

Section 402 – State and Community Highway Safety Grant Program By the Advocacy Advance Team

OVERVIEW

[Section 402](#), the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage.

Under Section 402, bike and pedestrian safety programs are eligible to receive funding. In many states, Section 402 is overlooked as a funding source and is rarely used for bike and pedestrian projects. The following document provides a detailed outline of the Section 402 program and provides requirements and strategies for accessing these funds for bike and pedestrian safety programs.

BACKGROUND

The primary purpose of [Section 402](#) is to create safety programs aimed at reducing crashes, deaths, injuries, and property damage. It was originally enacted as part of the [Highway Safety Act in 1966](#) and has been amended several times since then. (GHSA)

At the federal level, Section 402 is administered by the [National Highway Traffic Safety Administration](#) (NHTSA); however it is housed both in NHTSA and the [Federal Highway Administration](#) (FHWA). The funds are apportioned to the states and managed by the state DOT, DMV, or Governors Highway Safety Office (GHSA). Section 402 is also referred to as the Highway Safety Program or Safe Communities Grant. This may vary from one state to the next.

Most often, safety programs include data analyses, education, and community safety campaigns; however, funds may also be used for limited safety-related engineering projects. Funds must fall under one of the nine national priority areas identified below. (NHTSA)

- 1) Alcohol countermeasures
- 2) Occupant protection
- 3) Police traffic services (e.g. enforcement)
- 4) Emergency medical services
- 5) Traffic records
- 6) Motorcycle safety
- 7) Pedestrian and bicycle safety (jointly administered by FHWA and NHTSA)**
- 8) Non-construction aspects of roadway safety (administered by FHWA)
- 9) Speed control (jointly administered by NHTSA and FHWA)
(FHWA)

Section 402 has been used to fund several bike and pedestrian safety programs across the country and is a good resource for bike advocacy groups to be aware of. Section 402 funds can be used for bike and pedestrian activities, examples of which are provided below:

- Comprehensive school-based pedestrian and bike safety education programs
- Helmet distribution programs
- Pedestrian safety programs for older adults
- Training in use of ped/bike design guidelines
- Community information and education programs
- Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”
- Public information for school zone and crosswalk safety
- Public information about older adults and impaired pedestrians

(NHTSAb)

Where and how much

States are allocated Section 402 funds using a formula which bases 75 percent of funding on the state’s population and 25 percent on total public road miles; however, all states are entitled to no less than one half of 1 percent of total Section 402 funds. A minimum of 40 percent of Section 402 funds must go directly to local governments. (NHTSA)

Note: A misprint on the FHWA Section 402 page states that the allocation formula is 75 percent public roads and 25 percent population. This is incorrect. The correct allocation as identified by NHTSA is 75 percent population and 25 percent public roads.

Table 1 and 2 show the FY 2008 and 2009 total obligations, total bike and pedestrian obligations, and the percent this amount represents for each state. In 2008, 2.67 percent of all Section 402 funds were spent on bike and pedestrian safety and in 2009 bike and pedestrian spending dropped to 2.46 percent. Even more disturbing, in 2009, 21 states did not spend **ANY** of their Section 402 funds on bike and pedestrian safety.

NHTSA is not able to track all bike and pedestrian spending due to their current coding system. As a result, large safety projects that include a bike or pedestrian safety component are not recorded as such. Better tracking is needed if bike and pedestrian project funding is to be taken seriously.

Using FARS data from 2008, Figure 1 compares the percent of Section 402 funds spent on bike and pedestrian safety by each state along with the percent of bike and pedestrian traffic fatalities. Nationwide, 13.67 percent of all fatalities involved cyclists and pedestrians while only 2.67 percent of Section 402 funds were spent on bike and pedestrian safety. In addition, of the 21 states that did not spend **ANY** of their 402 funds on bike-ped safety in 2008, bike and pedestrian fatalities in four of these states (Connecticut, Louisiana, Maine, and Texas) made up more than 10 percent of all traffic related fatalities.

