

Bike and Pedestrian Safety for All Ages:

Breaking Down Policy Barriers
Across Jurisdictions

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Pedestrians and Cyclists at Risk

Accused drunk driver hits, kills 14-year-old girl, injures another in Ithaca

by CNY Central | Fri, July 23rd 2021, 10:55 AM EDT



Source: CNY Central

TRAGEDY: PEDESTRIAN STOP TO HELP MOTORCYCLIST; BOTH KILLED BY PASSING VEHICLE



Jeff Monaski | Published: October 23, 2023

Getty Images/Thinkstock



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A tragic traffic accident in the Finger Lakes has claimed two lives. New York State Police say a passerby stopped to assist a motorcyclist in the road, however, both were killed after being struck a third vehicle.

Troopers say the incident happened at around 9:30 p.m. along State Route 13 in the Tompkins County town of Newfield.

Source: WIBX

One dead after car hits pedestrian in Tompkins County

June 3, 2021 2:48 PM / 1 Staff Report

One person was killed after being hit by a car in Tompkins County late-Wednesday.

It happened in Enfield around 7:45 p.m., according to deputies, who responded to Mecklenburg Rd. near Halseyville Rd. for the report of a car colliding with a pedestrian.

Source: FingerLakes1

Tompkins County pedestrian struck by motor vehicle, killed in Village of Lansing



Neal Simon

Ithaca Journal

Published 11:13 a.m. ET July 17, 2023



The Tompkins County Sheriff's Office is investigating after a Village of Lansing man was struck by a motor vehicle on state Route 13 and killed July 14.

Source: Ithaca Journal

Person killed after being hit by vehicle in Tompkins County

by Gillian Eriebis
Reported: Oct 14, 2023 / 04:55 PM EDT
Updated: Oct 14, 2023 / 04:56 PM EDT

SHARE



LANSING, N.Y. (WETM) — One person has died after being hit by a vehicle in the Town of Lansing on Friday night.

According to the Tompkins County Sheriff's Office, a person was riding a motorized skateboard north on Warren Road near Hillcrest Road on Oct. 13. The person was hit from behind by a vehicle that was traveling in the same direction at around 7 p.m.

Deputies found the male victim lying unconscious in the roadway, and he was not breathing. First responders performed life-saving actions on the victim until he could be taken to a local hospital. He was pronounced dead at the hospital.

Source: LOCALSYR

Project Summary

Goal

Understand the mechanisms underlying pedestrian and cyclist safety (or the lack of it) across jurisdictions and recommend creative, low-cost solutions outside traditional policy channels.



