BIKING & WALKING: PHYSICAL ACTIVITY

Biking & Walking Improve Lives and Health

South Dakota

STATE REPORT

THE MISSION:

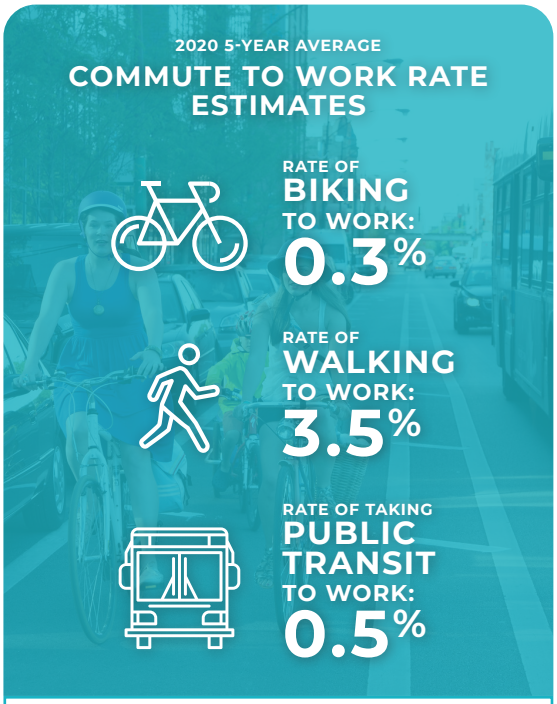
Getting 27 Million People More Physically Active

Biking and walking are two of the most common forms of physical activity

This fact sheet provides a snapshot of biking and walking for physical activity. Increasing the safety of biking and walking can contribute to increasing physical activity through biking and walking. This fact sheet identifies proven strategies to increase the safety of people biking and walking and can help decision makers and community partners identify ways to help more people be physically active.

Fast Facts

- Inadequate levels of physical activity are associated with $117 billion in annual healthcare costs[1]
- Physical activity can reduce the risk of at least 20 chronic diseases and conditions and provide effective treatment for many of these conditions[2]
- Only 1 in 4 adults fully meet physical activity guidelines for aerobic and muscle-strengthening activities

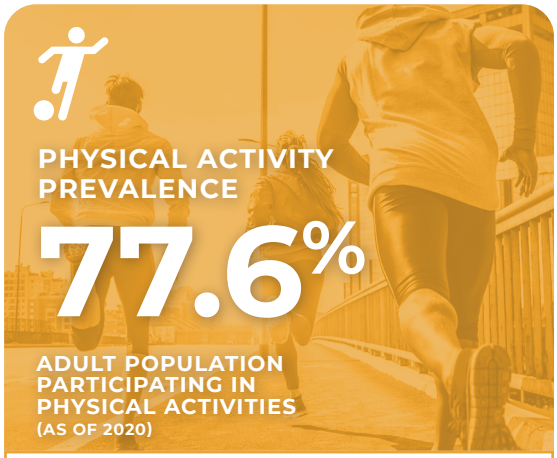


DID YOU KNOW? More than 45% of motor vehicle trips are 3 miles or less, the average bicycle trip distance is 2.4 miles according to the 2017 National Household Travel Survey.[3]

https://data.bikeleague.org/show-your-data/state-data/states-rates-of-active-commuting

If the annual combined pedestrian and bicycle fatalities in the State exceed 15 percent of the total annual crash fatalities then Federal Law makes the state eligible for additional safety funding.[4]

DID YOU KNOW? Road changes to provide more bicycle and pedestrian infrastructure can reduce total crashes 19% in urban areas and 47% in suburban areas.[5]



DID YOU KNOW? A single session of moderate-to-vigorous physical activity provides immediate health benefits such as improved sleep, reduced anxiety, and reduced blood pressure.[6]

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What Works

When bicycling and walking infrastructure connects people to places they regularly visit, there are higher levels of physical activity for transportation, recreation, and all other purposes.

Combining infrastructure changes with land use and environmental design elements contributes to increases in physical activity.

