

# 2018 BICYCLE & PEDESTRIAN CRASH ANALYSIS

# Need & Purpose

- Persistent rise in bicycle and pedestrian crashes and fatalities both locally and nationally
- St. Louis is a Safety Focus City and both Missouri and Illinois are Safety Focus States
- FAST Act requires established performance measures and targets, including non-motorized serious injuries and fatalities
- Informational tool for our regional partners and local public agencies to inform their decision-making and transportation planning processes

# Data & Methodology

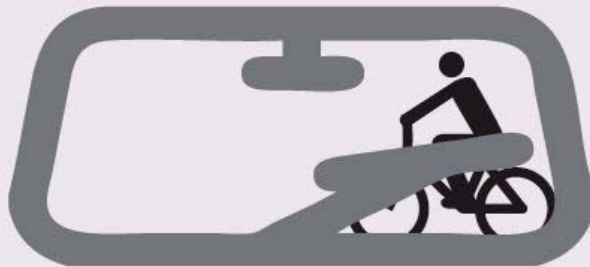
- Based on police crash report data for years 2011-2015
  - *Data limitations*
  - *Unreported crashes*
  - *Differences between states*
- Environmental Justice
- 2017 Bicycling & Walking Survey Results

# Bicycle Crash Analysis: Key Findings

The St. Louis region has an annual average of **261** daylight bicycle crashes

The **top 2** known causes of bicycle crashes:

- 1) Failure to Yield.
- 2) Distracted or Inattentive Driving.



Most bicycle crashes happen on a ...

**9** fatalities were in daytime

**6** fatalities were in darkness

**CLEAR DRY DAY**

Afternoons and evenings see the most bicycle crashes.

