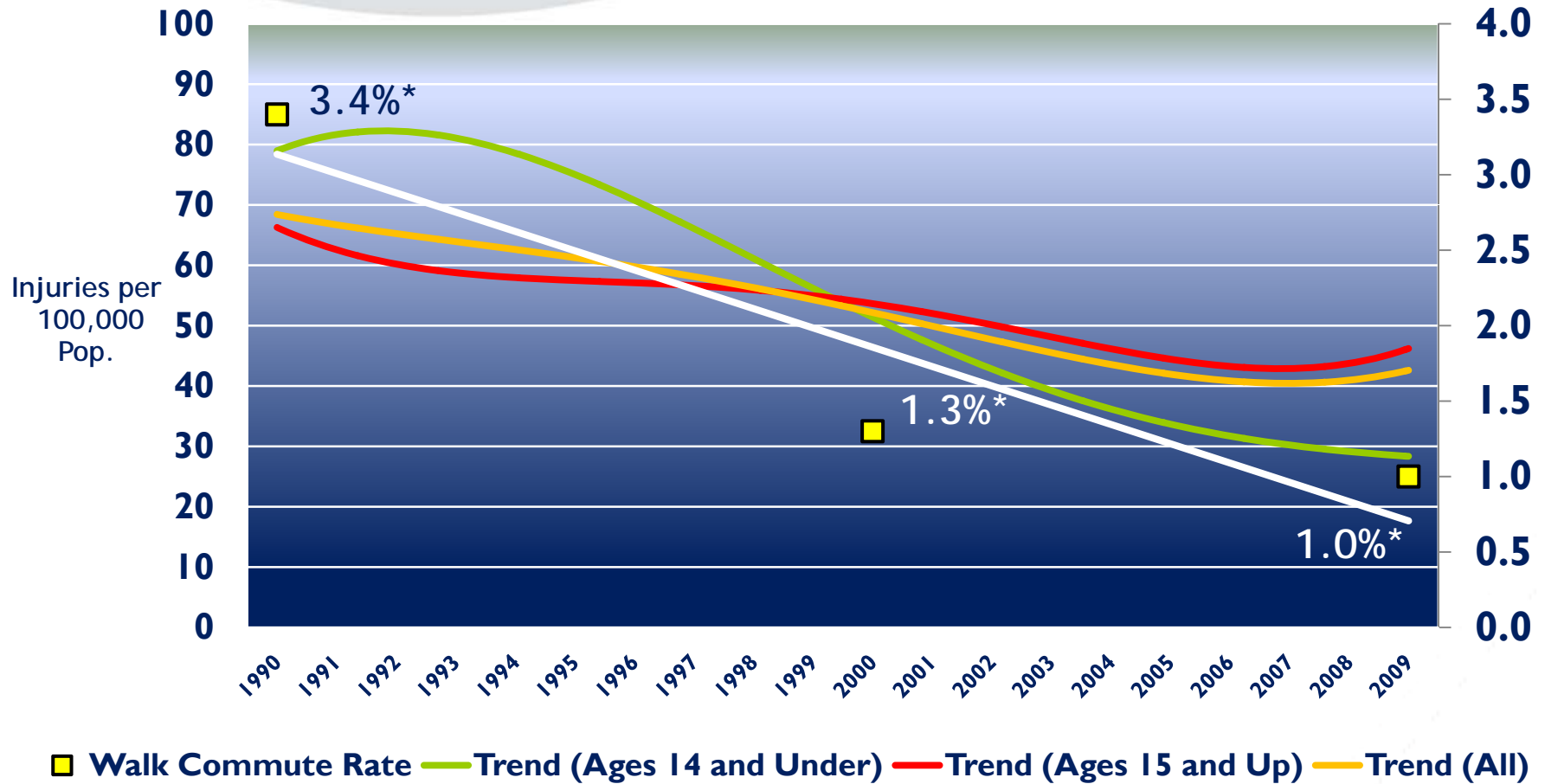


# Metro Orlando Pedestrian Fatalities



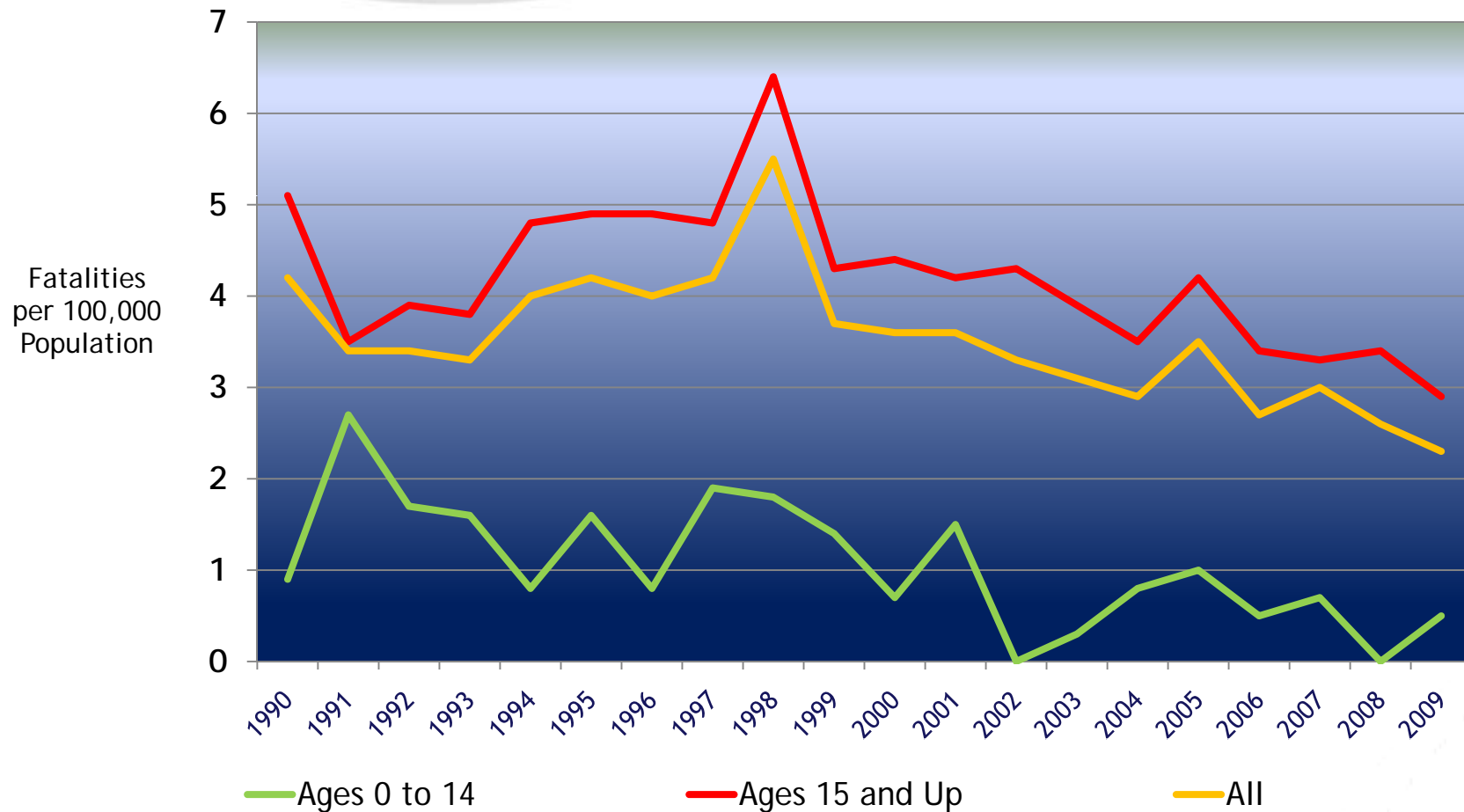
# Pedestrian Injury Rates



Orange, Seminole and Osceola Counties

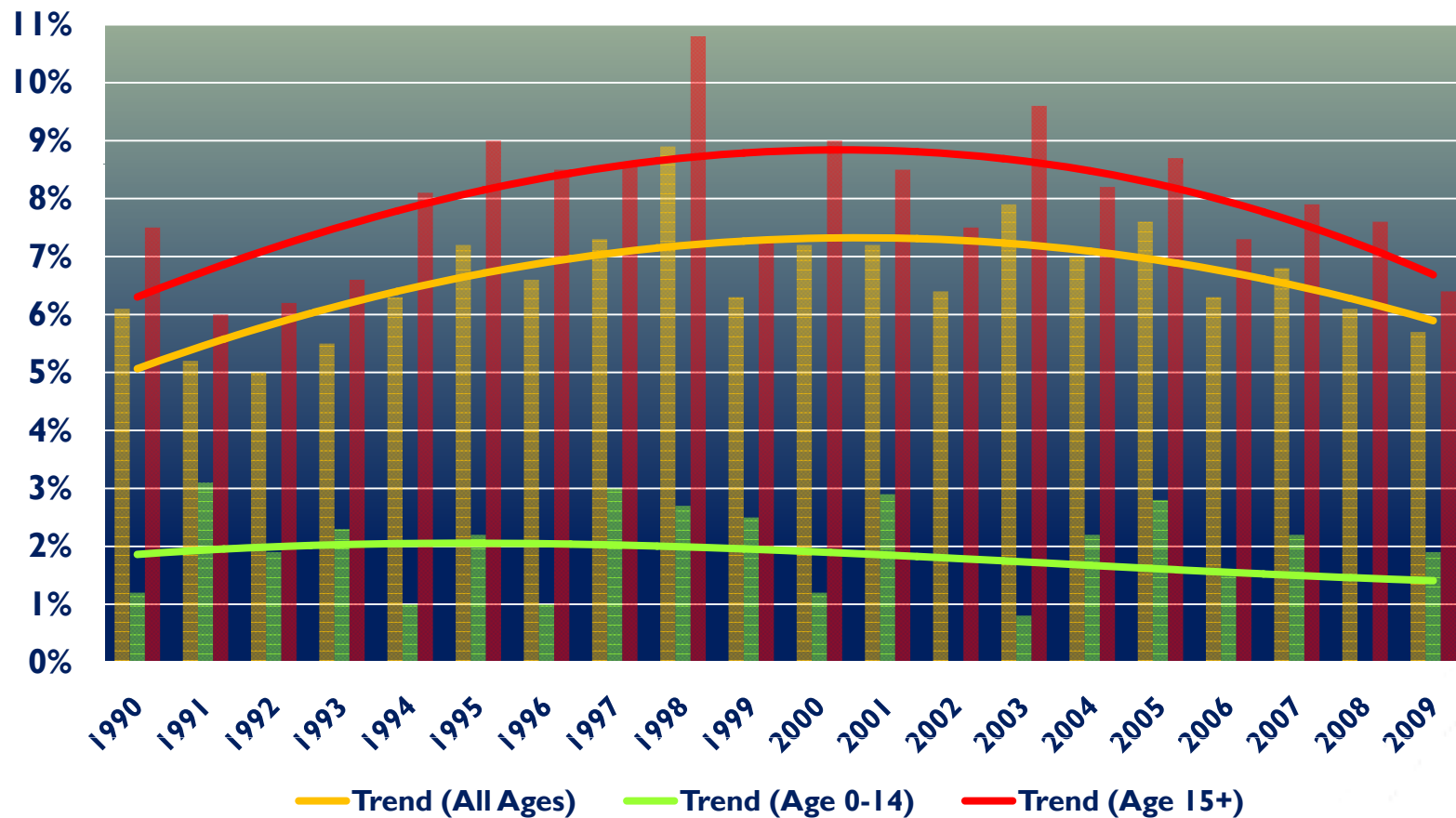
