

LONG ISLAND'S PEDESTRIAN SAFETY EDUCATION RESOURCE GUIDE

A guide to the organizations dedicated to a safer Long Island



TABLE OF CONTENTS

Introduction to the Toolkit and Walk Safe Long Island	01
New York Coalition for Transportation Safety (NYCTS)	02
Long Island Health Collaborative (LIHC)	14
Community Parent Center	18
DEDICATEDD	21
AAA Northeast	22
Safe Kids	24
Cohen's Children's Medical Center	27
See! Be Seen!	28
FAQs and Laws	30

INTRODUCTION

This Toolkit is designed to

be a resource for those conducting pedestrian safety outreach and/or education programs on Long Island.

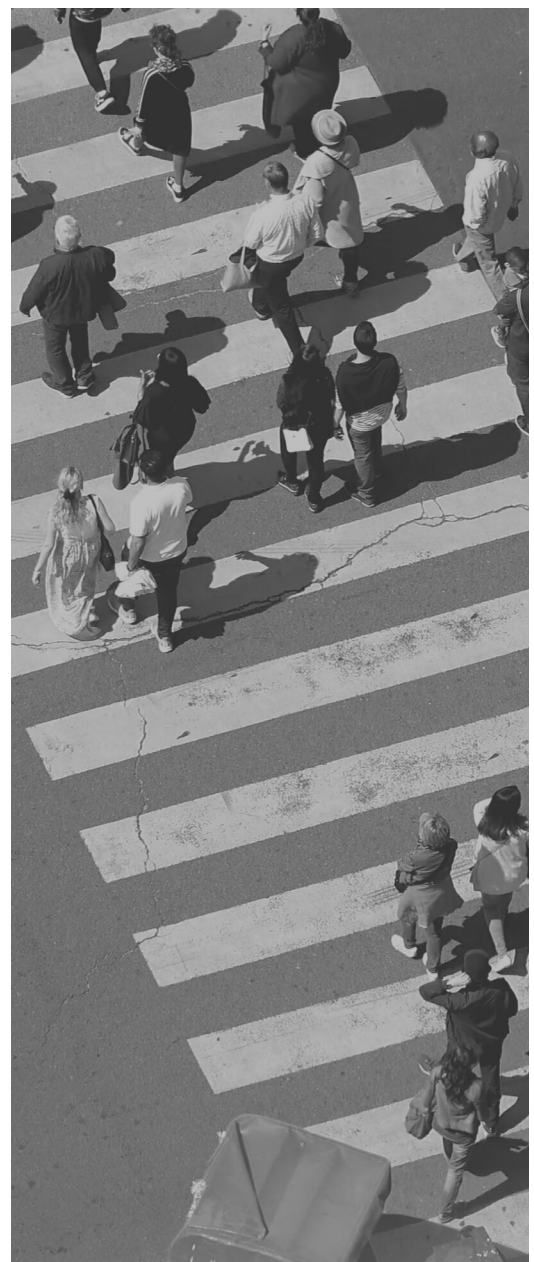
It includes information on crash data, pedestrian safety laws, and handouts from existing programs.

What is Walk Safe Long Island?

Through the work of dedicated Long Island community organizations, Walk Safe Long Island aims to raise awareness, provide education, and empower residents and leaders in our region to increase health and safety while walking.

A collaborative of health and transportation safety educators from across Nassau and Suffolk Counties aims to improve pedestrian safety and health outcomes through law-based education.

Walk Safe Long Island brings together health professionals, educators, law enforcement, community leaders, church groups, traffic safety professionals, non-profits, advocates and more to engage with the public about what we're doing, and what they can do to help.



NEW YORK COALITION FOR TRANSPORTATION SAFETY

NYCTS creates a transformative pedestrian, bicycle and motor vehicle safety community for those in need, impacted by injury, accidents and other transportation related incidents in New York State.

Through community based programs via lectures, conferences, promotional events and arts programming focused upon pedestrian, bicycle and driver/motor vehicle safety, the New York Coalition for Transportation Safety (NYCTS) provides public programming and services in New York state to residents in Queens, Brooklyn and Nassau country. They are a non profit organization which also serves as an advocate for pedestrian and bicycle safety.

Programs Include:

- Developmentally Disabled Pedestrian Safety
- Child Safety Seats
- Safe Routes to School
- Senior Programming

Contact Information

Website: www.nycts.org

Cynthia B. Brown,
Executive Director

(516) 571-6808

cbrown1@nassaucountyny.gov



NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian Safety for Seniors

Walking is good for your health. It is associated with increased longevity and lower rate of disability and it lowers the risk of chronic illnesses including high blood pressure and heart disease.

AS AN OLDER ADULTS YOU ARE:

- A growing part of the population
- Less likely to drive
- More likely to get hit by a car
- More likely to walk than do other types of physical activity
- Less likely to meet weekly physical activity recommendations

ADDRESSING THE REALITIES OF AGING :

- Vision
- Hearing
- Cognition
- Physical mobility

Taking into account that you may have one or more of these issues, walking can be more difficult. Therefore, you need to be very aware of your walking environment.