Table 1

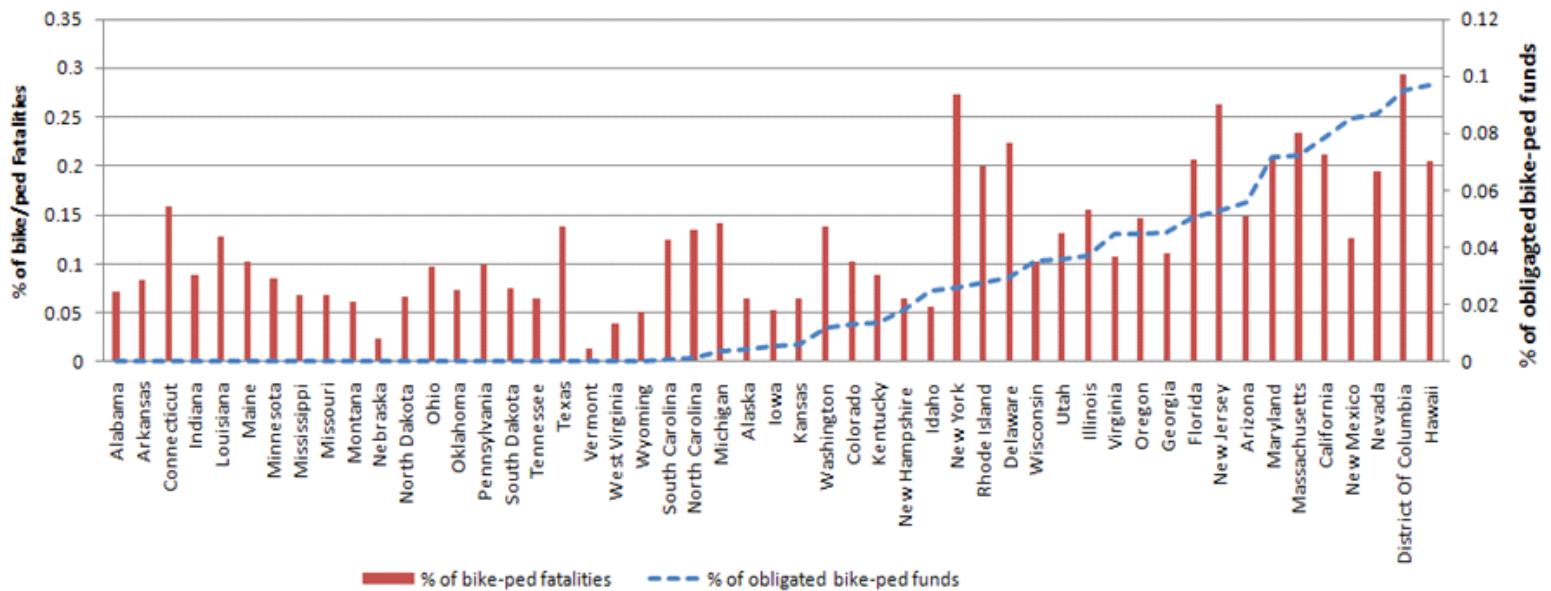
FY2008 Section 402 Obligations (NHTSA)			
STATE	Total 402 Obligations	402 bike/ped obligations	% of 402 funds spent on bike/ped
Hawaii	\$2,412,485.02	\$233,324.86	9.67%
District Of Columbia	\$2,905,242.26	\$276,649.40	9.52%
Nevada	\$2,259,235.13	\$196,971.00	8.72%
New Mexico	\$2,288,243.06	\$194,730.60	8.51%
California	\$30,176,470.13	\$2,376,434.00	7.88%
Massachusetts	\$7,215,648.50	\$520,000.00	7.21%
Maryland	\$4,694,779.00	\$335,481.00	7.15%
Arizona	\$6,436,967.11	\$360,992.59	5.61%
New Jersey	\$5,590,187.52	\$297,388.00	5.32%
Florida	\$14,743,159.45	\$744,307.00	5.05%
Georgia	\$6,622,192.40	\$302,100.00	4.56%
Oregon	\$5,677,457.51	\$255,000.00	4.49%
Virginia	\$8,069,529.70	\$361,793.00	4.48%
Illinois	\$11,137,030.01	\$415,657.00	3.73%
Utah	\$2,218,776.53	\$80,000.00	3.61%
Wisconsin	\$8,370,437.49	\$295,000.00	3.52%
Delaware	\$1,890,367.42	\$55,289.00	2.92%
Rhode Island	\$2,525,734.44	\$70,734.16	2.80%
New York	\$17,858,225.10	\$467,637.48	2.62%
Idaho	\$2,577,861.57	\$63,600.00	2.47%
New Hampshire	\$2,438,453.66	\$44,200.00	1.81%
Kentucky	\$4,083,347.10	\$55,000.00	1.35%
Colorado	\$5,446,083.07	\$71,233.73	1.31%
Washington	\$5,240,048.00	\$63,219.00	1.21%
Kansas	\$3,995,552.24	\$25,000.00	0.63%
Iowa	\$5,788,120.15	\$32,100.00	0.55%
Alaska	\$2,295,024.70	\$10,200.00	0.44%
Michigan	\$8,564,724.00	\$31,388.00	0.37%
North Carolina	\$7,006,566.10	\$8,470.00	0.12%
South Carolina	\$4,731,047.48	\$4,823.56	0.10%
Alabama	\$5,854,117.80	\$0.00	0.00%
Arkansas	\$3,640,838.71	\$0.00	0.00%
Connecticut	\$2,622,932.62	\$0.00	0.00%
Indiana	\$5,069,772.28	\$0.00	0.00%
Louisiana	\$3,694,891.67	\$0.00	0.00%
Maine	\$2,658,288.06	\$0.00	0.00%
Minnesota	\$5,820,023.65	\$0.00	0.00%
Mississippi	\$3,923,355.95	\$0.00	0.00%
Missouri	\$7,045,059.11	\$0.00	0.00%
Montana	\$2,478,690.18	\$0.00	0.00%
Nebraska	\$3,711,207.31	\$0.00	0.00%
North Dakota	\$2,171,262.13	\$0.00	0.00%
Ohio	\$12,070,542.70	\$0.00	0.00%
Oklahoma	\$4,191,109.68	\$0.00	0.00%
Pennsylvania	\$17,124,073.26	\$0.00	0.00%
South Dakota	\$2,496,261.11	\$0.00	0.00%
Tennessee	\$5,726,183.39	\$0.00	0.00%
Texas	\$16,367,227.38	\$0.00	0.00%
Vermont	\$2,177,959.48	\$0.00	0.00%
West Virginia	\$2,841,023.86	\$0.00	0.00%
Wyoming	\$2,018,742.31	\$0.00	0.00%
Total	\$308,962,558.49	\$8,248,723.38	2.67%

