



**USDOT Bicycle
and Pedestrian
Safety Initiative:**
Safer People and Safer Streets

*Barbara McCann,
USDOT Office of Policy*



4 Steps from policy to practice

Creating multi-modal streets means:

1. Change Decision-Making
2. Address Design
3. Offer Training to all
4. Measure Success in New Ways



Changing decision-making

- a. Understand the process
- b. Ending any tilt
- c. Changing the systems

Assessments in Every State



Walk/Bike Road Safety Assessments

- FHWA, FTA, and NHTSA led in convening, facilitating, and participating in the assessments;
- FMCSA and FRA led assessments along truck and train routes



Walk/Bike Road Safety Assessments

- Safety examinations of transportation facilities
- Involve multidisciplinary team of professionals and partners
- Observe safety issues and identify potential physical and operational improvements



Assessments Report

U.S. Department of Transportation Pedestrian and Bicyclist Road Safety Assessments



Summary Report

October 2015

www.transportation.gov/ped-bike-safety/pedestrian-and-bicyclist-safety-assessment-report

Report: Common Barriers

Physical:

- ⌘ roadway design
- ⌘ pedestrian safety and accessibility
- ⌘ bike safety
- ⌘ transit access



Policy & coordination:

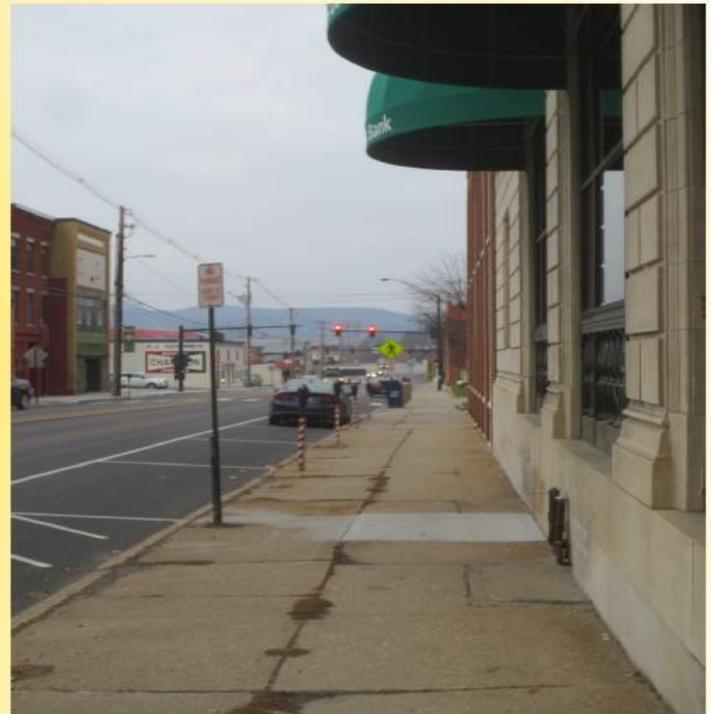
- ⌘ planning and project development
- ⌘ public engagement
- ⌘ changing community context
- ⌘ intergovernmental coordination
- ⌘ funding
- ⌘ data
- ⌘ enforcement & education

Rutland, Vermont

BEFORE



AFTER



Looking West down West Street

Report: Stories

- ‡ **Colorado:** assessment on city line found gaps in network, enforcement
- ‡ **Ohio:** urbanization left roads ill-fitted for new types of users
- ‡ **Tennessee:** site selection process identified for low-income and high-crash corridor

WV BIKE SUMMIT JANUARY 24-25

Charleston Marriott Town Center, Charleston, WV

REGISTER NOW!



Register online at wvconnectingcommunities.com

Program Schedule

Sunday, January 24

- 12:00pm Long group ride
- 3:00pm Group ride through Charleston
- 3:00pm Registration opens
- 5:00pm Reception

Monday, January 25

- 7:00am Breakfast and registration
- 9:00am Health & Quality of Life
- 10:30am Tourism & Economic Development
- 12:00pm Lunch
- 1:30pm Big Picture Planning
- 2:45pm Technical Breakout Session
- 2:45pm Advocacy Breakout Session

Questions?