Check your usual routes for these features:

- Is there room to walk?
- Is crossing the street easy?
- What is the condition of the walking surface—are there tripping risks?
- How do drivers behave (are they speeding)?
- Do the surroundings feel safe?
- Do the surroundings feel comfortable?

BE PARTICULARLY CAREFUL OF THE FOLLOWING:

1. Intersections
2. Backing vehicles
3. Drivers not seeing you
4. Too much trust in the system

NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian Safety for School-Aged Children

Learning to Recognize Traffic Safety Hazards

OVERVIEW

This program is intended to teach school children participating in an after school center to recognize hazards to pedestrian safety. They will begin by researching images of said hazards on approved web sites. The images, such as poorly striped crosswalks, lack of proper signs (such as SLOW SCHOOL) and poorly marked intersections will be reviewed and the students will then examine good examples of street signage and markings. Students should plan a short walking trip outside the school to identify/observe and photograph examples of hazards to pedestrian safety. The hazards will be documented and the children can later be taught how to advocate for their own safety by reporting the identified hazards to the school, local civic associations, their legislators, newspapers, Departments of Transportation, etc. They will be encouraged to make suggestions for improving the road safety in their neighborhood.

CLASS 1

Students receive an explanation of the program and what they are expected to accomplish in the classes. They will be taught terms that pertain to pedestrian safety so they can understand what traffic calming, curb cuts or ramps, signage, signal timing, driver behavior (speeding), illegally parked vehicles, red light running, evaluation and other terms that may be discussed in class.

Students will also be taught to identify "safe havens" along the route in the event that they might encounter a problem when they are out alone. There should be a class discussion on what constitutes a safe haven in any community (churches, police stations, libraries, stores, etc.) There should also be some discussion on what individuals might be safe to approach if assistance is needed (policemen, postal workers, bus driver who might be safe to ask for help).

CLASS 2

1). Ask students to suggest a walking route that they can take to identify impediments to pedestrian safety and safe walking. If possible, ask students to suggest more than one route or find one that the class mutually agrees has problems. Ideally, the chosen route should be one which a majority of the children are familiar with.

NEW YORK COALITION FOR TRANSPORTATION SAFETY



2). Identify the types of hazards that can lead to pedestrian injury. Show pictures of possible conflicts such as sight obstructions at street crossings, lack of crosswalk striping, signalization, width of street (is there a median strip on multi-lane streets), location of bus stops, and proper or improper signage. The class will review the list of identified hazards and be asked to add their own suggestions.

CLASS 3

- 1). Review a check list of potential pedestrian safety hazards to evaluate on the walk. Show pictures of types of hazards to be identified and discuss why these impediments can be a problem for pedestrians including people with disabilities. Children should also be briefed on photographing the hazards, either by the instructor or themselves, if they have the use of a cell phone.
- 2). Provide permission slips to any students participating in the walk. These should be signed by parents/caregivers so they know the children will be out of the school building and possibly photographed.

CLASS 4

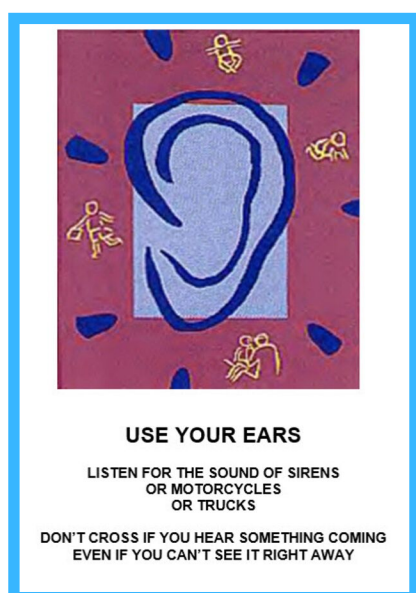
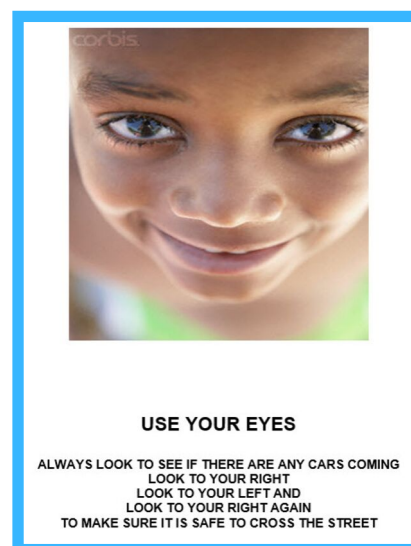
- 1). Students will now be assigned specific tasks to be completed during the walk. The class should be divided into three groups. Group one will be provided with a check list of potential pedestrian safety impediments; group two will write down the location of any identified hazards and briefly describe it; and, group three can photograph the identified problems.
- 2). Students and teachers will leave the school building to physically investigate the chosen route and perform all identified tasks. The walk should not last more than half an hour.
- 3). Upon return to school, (time permitting) a review of the identified hazards, their locations and pictures of problems should be discussed.
- 4). This should be followed by a discussion of how to correct the problems.
- 5). The children will be asked to document the problems they discovered and advocate for their solution. The teacher should lead a discussion as to how to students may advocate for safety improvements in their community. Leadership should be provided as to the roles of the school, civic organizations, elected officials, departments of transportation and media outlets in correcting identified pedestrian safety hazards.