Table 2

FY2009 Section 402 Obligations (NHTSA)			
STATE	Total 402 Obligations	402 bike/ped obligations	% of 402 funds spent on bike/ped
District Of Columbia	\$3,399,014.79	\$660,744.34	19.44%
Maryland	\$3,980,053.00	\$369,037.00	9.27%
California	\$22,419,238.14	\$2,057,129.86	9.18%
New Mexico	\$1,981,239.00	\$150,000.00	7.57%
New Jersey	\$6,126,434.14	\$368,013.00	6.01%
Florida	\$17,136,312.18	\$934,089.00	5.45%
Utah	\$2,317,660.51	\$122,000.00	5.26%
Hawaii	\$2,581,741.43	\$128,668.27	4.98%
Nevada	\$2,317,832.02	\$114,680.00	4.95%
Oregon	\$5,700,827.78	\$262,000.00	4.60%
Virginia	\$7,239,165.66	\$291,245.91	4.02%
Arizona	\$6,876,016.27	\$271,468.33	3.95%
Delaware	\$2,550,028.78	\$99,169.00	3.89%
Maine	\$2,972,149.76	\$105,332.02	3.54%
Wisconsin	\$8,774,278.52	\$250,336.64	2.85%
New Hampshire	\$2,492,149.24	\$71,000.00	2.85%
Massachusetts	\$6,405,420.00	\$172,500.40	2.69%
Idaho	\$2,830,090.95	\$74,214.00	2.62%
Georgia	\$6,777,920.19	\$170,900.00	2.52%
Illinois	\$13,151,749.38	\$308,264.87	2.34%
New York	\$17,755,228.04	\$381,662.82	2.15%
Colorado	\$5,209,212.29	\$108,250.00	2.08%
Rhode Island	\$3,331,732.09	\$62,321.97	1.87%
Washington	\$6,436,001.00	\$104,758.00	1.63%
Kentucky	\$4,226,272.14	\$56,800.00	1.34%
South Dakota	\$2,865,874.95	\$22,113.00	0.77%
Kansas	\$4,247,253.15	\$22,622.96	0.53%
Iowa	\$6,165,438.24	\$31,000.00	0.50%
Michigan	\$7,916,943.00	\$28,593.00	0.36%
South Carolina	\$4,620,829.86	\$4,823.56	0.10%
Alabama	\$6,621,951.21	\$0.00	0.00%
Alaska	\$2,615,384.26	\$0.00	0.00%
Arkansas	\$3,616,936.86	\$0.00	0.00%
Connecticut	\$2,808,699.86	\$0.00	0.00%
Indiana	\$5,642,672.31	\$0.00	0.00%
Louisiana	\$3,757,848.50	\$0.00	0.00%
Minnesota	\$6,732,553.63	\$0.00	0.00%
Mississippi	\$3,208,556.04	\$0.00	0.00%
Missouri	\$6,461,263.91	\$0.00	0.00%
Montana	\$2,721,563.82	\$0.00	0.00%
Nebraska	\$3,863,767.80	\$0.00	0.00%
North Carolina	\$7,802,800.10	\$0.00	0.00%
North Dakota	\$2,231,902.46	\$0.00	0.00%
Ohio	\$13,373,785.15	\$0.00	0.00%
Oklahoma	\$4,459,915.12	\$0.00	0.00%
Pennsylvania	\$14,770,846.99	\$0.00	0.00%
Tennessee	\$6,560,069.56	\$0.00	0.00%
Texas	\$19,630,674.70	\$0.00	0.00%
Vermont	\$2,634,490.16	\$0.00	0.00%
West Virginia	\$3,630,989.02	\$0.00	0.00%
Wyoming	\$2,679,939.62	\$0.00	0.00%
Total	\$316,630,717.58	\$7,803,737.95	2.46%