Providing easier, more convenient, access to transit can also increase bicycling and walking.

Multi-lane roadways are often the most dangerous for people biking and walking, infrastructure is key to making them safer.

Crossing islands—raised islands located between lanes at intersection or midblock locations—can reduce pedestrian crashes by 56%.[7]

The FHWA's Bikeway Selection Guide recommends separated bike lanes or shared use paths on roadways with more than 7,000 vehicles per day and observed speeds of 35 mph or more.[8]

Providing walkways—such as shared use paths, sidewalks, or wide shoulders—reduce crashes involving people walking on roadways by 65-89%.[9]

Investing in low-income, Black, and brown communities contributes to transportation equity, environmental justice, and improved health.

Residents of those communities are less likely to live near or travel along roads with safe, accessible, and high-quality pedestrian and bicycle facilities despite often lacking access to a vehicle or relying more on walking, biking, and transit for transportation.[10]

The Benchmarking Project tracks public data on bicycling and walking in the United States, for all 50 states, the 50 largest cities in the United States, the largest city in each state, and all Platinum-level Bicycle Friendly Communities to serve as benchmarks of excellence.

You can find more information about the Benchmarking Project at data.bikeleague.org. Data includes:

Fatality and injury data • Commute to work data • Spending data

Detailed discussions about efforts to improve bicycling and walking

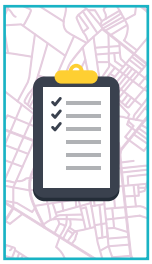
In State

POLICIES

A Complete Streets policy requires that roadways are planned, designed, and operated for the safety of all people, including people biking and walking. Many states have multiple policies and laws based on an iterative process of culture change.

DOT Policy: Not Found

Legislation Enacted: Not Found



PLANNING

A Bicycle, Pedestrian, or Active Transportation plan helps guide state decisions about safe infrastructure for people biking and walking, and aids collaboration with local jurisdictions. Maps, project lists, and cost estimates can be helpful in building political understanding of planned needs.

South Dakota last adopted a combined Bike and Pedestrian Plan in .

TRAFFIC SAFETY

Has your state made a commitment?

No state agency in South Dakota is a member of the Road to Zero Coalition, and South Dakota has not made a commitment to reduce roadway deaths as part of the Towards Zero Deaths National Strategy.

Does your state lead with engineering a Safe System?

The key focus of the Safe System approach is to reduce death and serious injuries through road design that accommodates human mistakes and injury tolerances.[11]

Has South Dakota adopted a bicyclist safety emphasis area to improve bicyclist safety?—No

Has South Dakota adopted a pedestrian safety emphasis area to improve pedestrian safety?—No

TRAFFIC LAWS

Drivers must provide at least 3 feet + when passing a person bicycling.

Crashes involving improper overtaking are the most common reason for bicyclist deaths.

There was no law found specifying that a person walking in a crosswalk has the right of way.

Over 4,000 people were killed in crosswalks from 2016-2020.[12]

1. https://journals.humankinetics.com/view/journals/jpah/15/7/article-p469.xml
2. https://www.cdc.gov/physicalactivity/activepeoplehealthynation/why-should-people-be-active.html
3. https://nhts.ornl.gov/vehicle-trips
4. https://www.law.cornell.edu/uscode/text/23/405 (23 USC 405h) and https://safety.fhwa.dot.gov/hsip/rulemaking/docs/Section148_SpecialRule_Guidance.pdf (23 USC 148g)
5. https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RoadDiet2018.pdf
6. https://www.cdc.gov/physicalactivity/basics/adults/health-benefits-of-physical-activity-for-adults.html
7. https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/
8. https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
9. https://safety.fhwa.dot.gov/provencountermeasures/walkways/
10. https://www.pedbikeinfo.org/cms/downloads/PBIC_WhitePaper_Equity.pdf
11. https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf
12. Based on data on "Pedestrian Position" from NHTSA data

PRODUCED BY THE LEAGUE OF AMERICAN BICYCLISTS since 1880