



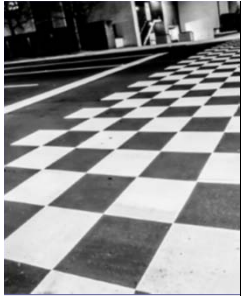
Webinar on Educating Young Drivers on Pedestrian and Bicycle Safety

For State Administrators, ADTSEA State Affiliates, State Driver Licensing Agencies and Highway Safety Offices

Hosted by: ADTSEA 

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Supported By:  and 



Welcome



- Welcome to the Webinar on Educating Young Drivers on Pedestrian and Bicycle Safety.
- We appreciate you taking the time to participate in this webinar and your willingness to learn more about educating young drivers.



Purpose of the Webinar



- To increase awareness of the pedestrian and bicycle crash problem, review how driver education and other education and outreach programs are addressing the problem, and identify opportunities and resources to enhance and expand efforts to combat the problem.



Introductions and Opening Remarks



- Allen Robinson, ADTSEA CEO
- Jim Wright, Manager, Driver Licensing Programs, NHTSA
- Brian McLaughlin, Senior Associate Administrator, NHTSA



Introductions



- Brett Robinson, Highway Safety Services, ANSTSE Secretariat
- Dr. William E. Van Tassel, AAA, ANSTSE Chairperson



Association of National Stakeholders in Traffic Safety Education ANSTSE



- Formed as a result of the Administrative Standards project initiated by NHTSA
- Volunteers representing National Associations
- Premise of voluntary consensus-seeking partnerships that identify and advocate areas of common ground for the improvement of traffic safety education in America

ANSTSE Members



American
Automobile
Association
(AAA)
National



AAA
Foundation
for
Traffic Safety



American
Association of
Motor Vehicle
Administrators
(AAMVA)



American
Driver and
Traffic Safety
Education
Association
(ADTSEA)



Driver Education and
Training
Administrators (DETA)



Driving
School
Association of
the Americas
(DSAA)



Governors
Highway
Safety
Association
(GHSA)



Transportation
Research Board
(TRB)



Overview of the Pedestrian and Bicycle Crash Problem

Ruth Esteban-Muir

Program Manager

Pedestrian and Bicyclists Safety Programs

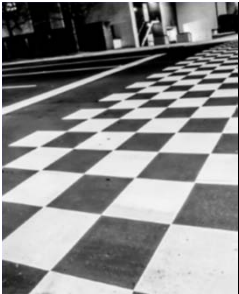
NHTSA

Motor Vehicle Crash Fatality and Injury Rates

People Killed and Injured in Motor Vehicle Crashes, and Fatality and Injury Rates, 2003–2012

| Year | Killed | Resident Population (Thousands) | Fatality Rate per 100,000 Population | Licensed Drivers (Thousands) | Fatality Rate per 100,000 Licensed Drivers | Registered Motor Vehicles (Thousands) | Fatality Rate per 100,000 Registered Vehicles | Vehicle Miles Traveled (Billions) | Fatality Rate per 100 Million VMT |
|------|-----------|---------------------------------|--------------------------------------|------------------------------|--|---------------------------------------|---|-----------------------------------|-----------------------------------|
| 2008 | 37,423 | 304,094 | 12.31 | 208,321 | 17.96 | 259,360 | 14.43 | 2,977 | 1.26 |
| 2009 | 33,883 | 306,772 | 11.05 | 209,618 | 16.16 | 258,958 | 13.08 | 2,957 | 1.15 |
| 2010 | 32,999 | 309,326 | 10.67 | 210,115 | 15.71 | 257,312 | 12.82 | 2,967 | 1.11 |
| 2011 | 32,479 | 311,588 | 10.42 | 211,875 | 15.33 | 265,043 | 12.25 | 2,950 | 1.10 |
| 2012 | 33,561 | 313,914 | 10.69 | 211,815 | 15.84 | 265,647 | 12.63 | 2,969 | 1.13 |
| Year | Injured | Resident Population (Thousands) | Injury Rate per 100,000 population | Licensed Drivers (Thousands) | Injury Rate per 100,000 Licensed Drivers | Registered Motor Vehicles (Thousands) | Injury Rate per 100,000 Registered Vehicles | Vehicle Miles Traveled (Billions) | Injury Rate per 100 Million VMT |
| 2008 | 2,346,000 | 304,094 | 771 | 208,321 | 1,126 | 259,360 | 904 | 2,977 | 79 |
| 2009 | 2,217,000 | 306,772 | 723 | 209,618 | 1,058 | 258,958 | 856 | 2,957 | 75 |
| 2010 | 2,239,000 | 309,326 | 724 | 210,115 | 1,066 | 257,312 | 870 | 2,967 | 75 |
| 2011 | 2,217,000 | 311,588 | 712 | 211,875 | 1,046 | 265,043 | 836 | 2,950 | 75 |
| 2012 | 2,362,000 | 313,914 | 752 | 211,815 | 1,115 | 265,647 | 889 | 2,969 | 80 |

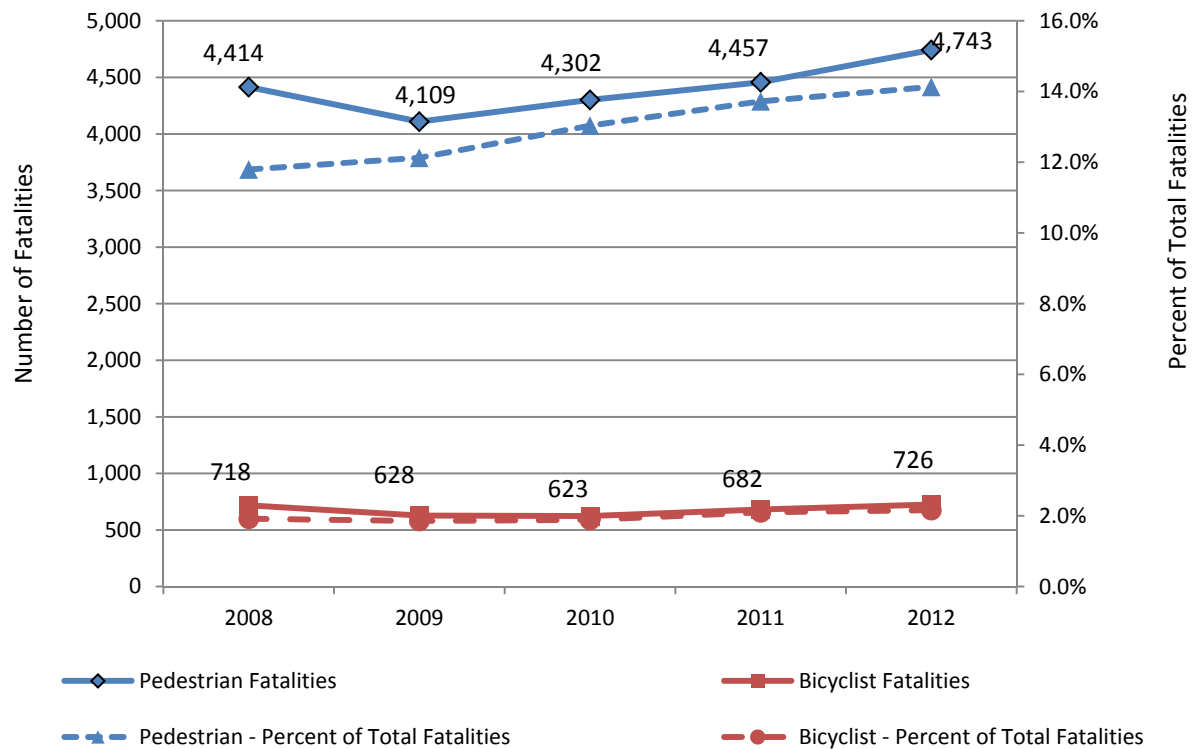
Sources: Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration; Registered Vehicles — Polk (1999-2010 Old NVPP and 2011-2012 New NVPP) and Federal Highway Administration; Population — U.S. Bureau of the Census.



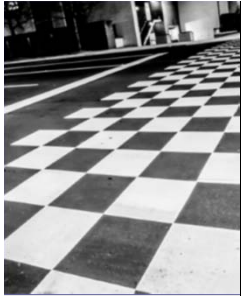
Bicyclist and Pedestrian Fatalities



Number of Bicyclist and Pedestrian Fatalities and Percentage of Total Motor Vehicle Fatalities, 2008-2012



Sources: NHTSA Traffic Safety Facts 2008-2012 Data, Pedestrians
NHTSA Traffic Safety Facts 2008-2012 Data, Bicyclists and Other Cyclists



Data Details



- Primarily urban
- Non intersections
- Low light conditions
- Males
- Average age: Pedestrian, 46
Bicyclists, 43
- Significant alcohol-involved

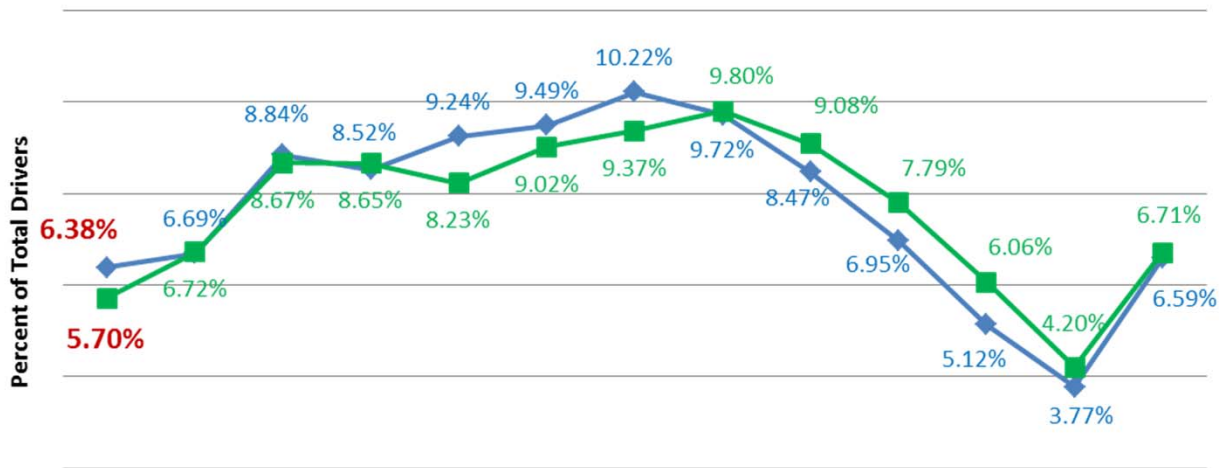
Source: FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2012 ARF