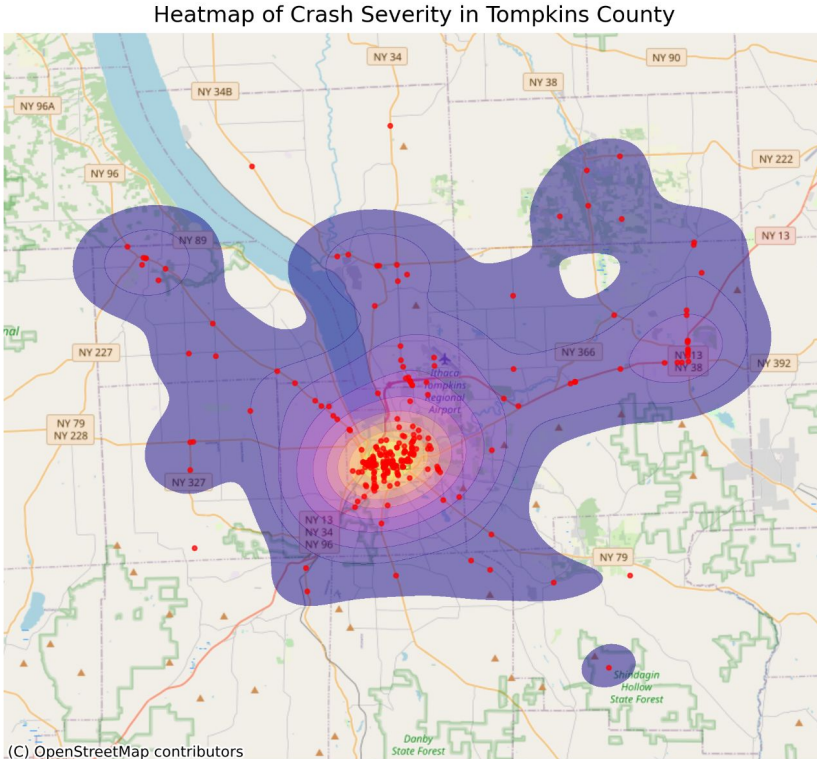
Methodology

1. Expert and community interviews
2. Crash heat mapping
3. Cross-jurisdictional policy review
4. Case study review
5. Recommendations

Deliverable: Final report and one-page summary



Existing Conditions Findings



- Crashes reflect population density and traffic flows
- Highest in City of Ithaca and state roads: **Route 96, Route 13, Route 34, and Route 79**
- Crashes occurred near many age-sensitive locations: schools, cafes, places of worship

Siloed Jurisdictions

Barriers

- Different road types
- Managed by different jurisdictions
- State roads cutting through municipalities
- Preferred design standards (state DOT)

Solution

- Cross-agency/cross-jurisdictional collaboration



The Dryden Rail Trail

Interview: Town of Dryden Deputy Supervisor

- Community desire for rail trail (2 decades)
- Task Force
- **Reynolds Game Farm**
 - Barrier: state-owned property (Department of Environmental Conservation)
 - Outcome: 20-year memorandum of understanding
- **Route 13**
 - Barrier: state-owned, high-speed road
 - Outcome: \$1.5 million state grant (bridge construction)
- **Game Farm Rd**
 - Barrier: county road, disconnected trail, high speeds
 - Outcome: reduced speeds → pedestrian crossing

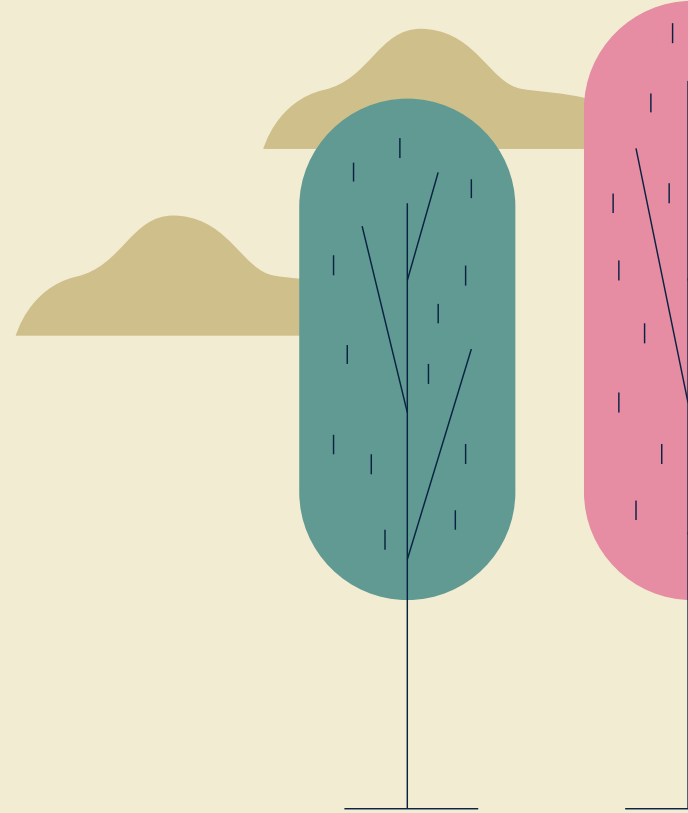


Source: Dryden Rail Trail

The Dryden Rail Trail

Why did they succeed?

- Aligned with state government objectives
- Increasing **prioritization of alternative/sustainable transportation** (recent administrations)
- Commuter trail status
 - Connects to Cornell University
- Community interest
 - Parents seek communities with safe spaces for their children
 - Older adults want safe, peaceful places to retire
- Government representatives (e.g. senators)



Physical Infrastructure Interventions

1

Community-Painted Crosswalks

- An opportunity for public art and beautification
- Improved pedestrian safety
- Public engagement with safety issues

Example: Price, Utah



Physical Infrastructure Interventions

2

Temporary Curb Extensions

- Allow city planners and engineers to experiment with curb extension and bulb-out locations
- Can even be used semi-permanently.

