

[Articles](#) [Comments](#)

Search this website...

- [Home](#)
- [About](#)
 - [Curt Ailes](#)
 - [Chris Corr](#)
 - [Kirsten Eamon-Shine](#)
 - [Kevin Kastner](#)
 - [Jason Larrison](#)
 - [Greg Meckstroth](#)
 - [Scott Russell](#)
 - [Graeme Sharpe](#)
 - [Joe Smoker](#)
 - [Jim Walker](#)
- [Neighborhoods](#)
 - [Broad Ripple](#)
 - [Canal](#)
 - [Downtown](#)
 - [Fountain Square](#)
 - [Irvington](#)
 - [IUPUI](#)
 - [Meridian-Kessler](#)
 - [Around Town](#)
- [Transit](#)
- [Bicycle](#)
- [Pedestrian](#)

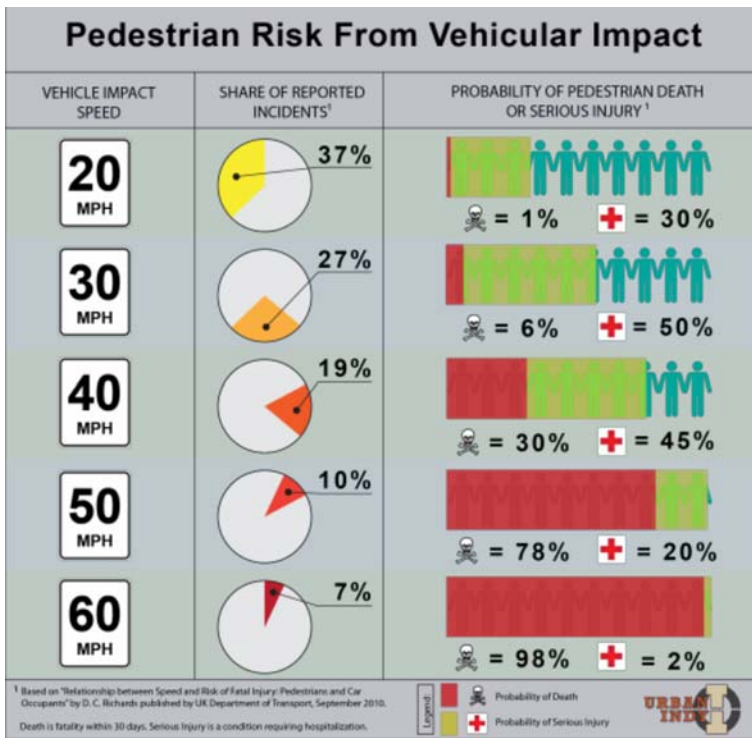
[Urban Indy](#) » [Neighborhoods](#) » [Pedestrians at Risk in our Cities](#)

[Pedestrians at Risk in our Cities](#)

December 12th, 2011 | [Add a Comment](#)

It's no secret that pedestrian fatalities and serious injuries have been rising in our cities. As more people explore active transportation options they are coming into conflict with vehicular traffic. A recent article on [USA Today](#) shows that this is a real problem and it is reaching a new level of visibility in the debate on transportation in the US.

Most people understand that the faster a vehicle is driving, the more dangerous it can be for pedestrians and people on bicycles. Risk is a combination of probability and consequence, and the data in the chart shows a surprising increase in the risk as the vehicular speed increases above 20 mph, as shown in the figure.



This data is well known amongst traffic engineers, and it causes them to design streets in a way that I don't approve of. Instead of designing streets that encourage drivers to be more aware of pedestrians and to drive slower, they isolate cars into traffic sewers and funnel them through the city at high speeds. The problem is that this cuts up the city, street by street. Pedestrians have only the option of staying on their own block or sprinting madly across several lanes of traffic. We need a better system, one that recognizes that there are places for traffic segregation and there are places for traffic integration.

This isn't as difficult as it sounds. There are many successful models for building communities which are safe for pedestrians but preserve access for vehicles. You can look to the dutch "[Woonerf](#)" or "[Shared Space concept](#)." The British have their own "[Home Zone](#)" initiative. But you can also find great examples here in Indianapolis. Our own [Monument Circle](#) is a fantastic place to see cars and vehicles negotiating space safely, and the finished Georgia Street is going to be a model for other cities for many years to come.



