

Action Team: Pedestrian and Bicycle Safety

Report for Period January 2009 to December 2009

Please describe activities and accomplishments that took place for each strategy/objective listed in your action plan.

Recommendation 1: Ensure State and Local Agencies Use Best Practices When Designing and Operating Facilities

- ❖ Training:
 - ADA training held in February for MDOT staff, FHWA created half day ADA training for local agencies, and SEMCOG held one day ADA training for member counties.
 - Training Wheels Class – MDOT and MDCH partnered present this on road bike facilities class in 9 locations around the state. September 2009
- ❖ Presentations to promote best practices
 - Pedestrian and Bicycle Roadway Design: Safe, Smart and Defendable - presented 5 times statewide by Josh DeBryun, Deirdre Thompson and Ron Emery.
 - Study on Educational and Enforcement Countermeasures for Pedestrian Safety in the City of Detroit presented at the Traffic Safety Summit by Dr. Peter Savolinen and Dr. Timothy Gates of Wayne State University.
 - Bicycle and Pedestrian Traffic at the Tipping Point presented at the Traffic Safety Summit by Norm Cox of the Grennways Collaborative.
 - How Law Enforcement Can Promote Safe Bicycling in Michigan presented at the Traffic Safety Summit by Rich Moeller of League of Michigan Bicyclists.
 - Benefits of 4 to 3 Lane Conversions presented by Dave Morena to Genesee County.
- ❖ Presentations at team meeting:
 - Lansing's Walk and Bike Task Force plan and future of roundabouts in Lansing, Andy Kilpatrick, March 2009
 - Roundabout panel discussion at team meeting of roundabouts and safety for pedestrians and bicyclists, Gary Piotrowicz of Road Commission for Oakland County, Richard Long, Associate Dean Western Michigan University and mobility specialist, Wes Butch, DLZ, and Jeffery Bagdade, Opus Hamilton. May 2009
- ❖ Partnered with Wayne State University on NHTSA study to analyze motorist and pedestrian behavior in areas of higher pedestrian injuries in Detroit. Education and enforcement campaigns continue to be implemented and evaluated. 2009
- ❖ MDOT received interim approval to use the Rectangular Rapid Flashing Beacon. MDOT is proposing installation in Galesburg and Detroit. February 2009 (See attached)
- ❖ MDOT has received interim approval to use the Pedestrian Hybrid Signal (HAWK) for a proposed location in Ann Arbor. (See attached.) St. Claire has also received approval and Oakland County has the Pedestrian Hybrid Signal installed at the 15 Mile/Drake roundabout.
- ❖ PBSAT promoted FHWA webinar on pedestrian safety. The team coordinated with 12 agencies statewide to host satellite locations.
- ❖ MDOT performed Road Safety Audits for 2 projects: US 41 in Menominee (February) and M-89/M-40/M-222 in Allegan (April). Pedestrian improvements were recommended and proposed for these locations.
- ❖ MDOT let the Michigan's first trunkline safety project focused on pedestrian safety.
- ❖ MDOT performed Cool City walking audits 17 locations during 2 weeks. July 2009.
- ❖ SEMCOG performed 10 walkability audits. Spring and Fall 2009

Recommendation 2: Ensure Motorists, Bicyclists and Pedestrians Behave Properly and Predictably When Sharing Facilities

- ❖ 25,000 copies of What Every Bicyclist Must Know revision were distributed to bicycle stores and bicycle advocacies statewide since February. LMB is printing another 25,000 copies for additional distribution.
- ❖ League of Michigan Bicyclists continues to develop the Bicycle Enforcement program.
www.lmb.org/education.html
- ❖ Secretary of State (SOS) issued press release encouraging pedestrians, bicyclists and motorists to follow the rules of the road and be alert to other roadway users. June 2009
- ❖ SOS updated What Every Driver Must Know adding more pedestrian information.
- ❖ MDOT, SOS and OHSP issued press releases for pedestrian safety awareness for back to school, Halloween and Day Light Savings Time.

Recommendation 3: Enhance, Clarify and Develop Michigan and Local Laws to Improve Pedestrian and Bicycle Safety

- ❖ Healthy Kids, Healthy Michigan Coalition drafted Completed Streets resolution which does not mandate but strongly encourages communities to adopt a Complete Streets policy.

