

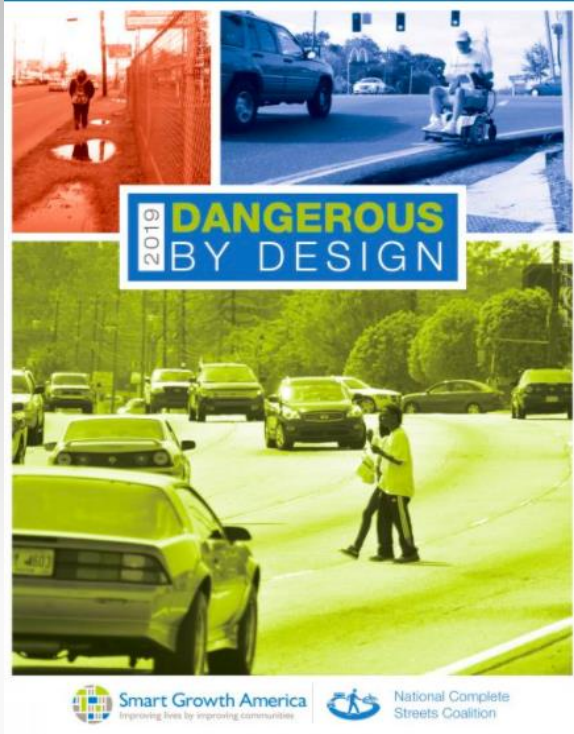
**Transportation**  
for America

# America Walks

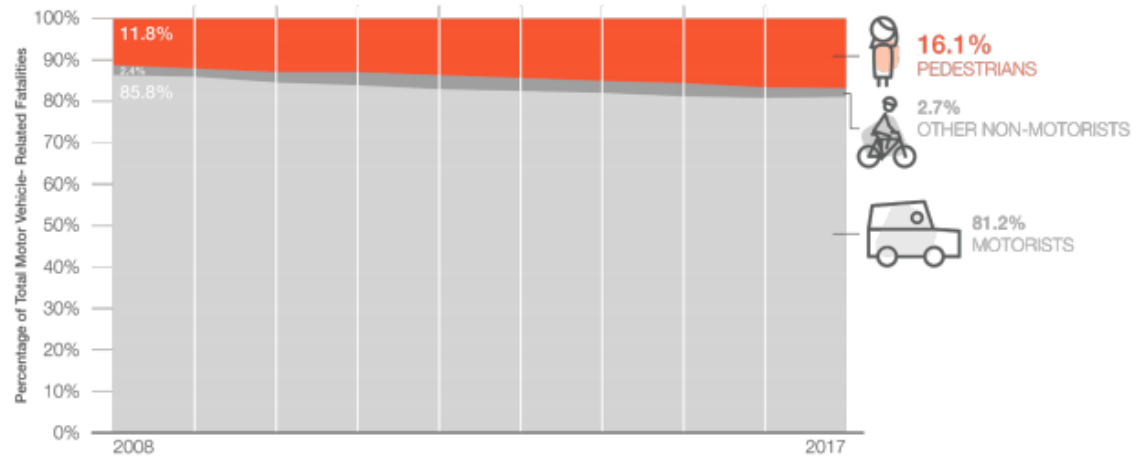
Beth Osborne  
February 22, 2021

[www.T4america.org](http://www.T4america.org)  
[@t4america](https://twitter.com/t4america)

