

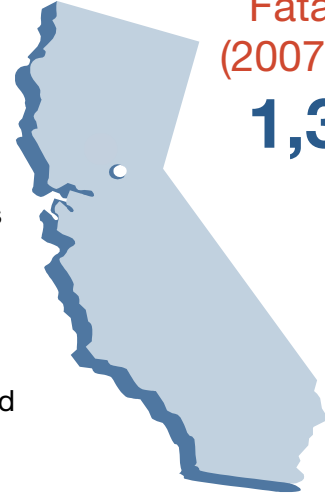
California

Walking on streets designed more for speeding cars than for people on foot can be deadly. More than 4,500 Americans died last year while crossing the street, walking to school, going to a bus stop, or strolling to the grocery store. But *not* walking is equally as hazardous. Partly out of traffic safety fears, people are walking less these days, with serious consequences for our weight and health. The CDC reports that two-thirds of Americans are now overweight or obese.

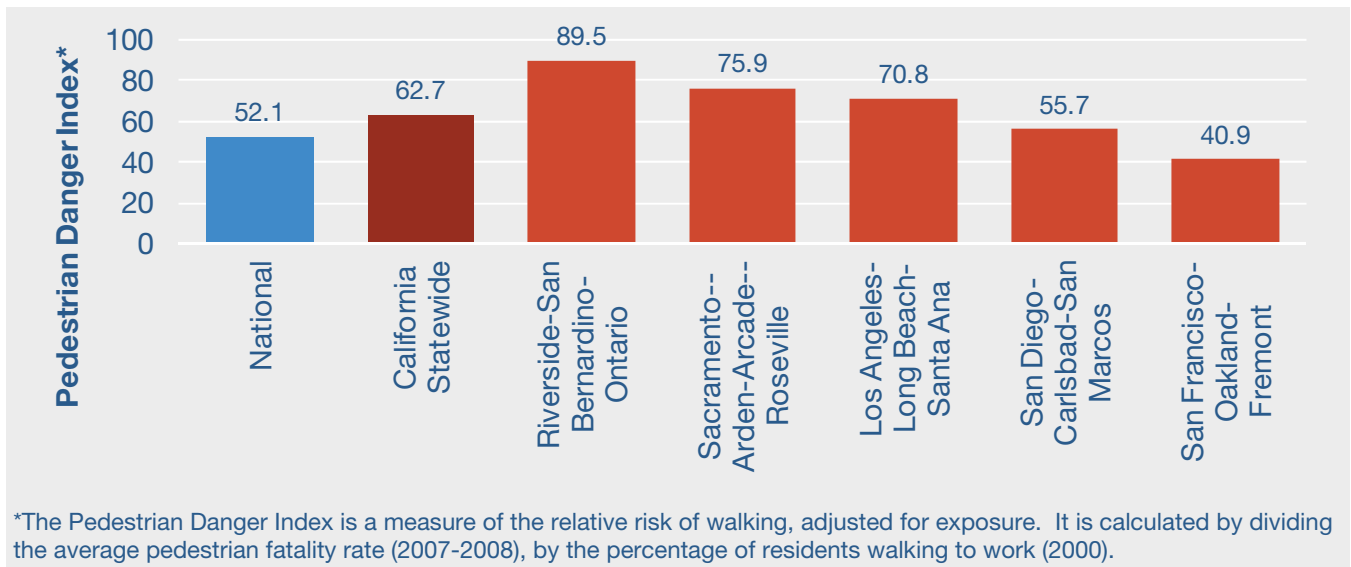
The good news is that communities that choose to change road policies and invest in safer designs see fewer deaths and injuries, even as they make their neighborhoods more livable and invite more people to walk and bicycle. Though growing in number, these places are still the exception rather than the rule.

Statewide
Pedestrian
Fatalities
(2007-2008)

1,309



The Risk of Walking in Selected California Metro Areas



Total traffic deaths that were pedestrians

11.8%
US AVERAGE

17.7%
CALIFORNIA

Pedestrian fatalities per 100,000 people

1.53
US AVERAGE

1.79
CALIFORNIA

California Metropolitan Areas Ranked by the Danger to Pedestrians

Rank	Metro Area	Population (2008)	Pedestrian Danger Index	Pedestrian Fatalities (2007-2008)	% of Total Traffic Deaths that Were Pedestrians	Avg. Annual Fed. \$ Spent on Bike/Ped per Person
1	Bakersfield	800,458	128.0	39	14.4%	\$1.21
2	Stockton	672,388	112.4	35	17.9%	\$0.11
3	Redding	180,214	99.3	8	17.4%	\$3.88
4	Fresno	909,153	92.8	40	13.5%	\$0.87
5	Riverside-San Bernardino-Ontario	4,115,871	89.5	159	13.0%	\$0.72
6	Visalia-Porterville	426,276	86.6	18	10.4%	\$4.73
7	Vallejo-Fairfield	407,515	84.5	11	12.8%	\$1.83
8	Sacramento--Arden-Arcade--Roseville	2,109,832	75.9	69	17.2%	\$1.95
8	Chico	220,337	73.5	11	15.9%	\$1.20
10	San Jose-Sunnyvale-Santa Clara	1,819,198	71.9	47	22.2%	\$2.45
11	Los Angeles-Long Beach-Santa Ana	12,872,808	70.8	491	26.9%	\$0.45
12	Madera	148,333	70.6	5	6.0%	\$0.42
13	Merced	246,117	68.8	10	9.8%	\$0.68
14	El Centro	163,972	58.2	7	8.0%	\$1.53
15	Yuba City	165,274	57.9	4	7.7%	\$0.49
16	San Diego-Carlsbad-San Marcos	3,001,072	55.7	113	20.4%	\$1.03
17	Modesto	510,694	53.2	13	9.6%	\$1.05
18	Hanford-Corcoran	149,518	50.3	5	7.2%	\$0.00
19	Oxnard-Thousand Oaks-Ventura	797,740	48.3	16	10.7%	\$0.83
20	Salinas	408,238	48.0	15	15.5%	\$2.13
21	San Francisco-Oakland-Fremont	4,274,531	40.9	136	27.7%	\$1.52
22	Santa Barbara-Santa Maria-Goleta	405,396	40.4	13	14.8%	\$1.11
23	Santa Cruz-Watsonville	253,137	31.2	7	12.3%	\$0.87
24	Napa	133,433	27.2	3	9.1%	\$0.42
25	Santa Rosa-Petaluma	466,741	24.4	7	7.8%	\$1.76
26	San Luis Obispo-Paso Robles	265,297	15.4	3	3.8%	\$3.67

Federal Funds Spent on Pedestrian Projects in California (FY2005-FY2008)

Total Federal Transportation Funds Available in California

\$10.8
Billion

Portion of Federal Funds Spent on Pedestrian Projects

1.5%

Amount Spent per Person on Pedestrian Facilities and Safety

\$1.09