Recommendation 4: Elevate Awareness of Pedestrian and Bicycle Safety in Local Agencies

- ❖ MDOT is continuing development of Regional non-motorized plans.
- ❖ SEMCOG has completed bicycle travel maps for 7 counties and City of Detroit.
- ❖ The Greenways Collaborative has hosted bi-monthly webinars on pedestrian and bicycle safety.
- ❖ State and Territorial Injury Prevention Directors Association (STIPDA) Workshop: Michigan was one of six states to receive a grant to send a diverse group of representatives to attend a workshop in Washington D.C. This group consisted of representatives from OHSP, MDCH, MDOT, City of Detroit and Detroit Health Department. The purpose of the workshop was to exchange ideas for reducing pedestrian injuries and foster relationships between the diverse representatives and between states, June 2009. This group continues their work through the Detroit Area Pedestrian Safety Action Team (DAPSAT).

Challenges and/goals for the upcoming reporting period.

We expect a greater number of pedestrians and bicyclists to be present on our roadways. With greater exposure, we expect an increase in crashes. We are challenged with educating both motorized and non-motorized users of our transportation system on safe behavior and sharing the road. We would like to develop a media campaign similar to "Click it or Ticket" or "Don't veer for the deer" for share the road. However, we lack funding to develop such a campaign.

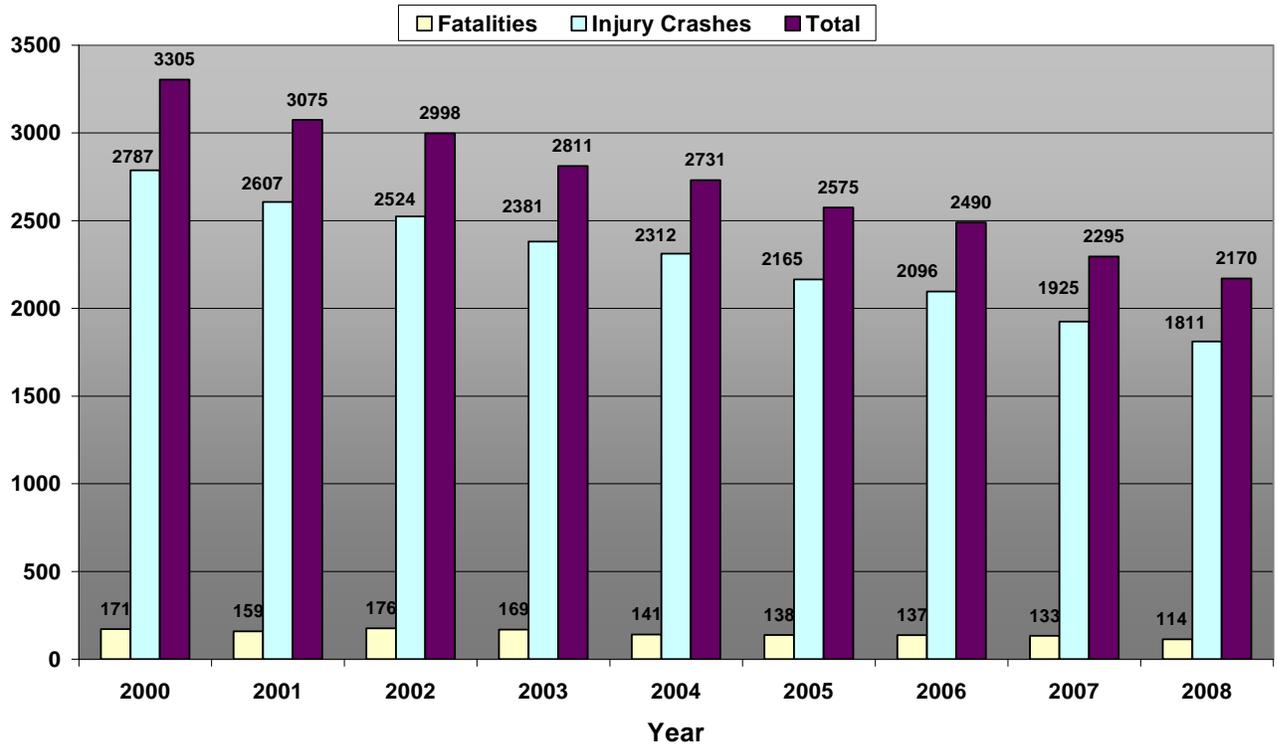
Pedestrian fatalities in the City of Detroit continue to be a concern. In 2008, there were a total of 114 pedestrian fatalities, 27 of those were in Detroit (24%). The NHTSA study will wrap up soon. There is a concern that the DAPSAT will not continue after the NHTSA study ends. However, the action team is committed to continue to support DAPSAT and the City of Detroit.