Example: Bethel, Vermont



Physical Infrastructure Interventions

3

Increased Signage

- Alert drivers to existing bike lanes or common bike and pedestrian crossings in rural areas
- Best in areas without regular flow of cyclist or pedestrian traffic.

Example: Bentonville, Arkansas



Behavior Modification Interventions

1

Age-Friendly Tactical Urbanism Pilot Program

- Communities and local organizations apply to implement their own tactical urbanism interventions
- Small amounts of local funding.
- TC or local governments can decide which interventions to make permanent or support long-term.

Example: Fayetteville, Arkansas



Behavior Modification Interventions

2

Annual Age-Friendly Pedestrian and Cyclist Audit

- Children and older adults, alongside planners and engineers, walk/cycle through their communities and highlight areas that make them feel safe or unsafe.
- Used to inform future projects

Example: Boulder, Colorado



Behavior Modification Interventions

3

Reflective Garment/ Clip-on Light Community Distribution

- Community centers distribute free reflective garments and clip-on lights to pedestrians and cyclists.
- Opportunity for multiple distributors: schools, libraries, senior centers, fire departments, police, universities, hospitals.

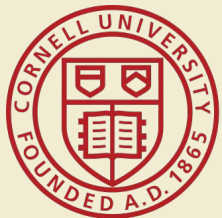
Example: Los Angeles, California



Thank you to our stakeholders and collaborators!



BIKEWALK TOMPKINS



Cornell University





A stylized illustration of a person riding a bicycle. The person is wearing a blue cap, a blue t-shirt, dark shorts, and brown shoes. The bicycle is yellow with black tires. The background features a light yellow sky with a brown mountain silhouette and a green bird in flight.

Thanks!

Do you have any questions?

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Issues

Hotspots of unsafe areas and roads

Methodology

- Mapping the crash locations and their severity.
- Overlay them with surrounding amenities to see which kinds of locations are most sensitive.
- Overlay them with jurisdiction to explore which administration is most responsible.
- Interviews.

Findings

- City of Ithaca, Road 96, Road 13, Road 34, and Road 79 are locations where the most crashes occurred.
- Top 5 unsafe amenities: bike-parking, restaurant, place of worship, cafe, school..
- State roads should be more responsible, while more crashes happened on city road, which revealed potential of narrowing the jurisdiction gap.

*Maps are available in Appendix

Issues

Current plans for safe and age-friendly transportation

LRTP 2040 Transport System

- Emphasis on **maintaining transportation infrastructure** as part of the multi-modal mobility expansion.
- Use of traffic calming **techniques** and **educational programs**, like bicycling safety in schools, to improve traffic safety.
- Employing technology like remote radar and smart signs for **traffic law enforcement**.

Transportation Plan 2019

- FTA's Transit Asset Management rule focuses on keeping **public transportation assets** in good repair.
- Enhancing **coordination among different transportation providers** as part of the 2040 Long Range Transportation Goals.
- Emphasis on expanding transportation options that promote **safe and efficient travel behaviors**, including biking, walking, and public transit.

2023-2027 Transportation Improvement Program

- Compliance with the Americans with Disabilities Act (ADA) for all projects, indicating **coordinated efforts across jurisdictions** to ensure accessible transit services.

Opportunities



**Inter-jurisdictional
coordination and policies**



Traffic-calming measures



**Road behaviour education and
awareness**

Policies

NYS Vehicle and Traffic Law - Title 8

- Speed limit modification
 - **No lower than 25 mph (15 mph on roads near schools)**
 - State roads → State DOT (order, rule, or regulation)
 - County roads → County superintendent of highways (**upon request to DOT**)
 - Town highways → Town board (**upon request to DOT**)
 - Highways within cities/villages → Legislative body of city/village (local law, ordinance, order, rule, or regulation)

The slide features a light beige background with decorative elements: a tan hill on the top left, a teal bird in flight above it, a tan hill on the top right, and a teal bird in flight below it. At the bottom, there are teal hills on both the left and right sides.

