

Article Link: <https://usa.streetsblog.org/2020/09/29/why-your-city-doesnt-map-its-worst-car-crashes/>

For this assignment, the article I chose is “Why Your City Doesn’t Map Its Worst Car Crashes” by Kea Wilson. Wilson discusses the issue of pedestrian and cyclist safety within cities, or more specifically, the fact that most cities do not have an accessible High Injury Network Map. A High Injury Network Map shows which intersections are the most dangerous for active transportation modes by mapping where the most crashes occur. Wilson points out that most of the dangerous intersections are concentrated in a very small percentage of streets, and most often are located in “historically disinvested areas.” San Francisco Municipal Transportation Agency’s Tom Maguire is referenced in the article and talks about how data, both crash records and records from the Department of Health, drives the city’s Vision Zero Plan to end roadway fatalities by 2024.

This article is an example of how important of a role data is in driving policies. Without cross referencing data between the Department of Health with the Police reports, Maguire and his team would not have been able to accurately map dangerous intersections. Further, using other demographic data to determine which neighborhoods these intersections are located in sheds light on the deeper issue of disproportionate harm in lower income communities. Maps like these contain the data to create better infrastructure and more importantly, save lives. However, I found it very concerning that some of the cities required to collect this data and make these maps and yet have *no* obligation to use the information they find. HOW is this possible? If cities have the information and the ability to create a safer city, why wouldn’t they? Cities should be held accountable to use this information for the health and safety of their constituents.