

Shared Streets, Shared Responsibility: Holistic Strategies for Multimodal Urban Safety

GHSA Annual Meeting | August 2026

Welcome!

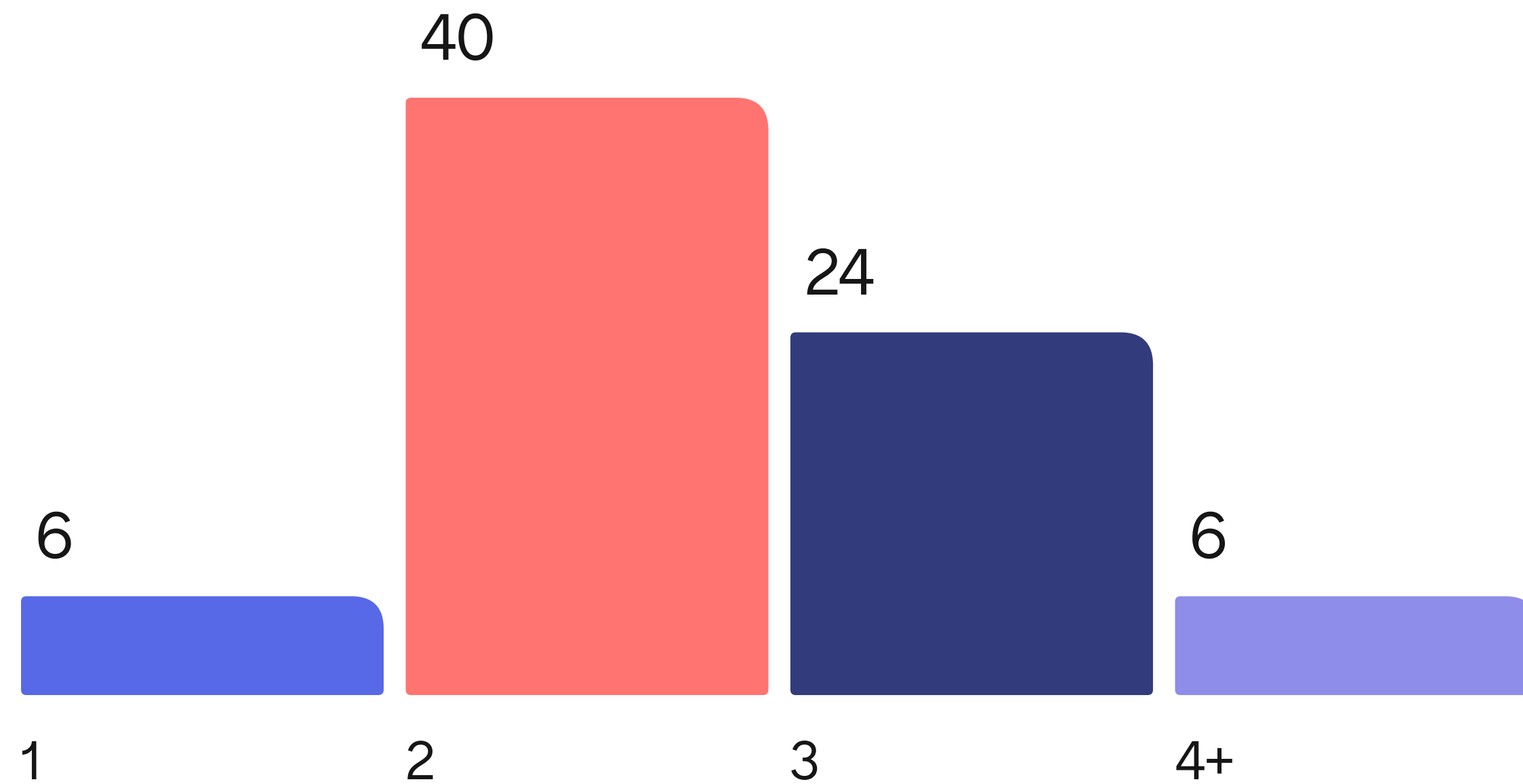
- This session is meant to be interactive so please join a table.
- Use the easel at your table to write down challenges and questions you may have about urban multimodal safety.
- Note that the handouts on the table will be used later in the session.

Workshop Agenda

- Welcome and Objectives (5 minutes)
- Setting the Stage: The Evolving Multimodal Landscape and Safety Challenges (25 minutes)
- Creating Safe and Vibrant Multimodal Ecosystems (40 minutes)
- Summary and Closing (20 minutes)



How many transportation modes do you use in a week?