Licensed Drivers by Age



Licensed Drivers by Age Group 2008 & 2012



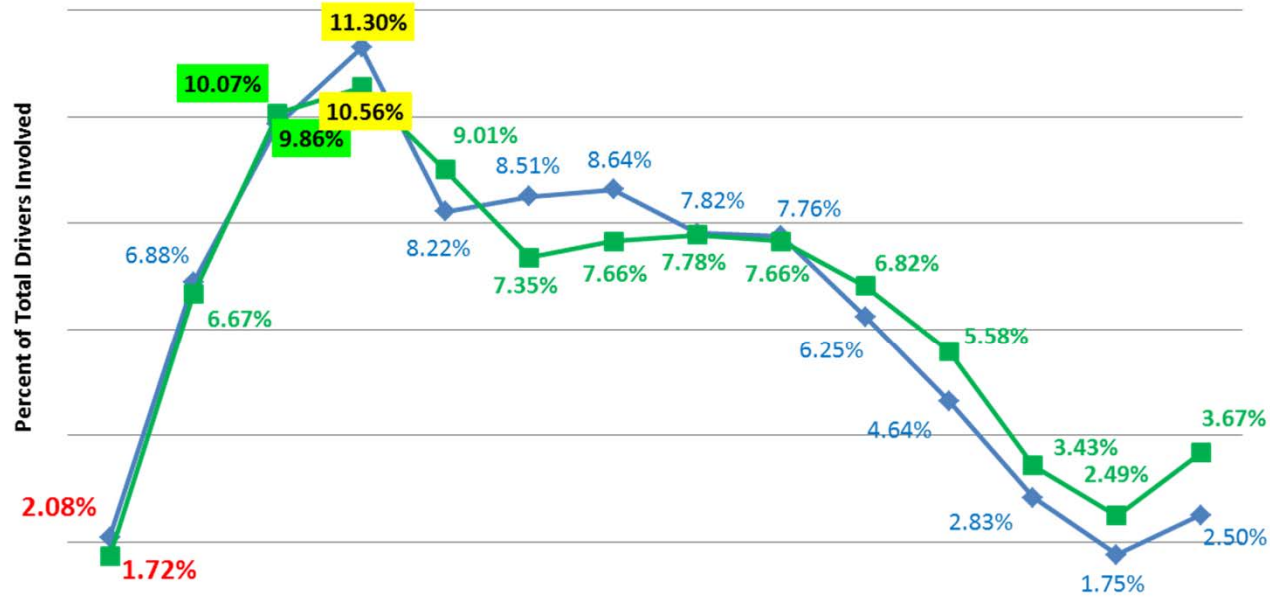
Total
Licensed Drivers:
 2008: 208,320,601
 2012: 211,814,830

| | 20 AND UNDER | 21-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75+ |
|------|--------------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|
| 2008 | 6.38% | 6.69% | 8.84% | 8.52% | 9.24% | 9.49% | 10.22% | 9.72% | 8.47% | 6.95% | 5.12% | 3.77% | 6.59% |
| 2012 | 5.70% | 6.72% | 8.67% | 8.65% | 8.23% | 9.02% | 9.37% | 9.80% | 9.08% | 7.79% | 6.06% | 4.20% | 6.71% |

Source: FHWA Highway Statistics 2008-2012

Pedestrian and Bicyclist Fatal Crashes by Age

Percent of Drivers Involved in Pedestrian & Bicyclist Fatal Crashes by Age 2008-2012



Total # Drivers Involved:
 2008: 5,476
 2012: 5,861

Source: FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2008-2011 FINAL & 2012 ARF



Top Mistakes We Make



Pedestrians

- Enters street incorrectly (mid-block, non-intersection)
- Fails to stop at intersection
- Walks in wrong direction
- Walking impaired
- Inconspicuous

Bicyclists

- Enters street without yielding
- Turns or swerves suddenly
- Rides through stop sign or red light
- Rides wrong direction
- Inconspicuous

Drivers

- Improper turns
- Failing to search
- Turning right on red
- Driving too fast
- Overtaking & not seeing




Information Provided to Young Drivers on Pedestrian and Bicycle Safety – ADTSEA Feedback from the States

Christie Falgione, Director of Traffic Safety and
Licensing, Highway Safety Services



Information Provided to Young Drivers on Pedestrian and Bicycle Safety



- ADTSEA  examined what is provided in driver education on pedestrian and bicycle safety.
- 30 out of 31 States examined provide information on pedestrians and bicyclists
- Mostly through lesson plans, handouts and videos. Curricula and driver's manuals common as well.



Information Provided to Young Drivers on Pedestrian and Bicycle Safety



- Most obtained through websites, DOT or DMV offices, and curricula
- Some states have their own bicycle coalitions or foundations (VT, ME, OR)
- Most states review their programs yearly and most updated within the last two years (2012-2014)




Information Provided to Young Drivers on Pedestrian and Bicycle Safety – AAMVA Feedback from the States

Michael Calvin, Senior Advisor for Strategic
Initiatives, AAMVA



Information Provided to Young Drivers on Pedestrian and Bicycle Safety



- AAMVA  examined what is provided by licensing agencies on pedestrian and bicycle safety.
- All 33 jurisdictions examined provide information on pedestrian and bicycle safety in their driver manual
- About half of the jurisdictions (16) examined provide additional information, mostly through pamphlets and websites.



Information Provided to Young Drivers on Pedestrian and Bicycle Safety



- 6 jurisdictions responded that it is required, by law, to include knowledge test questions on pedestrian and bicycle safety.
- The number of test questions related to pedestrian and bicycle safety in a jurisdiction's bank of questions varies greatly from 1 question (SC) to 54 questions (Quebec) in the bank. 6 is the most common number of questions in the test bank.



Information Provided to Young Drivers on Pedestrian and Bicycle Safety



- Most jurisdictions have randomized questioning therefore there may not be a question on each test.
- Majority of jurisdictions have 3 questions on each knowledge test related to pedestrian and bicycle safety.
- Jurisdictions vary on when information was reviewed last, anywhere from 2007 to 2014. The majority have revised their materials in 2013.



How to Provide Information on Pedestrian and Bicycle Safety to Young Drivers – ADTSEA, AAA and other Driver Education Materials

Allen Robinson, ADTSEA CEO

Bill Van Tassel, AAA, ANSTSE Chairperson



ADTSEA Driver Education Curriculum 3.0



ADTSEA Driver Education Curriculum 3.0



Developed By
The American Driver and Traffic Safety
Education Association



1003

www.adtsea.org

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<http://www.adtsea.org/ADTSEA%20Curriculum%20Overview.html>

ADTSEA Model 3.0 Curriculum Pedestrian Safety

Sharing the Road with Pedestrians

Fact Sheet 8.2
Content Information

Sharing the Road with Pedestrians

Always recognize that pedestrians are especially defenseless, because they do not have the same protection drivers have in a vehicle. Drivers have a responsibility to take every precaution to avoid hitting pedestrians.

Pedestrians who do not drive, especially children and older people do not know the traffic laws and what a driver can do with a motor vehicle; therefore, they may take more risks and can cause serious problems. Pedestrians are also difficult to see, and drivers have difficulty determining their intentions. Allow for more time and space for pedestrians as you would for any other vehicle on the road.

- Yield to pedestrians at all times, even if they are not in a crosswalk and they are crossing the street where they should not be.
- Sometimes you will see mid-block crosswalks between intersections which require you to yield as you would at an intersection. Mid-block crossings have warning signs and pavement markings.
- Even when you are facing a green light, you must yield the right-of-way to all pedestrians in the intersection. You only have the right-of-way when your intended path is clear.
- When preparing to make a left turn or U-turn, check for pedestrians in your path, even if you have a green arrow.
- As you prepare for a right turn, especially on a red traffic signal, be cautious of pedestrians approaching on your right.
- When approaching a stopped vehicle from behind, slow down and do not pass until you are sure that there are no pedestrians crossing in front of it. You may not pass a vehicle stopped for a crosswalk even on multi-lane roads.
- Always check for pedestrians in your path before backing, especially in shopping centers or places where there are many pedestrians.
- Be careful in school, playground and residential areas where children could run out from between parked vehicles. It is a good idea to drive slower than the speed limit in these areas and be prepared to stop quickly.
- In a school zone when lights are flashing or children are present, you must obey a slower speed limit. At a school crossing where there is traffic patrol, stop and yield when you are signaled to do so.



Sharing the Road with Pedestrians



Yield to pedestrians at all times



Yield at mid-block crossings



Check for pedestrians when making left turns



Be cautious of pedestrians when making a right turn

Slide 8.3



Sharing the Road with Pedestrians



Check for pedestrians before passing stopped vehicle



Check for pedestrians in shopping centers



Be careful in school and residential areas



Obey slower speed limit in school zone

Slide 8.4



ADTSEA Model 3.0 Curriculum Bicycle Safety

Sharing the Road with Bicycles

Fact Sheet 8.3
Content Information

Sharing the Road with Bicycles

Bicycles are becoming increasingly more popular; therefore, it is important to become aware of how to share the road with bicycles. Bicyclists may not be easily seen in traffic. Drivers must be alert for bicyclists and be extra careful when approaching them. Just as motorists have different levels of skill; bicyclists also have varying levels of skills. A skillful bicyclist rides predictably and holds a steady line. An unskillful bicyclist may swerve unpredictably, ignore traffic signs and signals, and ride without a light at night. If you see an unskillful bicyclist, be ready for any sudden movements.

- Bicycles are legally entitled to use the road and should be treated as vehicles. Drivers must yield to bicyclists as you would for pedestrians and other vehicles.
- Drivers must yield the right-of-way to a bicyclist when a bicycle path or bike lane intersects a road.
- Do not attempt to share a lane with the cyclist. Follow the bicycle and wait for a safe opportunity to pass.
- When approaching or passing a bicyclist, slow down and allow as much space as possible. If you are about to make a right turn, do not pass a bicyclist immediately before the turn, slow down and let the cyclist clear the intersection before making your turn.
- Be careful after you have passed a bicyclist. Do not slow down or stop quickly. A motor vehicle's brakes are more powerful than a bicycle's, and sudden stopping could cause a crash.
- Do not sound your horn close to bicyclists, unless there is a chance of a collision. Sounding your horn to alert your presence may startle them and cause them to steer into your path and crash.
- When making turns, watch carefully for bicyclists entering your lane. Be especially careful if you see children riding bikes on the sidewalk. They may come onto the road.
- Never turn sharply in front of a bicyclist and do not force a bicyclist off the road.
- Although bicyclists are required to ride in the direction of traffic, drivers should look for them riding anywhere on the roadway.
- Be particularly careful around bicyclists when the roadway is wet or covered with sand or gravel. Like motor vehicles, bicycles cannot brake as quickly or turn as sharply under these conditions. Road conditions which lessen traction affect bicycles much more than vehicles.
- You should check for bicyclists in your path before backing. Be especially cautious near schools or residential areas where bicyclists may be present.