Kasey Russell at russell.kasey@gmail.com or 304.542.1994

Why come to the Summit?

To learn about the impact of cycling across public health, quality of life, economic development, and transportation and planning.

To hear from notable speakers – more information on speakers available at wvconnectingcommunities.com.

To meet with your representatives and ask them personally to support cycling related legislation and efforts.

To get to know other people across the state who share your passion for cycling.



Assessments follow-up activities

Bicycle and Pedestrian Funding, Design, and Environmental Review:

Addressing Common Misconceptions

August 20, 2015

Introduction

The U.S. Department of Transportation (DOT) has been working to address nonmotorized safety issues nationwide and help communities create safer, better-connected bicycling and walking networks as part of the Department's [Safer People, Safer Streets Initiative](#).

Since launching the Safer People, Safer Streets Initiative in 2014, DOT has engaged safety experts, existing and new stakeholders, local officials, and the public on a range of targeted strategies to encourage safety for bicyclists and pedestrians on and around our streets, including bus stops, transit stations, and other multimodal connections. Through these discussions, a number of common misconceptions have been raised about the use of Federal funding, street

3. Separated bike lanes cannot be built with Federal funds.

This is false. Federal funds can be used to plan and build separated bike lanes, which can include cycle tracks and protected bike lanes. The FHWA recently published a *Separated Bike Lane Planning and Design Guide*, which includes planning considerations and design options for separated bike lanes. In addition, separated bike lanes are included in the [Bicycle and Pedestrian Funding Opportunities: US Department of Transportation, Federal Transit, and Federal Highway Table](#).

Address Design



Take a flexible approach to use of guidance documents

USDOT Addressing Design Issues

- ∅ Flexibility in Design Policy Statement (2010)
- ∅ Bicycle & Pedestrian Friendly Design Guidelines
- ∅ Controlling Criteria Change

Policy Statement on Bike-Ped Accommodation

The DOT **policy is to incorporate** safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the **responsibility to improve conditions and opportunities** for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to *go beyond minimum standards to provide safe and convenient facilities* for these modes.



Road Diet Informational Guide



FHWA Safety Program



U.S. Department of Transportation
Federal Highway Administration



www.safety.fhwa.dot.gov

FHWA Design Products

- & Separated bike lane guide
- & Design guide synthesis & gap identification
- & Connected networks case studies

Federal Highway Administration

SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE



U.S. Department of Transportation
Federal Highway Administration

MAY 2015

FHWA Resources Under Development

- Workbook for Building On-Road Bicycle Networks through Resurfacing Projects
- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Small Town and Rural Street Design (STAR) Guide

Offer Training



The Mayors' Challenge

March 2015- Sept 2016

The screenshot shows the DOT website's page for the Mayors' Challenge. The header includes the DOT logo and navigation links. A left sidebar contains a menu with 'The Mayors' Challenge' selected. The main content area features a title, a photo of Secretary Anthony Foxx, a photo caption, and several paragraphs of text. A right sidebar contains a sign-up graphic, related links, contact information, business hours, and social media icons.

United States
Department of Transportation

▼ About DOT ▼ Our Activities ▼ Areas of Focus

Safer People, Safer Streets

The Mayors' Challenge

Challenge Overview

Complete Streets

Fix Barriers

Gather Data

Design Right

Create Networks

Improve Laws

Educate & Enforce

Road Safety Assessments

Road Safety for Transit Patrons

Research and Data

News

Home > The Mayors' Challenge

Mayors' Challenge for Safer People, Safer Streets

Photo Caption: U.S. Transportation Secretary Anthony Foxx at the 2014 Pro Walk, Pro Bike, Pro Place Conference

Secretary Foxx is challenging mayors and local elected officials to take significant action to improve safety for bicycle riders and pedestrians of all ages and abilities over the next year. Mayors' Challenge participants will be invited to attend the Mayors' Summit for Safer People, Safer Streets in March, and their cities will spend a year helping their communities undertake seven activities to improve safety. The challenge is based on the 2010 USDOT Policy Statement on Bicycle and Pedestrian Accommodation.