\* US Census Walk to Work Rate

# Pedestrian Fatality Rates

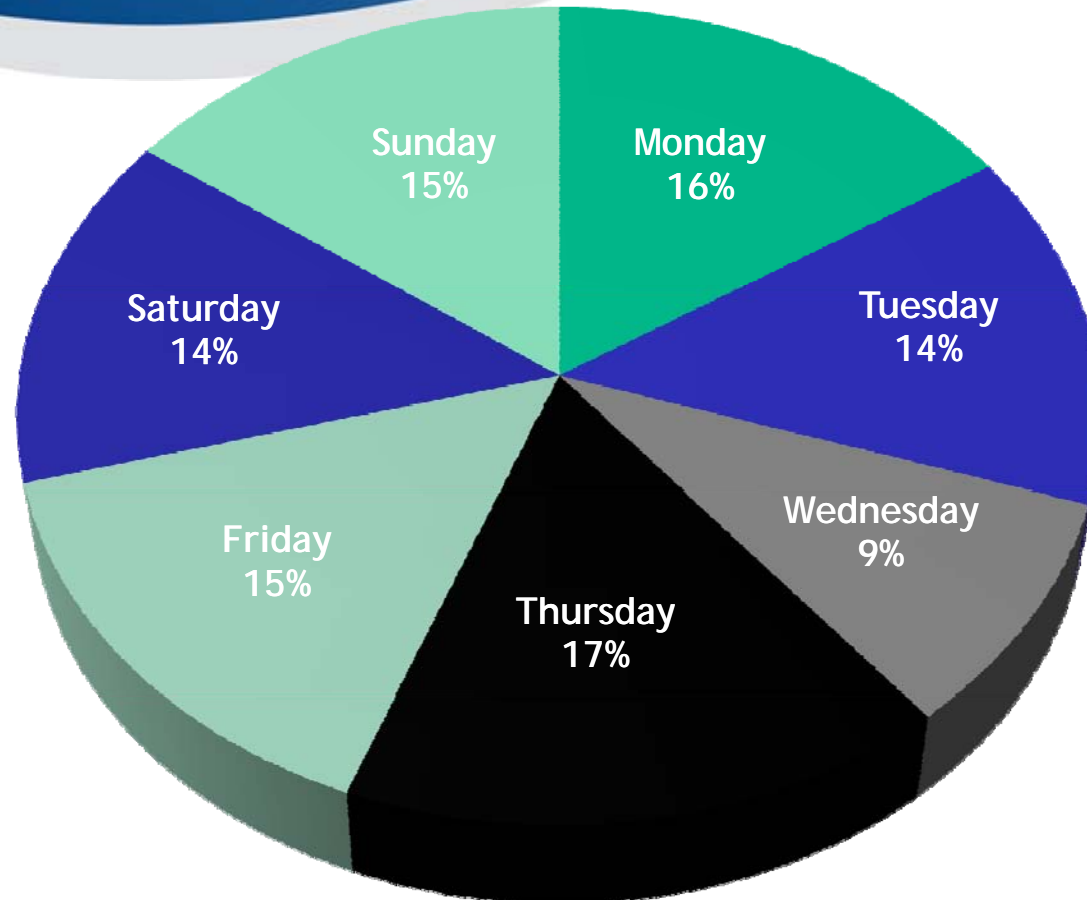


Orange, Seminole and Osceola Counties

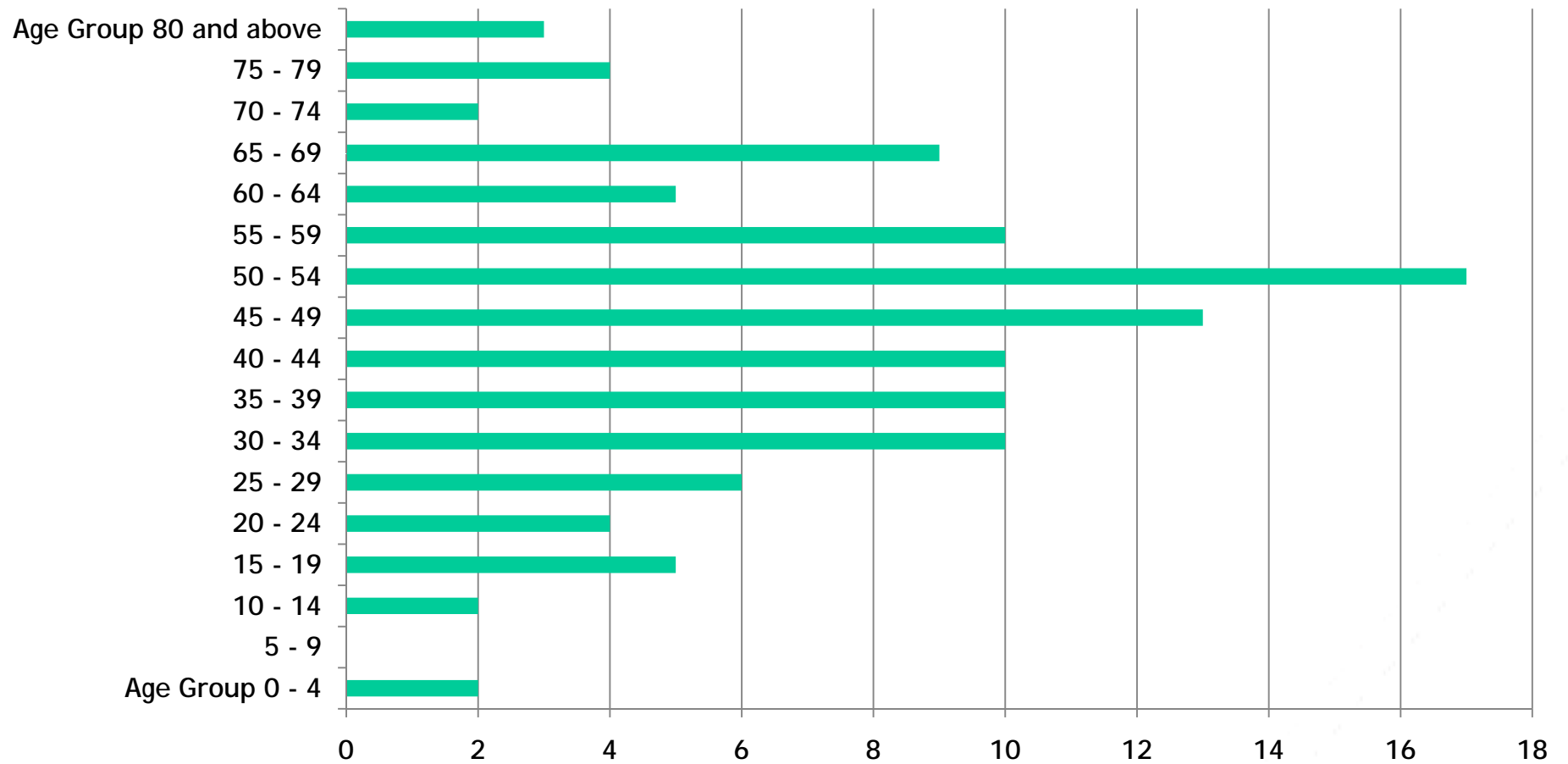
# Percentage of Pedestrian Crashes Resulting in Fatalities