Sharing the Road with Bicycles



Bicycles are legally entitled to use the road



Yield to bicyclists the same as you would for pedestrians and vehicles



Do not attempt to share a lane with a cyclist



When approaching or passing a bicyclist slow down and give space

Slide 8.5



Sharing the Road with Bicycles



Check for bicyclists before turning and backing



Do not slow down or stop quickly after passing a bicycle



Do not sound horn close to bicyclists



Yield to bicyclists when bike lane intersects a road

Slide 8.6



ADTSEA Website Resources

www.adtsea.org



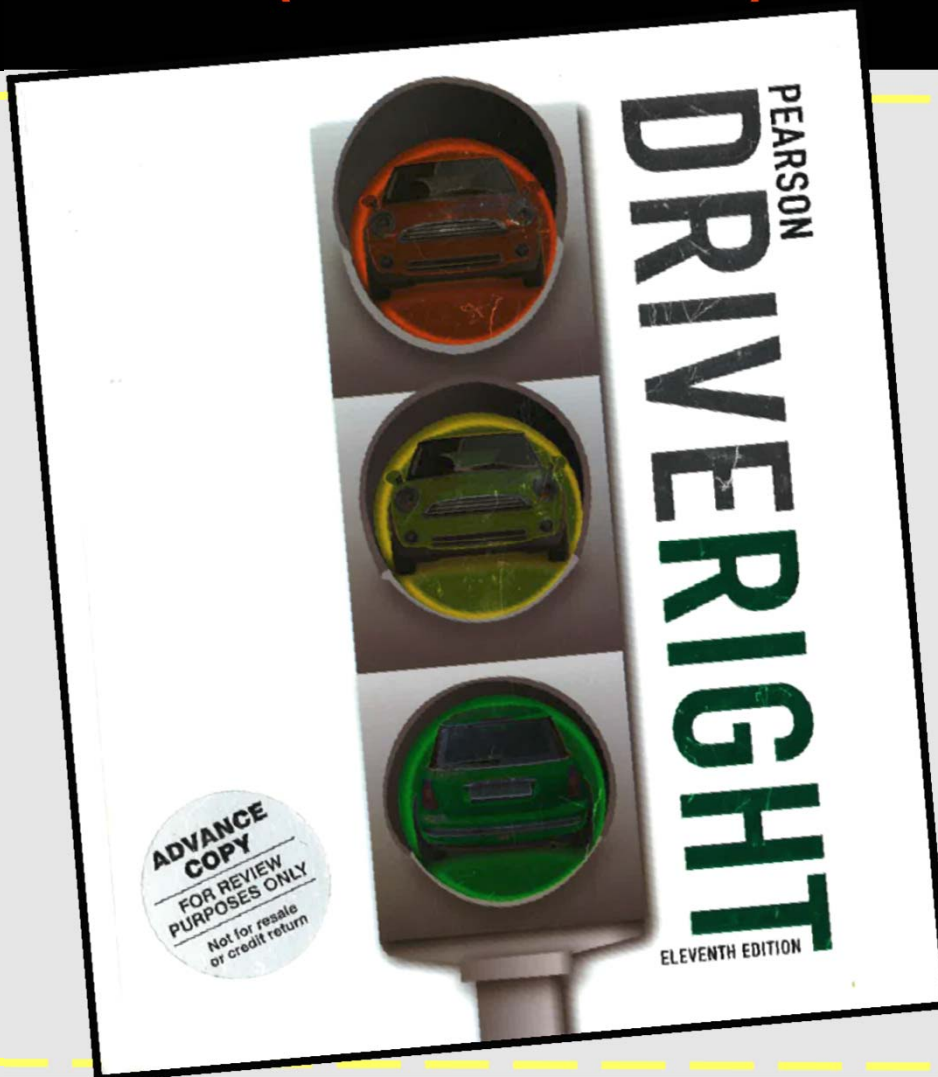
- Comprehensive unit on sharing the road with bicyclists developed by the Adam Little Foundation

- Includes a lesson plan with objectives and content specific to sharing the road with bicyclists.
- Accompanied with a PowerPoint presentation, which can be utilized by driver education teachers in the classroom.





DriveRight™ (Prentice Hall)





DriveRight™ (Prentice Hall)



lesson 11.1 PEDESTRIANS

OBJECTIVES

- Identify factors that put pedestrians at risk.
- Explain the correct procedures for interacting with pedestrians in different situations.
- Describe actions that pedestrians can take to ensure their own safety.

VOCABULARY

- jaywalk

Of all roadway users, pedestrians are the most vulnerable. In the United States, colliders injure an average of 1 pedestrian every 8 minutes and kill 1 pedestrian every 108 minutes.

Many pedestrians are not fully aware of traffic laws and signals. The greatest risk of injury is among children and seniors. Children are less visible to drivers and often lack judgment to know when it is safe to cross streets. Seniors may not hear or see well; and some may walk more slowly.

Often drivers fail to see pedestrians, and some pedestrians are careless or in a hurry and take chances on the roadway. Some pedestrians **jaywalk**, or disregard traffic rules and signals. Jaywalkers may cross against a light or dart out from between parked cars. Nearly half of all pedestrian fatalities involve the use of alcohol by the driver or pedestrian.

Protecting Pedestrians

Pedestrians may cross a road anywhere. As a driver, you have a legal and moral obligation to protect them in every situation. If you are alert in situations where they are likely to enter the roadway, you can reduce the risk of conflict. Use the IPDE Process and always be ready to yield to pedestrians. Be particularly alert in the following situations.

Crosswalks Pedestrians have the right of way when crossing within a crosswalk. Marked crosswalks may be located at intersections or mid-block. Collisions often occur in crosswalks when drivers fail to look for pedestrians and pedestrians assume the driver will yield to them.

Some crosswalks are controlled by signals that tell pedestrians when to cross. However, signals may not give enough time for all pedestrians to clear the crosswalk. You must yield until everyone has cleared the crosswalk, even if your light is green.

FIGURE 1 Pedestrians can often be inattentive to their surroundings. **Identify** What two high-risk behaviors are these pedestrians demonstrating?



lesson 11.2 BICYCLES AND MOPEDS

OBJECTIVES

- Explain why riders of bicycles and mopeds are vulnerable on the roadway.
- Describe how to search for cyclists and how to predict their actions.
- Identify actions drivers can take to help protect cyclists.
- List the guidelines to follow when riding bicycles and mopeds.

VOCABULARY

- moped

Bicycles and mopeds are popular forms of transportation and recreation. Sharing the road with these small vehicles requires particular attention.

A **moped** is a small, two-wheeled vehicle that can be driven with either a motor or pedals. The word *moped* comes from combining the *mo* in motor-driven with the *ped* in pedal-driven. Like a motorcycle, a moped is powered by an engine and controlled by a hand throttle. Like a bicycle, a moped can be pedaled and can be stopped with a hand brake.

Mopeds have very small engines, with maximum speeds of only 20 to 35 mph. Their small size makes them economical and easy to navigate. But their low power makes it hard for them to keep up with the flow of traffic, so they are vulnerable among larger and faster vehicles. Mopeds are not permitted on high-speed roadways.

Searching for Bicycles and Mopeds

You may encounter bicycles and mopeds almost anywhere you drive. Their small size makes them hard to see, especially at intersections. Their size also makes it difficult to judge their speed and distance—they often appear to be moving much slower than they really are.

Use the IPDE Process to actively search for bicycles and mopeds. Scan widely enough to include the sides of the roadways.

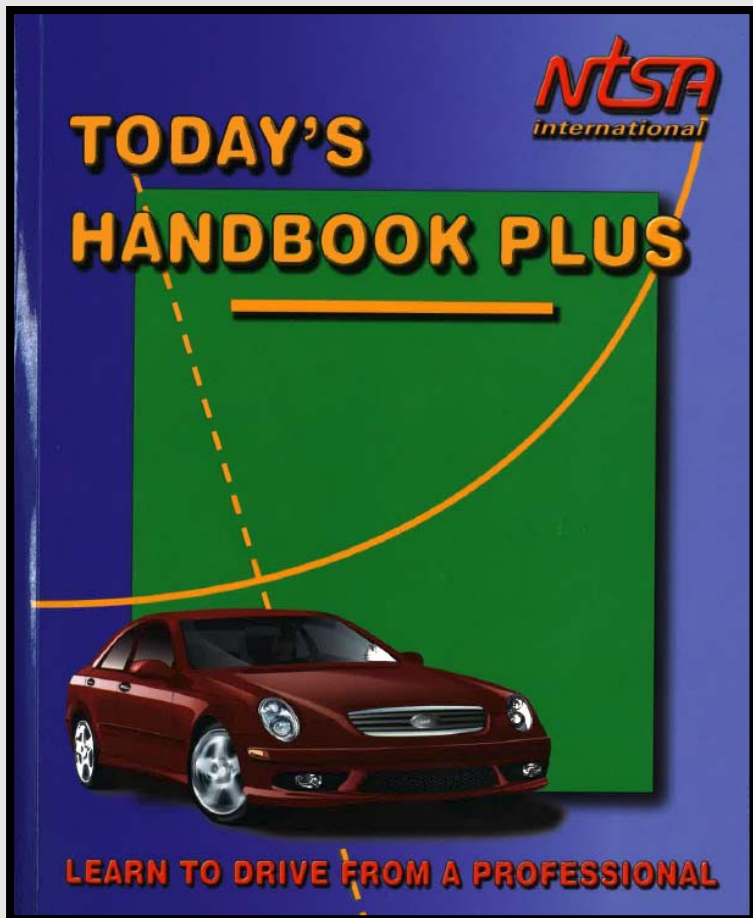
FIGURE 4



Because mopeds are small and maneuverable, they can surprise motorists. Always signal well in advance before making a turn or lane change.



Handbook Plus™ (NTSA Intl.)



ANIMALS

Small animals, whether a dog in the city or a raccoon in the country, may dart into your path. Check traffic, then brake sharply if it can be done safely; never risk a collision or put someone's life in jeopardy to avoid a small animal. Swerve to avoid, only after checking carefully.

Large animals, like deer, horses, etc., can cause considerable damage to your vehicle and its occupants. Swerve or brake sharply (release prior to impact) and, if a collision is inevitable, choose the less critical of these options.

In either situation, you can minimize the hazard by scanning for animals, reducing your speed and leaving as wide a margin of safety as possible. Be especially vigilant at dusk, at night, in fog, and when signs are posted to warn of animal crossings or "Open Range".

BICYCLES

Cyclists are using the HTS in ever increasing numbers for pleasure, to work,

or to commute. They swerve to avoid storm drains, puddles, potholes, and debris on the roadway and may move into your path. Many disregard traffic signs, signals, and rules of right-of-way. Often they ride at excessive speeds for the driving conditions.

Check for cyclists before turning, changing lanes, or opening your door when parked. Make cyclists aware of your position and your intentions. Tap the horn (from a distance) to communicate. Be sure to give them plenty of space when passing in the city and even more when passing in the country where the higher speed may cause cyclists problems because of air turbulence. Never pass when there is oncoming traffic.

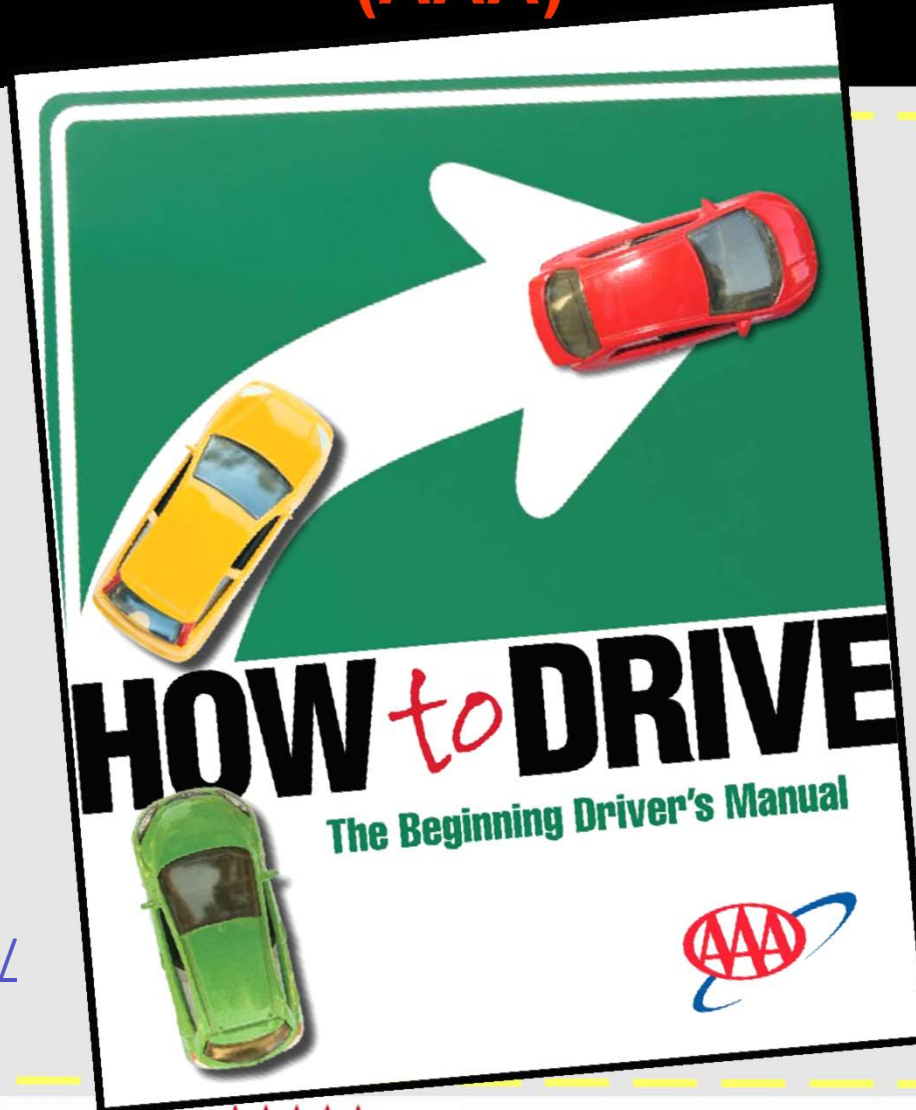
SAFETY TIPS

In 2001, 728 pedalcyclists were killed and 45,000 were injured in traffic crashes in the United States.

