

# Highway Safety Improvement Program

## OVERVIEW

The Highway Safety Improvement Program (HSIP) is a [Federal Highway Administration](#) (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries.

Though bicycle and pedestrian projects are eligible for funding, HSIP has been largely overlooked as a resource for these projects. In fact, many states have failed to spend a majority of their safety money. Recognizing this discrepancy, the following document outlines the HSIP funding process and describes how these funds can be harnessed for bike and pedestrian infrastructure projects.

## BACKGROUND

The [Highway Safety Improvement Program](#) (HSIP) began in 2006 under [SAFETEA-LU](#), and is aimed at reducing the number of traffic fatalities and serious injuries through infrastructure improvements, education, and enforcement.

All states are eligible to receive HSIP funds for bike and pedestrian infrastructure on any public road, bike path or trail, provided bicycle safety is included in their state's [Strategic Highway Safety Plan](#) (SHSP). In the past there has been confusion about whether local roads are eligible for HSIP funds. To clarify, all public roads are eligible for HSIP funding. This includes all state, county, and local roads. Bike and pedestrian projects that are eligible for HSIP funding include bike lanes, bike parking, crosswalks, and signage (FHWAa).

States that have met all of their railway-highway crossings and infrastructure safety needs are eligible to spend up to 10% of their HSIP funds for non-infrastructure projects including public awareness campaigns, education programs, and enforcement activities. Normally non-infrastructure bike and pedestrian safety programs are funded by [Section 402](#)\* and [Safe Routes to School](#); however, this option adds another funding source for such projects.

Satisfying these requirements is a difficult task for many states. Once a state has fulfilled the other funding requirements, they must submit a written request to the FHWA Division Administrator identifying exactly how the funds will be spent and how it is addressed in the SHSP. **Certified states include: Alabama, Colorado, Hawaii, Idaho, Michigan, Nebraska, Utah, and Wisconsin** (Kenley).

\* Because Section 402 is usually housed in the traffic safety department, there is often little communication between the HSIP and Section 402 programs. California, Texas, and Pennsylvania are among the few states that house HSIP and Section 402 together.

### Where and how much

HSIP projects are eligible for 90% federal funding with a 10% minimum of matching local funds. This is especially generous in comparison to other federal programs. For example, [CMAQ](#) provides 80% of federal funding with a 20% match of local funds.

After the HSIP funds are [apportioned](#), they are available for three years before they expire. This means that funds allocated in 2009 can be used until 2013 (Kenley). Allocation of HSIP funding among the states is based in equal parts on three factors: the number of fatalities, miles of federal highway, and vehicle miles traveled. All states are guaranteed a minimum allocation of one half of one percent of available HSIP funds (FHWAa).

In the first few years of the program, funding decisions were based on fatality numbers to identify the most dangerous crash locations. This presented a challenge for bicycling projects because crashes are often spread out across communities. Some states are now also looking at risk assessments to determine the likelihood of a crash occurring at a given location instead of fatalities alone. [Road Safety Audits](#) (safety performance examinations conducted by an outside party) are becoming increasingly popular to justify bike and pedestrian safety projects. In addition, the [FHWA lists](#) the following pedestrian and bicycle safety tools as good resources for conducting risk assessments:

### Pedestrian and Bicycle Safety Tools

#### [Pedestrian and Bicycle Crash Analysis Tool \(PBCAT\)](#)

The Pedestrian and Bicycle Crash Analysis Tool (PBCAT) is a crash typing software product intended to assist state and local pedestrian/bicycle coordinators, planners and engineers with improving walking and bicycling safety through the development and analysis of a database containing details associated with crashes between motor vehicles and pedestrians or bicyclists.

#### [Pedestrian Safety Guide and Countermeasure Selection System \(PEDSAFE\)](#)

The Pedestrian Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve pedestrian safety and/or mobility based on user input about a specific location.

#### [Bicycle Countermeasure Selection System \(BIKESAFE\)](#)

The Bicycle Countermeasure Selection System (BIKESAFE) is intended to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle. The information on the site falls into two categories, Resources and Tools, explained below.

