



Key Takeaways

The following key takeaways are listed in the order in which they appear in the GHSA report, *Everyone Walks. Understanding & Addressing Pedestrian Safety*, which was made possible by a grant from State Farm®.

They are provided to help states assess their current pedestrian safety programs, policies and practices. To review the full report, visit: <http://www.ghsa.org/html/publications/sfped.html>

- Educate motorists about what to do in the event of a vehicle breakdown or roadside stop to minimize their risk.
- Ensure a state's Move Over Law includes all traffic incident responders, explicitly tells motorists what to do as they approach a vehicle on the side of the road and is actively promoted year-round.
- Expand the focus on the dangers of distracted driving to include distracted walking.
- Conduct a pedestrian safety program technical assessment to identify opportunities to strengthen state policies and programs.
- Apply for a Section 403 enforcement grant (available to FHWA-designated pedestrian focus cities).
- Partner with mayors and other elected officials to advance pedestrian and bicycle safety.
- Coordinate efforts to maximize resources and minimize duplication of efforts to grow Safe Routes to School programs.
- Take a holistic, 3 E (engineering, education and enforcement) approach to investing in and addressing pedestrian safety.
- Examine all available data, including a community's walkability score.
- Track and promote how high visibility enforcement addressing speed, distraction and impairment benefits all roadway users.
- Flex Highway Safety Improvement Program (HSIP) funds for behavioral safety purposes.
- Develop a Pedestrian Safety Action Plan that focuses funding and resources in those areas with the greatest potential to reduce pedestrian-motor vehicle crashes.
- Collaborate with the public health sector to enhance data collection and promote safe walking.
- Enact a Vulnerable User Law that provides clear guidance to prosecutors in the event a motorist injures or kills a pedestrian, but also allows for consideration of the motorist's behavior.
- Allow communities to reduce speed limits or establish slow speed zones in areas with a history of pedestrian/motor vehicle crashes and in neighborhoods with schools, parks, and day care and senior centers.

- Provide comprehensive training to law enforcement.
- Provide traffic incident management training for all emergency responders and tow truck operators.
- Integrate pedestrian safety enforcement into an officer's regular shift so that pedestrian safety enforcement is viewed as traffic enforcement.
- Include community members and students in neighborhood audits and pedestrian safety information forums to foster understanding, engagement and ownership.
- Require that evaluation using sound science be built into all grant-funded programs and that it extend beyond crash, injury and fatality data to include measurement of behavior change.
- Partner with state and county DOTs, metropolitan planning organizations (MPOs) and municipal public works departments to identify infrastructure improvements.

