

MAYORS' CHALLENGE FOR SAFER PEOPLE & SAFER STREETS

SELF-ASSESSMENT

This self-assessment worksheet is meant as a tool for your local team to identify where you stand in each of the seven categories, and thus what the primary goals are in your city for improving bicycling and walking safety. By assessing and discussing beforehand, the hope is that you will be better prepared to make the most of the day-long summit by focusing on the topics that are most applicable to your location.

INSTRUCTIONS

Please discuss with your local team to identify goals given your current activities and opportunities. Determine what some of your key questions are so that you can focus on addressing them during the summit. Most important, think about what your city wants to take back from this event.

PART A: MOTIVATION FOR PARTICIPATION

What are the key reasons are community is participating in the challenge? Has there been a recent increase in accidents or fatalities? Are there barriers to be addressed, changes in travel behavior, or the desire for quality of life improvements through better health and accessibility?

PART B: ASSESSMENT BY CATEGORY

I. COMPLETE STREETS

Where are we on developing and implementing Complete Streets? What questions do we have?

Discussion points:

- We have publicly announced the importance of bicycle and pedestrian safety
- We have adopted a complete streets policy
- We have formed pedestrian and bicyclist safety leadership teams
- We have developed/initiated a Pedestrian and Bicyclist Safety Action Plan

Based on your progress above, circle one:					
	<i>Needs to begin</i>	<i>Needs significant action</i>	<i>Needs action</i>	<i>Needs minor action</i>	<i>Done well</i>

Notes:

2. FIX BARRIERS

How are we doing in providing safe, accessible, and convenient facilities for walking and bicycling? How is access for people with disabilities? Where could we use some help going forward? Discussion points:

- We have a multi-disciplinary team of representatives to help ensure the needs of all road users
- Transit stops are easily and conveniently accessible for people on foot, bike, or using mobility devices
- Transportation projects are routinely checked to meet needs of all road users
- Transportation projects are planned and designed to meet the needs of people of all ages and abilities
- New or altered pedestrian ways are ADA-compliant

Based on your progress above, circle one:



Needs to begin



Needs significant action



Needs action



Needs minor action



Done well

Notes:

3. GATHER DATA

Do we have up-to-date data that is relevant to our transportation concerns? How can data we already have be more useful? Discussion points:

- We regularly count the number of people walking and biking at key locations
- We use count methods that are compatible and consistent to support national data collection
- We collect information on the extent of non-motorized networks and their use in accessing public transportation networks
- We gather crash and injury data for non-motorists

Based on your progress above, circle one:



Needs to begin



Needs significant action



Needs action



Needs minor action



Done well

Notes:

4. DESIGN RIGHT

How are we doing in new development and routine maintenance projects to incorporate good design?

Discussion points:

- Engineers and planners regularly consult a range of manuals for guidance
- Transportation agencies interact regularly with the transit agency, housing agency, and other stakeholders with a strong interest in multi-modal access
- Awareness of safe design practices among those involved in the planning, design, construction, and maintenance of roads
- The neighborhood is considered when making transportation decisions

Based on your progress above, circle one:					
	<i>Needs to begin</i>	<i>Needs significant action</i>	<i>Needs action</i>	<i>Needs minor action</i>	<i>Done well</i>

Notes:

5. CREATE NETWORKS

Do we have a master plan that outlines walking and bicycling networks? Do we have programs to incorporate bike-ped infrastructure into routine maintenance? Where could we use some help going forward?

Discussion points:

- We have developed and adopted sidewalk inspection and maintenance criteria
- We use routine maintenance projects as low-cost opportunities to retrofit for improved ped-bike safety

Based on your progress above, circle one:					
	<i>Needs to begin</i>	<i>Needs significant action</i>	<i>Needs action</i>	<i>Needs minor action</i>	<i>Done well</i>

Notes:

6. IMPROVE LAWS

What laws/codes/ordinances are in place that help or hinder safety goals? Where could we use some help going forward? Discussion points:

- We have developed or engaged a multidisciplinary coalition or task force to review and identify gaps, loopholes, or deficiencies in local ordinances, codes, and practices
- We have developed and implemented a plan to address identified gaps, loopholes, or deficiencies in local ordinances, codes, and practices designed to address pedestrian, bicyclist, and assistive mobility device user safety

Based on your progress above, circle one:					
	<i>Needs to begin</i>	<i>Needs significant action</i>	<i>Needs action</i>	<i>Needs minor action</i>	<i>Done well</i>

Notes:

7. EDUCATE & ENFORCE

How are we doing on enforcement of safety laws? What campaigns or educational events do we have? What partnerships could enhance education? Where could we use some new ideas? Discussion points:

- We collect and analyze data to determine high-risk times, locations, and behaviors that contribute to pedestrian and bicyclist injuries and fatalities
- We have developed and implemented an integrated and consistent enforcement plan that focuses on high-risk times, locations, and addressing high-risk behaviors with a complimentary publicity plan
- We train and brief law enforcement on program goals, objectives, and procedures to carry-out pedestrian and bicyclist enforcement efforts
- We have developed and implemented a campaign to educate the public on laws, appropriate behaviors, and enforcement efforts supporting bicyclist and pedestrian safety
- We engage public and private partners to create public acceptance and awareness of bicyclist and pedestrian safety education and enforcement efforts

Based on your progress above, circle one:					
	<i>Needs to begin</i>	<i>Needs significant action</i>	<i>Needs action</i>	<i>Needs minor action</i>	<i>Done well</i>

Notes: