

## **Barriers for Pedestrian Related Road Crash Analysis in Identifying Engineering Countermeasures**

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### **Abstract**

Non motorized transportation is one of the trending transportation modes in a world where sustainable transportation is considered as vitally important. They, being the most vulnerable road users in the road, people are not so much motivated to walk, mostly as short trips rather than for recreational walking. On an average, 686 pedestrians are killed on roads in Sri Lanka per year. It is important if engineering countermeasures can be taken either to reduce the number of pedestrian crashes or to reduce the crash severity of the same. In order to do so, there need to be sound evidence pointing at significant parameters in pedestrian crashes that can be addressed by engineering countermeasures. However, Sri Lankan crash reporting system maintained by Sri Lanka Police have limited entries to carry out such a detailed study. Hence this paper has carried out an assessment of the current crash reporting system and matched it with globally accepted minimum crash reporting criteria as well as frequently used pedestrian crash analyses around the world. The findings were limited to engineering parameters such as road geometry, presence of road work zone, etc. Many details are not directly available, and the researcher is forced to collect data from secondary sources to map with the crash site. As a result, this paper has identified different data sources that can be used in pedestrian crash analysis other than the data directly from the Police database, also has identified missing but important data entries such as road alignment.

**Keywords:** *Pedestrian crashes, Engineering countermeasures, Crash reporting, Sri Lanka*