



Toward Zero Deaths: A National Challenge

2011 National Bike Summit

March 9, 2011

2009 Bike Crashes

- 630 died = 2% of 33,808 fatalities
- 51,000 injured; 80% male
- Characteristics of fatalities:
 - $\frac{2}{3}$ non-intersection; $\frac{1}{3}$ intersection
 - 87% male; 13% female
 - 3 P.M. & 9 P.M. = 43% killed WEEKDAYS
 - 6 P.M. & Midnight = 44% killed WEEKENDS
 - 85% struck with front of vehicle; 43% struck with right side

Age Group	#	%-age
45-54	139	22
35-44	105	17
55-64	88	14
25-34	71	11
10-15	64	10
65-74	53	8
16-20	37	6
21-24	29	5
>74	23	4
5-9	18	3
<5	3	0
Total	630	100

53% in
this 20-
year span

Violation		%-age
Failure to yield right of way	38.7%	18.6
Under the influence of alcohol, drugs or medication		10.6
Failure to obey, e.g., signs, control devices, officers		9.5
Walking, playing, working, etc., in roadway		8.1
Improper crossing of roadway or intersection		7.0
Operating without required equipment	11.7%	6.3
Not visible		5.4
Riding on wrong side of road		4.0
Making improper turn		3.0
Improper lane changing		2.9
Failure to keep in proper lane or running off road		2.7
Inattentive (talking, eating, etc.)		1.7
Improper entry to or exit from traffic way		0.6
Portable electronic devices		0.3
Not reported	40.9%	37.9
Unknown		3.0

Challenges

1. Helmets

- Proper fit

<http://www.nhtsa.gov/people/injury/pedbimot/bike/EasyStepsWeb/>

- **Laws** <http://www.helmets.org/mandator.htm>

- o **22 State** laws, including District of Columbia

- o At least **201 local** laws

- o Only **13 states** have **no state or local** helmet laws at all (Arkansas, Colorado, Idaho, Indiana, Iowa, Minnesota, Nebraska, North Dakota, South Dakota, South Carolina, Utah, Vermont and Wyoming)

2. Education trumps Enforcement

- Ticketing does *NOT* generate support
 - o Absent crashes, judges/public lack interest
 - o Juveniles
 - Where adjudicated
 - Effectiveness of disposition
 - Parental support
- Teach *early and often*
 - o Activities supported under FHWA's Safe Routes to Schools Program
 - o Youth groups
 - o Divert violators to training
- Be role models to others

3. Reality

- Emphasis on moving more traffic in shorter periods of time
- Tendency to reduce width of—or to eliminate altogether—parking lanes/shoulders

Questions, Comments, or Contact

Richard J. Ashton
Grant/Technical Management Manager
International Association of Chiefs of Police
515 North Washington Street
Alexandria, VA 22314
Phone: (800) 843-4227 x276
Fax: (703) 519-8721
E-mail: ashtonr@theiacp.org