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The percentage of hazardous incidents (accident-causing incidents) was approximately 2%, relatively low, in Section (i), although there were many cases of undisciplined crossing, and people crossed the road relatively safely. On the other hand, in Section (ii), the percentage of hazardous incidents was approximately 20%, higher than that in Section (i).

In Section (i), lines of vehicles are formed at traffic lights, and a large gap is easily created. Thus, people can cross the road somewhat easily, and the risk is low. People crossed the road at right angles to the road alignment and exclusively at certain points.

In Section (i), numerous elderly people cross the road without using a crosswalk, and the risk of accidents was high in the view of the behavior of the aged to avoid danger, although hazardous incidents occurred infrequently. Measures such as encouraging crossing at limited points and planning the timing of crossing the road will be discussed, and future policy measures and installation of median strips will be examined in a later study.

In Section (ii), the percentage of undisciplined crossing was high, and people frequently crossed the road diagonally over a long distance. The mechanism of deciding to cross the road without using a crosswalk—even under hazardous conditions, the relationship between the structure of consciousness and road environment, and the disadvantage of preventing people from crossing by installing a median strip and the effects on roadside pedestrians will be analyzed in a later paper.

## **6. REFERENCES**

Seiji Takehira:(2012). Survey on the characteristics of undisciplined crossing pedestrians over multilane roadway of urban streets, Proceedings of Infrastructure planning, Japan Society of Civil Engineers, Vol. 45 (in Japanese)