



Transportation
Alternatives

National Bike Summit
March 11, 2009
Washington, D.C.

Fair Share for Cities

- The 100 largest metropolitan areas are home to 65% of the U.S. population, and they produce 75% of our gross domestic product.
- People who live in urban areas have smaller carbon footprints than other Americans—for example the average New Yorker produces about half as much carbon emissions as the average American.

Problem

93% of federal transportation aid destined for cities and metropolitan areas passes through state governments, adding considerable expense and time to local governments' ability to provide services.

Problem

- Under TEA-21 and SAFETEA-LU about 6% of all highway funds were under the direct decision making control of metropolitan areas.
- According to the 2000 Census, 80.3% of Americans live in metropolitan areas.

NACTO - National Association of City Transportation Officials

Direct Aid to Cities:

One way big cities can put federal dollars to work faster and more efficiently is a direct-aid relationship between US DOT and city transportation agencies. NACTO member agencies have the same or greater staff capacities and technical expertise as many state transportation departments, yet are subject to the same pass-through procedures as small towns and villages. These processes generally add little or no value to urban projects but invariably add months or years to project delivery. Cities with the capacity and interest should be permitted to opt in to a direct funding relationship with US DOT.



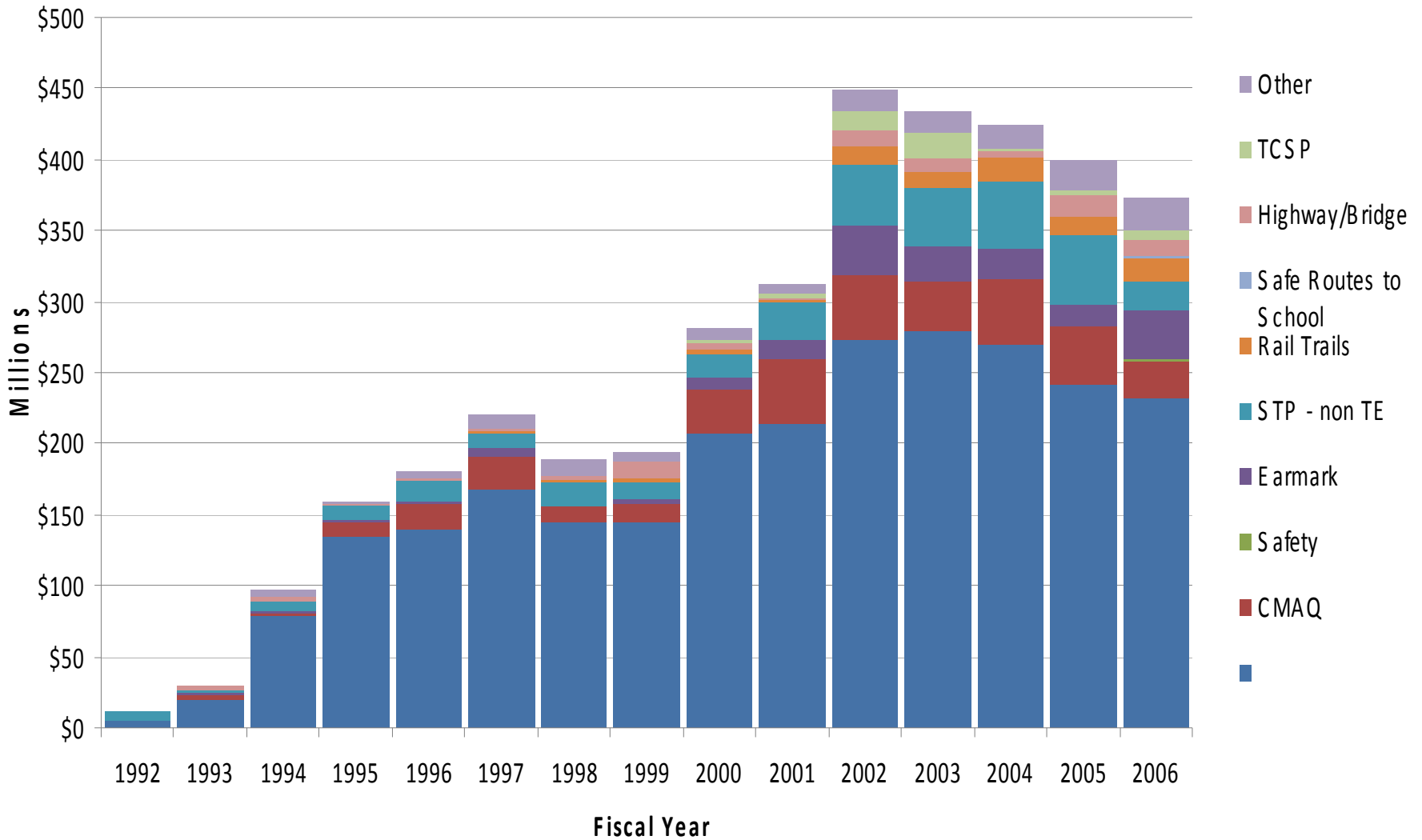
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Underwrite Innovative Urban Policy:

