PEDESTRIAN SAFETY

Obstacles to walking.

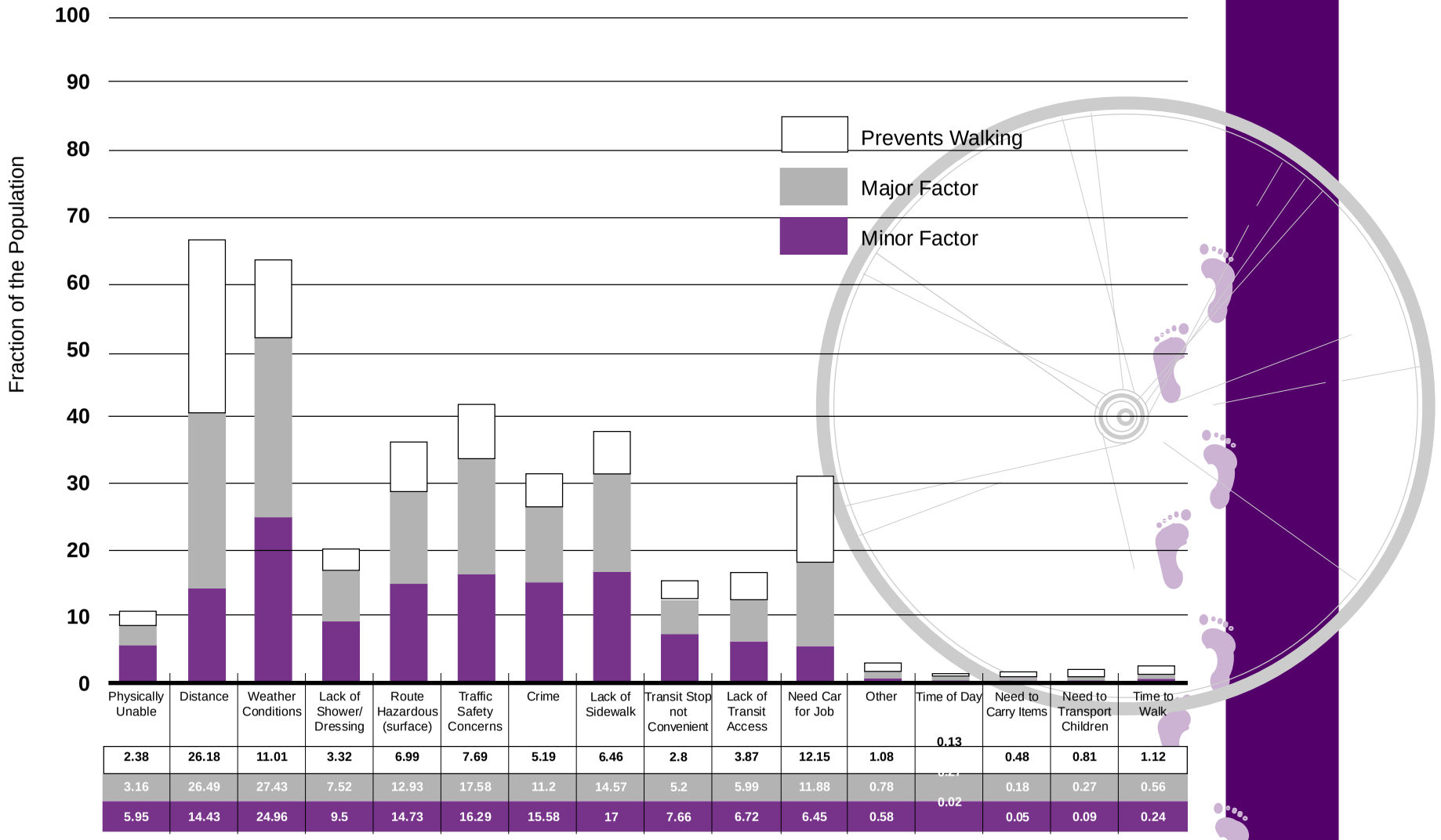
Respondents were asked if they ever considered walking for transportation to work or school, or for recreational purposes. Just under one-third (32 percent) indicated that they had never considered walking for these purposes. The remaining survey respondents who indicated that they would consider walking for transportation or recreation purposes were asked to indicate the factors that deter them from walking to work, school, for utility trips or as a recreational activity. Each factor could be identified as being one that either prevents the respondent from walking or is a major or minor factor in the decision not to walk. The responses to this question are illustrated in Figure 35.

