GHSA Analysis of Non-motorist Safety Issues







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Pedestrian Spotlight Reports

- Provide early look at pedestrian fatality count for previous year, months before FARS data released in Fall
- Data analysis based on preliminary fatality counts provided by all State Highway Safety Offices (SHSOs)
- Report includes some basic analysis of FARS data
- Mathematical adjustments made to preliminary data based on historical underreporting



Historical Pedestrian Fatality Data: U.S. 1979-2019



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2020 Projection – Number of Pedestrian Deaths

- GHSA projects 6,721 pedestrian fatalities in 2020
- By comparison, 6,412 pedestrian fatalities in 2019



Projected Change in Ped Fatality Counts: 2019 vs. 2020

Number of States



2020 Projection – Pedestrian Fatality <u>Rate</u>

- 2020 experienced large (13.2%) drop in VMT due to COVID 19 pandemic.
- Thus, on mileage basis, GHSA projects <u>21% increase in</u> <u>pedestrian fatality rate</u> per 1B VMT compared with 2019.
- Larger than any annual percent increase ever recorded since FARS established in 1975.

Annual % Change in Ped Fatality Rate per 1B VMT (since availability of FARS data in 1975)



* 2020 projected

Perennial Fatal Pedestrian Crash Factors



Number of Ped Fatalities by Light Condition, 2010-2019



Perennial Fatal Pedestrian Crash Factors

Percent of Pedestrians Ages 16+ and Drivers Involved in Fatal Pedestrian Crashes with Known BACs \geq 0.08



Number of Pedestrian Fatalities with Known BAC > 0.08 by Age



2019 FARS Data

Number of Pedestrians Killed in Single-Vehicle Crashes by Vehicle Type, 2019



A Right to the Road

 Analyzed 1975-2015 FARS bicycle crash data to identify trends associated with who is being killed, when/where crashes are more likely to occur, and why.





Diverging Trends in Frequency of Bicyclist Fatalities by Age



Average Age of US Bicyclist Fatalities by Age: 2004-2015



US Bicyclist Fatalities by Time of Day: 2015



US Bicyclist Fatalities by Helmet Use: 2015



Analysis of Traffic Fatalities by Race and Ethnicity

- Reviewed prior research and data to assess impact of fatal traffic crashes on Black, Indigenous and People of Color (BIPOC).
- Also identified actions states and communities can take to advance equity in traffic safety.
- Part of broader GHSA effort to help achieve racial justice and equity.



Previous Research

- When measured against all causes of death, MV crashes account for disproportionately large percentages of fatalities for BIPOC populations, particularly among Native American and Hispanic persons.
- Black children ages 4–15: highest rates of non-motorist fatalities as a percentage of all MV fatalities.
- Native American/Alaskan Native persons: highest annualized, ageadjusted traffic-related pedestrian death rates.
- Native American persons: highest percentage of alcohol-involved driver, passenger and pedestrian fatalities.
- Census tracts where low-income and BIPOC populations are more concentrated: measurably higher levels of traffic, and higher speed arterials.

Key Findings from Analysis of 2015-2019 FARS Data:

- Compared with all other racial groups, American Indian/Alaskan Native persons: substantially higher per-capita rate of total traffic fatalities.
- Black persons: second highest rate of total traffic deaths; this was true for total traffic deaths, pedestrian traffic deaths, and bicyclist traffic deaths.
- Asian persons: lowest per-capita rate of involvement for virtually all categories of traffic deaths.
- White persons: generally have lower traffic fatality rates than BIPOC populations.

Pedestrian Traffic Deaths per 100K Population by Race



Bicyclist Traffic Deaths per 100K Population by Race



How Can We Reduce Non-motorist Fatalities and Injuries?

• Five E Approach:



Measures to Reduce <u>Pedestrian</u> Fatalities and Injuries

• Engineering

- Speed Management
- RFBs, Pedestrian Hybrid Beacons, LPIs
- Refuge islands; Enhanced street lighting
- Enforcement
 - Impaired and distracted driving; speeding
- Education
 - Focus on changing culture and building support for traffic enforcement
- EMS
 - Ensure best chance of post-crash survival and equitable treatment
- Equity
 - Prioritize underserved populations disproportionately involved in fatal pedestrian crashes

Measures to Reduce <u>Bicyclist</u> Fatalities and Injuries

• Engineering

 Marked Bike Lanes, Bicycle Boulevards, Bike Boxes, Bicycle Traffic Lights, Enhanced Street Lighting, Speed Management

Enforcement

Bicycle/Pedestrian Focused High Visibility Enforcement
Address Speeding, Red Light Running, and Distracted/Impaired Driving
Police Officer Training (including equity focus)

Education

• Bicycle Safety Programs for Children

Educate Motorists about their Choices

The Value of Wearing a Bicycle Helmet Cannot be Overstated

• Safe Biking Laws and Regulations

Safe Passing Laws

Bicycling-Under-the-Influence (BUI) Laws

Measures to Help Achieve Racial Justice and Equity

- Prioritize planning/investment in infrastructure safety measures in underserved/lower socioeconomic communities.
- Treat traffic crash involvement as a health disparity issue.
- Ensure diverse representation in transportation agency leadership positions and on committees tasked with developing safety plans.
- Develop new, research-based interventions that prevent traffic crashes before they occur and before enforcement activities are required.
- Develop safety education campaigns/outreach efforts with BIPOC input to address needs and culture of BIPOC communities.
- Implement/alter traffic enforcement programs only with local BIPOC community engagement.
- Assess how current enforcement approaches can exacerbate racial/ socioeconomic issues; work with stakeholders to identify/implement solutions.



Next: Rolf and Krista will elaborate on efforts to reduce non-motorist fatalities and injuries