

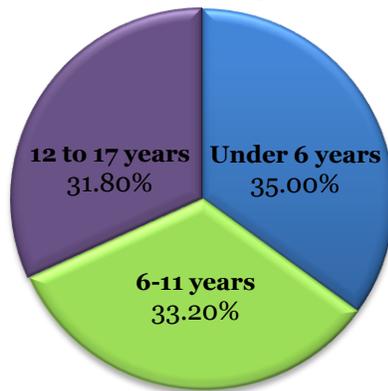
Council Representation: Crystal Somers, Youth/Schools

Young children, teenagers and young adults often are utilitarian pedestrians, walking to complement bus travel and to routine destinations. School-aged children are a particularly vulnerable group because of their physical size, inability to judge distances and speeds, and lack of experience. While safety concerns are a barrier for children to walk, walking is a cheap, convenient way to increase activity levels among young kids and combat rising rates of obesity and sedentary lifestyles.

For teenagers, walking is often a preferred mode of independent transportation. Reflective of national trends, local teens and young adults are choosing not to drive. The University of Arizona is a notable hub of high-volume pedestrian activity that attracts college-aged pedestrians during the school year.

Tucson children under age 18

n=118,746



Children’s limited cognitive and behavioral abilities make their risk for injury higher and necessary abilities to navigate streets are not fully developed until the age of 11 or 12. ¹

National trends for child pedestrian injury and fatality show:

- Pedestrian injuries by automobile collisions are **leading cause of death among children aged 5-14 years old.**
- Children at highest risk for pedestrian are...
 - ~Boys, between age 5-9 years
 - ~Children living in neighborhoods with lower socioeconomic status are at highest risk²

Source: U.S. Census Bureau; 2008-2012 American Community Survey 5-Year Estimate for City of Tucson.

In Tucson, Ward 5 has the greatest population of persons under 18 (30% of the ward population). This area also has the greatest number of children living in poverty.³

Pedestrian improvements including HAWK crossing and sidewalks have been funded through the [Safe Routes to School](#), an organization dedicated to promoting safe walking and biking for children through education and infrastructure improvements.

[Rio Vista Walking and Biking Transportation Enhancement Grant](#) will extend sidewalk along Limberlost Drive from Campbell Avenue to First Street. This project was kicked off in May 2012.



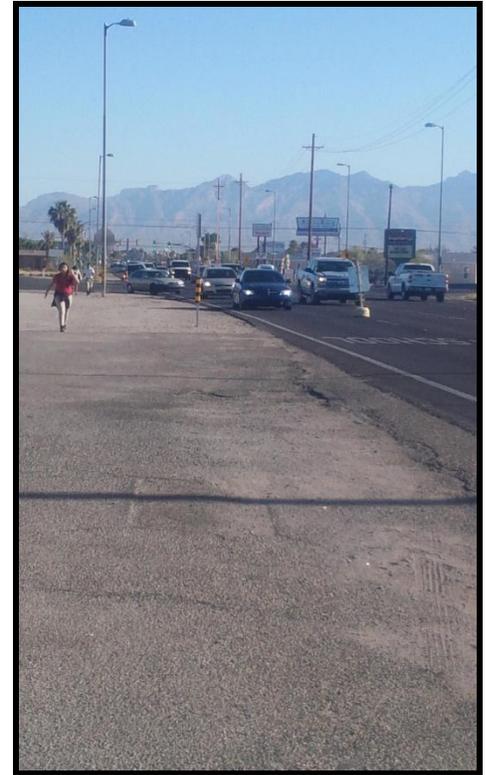
Students walking to Laguna Elementary School



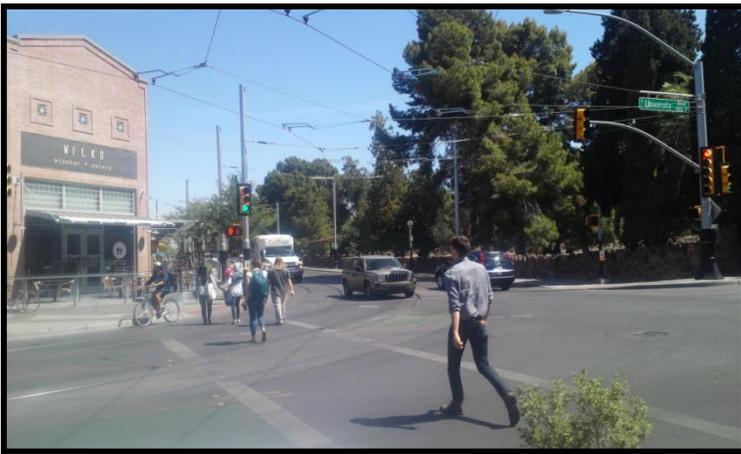
A crossing guard helps Chaparral Middle School students cross the busy intersection of Palo Verde Rd and Alvora Rd

Research identifies engineering and pedestrian infrastructure (compared to education and enforcement) as the most effective way to improve pedestrian safety and prevent injuries and fatalities among children. The RTA has approved installation of a HAWK crossing for this intersection.

National data reveals that Hispanic children suffer a pedestrian fatality rate more than 40% higher than the rate for white children and are more likely to die as pedestrians than Caucasian and African-American children of the same age.⁴



Chaparral students walking to class.



Students walking to class near University main gates

Increasing pedestrian awareness can be particularly important for [young adults](#). Nationally, 16-24 year olds who had a driver's license dropped to 67%, choosing to drive less because of preference, financial reasons, and environmental/health decisions.⁶

Suggestions for mobility training such as Bicycle/Pedestrian Orientation and Bike/Walk Buddy program are recommendations to addressing pedestrian safety issues among UA students from the 2012 [UA Area Bike/Pedestrian Plan](#).

Between 2007-2010, the university area averaged about 200 pedestrian collisions per year, with over half resulting in a non-capacitating injury.⁵

Sources: 1. Jacobsen, P., Anderson, C.L., Winn, D.G., Moffat, J., Agran, P.F., and Sarkar, S. (2000). Child pedestrian injuries on residential streets: implications for traffic engineering. *ITE Journal on the Web* 2. Tester, J.M., Rutherford, G.W., Ward, Z., Rutherford, M.W. (2004) A matched case-control study evaluating the effectiveness of speed humps in reducing child pedestrian injuries. *American Journal of Public Health*, 94(4), 646-650. 3. City Tucson Poverty and Stress 2012; Census Bureau 2010 4. Transportation for America. Dangerous by Design 2011. 5. UA Area Bike/Ped Plan 2012 6. Federal Highway and Safety Administration. (2011). Transportation and the New Generation.