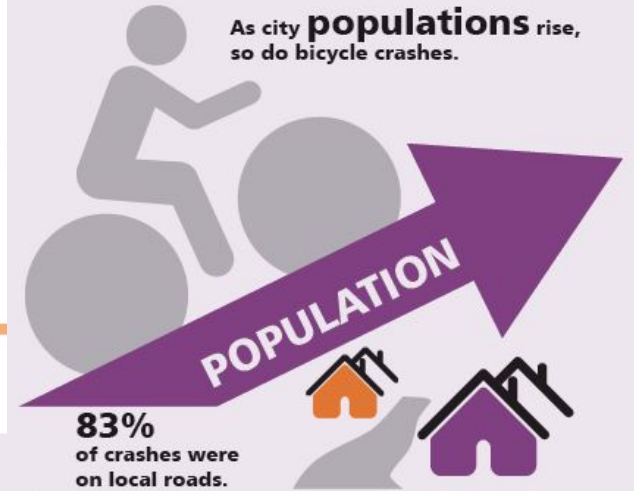
**SUMMER**

**X** high crash days are **Tuesday** and **Friday**, mostly in the summer months. **X**

**TUES**

**FRI**

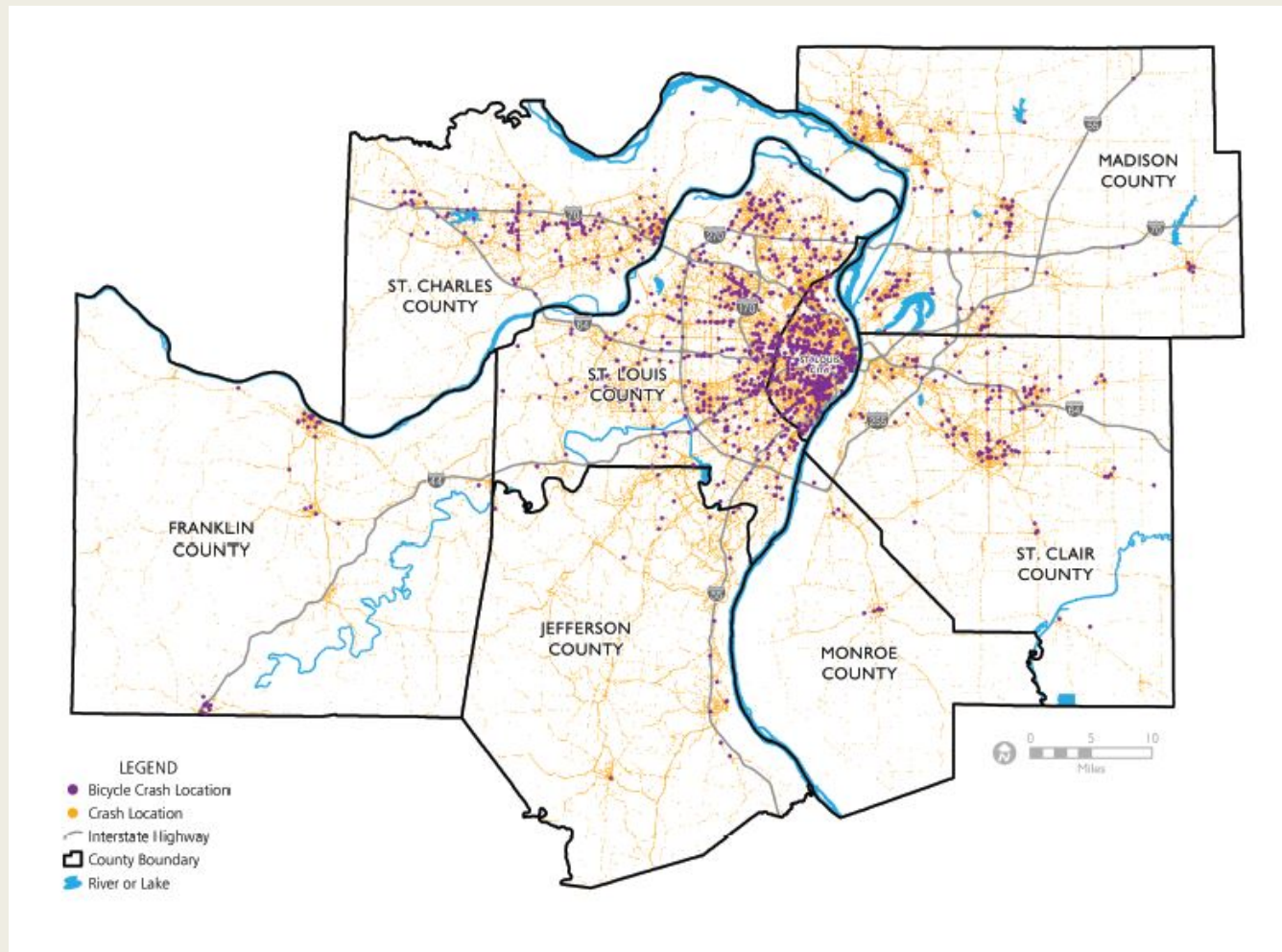
As city **populations** rise, so do bicycle crashes.



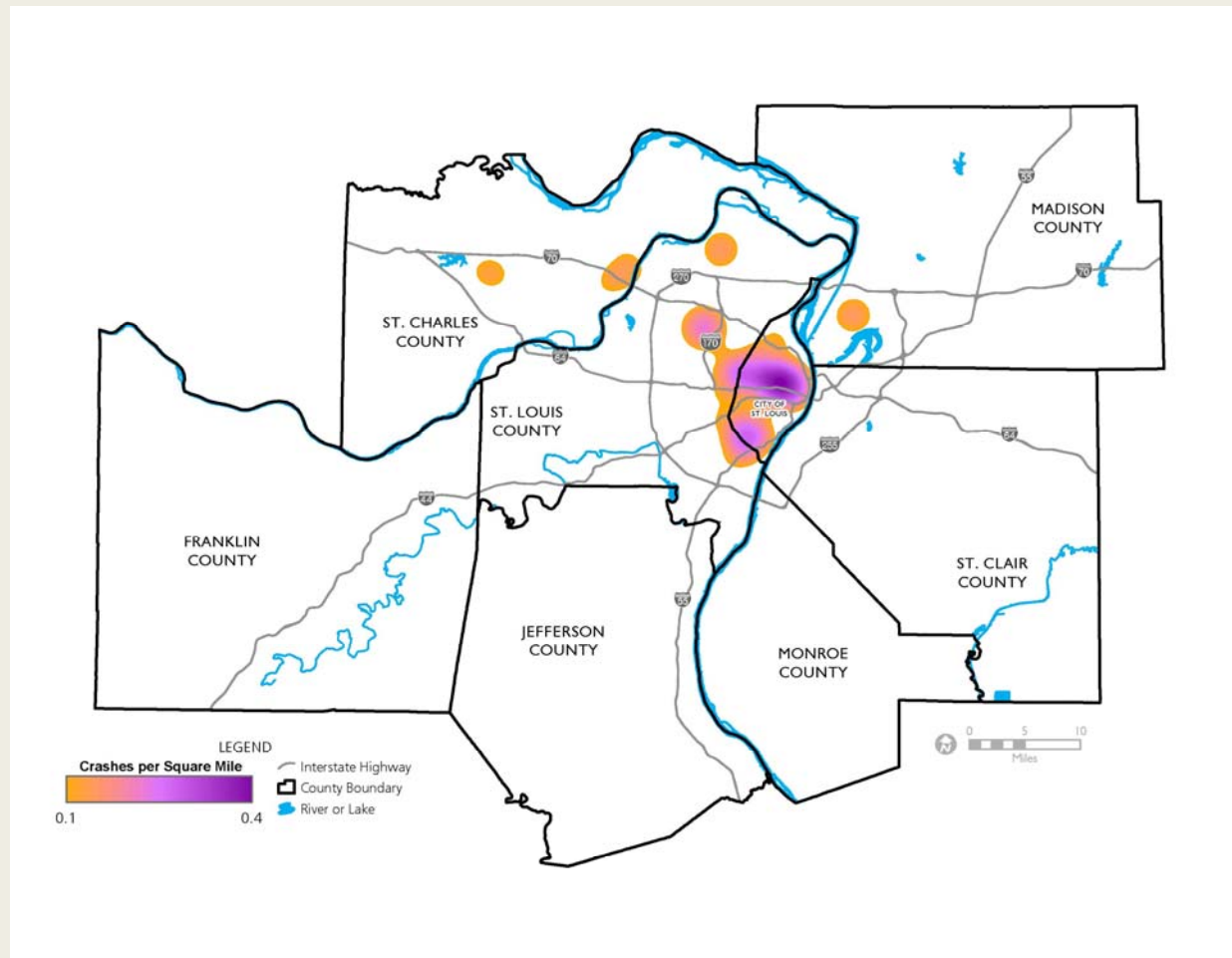
In our region, **100%** of bike fatalities were males.



