

The Health Issue: Pedestrian and Cyclist Fatalities

Solution: Complete Streets & Road Diets

Quick Facts

Fact: In the Bay Area, pedestrians and cyclists represent 28% of all fatal motor vehicle collisions. Older Americans made up 20% of all pedestrian fatalities. (MTC, 2005 data)

Fact: Below 20 mph, only 20% of collisions cause a serious or fatal injury to a pedestrian. Above 35 mph, most vehicle collisions are fatal or incapacitating.

Key Messages

Message: "I would ride my bike to work if there was a dedicated bike path, but right now the streets do not feel safe."

Message: "A good city is one where a child can go anywhere on a bike safely."

Message: "We must design our cities and streets for people, not cars. Streets are public spaces after all, so we should encourage people to get outside and meet on park benches, chat on sidewalks, walk in the sun and be with their neighbors."

Policy Suggestions

- Identify roads that could benefit from a 'diet'; in other words, right-sizing large streets. An example might be to take a four-lane road and turn it into two travel lanes and one turn lane, and using the leftover street space to add or widen sidewalks, add bike lanes, create a landscaped median, etc.
- Design streets so sidewalks are more clearly defined instead of driveways. Different paving materials and raised medians and intersections slow down auto traffic and provide a safer pedestrian environment.
- Around transit stations, ensure a continuous network of sidewalks, walkways and bikeways.

Local Example

Bicycle traffic on Valencia Street in San Francisco increased by 140% (from 88 bikes/ hour to 215 bikes/ hour) after bicycle lanes were added and the number of traffic lanes in each direction reduced from two to one.