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# 2007 PEDESTRIAN INJURY RISK SURVEILLANCE WORKGROUP MEETING SUMMARY REPORT

June 5, 2007 -- Washington, D.C.  
8:00 a.m. – 4:30 p.m.

Capitol Hill Suites, Room 108  
200 C Street, SE  
Washington, DC 20003



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## EXECUTIVE SUMMARY

The emphasis in today's world on increased physical activity and programs like Safe Routes to School and Smart Growth has created a consistent message to encourage more walking. Because of this, it is important to improve the ability of state and local officials to accurately measure pedestrian exposure to better assess the extent of pedestrian problems. This information is essential for laying the groundwork for implementing and evaluating pedestrian safety programs. More research is needed to determine best practices in developing pedestrian injury surveillance systems for use at the state or local level.

For this reason, the State and Territorial Injury Prevention Directors Association (STIPDA) and the National Highway Traffic Safety Administration (NHTSA) sponsored a one-day meeting on June 5, 2007, in Washington, D.C., that convened injury prevention, surveillance, and transportation professionals to discuss the topic of pedestrian injury risk surveillance. The meeting participants spent the day discussing existing data sources available for measuring injury rates (medical and crash based) and ways to quantify and define pedestrian movement in traffic (i.e., risk and exposure).

This pedestrian injury risk surveillance workgroup report summarizes the discussions that took place at the meeting. The end result of the meeting was the identification of a number of promising practices which might be used to further measure pedestrian exposure and injury rates. Some of the ideas generated from the meeting were specific to identifying opportunities to measure pedestrian exposure, while others were related to strengthening existing data sources. The ideas that the meeting participants mentioned as being promising practices for pedestrian

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injury risk surveillance are summarized below (in no particular order.) Additional information about these promising practices can be found within the report.

- *Global Positioning Systems (GPS) Technology*
- *Traffic cameras at intersections*
- *Infrared technology and vision processing*
- *Pedestrian crossing signal button activation*
- *Statistical modeling*
- *Linking datasets*
- *Modeling to predict use before and after infrastructure improvements*
- *Use of uniform data collection and reporting standards*
- *Partnering with other professional groups*