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BEHAVIOR OF PEDESTRIANS IN TRANSIT: AN IMPORTANT ISSUE FOR THE PSYCHOLOGY OF TRANSIT.

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Abstract

It's visible the seriousness of traffic behavior problems can result in throughout society, inadequate attitudes of both drivers and pedestrians contribute to the worsening of high traffic accident rates. In this sense, the present research had as general objective to know the insecure behaviors of the pedestrians in the traffic. The subjects of the survey were 10 women and 10 men. This study was characterized as quantitative and exploratory research. Data were collected through a questionnaire. The results of the research demonstrated the lack of attention of the pedestrians and the powerful effect that the insecure behavior in the traffic promotes to the society, being the pedestrian one of these agents. Thus, there is an urgent need to elaborate projects that corroborate in action plans for the safety of all in traffic, especially regarding educational campaigns directed at pedestrians, since 50% of participants in this study showed unsafe traffic behaviors.

Keywords: Psychology of Traffic. Pedestrians. Unsafe behavior.

1. Introduction

The realization of the various activities of modern life implies the constant displacement and, therefore, mobility in urban space, a theme that ends up referring the notion of transit (LIMA, CAVALCANTE, 2015). The word traffic can have different meanings for each pedestrian, because it is necessary to understand what sense each

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person attributes, because only then is it possible to understand their behavior in that context. "The sense, in turn, refers to the meaning of the word for each individual, composed of relations that relate to the context of use of the word and the affective experiences of the individual" (LA TAILLE; OLIVEIRA; DANTAS, 1992, p. 81).

On the other hand, the transit system works through a very extensive series of standards, being constituted by several subsystems, among which the three main ones are: the man, the track and the vehicle. "Man here is the most complex subsystem and therefore more likely to disorganize the system as a whole" (ROZESTRATEN, 1988, p 5). Thus, to understand the human behavior in traffic, it is necessary to understand the complex micro, meso and macro network of systems in which it is inserted, in order to ascertain more effectively the factors that involve traffic accidents. From this context the objective of this study was to know the unsafe behaviors of pedestrians in traffic.

According to Rozestraten (1988, p.4), "... transit is a set of displacement of people and vehicles on public roads, within a conventional system of norms, whose purpose is to ensure the integrity of its participants." On the other hand, the national transit policy deals with "The right of all citizens to come and go, to occupy the public space and to live socially in this space, are fundamental principles to understand the dimension of meaning expressed in the word traffic. Such an approach, broadening the view on traffic, considers it as a historical-social process that mainly involves the relations established between people and space, as well as the relations of people to each other "(BRASIL, 2004, p. 5).

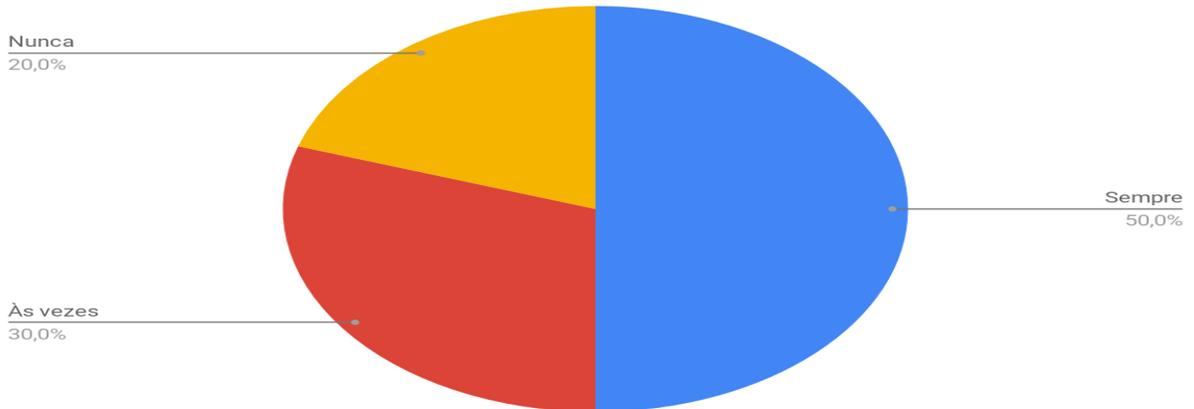
For PAHO - Pan American Health Organization (2013) a person is considered a pedestrian when he is running, climbing, or sitting or lying on the road. Many behaviors can be presented by a pedestrian and in various ways, such as caution when crossing the street, respect for traffic rules, etc.

Thus, Rozestraten (1988) mentions that man is the major source of accidents because he is the most complex subsystem in traffic and in which there are many factors at play. Thus, it is necessary to understand how these behaviors are produced, contextualized, perpetuated and (re) signified in society

2. Results

The graph below summarizes the results of this study, namely:

Comportamentos inseguros no trânsito



Graphic 01: Unsafe behaviors of pedestrians in transit.
Font: Primary data, 2018.

From the data collected in the survey, it was verified that 50% of the pedestrians always present unsafe behavior in traffic. That is, the participants of this study do not signal when crossing the street; cross the street with the yellow sign, use electronic devices (headsets and cell phones) walking in the street or crossing the pedestrian strip. In this analysis we can see the correlation of the processes involved in human behavior in traffic with possible accidents, that is, there is a failure in the processing of decision-making as a function of distraction and scattered attention.

On the other hand, 30% of pedestrians sometimes present unsafe behavior, this risk factor is related when they cross in the proper pedestrian range, walk backwards to vehicle traffic, help people cross the street when they are in difficulties. Therefore, in this analysis, it can be realized how much care and attention and safety behaviors remain to be good habits in traffic.

However, 20% of pedestrians never exhibit unsafe behavior in traffic, as they look both ways when crossing the street on the pedestrian lane, when they get off a bus or

another vehicle they wait for it to stop altogether, on the sidewalk they try to walk away from the middle factors that play a major role in the safety of everyone involved in traffic.

4. Final Considerations

Through the present study, it was inferred that the deficiencies in the attention and carelessness of pedestrians is one of the factors that generate accidents that can be fatal in the whole context of traffic. Thus, it is important to note that inadequate pedestrian conduct contributes to many accidents occurring.

Discussions, dialogues and projects within schools in all primary and higher spheres are proposals for actions to bring the perception and education of behavior in traffic to the whole society. Within this approach, it is important to highlight the difficulty of finding surveys that focus on the pedestrian, since several articles were found with emphasis on vehicle drivers only. It is suggested that more studies involving pedestrians be developed, so that effective proposals for improvements in their lives and other people involved in traffic can be made. In this dimension, it is expected that professionals from various areas, such as Law, Engineering and especially Psychology and Medicine professionals corroborate in action plans to the safety of everyone in the traffic, especially with emphasis on the pedestrian.

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