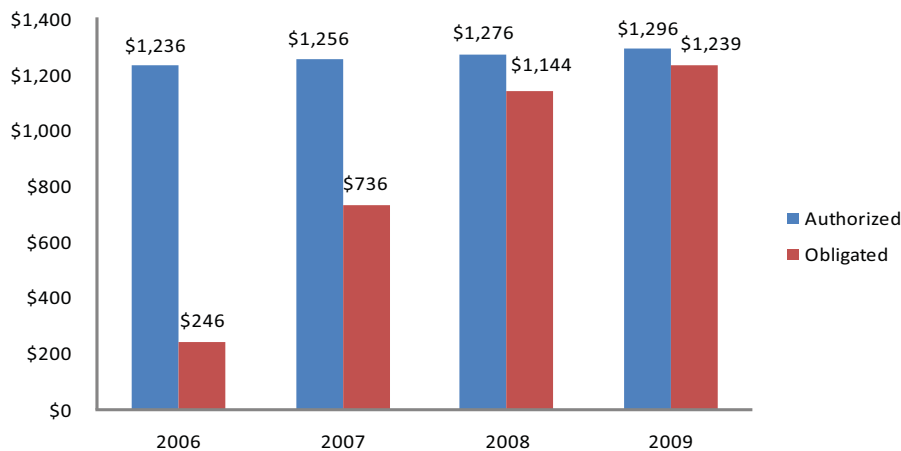
### Pedestrian and Bicycle Geographic Information System (GIS) Safety Tools

GIS software turns statistical data (such as accidents) and geographic data (such as roads and crash locations) into meaningful information for spatial analysis and mapping. In this suite of tools, GIS-based analytical techniques have been applied to a series of pedestrian and bicycle safety issues, including safe routes for walking to school, selection of streets for bicycle routes, and high pedestrian crash zones. Users downloading these tools must meet minimum GIS software requirements. (FHWA)

Overall, HSIP funds have been woefully underutilized. \$5 billion in federal funds have been apportioned to HSIP over the past 4 years; however, the [obligation](#) rate was so slow in 2006 and 2007, there has been a build up of unused funds. Although obligation rates did pick up in 2008 and 2009, there was a total of \$600 million un-obligated funds at the end of fiscal year 2009 (September 30, 2009). Figure 1 compares HSIP authorizations with HSIP obligations from 2006 to 2009.

**Figure 1**

#### **Authorized and Obligated HSIP Funds 2006 - 2009** \$ in Millions

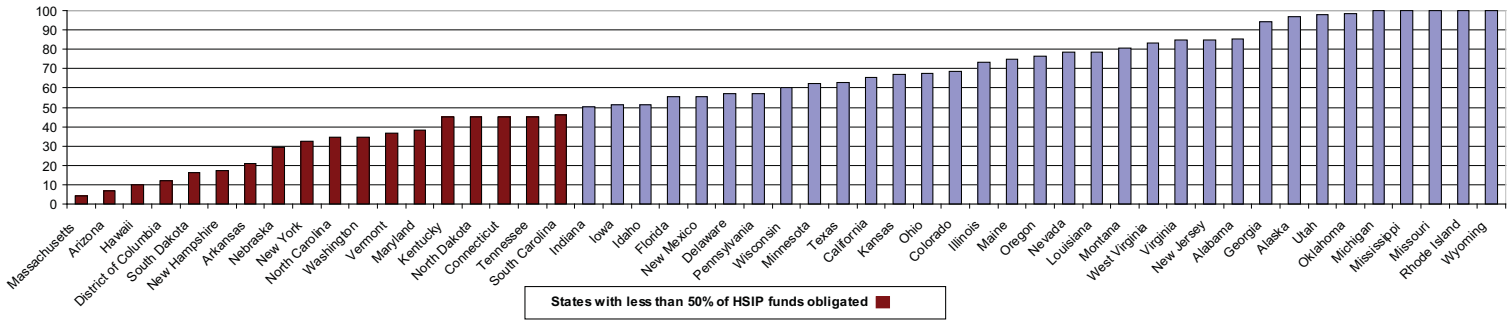


(Epstein)

In 2008, eighteen states obligated less than half of their HSIP funds by the end of the physical year. Figure 2 shows obligation rates for all fifty states and identifies the eighteen problem states in red.