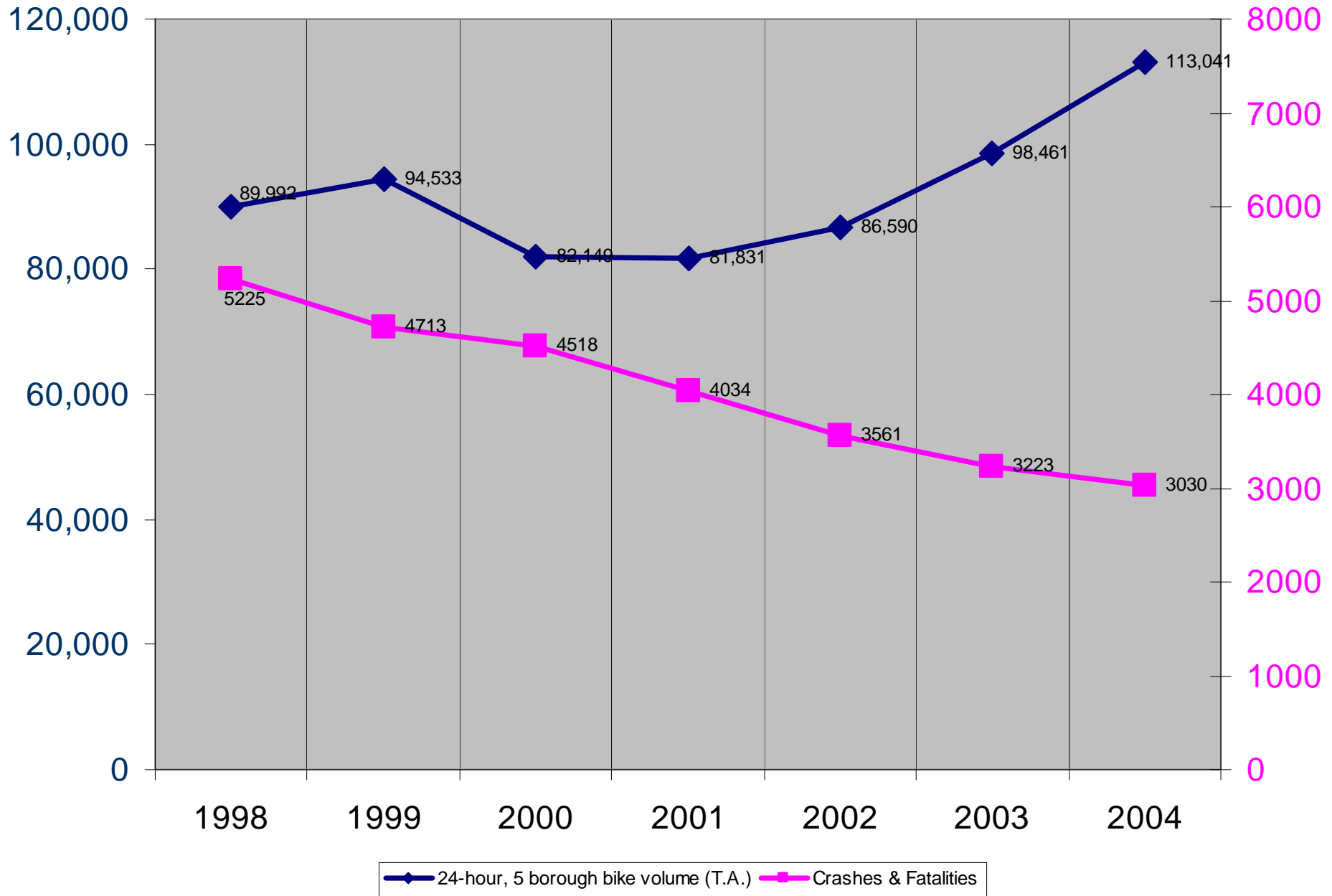
One of the strongest innovative programs from USDOT in recent years is the Urban Partnership Agreement program, which targeted congestion reduction through road pricing and new mass transit initiatives. This sort of financial incentive can leverage projects that chart new directions that might otherwise be difficult to achieve. This federal approach to urban innovation should be continued and expanded.

Federal Bicycle/Pedestrian Spending

FY1992-FY2006



Safety in Numbers: Bicycle ridership vs. casualties



America Bikes: Fair Share for Safety Problem



Currently, bicyclists and pedestrians **account nationally for 13% of the fatalities** on our roadways, but **less than 1% of safety funding is spent** on improvements to the make roads safer for bicyclists and pedestrians

America Bikes: Fair Share for Safety



- Include explicit funding in both the Highway Safety Improvement Program (HSIP) and Section 402 Highway Safety Funds (402) for bicycle and pedestrian improvements
- The amount set aside should be **proportional to the percentage of fatalities by state**

Safe Routes for Seniors

In New York City:

From 2002 to 2006, senior citizens--those 65 and over--made up about 12% of the City's population but were involved in nearly 39% of the City's fatal pedestrian crashes;

By making streets safe for the most vulnerable users, they become safer for everyone.

