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Dear Federal Aid Task Force:

Fourteen percent of Oakland County's road fatalities are pedestrians and bicyclists.

The Task Force makes safety their main objective when prioritizing county road projects, yet the current system does not provide scoring specific to pedestrian and bicycling safety. In addition, road projects with AASHTO bicycle facilities are not eligible for any points under the current scoring system.

Therefore, we recommend the following changes to the STP/TEDF-C/RRR project scoring:

Fourteen percent of all safety points should be for non-motorized facilities

Fatalities are the more accurate measure for non-motorized safety as most crashes and injuries are not reported to the police. The national average for non-motorized fatalities is fourteen percent as well. We recommend an even split between pedestrian and bicycling. We also recommend that projects receive points for accommodating Safe Routes to Schools.

Cycling and pedestrian planning coordination should offer separate scoring

Road project pedestrian and bicycle facilities are separate and the scoring should reflect that. A project should receive maximum coordination or safety points only when both facilities are included.

All cycling facilities must meet AASHTO guidelines to receive points

Sidewalks and "safety paths" are not recommended bicycle facilities under AASHTO guidelines. Wide, striped outside lanes are and that's what should be encouraged throughout the county to improve bicycling safety.

We are very interested in providing all references on this matter and look forward to making Oakland County streets safer for pedestrians and cyclists.

Sincerely:

Todd Scott
M-BIKE Director

cc: League of Michigan Bicyclists
Rails-to-Trails Conservancy, Michigan Office