



GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION
PEDESTRIAN AND BICYCLE SAFETY ACTION TEAM
2013-2016 Action Plan Accomplishment
Summary
March, 2016

Identify and promote the use of best practices when designing and operating transportation facilities:

Strategy 1: Increase the number and improve the operation of pedestrian and bicycle facilities in the state of Michigan.

- **Conduct trainings highlighting best practices at all levels of government with programs such as Training Wheels, ADA training, and pedestrian safety.**
 - MDOT hosted 5 Training Wheels in May; Hastings, Albion, Grand Ledge, Trenton and Monroe
- **Investigate innovative training programs nationwide.**
 - MDOT continues to evaluate the potential of training on the NACTO Urban Street Bikeway Guide.
- **Promote national webinars and trainings from various professional organizations.**
 - MDOT region Ped/Bike groups <http://www.walkbikemichigan.com/> will populate with webinar opportunities
- **Encourage best practices including sidewalks, shoulders, refuge islands, road diets, bike lanes.**
 - MDOT developed a 'Bicycle and Pedestrian Terminology' booklet and published it online to help establish common terminology among users and practitioners regarding commonly misunderstood terms.
 - SEMCOG passed the Bicycle and Pedestrian Travel Plan
 - <http://www.semCog.org/Plans-for-the-Region/Transportation/Bicycle-and-Pedestrian-Travel#776195-bicycle-and-pedestrian-plan>
 - SEMCOG passed the Southeast Michigan Traffic Safety plan
 - <http://www.semCog.org/Plans-for-the-Region/Transportation/Bicycle-and-Pedestrian-Travel#776195-bicycle-and-pedestrian-plan>
 - <http://www.semCog.org/Reports/SEMMichiganTrafficSafetyPlan/index.html>
- **Promote and Support Road Safety Audits and other assessments.**
 - MDOT doing two RSAs per week
 - SEMCOG helps communities with direct assistance including Road Safety and Walkability/Bikeability Assessments
 - <http://www.semCog.org/Assisting-Local-Governments/Direct-Assistance#69738-road-safety-audits>
- **Identify best practices for college campuses**
 - Ongoing – identifying if certain crash types are overrepresented on colleges/in surrounding college cities (UMTRI)
- **Encourage data collection on new and existing bicycle and pedestrian facilities.**
 - Permanent counters going in on Cass Avenue
 - Detroit Greenways Coalition using portable counters on projects
 - City of Ann Arbor and WATS using counters

- SEMCOG investigating usage of other counting technologies including Miovison & Placemeter
- **Assess relationships between U.S. Census American Community Survey commute by bicycle crash data, infrastructure development and employment.**
 - ACS has limited usability due to collection process and that it only accounts for commuter trips. Many Michigan comminutes, especially in southeast Michigan are walking and biking for other trip purposes.
- **Identify ways to influence design of the statewide Household Travel Survey to better account for bicyclists and pedestrians in metropolitan areas, providing parity with measures taken for transit usage.**
 - Oversampling would be the best way to influence the household survey, yet strained financial resources prohibit its implementation at this time.
- **Assess the relationships between the U.S. Census American Community Survey commute by bicycle and the statewide Household Travel Survey.**
 - It was determined that neither option is the best way to account for bicycling and pedestrian travel.

Raise awareness of pedestrian and bicycle safety

Strategy 2: Improve motorist, bicyclist and pedestrian behavior when sharing or crossing facilities.

1. **Analyze and distribute pedestrian and bicycle crash data.**
 - OHSP continues to provide Ped/Bike crash data as requested.
 - OHSP has UMTRI staff provide analysis as needed.
2. **Educate motorist, pedestrians and bicyclists on safe behavior and laws.**
 - Secretary of State has updated 'What Every Driver Must Know' document
 - Development of Bicycle Law Enforcement Action Kit (LEAK) that contains a motor vehicle code (MVC) tip card of laws that pertain specifically to bicycles and NHTSA roll call video for law enforcement. The items are complete and will be mailed out to all law enforcement agencies in Michigan in the Spring of 2015.
 - MDOT and SOS partnered to develop a rules of the road video that was shared on social media in SOS offices that aired from May-September of 2015.
 - SEMCOG Be Safe Be Seen Document
 - MDOT led Davsion Avenue Safety Blitz in partnership with SEMCOG and MFF
 - In support of the Nathan Bower Act (2014 PA 317), the Michigan Department of State developed a listing of bicycle and motorcycle safety education resources and encouraged driver education providers to use them in their classrooms, distribute materials.
3. **Engage and educate law enforcement personnel on pedestrian and bicycle laws and data.**
 - OHSP will be engaging law enforcement in the Spring of 2015 with the bicycle law enforcement action kit (LEAK).
 - Traffic Safety Summit topics
4. **Educate the public on pedestrian and bicycle safety.**
 - MDOT established Regional Pedestrian and Bicycle Committees
5. **Fund pedestrian and bicycle safety projects.**
 - OHSP has funded the development of a bicycle law enforcement action kit (LEAK)

