

# PEDESTRIAN SAFETY COUNTERMEASURES

The following seven countermeasures, promoted by FHWA Every Day Counts Innovation: Safe Transportation for Every Pedestrian (EDC-5 STEP), can improve pedestrian safety when used in the appropriate roadway context:

## RECTANGULAR RAPID-FLASHING BEACONS (RRFBs)



Rectangular rapid-flashing beacons (RRFBs) are active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations. They significantly increase driver yielding behavior.

## LEADING PEDESTRIAN INTERVALS (LPIs)



Leading pedestrian intervals (LPIs) at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to turn left or right. The LPI increases visibility, reduces conflicts, and improves yielding.

## CROSSWALK VISIBILITY ENHANCEMENTS



Crosswalk visibility enhancements, such as crosswalk lighting and enhanced signage and markings, help drivers detect pedestrians—particularly at night.



## RAISED CROSSWALKS



Raised crosswalks can serve as a traffic-calming measure and reduce vehicle speeds.

## PEDESTRIAN CROSSING/REFUGE ISLANDS



Pedestrian crossing/refuge islands allow pedestrians a safer place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for pedestrians with limited mobility.

## PEDESTRIAN HYBRID BEACONS (PHBs)



Pedestrian hybrid beacons (PHBs) provide positive stop control for higher-speed, multilane roadways with high vehicular volumes. The PHB is an intermediate option between a flashing beacon and a full pedestrian signal.

## ROAD DIETS



Road Diets can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities such as pedestrian crossing/refuge islands.