Figure 2

Obligation Ratios  
(End of fiscal year 2008)

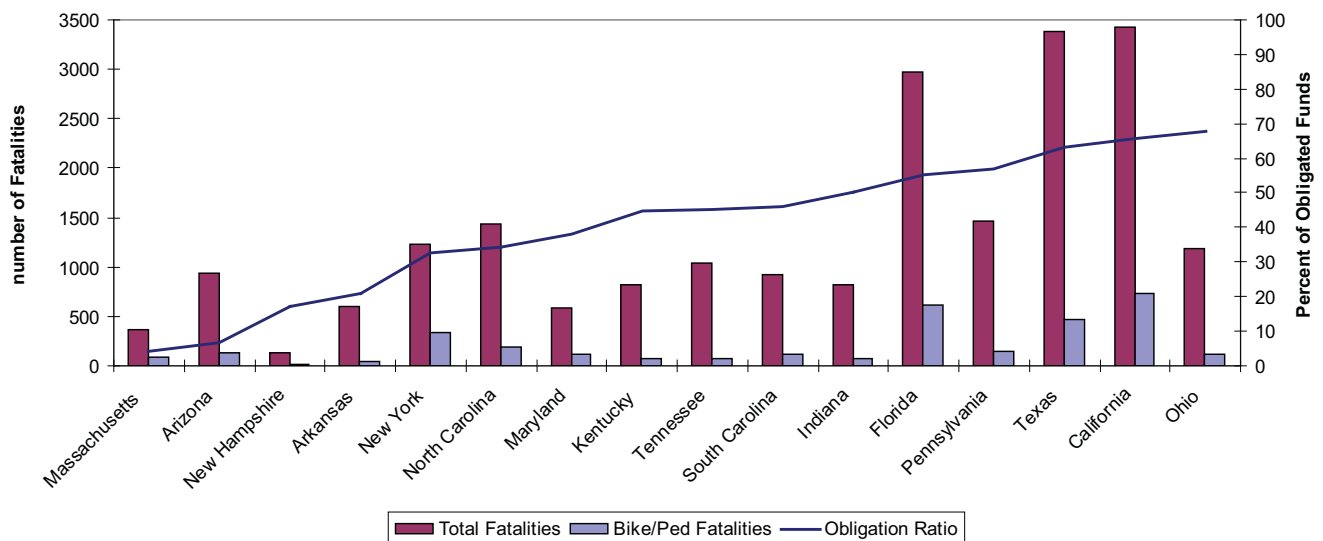


(ATSSA)

Many of the states that were slow to spend their HSIP funds in 2008, also had high overall fatality rates as well as high bike and pedestrian fatality rates. These funds could have been used to improve bike and pedestrian infrastructure and therefore prevented the loss of thousands of lives. Arizona, for example, spent only 6.6% of their HSIP funds in 2008 and yet had a total of 937 traffic fatalities, 136 of which involved cyclists and pedestrians. Florida obligated just 55.2% of their HSIP funds while their total traffic fatalities and bike/ped fatalities were 2978 and 615 respectively. At the end of the 2008 fiscal year, Florida had a total of \$102 million in HSIP funds that went completely unutilized.

Figure 3

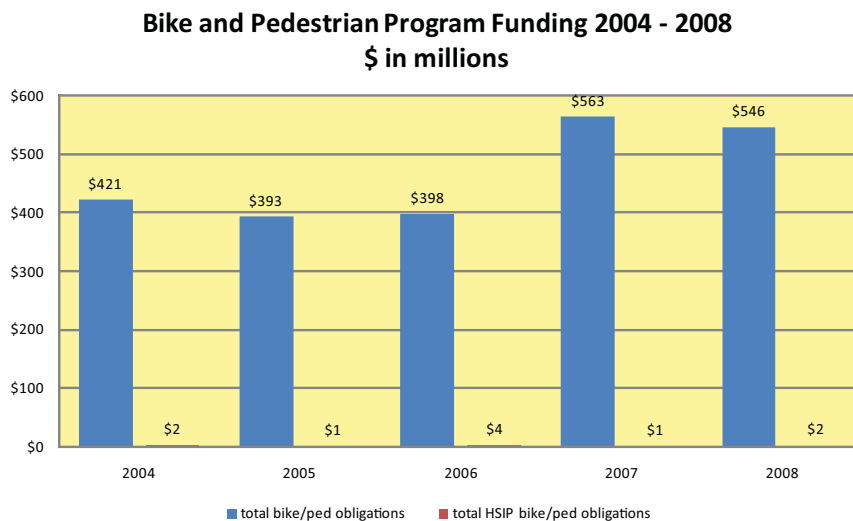
2008 Obligation Ratio, Bike/Ped Fatalities, and Total Fatalities



(NHTSA)

HSIP accounts for a very small percentage of all federal funds spent on bike and pedestrian infrastructure (0.33% in 2008). This is especially concerning given the large amount of HSIP funds that have gone untouched. Figure 4 compares the total amount of federal funds spent on bike and pedestrian projects with the total amount of HSIP funds spent on bike and pedestrian projects between 2004 and 2008 (FHWA).