More than one-fifth of the pedalcyclists killed in traffic crashes in 2001 were between 5 and 15 years old. 56 percent of the pedalcyclists killed in traffic crashes in 2001 were between 25 and 64 years old. Alcohol involvement - either by the driver or the cyclist - was reported in more than one-third of the fatal crashes in 2001. NHTSA - DOT HS 809 477

1.4 THE HIGHWAY TRANSPORTATION SYSTEM

How to Drive™ (AAA)



<http://exchange.aaa.com/>





How to Drive™ (AAA)



Chapter 11: Sharing the Road with Other Users

Inattentive pedestrians

When it is raining, snowing or foggy, it may be even more difficult to see pedestrians. Plus, because of umbrellas, hoods and hats, they may not see you.



HOW to DRIVE



Chapter 11: Sharing the Road with Other Users

Bicycles

Bikes demand increased awareness



HOW to DRIVE





How to Drive™ (AAA)



AAA Web Resources



HOME > SAFETY > PEDESTRIAN SAFETY



Pedestrian Safety

Like 19 Tweet 3 Share 4

Everyone is a pedestrian at some point. Every time you leave your house, walk into a store, cross the street with your child, go for a jog or walk through a park, you are a pedestrian.

While fatalities from traffic crashes have decreased over the past decade, the number of pedestrian fatalities has fluctuated very little. According to NHTSA's National Center for Statistics and Analysis, pedestrian deaths in 2012 accounted for 14 percent of all traffic related fatalities. You might walk for fun, for your health or as a means of transportation. Whatever the reason, everyone is a pedestrian at some point, and everyone plays a role in keeping our roadways safe.



2014 AAA Video Safety Matters from AAA Public Affairs.

- > CHILD SAFETY
- > TEEN DRIVER SAFETY
- > SENIOR DRIVER SAFETY
- > ROADWAY SAFETY
- > BICYCLE SAFETY
- > COMMERCIAL VEHICLES
- > PEDESTRIAN SAFETY
- > Tips for Pedestrian Safety
- > Types of Pedestrians
- > Pedestrian Collisions
- > Pedestrian Signs and Signals
- > DISTRACTED DRIVING
- > DRUNKEN DRIVING
- > MOTORCYCLE SAFETY
- > STATE LAWS

DID YOU KNOW?

AAA's current CEO, Robert L. Darvelnet is a native to Canada who began his career at AAA driving an emergency road-service vehicle. Along the way to his stint as CEO, he earned baccalaureate and law degrees.



<http://exchange.aaa.com/safety/pedestrian-safety/>

AAA Web Resources



HOME > SAFETY > BICYCLE SAFETY



Bicycle Safety

Like 572 Tweet 445 Share 67

Cyclists are sons, daughters, mothers and fathers. By showing common courtesy and respect on the road, we can ensure the two-way street is a safe street for all.

Video created in partnership with the Share the Road Cycling Coalition and CAA.



- > CHILD SAFETY
- > TEEN DRIVER SAFETY
- > SENIOR DRIVER SAFETY
- > ROADWAY SAFETY
- > **BICYCLE SAFETY**
 - > Bicycle Equipment
 - > On the Road
 - > Riding Skills & Tips
 - > Common Vehicle/Bike Collisions
 - > Bicycle Maintenance & Care
- > COMMERCIAL VEHICLES
- > PEDESTRIAN SAFETY
- > DISTRACTED DRIVING
- > DRUNKEN DRIVING
- > MOTORCYCLE SAFETY
- > STATE LAWS

DID YOU KNOW?

AAA's online AutoManager™ service can send vehicle maintenance and payment reminders to members via e-mail.



<http://exchange.aaa.com/safety/bicycle-safety/>

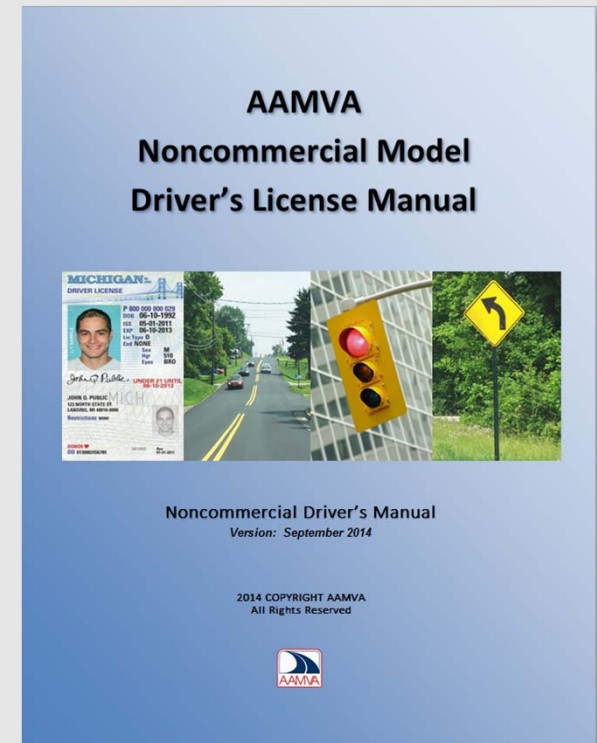


AAMVA Noncommercial Model Driver's Manual and Knowledge Test Item Pool

Michael Calvin, AAMVA

AAMVA Noncommercial Model Driver's Manual

- Developed for States to adopt and utilize as their noncommercial driver's manual
- Includes model content on sharing the road with pedestrians and bicycles



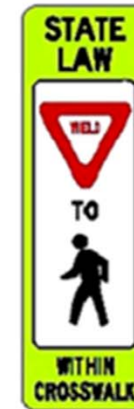
AAMVA Driver Manual Pedestrians



Pedestrians

As a driver:

- Always yield to pedestrians even if they are not in a crosswalk.
- Be aware of pedestrians crossing at mid-block crosswalks. They may not be marked by warning signs and road markings.
- Always yield to the vision-impaired. When a pedestrian is crossing a street with a guide dog or carrying a white cane, you must come to a complete stop.
- Yield to all pedestrians even if the traffic light is green.
- When making a right or left turn on red, you must yield to pedestrians.
- Watch for pedestrians when driving next to parked or stopped vehicles.
- Check for pedestrians before backing, especially in parking lots.
- Slow down near playgrounds and in residential areas. Children can run out from between parked vehicles. Be ready to stop quickly.
- In a school zone when lights are flashing or children are present, you must obey a slower speed limit. At school crossings where there is a traffic patrol, stop and yield as signaled.



SCHOOL

SPEED

20

WHEN FLASHING



AAMVA Driver Manual - Bicycles

Bicycles

Bicycles are considered vehicles. Bicyclists must follow the same rules of the road as other vehicles. A bicyclist has the same rights and responsibilities as you.

Bicycles are hard to see in traffic. Search for them and be extra careful around them. Bicyclists have varying skill levels. A skillful rider is predictable and holds a steady line. An unskillful rider may swerve without notice, ignore traffic signs and signals, and ride without a light at night. Be ready for sudden turns.

As a driver you must:

- Yield to bicyclists at intersections, just like you do for pedestrians and other vehicles.
- Yield right-of-way when a bicycle path or bike lane crosses a road. Do not stop, park or drive in a bicycle lane unless you are entering or leaving an alley or driveway.
- Slow and allow as much space as you can when approaching or passing a bicycle. Slow down and let a cyclist clear an intersection before you make a turn.
- Don't slow or stop quickly. You can stop more quickly than a bicycle. You could cause a crash.
- Do not use your horn close to bicycles unless there is a chance of a crash. Your horn could startle them and cause them to steer into your path.
- Watch for bicyclists entering your lane. Watch out if you see children riding bikes on the sidewalk. They may ride onto the road.
- Do not turn sharply in front of bicycles. Do not force a bicyclist off the road.
- Although bicyclists are required to ride in the direction of traffic, you should look for them riding anywhere on the road.
- Be extra careful around bicyclists when the road is wet or has sand or gravel. These things affect bicycles much more than other vehicles.
- Cooperate with bicyclists. They have to use hand signals when turning and stopping. They may not be able to signal if conditions require both hands on the handlebars. Look for other clues of what they plan to do. Riders usually turn their head or look over their shoulder before changing lanes.



Stop Left Turn Right Turn or Right Turn

- When parked on the street, check to the sides and rear for bicycles before you open your door.
- Check for bicyclists in your path before backing up. Be extra cautious near schools or residential areas where riders may be present.
- [Insert jurisdiction information pertaining to riding a bicycle while impaired.]

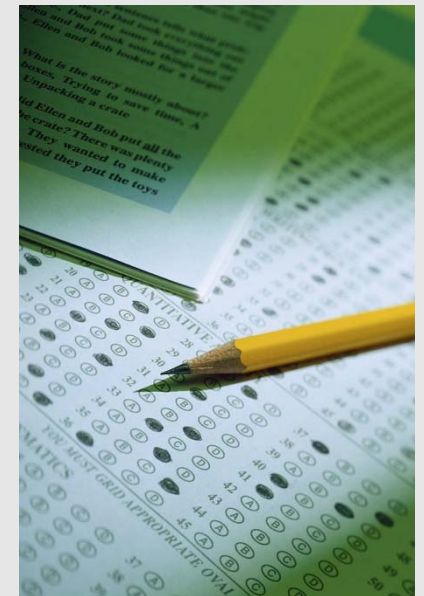




AAMVA Knowledge Test Item Pool



- The knowledge test item pool contains 11 questions related to sharing the road with pedestrian and bicycles out of the total of 180 questions.
- Accounts for 6% of the knowledge test item pool.





Infrastructure Used to Address Pedestrian and Bicycle Safety and Maneuvering these Roadway Designs

Tamara Redmon

Pedestrian Safety Program Manager, FHWA



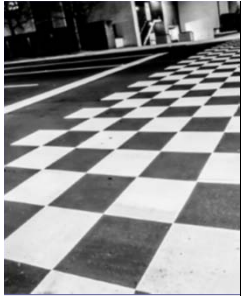
The FHWA's Role in Pedestrian and Bicycle Safety



- Pedestrian safety improvements depend on an integrated approach that involves the 4 E's: Engineering, Enforcement, Education, and Emergency Services.



- The FHWA's Office of Safety addresses the Engineering/Infrastructure piece and develops projects, programs and materials for use in reducing pedestrian and bicyclist fatalities.



