American Journal of Business Practice Vol.2, No.2 (Feb, 2024),

E-ISSN: 2997-934X

American Journal of Business Practice

https://semantjournals.org/index.php/AJBP

| Research Article

PROPOSALS FOR PREVENTING ROAD TRAFFIC ACCIDENTS INVOLVING PEDESTRIANS I.

Nazarov Akmal Anvarovich

Tashkent State Transport University

Abstract: In our country last in years way movement safety to provide system improvement in the field wide comprehensive organizational - practical affairs done The following in our country road movement safety of providing current directions arrived to be marked . Car roads infrastructure improvement and their quality improvement , way movement of the participants pedestrian transport-bicycle transport motor transport priority based on safe movement for reliable conditions create ; drivers preparation,reproduction preparation and their qualification increase to the system innovative pedagogical technologies current did without,study process quality in terms of new to the stage take exit;driver and pedestrians road movement to the rules compliance to do culture increase

Key words: *pedestrian , road , event , rule , safe , smooth , balance , sign , concept , public.*

The Introduction

Road traffic accidents involving pedestrians have become a pressing concern in recent years, with rising statistics highlighting their significant impact on public safety. In response, considerable efforts have been made to improve road safety systems in Uzbekistan, focusing on better road infrastructure, driver education, and pedestrian safety measures. However, the safety of pedestrians remains vulnerable due to various factors including insufficient infrastructure, lack of driver compliance with traffic regulations, and inadequate pedestrian facilities. This article explores these challenges and presents proposals aimed at preventing pedestrian-related road traffic accidents in Tashkent.

The issue of pedestrian safety is intrinsically linked to the broader concepts of traffic flow, driver behavior, and infrastructure design. Pedestrian accidents often occur at intersections, crosswalks, and road segments with inadequate signage or traffic controls. These accidents are typically caused by a lack of synchronization between pedestrian movements and vehicle flows, as well as insufficient pedestrian infrastructure. Major theories related to road safety, including human factors, traffic flow theory, and pedestrian dynamics, provide a foundation for understanding the key variables influencing these accidents. These theories emphasize the importance of both physical infrastructure and behavioral compliance for ensuring pedestrian safety.

Despite extensive research in road safety, a knowledge gap remains concerning the interaction between vehicle and pedestrian dynamics, particularly in urban settings like Tashkent. Previous studies have highlighted the role of infrastructure and driver education, but few have explored the specifics of pedestrian behavior and its impact on accident rates. This study aims to address this gap by investigating pedestrian behavior, traffic infrastructure, and driver actions, offering a more integrated approach to road safety improvement.

Methodology

The methodology employed in this study involves a combination of field observations, traffic accident data analysis, and expert interviews. Data from past pedestrian-related accidents will be analyzed to identify patterns in pedestrian and vehicle behavior. Additionally, the study will assess the effectiveness of current pedestrian safety measures and propose new strategies for improving road safety. Expert opinions will be gathered to ensure that the recommendations are practical and grounded in real-world experiences.

The expected outcome of this research is to develop a set of actionable proposals for reducing pedestrian-related accidents. These include recommendations for better infrastructure design, enhanced pedestrian education, and stricter enforcement of traffic regulations. The findings will contribute to the broader goal of creating safer, more pedestrian-friendly road environments in Tashkent, with the potential for wider application across the country. The implications of these results are significant for policymakers, urban planners, and road safety advocates striving to improve traffic safety and reduce pedestrian injuries and fatalities.