Figure 1

Chart 2008 Section 402 Bike-Ped Obligations & Bike-Ped Fatalities



REQUIREMENTS AND STRATEGIES FOR ACCESSING FUNDS

State Requirements

To be eligible for Section 402 funding, a state must first prepare an annual Highway Safety Plan and a Performance Plan to be reviewed by NHTSA. In addition, states are required to provide information documenting their support of national safety goals by implementing activities designed to address the state's primary safety factors as indicated by available safety data. These activities include law enforcement, enforcement of impaired driving, occupant protection and speeding related laws, as well as annual safety belt use surveys. (FHWA)

Requirements and Strategies for Bike Advocates

Eligible recipients of Section 402 funds include counties, municipalities, and local government. In many states registered [501\(c\)3](#) non-profits and universities are also eligible to apply. The recipient organization must be able to fund their project in full, and will then be reimbursed by the state.

When applying for a Section 402 grant, highway safety offices will request a formal grant proposal to justify the funding request. In some states, such as Maryland, a grant application workshop is provided in order to assist organizations with the application process. Learn more about what resources each state provides by contacting the [regional NHTSA office](#). While specific requirements may differ from state to state, funding requests are usually between four to six pages long and include the following sections:

I. Problem Statement

The problem statement is a brief description of the highway safety problem as it pertains to one of the nine priority areas identified earlier in this document.

II. Objectives

Identify measurable goals and objectives that clearly demonstrate the success of the program.

III. Activities

Describing project activities helps the traffic safety office to understand how you intend to accomplish the goals and objectives identified above.

IV. Evaluation

Evaluation of bike and pedestrian safety projects helps to determine whether or not the activities were effective in attaining project objectives.

V. BudgetPersonal services

This includes salaries of project staff and anticipated travel expenses

Materials

Depending on the nature of the project this may include educational materials, printing, postage, bicycle helmets, or telephone costs.

Equipment

This includes items such as computers and software, traffic radar units, or bike and pedestrian counters.

Consulting fees

Some projects may require individual consultants to perform specific research or gather bike and pedestrian data. These costs should be included in the project budget.

VI. Future Funding Statement

Describe how project activity will continue into the future after the Section 402 funds have been granted.

(Florida State Safety Office)

An example of a Section 402 grant proposal from California is provided below in Figure 2.

Figure 2.

Example

Anytown CALIFORNIA

PROGRAM AREA(S):	Pedestrian/Bicycle Safety	GRANT CHARACTERISTICS:	Innovative Approach, high media visibility, education
TARGETED POPULATION(S):	Parents and youth	JURISDICTON TYPE and SIZE:	City/75,000
FUNDING;	Section 402 \$100,000	GRANT NUMBER:	PSXXXX

PROBLEM IDENTIFICATION
Briefly state the original problem. Use traffic collision data to support your disproportionate collision factor and to determine: who, what, where, when, why and how of the problem.

