



BICYCLE FRIENDLY STATE

NONMOTORIZED SAFETY TARGETS

The Federal Highway Administration (FHWA) published the Safety Performance Measure Final Rule in the Federal Register on March 15, 2016. Thanks to bicycle and pedestrian advocates submitting [nearly 10,000 comments](#) the final rule included a requirement that each state set a nonmotorized safety performance measure. The targets published below are the initial targets set by each state and can be found at https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

The targets below represent the number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

State	2012	2013	2014	2015	2016	Average (2012-16)	2018 Target (2014-18)
Alabama	417	386	367	379	385	386.8	390
Alaska	21	52	51	12	13	29.8	55
Arizona	721	691	667	671	862	722.4	790
Arkansas	149	147	149	141	112	139.6	149
California	3791	3928	4085	4031	4142	3995.4	4271.1
Colorado	1161	1118	1175	1232	1126	1162.4	586
Connecticut	281	288	267	264	299	279.8	280
District of Columbia	147	124	151	133	162	143.4	148.5
Delaware	109	110	102	100	93	102.8	94.2
Florida	2823	3209	3147	3304	3381	3172.8	3447
Georgia	1066	1075	1052	1230	1267	1138	1027.2
Hawaii	100	127	124	121	123	119	119.4
Idaho	120	125	118	95	135	118.6	120
Illinois	1497	1436	1438	1744	--	1528.8	1508.6
Indiana	405	489	380	391	400	413	417
Iowa	149	138	126	158	168	147.8	150.7
Kansas	139	139	114	128	148	133.6	138
Kentucky	266	247	269	271	295	269.6	293
Louisiana	302	296	300	341	350	317.8	310.7
Maine	111	74	99	83	93	92	90
Maryland	537	508	510	537	476	513.6	459.2
Massachusetts	521	605	514	558	506	540.8	540.8
Michigan	690	747	687	764	742	726	743.6
Minnesota	199	183	144	203	375	220.8	348
Mississippi	104	106	107	110	132	111.8	119.8
Missouri	394	421	377	404	430	405.2	431.9
Montana	57	85	69	64	77	70.4	72.5
Nebraska	154	147	141	149	126	143.4	145.3

STATE NONMOTORIZED SAFETY TARGETS



State	2012	2013	2014	2015	2016	Average (2012-16)	2018 Target (2014-18)
Nevada	258	279	279	264	292	274.4	300
New Hampshire	59	57	53	66	63	59.6	51.4
New Jersey	466	360	365	402	382	395	386.5
New Mexico	157	175	198	217	189	187.2	257
New York	3073	3072	2688	2583	2758	2834.8	2843
North Carolina	458	385	388	423	437	418.2	438.8
North Dakota	35	33	44	39	31	36.4	34.8
Ohio	908	859	788	843	884	856.4	840
Oklahoma	678	618	609	761	652	663.6	698
Oregon	255	220	241	268	--	246	229
Pennsylvania	604	572	523	573	740	602.4	654.4
Rhode Island	95	86	89	88	94	90.4	86
South Carolina	414	385	337	346	411	378.6	371.3
South Dakota	39	58	50	41	36	44.8	43
Tennessee	379	350	441	505	498	434.6	493.2
Texas	1801	1865	1902	2047	2304	1983.8	2150.6
Utah	226	192	207	209	212	209.2	208
Vermont	50	44	29	45	43	42.2	40.1
Virginia	882	715	730	730	766	764.6	681
Washington	534	404	493	493	593	503.4	431.4
West Virginia	130	92	92	100	104	103.6	94.1
Wisconsin	388	351	337	365	366	361.4	343.3
Wyoming	28	21	38	25	36	29.6	30

ABOUT STATE NONMOTORIZED SAFETY PERFORMANCE TARGETS

- » The nonmotorized safety performance target is one of 5 targets that each state must set in order to receive HSIP funding. The other targets are:
 1. Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
 2. Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
 3. Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
 4. Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- » States are required to set identical targets for some targets for NHTSA's Highway Safety Grants Program in the State's Highway Safety Plan and FHWA's Highway Safety Improvement Program, but nonmotorized safety targets are not required to be identical.