



Improving Bicycle and Pedestrian Safety

The Problem »

Today, nearly 1 in 5 people who die in traffic crashes are pedestrians and bicyclists. Both the number of vulnerable road user fatalities and the percentage of overall roadway fatalities who are pedestrians and bicyclists continue to rise.

Even as that number increases, states spend less than 1 percent of their Highway Safety Improvement Program (HSIP) on vulnerable road user safety. We believe this needs to change.

The Problem Can Be Solved »

We know how to make our roads safer:

The Federal Highway Administration has identified and tested proven safety countermeasures that are known to reduce pedestrian fatalities, and will help bicyclists safety too. These include road diets, leading pedestrian intervals, local road safety plans, medians, crosswalks, and more.

If we know how to improve safety, why aren't the dollars being spent?

State DOTs often use data-driven methods that were created to identify 'hot spots' rather than systemic transportation safety issues. This can lead to dangerous conditions, such as high speed arterial roads with limited crosswalks, sidewalks, and bikeways, not being identified as dangerous because crashes and fatalities do not fit the patterns that the data-driven method prioritizes.

The Solution »

Congress should create a special rule for HSIP that ensures that data-driven decisions lead to funding for vulnerable user safety where aggregate data suggests there is a safety need.

In the past, Congress has implemented special rules in HSIP for High Risk Rural Roads, and for Older Drivers and Pedestrians, where Congress identified a gap in safety improvements.

Now we need a special rule for vulnerable road users within HSIP which states that if a metropolitan area, rural planning area or tribal land has a vulnerable road user fatality rate higher than 1.5 persons per 100,000 population for two years or more, then the state must use some of its HSIP funding to prevent vulnerable road user fatalities in that area.

This would provide an incentive to states to ensure that their data-driven methods capture vulnerable road user fatalities and that they work with local governments to make improvements where vulnerable road user fatalities are common.

How You Can Help »

Would you support a safety rule to ensure states fund vulnerable user safety improvements?

By supporting a special rule for HSIP where vulnerable road user safety is a demonstrated problem, you will help ensure that data-driven decisions address the problem of vulnerable road user safety.



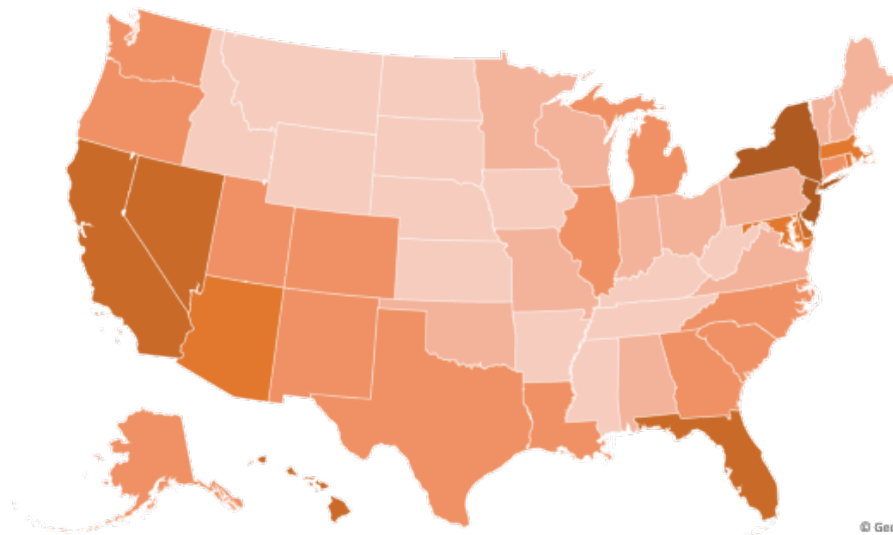
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Many states have demonstrated safety problems for people who bike and walk »

People who bike and walk increased as a percentage of traffic fatalities in 49 states between 2011 and 2016

People who bike and walk increased as a percentage of traffic fatalities

Legend: Less than 10% (lightest orange), 10-15% (light orange), 15-20% (medium orange), 20-25% (darker orange), 25-30% (dark orange), More than 30% (darkest orange)



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Based on 5-year averages. Data displayed is from 2012-2016. Learn more in the 2018 Benchmarking Report on Bicycling and Walking: bikeleague.org/benchmarking-report

Not many states use HSIP to address safety problems for people who bike and walk »

37 states spent less than .1% of HSIP to improve the safety of people who bike and walk between 2014 and 2016

Percentage of HSIP Spent on Biking and Walking

Legend: 0.0% (lightest blue), 9.9% (darkest blue)



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Based on 3-year averages. Data displayed is from 2014-2016. Learn more in the 2018 Benchmarking Report on Bicycling and Walking: bikeleague.org/benchmarking-report