Results and Discussion; Vehicle pedestrian hit that he/she has left research to do Methodology. Pedestrians hit send with happened made road accidents extreme diverse to be regardless , general to the lines has it will be , this lines big at the level on foot and driver's of their actions synchronicity and mutual to connect and of the situation development only time on a scale to calculate based on only research to do from the methodology use opportunity Experts and of experts in front of following questions to be put possible :

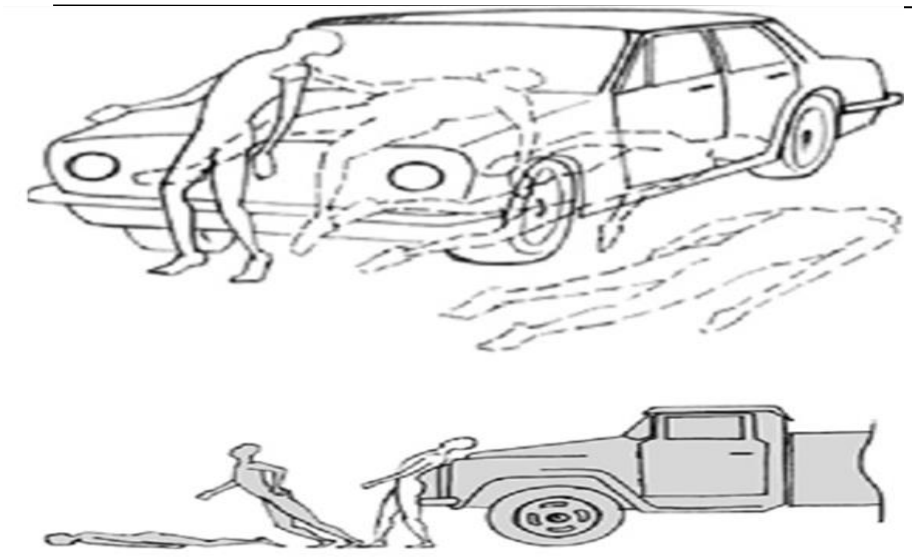

Figure 1. Pedestrian load car when hit status .

Research to do road accident from the place taken the scheme analysis to do and scaled the scheme from building start necessary will be . Hit send (first at the moment of contact) on foot and of the car circumstances determination issue extreme responsible become If a road traffic accident in place of tires slip traces there is if and record made if , then in the car crushes and pedestrian injuries according to hit send of the place sp transverse coordinate enough accuracy with determination possible will be .

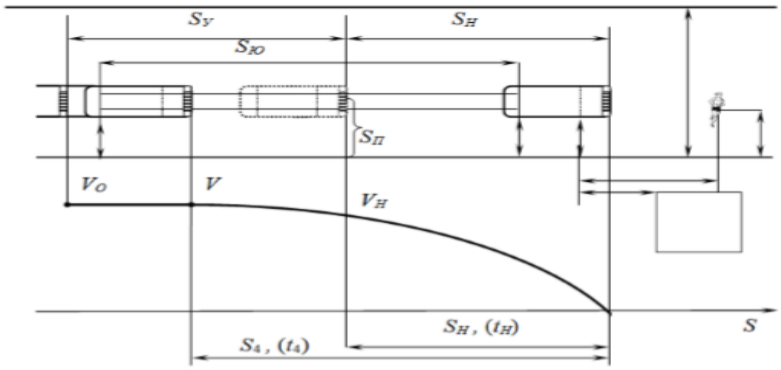

Figure 2. Vehicle pedestrian hit when sent drawing .

Vehicle accordingly initial , intensive braking beginning and hit send at the moment speed ; water – transport of the tool pedestrian from the line distance distance ; xue , – event in place of the car braking traces length (slip) trace); sn – hit from sending then car braked in case pressing past distance ; sp – danger to the body arrived from the moment hit until sending on foot by pressing passed distance ; car by permanent slowdown with braked in case pressing passed distance Hit send of the place longitudinal coordinate front wings from below of impurities spill , road accident witnesses , transport in the tool passenger and driver's walk part of on the outskirts some visible to a place (tree , road) sign , well , pavilion , tree and others) compared record did movement trajectory , as well as victim pedestrian instructions according to determination possible . In this case, if on foot on the road relatively transverse in the direction not , maybe of the road to the line relatively somehow one sharp corner under moved if , then longitudinal coordinate transverse coordinate and pedestrian injuries with coordination necessary will be .

