



IMPROVE LAWS

Improve walking and biking safety laws and regulations.

The sixth Mayors' Challenge Activity helped over 30 communities focus on ensuring that their ordinances and laws promote and prioritize safe bicycle and pedestrian travel. From Fergus Falls, MN, to Hartford, CT, participating cities reported that they assessed local ordinances to ensure they created safe streets for all users; shared or designated and proper street usage by all; and clearly outlined consequences for traffic violations that put other street users at risk. Communities also considered laws to protect vulnerable users; land use codes that are oriented toward pedestrians and bicyclists; lower speed limits; and compliance with the Americans with Disabilities Act (ADA).

The winning city for Challenge Activity 6 is Washington, DC. DC introduced and advanced a suite of ordinances aimed at reducing crashes:

- The Vision Zero Act of 2015,
- The Bicycle and Pedestrian Safety Act of 2016, and
- The Motor Vehicle Collision Recovery Act of 2015

The Vision Zero Act includes an action plan with 67 strategies for reducing traffic fatalities, focusing on data, education and enforcement, and improving laws. The Bicycle and Pedestrian Safety Act requires the District Department of Transportation to publish data, formalizes a Complete Streets policy, establishes pedestrian and bicycle priority zones, enacts tougher

distracted driving laws, and requires side-guards and spot mirrors or cameras on large trucks. The Motor Vehicle Collision Recovery Act provides greater fairness for pedestrians and bicyclists recovering from injuries and damages after being struck by vehicles. For more information on Washington, DC's efforts, see the [Award Winner fact sheet](#).

How are communities improving laws and regulations?

From Carrboro, NC, to Austin, TX, communities across the country took action to ensure that their traffic safety laws and ordinances improve safety for pedestrians and bicyclists. Cities such as Bonita Springs, FL; Ann Arbor, MI; Myrtle Beach, SC; and Brownsville, TX, worked with bicycle and pedestrian advisory committees to assess and update these laws. Many communities also worked with local and regional partners, increasing coordination both within and among departments. Efforts included adopting Complete Streets ordinances, lowering speed limits, adopting minimum passing laws for safely passing bicyclists, and updating zoning and land use codes to create friendlier environments for pedestrians and bicyclists, including by requiring new developments to include sidewalks and bicycle parking. The Challenge helped put bicycle and pedestrian safety onto the agenda of city leaders and planners.

Communities reduce speed limits and enact safe passing laws

Communities including Las Vegas, NV, and Vicksburg, MS, considered interventions to create safer traveling environments for bicyclists and pedestrians, notably through reducing speed limits on main roadways and creating or enforcing three-foot passing laws. The Lexington, KY, County Council approved an ordinance to reduce local road speeds from 35 to 25 miles per hour (mph) in the Central City area.



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Chattanooga's BSMART/C3FT device records distances between bicycles and passing motorists for programs related to the 3-foot passing law and the Chattanooga Safe Biking Initiative.

In Eugene, OR, the city is working with the Oregon Department of Transportation to lower the speed limit on a major arterial street from 40 to 35 mph and also plans to take a comprehensive look at city collectors and arterials over the next year to identify additional opportunities to lower speed limits. Chattanooga, TN, City Council members and the Chattanooga Police Department (CPD) initiated an ongoing speed awareness study to identify streets with high vehicle speeds and use design interventions to help reduce travel speeds.

In addition to reducing speed limits, Chattanooga is also working to enforce and raise awareness of Tennessee's 3-foot passing law to ensure that motorists leave adequate space when passing bicyclists. The Chattanooga Police Department developed a device, called the BSMART/ CFT, which mounts on bicycle handle bars and helps officers determine the distance between bicycles and passing cars. In Nevada, the Mayors' Challenge community of Henderson reported on its support for a statewide campaign in which the Highway Patrol division is stepping up enforcement of its 3-foot passing law for motorists and cyclists. The statewide campaign included billboards and radio ads.

Columbus, OH, has a safe passing law and is supporting a statewide 3-foot passing bill to complement the existing local law. Additional Mayors' Challenge communities reported enacting or enforcement activities for 3-foot passing laws, including San Antonio, TX, and Fort Myers, FL.

Communities transform zoning codes for pedestrians and bicyclists

Many communities considered zoning codes, ordinances, and policies to ensure that future street reconstructions, development, and land use fully consider non-motorized users. For communities such as Fergus Falls, MN, Atlanta, GA, and Longwood, FL, the Mayors' Challenge provided an opportunity for city staff and partners to begin reviewing their ordinances and policies to ensure alignment with best practices.

A new zoning ordinance in Columbia, SC, requires that new development include street trees and sidewalks on both sides of streets to ensure connectivity and a more walkable environment. Columbia's new zoning code also includes recommendations for bicycle parking standards.

Jackson, MS, and Brownsville, TX, added provisions for bicycle parking to their zoning codes.

Cupertino, CA, made changes to the municipal code to protect children in school zones by prohibiting trucks during morning and afternoon commuting hours. The city also initiated a pilot, which was subsequently made permanent, for garbage and recycling trucks to do early morning collecting to reduce obstructions in bicycle lanes during the morning bicycle commute school hours.

Hartford, CT, passed its first new zoning code in 50 years, which includes a new transit-oriented-development district around the city's new bus rapid transit system; establishes parking maximums instead of minimums; requires bicycle parking for all uses; and adopted the city's first bicycle lane map.

Casselberry, FL, reported that the Mayors' Challenge inspired the city to include policies, such as Complete Streets and Healthy Communities, in addition to projects in its Multimodal Transportation Master Plan. The Complete Streets policy will help ensure that projects meet the needs of all roadway users, while the Healthy Communities policy ensures transportation projects are evaluated based on criteria such as safety, air quality, physical activity, noise, and access to goods and service.

Sideguards Increase Safety in Boston

In January 2015, when Boston Mayor Martin Walsh accepted the Mayors' Challenge to continue making Boston a safer city for pedestrians and bicyclists, the sideguard pilot had been completed, and the City passed the nation's first city ordinance to require sideguards and cross-over mirrors on every City-owned and City-contracted truck. Sideguards help prevent bicyclists and pedestrians from being swept under trucks if they are hit from the side; convex mirrors enable drivers to see down the entire length of the vehicle from 3 feet and above; and cross-over mirrors enable drivers to see pedestrians and bicyclists in the front blindspot, from 3 feet above the front bumper to where direct vision is possible. The City of Boston had launched a sideguard, and convex and cross-over mirrors pilot on 18 City-owned vehicles



A sideguard installed on a Boston Public Works truck. Sideguards help prevent unprotected roadway users from falling under the sides of vehicles and getting caught under the rear wheels.

in 2013. The ordinance went into effect in the summer of 2015, and over 110 additional vehicles have been outfitted with sideguards as a result. Boston joins other cities providing leadership in this area, including New York, NY, which has the largest rollout of sideguard technology in municipal fleets to date, and Cambridge, MA, and Washington, DC, which are also piloting sideguards on municipal fleets.

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