Cities can join the challenge [here](#) or by emailing their Team Leader's contact information to pedbikesafety@dot.gov

Mayors and other elected city officials can participate by leading a call to action and helping their cities take on the Challenge activities outlined below.

Call to Action

- Issue a public statement about the importance of bicycle and

Sign up for the Mayors' Challenge!

Related Links

- Mayors' Challenge Q's & A's
- Mayors' Challenge Webinar

Pedestrian and Bicycle Safety

US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States
pedbikesafety@dot.gov

Business Hours:
9:00am-5:00pm ET, M-F

Share:

Mayor or top local elected official shows commitment by:

- Making a public statement
- Forming a local action team
- Taking action on Challenge Activities



Challenge Areas:

1. Complete Streets
2. Fix Barriers
3. Gather Data
4. Design Right
5. Create Networks
6. Improve Laws
7. Educate and Enforce

The screenshot shows the DOT website's navigation bar with the logo and search bar. The main content area features a sidebar with a menu for 'The Mayors' Challenge' including 'Challenge Overview', 'Complete Streets', 'Fix Barriers', 'Gather Data', 'Design Right', 'Create Networks', 'Improve Laws', and 'Educate & Enforce'. The main article is titled 'Mayors' Challenge for Safer People, Safer Streets' and includes a photo of Secretary Anthony Foxx speaking at a podium. The article text discusses the challenge's goals and provides a call to action for cities to join. A 'Call to Action' section at the bottom lists the first step: 'Issue a public statement about the importance of bicycle and pedestrian safety'. On the right, there is a sign-up graphic, related links, contact information for the DOT, and social media sharing options.

United States
Department of Transportation

Home > The Mayors' Challenge

Mayors' Challenge for Safer People, Safer Streets

Photo Caption: U.S. Transportation Secretary Anthony Foxx at the 2014 Pro Walk, Pro Bike, Pro Place Conference

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Challenge Activity 1: Complete Streets

Incorporates safe and convenient walking and bicycling facilities

Improves conditions and opportunities for walking, and bicycling

Integrates walking and bicycling into transportation systems

Provides safe and convenient facilities for these modes

- **Planning Complete Streets for an Aging America**
- **The Best Complete Street Policies of 2014**



Challenge Activity 2: Fix Barriers

Identify and address barriers to make streets safe and convenient for people of all ages and abilities, including those using mobility devices

- Resident's Guide for Creating Safer Communities for Walking and Biking
- Pedestrian Road Safety Audit Guidelines and Prompt Lists
- Guidelines for Pedestrian Facilities in the Public Right-of-Way, Access Board