# Day of Week



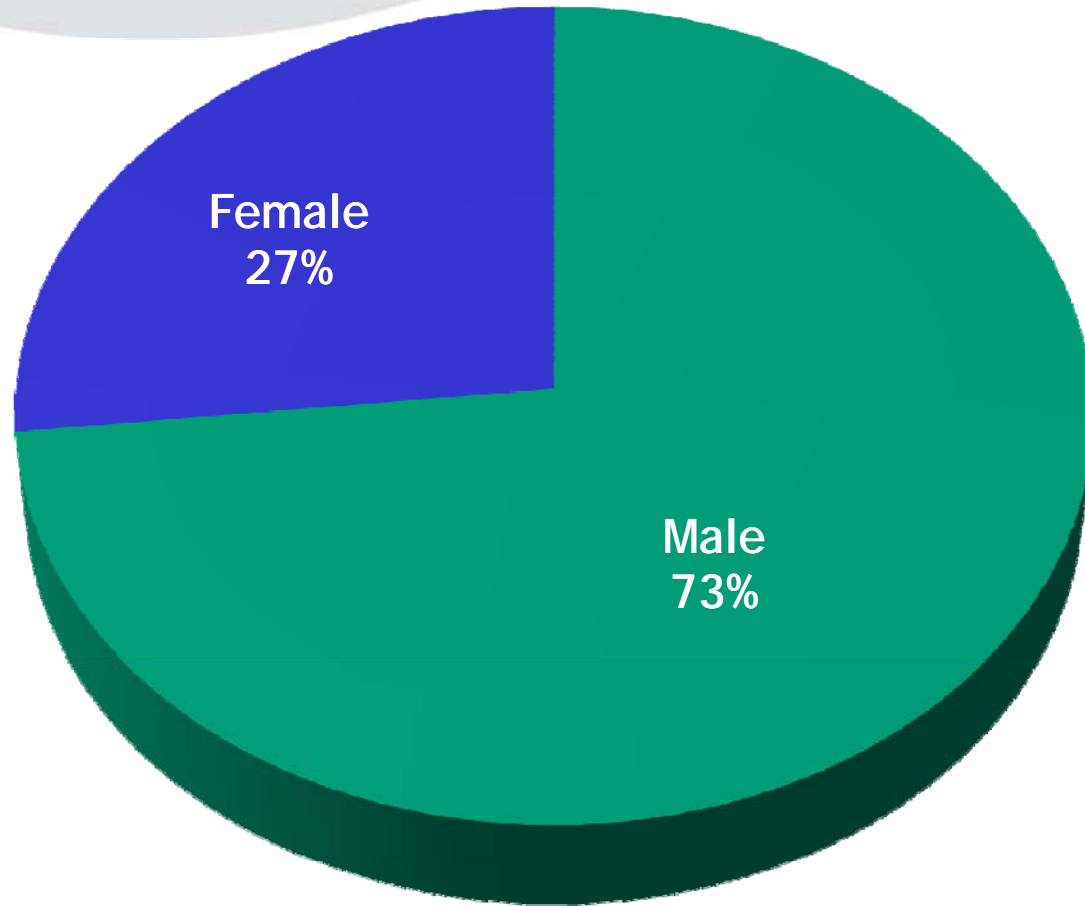
# Age Groups



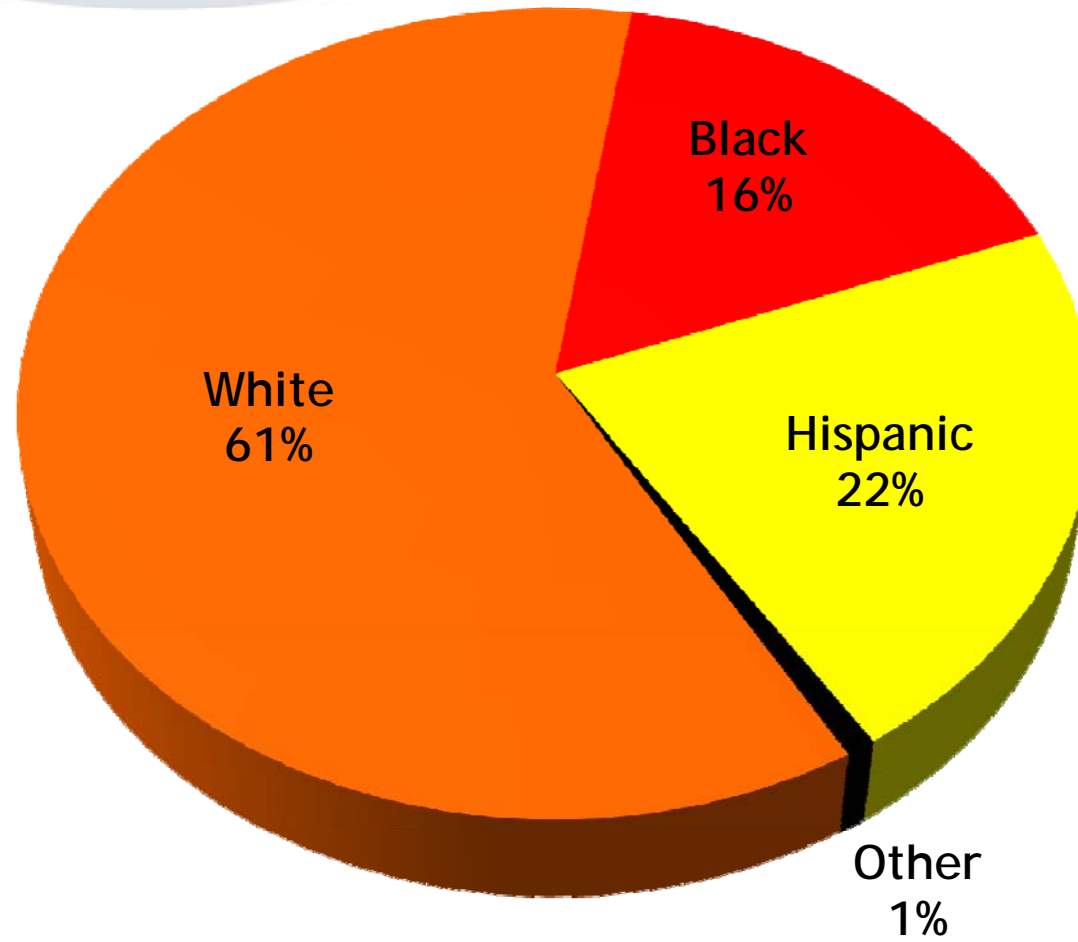


# Characteristics of Pedestrian Fatalities

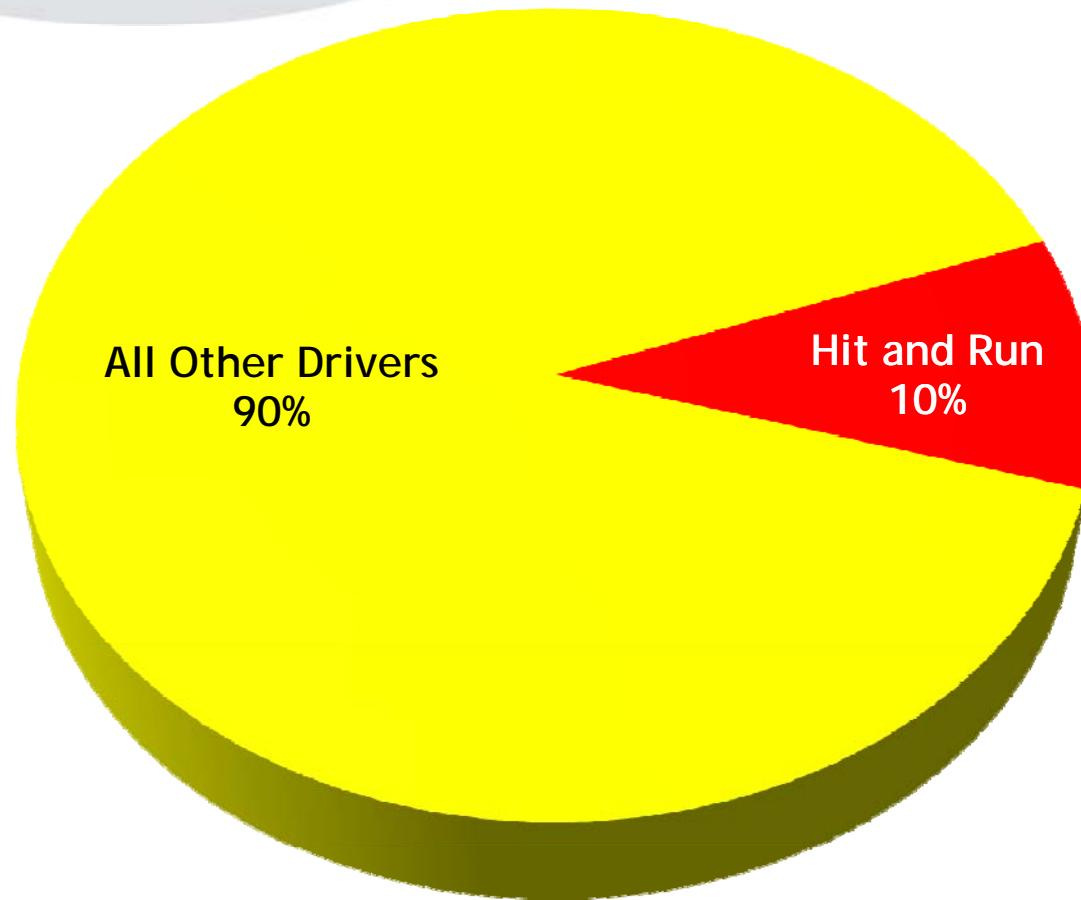
# Gender



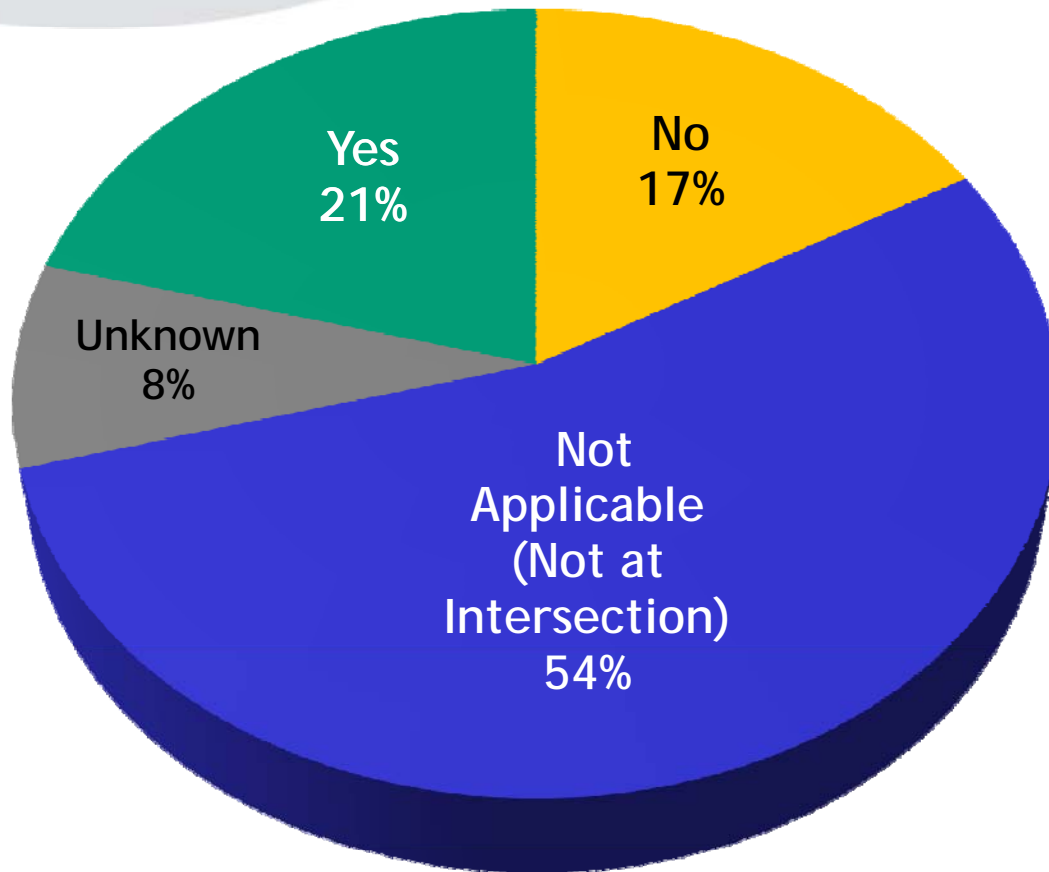
# Race



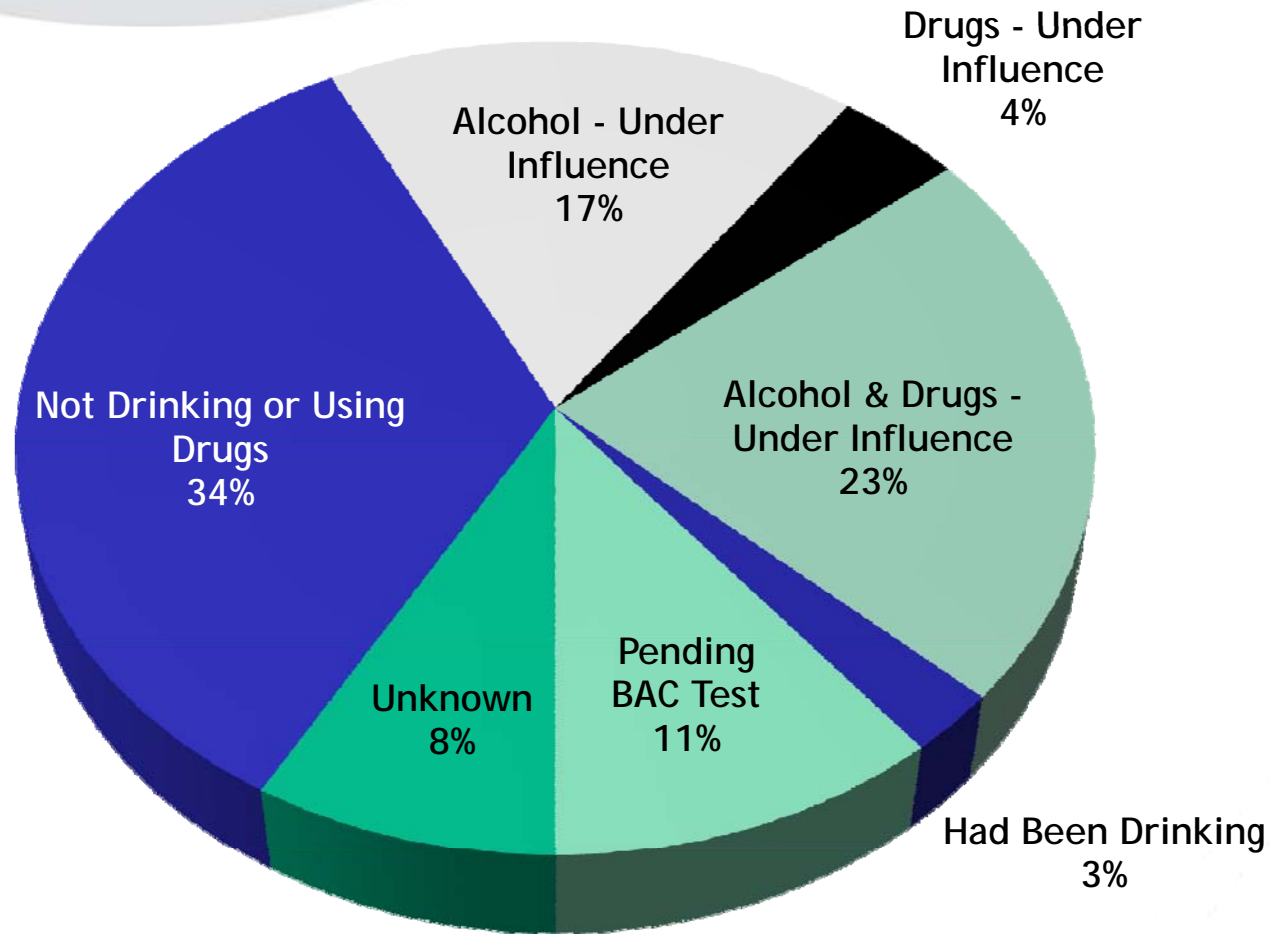
# Hit & Run

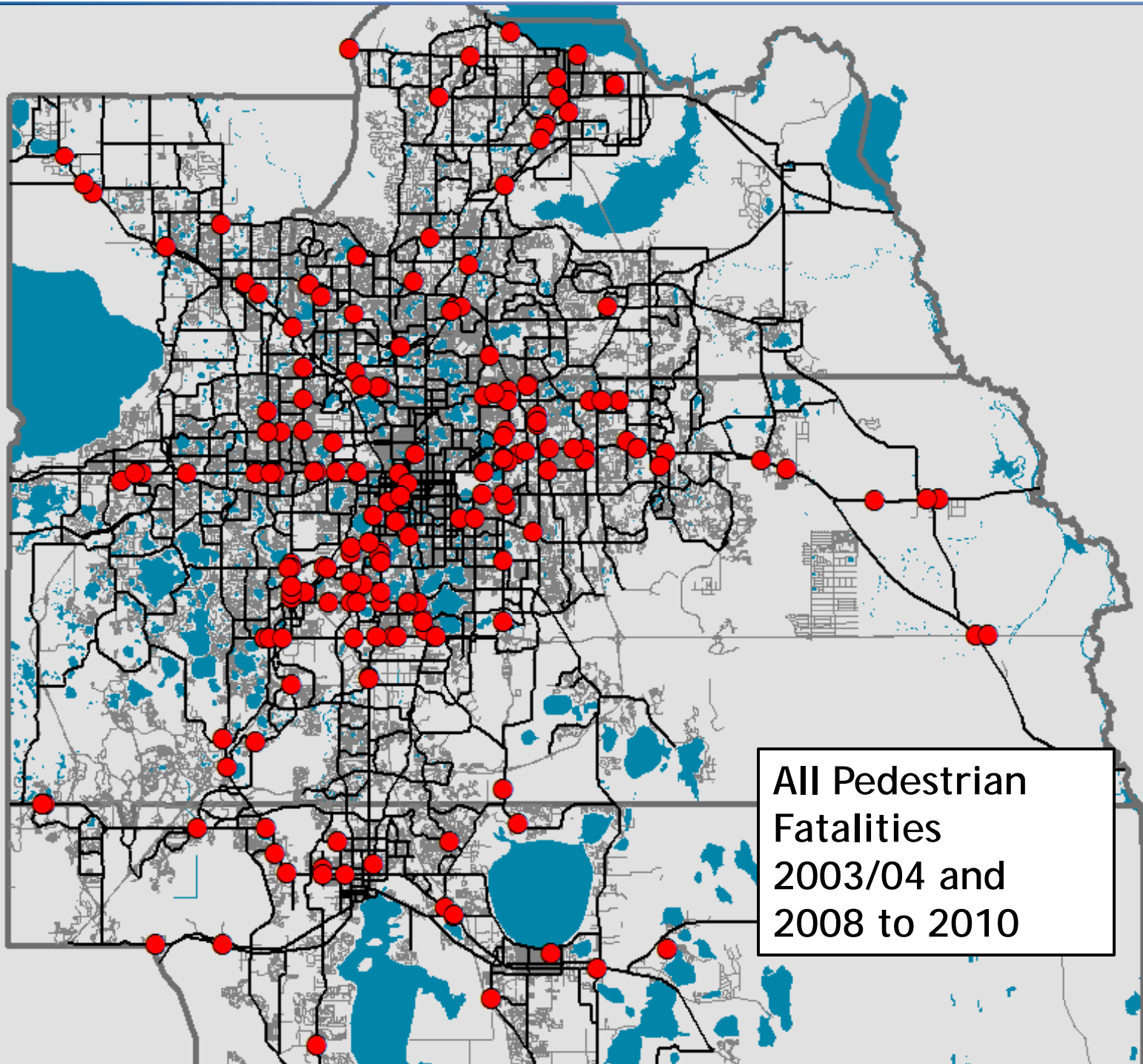