NEW YORK COALITION FOR TRANSPORTATION SAFETY



6). The students will be asked to produce a document outlining the problems they discovered. This report should then be sent to whichever outlet the students feel is most likely to help them improve the roadway for pedestrians. All the students should sign the letter and a point person should be selected to receive a response.

7). Wrap-up. Students comments, etc.



NEW YORK COALITION FOR TRANSPORTATION SAFETY



Potential Pedestrian Safety Hazards for Class 3

Broken Sidewalk



Wide Streets



Cracked Streets



Crosswalk



NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian and Bicycle Safety Lesson for School-Aged Children

Teaching Pedestrian and Bicycle Safety to Children Ages 6 to 12



Pedestrian Injuries & Fatalities in (County)

ALL AGES

Fatalities

Injuries*

CHILDREN AGED 0-16

*NY State Department of Motor Vehicles, 2018

NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian and Bicycle Safety Lesson for School-Aged Children

Program Goal

This program should teach children how to assess their walking environment for pedestrian safety. The students should learn how to assess frequently walked streets for any and all elements that might impact their safety on these streets.

The program can be taught in a school club, after school program or summer program. To be successful, least three lessons of two or more hours should be considered. Lessons can be made shorter and divided into more classes based on time constraints.

CLASS 1

- Student Orientation/Program Overview
- Vocabulary, i.e., definitions and examples of terminology such as traffic calming, curb cuts, signal timing.
- Pick a route to walk and evaluate for safety.
(The route should incorporate areas frequented by the school children)
- Teach students about roadway hazards that can lead to pedestrian injury. Provide example

NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian and Bicycle Safety Lesson for School-Aged Children

CLASS 2 and/or 3

- Provide students with contact information for web sites such as Safe Routes to School, National Highway Traffic Safety Administration, Federal Highway Administration, and NY State Governor's Traffic Safety Committee. Ask them to review sites for information about pedestrian safety.
- Help students to develop a check list of roadway features that will be evaluated when they conduct their assessment.

CLASS 3 and/or 4

- Review Class 1 and select a walking route for the class to evaluate.
- Introduce the concept of "safe havens," or locations that a child might go to if they need help when they are out alone.
- Discuss the type of individual who would be safe to approach for help. (Policeman, fireman, postal worker, EMS)
- Remind children to carry identification when they go out and take their cell phone if they have one.

NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian and Bicycle Safety Lesson for School-Aged Children

CLASS 4_{and/or} 5

- Break students up into groups and assign tasks to be completed on route evaluation. These should include:
 1. Complete check list of possible roadway hazards.
 2. Specific location of hazard.
 3. Photograph the hazard. (Cell phone picture is sufficient.)
- Give all students, staff and teachers reflective vests to wear on their walk so they will be more visible to motorists.

Let's Go for a Walk



NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian and Bicycle Safety Lesson for School-Aged Children

CLASS 5 and/or **6**

- ❖ Review all identified hazards and select the pictures that best illustrate them.
- ❖ Discuss the problems /look for solutions.
- ❖ Document all safety issues.
- ❖ Teach students how they can advocate for safer streets.
- ❖ Provide students with the names of organizations and individuals that influence highway safety in their community.

CLASS 6

- ❖ Help students compose a letter that details the roadway problems they discovered when they conducted the assessment.
- ❖ Send the letter to whomever students believe will be of most help.
- ❖ Have all students sign the letter.
- ❖ Choose a point person to receive any responses.

NEW YORK COALITION FOR TRANSPORTATION SAFETY



Pedestrian and Bicycle Safety Lesson for School-Aged Children

Bicycle Program Components

- ▣ NY State laws pertaining to bicycle riders
- ▣ Safe Bicycling Tips (English/Spanish)
- ▣ Helmet Use
- ▣ Importance of reflective clothing
- ▣ Distribution of print information reinforcing classroom lessons.

LONG ISLAND HEALTH COLLABORATIVE

The Long Island Health Collaborative is a partnership of Long Island's hospitals, county health departments, health providers, community-based social and human service organizations, academic institutions, health plans, local government, and the business sector, all engaged in improving the health of Long Islanders.



The LIHC supports NYCTS' initiatives and assists with the implementation of awareness-raising campaigns throughout Nassau and Suffolk Counties.

The Long Island Health Collaborative has created Pedestrian Education Law Cards to be utilized as informational handouts at outreach events. The law cards can be downloaded and printed, or shipped to your program by the LIHC.