Figure 4



\*2005 funds were provided by a Surface Transportation Program set aside.

Despite the availability of these funds, there are very few states that have used HSIP for bicycle and pedestrian projects statewide. California, Washington, and Virginia are among the few that have documented the use of HSIP funding for bicycle infrastructure. Virginia dedicates 10% of its HSIP funding to bicycle and pedestrian projects. In addition, Connecticut mandated that bicycle and pedestrian safety projects receive one percent of the state's HSIP funds (Tri-State Transportation Campaign). This was a significantly smaller amount than advocates had originally pushed for.

HSIP spending is not well documented at the state or federal level, making it difficult to track overall government investment in bike and pedestrian safety projects. Bicycle and pedestrian projects are often folded into larger highway safety projects and are therefore unreported (Kenley). By comparison, projects funded by CMAQ and Transportation Enhancement funds tend to be monitored at a much closer level. The disparity makes it difficult to track overall federal spending on bike infrastructure and safety programs, as well as at the local level.

## REQUIREMENTS AND STRATEGIES FOR ACCESSING FUNDS

### Requirements

Develop and implement a Strategic Highway Safety Plan (SHSP) that identifies and analyzes highway safety problems and opportunities and includes bike and pedestrian needs - The SHSP is a safety plan created by each state aimed at reducing crashes that result in fatalities and serious injury. SAFETEA-LU requires each SHSP to make proper use of available crash data, describe projects and strategies aimed at improving highway safety, and implement and evaluate the plan's overall success.

All states have fulfilled the SHSP requirement and can be found through the following link: [American Traffic Safety Services Association: Compilation of State Safety Priorities](#).

Develop strategies to reduce identified safety problems - In order for a HSIP project to be approved it must address a specific issue identified in the state's SHSP. Identifying the reduction of bicycle and pedestrian fatalities and crashes as a priority in the SHSP is sufficient for the justification of bike/pedestrian funding.

Unfortunately, there are still a handful of states that fail to recognize bike and pedestrian safety needs in their SHSP.

**Kentucky, Maine, and Alabama** DO NOT Recognize Bike & Pedestrian Safety ANYWHERE In their Strategic Highway Safety Plan and are therefore unable to use HSIP funds for these purposes.



Chief Engineer Paul Degges, signs Tennessee's Strategic Highway Safety Plan

Tennessee added a bike and pedestrian safety piece to their SHSP specifically for the purposes of increasing available funds for bike and pedestrian infrastructure ([Clarksville Online](#)). According to Tennessee's bike and pedestrian coordinator, they recognized the large amount of HSIP funds left untouched, which inspired them to make the push to update their SHSP.

Evaluate the plan regularly - Evaluation of the SHSP should include performance measures to track the reduction of bike and pedestrian fatalities and serious injuries as a result of highway safety improvement projects.

- a) Construct improvements that enhance pedestrian or bicyclist safety or safety of the disabled
- b) Construct a traffic calming feature
- c) Install and maintain signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones

At the end of each year, states are required to submit an annual report to the Secretary of Transportation. The annual report should address at least 5% of locations with the most severe safety needs as well as assess remedies, costs, and obstacles associated with reducing these issues. (FHWAa).

### **State Specific Requirements**

In addition to federal requirements, each state has their own set of guidelines when creating HSIP projects. Minnesota, for example, requires that each project either have a benefit/cost ratio of 1.0 or greater or qualify as a low cost “proactive” project. This means that a project’s benefits should either be equal to or greater than its costs. When creating a HSIP project proposal, first read the application guidance for your respective state. Application due dates and project requirements vary from state to state.

### **Examples of HSIP Applications or Application Guidance**

[Alaska](#)

[California](#)

[Colorado](#)

[Idaho](#)

[Illinois](#)

[Indiana](#)

[Minnesota](#)

[New York](#)

[Oregon](#)

[Virginia](#)

[Wisconsin](#)

### **Strategies**

Get to know local and state transportation officials- Convincing local government to use their HSIP funds for bike and pedestrian infrastructure requires working closely with local and state transportation officials. State bike and pedestrian coordinators are a good place to start. A complete list of state DOT bicycle and pedestrian coordinators can be found at [Walkinginfo.org](http://Walkinginfo.org) (The pedestrian and bicycle information center).