Of those who would consider walking, just about two-thirds noted that the distance of the trip was a factor in their choosing not to walk. Twenty-six percent indicated that it prevented them from walking, another 26 percent said that it was a major factor and 14 percent indicated that it was a minor factor in their transportation choice. Sixty-three percent of respondents indicated that the weather conditions were an important factor in their decision not to walk. Although only 11 percent indicated that it prevented them from walking, over 50 percent said that it was either a major or minor factor in their decision not to walk.

Safety concerns were the next most important factors preventing pedestrian transportation. In order of the frequency that they were mentioned, traffic safety concerns (42 percent), lack of sidewalk (38 percent), hazardous route (35 percent) and fear of crime (32 percent) prevent Coloradans from walking as often as they might like.

For some respondents (30 percent) walking to work is difficult since they need a car to perform some of the duties required at their job. An additional 11 percent are physically unable to walk (or to walk the necessary distances). About five percent cited other factors as preventing them from walking. These other factors include such considerations as: the time of day, the need to carry items or transport children or the length of time necessary to walk as affecting this transportation choice.

Figure 35
Obstacles to Walking as Transportation



	Physically Unable	Distance	Weather Conditions	Lack of Shower/ Dressing	Route Hazardous (surface)	Traffic Safety Concerns	Crime	Lack of Sidewalk	Transit Stop not Convenient	Lack of Transit Access	Need Car for Job	Other	Time of Day	Need to Carry Items	Need to Transport Children	Time to Walk
Prevents Walking	2.38	26.18	11.01	3.32	6.99	7.69	5.19	6.46	2.8	3.87	12.15	1.08	0.13	0.48	0.81	1.12
Major Factor	3.16	26.49	27.43	7.52	12.93	17.58	11.2	14.57	5.2	5.99	11.88	0.78	[illegible]	0.18	0.27	0.56
Minor Factor	5.95	14.43	24.96	9.5	14.73	16.29	15.58	17	7.66	6.72	6.45	0.58	0.02	0.05	0.09	0.24

Pedestrian Safety Instruction.

Only one third of Coloradans over the age of 16 reports having received any instruction regarding pedestrian safety. Of those who did, Figure 36 indicates all of the sources of pedestrian safety information. Most respondents received instruction at school (66%) and from their parents (42%). Other sources of information regarding pedestrian safety included police and fire departments, community organizations, pamphlets and brochures, and other informal sources.

Figure IIIB.3 illustrates where survey respondents think that children *should* receive such safety information. The majority of Coloradans preferred that this instruction take place at school. They also strongly believe that the information should be taught by police and fire department personnel (47 percent) rather than by teachers (16 percent). Nearly 30 percent indicated that parents should be the primary source of pedestrian safety information.

