



# THE SECRETARY OF TRANSPORTATION

WASHINGTON, DC 20590

September 25, 2015

Mr. Kevin Mills  
Senior Vice President of Policy  
Rails-to-Trails Conservancy  
2121 Ward Court, NW, 5th Floor  
Washington, DC 20037

Dear Mr. Mills:

Thank you for the group letter you coordinated proposing recommendations and policy ideas that support and advance the U.S. Department of Transportation's (DOT) Safer People, Safer Streets Initiative. Please share my response with the members of your coalition. Our initiative was launched last fall with a commitment to improving the safety of everyone who uses our streets, and we appreciate your support as we work to achieve that goal. An Action Team of the DOT Safety Council is implementing this initiative, and I provided your letter to them to ensure that your ideas can be addressed as fully as possible.

The framework and focus areas you recommend align with a number of activities we have under way and expect to roll out before the end of the calendar year. With these projects, we hope to strengthen safety considerations for pedestrians, bicyclists, and all vulnerable roadway users within DOT's core mission, policies, and ongoing work. The valuable and timely input from your coalition reaffirms the direction we are taking.

The activities associated with the Safer People, Safer Streets Initiative are designed to promote change in State and local agencies and in DOT field offices. I am happy to note that more than 230 cities are now participating in the Mayors' Challenge, and that road safety assessments were recently completed in each of the 50 States. These assessments identified gaps in the physical network and potential state-of-the-practice and policy improvements and have helped connect and improve coordination between and among local, State, and Federal agencies and with other key stakeholder groups. A report on the project is planned for this fall.

The connection to stakeholders significantly improves the likelihood of success for the Safer People, Safer Streets Initiative. In this regard, I hope that your organizations will continue to assist us by using local networks to engage with and support local and State agencies as they work to improve pedestrian and bicyclist safety. Your organizations could provide valuable experience, ideas, and assistance to these communities, and I trust you will work with them as they identify and address gaps in their pedestrian and bicycle networks, practices, and policies.

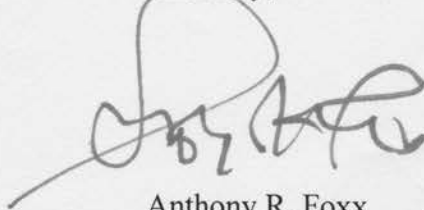
Much of the work initiated by the assessments and the Mayors' Challenge will reach its full potential as different levels of Government build on these activities. A significant amount of work already has been done, and we continue to learn and disseminate information through

resources such as the Federal Highway Administration's (FHWA) Separated Bike Lane Planning and Design Guide, Road Diet Informational Guide, and Design Resource Index. The National Highway Traffic Safety Administration has provided assistance to State and local law enforcement officials to support walking and biking safety through publications such as Pedestrian Safety Enforcement Operations: A How-to-Guide, High-Visibility Enforcement on Driver Compliance to Pedestrian Yield Right-of-Way Laws, and Enhancing Bicycle Safety: Law Enforcement's Role. In addition, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Motor Carrier Safety Administration are all taking part in our ambitious pedestrian and bicycle safety and research agenda.

We will share documents and information about upcoming outreach events via posts to the Safer People, Safer Streets Web site at [www.transportation.gov/policy-initiatives/ped-bike-safety/safer-people-safer-streets-pedestrian-and-bicycle-safety](http://www.transportation.gov/policy-initiatives/ped-bike-safety/safer-people-safer-streets-pedestrian-and-bicycle-safety). I am enclosing one recent report that is a result of our dialogue with experts, stakeholders, and the public. The document, available at the same Web site, addresses common misconceptions about bicycle and pedestrian funding, design, and environmental review. Through outreach via webinars and national conferences, we will continue to share our policy updates and clarifications and encourage discussion on remaining policy gaps and ways to advance positive change.

Thank you for taking the time to provide your thoughts and for coordinating many organizations across the Nation in support of the work we are doing to promote pedestrian and bicycle safety. We look forward to continuing to work with all of you to ensure that our transportation networks are safe and accessible for everyone.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony R. Foxx', written in a cursive style. The signature is positioned below the word 'Sincerely,' and above the printed name 'Anthony R. Foxx'.

Anthony R. Foxx

Enclosure