Create a Bicycle and pedestrian master plan - Creating a bicycle and pedestrian master plan will help to organize and prioritize bike and pedestrian infrastructure projects. Using Portland's [Bicycle Master Plan](#) as a guide, a good plan should address the following topics:

- Policies and Objectives
- Recommended Bikeway Network
- End-of-Trip Facilities
- Bicycles and Transit
- Education and Encouragement
- Bikeway Design and Engineering Guidelines

Put plans into Action - [Winning Campaigns Training](#), administered by the [Alliance for Biking and Walking](#), is a three day event designed to assist leaders of grassroots bike and pedestrian advocacy organizations. Some of the key strategies addressed in the training include:

- creating realistic but visionary goals
- choosing the best strategies and tactics
- mapping out the power structure in your community
- reaching the right audience with the right message using the right media.

Make the case with numbers- Cyclists and pedestrians represent 13% of fatalities on public roadways, but only receive 1% of federal safety funds. This is a statistic that clearly identifies a need for action. Using available data to highlight the key issues is an effective tool when making the case for bike and pedestrian infrastructure.

Important numbers from 2008

**\$600 million**- amount of unused HSIP funds at the end of the fiscal year

**\$2 million**- amount of HSIP funds spent on bike and pedestrian projects

**5,094**- number of traffic related bike and pedestrian fatalities

“Dangerous by Design,” a report from the [Surface Transportation Policy Partnership](#) and [Transportation for America](#), is also an excellent resource to use when looking for statistics to support the need for bike and pedestrian funding (Ernst and Shoup, 2009). Table 1 identifies some of the most dangerous metropolitan areas for pedestrians using the pedestrian danger index.



Table 1

	<b>Metropolitan Area</b>	<b>2007-2008 Pedestrian Danger Index</b>
1	Orlando-Kissimmee, FL	214.7
2	Tampa-St. Petersburg-Clearwater, FL	201.2
3	Miami-Fort Lauderdale-Pompano Beach, FL	183.1
4	Jacksonville, FL	148.9
5	Memphis, TN-MS-AR	137.9
6	Raleigh-Cary, NC	125.5
7	Louisville/Jefferson County, KY-IN	118.7
8	Atlanta-Sandy Springs-Marietta, GA	114.1
8	Birmingham-Hoover, AL	114.1
10	Houston-Sugar Land-Baytown, TX	113.5

### Overcoming Barriers

When applying for HSIP funds, there are a few common barriers to be aware of. The following list identifies some of these barriers and provides examples of how these issues were addressed by various bike advocates across the country.

#### 1) Insufficient Crash Data

Risk and hazard assessments are beginning to look at corridors instead of single locations. This will allow for a more system-wide approach to improve safety conditions for cyclists and pedestrians (Schafer and Yunk). Recognizing this new opportunity for data collection, A PTA group from northern Virginia conducted their own risk assessment study using online resources as a guide which played a key role in the successful funding of their project.

#### 2) Misunderstanding appropriate application of federal funding programs

In the past, there has been some confusion concerning the difference between HSIP and [Section 402](#) funding. This is largely due to a lack of marketing and education. Although there are some exceptions (addressed earlier in this document), HSIP is generally for safety infrastructure and Section 402 is primarily for safety programs such as education and awareness.

#### 3) Communicating why the proposed project is needed

Virginia's HSIP manager suggests that the most effective way for bike advocacy groups to access HSIP funds for bike and pedestrian projects is to first become familiar with their local highway and traffic engineering officials. It is also useful to provide local government with letters of support from residents, politicians, and other civic associations. This helps to show that the proposed project is needed and will be used.

#### 4) Demonstrating a long term vision

States tend to be more willing to fund bike and pedestrian projects if the final product creates measurable results. While it is difficult to accomplish this with a single project, it is possible to make a large impact with a series of small projects over time. The first step in creating such a project is to encourage your local jurisdiction to adopt a bike and pedestrian master plan. It is also helpful to focus efforts on improving an entire corridor over time rather than a number of intersections throughout the planning area. A systematic approach to improving a problem corridor over time is more likely to produce tangible results and will therefore be more likely to attract funding from state and local governments.

