks

45% Reduction in Pedestrian Crashes
Pedestrian Refuge Islands

32% Reduction in Pedestrian Crashes
Iowa Nice Phenomenon

• Users in a city in Iowa have reported seeing pedestrians not using an actuation button.
• Pedestrians appeared to be waiting for the cars to no longer be approaching the crossing before crossing, without actuating the signal.
• Consider using passive pedestrian actuation.
• ALL Dark, Flashes Yellow, Solid Yellow, Solid Red, Flashing Red, ALL Dark
4-lane to 3-lane Conversion
Road Diet: After

4-lane to 3-lane Conversion
Pedestrian Island also used with this solution.

19 - 47% Reduction in Total Crashes
Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

- Guide to assist an agency in selecting an appropriate pedestrian safety countermeasure.

- Full version available at:

- Pocket version:
Old Order Amish in Buchanan County

Tai Burkhart, MPH, BSN, RN

Director of Buchanan County Public Health Department
# Fairbank-Amish Blvd Crash History

January 2007 – July 2017

<table>
<thead>
<tr>
<th>Severity level</th>
<th>Number of Crashes</th>
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<tbody>
<tr>
<td>Fatal</td>
<td>1</td>
</tr>
<tr>
<td>Major Injury</td>
<td>6</td>
</tr>
<tr>
<td>Minor Injury</td>
<td>9</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>8</td>
</tr>
<tr>
<td>Property Damage</td>
<td>27</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>51</strong></td>
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</tbody>
</table>

Data credit: Iowa DOT ICAT/SAVER
Road Safety Audit Suggestions

- Speed related
- Cross Section & Roadside
- Intersection & Access Design
- Signing
- Educational & Vehicular
Immediately Implemented Suggestions

- Posting of 55mph Speed limit signs
- Suggested School Speeds
- Speed Feedback Sign
- Health & Safety Day
- Bump Out
Short-term Goals

- Improve Buggy lighting
- Improve visibility of pedestrians
- Meet with business owners and implement Tourist Oriented Destination signs
- Video on how to pass a buggy
- Continue with annual Amish Health & Safety event
Long-term Goals

- Edge line rumble stripes
- Six inch wide pavement markings
- Tourist Kiosks/Gateway treatments
- Solar powered programmable school speed zone signs
- Improvements to the intersection of FAB & 120th Street (moving of driveways)
Why Bring Public Health to the Table (from a Director of Public Health)?

Our public health goals align with what you do. Safer roads = healthier population.

We often work with residents in other capacities and can act as a liaison.

We are really good at problem solving and have knowledge of community resources which may be beneficial to have involved in a project.
Thank you
Iowa DOT
Office of Local Systems