Contact Information

Website: www.lihealthcollab.org

Janine Logan,

Director

(631) 257-6957

jlogan@nshc.org



LONG ISLAND HEALTH COLLABORATIVE



Pedestrian Safety Law Cards



**WHAT IF THERE
ISN'T A MARKED
CROSSWALK?**

IF THERE ARE NO
CROSSWALKS, THE
SAFEST PLACE FOR
PEDESTRIANS TO CROSS
THE ROAD IS AT AN
INTERSECTION

MOTORISTS HAVE THE
RIGHT OF WAY AT ALL
LOCATIONS OTHER THAN
INTERSECTIONS AND
MARKED CROSSWALKS

**WALK
SAFE**
LONG ISLAND

LEARN MORE AT WALKSAFELI.ORG



**WHO HAS THE RIGHT
OF WAY WHEN A CAR
IS PULLING INTO
OR OUT OF TRAFFIC
ACROSS A SIDEWALK?**

PEDESTRIANS DO

THE DRIVER OF A VEHICLE
EMERGING FROM OR
ENTERING AN ALLEYWAY,
BUILDING, PRIVATE ROAD OR
DRIVEWAY MUST YIELD
TO ANY PEDESTRIAN
ON ANY SIDEWALK OR
ROAD SHOULDER

**WALK
SAFE**
LONG ISLAND

LEARN MORE AT WALKSAFELI.ORG

LONG ISLAND HEALTH COLLABORATIVE



Pedestrian Safety Law Cards



**IF NO SIDEWALK
IS PROVIDED,
WHERE SHOULD A
PEDESTRIAN WALK?**

**PEDESTRIANS SHOULD WALK
ON THE SHOULDER FACING
ONCOMING TRAFFIC
BECAUSE
IT MAKES THEM MORE
VISIBLE TO MOTORISTS
AND HELPS THEM STAY
AWARE OF TRAFFIC**

**STAY AS FAR TO THE LEFT AS
POSSIBLE**

**WALK
SAFE
LONG ISLAND**

LEARN MORE AT WALKSAFEI.ORG



**WHEN DO
PEDESTRIANS HAVE
THE RIGHT OF WAY?**

**PEDESTRIANS HAVE THE
RIGHT OF WAY IN ALL
CROSSWALKS AND AT
INTERSECTIONS
WITH MARKED OR
UNMARKED CROSSWALKS**

**IF AN INTERSECTION IS
EQUIPPED WITH A
PEDESTRIAN TRAFFIC
SIGNAL, THEY SHOULD
CROSS DURING THE "WALK"
PHASE OF THE SIGNAL**

**WALK
SAFE
LONG ISLAND**

LEARN MORE AT WALKSAFEI.ORG

LONG ISLAND HEALTH COLLABORATIVE



Pedestrian Safety Law Cards



**WHAT'S THE BEST
WAY TO USE
A PEDESTRIAN
TRAFFIC SIGNAL?**

A PEDESTRIAN HAS THE RIGHT
OF WAY WHEN THE PEDESTRIAN
SIGNAL SHOWS A STEADY
"WALK"
SIGN OR PERON SYMBOL

A PEDESTRIAN SHOULD NOT
CROSS THE ROAD IF A
"DON'T WALK"
SIGN OR UPRAISED HAND
SYMBOL IS STEADY*

*PEDESTRIANS WHO HAVE
ALREADY BEGUN CROSSING
THE STREET SHOULD
CONTINUE TO THE OTHER SIDE

**WALK
SAFE**
LONG ISLAND

LEARN MORE AT WALKSAFELI.ORG

COMMUNITY PARENT CENTER

The Community Parent Center is a non-profit 501(c)3 organization established in 1988 by a dedicated group of school administrators and parents in the their efforts to help improve the social, emotional, and academic development of children and teens in order for them to reach their full potential.

The Center is committed to bringing parents and their children information, resources and the opportunity to be a part of a friendly and supportive community-based parent network. The Community Parent Center accomplishes this providing a full complement of school assembly programs, parent/community workshops and school administrator/staff development seminars addressing a wide range of topics suited for diverse audiences.

Topics include but are not limited to
Prom and Graduation Safety, Teen Driver Safety, Underage Drinking and Social Host Law, Alcohol and other Drug Use, Mental Health and Youth Depression, Diversity, Tolerance and Acceptance, Bullying and Cyber Safety, Transition to Middle School and Youth Sports Safety.

Contact Information

Website: communityparentcenter.org

Wendy Tepfer,

Director

(516) 771-9346

cpc1260@hotmail.com



COMMUNITY PARENT CENTER



Printable Resources can be downloaded at:

<https://communityparentcenter.org/driving-in-the-safe-lane/>

CONTACT INFORMATION

Community Parent Center

Director: Wendy Tepfer
Consultant: Tom Gilberti
Retired NCPD
1260 Meadowbrook Road
Brookside School Rm 31
North Merrick, New York 11566
516-771-9346
cpc1260@hotmail.com

Nassau County Traffic Safety Board

1194 Prospect Avenue
Westbury, NY 11590
516-571-6808

Nassau Pediatric Society

Contact: Lucy Weinstein, MD, MPH
1 Stonehenge Road
Great Neck, New York 11021
516-482-4158
lweinst@optonline.net

Funded by
The National Highway Traffic Safety
Administration with a grant from the New York
State Governor's Traffic Safety Committee

This brochure is for information purposes only, not to be
used for legal or judicial determinations. The entire Vehicle &
Traffic Law, sorted by section number, is available from the
New York State Legislative Bill Drafting Commission.