#### Bike and pedestrian HSIP project examples

##### Infrastructure

##### California:

- widen roadway and shoulders, construct curb, gutter, sidewalks, curb ramps and bike lanes on Ayala Drive between Baseline Road and State Road 210 (Rialto)
- construct curb, gutter and sidewalk, install safety lighting, signing and striping for bike lane, widen pavement and shoulders on Buenaventura Avenue (Redding)
- Class II bike lanes on Colima Road from Mar Vista Street to North City Limits (Whittier)

(SCAG)



##### Virginia:

- improve signing at intersections on the WO&D trail (Arlington)
- pave shoulder for bike lane route on Huguenot Road between SR 5400 and SR 683 (Chesterfield County)
- pedestrian crossing and add pedestrian phase US 236 between Little River Turnpike and Hummer Road (VDOT District)
- install pedestrian signals at various locations at Leigh and Clay Streets (City of Richmond)

(VDOT)

**Washington:**

- added paved shoulders to 2 - 3 miles of town road to improve connectivity on a school route
  - slow traffic corridor, add bike lanes, and other traffic calming solutions on Rainier Avenue (Seattle, WA)
  - upgrade crosswalks, lights, signal hardware, and bike lanes along Bremerton Highway (Bremerton, WA)
  - narrow road, add bike lanes & parking, upgrade crosswalks along Lee Boulevard (Richland, WA)
- (WSDOT)

**Non-infrastructure**

Types of eligible non-infrastructure projects include the following:

- a) public awareness campaigns (e.g. share the road, give three feet, and watch for bikes)
- b) outreach to press and community leaders (training on issues?)
- c) traffic education and enforcement in the vicinity of schools
- d) student sessions on bike/pedestrian safety, health, & environment
- e) funding for training volunteers and managers on Safe Routes to School Programs

(FHWAa)

**Conclusion**

HSIP funds are significantly under-utilized and very little has been done to inform bike advocates about how these funds can be used for bike and pedestrian infrastructure. Taking advantage of new standards in data collection allows bike and pedestrian safety issues to be assessed more accurately, helping bike advocates make a stronger case for project funding. Furthermore, organizing public support and making connections with state and local transportation officials are strategies essential to ensuring the successful funding of future projects. Using these strategies, bike advocates can tap into HSIP funds that have historically gone underutilized.

## Appendix A

Virginia 2009/2010 Highway Safety Improvement Program Tentative Projects									
	UPC	Applicant	Contact Name	Project Manager	Program	Project Description	Route	Limits	Program Allocation
2010005	93216	Chesterfield County	Barbara Smith	Daniel Harrison	BPS	Pave shoulder for Bike Lane Route	147 (Huguenot Road)	SR 5400 (Polo Pkwy) to SR 683 (Forest Hill Ave)	\$498,920.00
2010100	93357	City of Richmond	Thomas Flynn	Kerry Batten	BPS	Installation of Pedestrian Signals	US 250 (Broad Street)	250' East of 6th Street and 250' West of Adams Street	\$69,390.00
2010030	93359	City of Richmond	Thomas Flynn	Kerry Batten	BPS	Upgrade existing signal to Mast Arm with Pedestrian Heads and enhanced	VA 161 (Westover Hill Boulevard)	250' South of New Kent Road and 250' North of New Kent Road	\$205,830.00
2010099	93396	City of Richmond	Thomas Flynn	Kerry Batten	BPS	Install Pedestrian Signals at various locations at Leigh and Clay Streets	5th, 7th and Clay and Leigh	North of Leigh, 250' North of Clay	\$28,890.00
2010049	93569	VDOT District	Robert Jastrzebski	Robert Jastrzebski	HSP	Pedestrian crossing and add Pedestrian phase	US 236 (Little River Turnpike)	Little River Turnpike to Hummer Road/ Heritage Driv	\$417,549.60
2010054	93578	VDOT Residency	John Flemming	John Flemming	HSP	Install sidewalk, Pedestrian crossing	Rt 3000 (Prince William Parkway)	300' North of Crossing Place to Homer Road Commuter Parking Lot	\$ 4 50,000.00
2010047	93631	City of Virginia Beach	Mike Shahsiah	Steve Rowan	HSP	Upgrade existing signal to Mast Arm with Pedestrian Heads.	US 58 (Virginia Beach Boulevard)	1600' Route 60 Pacific Ave to Mediterranean Ave	\$ 3 00,000.00
2010064	93669	City of Charlottesville	Jeanette Janiczek	Tracy Elliott	BPS	Installation of Pedestrian fence	Buckingham Branch	Railroad line between Rugby Road and Jefferson Park Ave	\$ 3 82,090.50