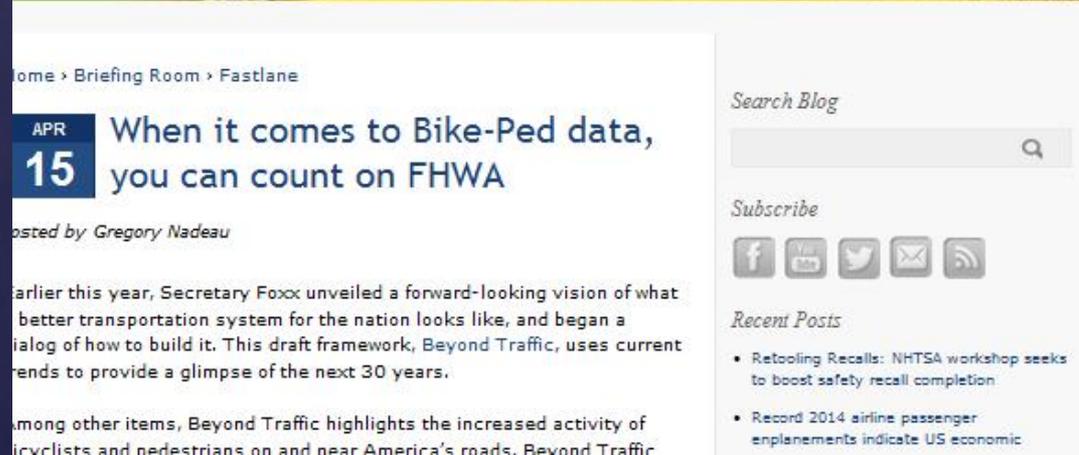
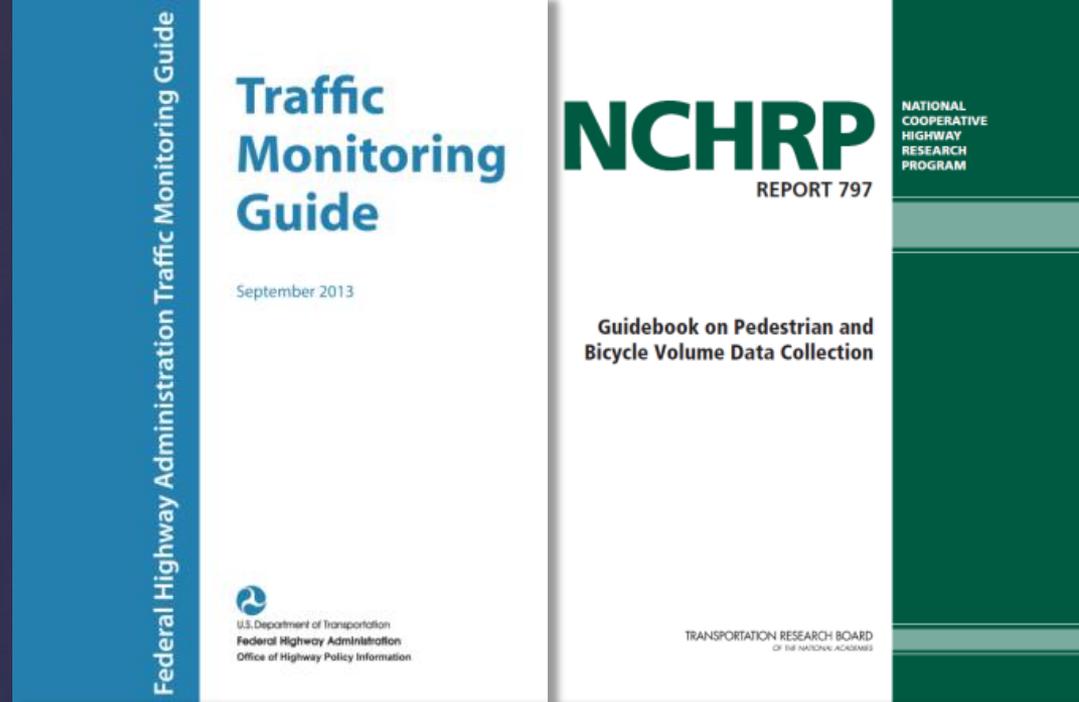
Challenge Activity 3: Gather Data

Gather and track biking and walking data

- FHWA Traffic Monitoring Guide, 2013

- NCHRP Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection

- Bicycle-Pedestrian Count Technology Pilot Program



Challenge Activity 4: Design Right

Use designs appropriate to the context of the street and its uses

- PEDSAFE and BIKESAFE
- NEW: Separated Bike Lane Planning and Design Guide
- NCHRP Report 803—Pedestrian & Bicycle Transportation Along Existing Roads—ActiveTrans Priority Tool Guidebook
- Design Resource Index

PEDBIKESAFE

Pedestrian Safety Guide and Countermeasure Selection System
Bicycle Safety Guide and Countermeasure Selection System

The Pedestrian Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk.