# Marked Crosswalk?

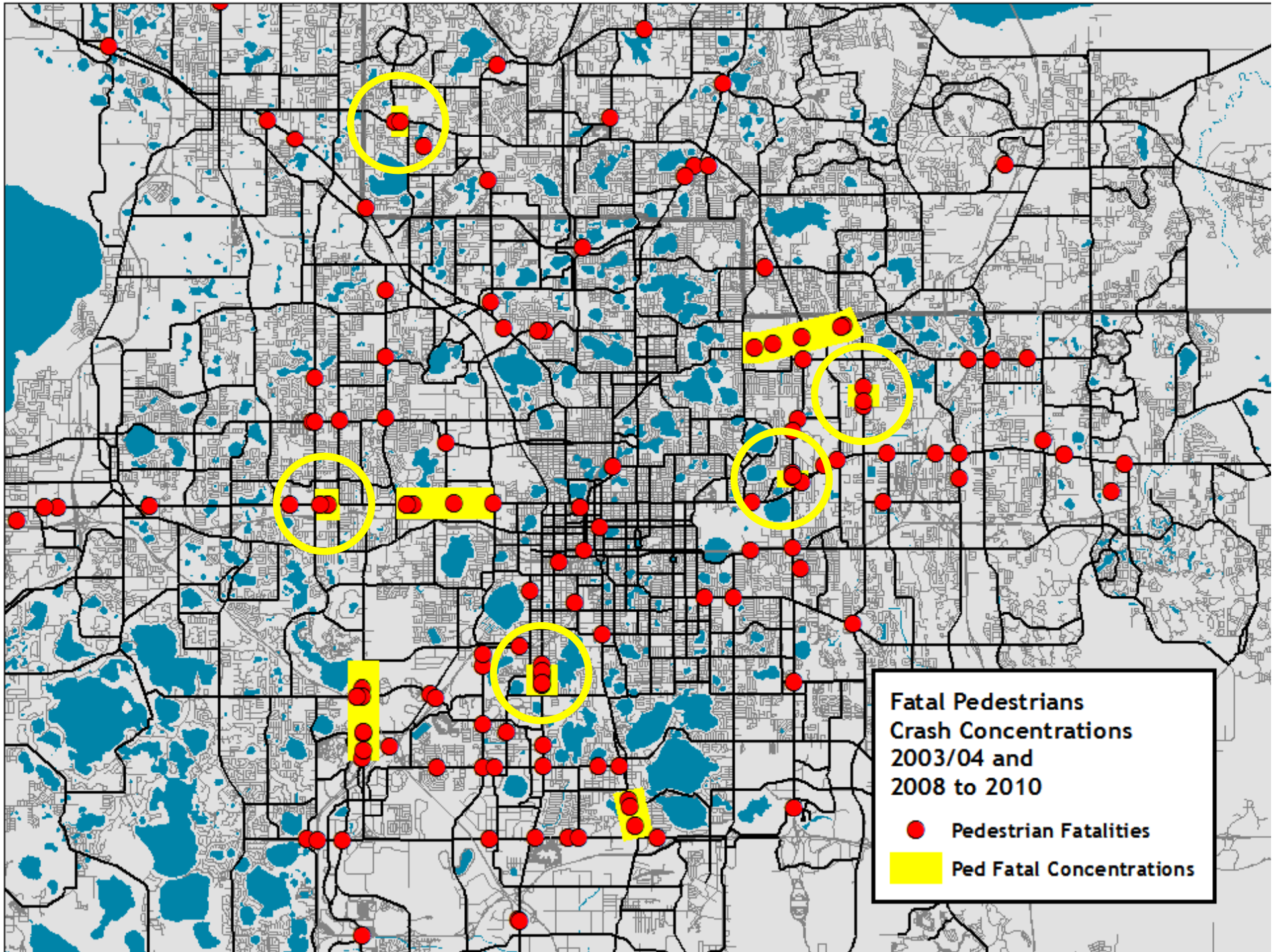


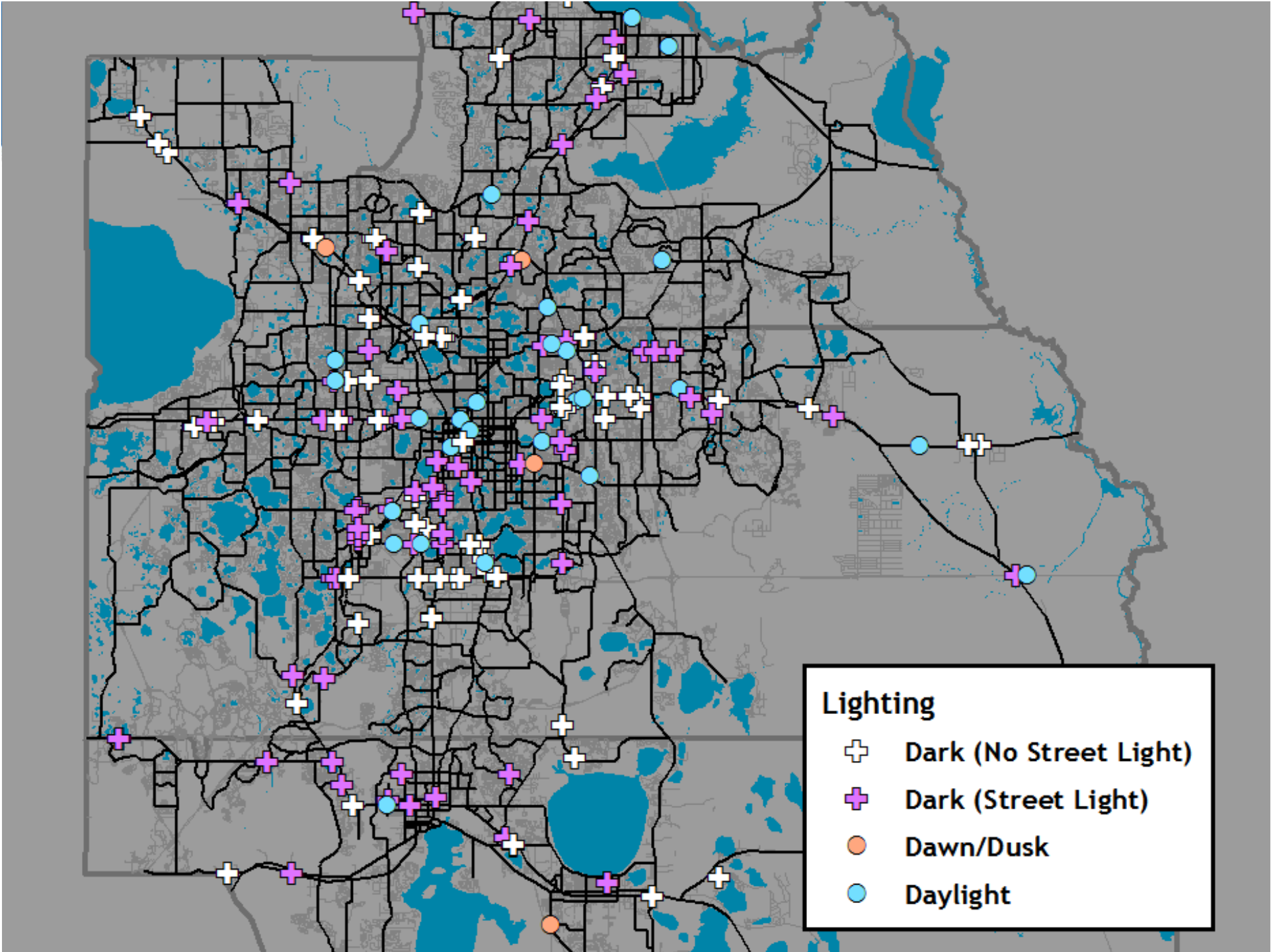
# Pedestrian Alcohol & Drug Use

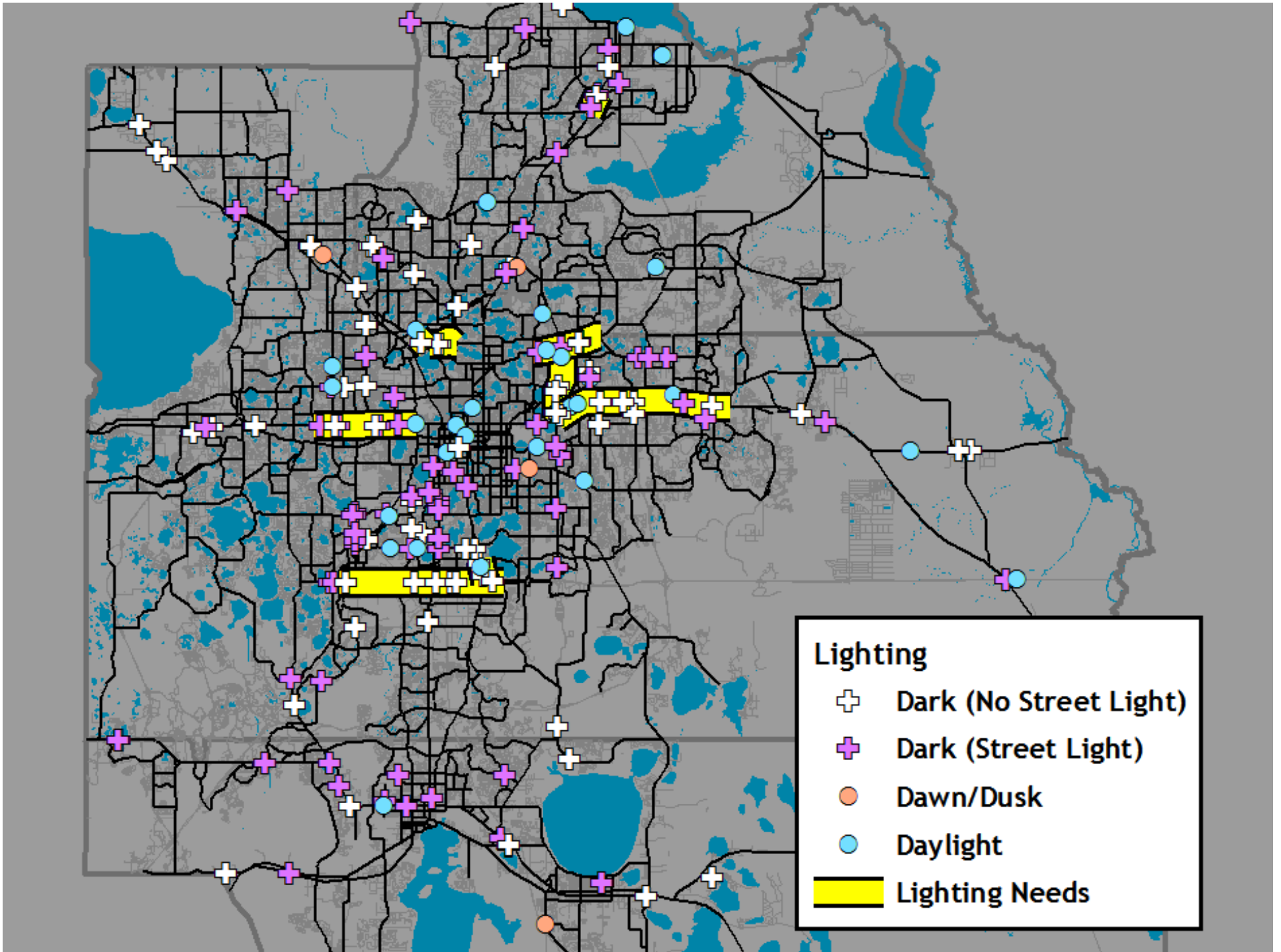


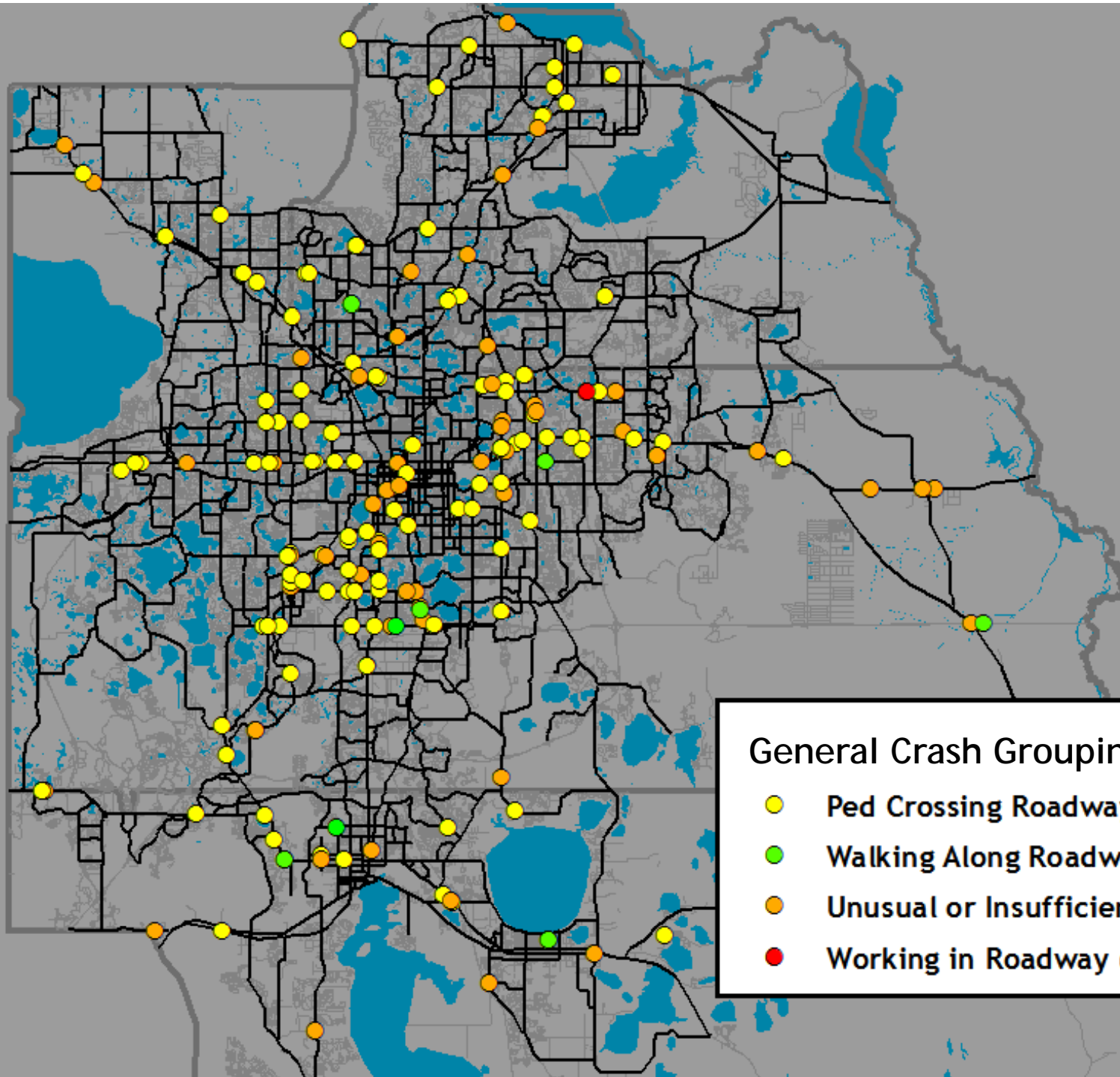


All Pedestrian  
Fatalities  
2003/04 and  
2008 to 2010



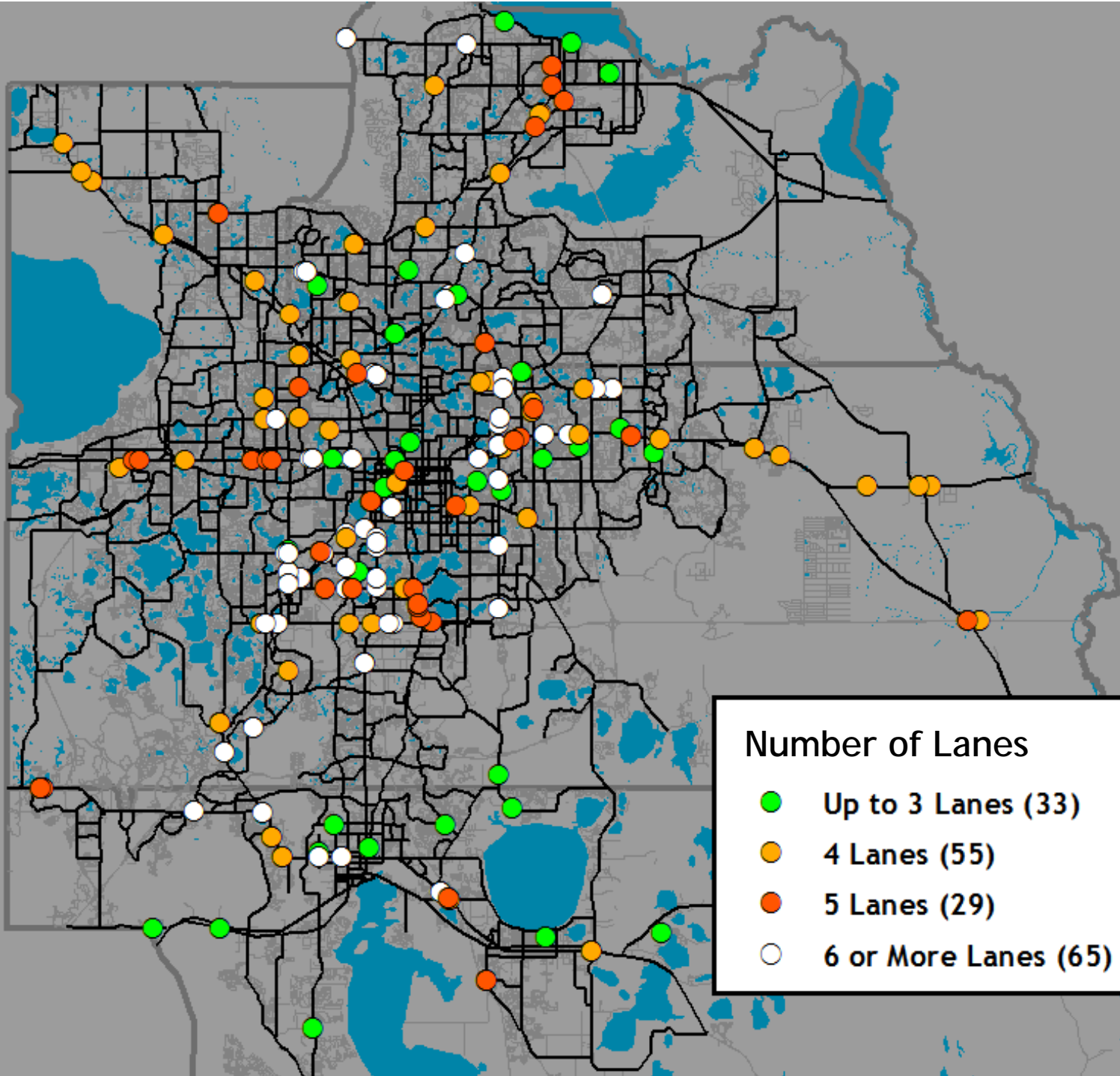