GOALS AND OBJECTIVES
Specify your most significant goals and objectives, and what was done to accomplish them.
Example -

The goal of the Bicycle and Pedestrian Safety Program is to prevent injuries among children ages 5-14 resulting from pedestrian-bicycle involved collisions by:

- Establishing a comprehensive continuing public education program to reduce pedestrian and bicycle collisions
 - Developing a safety program and materials to be adopted as an on-going program in elementary schools
- Implementing a public information campaign targeting drivers and bicyclists regarding bicycle safety and proper bicycling behavior upon city roadways
 - Establishing a diversion program for cyclists offenders

STRATEGIES AND ACTIVITIES
Highlight your most significant activities which contributed to the success of your program and the strategies used to accomplish your goals.

RESULTS
Describe what your program has accomplished for our targeted populations and how it will affect your jurisdiction in the future.
Example -

- The total number of bicyclists killed and injured in traffic collisions decreased 15% from 185 to 157
 - The number of bicyclists killed and injured under the age of 15 decreased 20% from 42 to 34
- Bicycle helmet compliance for children aged 5 to 18 increased 30 percentage points from 50% to 80%
- Correct bicycle helmet usage for children aged 5 to 18 increased 50 percentage points from 35% to 85%
 - The total number of pedestrians killed and injured decreased by 17% from 150 to 125
- The number of pedestrians killed and injured under the age of 15 decreased by 16 percent from 39 to 33

(CAOTS)

Success Stories

Arizona

The [Arizona Bicycle and Pedestrian Program](#), has been very successful in obtaining Section 402 funds. Over the past couple years they have conducted five bike safety workshops involving both the Coalition of Arizona Bicyclists as well as the Verde Valley Cyclists Coalition. Of the five workshops, three focused on Complete Streets policy and the remaining two involved bicycle facility design. In addition, phase two of a pilot safety awareness campaign is currently underway in the Verde Valley with active involvement from the Verde Valley Cyclists Coalition. Because Arizona is designated by FHWA as a [Pedestrian Safety Focus State](#), crash and fatality data has not been a barrier to receiving funds. As a Pedestrian Safety Focus State, the FHWA provides Arizona with a pedestrian safety action plan in order to assist them with the process. Having a statewide bike and pedestrian steering committee and developing a good working relationship within the Governors' Office of Highway Safety has also been a huge help in developing successful projects.

Florida

Between 2000 and 2006, The [Florida Bicycle Association](#) (FBA) funded several projects through Section 402 grants ranging from \$20 thousand to \$160 thousand. Because FBA grants tend to be relatively large, partnering with other organizations has helped to provide financial support while waiting for funds to be reimbursed. Some of their early projects included the development of a bike and pedestrian law enforcement manual for the state of Florida. Over the years, FBA has developed a healthy working relationship with the Florida DOT which has been instrumental in the success of project funding. The Florida DOT often approaches FBA with project ideas for Section 402 grants. Because FBA projects have a statewide focus, they are able to use crash and fatality data for the entire state when justifying the need for grant funding. This is an effective strategy as state DOTs tend to fund projects that can provide the largest benefit for the smallest cost.

Illinois

From 2005 to 2007, the [League of Illinois Bicyclists](#) (LIB) successfully received Section 402 grant funds for five bicycle education programs. Each project received between \$20 thousand and \$30 thousand in Section 402 funds. One project involved the production of driver education videos and lessons that were then distributed to high schools and private companies as well as police departments. Other projects involved Share the Road education and awareness through seminars, printed materials and PSAs.

Unfortunately, their last two grant proposals for map funding have not been successful. The mapping project did not receive funding because it was too localized, and only benefited a few communities. It was also more difficult to show how this project would directly improve bike and pedestrian safety. Projects that address statewide safety issues are more likely to be funded.

Although non-profits are eligible to apply for Section 402 grants in Illinois (this is not the case in all states), LIB found partnering with the state DOT as well as other advocacy organizations that support the application to be beneficial. LIB also credits much of their success to the support and guidance they received from their state bike and pedestrian coordinator. Once they were able to get their foot in the door and establish a credible track record from their first awarded grant, more grant opportunities became available.