# Roadways have become more dangerous

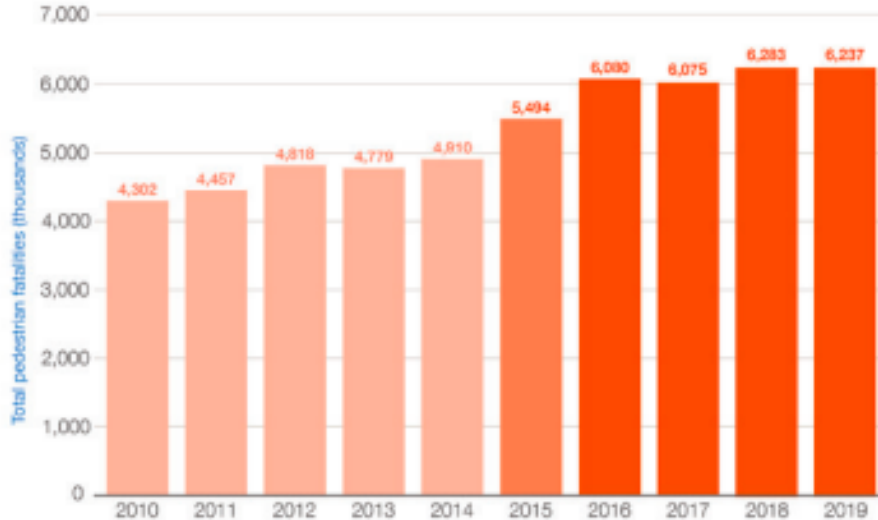


## Motor Vehicle Related Fatalities



# Sneak Peak of DxD 2021

The number of people struck and killed while walking each year was 45 percent higher in 2019 than 2010



18 states set targets for more people to die in 2018

	States that set targets to improve safety	States that set targets to increase deaths and serious injuries
States that achieved their safety targets	<ul style="list-style-type: none"> <li>Delaware</li> <li>Iowa</li> <li>Kansas</li> <li>Maine</li> <li>Michigan</li> <li>Minnesota</li> <li>Vermont</li> <li>Wyoming</li> </ul>	<ul style="list-style-type: none"> <li>Alabama</li> <li>Massachusetts</li> <li>New Mexico</li> <li>New York</li> <li>North Dakota</li> <li>Oklahoma</li> <li>Rhode Island</li> <li>Utah</li> </ul>
States that exceeded their safety targets	<ul style="list-style-type: none"> <li>Alaska</li> <li>Arizona</li> <li>DC</li> <li>Hawai'i</li> <li>Idaho</li> <li>Illinois</li> <li>Kentucky</li> <li>Louisiana</li> <li>Maryland</li> <li>Mississippi</li> <li>Missouri</li> <li>Montana</li> <li>New Hampshire</li> <li>New Jersey</li> <li>North Carolina</li> <li>Ohio</li> <li>Oregon</li> <li>Pennsylvania</li> <li>South Carolina</li> <li>Tennessee</li> <li>Texas</li> <li>Virginia</li> <li>Washington</li> <li>West Virginia</li> </ul>	<ul style="list-style-type: none"> <li>Arkansas</li> <li>California</li> <li>Colorado</li> <li>Connecticut</li> <li>Florida</li> <li>Georgia</li> <li>Indiana</li> <li>Nebraska</li> <li>Nevada</li> <li>South Dakota</li> </ul>

Note: Injury data not reported in Wisconsin

# The coronavirus pandemic emptied America's roadways. Now speeders have taken over.



California Highway Patrol officer Matthew Musselmann uses a lidar gun for speed detection along Interstate 5 in Anaheim, Calif., on April 23. Police agencies around the country are reporting a rise in speeding tickets. (Chris Carlson/AP)



## News Release

1121 Spring Lake Drive · Itasca, IL 60143 · [media@nsc.org](mailto:media@nsc.org)  
Contact: Maureen Vogel, Director of Communications

FOR IMMEDIATE RELEASE  
Sept. 15, 2020

### **NSC Estimates: U.S. Saw a 20% Jump in Motor Vehicle Death Rates in First Six Months of 2020, Despite Quarantines**

*Roads were deadlier even as the country drove less, according to preliminary data*



# You can't prioritize both safety and speed

If hit by a car traveling:

● Fatality ● Person survives collision



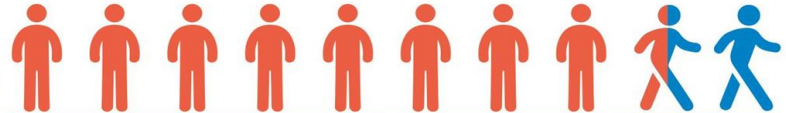
20 MPH

5%



30 MPH

45%



40 MPH

85%

National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

# Prioritizing speed on a corridor



## Guiding principles for transportation investment

The time has come to elevate the national conversation about transportation beyond the cost—we need a vision for what we expect to accomplish.