Infrastructure Used to Address Pedestrian and Bicycle Safety















- Pedestrian Hybrid Beacon (PHB)
- Rectangular Rapid Flash Beacon (RRFB)
- Sharrow
- Bike Lane
- Roundabout

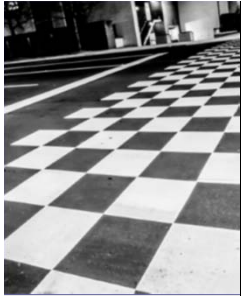


Maneuvering Roadway Designs Developed for Pedestrians and Bicyclists: PHB



PEDESTRIAN HYBRID BEACON / HAWK SIGNAL SEQUENCE

| DRIVERS | | PEDESTRIANS | |
|--|--|--|---|
| See This | Do This | See This | Do This |
|  Dark | Proceed with Caution The signal is normally dark |  Hand | Push the Button to Cross Street |
|  Flashing Yellow | Slow Down, Prepare to Stop A pedestrian has activated the pushbutton |  Hand | Wait Traffic is preparing to stop |
|  Steady Yellow | Stop if Safe to Do So |  Hand | Continue Waiting Traffic is beginning to stop |
|  Steady Red | Stop, Remain Stopped Pedestrians are in the crosswalk |  Walking Person | Start Crossing Look for traffic from both directions prior to crossing |
|  Alternating Red (Like a Railroad Crossing) | Stop, Proceed with Caution if Crosswalk is Clear |  Flashing Hand & Countdown | Continue Crossing The countdown indicates how much time is left to finish crossing the street |
|  Dark | Proceed with Caution |  Hand | Push the Button to Cross Street |



Maneuvering Roadway Designs Developed for Pedestrians and Bicyclists: Sharrow



shar·row noun /sharō/

1. The **Shared-Lane Pavement Marking**, used to enhance the **safe travel of bicycles and motor vehicles in the same traffic lane**.
2. A pavement marking which tells bicyclists where to safely ride, and **alerts motorists where to expect bicycles**.
3. **The Sharrow:**
 - **Helps position bicyclists on narrow lanes, where cars and bikes cannot travel side-by-side safely.**
 - Guides bicyclists to a safe position next to parking lanes, outside the "Door Zone".
 - Alerts motorists to where bicycles may use the full lane, as Florida law allows.
 - Encourages safe passing.
 - Reduces wrong-way bicycling.

Under Florida law, bicycles have the same rights and responsibilities as motor vehicles. Jacksonville embraces safe alternate transportation.

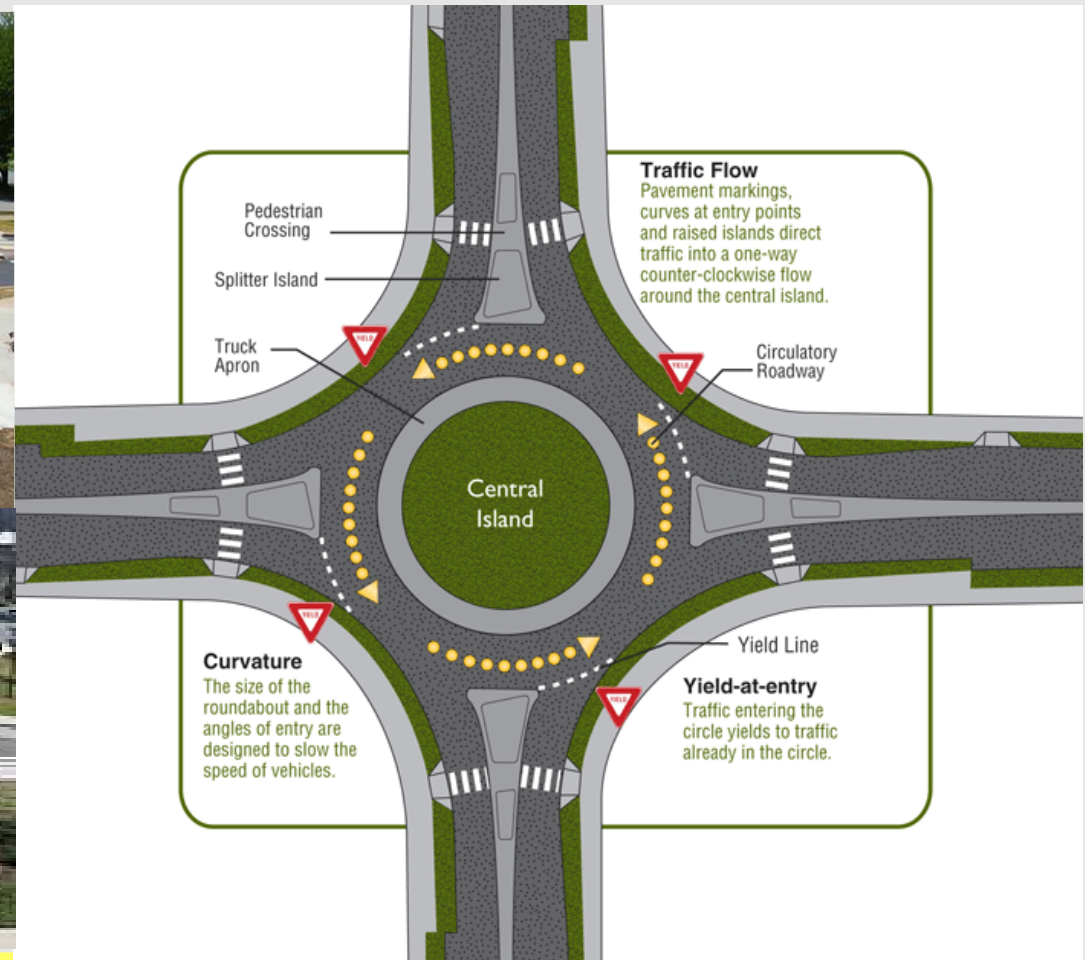
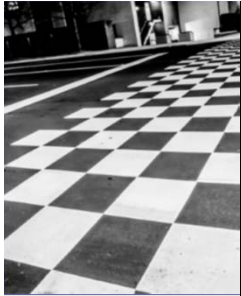
Bike Safe. Drive Safe. Share the Lane.



Maneuvering Roadway Designs Developed for Pedestrians and Bicyclists: Bike Lanes



Maneuvering Roadway Designs Developed for Pedestrians and Bicyclists: Roundabout





FHWA Educational Resources for Pedestrians and Bicyclists



Pedestrian Safer Journey and Bicycle Safer Journey:

- Online resources.
- Help educators/parents get the conversation started with children and youth about how to walk and bike safely.
- English and Spanish versions for kids ages 5-9, 10-14, and 15-18.
- Videos accompanied by a quiz or discussion.
- Educator's resource library can be used as an introduction to pedestrian and bicycle safety skills or to augment a comprehensive curriculum.



<http://www.pedbikeinfo.org/pedsaferjourney/index.html>



<http://www.pedbikeinfo.org/bicyclesaferjourney/>

 U.S. Department of Transportation
Federal Highway Administration


American Driver and Traffic Safety
Education Association

ANSTSE


NHTSA
www.nhtsa.gov



GHSA Highway Safety Policies and Priorities and Safe Routes to School

Troy E. Costales, Immediate Past Chairman,
GHSA

GHSA Highway Safety Policies & Priorities

N.1 Driver Education/Training



- Supports the model driver education/training curriculum that would complement and be integrated with graduated licensing laws.
- The curriculum should continue, at a minimum, to focus on vehicle handling and crash avoidance, driver behavior and risk reduction, roadway features and their safety implications, and vehicle-road user interactions for all types of vehicles and road users (e.g., car-truck, pedestrian-car, etc.). <http://www.ghsa.org/html/publications/pdf/13-14PP.pdf>



GHSA Highway Safety Policies & Priorities

G.2 Bicycle Safety

- Supports implementation of bicycle safety education programs and enforcement of mandatory bicycle helmet laws.
- The problem of bicycle safety should be researched, continually monitored and evaluated.
- Special bicycle safety programs aimed at young children and teenagers should also be implemented at the state and community levels.



<http://www.ghsa.org/html/issues/peds.html>

GHSA Highway Safety Policies & Priorities

G.3 Pedestrian Safety

- Supports efforts to raise public awareness about pedestrian safety and encourages implementation of community-based pedestrian safety countermeasures.
- Urges jurisdictions to implement special pedestrian safety emphasis programs for young children and older adults.
- Supports further research on pedestrian issues and progress toward reducing pedestrian fatalities and injuries.
- Supports enforcement of traffic laws to protect pedestrians, in particular those laws protecting pedestrians crossing roadways at crosswalks.

<http://www.ghsa.org/html/issues/peds.html>





GHSA Safe Routes to School: Noteworthy Practices Guide



- In 2005, congress established the national Safe Routes to School (SRtS) program.
- Empowers states and local communities to make walking and bicycling to school safe and available.
- Provides examples of practices by state programs.



SAFE ROUTES TO SCHOOL
NOTEWORTHY PRACTICES GUIDE:
A Compendium of State SRTS Program Practices

<http://www.ghsa.org/html/issues/peds.html>



GHSA Safe Routes to School: Noteworthy Practices Guide



- Contains both infrastructure and non-infrastructure components.
- Non-infrastructure includes education, encouragement, enforcement and evaluation activities.
- Targeted to state and federal SRTS practitioners, policy and decision makers within DOTs, local SRTS practitioners, other transportation enhancement program administrators.



<http://www.ghsa.org/html/issues/peds.html>



NHTSA Safety In Numbers Fact Sheets

Ruth Esteban-Muir
NHTSA



NHTSA SAFETY 1N NUM3ERS

Pedestrian Fact Sheet



- Statistics on crashes involving pedestrians
- Promising practices in increasing pedestrian safety (high-visibility enforcement program)
- Cities with the highest and lowest pedestrian fatality rates
- Tips for drivers
- Tips for pedestrians
- What parents, states and communities can do



NHTSA SAFETY 1N NUM3ERS Pedestrian Fact Sheet

VOLUME 1 | ISSUE 4 | AUGUST 2013

SAFETY IN NUMBERS

THE PROBLEM

Everyone is a pedestrian

Everyone is a pedestrian* at some time, and most know to keep their distance from moving traffic. Despite that, pedestrians were among the few categories of road users where deaths rose, accounting for 14% of total traffic fatalities in 2011, up 3% from 2010. If the proportions remain the same, we can expect that one pedestrian will be injured every 8 minutes and one will die every 2 hours in a traffic crash this year (www.nrd.nhtsa.dot.gov/Pubs/811748.pdf).

Nearly 3 out of 4 pedestrian deaths occur in urban environments (73%), at non-intersections (70%), during the nighttime (70%), and many involve alcohol. More than a third (37%) of the pedestrians killed, and 1 in 8 (13%) of the drivers in pedestrian fatalities, had blood alcohol concentrations (BACs) of .08 g/dL or higher in 2011, the illegal limit in every State. Either the driver or pedestrian, or both, had some alcohol in 47% of all fatal pedestrian crashes.

What we know is that pedestrians and drivers do not obey laws and signals consistently and many often use cell phones and music players while walking or driving. Only 60% of pedestrians said they expected drivers to stop when they were in crosswalks, even though they have the right-of-way (Review of Studies on Pedestrian and Bicyclist Safety, 1991-2007, www.nhtsa.gov/lib45000/45700/45710/811614.pdf).

*NHTSA defines a pedestrian as any person on foot, walking, running, jogging, biking, in a wheelchair, sitting, or lying down. Crashes that occurred exclusively on private property, including parking lots and driveways, are not included in NHTSA's FARS and GES databases but are gathered in NHTSA's Meta-Traffic Surveillance System (www.nrd.nhtsa.dot.gov/Pubs/811085.pdf, and www.nrd.nhtsa.dot.gov/Pubs/811116.pdf).