Copyright 2011-Community Parent Center



INFORMATION & RESOURCES FOR TEENS AND PARENTS

FACTS LAWS SAFETY TIPS



FOCUS ON

SAFE TEEN DRIVING

BASIC FACTS



Motor vehicle crashes are the leading cause
of death for U.S. teens, accounting for 36%
of all deaths in this age group.

- 14 teens age 16 to 20 are killed each day
- 5,000 teens killed; 300,000 injured yearly
- 80% of all traffic fatalities occur within 25 miles of home, at speeds under 40mph
- Over 50% of teen deaths from car crashes occur between 3 p.m. & midnight
- 54% of teen crashes occur on Friday, Saturday or Sunday
- Most teen crashes are due to inexperience, driver error, and usually involve a single vehicle
- The first 1,000 hours behind the wheel are the most dangerous for teenagers
- 1 in 3 teens will have a crash during their first year of driving
- Teens have lowest rate of seat belt use
- Research indicates: poor teen driving linked to immature brain development responsible for:

Planning
Impulse Control
Decision Making



COMMUNITY PARENT CENTER



THE LAWS

Graduated Driver's License Law

GDL is a system designed for drivers under age 18 (Junior Drivers) to receive senior driving privileges in 3 stages,

- **Learners permit**
- **Junior license**
- **Full senior license**



General GDL Junior Driver Rules

- 50 practice hours; 15 hrs at night
- No electronic devices while driving (including hands-free)
- Must wait 6 months after obtaining learners permit before taking road test
- Must bring completed DMV Form 262, signed by parent/guardian to road test

General GDL Junior Driver Restrictions

- No more than 1 passenger under age 21 unless parent, guardian, or driving instructor is also in vehicle (Exception: immediate family member)
- When supervision of Junior Driver is required, only supervising driver may ride in front seat
- Supervising driver must be at least 21 years old and have valid driver license

Refer to NYS DMV website for all Young Drivers for Long Island regional restrictions

NYS Seatbelt Law

Senior Drivers:

- Front Seat – Everyone must wear a seatbelt
- Back Seat – Everyone under age 16 must wear a seatbelt
- All children under age 8: Must ride in federally – approved child safety seats



Junior Drivers:

- Everyone in vehicle, regardless of age, must wear a seatbelt

NYS Distracted Driving, Talking &

Texting Law: It is illegal for drivers to use handheld electronic devices while their vehicle is in motion. Cell phone use requires a hands-free device.

The current NYS distracted driving law includes a **\$150 fine** and **3 points** on your license.

Illegal distracted driving activity includes holding an electronic device and:

- Composing, sending, reading, accessing, browsing, transmitting, saving, e-mailing, or text messaging
- Viewing, taking, or transmitting images
- Playing games



NYS Zero Tolerance Law

No Drinking Alcohol

Under Age 21



The Law:

- Under 21 & have a BAC of .02% or more, but less than .07%, you are in violation of Zero Tolerance Law

The Consequences:

- DMV hearing before Administrative Judge for having consumed alcohol while driving under age 21
- Arrested for Driving While Ability Impaired (DWAI) or Driving While Intoxicated (DWI)

Nassau County:

- Zero Tolerance – .02% to not more than .07%
- DWAI – greater than .05% and less than .08%
- DWI – .08% or higher (nationwide)
- Aggravated DWI – .18% or higher

DEDICATEDD

DEDICATEDD is a local not-for-profit that conducts traffic safety education programs regarding the use of alcohol and drugs by drivers and pedestrians. Presentations are offered to safe driving programs for driver education classes, driving schools, and college health classes, among others.



Programs Include:

- Safe Driving Presentations
- Vision Impairment Simulations
- Impaired Driving Prevention
- "Take the Pledge" Banners

Contact Information

Website: www.dedicatedd.org
Marge Lee,
Director
(516) 352-7990
dedicatedd4u@aol.com



AAA NORTHEAST

The AAA Northeast Traffic Safety Department offers community outreach programs that help spread the word about safe driving, walking and bicycling for people of all ages. The Traffic Safety Department works with local police departments, school and community centers to reach as many citizens as possible. We are willing to work with specific organizations to tailor courses to your needs.



AAA also offers Bike Rodeo Community Kits. Organizations looking to conduct a bicycle rodeo can borrow materials from AAA Traffic Safety. Children are invited to bring their bikes and helmets to the rodeo and run through a pre-designed course that will help them identify their level of cycling proficiency, as well as noting skills that need improvement towards being a safe rider.

Other Programs Offered Include:

- Teen Driving
- Senior Mobility & Driving
- Impaired Driving Prevention
- Slow Down Move Over
- Defensive Driving

Contact Information

Website: northeast.aaa.com/community.html
Karen Blackburn,
Traffic Safety Specialist
(516) 873-2409
kblackburn@aaany.com



A HOW-TO GUIDE

Create a fun, educational bicycle safety event for kids

AAA NORTHEAST



AAA Northeast's Bike Rodeo Manual can be downloaded at:

<https://northeast.aaa.com/content/dam/aaa-ne-web/pdf/community/BikeRodeoManualdownloads.pdf>

INTRODUCTION

What Is a Bike Rodeo?