New Jersey

New Jersey now permits non-profits and universities to apply for Section 402 (this determined at the state level). Recognizing this opportunity, the [Alan M. Voorhees Transportation Center](#) (VTC) of Rutgers University developed the New Jersey BikeSchool program, receiving Section 402 funding during the 2009 fiscal year. The New Jersey BikeSchool program was the first program in New Jersey to be funded by both Section 402 and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Section 402 funds were used to purchase equipment as well as to pay for League Certified Instructors while CMAQ funds were used to cover the cost of staff time. Because VTC had a well established relationship with the Division of Highway Traffic Safety, they were aware of current safety program needs within the state and designed their program according to a traffic safety agenda that was already underway. The Bike and Pedestrian Advisory Committee and the [Tri-State Transportation Campaign](#) were also instrumental in the success of the BikeSchool program.

Strategies for Overcoming Barriers

1) Getting the Run-around

Some states rarely fund bike and pedestrian safety projects with Section 402 money and traffic safety specialists are quick to refer such requests to the state's bike and pedestrian coordinator. In this situation, let the grant manager know that you are aware that bike and pedestrian safety is one of the nine national priority areas eligible for Section 402 funding. **Be persistent** in informing them that you have done your homework and are looking for guidance as you develop your grant proposal.

2) Insufficient Crash and Fatality Data

Insufficient bike and pedestrian crash and fatality data is a common issue when applying for a Section 402 grant. **Broadening the scope** of a project to address a larger geographic area is a good strategy for addressing insufficient data. Depending on the nature of the project, this may not be possible. Providing **additional injury data** from hospitals or explaining bike and pedestrian fatality data with respect to **exposure rate** (i.e. number of miles ridden or number of cyclists on the road) can also be used to strengthen the case.

3) Insufficient Information

State and bike pedestrian coordinators are sometimes not fully aware of Section 402 as a funding option. Before launching into your project proposal, **provide information** on how the Section 402 program can be used and **ask for assistance** in the application process.

4) Insufficient Funds

Because Section 402 requires the grantee to fund the project in full before being reimbursed, this can be a tremendous financial barrier for small non-profits. **Partnering with other organizations** for support is a good opportunity for pooling resources.

5) Reimbursement Process

For many states, the reimbursement process is exceptionally tedious, requiring large amounts of staff time to track and record all project spending. NHTSA demands more in-depth spending documentation from universities and non-profits, as this is where NHTSA has found fraudulent spending in the past.

Some organizations have been forced to spend up to 10 percent of staff time handling reimbursement paperwork.

In addition, some states do not permit project spending until the funds have been appropriated to the state. These funds are often not appropriated until late into the fiscal year, providing less than a year for organizations to spend their funds. The BikeSchool program in New Jersey, for example, did not receive their funds until March of 2009. This meant that they only had six months to spend their funds before the end of the fiscal year.

These are serious problems that tend to discourage bike and pedestrian advocates from applying for continued funding. It is important to **report these issues** to the [regional NHTSA office](#) for your area. The regional offices are required to perform management reviews in order to identify problems such as these. Working closely with the regional NHTSA office will help them to better understand how Section 402 can be improved.

Section 402 Project Examples

Tracking of Section 402 projects has become increasingly more difficult in recent years. Up until 2003, the Traffic Safety Digest tracked all Section 402 projects according to project type. Unfortunately, this tool is no longer available, making it difficult to take inventory of current activities.

The [California Office of Traffic Safety](#), provides a user friendly database for the purposes of tracking traffic safety grants throughout the state. Below are some 2009 examples of projects funded using Section 402 funds.

Community Pedestrian Safety Training Project (South Bay/Monterey Region)

Goal: To increase knowledge about pedestrian best practices

Strategies & Activities:

- a) compiling GIS and SWITRS data about high risk locations for pedestrians
- b) engaging California stakeholders
- c) researching the 12 top pedestrian crash locations for applicability for training
- d) analyzing sites and collecting data for pre-evaluations in all 12 sites prior to training
- e) conducting 12 statewide trainings on pedestrian best practices in communities with pedestrian high risk locations
- f) supporting development of local pedestrian safety action plans
- g) conducting an evaluation of the impact of these trainings on knowledge, awareness and self-reported behavior.

Pedestrian and Bicycles Safety Program (Southern Border Region)

Goal: To reduce the number of injury traffic collisions involving pedestrians and bicyclists by raising general public awareness on this problem through an aggressive education and enforcement program.