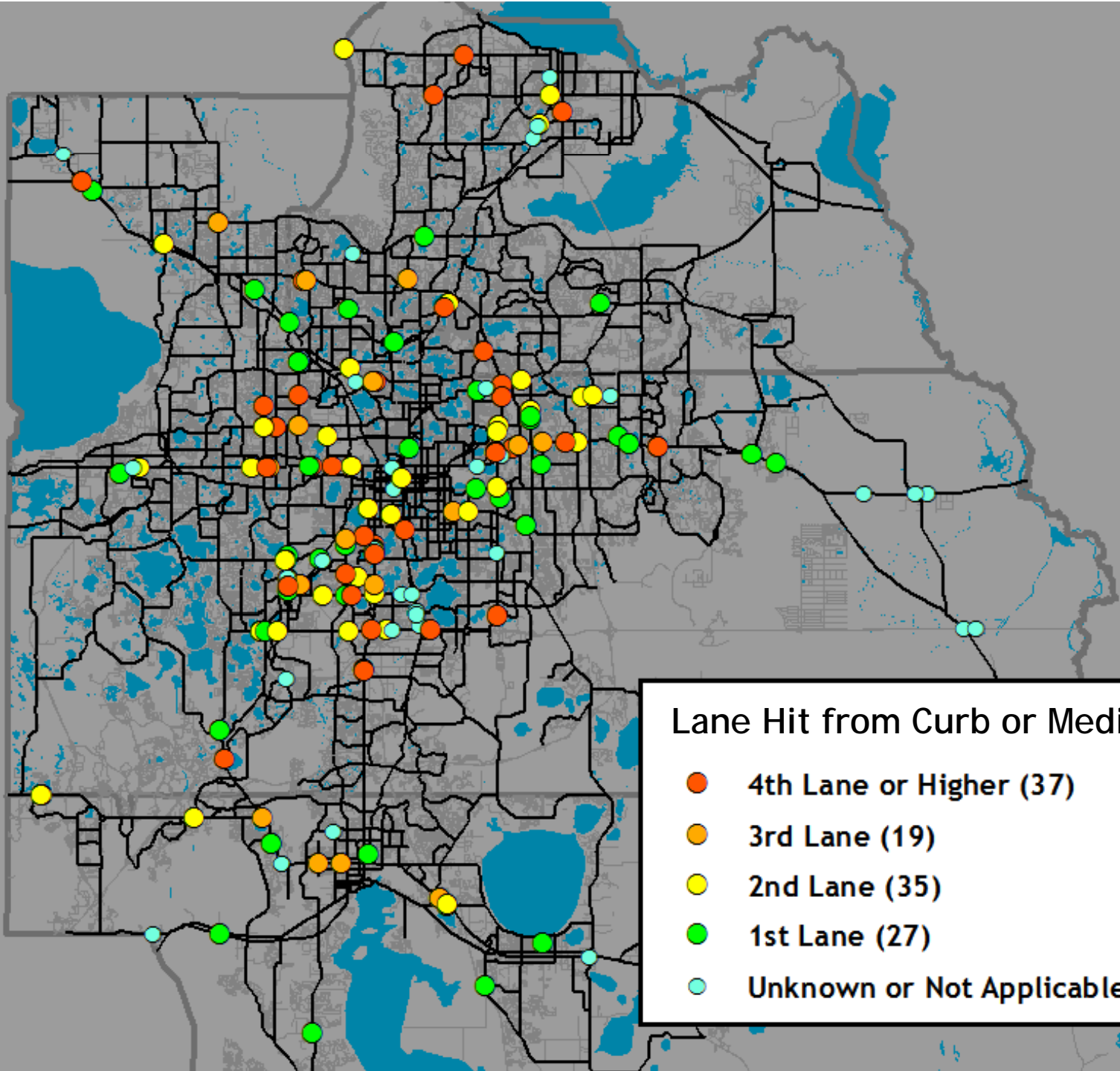




### General Crash Grouping

- Ped Crossing Roadway (118)
- Walking Along Roadway (9)
- Unusual or Insufficient Info (54)
- Working in Roadway (1)





**Lane Hit from Curb or Median**

- 4th Lane or Higher (37)**
- 3rd Lane (19)**
- 2nd Lane (35)**
- 1st Lane (27)**
- Unknown or Not Applicable (31)**