For more information on combating pedestrian deaths visit: www.nhtsa.gov/EveryoneIsAPedestrian

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov


What data tells us

- Most weekday pedestrian deaths occur between 4 p.m. and midnight, but most weekend pedestrian fatalities occur between 8 p.m. and 4 a.m. (Traffic Safety Facts, Pedestrians, 2011 Data, www.nrd.nhtsa.dot.gov/Pubs/811748.pdf)
- More than two-thirds (70%) of the pedestrians killed in 2011 were males. Male injury rates were higher than females' (24 versus 20 per 100,000 population).
- Almost 1 in 5 (21%) of the children 10 to 15 years old killed in traffic crashes were pedestrians, and almost 1 in 5 (19%) of those 65 and older were pedestrians. More than half (62%) of all pedestrian fatalities were adults 21 to 64.
- Most pedestrian deaths occur in urban environments (73%) rather than rural, at non-intersection locations (70%) rather than intersections or other configurations, and during the night (70%). One in 5 (19%) pedestrian fatalities were hit-and-run.
- Pedestrian fatality rates range from a high of 19.7 to a low of 0.51 per 100,000 population in cities across America. Big cities usually have the most pedestrian deaths, but the cities with the 5 highest rates have populations between 90,000 and 212,000 (Source: NHTSA FARS 2011 data).
- More than a third (37%) of pedestrians killed in 2011 had BACs of .08 g/dL or higher, the illegal alcohol limit for drivers in all States, and 1 in 8 (13%) of the drivers in pedestrian fatality crashes had BACs of .08 or higher.
- A NHTSA telephone survey found that 6% of pedestrians said they felt threatened for their personal safety on the most recent day they walked and of these, 3 in 5 (62%) cited motorists as the top reason. (National Survey of Bicyclist and Pedestrian Attitudes and Behavior, www.nhtsa.gov/lib/30000/30200/30296/810971.pdf)


It takes a community

- To encourage drivers to yield the right-of-way to pedestrians, Gainesville, Florida implemented a high-visibility enforcement program in 2010 and 2011. (The Effects of High-Visibility Enforcement on Driver Compliance to Pedestrian Yield Right-of-way Laws, www.nhtsa.gov/statistics/te/1/pdf/811787.pdf)
- The city refreshed pedestrian advance crossing markings at 12 test crosswalk sites. The Gainesville Police Department, the University of Florida Police Department, and the Alachua Sheriff's Department ran four waves of enforcement over the course of one year. During the first wave in February, officers gave only warnings and handed out flyers explaining Florida's law, proper yielding behavior of drivers, and proper crossing behavior of pedestrians. Officers asked drivers to be good role models.
- During the last 9 months of the program, feedback signs along high-traffic roads showed the yielding percentage for the past week and the record to date.
- There was a slow and steady increase in drivers yielding the right-of-way to pedestrians. It began when officers issued warnings and handed out flyers, increased when officers issued citations, and then increased again when Gainesville added paid ads, in-street signs, and feedback signs to the enforcement program. Yielding also increased in nearby comparison sites that were not part of the enforcement effort.
- Gainesville included engineering, enforcement, education, media, and broad community participation in its program.

Gainesville feedback sign



Gainesville in-street pedestrian sign




<http://www.nhtsa.gov/nhtsa/Safety1nNum3ers/august2013/theProblemAugust2013.html>

NHTSA SAFETY 1N NUM3ERS Pedestrian Fact Sheet

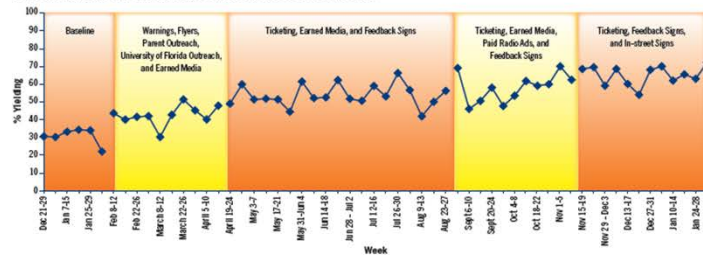


THE FACTS

WHAT YOU CAN DO



Driver Yielding Averages Across All 6 Enforcement Sites in Gainesville



Cities with the highest percentages of pedestrian fatalities of total motor vehicle deaths and their fatality rates (per 100,000 population in 2011)

| City | Percentage | No. | Rate |
|------------------|------------|-----|------|
| New York, NY | 51% | 183 | 3.3 |
| Los Angeles, CA | 42% | 88 | 5.5 |
| Chicago, IL | 30% | 36 | 4.4 |
| Houston, TX | 25% | 49 | 9.1 |
| Philadelphia, PA | 35% | 30 | 5.6 |

Cities with the highest and lowest pedestrian fatality rates (per 100,000 population in 2011)

| Cities with the 5 highest rates | | Cities with the 5 lowest rates | |
|---------------------------------|------|--------------------------------|------|
| Birmingham, AL | 19.7 | Olathe, KS | 0.78 |
| Waco, TX | 18.9 | Naperville, IL | 0.70 |
| Charleston, SC | 17.9 | Syracuse, NY | 0.69 |
| Hesperia, CA | 17.5 | Glendale, CA | 0.52 |
| Knoxville, TN | 17.2 | Moreno Valley, CA | 0.51 |

37% of pedestrians killed by vehicles were drunk*
*NAC= 20 y/o

We know what works

NHTSA's *Countermeasures That Work* recommends effective actions that communities can take to keep pedestrians safe (www.nhtsa.gov/staticfiles/nhtsa/pdf/811727.pdf).

Drivers can

- Look out for pedestrians, especially in hard-to-see conditions such as at night or in bad weather.
- Slow down and be prepared to stop when turning or entering a crosswalk where pedestrians are likely to be.
- Stop at the crosswalk stop line to give drivers in other lanes an opportunity to see and yield to the pedestrians, too.
- Be cautious when backing up – pedestrians, especially young children, can move across your path. See www.safercar.gov/parents/backover.htm.

Pedestrians can

- Be predictable. Follow the rules of the road, cross at crosswalks or intersections, and obey signs and signals.
- Walk facing traffic and as far from traffic as possible if there is no sidewalk.
- Pay attention to the traffic moving around you. This is not the time to be texting or talking on a cell phone.

- Make eye contact with drivers as they approach. Never assume a driver sees you.
- Wear bright clothing during the day and reflective materials (or use a flashlight) at night.
- Look left-right-left before crossing a street.

Parents and youth groups can

- Visit www.nhtsa.gov/EveryoneIsAPedestrian.gov for information for young children.
- Teach young children right-of-way rules and safe pedestrian behaviors.
- Conduct a walkability checklist of your favorite walking routes in your neighborhood. See www.nhtsa.gov/Driving+Safety/Pedestrians/Walkability+Checklist.

States and communities can

- Join NHTSA in combating pedestrian deaths by learning what you can do. Visit www.nhtsa.gov/EveryoneIsAPedestrian.
- Work with youth groups, schools, traffic safety agencies, law enforcement agencies, and public health agencies to explain your pedestrian law for both proper yielding behavior of drivers and crossing behavior of pedestrians.
- Map the pedestrian trouble spots in your community. Our Zone Guide for Pedestrian Safety publication shows you how, at www.nhtsa.gov/lib/30009/30509/30509/808742.pdf.

- Conduct high-visibility enforcement campaigns to improve drivers yielding to pedestrians.
- Visit http://safety.fhwa.dot.gov/ped_bike/ and www.saferroutesinfo.org/ for comprehensive information about improving pedestrian environments.

Phoenix, Arizona Pedestrian Crossing

Phoenix moved the crosswalk from a nearby intersection to the middle of the block to provide more direct access to the community center.



For more information on combating pedestrian deaths visit:
www.nhtsa.gov/EveryoneIsAPedestrian

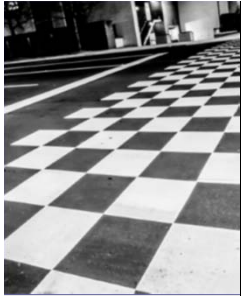
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1-888-327-4226





NHTSA SAFETY 1N NUM3ERS Bicycle Fact Sheet



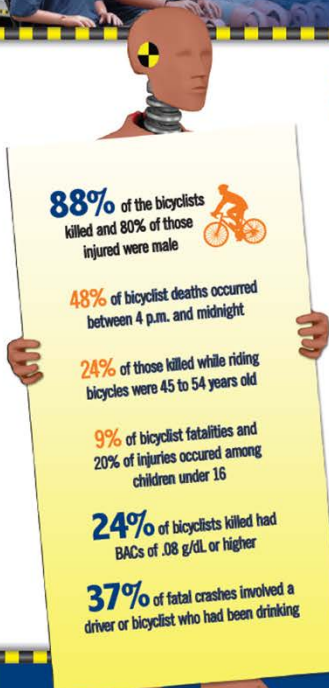
- Statistics on crashes involving bicyclists
- Mistakes that bicyclists make
- Mistakes that drivers make
- States with the highest and lowest bicycle fatality rates
- Data on using electronic devices while bicycling
- Use of bike helmets
- Tips for bicyclists
- Tips for drivers



NHTSA SAFETY IN NUMBERS Bicycle Fact Sheet

JULY 2014

SAFETY IN NUMBERS



88% of the bicyclists killed and 80% of those injured were male

48% of bicyclist deaths occurred between 4 p.m. and midnight

24% of those killed while riding bicycles were 45 to 54 years old

9% of bicyclist fatalities and 20% of injuries occurred among children under 16

24% of bicyclists killed had BACs of .08 g/dL or higher

37% of fatal crashes involved a driver or bicyclist who had been drinking

For more information, visit:
www.NHTSA.gov/Bicycles

U.S. Department of Transportation
National Highway Traffic Safety Administration

THE PROBLEM

Preventing Two-Wheeled Tragedies: The Mistakes We All Make

In the warmer summer months, more people are out bicycling—for exercise, recreation, or to run errands, commute to work, or conserve energy. From 2000 to 2012, the number of Americans traveling to work by bicycle increased from 488,000 to about 786,000 (U.S. Census Bureau, May 2014). While a bicycle can offer many health, financial, and environmental benefits, it can also bring the dangers associated with any vehicle.

Cyclists and drivers make mistakes that contribute to crashes, but when a crash happens involving a cyclist and a car, SUV, pickup truck, or bus, it is the cyclist who is likely to be injured or killed.

Bicyclists accounted for 2 percent of all traffic fatalities and 2 percent of all crash-related injuries in 2012. Most bicyclist fatalities occurred between 4 p.m. and midnight (48%) and in urban areas (69%). Almost 9 in 10 (88%) of those killed while riding bicycles were male. One in four bicyclists (24%) who died in crashes had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, the illegal alcohol level in all States.

Many crashes could be avoided if all bicyclists and motorists followed the rules of the road.

U.S. Department of Transportation
National Highway Traffic Safety Administration

<http://www.nhtsa.gov/Bicycles>



What Data Tells Us

- Overall, while passenger vehicle deaths decreased in 2012, bicyclist fatalities (682 to 726) and injuries (48,000 to 49,000) increased in 2012 from the year before. Of those injuries, 6,000 were incapacitating, meaning the bicyclist could not leave the crash scene without assistance (skull, chest, or abdominal injuries, broken limbs, severe lacerations, or unconsciousness). *2012 Bicyclists and Other Cyclists Traffic Safety Fact Sheet* (www.nhtsa.gov/Pubs/812018.pdf)
- More bicyclist fatalities occurred during the summer months of July through September, but in 2012 the biggest increases in bicyclist fatalities occurred from January through June, compared to the year before.

What People Tell Us

- According to NHTSA's 2012 nationally representative telephone survey, on a typical day the average duration of a bicycle ride was 45 minutes. The most common ride length was 30 minutes or less (42%), followed by 31 to 60 minutes (36%), 61 to 120 minutes (15%) and 121 minutes or longer (7%). *2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior* (Vols 1, 2, 3) (<http://www.nhtsa.gov/nht/811641>)
- Recreation (33%) and exercise (28%) were the most commonly cited purposes for bicycle trips, followed by personal errands (17%), visiting a friend (8%), commuting to work (7%) or going to school (4%).
- Riding after dark**
 - Three in four (72%) bicyclists who rode after dark said they tried to do something to make themselves

more visible. More than 4 in 10 of these bicyclists said they used bike headlights (44%) or wore fluorescent/reflective clothing or shoes (42%); about one-third said they had bike taillights (34%) or reflectors (29%). Fewer bicyclists said they wore other lights on themselves or their belongings (12%), or wore light-colored clothing (5%).