Figure 36
Where Coloradans Receive Pedestrian Safety Instruction

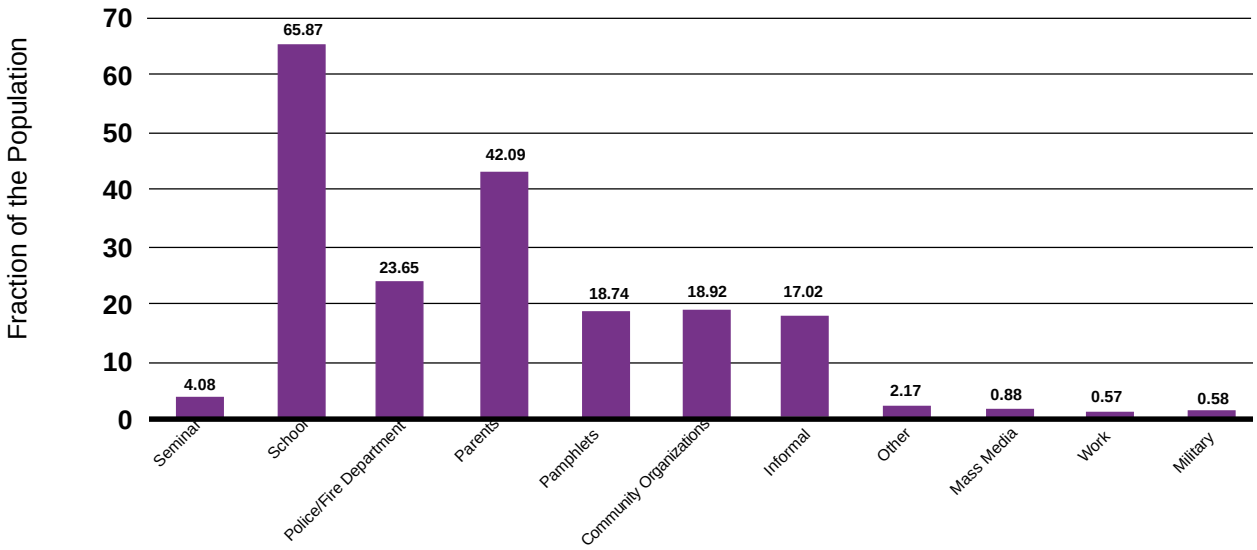
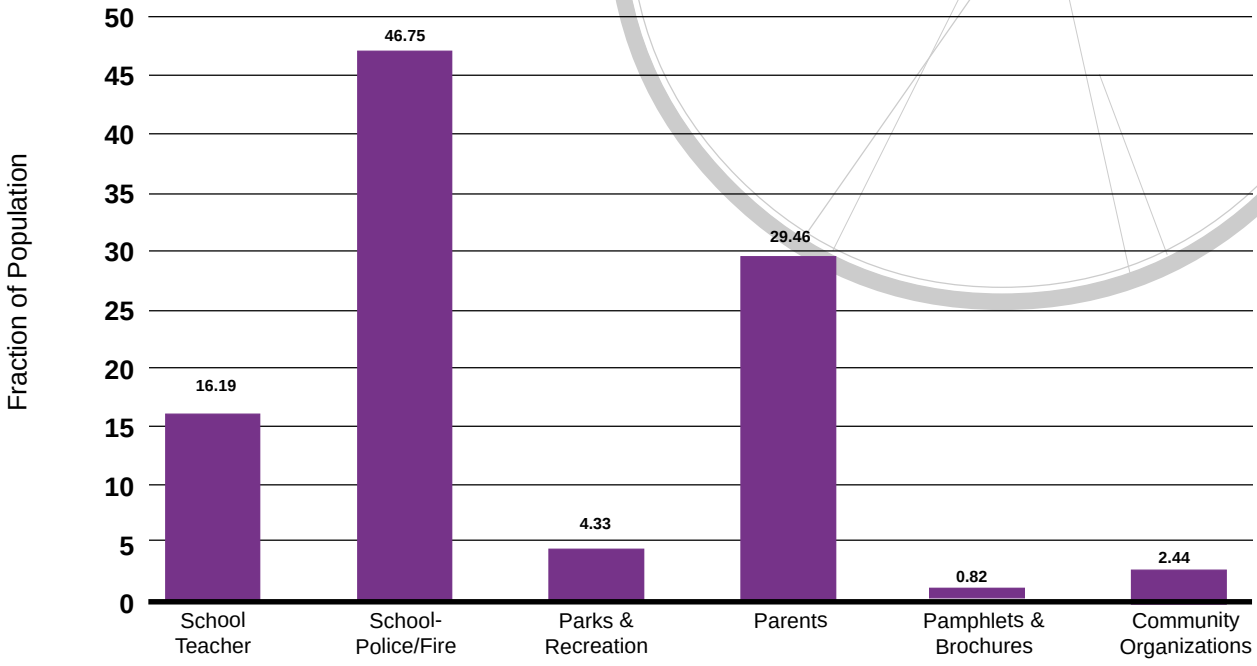


Figure 37
Where Colorado Residents Prefer Children Receive Pedestrian Safety Instruction



Pedestrian Crashes.

Three percent of Coloradans reported having been involved in a crash as a pedestrian in the last 12 months (about 1% more than once). Very few have had more than one pedestrian crash in the last year (Figure 38). Nearly 12 percent of Coloradans indicated that they had *ever* been involved in an crash as a pedestrian. Among those who had ever been in a pedestrian crash, over 14 percent sustained no injuries in their last crash and 58 percent incurred only minor injuries as shown in Figure 39. The remainder sustained injuries that ranged from moderate to critical (obviously we are unable to capture fatalities in these data).

