

America Walks' Position Statement:

PEDESTRIAN SAFETY ACTION PLANS

Pedestrian Safety Action Plans (PSAPs) are one of the most promising new approaches to reducing pedestrian injuries and deaths and increasing walking rates.

The Federal Highway Administration launched an ambitious initiative to reduce pedestrian fatalities by 10 percent by 2008. To help reach the goal, FHWA initiated a project to assist selected states and cities in developing and implementing PSAPs. Thirteen states and five cities with high pedestrian fatality rates were selected to receive technical assistance in developing PSAPs. A PSAP training guide, *How to Develop a Pedestrian Safety Action Plan*, emerged from this process and is now available to the public online (www.walkinginfo.org/pp/howtoguide2006.cfm).

Unfortunately, pedestrian fatalities have continued to climb to 4,881 in 2005, the most recent year for which national data is available. Additionally, 64,000 pedestrians were injured in crashes. Yet beyond FHWA's target states and cities, pedestrian safety receives little attention from policy makers. At the same time, there are renewed calls for increasing physical activity and reducing environmental impacts, goals indisputably supported by improved walking conditions.

For these reasons, states, cities and regions beyond the 13 selected by FHWA should embrace the tools offered by PSAPs. Communities seeking to reduce pedestrian injuries and deaths and create more walkable environments can develop their own PSAPs using the online guide. PSAPs can help focus attention on the need for improved pedestrian safety and provide guidance for future transportation investments and policy decisions.

Because transportation policy and investment decisions are set at the national, state, regional and local levels, PSAPs should in turn be developed at all levels of government. Ideally, PSAPs developed at different levels would inform each other so that regional PSAPs would

America Walks' Position on Pedestrian Safety Action Plans:

To reduce fatalities and injuries and increase walking, Pedestrian Safety Action Plans (PSAP) must be implemented on the national, state, regional and local levels.

Objectives:

- Development of PSAPs for all 50 states and the District of Columbia by 2010.
- Development of PSAPs for 20 major cities across the U.S.

To meet these objectives, America Walks will:

- Call on NHTSA, DOT, CDC and FHWA to create a national PSAP.
- Encourage Congress to mandate national, state, regional and local PSAPs in the next federal transportation bill, modeled after SAFETEA-LU's Strategic Highway Safety Plan.
- Support California's efforts to develop a statewide Pedestrian Safety Action Plan and endorse it as a replicable model.
- Increase awareness about the Strategic Highway Safety Plan across each state.
- Urge Congress to require each state to have a pedestrian element in its Strategic Highway Safety Plan.
- Encourage better data collection on walking trips and urge federal agencies to fund the Nationwide Personal Transportation Survey.

What You Can Do Locally:

- Encourage local and regional entities to develop PSAPs.
- Urge your state to provide funding and technical assistance for development of regional and local PSAPs.

reflect the collective goals of local PSAPs, as well as state and national plans, and the various strategies that emerge would be complementary.

At a minimum, PSAPs should:

- Involve a wide range of professional and community stakeholders
- Collect data to identify safety issues and challenges
- Analyze and prioritize concerns
- Select policies, programs, projects and other safety solutions that include the “5 E’s” – Engineering, Education, Enforcement, Encouragement and Emergency Services
- Providing funding for implementation of the safety solutions
- Evaluate the efficacy of implementation solutions

FHWA’s selected states and cities have made significant progress in developing their PSAPs. New York City, Chicago, Phoenix and the states of New Jersey and Arizona have developed draft PSAPs. The Federal Highway Administration is currently working to document the pedestrian and bicycle safety improvements which have already been implemented as a result of the PSAP development process. These success stories, as well as final PSAPs, will be available at www.walkinginfo.org/pp/howtoguide2006.cfm when they are implemented.

America Walks applauds the FHWA’s PSAP program. Still, a scandalously small amount of money has been devoted to pedestrian safety. The President, Congress and U.S. DOT should use the evidence gathered through this program to make the case for substantial investment in pedestrian master plans and pedestrian safety planning. As recommendations for PSAPs are implemented, further rounds of evidence gathering and evaluation should be used to help make the PSAPs even more effective at reducing pedestrian fatalities.

For more information, visit www.americawalks.org.