A bike rodeo promotes cycling proficiency, safe riding and fun in your community. Bike rodeos are great events for schools, camps, church groups or any organization involving kids! AAA Foundation for Traffic Safety is committed to promoting safety on our roads and is happy to provide the tools and materials you need to organize an event, set up a course and conduct the rodeo.

AAA can provide you with the bike rodeo materials you need. **Please be sure to return all the items to the container at the end of the rodeo.** If you choose, you can buy the materials at a discount store. All the items are readily available, and we've identified everything you need so you can develop your own event with cones, signs, etc.

This manual contains the following:

- **Bike rodeo map:** suggested stations and layout for a smooth event
- **Station details:** equipment and instructions for each station
- **Bike rodeo publicity flyer**
- **Parent/guardian permission slip**
- **Participation certificate**

ONE MORE THING: If you are expecting new riders or children who use training wheels, it's a great idea to have a separate section with volunteers who can help them get off the training wheels. We've included some suggestions for this on page 8.

NOTE

The manual includes suggested layout and stations, but feel free to modify your own event as needed. The course is designed for ages 4-12, but you may attract a younger crowd and need a simpler course.



BIKE RODEO 2



SAFE KIDS

Safe Kids Nassau County is led by Northwell Health, which provides dedicated and caring staff, operation support and other resources to assist in achieving our common goal: keeping your kids safe. Based on the needs of the community, this coalition implements evidence-based programs, such as car-seat checkups, safety workshops and sports clinics, that help parents and caregivers prevent childhood injuries.



Fact sheets and resources can be downloaded at:

<https://www.safekids.org/library>

Contact Information

Website: www.safekids.org/coalition/safe-kids-nassau-county

Catherine Blotiau,

Health Educator

(516) 881-7015

cblotiau@northwell.edu

SAFE KIDS




HOW TO NOT GET HIT BY A CAR


7 COMMON WAYS IT HAPPENS & 7 EASY TIPS TO KEEP IT FROM HAPPENING TO YOU.




- 1 1 in 4 high school students crosses the street while distracted.




PHONES DOWN, HEADS UP WHEN WALKING.
- 2 Crossing someplace other than an intersection accounts for more than 70% of child pedestrian deaths.




Tempted to cross mid-block?
DON'T DO IT. TAKE THE EXTRA TIME TO CROSS AT THE CORNER.
- 3 3/4 of teen pedestrian deaths occur between 7 p.m. and 7 a.m., when it's dark out.



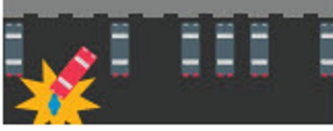
BE ESPECIALLY ALERT WHEN IT'S DARK OUT, AND MAKE SURE DRIVERS CAN SEE YOU.
- 4 About 1 in 6 pedestrian deaths of children happen at an intersection.




LOOK LEFT, RIGHT, LEFT BEFORE CROSSING AND CONTINUE LOOKING IN ALL DIRECTIONS WHILE CROSSING.
- 5 Sidewalks can reduce pedestrian crashes by almost 90%.



It's always best to walk on sidewalks or paths.
NO SIDEWALK? WALK FACING TRAFFIC AS FAR AWAY FROM VEHICLES AS POSSIBLE.
- 6 Every month 7 kids under 5 years old are killed from a car backing up.



WATCH OUT FOR CARS BACKING UP IN PARKING LOTS AND DRIVEWAYS.
- 7 More than 80% of pedestrians die when hit by vehicles traveling at 40 mph or faster. Less than 10% die when hit at 20 mph or less.



PAUSE AT EACH LANE OF TRAFFIC AND MAKE EYE CONTACT WITH THE DRIVERS.

SAFE
KIDS
WORLDWIDE

Sponsored by **FedEx**

SAFE KIDS



Pedestrian Safety and Teens

Every hour, a teen pedestrian is injured or killed after being hit by a car in the United States.



In 2012, 284 teen pedestrians died and another 10,000 were injured.



In our survey of 1,000 teens, 40% say they have been hit or almost hit by a car, bike or motorcycle while walking.



When asked what happened when they were hit or almost hit, teens say:



Teens who have been hit or nearly hit report crossing the street while:



Overall, half of teens say they walk in the dark at least sometimes; we know that three-quarters of teen pedestrian fatalities happen between 7 p.m. and 7 a.m.



Talk to your teens about walking safely.
Visit safekids.org to find out how.

**SAFE
KIDS**
WORLDWIDE™

COHEN'S CHILDREN'S MEDICAL CENTER

Cohen's Children's Medical Center conducts outreach and education programs. They carry out pedestrian safety programs at schools, head start programs, and camps.

Cohen's also offers reoccurring car seat safety checks to help families make the most informed decision when buying and using car seats.



Contact Information

Website: childrenshospital.northwell.edu/about-us/programs-initiatives

Jill Savino,
Injury Prevention Coordinator
(718) 470-7178
jsavino@northwell.edu

SEE! BE SEEN!