Figure 38
Frequency of Pedestrian Crashes in the Previous 12 Months

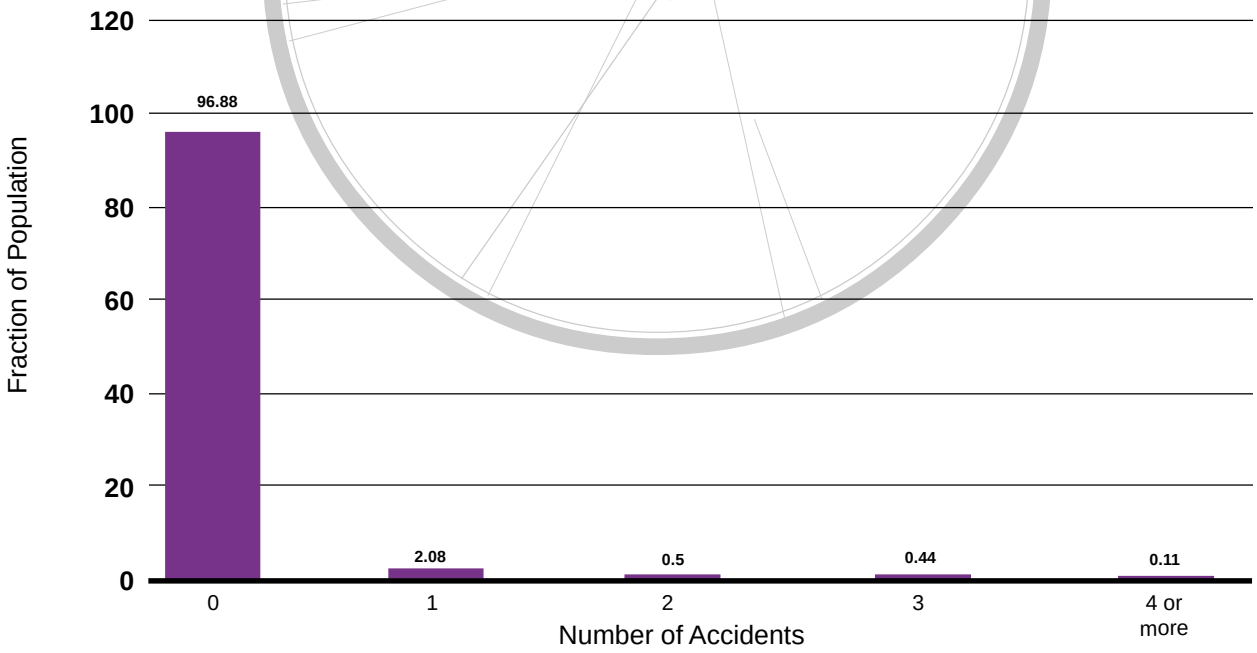
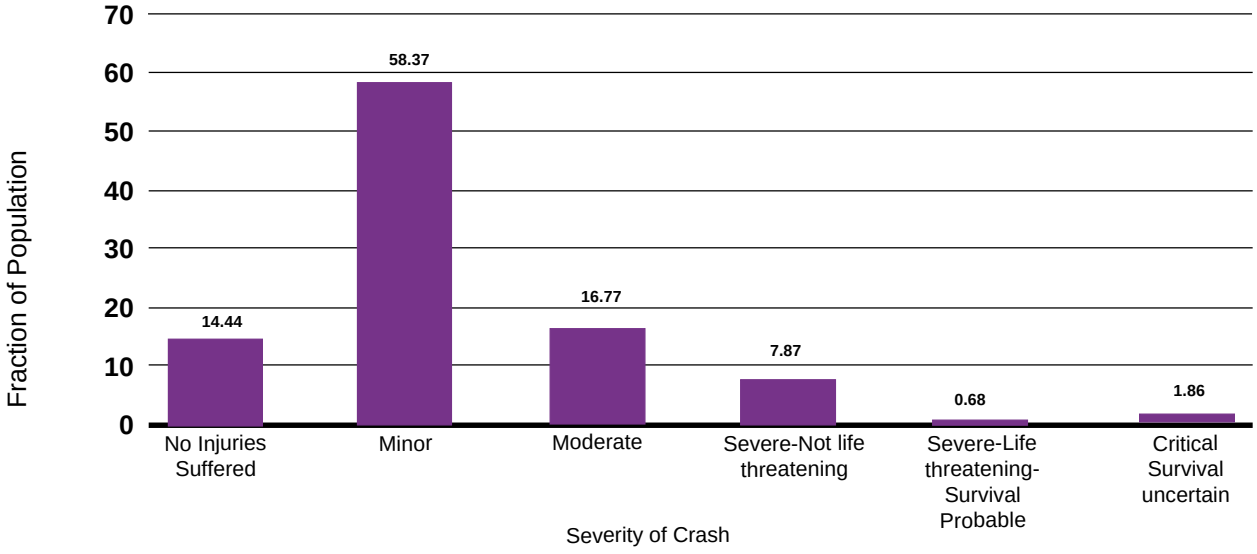