42,000

Vision Zero

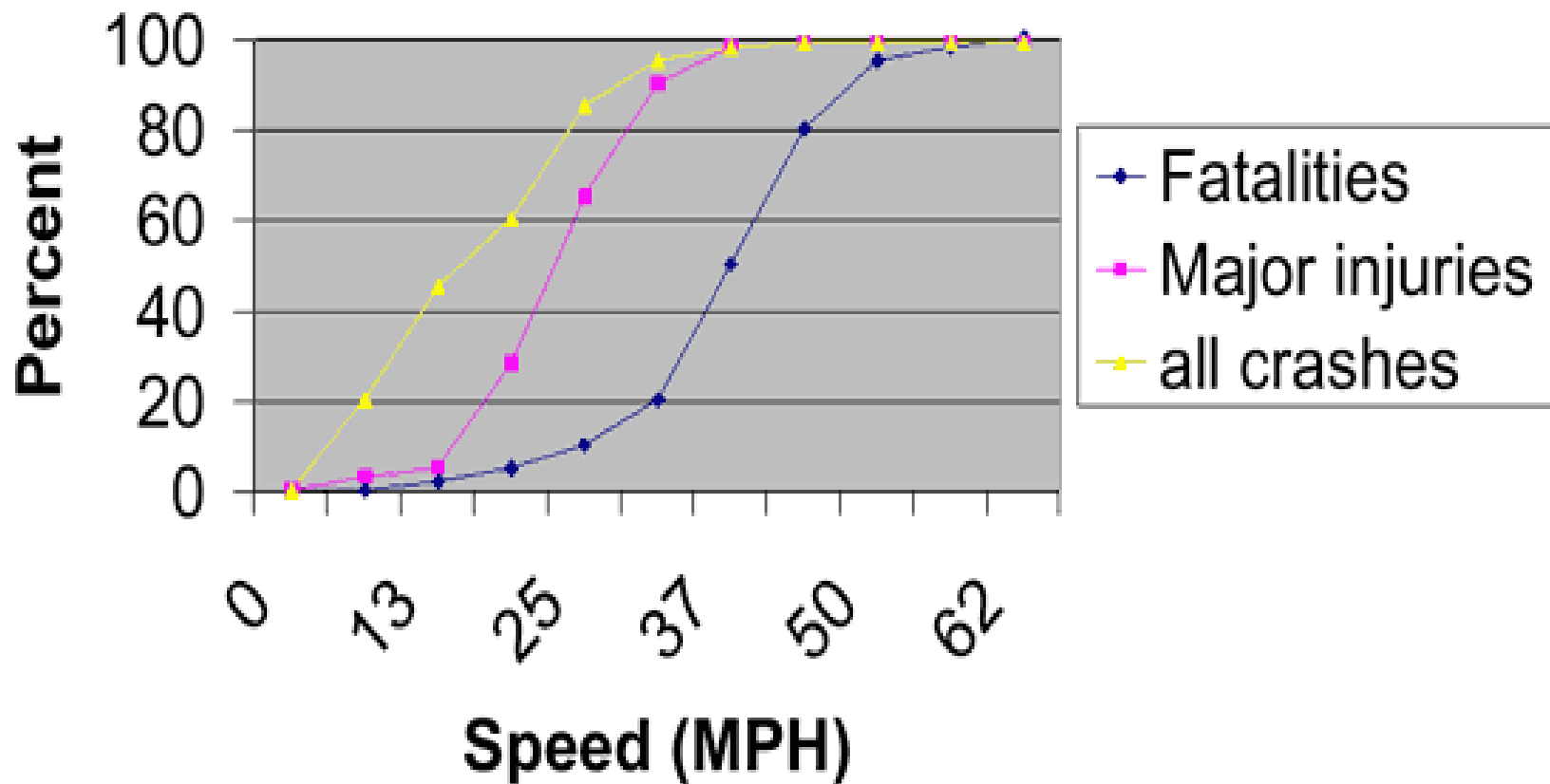
- “Vision Zero” is the basis for the work being conducted on road safety in Sweden.
- It is based on a refusal to accept human death or lifelong suffering as a result of road traffic and aims for a future society in which no one would be killed or seriously injured in road traffic.
- According to “Vision Zero”, this responsibility is shared by all those who have an effect on, or participate in road traffic: politicians, planners, road managers, police, vehicle manufacturers, advocates, transport service providers, mass transit companies, freight companies and all road users.
- In October 1997 the Swedish Parliament passed a resolution stating that as far as road traffic in Sweden was concerned, “Vision Zero” was to apply.

Vision Zero

Principles:

1. ethics: human life and health are paramount and take priority over mobility and other objectives of the road traffic system;
2. responsibility: providers and regulators of the road traffic system share responsibility with users;
3. safety: road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and
4. mechanisms for change: providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.

Speed Kills



Vision Zero

The EU has passed a resolution to halve the number of road deaths in member countries by 2010. The long-term focus within the EU is in line with Vision Zero and means that no European citizen need be killed or seriously injured on roads.

Road traffic fatalities in Sweden



FiN



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