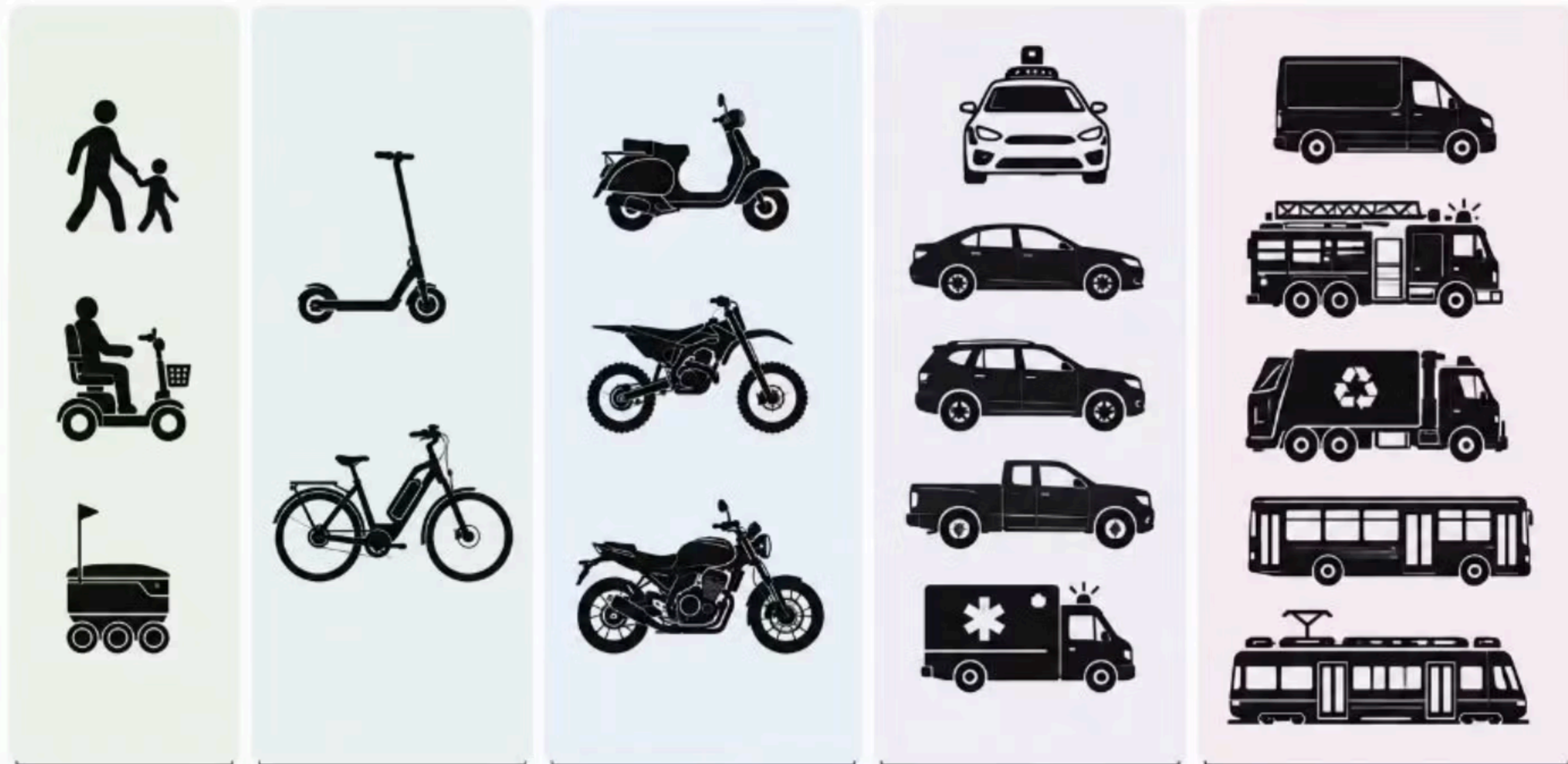
What emerging transportation devices are you seeing most in your community?



Setting the Stage

The Evolving Multimodal Landscape and Safety Challenges

Many modes share our roads



Source: Graphic developed by Sandt, L.S.; visualization generated with OpenAI ChatGPT, 2026.