Conclusion and proposals ; Traffic flow movement quality convenience level, service show level, fluent movement, driving convenience and others with described. Service show level following

factors with described : on a trip spent speed and time, in motion break, maneuverability freedom, safety, driving convenience, operation expenses. This indicators all to each other related: for example, movement intensity when changing speed, security and movement convenience, maneuverability freedom and others changes. The movement intensity and speed operational expenses, transportation convenience, movement safety, on the trip spent to time noticeable impact shows. Pedestrians movement during average two or three times the way cut They pass, as well as the iron road , water roads or other natural objects cut transitions need to be possible . Their in motion the roads cut in passing movement convenience and safety provide main from our duties one is considered . This due to , relevant transition their places correct design , build and reconstruction to do pedestrians directions working on the way out main attention to be taken need.

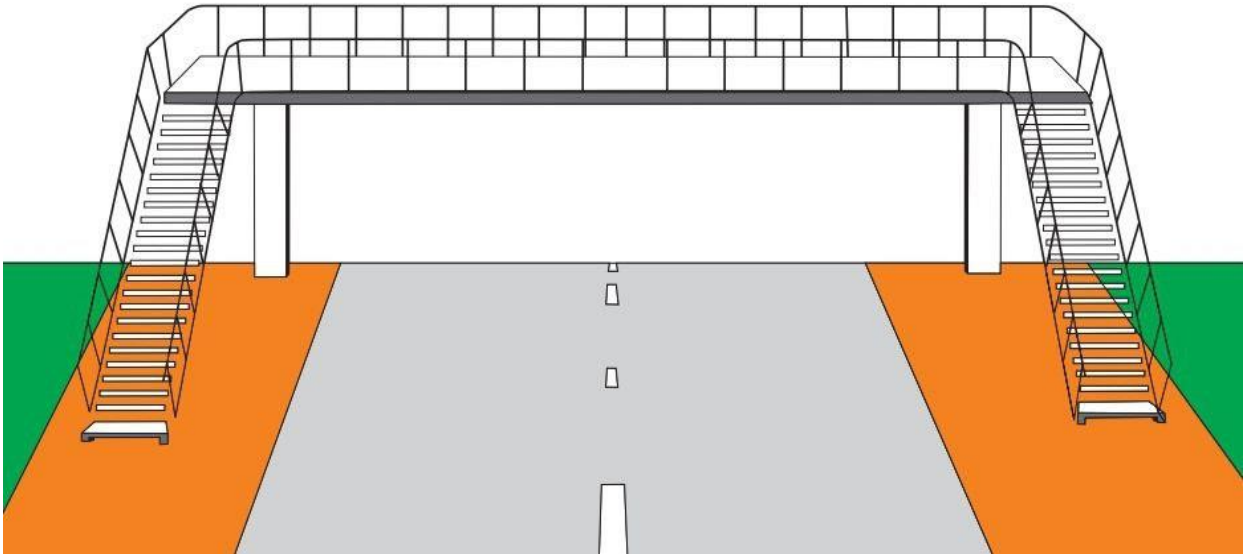

Figure 3. Surface conductor through the movement organization to be

Pedestrians of the collision main reasons of the following consists of often drivers road movement to the rules compliance not to do fault with to the surface coming pedestrians transition place and his/her of equipment unsatisfactory Pedestrians transition in place on foot in the presence of happened was every sixth road accident exactly this because of happened to be proven pedestrian psychophysiological factors, for example, the most short the way choice through time to save was natural aspiration, this with road movement rules demolition , pedestrian physiological features, that's it because of pedestrians movement organization of reaching technician tools placement for their fast and clear perception to reach into account received without working issued all structures to be need weather conditions : rain , mud , fog and others pedestrians transition sign block put big dimensional vehicles of vehicles unsatisfactory situation, especially spring-autumn melting during the period.

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