# Bicycle Crash Locations



# Bicycle Crashes, Over 65 Years of Age Per Square Mile



# Pedestrian Crash Analysis: Key Findings

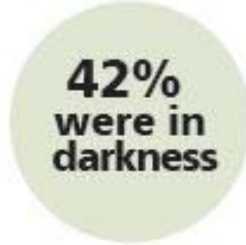
The St. Louis region has an annual average of **756** pedestrian crashes

The **top 2** known causes of pedestrian crashes:

- 1) Distracted or Inattentive Driving.
- 2) Failure to Yield.



Most pedestrian crashes happen on a ...



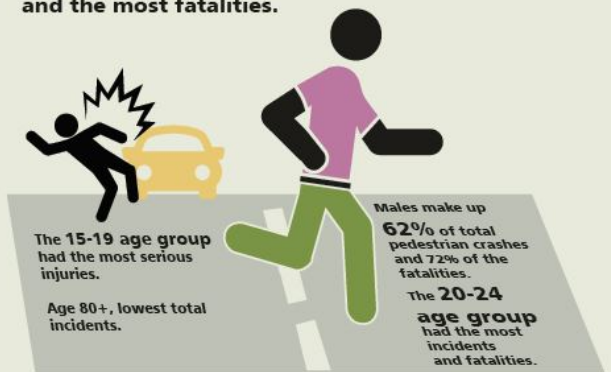
Afternoons and evenings see the most pedestrian crashes.



