

National Association of City Transportation Officials

Resetting City Streets for Safety

National Transportation Safety Board May 2016





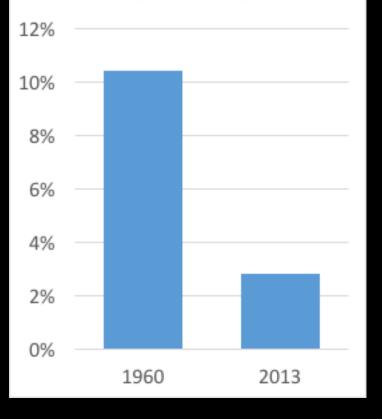




WASHINGTON STREET IMPROVEMENT (BEFORE AND AFTER)

Response: Walking Declined Significantly

Walking to Work 1960-2013



Walking to School 1969-2009 60% 50% 40% 30% 20% 10% 0% 1969 2009

Sources: U.S. Census via FHWA; National Center for Safe Routes to School

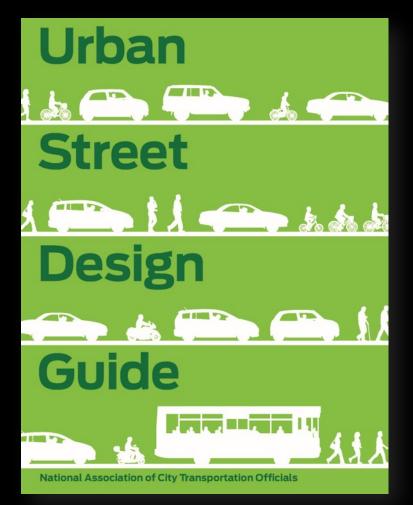
What do we expect of our streets?

THEN

Speed Mobility Safety NOW

Multi-Modal Options Public Health/Safety Economic Development Environmental Quality Community Building/Livability Equity

A Blueprint for 21st Century City Street Design



Endorsed by Federal Highway Administrator Victor Mendez

Endorsed by six states including California and 36 of the largest cities in the U.S.

Unique visitors to the website: 78,346

Attendees at trainings and webinars: 2,680

Published September 2013



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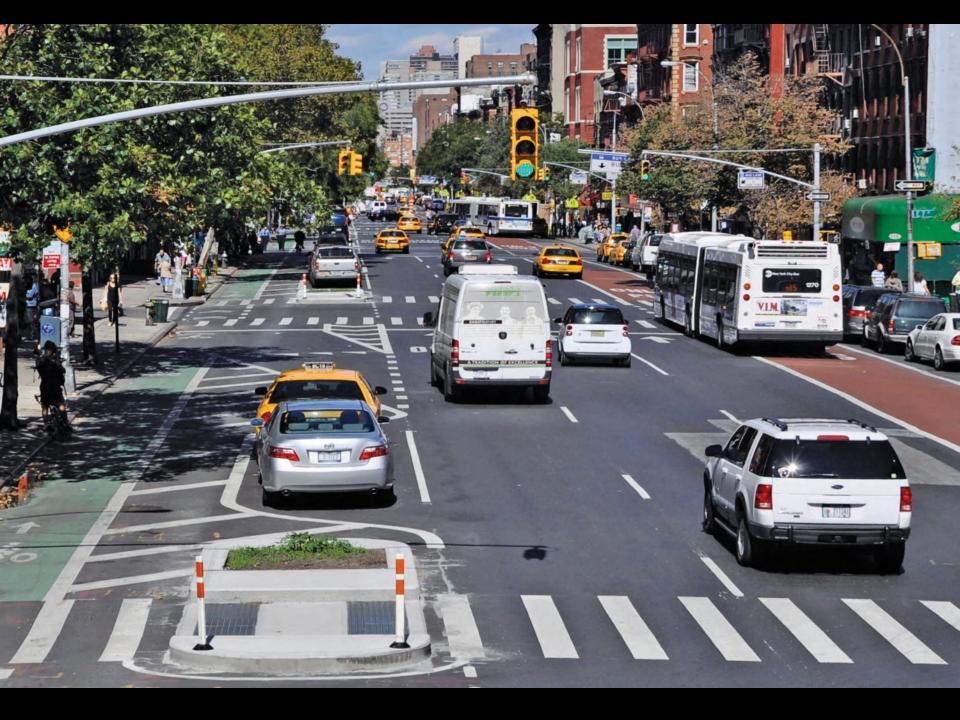
Second Edition Fall 2012

State-of-the-Practice Innovation in Bikeway Design

Second Edition







35% decrease in injuries to all street users (8th Ave)

53% decrease in injuries to all street users (9th Ave)

Up to 49% increase in retail

Sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)

> arking-protecte bike lane

eft turn ba

and signal

Pedestrian safety

Mixing zones for bicycles and leftturning vehicles



DESIGN CONTROLS

Hit at 40mph there's a 70% chance I'll die.