- OHSP funded a statewide research study in FY15 to look at Ped/Bike crash data and communities in Michigan where countermeasures have been used to prevent and reduce Ped/Bike crashes, injuries, and fatalities.
6. **Support to implement statewide or local pedestrian and/or bicycle safety and share the road media campaigns.**
 - The Michigan Department of State developed a corresponding bike safety video that played in Secretary of State offices on MVN digital monitors
 7. **Promote the SOS bicycle safety radio public service announcement.**
 8. **Develop and promote a bicycle safety video PSA similar to the SOS radio PSA.**
 - The Michigan Department of Transportation partnered with the Michigan Department of State to develop a bicycle safety video public service announcement
 9. **Develop and implement a pedestrian and bicycle safety message for Motor Vehicle Network.**
 10. **Develop and implement a pedestrian and bicycle safety message for MDOS Express News.**
 - The Michigan Department of State promoted the bicycle safety video in the SOS Express News
 11. **Update materials used by driver education instructors.**
 12. **Advocate for increased spending on pedestrian and bicycle initiatives from programs focused on safety.**
 - SEMCOG Safety Plan Pedestrian Emphasis Area
 13. **Incorporate pedestrian and bicycle safety planning into MPO and rural task force safety planning process.**
 - SEMCOG's Bicycle and Pedestrian Travel Plan and Traffic Safety plan are adopted as formal amendment to SEMCOG's RTP and will be part of future updates and used for scoring in funding sources such TAP, CMAQ, Rural Taskforce, etc.
 14. **Support to implement statewide or local pedestrian and/or bicycle safety media campaign.**
 - MDOT granted a Federal Transportation Enhancement Grant to the City of Grand Rapids to develop a Bicycle Safety Education Campaign. While the project is developed for the City of Grand Rapids, once complete the Federally funded project will make the materials widely available for use in other communities.
 15. **Assess compliance of pedestrian and bicycle behavior on campuses.**
 - UMTRI researching college and college city crash data - ongoing
 16. **Create bicycle and pedestrian safety and education toolkit for college students.**
 17. **Encourage and/or support revisions and updates to educational and training materials related to motor vehicle drivers that recognize multimodal transportation and new roadway designs intended to promote bicycle and pedestrian safety.**

Provide recommendations related to pedestrian and bicycle safety legislation:

Strategy 3: Identify inconsistencies or gaps in current law pertaining to pedestrian and bicycle safety.

1. **Monitor legislation that may impact pedestrian and bicycle safety.**
 - MDOT Intermodal Policy Division Staff regularly reviews legislation that is introduced for its potential impacts on walking and bicycling.
2. **Encourage local agencies (counties, cities, villages) to adopt complete streets policies.**
3. **Identify legislative solutions pertaining to pedestrian and bicycle safety.**

4. **Develop proposed legislation that supports: establishing a safe bicycle passing distance; increases driver education curriculum bicycle and pedestrian content; and enhanced penalties for crashes involving vulnerable users.**
5. **Consider and monitor pedestrian safety practices.**
 - MDOT staff regularly review new released research documents relating to pedestrian safety. Findings are considered for application on an as needed basis.
 - Research is ongoing by MDOT to look at pedestrian crossing implementations.
 - OSHP funded a review of pedestrian/bicycle crashes and develop countermeasures for mitigation
6. **Develop proposed legislation that supports: strengthening distracted driving laws; penalties for recklessly endangering bicyclists by blocking their path of travel ('dooring', parking in bicycle lanes, etc.).**

Recognize successful pedestrian and bicycle safety initiatives:

Strategy 4: Identification of existing and research practices that are innovative and or successful pedestrian and bicycle safety programs and or initiatives.