Very few felt personally threatened on most recent ride

Very few (12%) of those who rode bicycles said they felt threatened for their personal safety during some point on their most recent ride. The reasons these riders gave were:

- motorists (83%);
- uneven walkways or roadway surfaces (43%);
- dogs or other animals (12%); and
- potential for crime (12%).

TOP MISTAKES that Bicyclists Make

- Bicyclist rides out into the street from a driveway, alley, or from between parked cars without stopping or looking for traffic. Drivers do not expect bicyclists to enter the road in the middle of a block. The driver has the right-of-way and expects ALL entering traffic to yield. **Look left-right-left before entering a road.**
- Bicyclist turns or swerves suddenly into the path of a motorist. Unfortunately, these crashes often involve children. **Ride in straight, predictable lines; look over your shoulder for traffic; and use hand signals before changing lane position.**
- Bicyclist rides through a stop sign or red light without stopping. Follow the same rules of the road as motorists. **Be prepared to stop quickly.**
- Bicyclist rides in the wrong direction, approaching cars head-on. This type of crash is often deadly. Drivers do not expect traffic to come from the wrong direction. These crashes can occur at driveways, intersections, or when drivers turn right and hit an oncoming bicyclist. **Ride with the flow of traffic, never against it.**
- Bicyclist rides while impaired, which affects the balance, coordination, focus, and quick reactions necessary for safe biking. **Remember that a bicycle is a vehicle. If you plan to drink, get a safe ride home.**

Bicycle and Pedestrian Safety Resource Guide

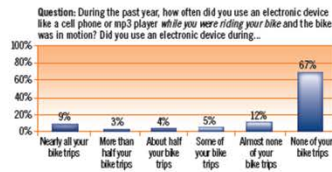
TOP MISTAKES that Drivers Make

- Driver turns in front of a bicyclist traveling on the road or sidewalk, often at an intersection or driveway. **Yield to bicyclists as you would motorists and do not underestimate their speed.**
- Driver fails to search surroundings for other vehicles, including bicycles. These crashes can occur in parking lots, at stop signs, when backing up, or when parking on the street. **Before accelerating your vehicle, look around for all road users, including bicyclists and pedestrians.**
- Driver turns right on red without looking to the right and behind, hitting a bicyclist approaching from the right rear. **Stop completely and look left-right-left and behind before turning right on red.**
- Driver is going too fast for conditions and hits a bicyclist who comes into the road unexpectedly. **Obey the speed limit, drive defensively, watch for others, and be prepared to stop.**
- Driver overtakes a bicyclist but doesn't see them until it is too late. Factors may include speeding, inattention, and alcohol on the part of the driver, and poor visibility or alcohol on the part of the bicyclist. **Always do visual scans of the roadway for other traffic, especially at night.**
- Driver passes a bicycle too closely. These crashes tend to occur to riders 15 and older. **Pass bicyclists as you would any other vehicle—when it's safe to move over into an adjacent lane.**

NHTSA SAFETY 1N NUM3ERS Bicycle Fact Sheet

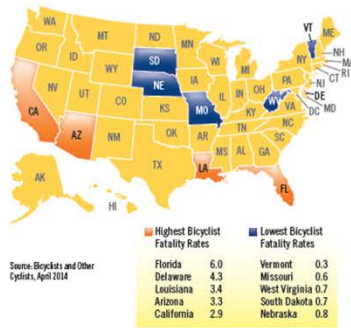


Frequency of Using an Electronic Device While Cycling
Two-thirds of respondents who rode a bicycle within the past year reported that they never used electronic devices during their bicycling trips over that time period. However, one-fifth used electronic devices during at least some of their bicycling trips.



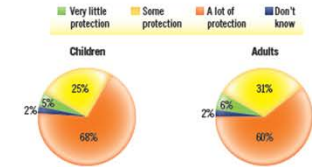
Base: Rode a bicycle within the past year. Unweighted N=2,580.

States With the Highest and Lowest 5-Year Average Bicycle Fatality Rates per Million Population, 2008-2012



Source: Bicyclists and Other Cyclists, April 2014

Opinion on Bike Helmets Protecting Against Head Injuries
All respondents were asked to give their opinions on whether they thought bike helmets provided protection against head injuries. They were more inclined to think that bike helmets provide a high level of protection to children, than to think they provide a high level of protection to adults. More than 9 in 10 respondents thought that bike helmets provide at least some protection for children, and for adults.



Question: In your opinion, how much protection against head injuries do bike helmets provide children?

Base: All respondents. Unweighted N=3,500.

THE FACTS

WHAT YOU CAN DO

We know what works

NHTSA's *Countermeasures That Work* recommends effective actions that communities can take to improve bicycle safety for adults and children (www.nhtsa.gov/statistics/nti/pdf/811727.pdf).

Everyone can

- Follow the rules of the road. In all 50 States, bicycles are considered vehicles or bicyclists are considered operators of vehicles.
- Use turn signals, yield to pedestrians, keep right when traveling slower than other traffic, obey their State's traffic laws, and patiently share the road with each other.

Bicyclists can

- Be predictable. Signal your intentions to others (use hand signals, look over your shoulder before changing lanes, ride in a straight line on the right side of the road). Expect that other vehicles do not see you.
- Go with the flow of traffic, not against it. Drivers are not expecting to see bicyclists approaching them from the front, to make sudden turns across several lanes, or to come out from between parked cars or behind shrubbery.
- Be ready to stop at driveways and intersections. This is easier to do if you are not distracted by electronic

devices. We need to be alert to pick up information about traffic around us, so do not put yourself at a disadvantage by texting or by using ear buds or headphones while you're riding.

- Watch for uneven pavement, potholes, wet leaves, storm grates or other roadway changes that could cause you to lose balance. Ride on bike paths and bike trails if they are available in your community and give parked cars about a 3-foot berth in case someone opens a door in your path. If you are riding on a sidewalk, you must yield to pedestrians and it is a good idea to let them know you are about to pass them. Riding on a sidewalk may not be a safe or legal place to ride.
- Make yourself and your bicycle visible at all times, especially at night and in dim light by wearing bright, reflective clothing, and using white lights in

front and red reflectors or lights in the rear as required by all States. Drivers cannot see you if you are dressed in dark colors at night.

- Regardless of your age or skill, wear a properly fitted, certified helmet on every ride. Check the Consumer Product Safety Commission's Web site, www.cpsc.gov, for recalls of defective helmets.
- Ride sober. Alcohol affects balance, judgment, and reaction time, among other things, so don't let your friends ride drunk which increases the risk of a crash.

Drivers can

- Be predictable. Signal your intentions to others and anticipate what other road users may do.
- Turn off cell phones.
- Allow enough room when passing bicyclists, as you would when passing another vehicle. A single lane does not allow enough room for both a bicycle and your vehicle. Give extra room around children on bicycles because they can be unpredictable.
- Stop and give assistance if you strike a bicyclist, call 911 as necessary. Driving away from the crash constitutes a hit-and-run which is a serious crime in all States.

Visit www.nhtsa.gov/Bicycles for information about fitting helmets, safety tips, activities for children, Safe Routes to School, and how to be a "Roll Model."



DOT 105 812 047

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For more information, visit:
www.NHTSA.gov/Bicycles



www.nhtsa.gov
1200 New Jersey Avenue SE
Washington, DC 20590
1-888-237-4236





NHTSA Links



- NHTSA Bicycles Website:

<http://www.nhtsa.gov/Bicycles>



- NHTSA Pedestrians Website:

<http://www.nhtsa.gov/Pedestrians>

- NHTSA Everyone is a Pedestrian Website:

<http://www.nhtsa.gov/nhtsa/everyoneisapedestrian/index.html>



Examples of State Practices on Pedestrian and Bicycle Safety

Christie Falgione

Director Traffic Safety and Licensing
Highway Safety Services, ANSTSE



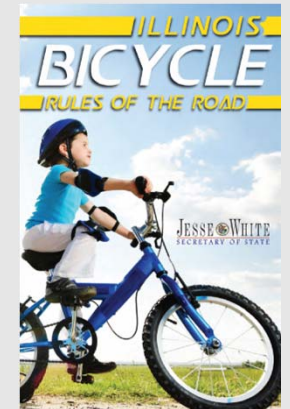
Examples of State Practices



- **Illinois Bicycle Rules of the Road and Website**

- provides bicyclists information on sharing the road with motorists and safety tips for drivers

<http://www.cyberdriveillinois.com/publications/motorist/rorts.html>

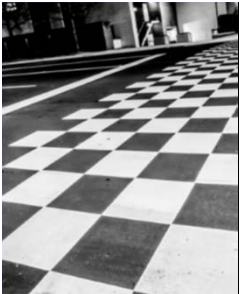


- **Wisconsin Pedestrian and Bicycle Videos, PSA's and PowerPoints**

- provides information on sharing the road with pedestrians and bicyclists

Contact Wisconsin DOT





Examples of State Practices



- **Montana Curriculum**

- provides lesson plans, videos, PowerPoint and a quiz for sharing the road with pedestrians and bicyclists



http://opi.mt.gov/Programs/DriverEd/Curric/DriverEd_Curric.php

- **Vermont Bicycle and Pedestrian Coalition**

- Provides handouts, pamphlets and videos



<http://vtbikeped.org/>



Examples of State Practices



Chapter 6 Space Management
Pedestrians and Cyclists

Key Important Notes, Prompts, and Points

Discussion Question: What types of places will you find pedestrians being in an emergency?

Video: *See Crosswalk Sign*

Read: *Pay Your Best Foot Forward* Use the QR code on the bottom to access a Survival Guide for Pedestrians

QR Code:

Video: *Traffic Myth - Pedestrians*

Read: *Here's a Little More Information*

What's the Law?

So Here's the Bottom Line

More Relevant Activity: *Interacting with pedestrians*

6.3 Pedestrians and Cyclists

- **Oregon and North Dakota Curriculum**

Contact ND or OR DOT

- provides lesson plans on sharing the road with pedestrians and bicyclists

- **Kansas Traffic Safety Resource Office**

- provides videos, handouts, pamphlets, guest speakers on pedestrian and bicycle safety

<http://www.ksdot.org/bureaus/burRail/bike/default.asp>

RIDING IN TRAFFIC

OBSEY THE SAME RULES OF THE ROAD AS DRIVERS. Traffic laws and fines also apply to cyclists. Following them makes your movements more predictable.

OBSEY ALL SIGNS AND LIGHTS

YOUR ATTENTION PLEASE! Headphone and cell phone use is hazardous.

RIDE WITH TRAFFIC, NEVER AGAINST IT.

RIDE ON THE RIGHT SIDE OF THE ROAD, except when passing a vehicle, preparing to turn left, avoiding hazards, such as debris and drain grates. Never pass on the right.

STAY AWARE OF MOTORISTS AROUND YOU. Listen and look, make eye contact when possible, never assume you are seen. Do frequent shoulder checks (quick glances over shoulder).

USE CORRECT HAND SIGNALS WHEN TURNING.

RIDING THE ROUNDABOUT

Approaching

- Carefully follow sign instructions and pavement markings.
- Move to middle of lane since vehicles are slowing down.

Navigating Inside

- Stay in center of lane.
- Signal when changing lanes.
- Watch for vehicles entering.

Exiting

- Signal exit intention.
- After exiting, move back to right side of street.

WATCH FOR OBSTACLES IN YOUR PATH. Watch for hazards like cracks, drainage grates, potholes, railroad joints, wet leaves, and water/sand to help prevent sudden, unpredictable movements.

WHEN RIDING ON SIDEWALKS OR MULTI-USE PATHS, watch for motorists, cyclists, or walkers crossing from intersecting drives or paths.

KNOW SAFETY. YOUR FAULT OR NOT, YOU LOSE.

