

given it up because they feel safer on the street than crossing it. In 2001, pedestrians accounted for 11½% of the nation's traffic fatalities and an estimated 78,000 injuries in police-reported crashes. Some portions of the population are at greater risk than others: for children under age 16, pedestrian crashes account for nearly 19% of the children killed in crashes in the year 2001; people over age 65 account for 21% of the pedestrian fatalities nationwide, though they account for only 13% of the population; alcohol involvement, either for the driver or for the pedestrian, was reported in 47% of the traffic crashes that resulted in a pedestrian fatality.

In many jurisdictions, the role of law enforcement is limited to post-crash activities, with little prevention. However, there are agencies located across the country that have implemented innovative approaches to preventing pedestrian crashes. Different strategies have included:

- *Pedestrian Decoy Operations*—enforcement that targets specific crosswalks that are problem locations. Drivers who do not yield to the pedestrian in the crosswalk (often a plain-clothed law enforcement officer) are ticketed for the violation. This is paired with outreach to local media outlets to ensure that the public is aware of the effort and the requirement to yield to pedestrians.

- *Traffic Law Enforcement Trouble-Shooting Meetings*—senior law enforcement agency personnel and officers assigned to traffic enforcement meet on a monthly basis to discuss particular traffic safety problems, crashes, and solutions. This creates an environment within the department that encourages and supports protecting pedestrian safety, and is responsive to problems that officers have identified.

- *Training Academy Courses*—some training academies have separate courses that specifically address pedestrian safety enforcement issues. They train officers on how to meet the needs of the walking public and to promote safety among drivers. Adjudication of violations is addressed, and strategies for promoting pedestrian safety are discussed.

- *Civil Partnerships*—some communities have pedestrian safety organizations as public-private partnerships. Law enforcement representation on the panel helps the policing agency to identify pedestrian safety problems and quickly move to eliminate them, and to work with local activists in a collaborative way.

- *Alcohol Outreach*—in jurisdictions in which alcohol-related pedestrian

crashes are frequent, law enforcement agencies have engaged servers and bar owners in discussion to encourage them to be mindful that even if their patrons are not driving, they can be at risk for pedestrian crashes. In turn, the servers discuss the issue with their patrons, and encourage them to find alternate ways home or to exercise special care while walking.

Each of these approaches is a means of targeting the problem of pedestrian crash involvement. Each approach is tailored to the community in which it is implemented. In each department, the profile and importance of pedestrian safety is raised to a level that the community can support, because the community at large understands why law enforcement is taking action. These models of law enforcement can serve as a guide for other agencies to initiate programs and develop effective pedestrian crash countermeasures, to inform pedestrians and motorists of appropriate behavior, to reduce risky behavior, and to protect the walking public.

The above approaches can be initiated and completed within a one to two year time frame. Moreover, these approaches are expected to build local support and capacity for efforts to improve safe walking. There may be other models and strategies that are not described above which may also be appropriate for demonstration and implementation.

The challenge now before us is implementation—encouraging more departments to raise the priority of pedestrian safety. *Law Enforcement Pedestrian Safety* and its upcoming revision must not sit on a shelf. Rather the steps articulated in the document must be put into action to make walking safe for all. To help facilitate implementation efforts, NHTSA proposes to support approximately four (4) mini-grant programs aimed at putting into action law enforcement programs that promote pedestrian safety.

Copies of *Law Enforcement Pedestrian Safety* (DOT HS 808 008) are available from NHTSA via the hotline number, 888-327-4236. More information about the role of law enforcement in pedestrian safety can be found at the Pedestrian and Bicycle Information Center (PBIC) Web site, www.walkinginfo.org/ee/enforcement.htm.

Purpose

The purpose of this cooperative agreement program is to support implementation of law enforcement pedestrian safety programs. Approximately four mini-grant projects

addressing pedestrian safety will be supported. Each cooperative agreement recipient will be expected to coordinate an effort that promotes pedestrian safety through a comprehensive and sustained program through a law enforcement agency. Project length will vary depending on the scope of the proposed effort. However, projects will be considered for a minimum of one year and a maximum of two years.

Objective

The objective is to provide seed monies to stakeholders for the purpose of implementing law enforcement pedestrian safety programs. Proposals may address any strategy or strategies, but must be supported by problem identification and/or crash data. Examples of possible projects include:

1. Identify the key components of an enforcement-based education campaign for motorists and pedestrians and pilot-test a program built on these. Innovative methods are encouraged.
2. Are there ways, other than a major public information campaign, of teaching motorists about watching for and yielding to pedestrians? If so, identify and pilot test innovative approaches.
3. Identify and pilot test innovative ways to teach officers about pedestrian safety and how to properly enforce the local laws among motorists and pedestrians.
4. With law enforcement, develop and test programs to encourage new partners, especially business and industry, to embrace and promote pedestrian safety.
5. Implement and evaluate pedestrian safety activities specifically designed to address nontraditional and diverse populations (e.g., community-based education outreach; different ethnicities; disabilities; ages; geographical locations; etc.)
6. Implement and evaluate a pedestrian safety program that addresses alcohol impairment among pedestrians.
7. Identify and evaluate innovative enforcement efforts to enforce existing pedestrian safety laws. What methods of enforcement are most effective? Is there an association between enforcement and a decrease or increase in injuries and/or fatalities, or between enforcement and walking?
8. Identify and evaluate how pedestrian crash data are collected and recorded by law enforcement. What are the data collection procedures and practices? How do these affect the determination of fault between the driver and pedestrian? Do unreported injury crashes appear in local emergency departments?