New York State averages nearly 300 pedestrian fatalities annually. The Governor's Traffic Safety Committee supports efforts to prevent pedestrian crashes, including Pedestrian enforcement efforts in targeted high risk areas that focus on both motorists and pedestrians. Responsibility for addressing pedestrian, bicycle and wheel sport safety issues is shared among several agencies in New York and effective solutions to these issues often require collaborative efforts involving education, engineering and enforcement countermeasures.

Several communities around the state are addressing pedestrian high-crash locations through the implementation of campaigns to educate pedestrians and motorists and to actively enforce traffic laws at targeted locations. Communities are creating programs to address specific problem locations by using the "Be Seen Be Safe" materials to inform and educate both pedestrians and drivers and by having local police enforce vehicle and traffic laws.



See! Be Seen! materials and videos can be downloaded at:

<http://safeny.ny.gov/peds-ndx.htm>

SEE! BE SEEN!



Drivers:

- YIELD for pedestrians at crosswalks and intersections – it's the law.
- Do not block crosswalks when stopping at intersections.
- Slow down and obey posted speed limits.
- Take extra care around schools, playgrounds and neighborhoods.
- Always look out for pedestrians, especially before turning at a green light or making a "right turn on red."
- Never run red lights.
- Be careful when passing stopped vehicles. They might be stopping for pedestrians.
- Pay Attention! Do not text and drive!
- Share the road. It's your responsibility to look for others.

Pedestrian Safety: It's no Accident.

Funded by the National Highway Traffic Safety Administration with a grant from the NYS Governor's Traffic Safety Committee.



**Department
of Health**

3292

8/15



**Be
Seen!**

Pedestrians:

- Cross at intersections and marked crosswalks.
- Use pedestrian pushbutton and WAIT for signal to cross.
- Before crossing, look left, right, then left again, and over your shoulder for turning vehicles.
- Use sidewalks. If there are none, walk facing traffic so you see vehicles, and drivers see you.
- Pay attention! Don't text while crossing!
- Make eye contact with drivers so they see you.
- Stay visible after dark and in bad weather with light-colored or reflective clothing.
- Don't step suddenly in front of buses and trucks. They take longer to stop than a car.
- Watch out for trucks and buses backing out of parking spaces and driveways.

Pedestrian Safety: It's no Accident.

FAQS & LAWS

PEDESTRIANS

What's the best way to use a pedestrian traffic signal?

A pedestrian has the right of way when the pedestrian signal shows a steady "Walk" sign or person symbol. A pedestrian should not cross the road if a "Don't Walk" sign or upraised hand symbol is steady. When a "Don't Walk" sign or upraised hand symbol is flashing, pedestrians who have already begun crossing the street should continue to the other side. Pedestrians who have not yet begun to cross the street should wait until the next "Walk" cycle.

What is considered a crosswalk?

A crosswalk is any area distinctly indicated for pedestrian crossing by lines or other pavement markings. A crosswalk also is any part of the road at an intersection between the curbs on opposite sides of the roadway or, if there are no curbs, between the edges of the road. This area is considered a crosswalk, whether or not it is marked as one.

How should a crosswalk be used?

When there are no pedestrian signals at an intersection, wait until vehicle traffic gets a green light in the same direction you are traveling and cross in front of the stopped traffic. Do not cross in front of traffic that has a green light. If there is a crosswalk at a location where there are no traffic control signals for drivers or pedestrians, drivers must yield the right of way to pedestrians.

What if there isn't a marked crosswalk?

If there are no crosswalks, the safest place for pedestrians to cross the road is at an intersection. Motorists have the right of way at all locations other than intersections and marked crosswalks.

Are pedestrians required to use a sidewalk if one is provided?

Yes. Where sidewalks are provided and they can be used safely, pedestrians must use the sidewalk instead of walking in the road.

Who has the right of way when a car is pulling into traffic across a sidewalk?

Pedestrians do. The driver of a vehicle emerging from or entering an alleyway, building, private road or driveway must yield the right of way to any pedestrian approaching on any sidewalk or road shoulder.

FAQS & LAWS

If no sidewalk is provided, should a pedestrian walk on a road shoulder facing oncoming traffic or with their back to oncoming traffic?

Pedestrians should walk on the shoulder facing oncoming traffic because it makes them more visible to motorists and helps them stay aware of traffic. Stay as far to the left as possible.

Are pedestrians allowed on state expressway highways or state interstate route highways including entrance ramps and exit ramps?

No. Pedestrians are not allowed on limited-access roads, such as expressways and interstates, nor are they allowed on entrance or exit ramps for those roads.

How should pedestrians cross the road at roundabouts?

Pedestrians should cross roundabouts from one “splitter island” to the next. The splitter islands offer a safe refuge between the two different directions of traffic, allowing a pedestrian to concentrate on traffic coming from only one direction at a time. Never cross to the center island of a roundabout.

DRIVERS

When do pedestrians have the right of way?

Pedestrians have the right of way in all crosswalks and at intersections with marked or unmarked crosswalks. If an intersection is equipped with a pedestrian traffic signal, they should cross during the “Walk” phase of the signal. Motorists turning right or left at an intersection should always look for pedestrians and yield the right of way to them. Pedestrians have the right of way at intersections, even if drivers have a green light.