Alcohol related pedestrian fatalities are a concern. These fatalities have been about 35% to 40% of total pedestrian fatalities and a high percentage of these fatalities are males ages 35-54. These fatalities are difficult area to address. Further strategies need to be developed to decrease these fatalities.

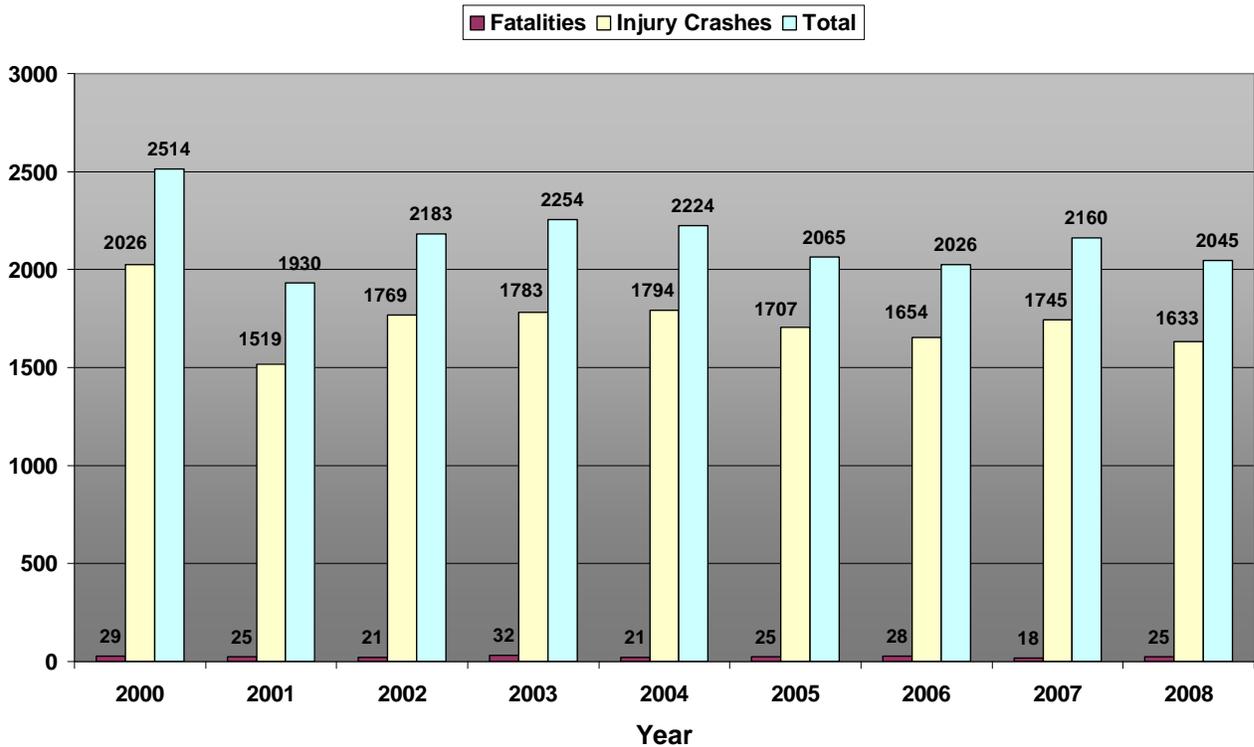
The greatest pedestrian and bicycle exposure is on college campuses. We would like to partner with colleges to develop a best practice tools that can be easily transferred and implemented at colleges statewide.

We would like to have a greater outreach to local communities to educate about implementing best design practices for pedestrian and bicycle safety.

Pedestrian Crashes



Bicycle Crashes



Rectangular Rapid Flashing Beacon



Rectangular-shaped High-intensity LED's



Pedestrian Hybrid Signal



Legend

- SY Steady yellow
- FY Flashing yellow
- SR Steady red
- FR Flashing red