Policies

NYS Vehicle and Traffic Law - Title 8

- For their respective roads, jurisdictions may...
 - Designate
 - Through highways
 - Stop intersections
 - Yield intersections
 - **Bike paths**
 - Regulate
 - **Crossings**
 - Traffic-control **signs, signals, and markings**

Procedures: Alternative Traffic Calming Measures

NYS DOT Standards - *Highway Design Manual*

- Chapter 25 – Traffic Calming
- Traffic calming measures:
 - “...tool to address congestion, safety, and quality of life issues...” (pp. 25-4)
 - **“Consider installing temporary, more forgiving traffic calming measures...”** (pp. 25-5)
 - “...require the complete cooperation and support by the affected local citizens...” (pp. 25-5)

HIGHWAY DESIGN MANUAL

Chapter 25 - Traffic Calming

Revision 36

February 5, 1999

Source: NYS DOT

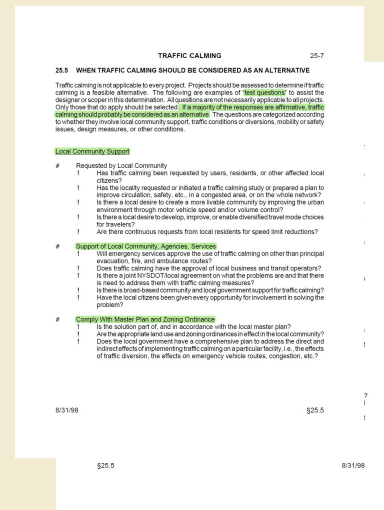


Procedures: Alternative Traffic Calming Measures



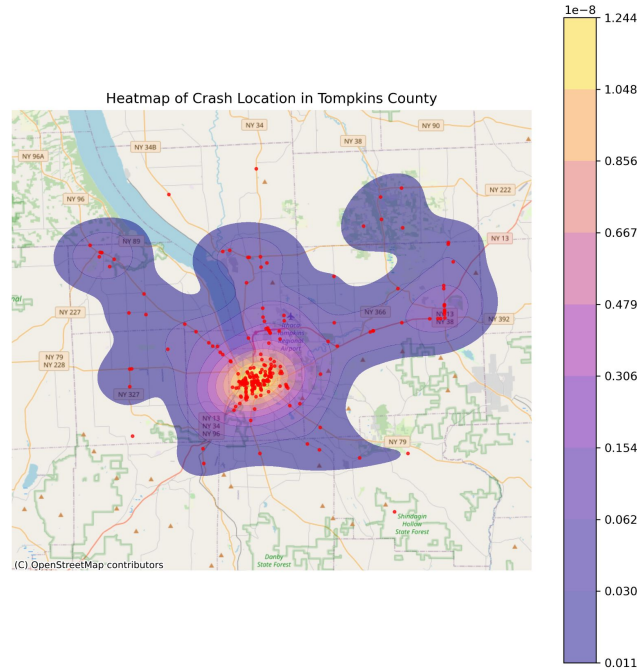
NYS DOT Standards - *Highway Design Manual*

- **“Test questions” (in addition to traffic engineering studies)**
 - Local community support
 - Support of local community, agencies, and services
 - Compliance with master plan and zoning ordinance
 - Design measures
 - Are traditional alternatives enough?



