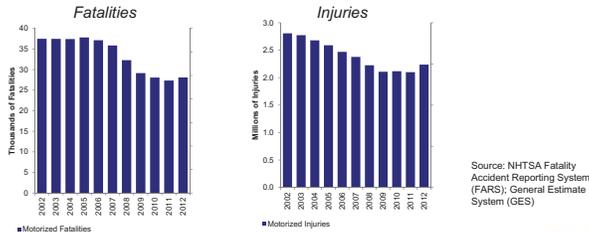


Pedestrian and Cyclist Safety Primer

The issue:

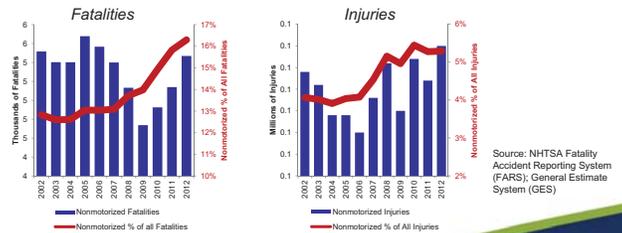
- Total traffic fatalities and injuries are *decreasing*...



Rise in Pedestrian and Cyclist Fatalities and Injuries

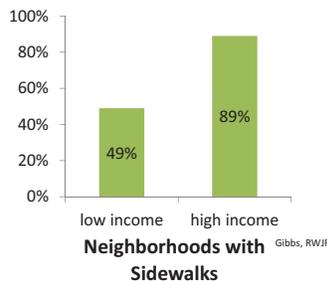
However, pedestrian and cyclist fatalities and injuries are *increasing*:

- In 2012, 4,743 pedestrians and 726 cyclists were killed in collisions with motor vehicles - a more than 15% increase from 2009
- Pedestrians represent 14% of all people killed in motor-vehicle crashes



Access, Safety, and Equity

- Walking and bicycling are inexpensive transportation options that should be safe and accessible for people of all ages and income levels
- Disproportionately high pedestrian deaths in low-income communities
- Low-income communities are less likely to have sidewalk and other pedestrian facilities



Cross-modal USDOT Pedestrian and Bicycle Safety Team

Secretary Foxx has made pedestrian and bicycle safety a top priority, launching a cross-modal team that includes staff from:

- OST
- FHWA
- FTA
- NHTSA
- FMCSA
- FRA
- Volpe Center



FHWA: Pedestrian and Bicycle Safety

Pedestrian and bicycle assessments align with and support ongoing and planned FHWA efforts:

Safety

- Policy and Funding
- Networks - Planning and Design
- Research, Resources, and Tools
- Education, Encouragement, and Capacity Building



Overview of Pedestrian and Bicycle Safety Initiative

Secretary Foxx's Initiative:

- Safer Streets
- Safer Communities
- Safer Policies



Safer Streets

- Identify and close gaps in pedestrian and bicycle networks
- Provide engineers and planners with tools and innovative strategies to create safer streets



Safer Communities

- 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



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



Walk/Bike Road Safety Assessments - Background

- One assessment in every state
- Each assessment will be a coordinated USDOT event
- All modes will be involved in each event; one mode will be assigned a lead role in each state
- Use existing walk/bike tools – many of which may refer to these types of events as audits
- Manageable, one-time event which will be part of a larger effort
- Beginning of what will be on an ongoing conversation



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



Walk/Bike Road Safety Assessments - Purpose

- Provide a practical, real world environment to assess key pedestrian and bicycle infrastructure:
 - On-road facilities (e.g., sidewalks, bicycle lanes, etc.)
 - Crossing locations
 - Transit stops and stations
 - Roadway design
 - Intersection design
 - Traffic management
 - Signals and signs
 - Parking



Walk/Bike Road Safety Assessments - Purpose

- Foster discussions
- Share knowledge
- Identify common gaps in the nonmotorized networks
- Build relationships that will lead to safer pedestrian and bicycle networks over time – as the lessons discussed below illustrate
- Engage practitioners who may not be working on pedestrian and bicycle issues on a day-to-day basis
- Focus on locations that have nonmotorized safety challenges (e.g., major road or transit corridors, significant intersections, transit station areas)
- Ideally, site selection and assessment should connect to and help inform existing or planned work.



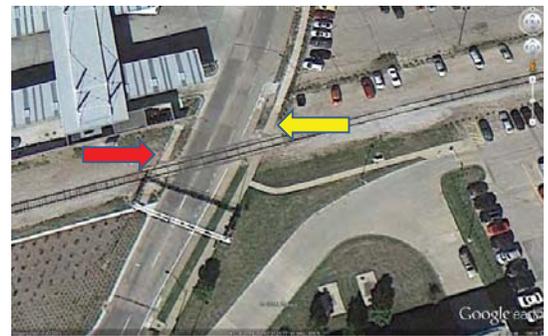
Iowa Bike/Ped Assessment



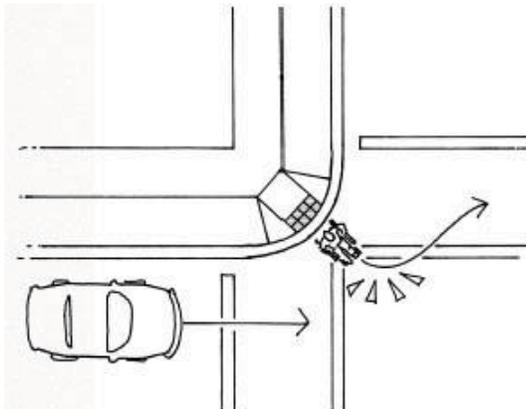
Bicycle: lane crossover



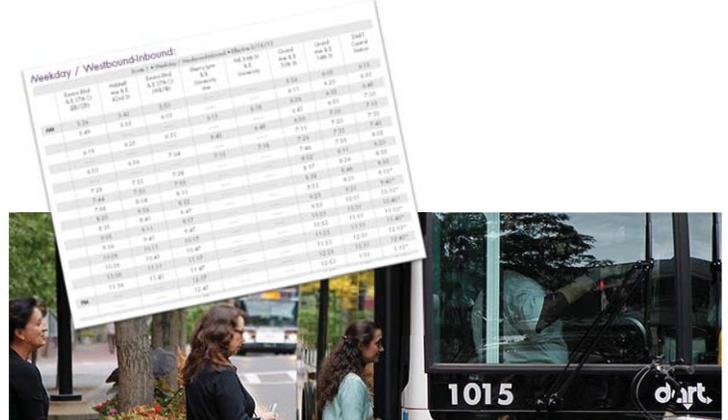
Pedestrian: Railroad crossing issues



Pedestrian: Ramps into traffic lanes



Transit: posting of schedules



Walk/Bike Road Safety Assessments - Purpose

- At conclusion, assessments will:
 - Promote a shared responsibility for creating safer streets across USDOT and with State and local partners
 - Support USDOT activities aimed at promoting and documenting pedestrian and bicycle networks
 - Inform existing or planned projects or work in assessment areas