America's federal transportation program does not address basic needs, and more money alone poured into this broken federal program will not suffice. Billions of dollars are spent without clear desired outcomes, and there is far too little accountability for accomplishing anything measurable and tangible.

We need to reform the 70-year-old federal program to reflect today's needs and ensure a focus on fixing our existing system first, on improving safety, and on accountability.

Learn more: [t4america.org/platform](https://t4america.org/platform)

### PRINCIPLE #2

## Design for safety over speed

A serious effort to reduce deaths on our roadways requires slower speeds on local and arterial roads. The federal program should require designs and approaches that put safety first.

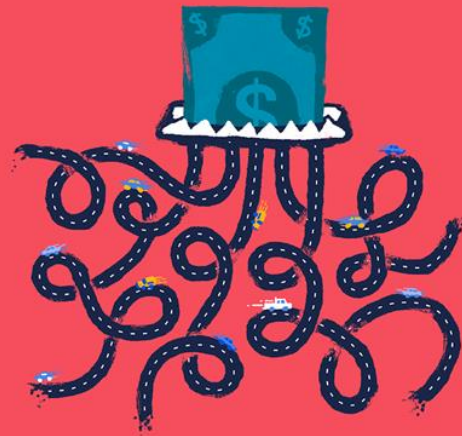


### PRINCIPLE #1

## Prioritize maintenance

Cut the road, bridge, and transit maintenance backlog in half by dedicating formula highway funds to maintenance.

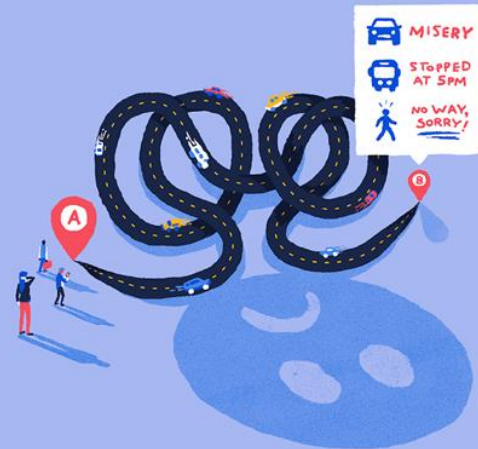
**Did you know:** States are permitted to neglect their basic maintenance needs in order to expand their roadway systems—and then rewarded with more funding.



### PRINCIPLE #3

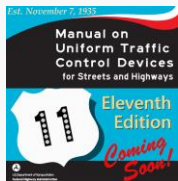
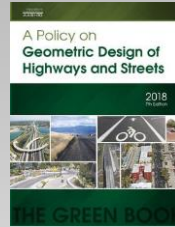
## Connect people to jobs and services

Don't focus on speed. Instead, determine how well the transportation system connects people to jobs and services, and prioritize the projects that will improve those connections.



# Executive Actions – Manuals and Standards

- MUTCD: Rescind the current draft and fast-track a comprehensive rewrite of the MUTCD.
- Greenbook: No legal protection for dangerous designs and provide designs for Complete Streets, requiring exemptions for highway design.
- Performance and projections: Require DOTs to check and report on the accuracy of their models, measure induced demand, and stop using 20 year traffic projections.
- Value of time: Repeal and rewrite the value of time guidance based on full trip time savings and multimodal travel.
- Climate standards: GHG performance measure & estimate the GHG impacts of projects.
- Messaging: stop NHTSA's victim blaming and acknowledge the role of design in crashes.





# Legislative Actions

- Embed climate, equity, safety, public health, economic growth in all transportation investments
  - Fix it first
  - Measure multimodal access
  - Transit funding parity
- Stimulus: Call for funds to go out for specific purposes, like repair, lowering GHG, or remove damaging highways and roadways.

Transition memo: <https://smartgrowthamerica.org/wp-content/uploads/2020/12/Smart-Growth-America-Transition-Recommendations-v2.pdf>



# Transportation for America

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