- Non-motorized Crossings MDOT
 - MDOT granted a Federal Transportation Enhancement Grant to the City of Grand Rapids to develop a Bicycle Safety Education Campaign. While the project is developed for the City of Grand Rapids, once complete the Federally funded project will make the materials widely available for use in other communities.
1. **Recognize proactive jurisdictions or jurisdictions highly active in promoting safety of pedestrians and bicyclists with nominations for annual awards.**
 2. **Identify successful community stories and promote statewide.**
 - MDOT and FHWA MI Division developed project summaries for two projects in Michigan and submitted them to FHWA HQ. Both projects "Lake Lansing Road Bridge over US-127" and "Detroit's Growing Bicycle Network" were featured in the FHWA Publication "Case Studies in Delivering Safe, Comfortable and Connected Pedestrian and Bicycle Networks
 3. **Literature review of existing and researched pedestrian and bicycle safety programs and initiatives.**
 - MDOT – Training Wheels – ADA Training, Counters for TAP projects, non-motor volume collection
 - SEMCOG – Safe Routes
 - LMB – Enforcement training, complete streets, Bike Rodeo, Sponsor enforcement to attend
 - MDOT Funding research on bicycle facility safety titled Development of Differential Criteria for Determining Appropriateness of 'Side-Path' Applications for Bicycle Us
 - MDOT Funding research on pedestrian and bicycle risk assessment through mapping data sets
 4. **Fund pedestrian and bicycle safety projects.**
 - MDOT , MPO's and local agencies continue to implement safety project as routinely as possible as part of their regular program
 - SEMCOG projects:
 - SEMCOG TAP (2015 Projects for FY2016)
 - Green Oak Township-Lemen Road & M-36 Pathway
 - Hartland Towhsip-Hartland Village Streetscape
 - Shelby Township-Macomb Orchard Trail to Gene Shepherd Park Trail
 - City of Sterling Heights-Dodge Park Bridge over Clinton River
 - City of Luna Pier-Luna Pier Rd. Improvements & Streetscape
 - City of Ferndale-Woodward Corridor Neighborhood Bicycle Network

- Village of Lake Orion-Downtown Lake Orion – Paint Creek Trail Connection
- City of Marysville-River Road & Marysville City Park Nonmotorized Connections
- City of Ann Arbor-Border to Border Trail Reconstruction – Gallup Park Segment
- City of Saline-U-12 Michigan Makeover – Streetscape Enhancement
- City of Ypsilanti-Border to Border Trail Midblock Crossing Connection
- City of Detroit-Detroit Bikeshare
- City of Southgate-Creating a Walkable Downtown with a Multiuse Path Connection
- City of Woodhaven-One Crossing, One Woodhaven – Multiuse bridge Across I-75

Determine focus communities, cities and agencies for priority assistance:

Strategy 5: Reduce crashes and injuries among pedestrian and bicyclists in identified communities across the state.

- 1. Provide presentations, literature, and technical assistance as feasible on pedestrian and bicycle crashes in identified communities.**
- 2. Identify communities with high or above average crashes involving pedestrians and bicyclists.**
 - SEMCOG has developed area and neighborhood maps available on their website showing locations of pedestrian and bicycle crashes.
 - SEMCOG’s map shows high crash intersections and segments: <http://maps.semco.org/safetypriorities/>
 - Individualized reports can be created with eh SEMOCG crash tool: <http://www.semco.org/Data-and-Maps/Traffic-Crash-Data>
 - In the FY15 research study, OHSP had researcher look for “hot spot” communities and to provided a list of recommended countermeasures to reduce Ped/Bike crashes.
 - MDOT Funding research on pedestrian and bicycle risk assessment through mapping data sets
- 3. Identify and document crash location characteristics and crash type characteristics.**
- 4. Advocate for increased spending on pedestrian and bicycle initiatives from programs focused on safety.**
 - Safe Routes for School has mini grants available up to \$5,000 per school for active transportation activities (walking school buses, ect.)
- 5. Provide technical assistance to communities to identify acceptable and feasible crash counter measures.**