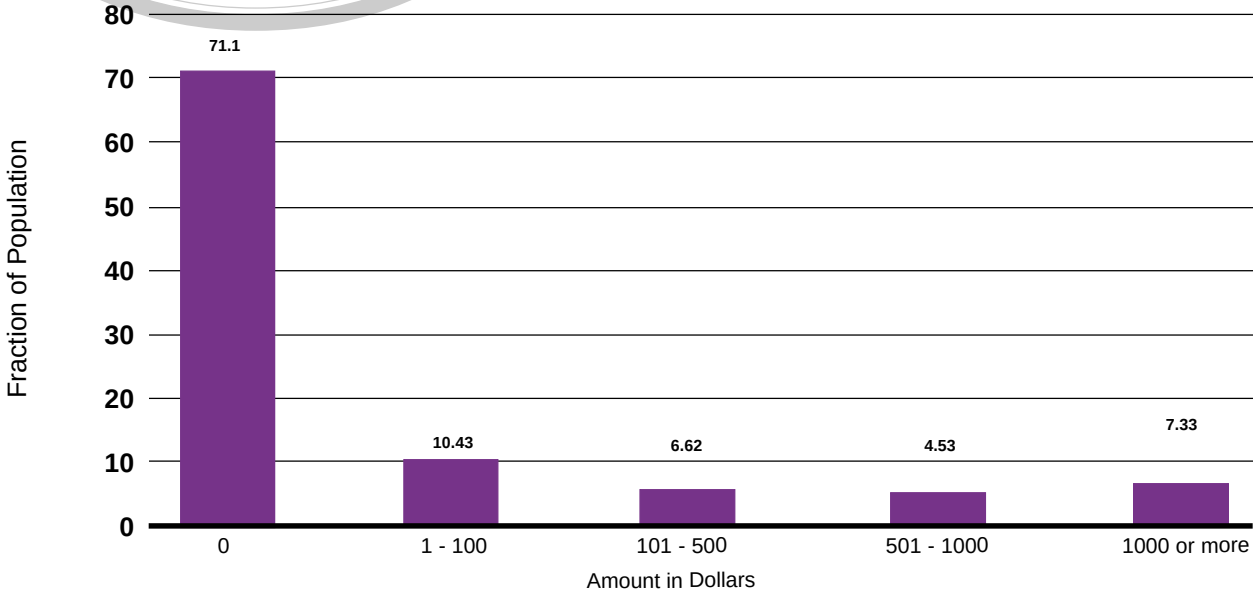
Figure 39
Severity of Most Recent Pedestrian Crash



Cost of Pedestrian Crashes.

The average expense as a result of the most recent pedestrian crash within the last year was reported to be $149. As shown in Figure 40, 71 percent of all pedestrian crashes resulted in no expense. Just over 10 percent incurred costs of less than $100. Seven percent of those involved in a pedestrian crash incurred costs of over $1000.

Figure 40
Total Expenses Incurred in Most Recent Bicycle Crash on Paved Road



Reporting Pedestrian Crashes.

Most (81%) non-fatal pedestrian crashes were not reported to authorities (e.g. police, park rangers, medical personnel). The likelihood that a crash is reported varies substantially by the severity of the crash as shown in Figure 41. Pedestrian crashes with no injuries and those with only minor injuries are most likely to go unreported. Only 5.5 percent and 14.8 percent, respectively, were reported. Pedestrian crashes with moderate injuries were reported nearly forty percent of the

time. The more severe the injuries, the more likely it is that the crash is reported. All crashes in which the victim suffered severe life threatening or critical injuries are reported to authorities.

In order to attempt to identify the frequency of severe pedestrian crashes we asked respondents if anyone in their household had ever suffered a severe or worse crash as a pedestrian. Severe accidents were reported by 4.4 percent of households.

Figure 41
Fraction Reporting the Most Recent Pedestrian Crash by Severity of Injuries