## Appendix B.

California 2007/2008 AND 2008/2009 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - SAFETY INDEX PROJECTS							
Program Project ID	District	Agency	MPO	Description of Work/Location of Work	Location of Work	Cost	Federal funds
6436	4	San Ramon	MTC	UPGRADE TRAFFIC SIGNAL ALCOSTA BLVD AND DAVONA DR. INTERSECTION	ALCOSTA BLVD AND DAVONA DR. INTERSECTION	\$320,000.00	\$288,000.00
6586	8	Rialto	SCAG	WIDEN ROADWAY AND SHOULDERS; CONSTRUCT CURB, GUTTER, SIDEWALKS, CURB RAMPS AND BIKE LANES	AYALA DR. BETWEEN BASELINE RD. AND SR 210	\$1,052,200.00	\$900,000.00
6456	2	Redding	SCRTPA	CONSTRUCT CURB, GUTTER AND SIDEWALK; INSTALL SAFETY LIGHTING, SIGNING AND STRIPING FOR BIKE LANE; WIDEN PAVEMENT AND SHOULDERS.	BUENAVENTURA AVE. FROM 400' WEST OF RAILROAD	\$787,500.00	\$708,750.00
6582	7	Whittier	SCAG	INSTALL RIGHT EDGE LINE RUMBLE STRIP BETWEEN VEHICLE TRAVEL AND CLASS II BIKE LANES	COLIMA RD. FROM MAR VISTA ST. TO NORTH CITY LIMITS	\$28,600.00	\$25,740.00
					<b>Total</b>	<b>\$2,188,300.00</b>	<b>\$1,922,490.00</b>

**Appendix C.**

<b>Washington 2009 Highway Safety Improvement Projects: Bike &amp; Pedestrian</b>			
<b>City</b>	<b>Project title</b>	<b>Type of work</b>	<b>Funding</b>
Bremerton	Bremerton Hwy Improvements	Upgrade crosswalks, lights SR310, SR304, SR303, signal hardware, add bike lanes	\$940,500
Port Townsend	Pedestrian Improvements on 112th St	Upgrade signing, add bike lane	\$100,000
Port Townsend	Lee Blvd Improvements	Narrow road, add bike lanes & parking, upgrade crosswalks	\$200,000
Port Townsend	Downtown Bicycle Improvements	Narrow road and add bike lanes	\$619,000
Port Townsend	39th St Pedestrian & Traffic Safety Improvements	Upgrade illumination, signing	\$450,000