Georgia Street during construction (image credit: Curt Ailes)

The examples above are great for low speed interaction between cars and people, but we also have some great ideas when it comes to managing high-speed traffic issues. The Cultural Trail is designed to move a large amount of people on foot or on bike through downtown, and it really elevates active transportation to the same quality and accessibility that vehicles have.

Submit Comment

Categories

- [Bicycling](#)
- [Featured](#)
- [Historical Posts](#)
- [Neighborhoods](#)
- [New Development](#)
- [Pedestrian](#)
- [Transit](#)

Recent Comments

- [John M](#) on [Friday Fun](#)
- [Curt Ailes](#) on [Guest Post – Broad Ripple Bike Lane Background, by Thomas Healy](#)
- [Travis](#) on [College Ave In-Street Rail: Exploring the Feasibility...](#)
- [Travis](#) on [College Ave In-Street Rail: Exploring the Feasibility...](#)
- [JCW](#) on [Friday Fun](#)

National Partner

- [The Atlantic Cities](#)

Editors' Blogs

- [A Place Of Sense](#)
- [Circle and Squares](#)
- [DIG-B](#)
- [Go Indy Go](#)
- [Huston Street Racing](#)
- [Middle West Meals](#)
- [Urban Out](#)

Other Recommended Websites

- [American Dirt](#)
- [EveryBody Walk](#)
- [Historic Indianapolis](#)
- [Human Transit](#)
- [INArchitecture](#)
- [Indianapolis 2.0](#)
- [INDYCOG](#)
- [Naplab](#)
- [People for Urban Progress](#)
- [Property Lines](#)
- [Provocate](#)
- [Skyscraper City](#)
- [Streets Blog](#)
- [The Heidelberg Papers](#)
- [The Infrastructurist](#)
- [The Transport Politic](#)
- [Urbanophile](#)

- [URBN DSGN](#)
- [WPurpose](#)

Get Involved

- [City Council](#)
- [DMD Public Meeting Calendar](#)
- [Indiana General Assembly](#)
- [Mayor's Action Center](#)

Archives

- [2011](#)
- [2010](#)
- [2009](#)
- [2008](#)
- [2007](#)

Recent Comments

- [John M](#) on [Friday Fun](#)
"That's one of the coolest buildings downtown, in my opinion. Lots of very nice ..."
- [Curt Ailes](#) on [Guest Post – Broad Ripple Bike Lane Background, by Thomas Healy](#)
"Its pretty cold out, so it takes some real troopers to be out cycling in this we..."
- [Travis](#) on [College Ave In-Street Rail: Exploring the Feasibility...](#)
"You are exactly right about locating transit to serve businesses. That is when I..."
- [Travis](#) on [College Ave In-Street Rail: Exploring the Feasibility...](#)
"Oh, I agree, it will definitely require govt. subsidies, but with the population..."
- [JCW](#) on [Friday Fun](#)
"The Skiles Test building, duh..."

Tag Cloud

[Around Town](#) [Ballard](#) [Bicycling](#) [Bike Lanes](#) [Broad Ripple](#) [City Council](#) [Cultural Trail](#) [Development](#) [Downtown](#) [Fall Creek](#)
[Fountain Square](#) [Georgia Street](#) [Hearing](#) [Indianapolis](#) [INDOT](#) [Indyconnect](#) [Indy Connect](#) [IndyGo](#) [Irvington](#) [Keystone](#) [Light Rail](#) [Mass Ave](#)
[MDC](#) [Meridian Kessler](#) [Meter](#) [Metropolitan Development Commission](#) [Near Eastside](#) [NE Corridor](#) [neighborhood](#) [Parking](#) [Pedestrian](#) [Pedestrianization](#)
[Acceleration](#) [Photos](#) [Placemaking](#) [Rail](#) [redevelopment](#) [sidewalk](#) [street](#) [Streetcar](#) [Transit](#) [urban](#) [Urban Design](#) [urbanism](#) [walkability](#) [Zoning](#)