Who has the right of way when I’m entering or exiting the road?

Pedestrians do. The driver of a vehicle emerging from or entering an alleyway, building, private road or driveway shall yield the right of way to any pedestrian approaching on any sidewalk or road shoulder.

FAQS & LAWS

SECTIONS OF THE VEHICLE & TRAFFIC LAW PERTAINING TO PEDESTRIANS

Section 110. Crosswalk. (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway between the curbs or, in the absence of curbs, between the edges of the traversable roadway.

(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Section 130. Pedestrian. Any person afoot or in a wheelchair.

Section 1112. Pedestrian-control signal indications. Whenever pedestrians are controlled by pedestrian-control signals exhibiting the words “WALK” or “DON’T WALK”, or exhibiting symbols of a walking person or upraised hand, such signals shall indicate and apply to pedestrians as follows: (a) Steady WALK or walking person. Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right of way by other traffic. (b) Flashing DON’T WALK or upraised hand. No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrians who have partially completed their crossing on the WALK or walking person signal shall proceed to a sidewalk or safety island while the flashing DON’T WALK or upraised hand signal is showing. (c) Steady DON’T WALK or upraised hand. No pedestrians shall start to cross the roadway in the direction of such signal, but any pedestrians who have partially completed their crossing on the WALK or flashing DON’T WALK signal shall proceed to a sidewalk or safety island while the steady DON’T WALK signal is showing.

INTERSECTIONS

Section 1142. Vehicle entering stop or yield intersection.

(b) The driver of a vehicle approaching a yield sign shall in obedience to such sign slow down to a speed reasonable for existing conditions, or shall stop if necessary as provided in section eleven hundred seventy-two, and shall yield the right of way to any pedestrian legally crossing the roadway on which he is driving, and to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection. Provided, however, that if such driver is involved in a collision with a pedestrian in a crosswalk or a vehicle in the intersection after driving past a yield sign without stopping, such collision shall be deemed prima facie evidence of his failure to yield the right of way.

FAQS & LAWS

DUE CARE

Section 1146. Drivers to exercise due care. Notwithstanding the provisions of any other law to the contrary, every driver of a vehicle shall exercise due care to avoid colliding with any bicyclist, pedestrian or domestic animal upon any roadway and shall give warning by sounding the horn when necessary.

PEDESTRIANS' RIGHTS AND DUTIES ARTICLE 27

Section 1150. Pedestrians subject to traffic regulations. Pedestrians shall be subject to traffic-control signals as provided in section eleven hundred eleven of this title, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this article.

Section 1151. Pedestrians' right of way in crosswalks.

(a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk on the roadway upon which the vehicle is traveling, except that any pedestrian crossing a roadway at a point where a pedestrian tunnel or overpass has been provided shall yield the right of way to all vehicles.

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impractical for the driver to yield.

(c) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

Section 1151-a. Pedestrians' right of way on sidewalks. The driver of a vehicle emerging from or entering an alleyway, building, private road or driveway shall yield the right of way to any pedestrian approaching on any sidewalk extending across such alleyway, building entrance, road or driveway.

Section 1152. Crossing at other than crosswalks.

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway.

FAQS & LAWS

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

(c) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

Section 1153. Provisions relating to blind or visually impaired persons.

(a) Notwithstanding the foregoing provisions of this article, every driver of a vehicle approaching an intersection or crosswalk shall yield the right of way to a pedestrian crossing or attempting to cross the roadway when such pedestrian is accompanied by a guide dog or using a cane which is metallic or white in color or white with a red tip.

(b) No person, unless blind or visually impaired, shall use on any street or highway a cane which is metallic or white in color or white with a red tip.

(c) This section shall not be construed as making obligatory the employment of the use of a guide dog or of a cane or walking stick of any kind by a person blind or visually impaired.

Section 1155. Pedestrians to use right half of crosswalks. Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

Section 1156. Pedestrians on roadways.

(a) Where sidewalks are provided and they may be used with safety it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where sidewalks are not provided any pedestrian walking along and upon a highway shall when practicable walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction. Upon the approach of any vehicle from the opposite direction, such pedestrian shall move as far to the left as is practicable.

Section 1157. Pedestrians soliciting rides, or business.

(a) No person shall stand in a roadway for the purpose of soliciting a ride, or to solicit from or sell to an occupant of any vehicle.

(b) No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.

(c) No person shall occupy any part of a state highway, except in a city or village, in any manner for the purpose of selling or soliciting.

FAQS & LAWS

(c) No person shall occupy any part of a state highway, except in a city or village, in any manner for the purpose of selling or soliciting.

For a complete list of laws and more, go to

www.ny.gov/programs/pedestrian-safety-action-plan

or

www.health.ny.gov/prevention/injury_prevention/pedestrians.htm

An infographic with a blue background featuring a faded image of a city street with pedestrians. Large white text reads: "IN 2015 THERE WERE 3,672 PEDESTRIAN CRASHES".

IN 2015 THERE WERE
3,672
PEDESTRIAN CRASHES



Source: NYS Department of Transportation