## Appendix D.

**Status of Highway Safety Improvement Program (Net) Funding as of 9/30/08**

State	Total Available	FY08 Obligations	Obligated to Date	% Obligated
Alabama	47,552,873\$	23,663,258\$	40,660,227\$	85.5%
Alaska	30,534,652\$	23,738,836\$	29,569,213\$	96.8%
Arizona	84,628,975\$	5,558,374\$	5,558,374\$	6.6%
Arkansas	57,128,279\$	5,915,779\$	11,921,942\$	20.9%
California	307,635,771\$	106,804,114\$	201,814,406\$	65.6%
Colorado	35,422,577\$	16,128,878\$	24,376,668\$	68.8%
Connecticut	30,367,193\$	9,901,176\$	13,656,179\$	45.0%
Delaware	15,505,653\$	8,829,073\$	8,829,073\$	56.9%
District of Columbia	13,909,366\$	1,660,061\$	1,660,061\$	11.9%
Florida	229,430,672\$	39,500,998\$	126,956,109\$	55.3%
Georgia	141,886,249\$	48,212,574\$	133,758,969\$	94.3%
Hawaii	15,634,498\$	1,597,325\$	1,597,325\$	10.2%
Idaho	29,590,958\$	4,827,821\$	15,177,455\$	51.3%
Illinois	117,765,883\$	51,960,830\$	86,271,758\$	73.3%
Indiana	77,223,379\$	18,500,780\$	38,714,979\$	50.1%
Iowa	43,872,751\$	16,328,367\$	22,427,693\$	51.1%
Kansas	51,285,427\$	10,617,585\$	34,417,674\$	67.1%
Kentucky	56,235,194\$	10,678,395\$	25,186,416\$	44.8%
Louisiana	51,501,261\$	23,894,401\$	40,498,316\$	78.6%
Maine	14,292,356\$	6,262,867\$	10,697,496\$	74.8%
Maryland	46,839,460\$	14,969,242\$	17,842,091\$	38.1%
Massachusetts	42,031,684\$	1,754,808\$	1,754,808\$	4.2%
Michigan	85,576,689\$	58,494,638\$	85,565,374\$	100.0%
Minnesota	70,566,644\$	22,451,805\$	43,820,451\$	62.1%
Mississippi	51,070,389\$	20,970,739\$	51,070,389\$	100.0%
Missouri	95,111,758\$	45,423,413\$	95,111,758\$	100.0%
Montana	33,609,890\$	10,772,010\$	27,040,452\$	80.5%
Nebraska	31,452,668\$	537,570\$	9,138,754\$	29.1%
Nevada	27,094,011\$	10,763,162\$	21,201,684\$	78.3%
New Hampshire	16,308,500\$	2,795,535\$	2,795,535\$	17.1%
New Jersey	66,303,592\$	38,067,623\$	56,274,948\$	84.9%
New Mexico	39,226,234\$	20,925,091\$	21,768,374\$	55.5%
New York	104,530,446\$	21,269,850\$	34,036,933\$	32.6%
North Carolina	97,865,077\$	24,403,571\$	33,750,540\$	34.5%
North Dakota	21,593,243\$	6,572,748\$	9,691,444\$	44.9%
Ohio	107,546,269\$	33,791,640\$	72,775,886\$	67.7%
Oklahoma	69,266,844\$	45,428,530\$	68,101,091\$	98.3%
Oregon	41,826,131\$	8,980,038\$	32,004,877\$	76.5%
Pennsylvania	108,492,707\$	30,749,686\$	61,783,235\$	56.9%
Rhode Island	13,959,280\$	4,713,528\$	13,958,332\$	100.0%
South Carolina	76,972,568\$	24,655,361\$	35,553,707\$	46.2%
South Dakota	29,182,221\$	4,735,890\$	4,735,890\$	16.2%
Tennessee	83,036,806\$	31,955,514\$	37,385,649\$	45.0%
Texas	353,862,699\$	147,317,770\$	222,937,369\$	63.0%
Utah	25,613,431\$	11,482,911\$	25,051,371\$	97.8%
Vermont	13,923,017\$	4,772,899\$	5,127,934\$	36.8%
Virginia	59,573,249\$	7,747,533\$	50,515,760\$	84.8%
Washington	50,209,577\$	7,413,937\$	17,369,833\$	34.6%
West Virginia	31,285,567\$	11,291,656\$	25,981,956\$	83.0%
Wisconsin	83,871,039\$	24,509,531\$	50,612,383\$	60.3%
Wyoming	17,840,608\$	9,935,555\$	17,840,608\$	100.0%
<b>Total</b>	<b>3,447,046,265\$</b>	<b>1,144,235,276\$</b>	<b>2,126,349,750\$</b>	<b>61.7%</b>

(ATSSA)



## Appendix E.

2008 Traffic Fatalities by State				
State	Ped Fatalities	Bike Fatalities	Bike/Ped Fatalities	Total Traffic Fatalities
Alabama	66	4	70	966
Alaska	3	1	4	62
Arizona	120	19	139	937
Arkansas	45	5	50	600
California	620	109	729	3,434
Colorado	44	12	56	548
Connecticut	37	5	42	264
Delaware	21	6	27	121
District of Columbia	9	1	10	34
Florida	490	125	615	2,978
Georgia	146	20	166	1,493
Hawaii	20	2	22	107
Idaho	11	2	13	232
Illinois	135	27	162	1,043
Indiana	54	18	72	814
Iowa	17	5	22	412
Kansas	19	6	25	385
Kentucky	67	6	73	826
Louisiana	106	11	117	912
Maine	12	4	16	155
Maryland	116	6	122	591
Massachusetts	75	10	85	363
Michigan	114	25	139	980
Minnesota	26	13	39	456
Mississippi	50	4	54	783
Missouri	63	3	66	960
Montana	11	3	14	229
Nebraska	5	0	5	208
Nevada	56	7	63	324
New Hampshire	7	2	9	139
New Jersey	135	20	155	590
New Mexico	39	7	46	366
New York	294	42	336	1,231
North Carolina	160	32	192	1,433
North Dakota	6	1	7	104
Ohio	98	18	116	1,190
Oklahoma	51	4	55	749
Oregon	51	10	61	416
Pennsylvania	137	8	145	1,468
Rhode Island	12	1	13	65
South Carolina	100	14	114	920
South Dakota	9	0	9	119
Tennessee	60	7	67	1,035
Texas	416	53	469	3,382
Utah	32	4	36	275
Vermont	1	0	1	73
Virginia	76	13	89	824
Washington	63	9	72	521
West Virginia	13	2	15	380
Wisconsin	53	9	62	605
Wyoming	7	1	8	159
<b>Total</b>	<b>4,378</b>	<b>716</b>	<b>5,094</b>	<b>37,261</b>

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