

FIX BARRIERS

Identify and address barriers to make streets safe and convenient for people of all ages and abilities.

Over 40 Mayors' Challenge communities reported taking steps to identify and address barriers to safe and inclusive transportation. Common barriers to walking, biking, and accessing transit include a lack of basic infrastructure, such as sidewalks and safe crossings, and less tangible problems such as a lack of coordination between jurisdictions, funding, and unsupportive policies. The USDOT field offices also helped spur this effort by hosting pedestrian and bicycle assessments in every state (see the summary report [here](#)).

The winning city for Challenge Activity 2 is Myrtle Beach, SC. Myrtle Beach is recognized for meeting the Challenge by conducting bicycle safety and walkability audits and completing an inventory of its sidewalk network. These efforts have resulted in a road diet on three segments of a high-traffic area; repaired pavement around bike lanes; and improved bike lane gap signage. For more information on the efforts of Myrtle Beach, see the [Award Winner fact sheets](#).

How are communities identifying and addressing barriers?

Among the Mayors' Challenge communities, efforts to identify barriers included roadway safety audits or assessments, hazard analyses, mobility

studies, site plan reviews, bicycle and pedestrian count projects, and inventories of facilities. Communities such as Longmont, CO, and Tucson, AZ, took actions to address identified barriers through infrastructure and policy interventions, some of which are included in other Challenge Activities. In addition, communities such as Brownsville, TX, formed action teams and advisory committees to facilitate conversations between city, state, and metropolitan planning organization (MPO) staff, advocacy organizations, and citizens, and to increase coordination, and broaden participation.

Communities formed Action Teams and Advisory Committees

Miami-Dade County, FL, Orange County, FL, and Moscow, ID, formed action teams and advisory committees to tackle barriers. In Orange County, FL, Mayor Teresa Jacobs initiated a Sustainability Task Force to oversee pedestrian safety-related plans and projects. The Task Force is making progress and has initiated a number of pedestrian safety studies on corridors throughout the county as well as redesigns of key roadways to improve pedestrian safety.

The Moscow Active Living Task Force (ALTF), made up of seven city leaders and more than



The Local Action Team in Miami-Dade discussing pedestrian safety during a walk audit.



Cyclists in Moscow on a Greenway tour to look at routes to connect the downtown to residential areas.

60 stakeholders—assessed active travel modes and made recommendations for increasing active transportation opportunities. The task force conducted a successful pedestrian and bicycle count and completed a Neighborhood Greenway Assessment for potential bicycle and pedestrian-friendly routes connecting the downtown to residential neighborhoods and key destinations. Moscow is also improving sidewalk access in critical areas throughout the city. The city has collected important public input, including from advocacy groups on behalf of low-

income, disadvantaged, and minority populations for its Americans with Disabilities Act (ADA) Transition Plan. Moscow also has an established Sidewalk Assistance Program that provides a simple process for property owners to have their sidewalks evaluated and repaired with the same unit pricing that the city receives.

Communities focused on pedestrian safety

Many communities focused their Challenge Activity 2 efforts on pedestrian safety. For example, Las Vegas, NV, implemented new programs such as Senior Walk and Safe Routes to School audits, and a Right Turn Lane Conflict Elimination Program. Going forward, Las Vegas has planned to conduct 12 Safe Routes to School audits and six Senior Walk audits each year. In Louisville, KY, installed Leading Pedestrian Intervals, which give pedestrians a few seconds' head start before the light turns green for

Ann Arbor and San Antonio Engage over 16,000 People in their Efforts to Address Barriers

The Pedestrian Safety and Access Task Force and staff from the City of Ann Arbor, MI, engaged over 1,000 residents over 18 months to develop strategies to improve pedestrian safety and access in the community. The final recommendations were

approved by the Ann Arbor City Council and are in the process of being implemented.

San Antonio joined the Mayors' Challenge in 2015, and concurrently adopted a Vision Zero Campaign. To support the Vision Zero Campaign, staff

have organized over 80 events, reaching over 15,000 people. To address barriers to safe roadway crossings, San Antonio installed z-crossings on three busy corridors, creating safer pedestrian connections between neighborhoods and other key destinations.



The newly installed Z-crossings and signage in San Antonio, TX, increase visibility of pedestrians to cars, making crossings safer.

vehicles at, 70 intersections, and Philadelphia, PA, moved painted intersection stop bars back for vehicles in Center City to create safer crossings for pedestrians. Philadelphia also adopted an innovative approach to addressing sidewalk closures during construction by updating closure fees to disincentivize closing sidewalks during construction projects.

West Hollywood, CA, is running an innovative pilot program to convert designated commercial loading zones into passenger loading zones from 6 PM to 3 AM daily. This policy change is meant to encourage safe passenger pick up and drop off locations by ride sharing companies, taxis, and individuals. The city also adopted a Crosswalk Safety Plan to improve pedestrian safety on Santa Monica Boulevard by adding stoplights and bold visual elements at crosswalks to alert drivers.

Communities increased public involvement

Communities made efforts to ask citizens to identify and address barriers to safe transportation. Chattanooga, TN, launched a website for citizens to report problems they noticed in the public right-of-way and then took specific actions to address reported problems. Specific interventions ranged from providing citizens tools for conducting safety audits of their neighborhoods to making infrastructure repairs and upgrades, such as fixing pedestrian push buttons, restriping crosswalks, and installing pedestrian refuge islands in multi-lane crosswalks.



District Department of Transportation staff conducting a roadway safety audit.

DC's Vision Zero Plan Emphasizes Accessibility and Safe and Comfortable Streets

In response to the Mayors' Challenge, Mayor Muriel Bowser committed to Vision Zero, with a goal of achieving zero traffic fatalities and serious injuries in the District of Columbia (DC) by 2024. The Vision Zero plan includes a focus on vulnerable populations: it dedicates \$100,000 to the DC Office

of Disability Rights to fund fellowship positions that will focus on accessibility and safety, specifically in sidewalk condition and bus stop locations. The plan also calls for the establishment of a task force to develop policies and practices that reduce street harassment, and it dedicates \$41,000 to develop

a public art installation that thwarts street harassment.



For more information on identifying and addressing barriers to safe and convenient transportation for people of all ages and abilities, see: <https://www.transportation.gov/policy-initiatives/ped-bike-safety/mayors-challenge-2-fix-barriers>

For more information about the Mayors' Challenge results and award winners see: www.transportation.gov/mayors-challenge/awards-and-results