PEDSAFE

Index

Explore all available resources.

Countermeasures

Also: [selection tool](#), [matrices](#).

Guide

Create a viable pedestrian system.

Case Studies

Examples of various treatments.

BIKESAFE

Index

Explore all available resources.

Countermeasures

Also: [selection tool](#), [matrices](#).

Guide

Create a viable bicycling system.

Case Studies

Examples of various treatments.

The Bicycle Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle.

Challenge Activity 5: Complete Networks

Take advantage of opportunities to create and complete pedestrian and bicycle networks through maintenance

- A Guide for Maintaining Pedestrian Facilities for Enhanced Safety
- FHWA Connected Networks Case Studies
- [In development] Workbook for Building On-Road Bike Networks through Routine Resurfacing Programs

FHWA Report on U.S. Practices in Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks



U.S. Department of Transportation
Federal Highway Administration

OCTOBER 2015

Challenge Activity 6: Improve Laws

Improve walking and biking safety laws and regulations

- Literature Review on Vehicle Travel Speeds and Pedestrian Injuries
- High-Visibility Enforcement on Driver Compliance With Pedestrian Right-of-Way Laws
- Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices



Challenge Activity 7: Educate & Enforce

Educate and enforce
proper road use behaviors by all

- **Pedestrian Safety Enforcement Operations: A How-to-Guide, NHTSA**
- **Enhancing Bicycle Safety: Law Enforcement's Role**
- **High Visibility Enforcement on Driver Compliance to Pedestrian Yield Right-of-Way Laws**



New measures of success

- Performance measures
- Performance-based practical design
- Level of service rework

New measures of success



USDOT Measuring Success in New Ways

- ∅ National Performance Measures
- ∅ Bicycle-pedestrian performance measures guidance
- ∅ PedSafe and BikeSafe analytic tools

FHWA Resources Under Development

- Bicycle-Pedestrian Count Technology Pilot Project
- Guidebook for Evaluating, Establishing, and Tracking Pedestrian and Bicycle Performance Measures
- Strategic Agenda for Pedestrian and Bicycle Transportation

Ladders of Opportunity



Louisville, KY: Bill Deatherage walks along Brownsboro Rd. before and after new sidewalk was installed.

Safer People

- ⌘ Partner with advocacy groups, local officials, and safety organizations
- ⌘ Publicize existing and new safety resources from USDOT related to infrastructure design and promoting safer behaviors and bicycling and walking practices
- ⌘ Local implementation through the Mayor's Challenge



Safer Streets

⌘ Identify and close gaps in pedestrian and bicycle networks

⌘ Provide engineers and planners with tools and innovative strategies to create safer streets

⌘ Bike Walk Assessments

- 51 assessments completed by June 2015
- field offices convened or supported walking and/or bicycling road safety assessment in each state.
- Final report to be released soon



Safer Policies

- ⌘ Identify practices, rules, standards, and policies that serve as obstacles or barriers to addressing pedestrian and bicycle needs
- ⌘ Research solutions
- ⌘ Identify and implement policy changes



FAST Act

- ⌘ Five year bill
- ⌘ Transportation Alternatives program funding steady; non-profits are eligible recipients
- ⌘ Ped-bike remains eligible in renamed Surface Transportation Block Grant, CMAQ, Highway Safety Improvement Program
- ⌘ NHTSA National Priority Safety Program enforcement and education grants available for states with high ped-bike fatalities

FAST Act

- ⌘ NHS design criteria shall consider access for other modes of transportation; adds NACTO and AASHTO safety guides
- ⌘ “The Secretary shall encourage each State and metropolitan planning organization to adopt standards for the design of Federal surface transportation projects that provide for the safe and adequate accommodation (as determined by the State) of all users of the surface transportation network, including motorized and nonmotorized users, in all phases of project planning, development, and operation.”
- ⌘ Best Practices report required

Thank you

& www.transportation.gov/mayors-challenge

& Email address: pedbikesafety@dot.gov