# Fatalities Vs. Non-Fatalities



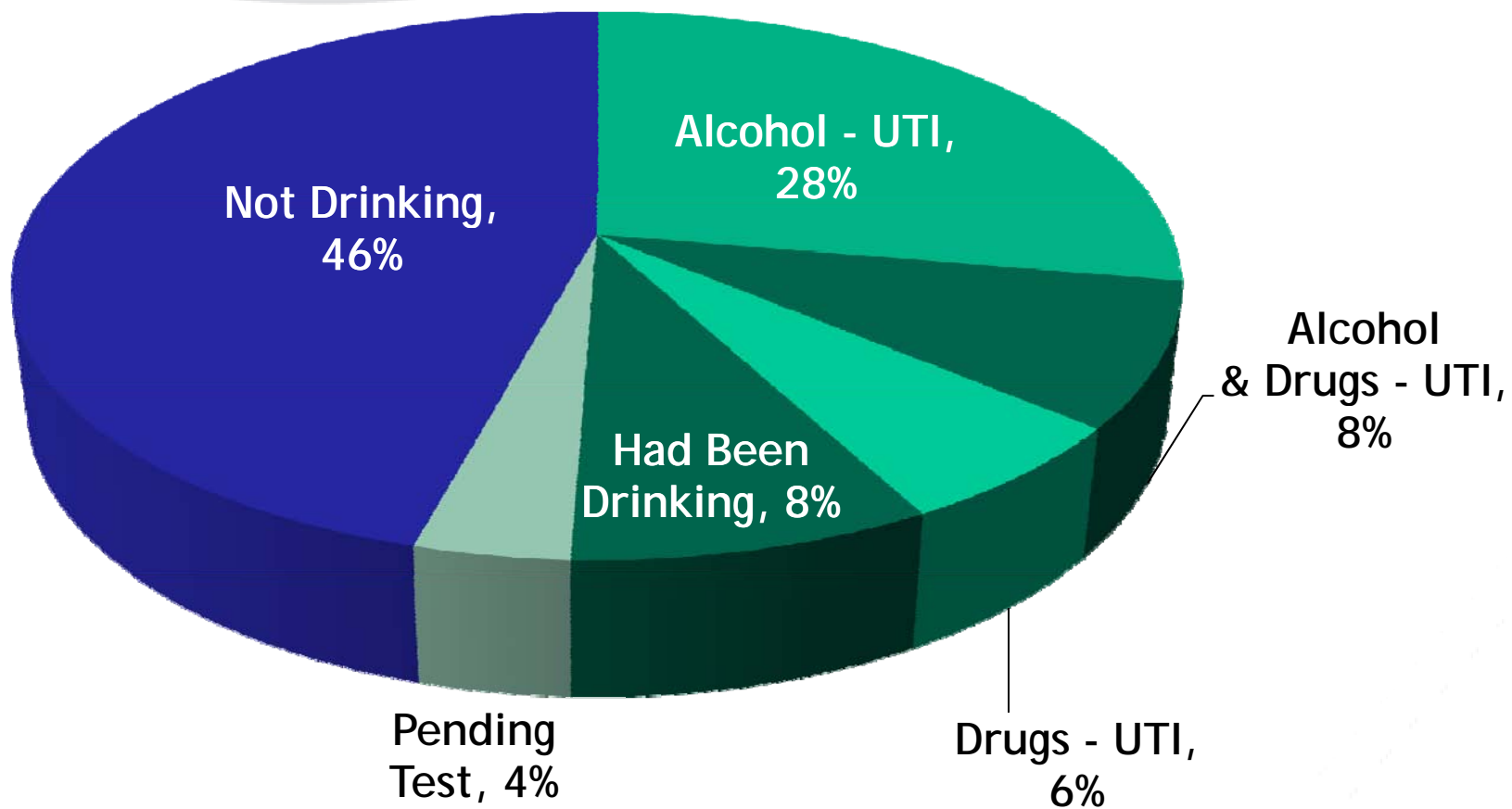
## Fatalities Mostly Associated With:

- *Intoxicated Pedestrian*
- *Darkness*
- *4 or More Lanes*
- *Not at Intersection*

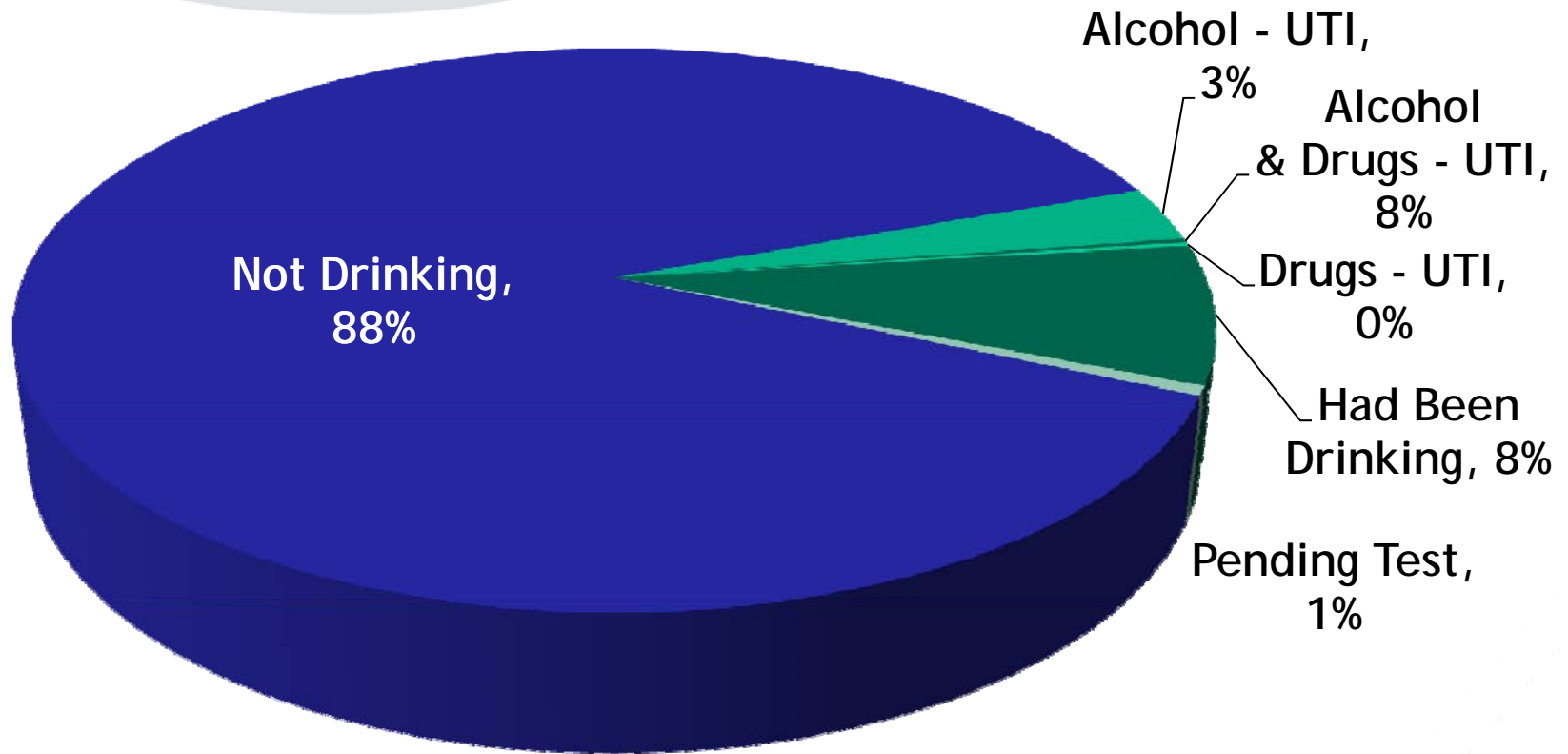
## Non-Fatalities Mostly Associated With:

- *Sober Pedestrian*
- *Daytime*
- *5 or Less Lanes*
- *Both Intersection & Non-Intersection*