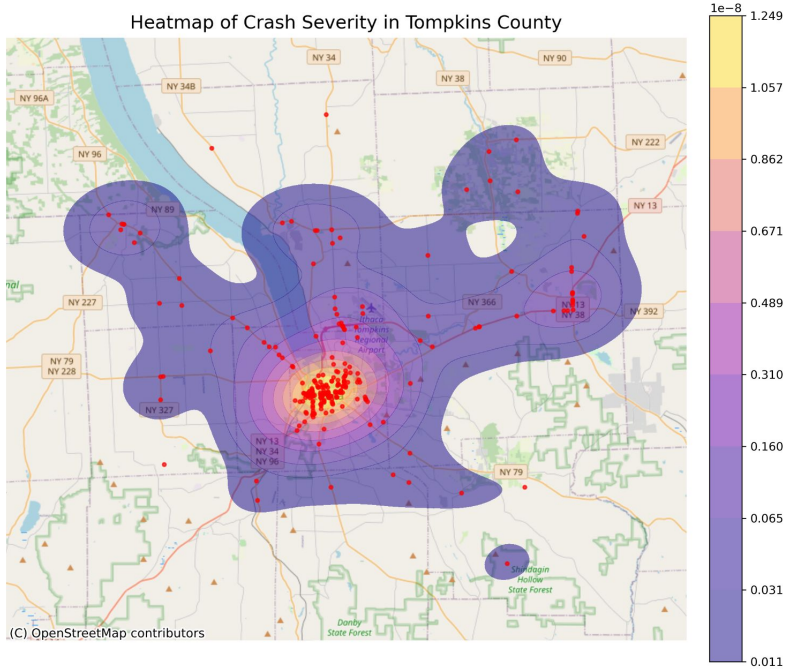
Source: NYS DOT

Appendix

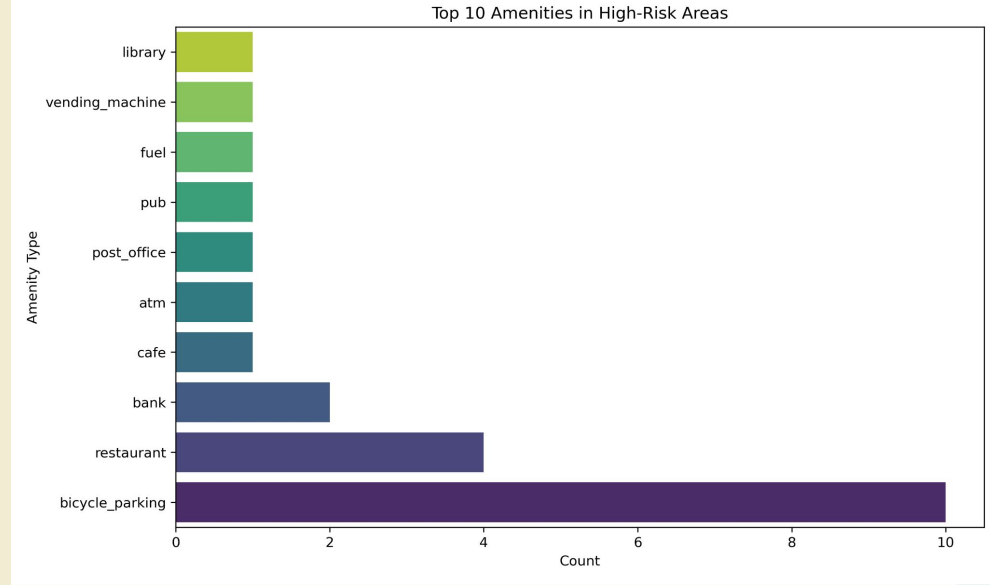
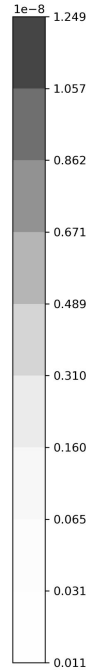
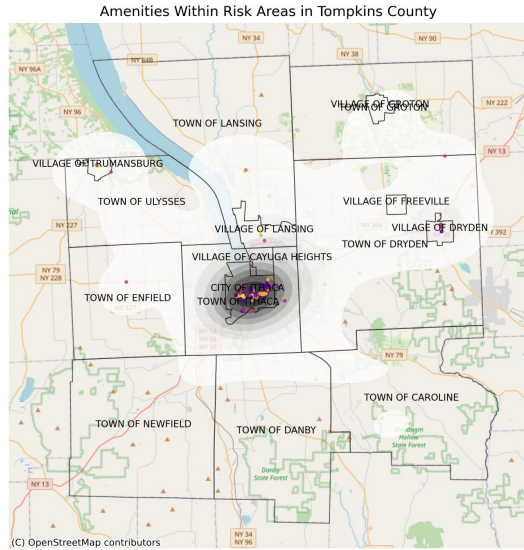


Appendix

Heatmap of Crash Severity in Tompkins County



Appendix



Appendix

Crash Severity and Road Jurisdiction in Tompkins County