Strategies & Activities:

- a) conduct educational presentations at all local schools (K-12) and at other community organizations, groups and events

- b) conduct enforcement operations that target motorist who violate speed laws, pedestrian right of way laws, traffic and stop sign laws in school zones during school hours and other high volume pedestrian areas of the city

Pedestrian Safety Program – California 2003

Amount funded with Section 402 - \$24,334

Identified problem: high number of pedestrian fatalities under the age of 15

Goals and Objectives:

- a) Reduce fatalities and injury collisions by 5 percent
- b) Reduce the number of bicyclists killed and injured under the age of 15 by 33 percent
- c) Reduce number of pedestrians killed and injured in traffic collisions by 15 percent

Strategies and Activities:

- a) Increase enforcement efforts using new mobile radar equipment
- b) Develop materials to be adopted as an ongoing program in elementary schools
- c) Implement public information campaign
- d) Created "Walking Safe," a pedestrian safety program

South Jersey Traffic Alliance – New Jersey 2002

Amount funded with Section 402 - \$30,000

Identified problem: South Jersey Traffic Safety Alliance was created in order to integrate traffic safety into the metropolitan and state planning process.

Goals and Objectives:

- a) Develop region-wide traffic safety programs
- b) Share successful practices
- c) Exchange information
- d) Support capital projects geared toward traffic and pedestrian safety

Strategies and Activities:

- a) Establish an executive board
- b) Hold quarterly general membership meetings
- c) Participate in member surveys
- d) Develop organized activities
- e) Maintain a resource library



Atlantic County Bicycle Safety Initiative – New Jersey 2002

Amount funded with Section 402 - \$7,000

Identified problem: High bike fatalities on Atlantic County and low bike helmet usage

Goals and Objectives:

- a) Encourage Atlantic County's school districts to implement a bike helmet policy
- b) Support a Helmets 4-Life (community based incentive) program
- c) Develop a bicycle safety awareness, education, and enforcement program

Strategies and Activities:

- a) Developed a School Bike Helmet Policy for the county's middle schools
- b) Sought Civil Tort Liability Opinion regarding legal responsibility for schools
- c) Presentation of bike helmet safety concerns to the Atlantic County Superintendents of Schools
- d) Promoted the School Bike Helmet Policy through media

Statewide Pedestrian Safety Program – Utah 2002

Amount funded with Section 402 - \$150,000

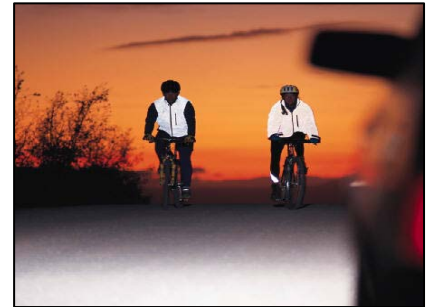
Identified problem: High pedestrian mortality rates

Goals and Objectives:

- a) Reduce the number of automobile crashes involving young pedestrians
- b) Educate children from ages 5 - 16 about being a defensive pedestrian
- c) Teach children about the dangers of crossing the street
- d) Involve parents in educating children about pedestrian safety

Strategies and Activities:

- a) Four programs developed
- b) It's Up To You To Cross Alive
- c) Parent Parking Patrol Program
- d) Operation Safe Passage
- e) Green Ribbon Month



"Bridging the Gap" - NYBC Pedestrian and Bicycle Manual – New York 2001

Amount funded with Section 402 - \$80,000

Identified problem: High pedestrian and bicyclist fatality rates

Goals and Objectives:

- a) Develop a manual designed to streamline the process of identifying problems and implementing safety improvements
- b) Promote understanding between engineers and safety advocates

Strategies and Activities:

- a) Three counties were selected to participate in the project using bike and pedestrian accident data
- b) Each site established work groups and collected data in areas where there were high pedestrian and bicyclist accidents
- c) With this information the problem solving manual was produced with the assistance of the NYBC (NHTSAc)

Conclusion

Section 402 has long been overlooked by many states as a viable funding source when it comes to bike and pedestrian safety programs. Much of this is a result of insufficient information and lack of supporting data.

“[Dangerous by Design](#)” and the [Alliance Benchmarking Report](#), are good examples of how new data is being used to highlight key problem areas, and pressure states into addressing these issues. While cumbersome paperwork and insufficient funds do create a barrier for many bike and pedestrian advocates, the primary issue in need of attention is the lack of reliable data that accurately reflects crash and fatality statistics in accordance with exposure rates. Bike advocates looking to harness Section 402 funds should work closely with their State Highway Safety Office to develop programs that coincide with their state’s safety agendas.

Citations

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