*Approximate Spures



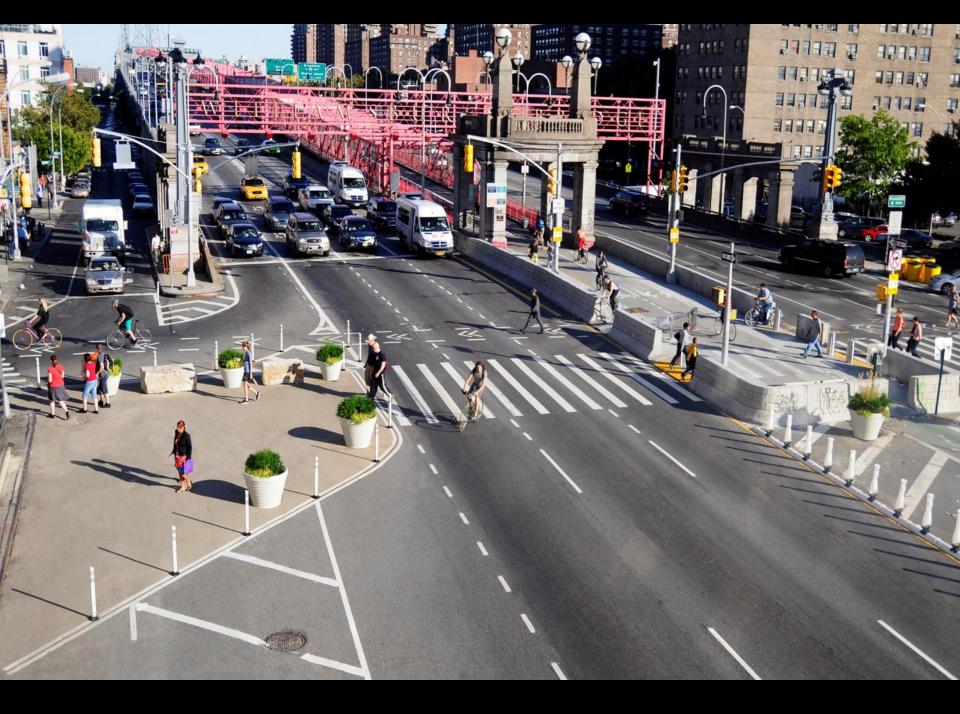
Hit at **30mph** there's an 80% chance I'll live.

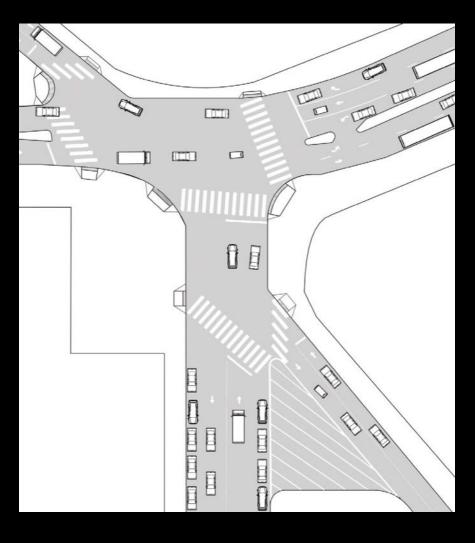


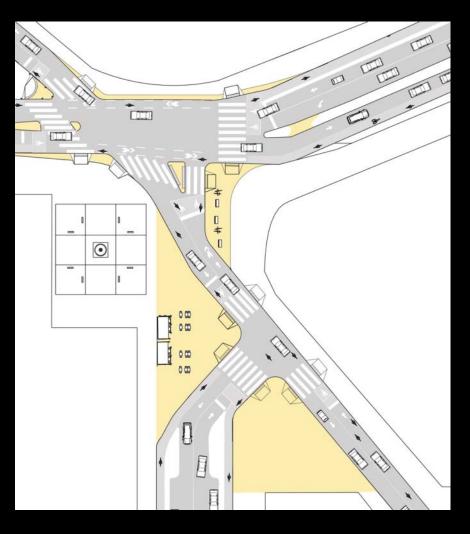


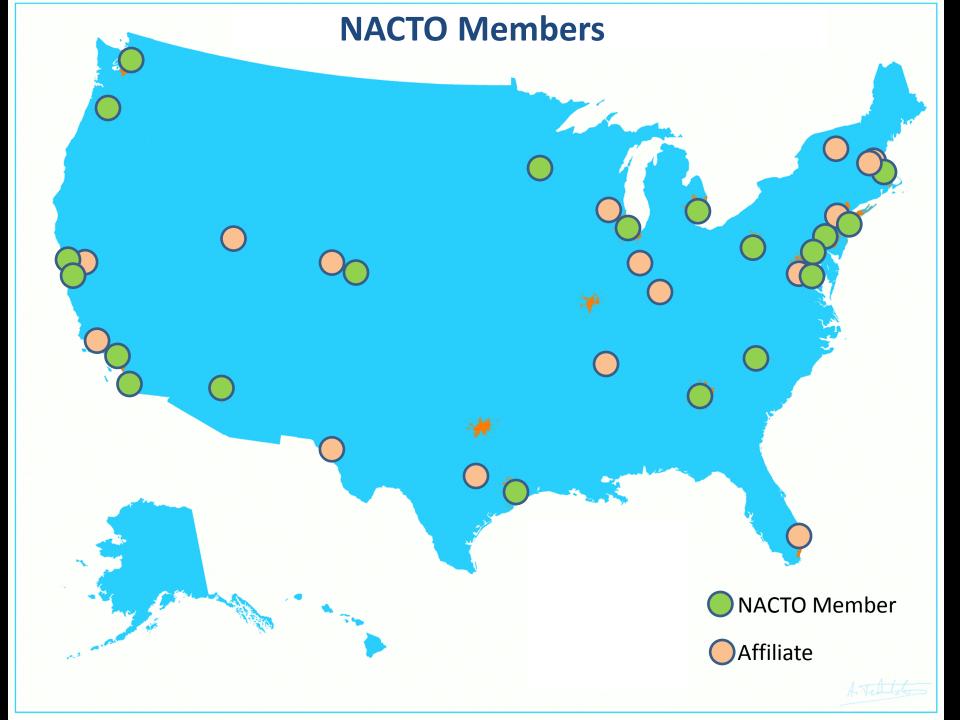
Design Speed = Target Speed = Posted Speed















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