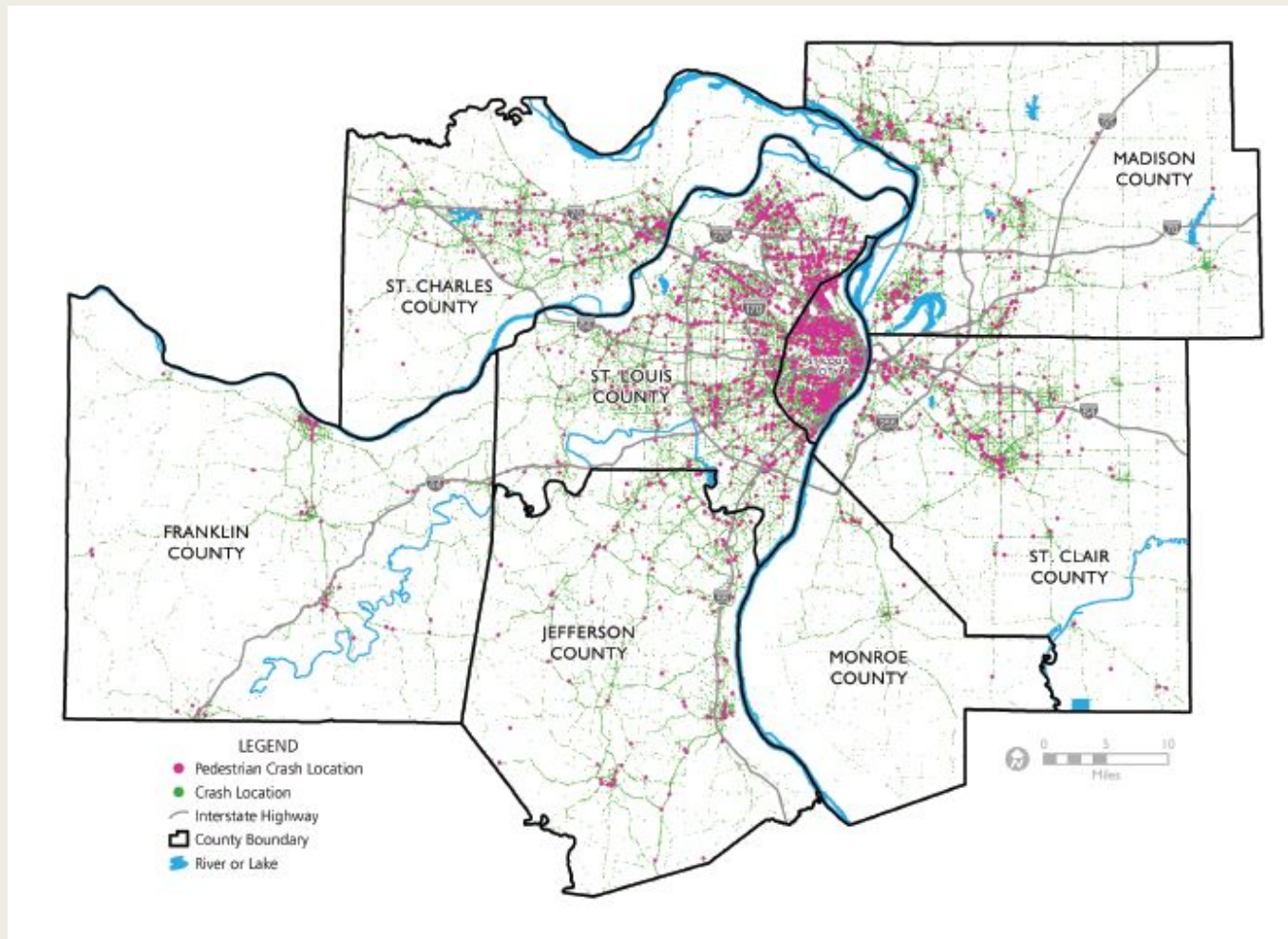
Cities with larger **populations** see the most pedestrian crashes and injury levels.



Pedestrians **age 20-24** have the most crashes and the most fatalities.

