



Safer People, Safer Streets from USDOT

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Policy*

Safer People, Safer Streets

- ⌘ Increasing trend of pedestrian and bicycle deaths in the U.S.
- ⌘ September 2014 at Pro Walk / Pro Bike / Pro Place in Pittsburgh
- ⌘ Safer People, Safer Streets initiative: design, education, policy

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



Assessments in Every State



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

Mayors' Challenge:

7 Challenge Areas:

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

245 Jurisdictions:
Awards this Fall

The screenshot shows the DOT website's 'The Mayors' Challenge' page. The header includes the DOT logo and navigation links for 'About DOT', 'Our Activities', and 'Areas of Focus'. A left sidebar lists various challenge areas, with 'Complete Streets' highlighted. The main content area features a title 'Mayors' Challenge for Safer People, Safer Streets' and a photo of Secretary Anthony Foxx speaking at a podium. Below the photo is a caption and a paragraph explaining the challenge's goal to improve safety for cyclists and pedestrians. 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, business hours, and social media sharing options.

United States
Department of Transportation

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Safer People, Safer Streets

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The Mayors' Challenge

Challenges 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

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 pedestrian safety

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:

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



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](#).

FAST Act

⌘ Five year bill

⌘ Transportation Alternatives program funding steady; non-profits are eligible recipients

⌘ Ped-bike remains eligible in CMAQ, Highway Safety Improvement Program, (renamed) Surface Transportation Block Grant 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