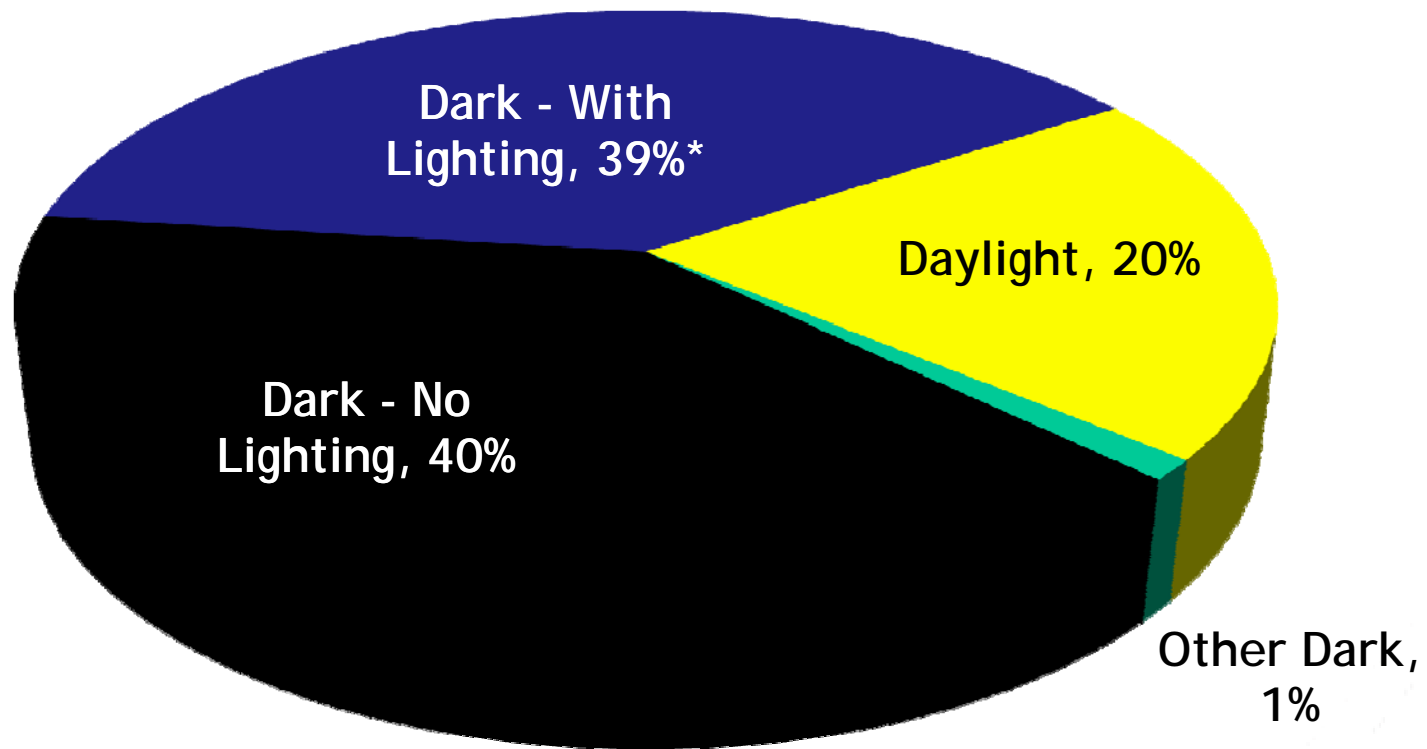
# Alcohol & Drugs: Fatal Crashes



# Alcohol & Drugs: Non-Fatal Crashes

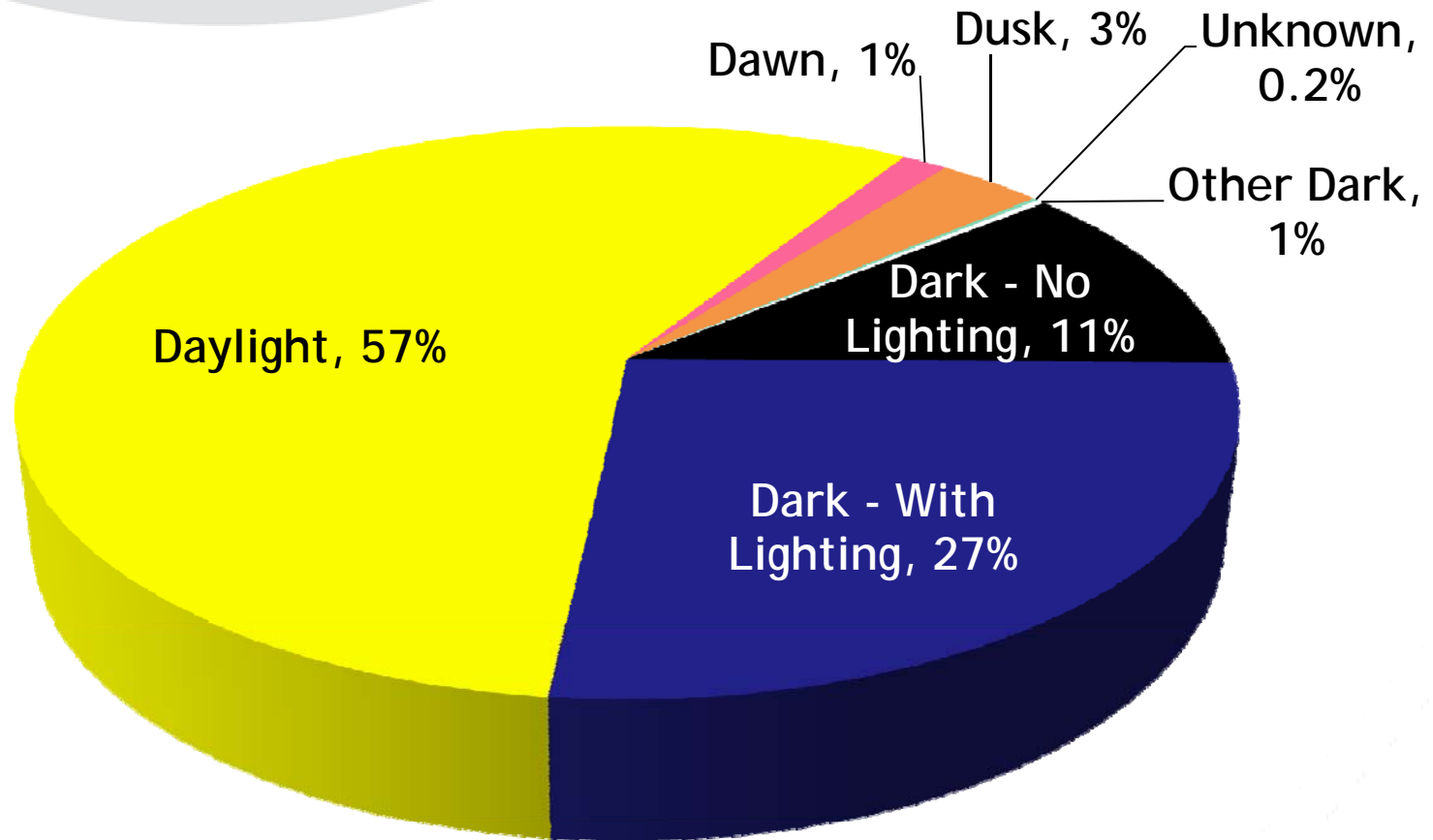


# Lighting Conditions: Fatal Crashes

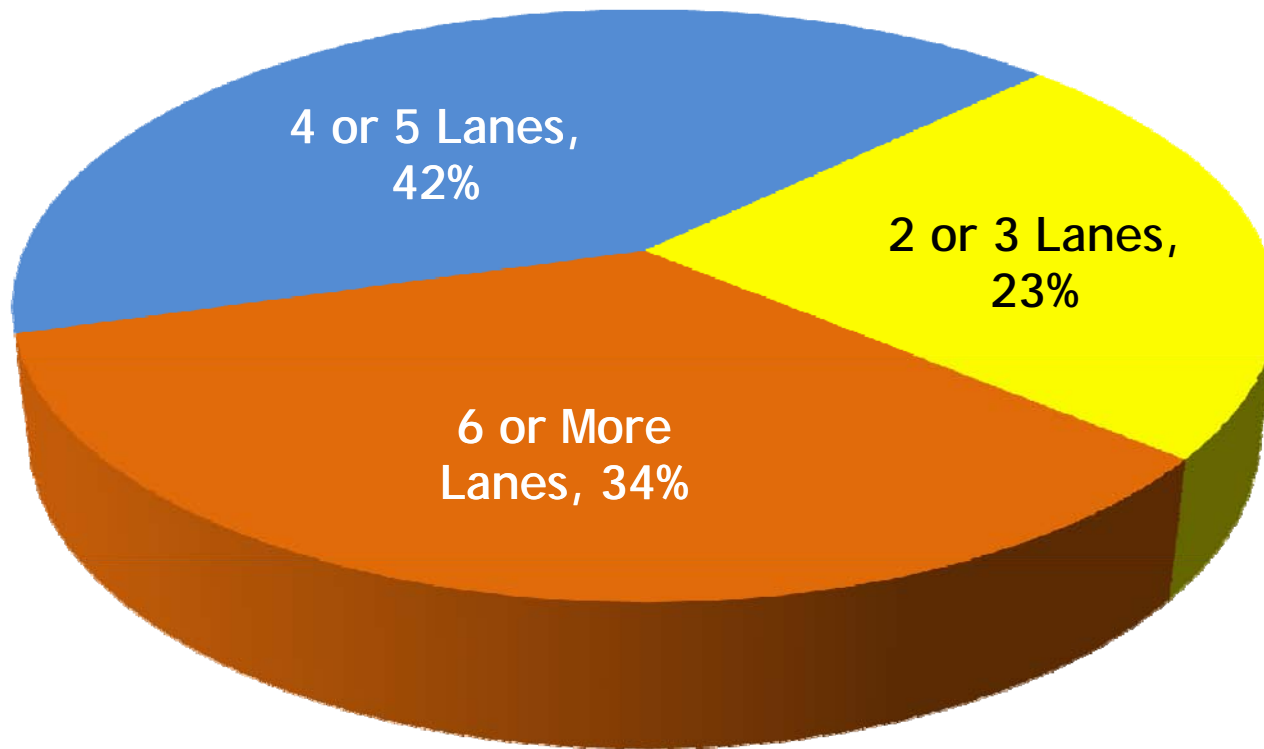


\* In some crash reports the lighting is spot "courtesy" lighting, not "design lighting."  
Orlando Metro Area Long Form Crash Reports, 2003 & 2004

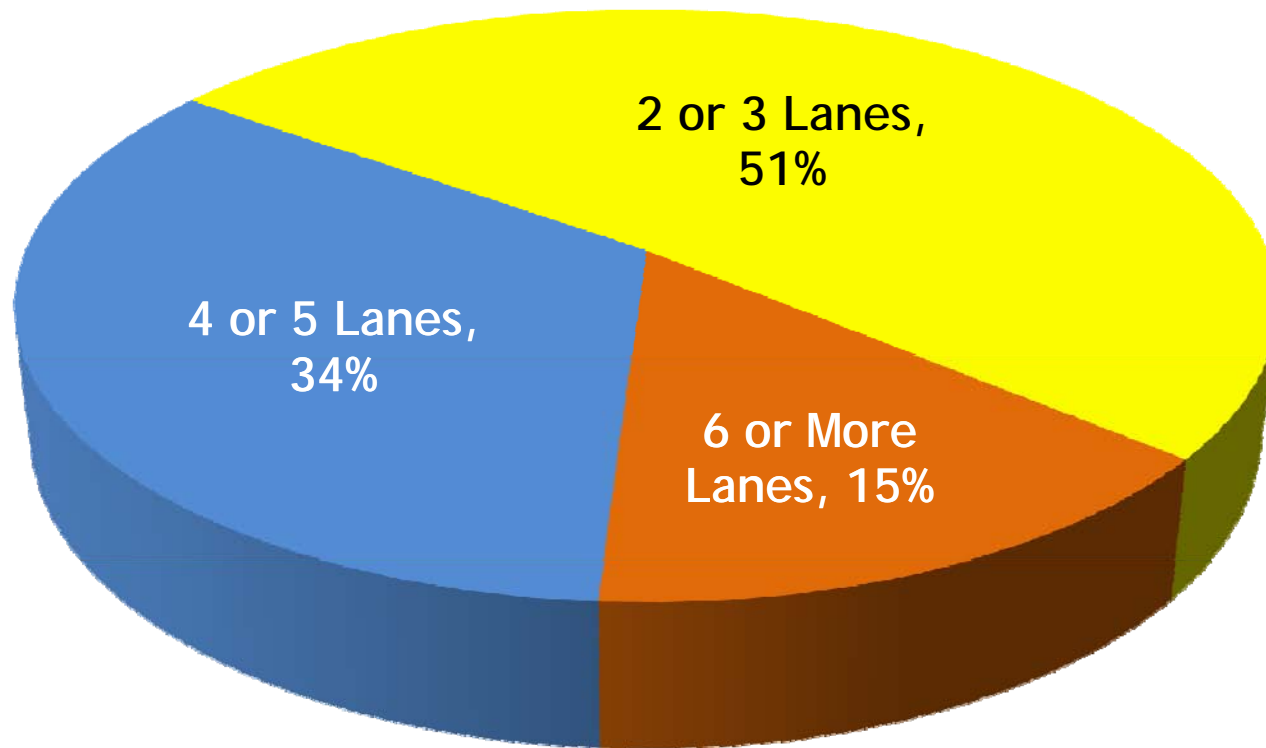
# Lighting Conditions: Non-Fatal Crashes