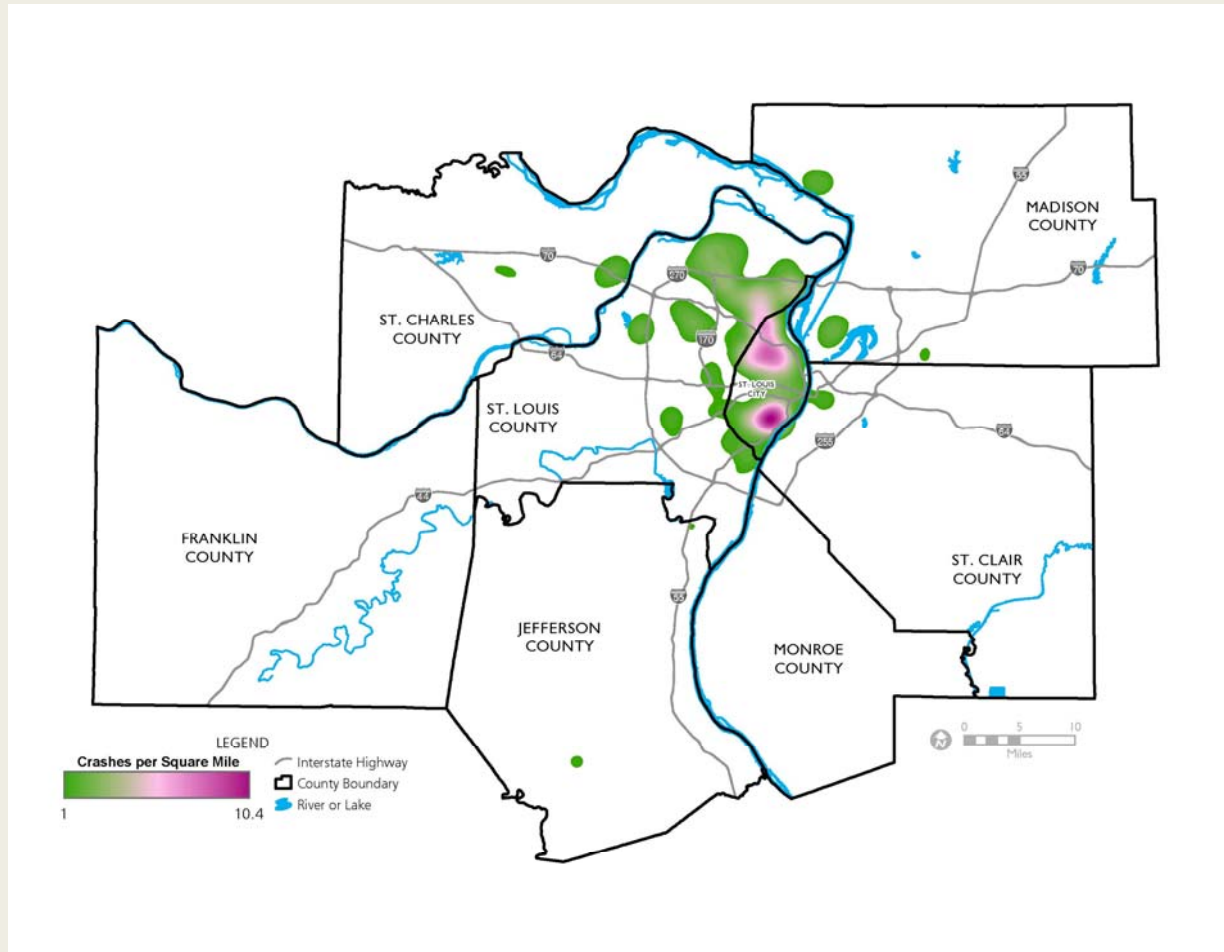


# Pedestrian Crash Locations





# Pedestrian Crashes, Under 18 Years of Age Per Square Mile



# Strategies

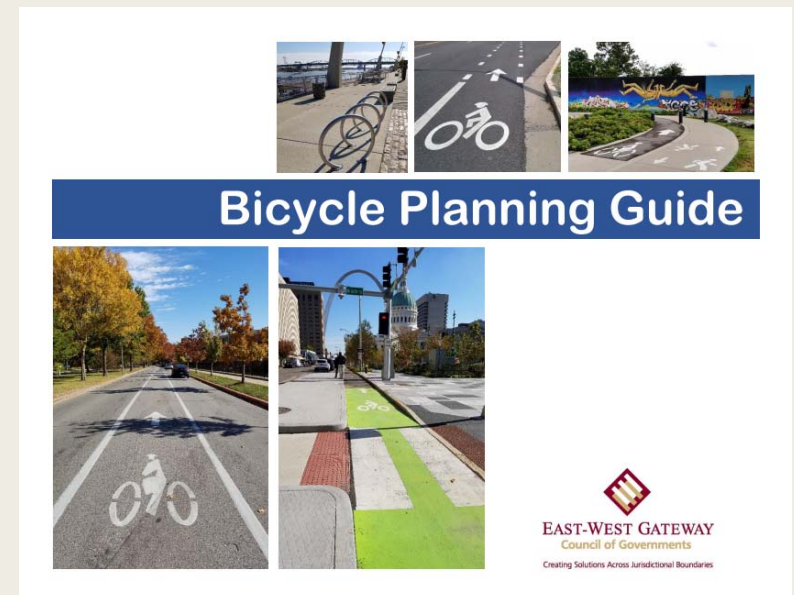
- Shares proven and recommended FHWA strategies and countermeasures to make roadways safer
- Focuses on the Four E's of roadway safety: education, emergency medical services, enforcement, and engineering
- Strategies and countermeasures in both documents are a summary of strategies listed in Illinois and Missouri's strategic highway safety plans, the city of St. Louis' Pedestrian Safety Action Plan and the Federal Highway Administration's website.

# Funding, Resources & Next Steps

- Lists possible state and federal funding sources
- Provides resources for sponsors to gather more information on bicycle and pedestrian safety
- Additional resources for bicycle and pedestrian safety can be found on EWG's website
- Plan to update data every three years with detailed reports being released intermittently between the updates
- Ideas for detailed reports are welcome

# Bicycle Planning Guide

- Released June 2018
- Aggregates information and best practices from FHWA, AASHTO, NACTO, etc.
- Background on types of bicyclists, level of stress, connectivity
- Types of bicycle facilities
- Context-sensitivity and design flexibility
- Additional planning & design resources



# Questions?

Contact:

Anna Musial at [anna.musial@ewgateway.org](mailto:anna.musial@ewgateway.org)

or

Melissa Theiss at [melissa.theiss@ewgateway.org](mailto:melissa.theiss@ewgateway.org)