



Vehicle Setback

Vehicle setback refers to the restriction of parking or stopping vehicles within a defined distance typically 20 to 30 feet from intersections or pedestrian crossings.

Implementation Strategy

How and Where to Apply

- Establish no-parking zones 20–30 feet from intersections or crosswalks using signage, pavement markings, and where feasible, curb extensions or flexible bollards to physically prevent illegal parking and improve visibility.
- Target urban streets with on-street parking, especially at unsignalized intersections, midblock crossings, school zones, and areas with high pedestrian volumes or a history of visibility-related crashes.
- Update local ordinances, educate the public about visibility risks, and coordinate with transit and emergency services to ensure operational needs are met while maintaining safety benefits.

Key Stakeholders

Local government and municipal agencies, law enforcement, pedestrian and bicycle advocacy groups.

Proactive Implementation

Implement vehicle setback zones proactively at intersections, crosswalks, and pedestrian crossings with high pedestrian volumes or a history of crashes. Use crash data, field observations, and community feedback to identify priority locations. Update local ordinances and install clear signage and markings to ensure compliance and maintain safe sight lines.

Use in a Safe System Approach

Vehicle setback supports the Safe System Approach by improving road design (Safe Roads) to maintain clear sight lines at intersections and crossings. This helps drivers see pedestrians and other vehicles sooner (Safe Road Users), reducing the risk and severity of crashes.

Countermeasure Overview

Objective: Reduce Pedestrian Exposure to Vehicular Traffic

Strategy: Provide Vehicle Restriction/Diversion Measures

Selected Related Countermeasures

- CM1** Install No-Parking Signs and Pavement Markings
- CM2** Use Curb Extensions or Flexible Bollards
- CM3** Increase Enforcement of Parking Regulations

Cost: \$ (Low)

Service Life: 3 years

Targeted Solution



CONTRIBUTING FACTORS

- Misjudgment
- Failure to yield



TARGET CRASH TYPE

- Improper turn



ROAD FACILITY TYPE

- NA



AREA TYPE

- Urban and Suburban

Safety Linkage



NCHRP 500 Series

Pedestrian and Bicyclists

SAFE SYSTEM APPROACH

Safe Road Users

SAFE SYSTEM ROADWAY DESIGN

TIER 1

TIER 2

TIER 3

TIER 4

Tier 4



AASHTO'S TOWARD ZERO DEATHS

Safer Vulnerable Users

Vehicle Setback. Source: [Autopost](#)

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