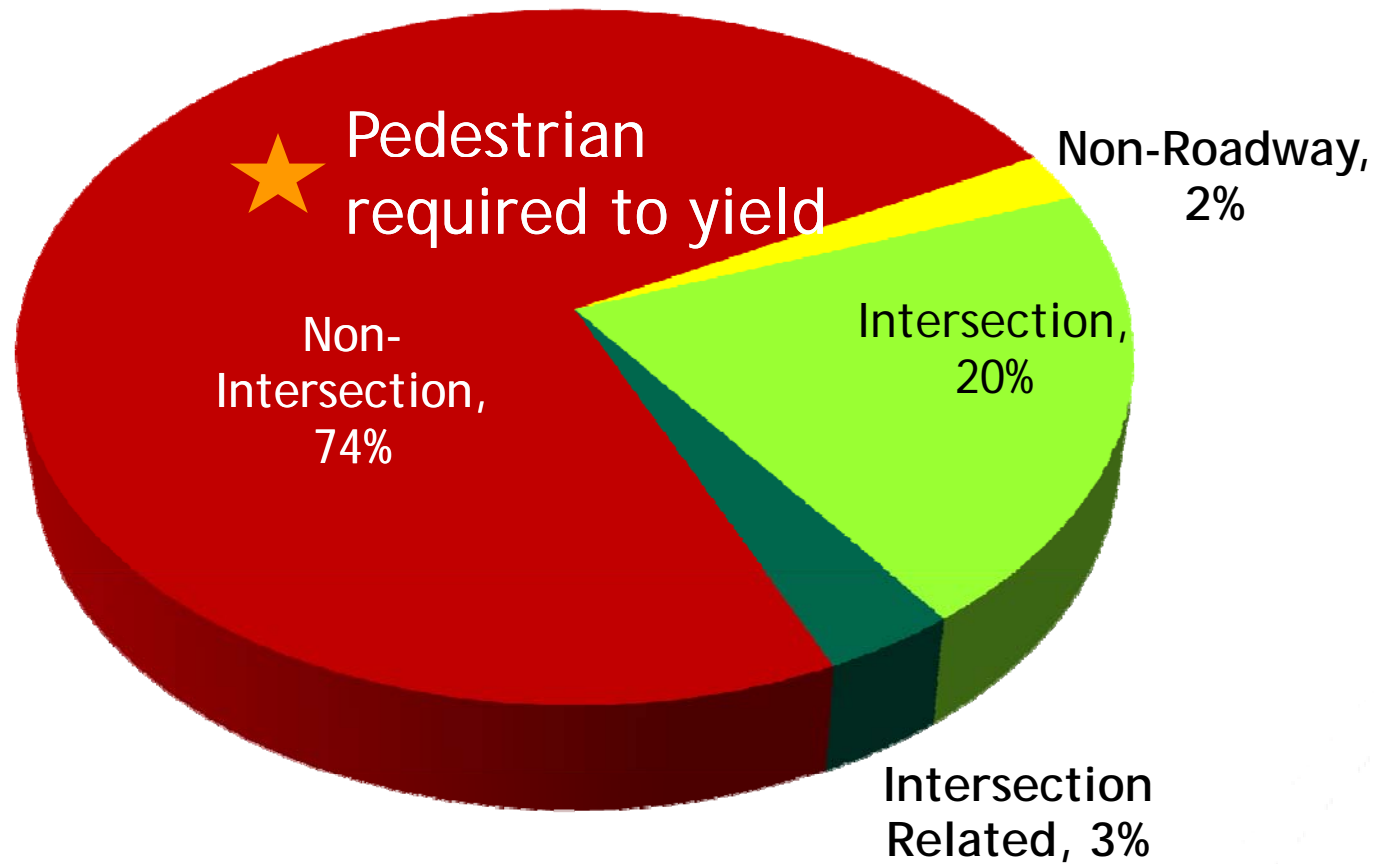
# Number of Lanes: Fatal Crashes



# Number of Lanes: Non-Fatal Crashes

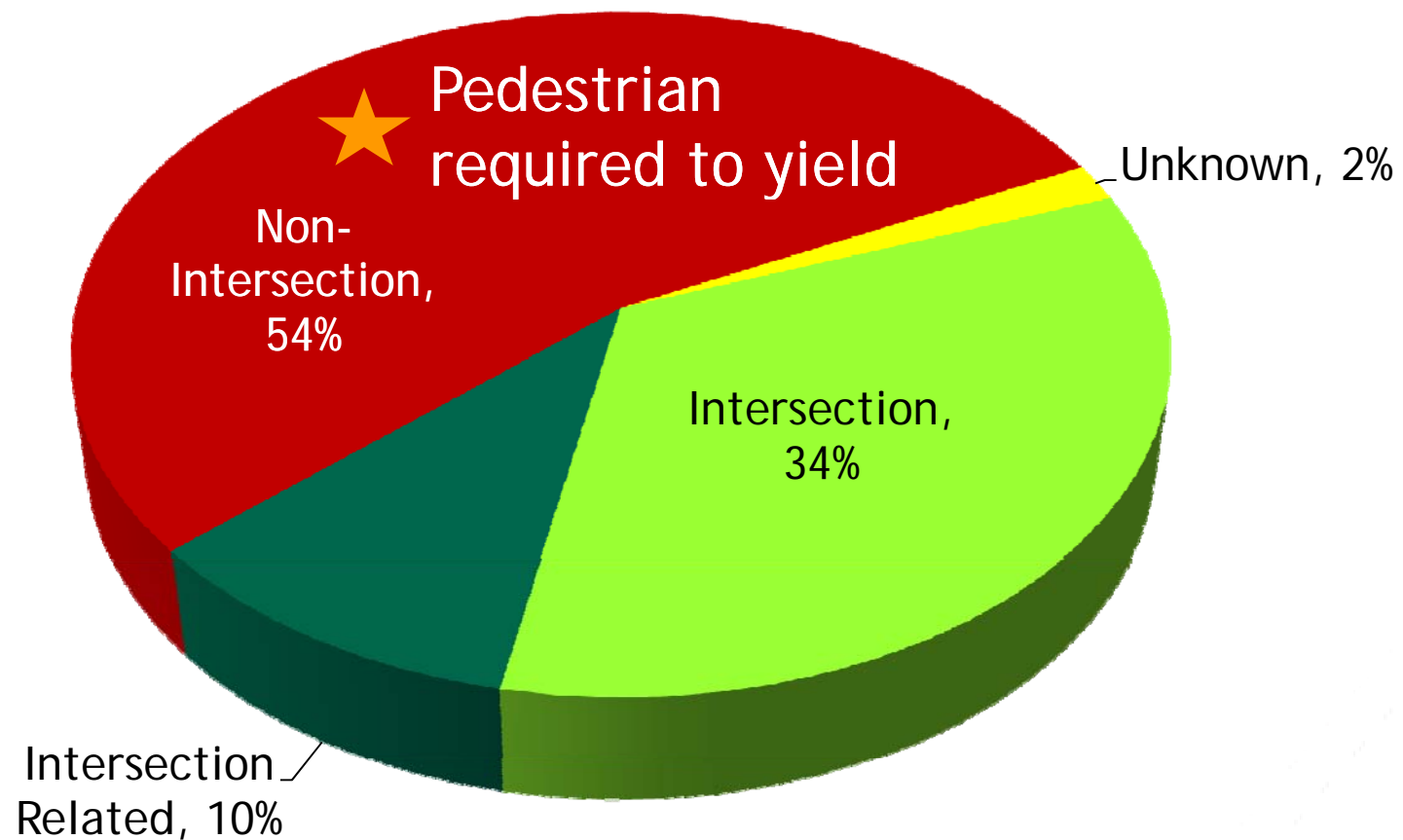


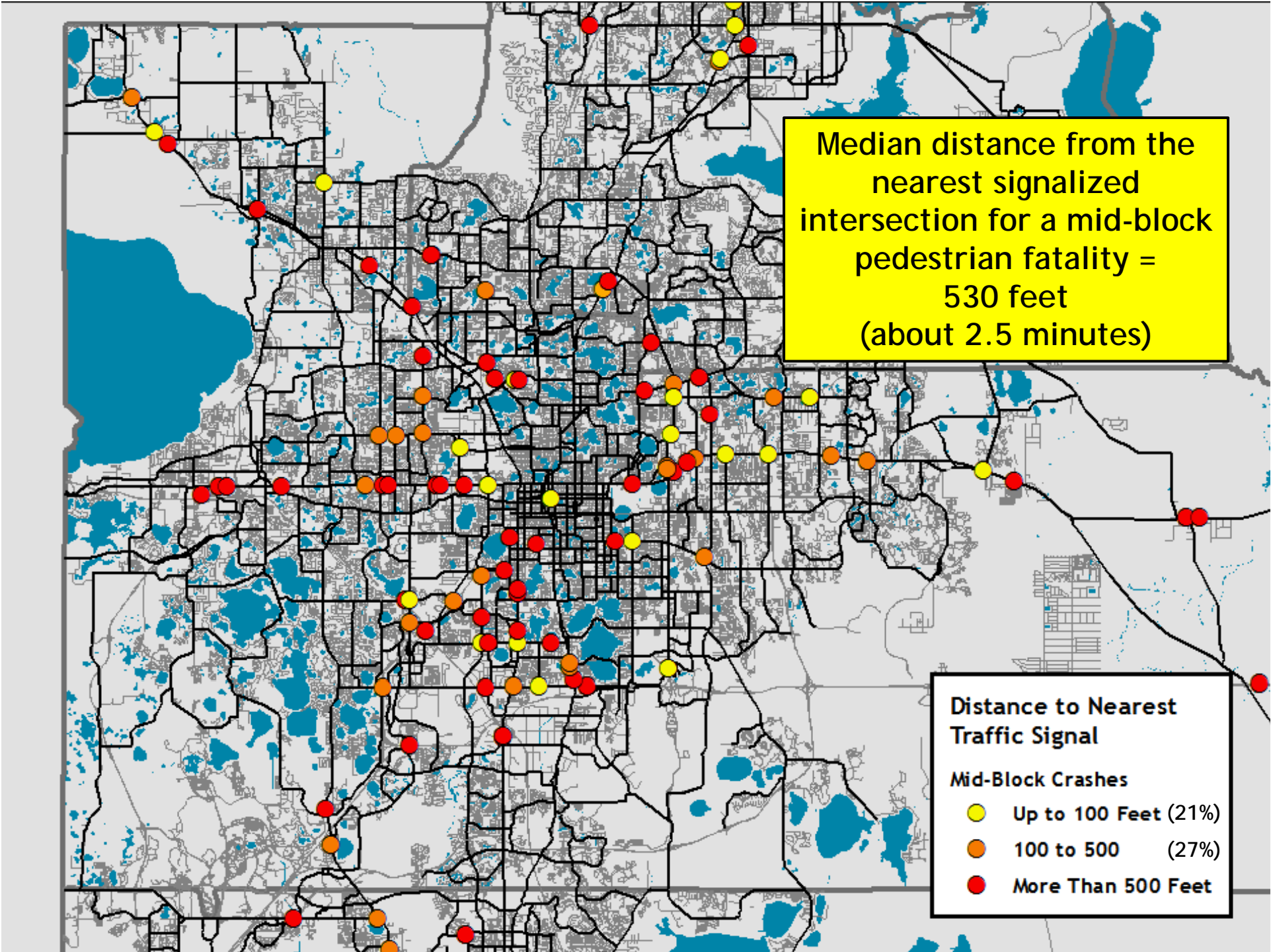
# Crash Locations: Fatal



# Crash Locations: Non-Fatal

(Excluding non-roadway crashes)





Median distance from the nearest signalized intersection for a mid-block pedestrian fatality = 530 feet (about 2.5 minutes)

**Distance to Nearest Traffic Signal**

**Mid-Block Crashes**

- Up to 100 Feet (21%)
- 100 to 500 (27%)
- More Than 500 Feet

# Countermeasures



## Based on Crash and Exposure Observation Data

Medians - reduce mid-block pedestrian crashes by a factor of 6.5\*

Lighting - reduces pedestrians crashes by a factor 1.7\*

Additional Enhanced Crosswalks at Unsignalized Locations - reduces distance to nearest safer crossing location (1/10<sup>th</sup> mile)

\* Pedestrian and Bicycle Crash Plotting, Counts and Behavior Observations, MetroPlan Orlando, 2007



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