Kansas
Department of Transportation
Bureau of Transportation Safety & Technology
785-296-3018



Examples of State Practices

- Oregon Department of Transportation Resources

- The Drivers Guide to Bikes

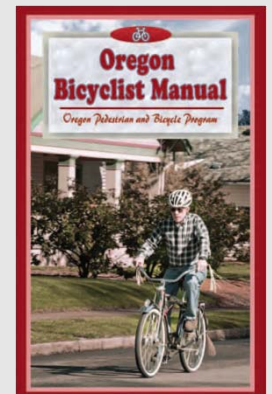
<http://www.oregon.gov/ODOT/TS/docs/Bike/DriversGuideToBikes.pdf>

- Oregon Bicyclist Manual

http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/bike_manual.pdf

- The Bicyclists Survival Guide

<http://www.oregon.gov/ODOT/TS/docs/Bike/BikeSurvivalGuide.pdf>





Examples of State Practices



- **California DMV Website** – access to pedestrian and bicycle safety including the driver manual, brochures, fact sheets, safety tips

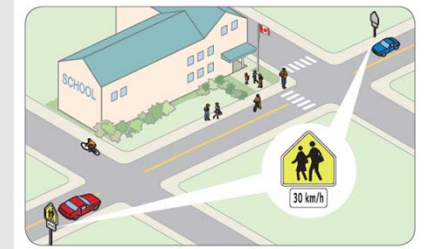
<https://www.dmv.ca.gov/about/pedestrian.htm>

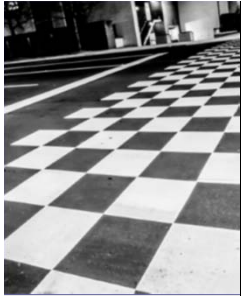
- **British Columbia's Driver's Manual** – provides detailed information on sharing the road with pedestrians and bicyclists

<http://www.icbc.com/driver-licensing/driving-guides/pages/learn-to-drive-smart.aspx>

California Department of Motor Vehicles
HOME OFFICES ONLINE SERVICES DRIVER LICENSE VE
Pedestrian Safety
According to the California Office of Traffic Safety, pedestrian fatalities are on the rise. While every pedestrian has a chance of being injured or killed while traveling by foot, wheelchair or stroller.
The Department of Motor Vehicles is committed to providing customers with information on alternate modes of transportation while utilizing these alternative sources. To heighten the awareness of drivers, bicyclists and walkers alike, we have created this page to provide information on pedestrian safety and awareness.
Pedestrians' Rights and Duties
CA Driver Handbook - Laws and Rules of the Road
Pedestrian Safety Fact sheet
Bicycle & Pedestrian Safety for Parents and Youth
NHTSA - Everyone is a Pedestrian
California Pedestrian Safety (PedSafe) Program
SafeTREC - Pedestrian Safety
Strategic Highway Safety Plan

Pay attention in school zones and playgrounds — observe carefully when driving in school and playground zones. Smaller children are harder to see than adults and are less predictable.
As you approach a school zone at a time when children may be arriving, leaving or taking their lunch hour, look well ahead for school patrols or crossing supervisors — you must obey them at all times.
For details on speed limits for school and playground zones, see chapter 3, signs, signals and road markings.





Examples of State Practices

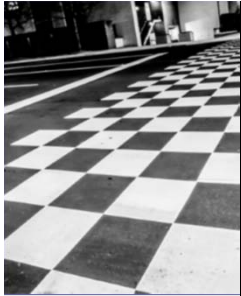


- **Maryland MVA Website and Resources** – practice online questions, pamphlets online and handed out at community events, bike safety video, PSA's, messages via radio, TV and social media



<http://www.mva.maryland.gov/safety/mhso/program-bicycle-safety.htm>

<http://www.mva.maryland.gov/safety/mhso/program-pedestrian-safety.htm>



Examples of State Practices



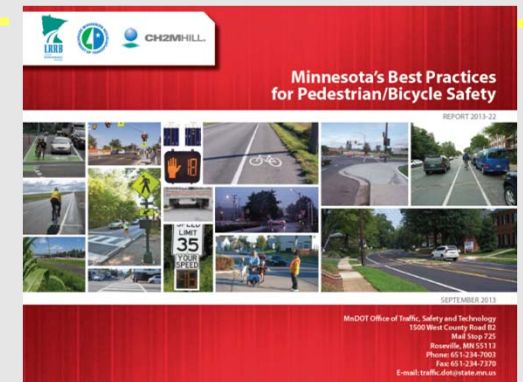
- **Minnesota Public Safety Website**

- Provides detailed information on sharing the road with pedestrians and bicycles, laws and safety tips, bicycle and pedestrian counts webinar, best practices for pedestrian/bicycle safety

<https://dps.mn.gov/divisions/ots/pedestrians-bicycles/Pages/default.aspx>

<http://www.dot.state.mn.us/bike/>

<http://www.dot.state.mn.us/peds/>





Examples of State Practices



- **New York Online Driver's Manual, Pamphlets and Websites**
 - online driver's manual contains pedestrian and bike safety information, websites with resources and pedestrian and bike safety pamphlets, and Bike Smart Guide to cycling

<http://www.safeny.ny.gov/peds-ndx.htm>

<http://www.nyc.gov/html/dot/html/bicyclists/bicyclists.shtml>

<http://www.nyc.gov/html/dot/html/pedestrians/pedestrians.shtml>

<http://coexistnys.org/>



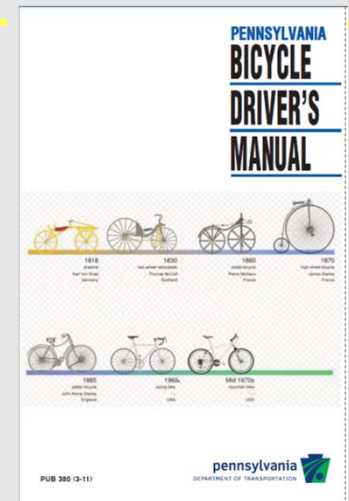


Examples of State Practices

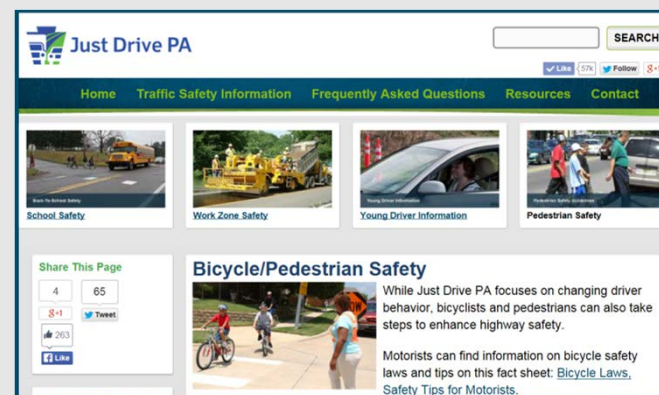


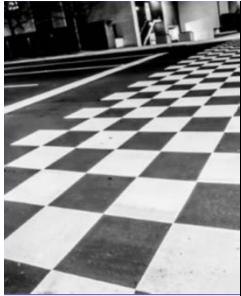
- **Pennsylvania DOT Website**

- provides fact sheets, safety publications, printable information cards, bicycle driver manual, multiple safety videos for pedestrians and bicyclists



<http://www.justdrivepa.org/Traffic-Safety-Information-Center/Bicycle-And-Pedestrian-Safety/>





Examples of State Practices



- **North Carolina DOT Website**

- NCDOT's Division of Bicycle and Pedestrian Transportation (DBPT) is one of the oldest programs of its kind in the nation, established in 1973. DBPT seeks to integrate bicycle and pedestrian safety, mobility and accessibility into the overall transportation program through engineering, planning, education and training.

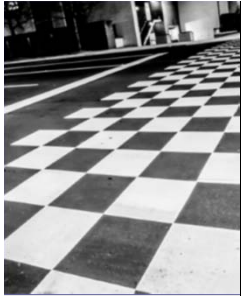


<http://www.ncdot.gov/bikeped/>



Overview of NHTSA's Uniform Guidelines for Pedestrian and Bicycle Safety

Ruth Esteban-Muir, NHTSA
Troy E. Costales, GHSA



NHTSA's Uniform Guidelines for State Highway Safety Programs: Guideline No. 14 Pedestrian and Bicycle Safety



- Program Management
- Multidisciplinary Involvement
- Legislation, Regulation and Policy/Law Enforcement
- Highway and Traffic Engineering
- Communication Program
- Outreach Program
- Driver Education and Licensing
- Evaluation Program

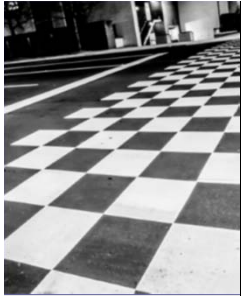




How to Verify Content on Pedestrian and Bicycle Safety is Being Covered

Allen Robinson, ADTSEA CEO

Ruth Esteban-Muir, NHTSA



How to Verify Content on Pedestrian and Bicycle Safety is Being Covered



- Utilize the ADTSEA's (Developed by the Adam Little Foundation) Share the Road with Bicyclists list of objectives as a checklist to determine:
 - what your state is currently covering
 - what needs to be added
- Utilize quality curriculums, textbooks and the AAMVA Model Driver Manual / Knowledge Test Item Pool.



How to Verify Content on Pedestrian and Bicycle Safety is Being Covered



- Incorporating or expanding road skills exams to emphasize specific driving maneuvers associated with responding to pedestrians and bicyclists. This includes:
 - Yielding and stopping for pedestrians at intersections, turns and designated zones
 - Scanning for possible mid-block crossings
 - Properly sharing the road with pedestrians and bicyclists



Open Discussion



- Do you think pedestrian and bicycle safety is a problem that needs to be addressed to young drivers?
- What kind of priority do you think it is?
- How can we make sure new drivers learn how to share the road with bicyclists and pedestrians?
- What is your state using or doing to make young drivers aware of pedestrian and bicycle safety?



Open Discussion



- How are you covering pedestrian and bicycle safety during instruction time or BTW time?
- Have you incorporated pedestrian and bicycle safety into your road test and knowledge test? If not, why?
- What do you feel should be incorporated into driver education curriculums on pedestrian and bicycle safety?
- What did you think of the webinar?



Next Steps?



- Will provide links to resources, webinar slides and a recording of the webinar.
- A questionnaire on the webinar will be sent to you.
- Additional resources on www.ANSTSE.info.
- States can schedule a NHTSA pedestrian/ bicycle peer review.
- Review your state's resources on pedestrian and bicycle safety.



Contacts



Allen Robinson, Ph.D.

ADTSEA CEO



724-801-8246

arobin@adtsea.org

Ruth Esteban-Muir

NHTSA



202-366-2706

ruth.esteban@dot.gov

Brett Robinson

ANSTSE Secretariat

724-349-7233 **ANSTSE**

brobinson@highwaysafetyservices.com

Tamara Redmon, FHWA

202-366-4077



tamara.redmon@dot.gov





Contacts



Karen Morton

AAMVA



703-908-8268

kmorton@aamva.org

Kara Macek

GHSA Communications Director

702-789-0942, ext. 140

kmacek@ghsa.org



Bill Van Tassel, Ph.D.

Christie Falgione



Highway Safety Services

724-349-7233

clewis@highwaysafetyservices.com

AAA, ANSTSE Chairperson

407-444-7827



wvantassel@aaa.com





Remarks from NHTSA Deputy Administrator

David J. Friedman, Deputy Administrator, NHTSA



Deputy Administrator, NHTSA



David J. Friedman
Deputy Administrator
National Highway Traffic Safety
Administration

“Taking the RITE approach . . .”

Responsibility

Infrastructure

Technology

Education and Enforcement