Usage trends

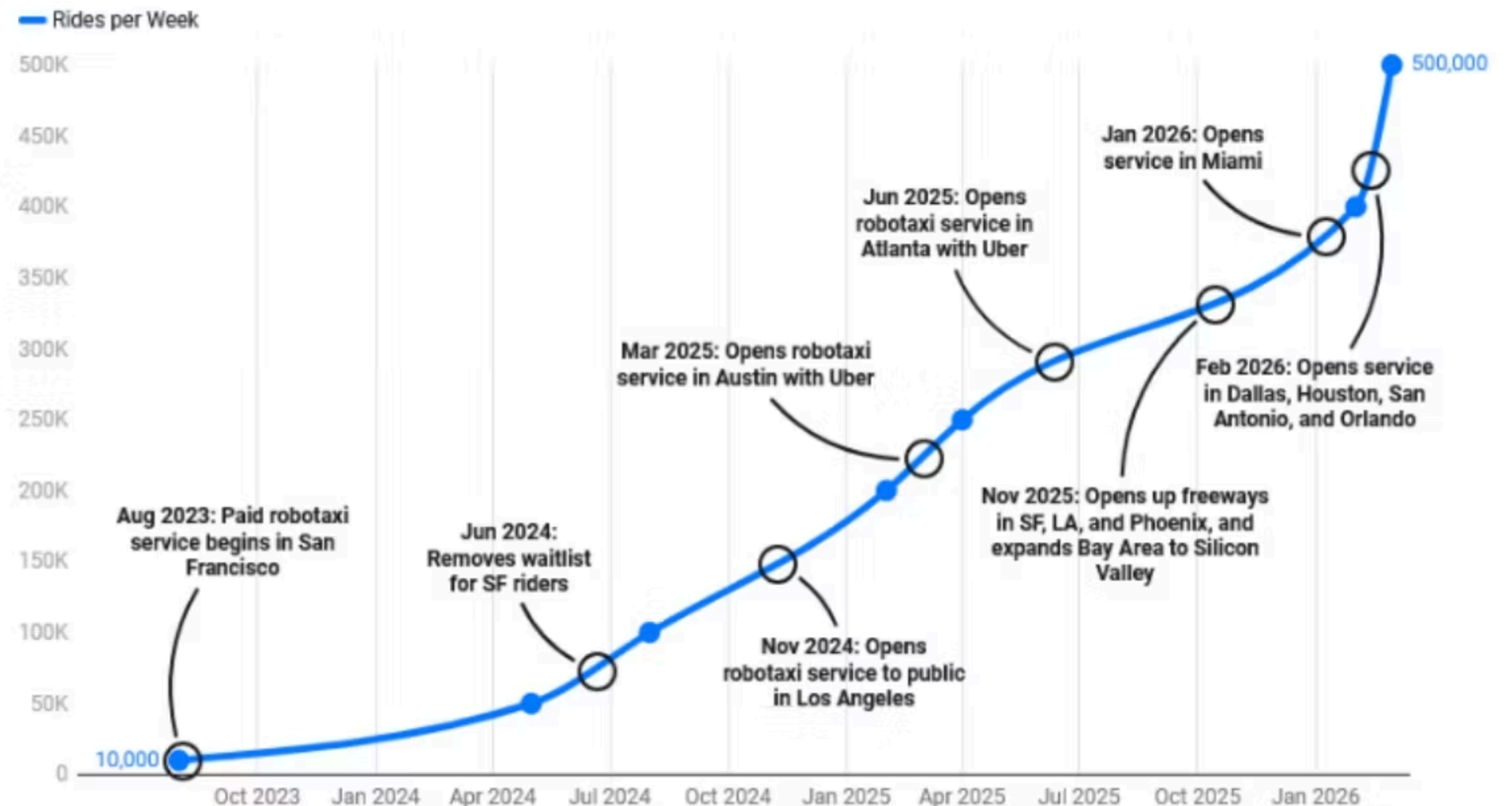
- Shared micromobility trips continue to rise; with shared systems in an estimated **403 cities** (NABSA, 2025), producing millions of trips.

Source: North American Bikeshare & Scootershare Association, 7th Annual Shared Micromobility State of the Industry Report (2025).



Usage trends

- Shared micromobility trips continue to rise; with shared systems in an estimated **403 cities** (NABSA, 2025), producing millions of trips.
- Robotaxi deployments are also increasing. Autonomous sidewalk delivery robots operate in 20+ cities in the US (SERVE Robotics, 2026).

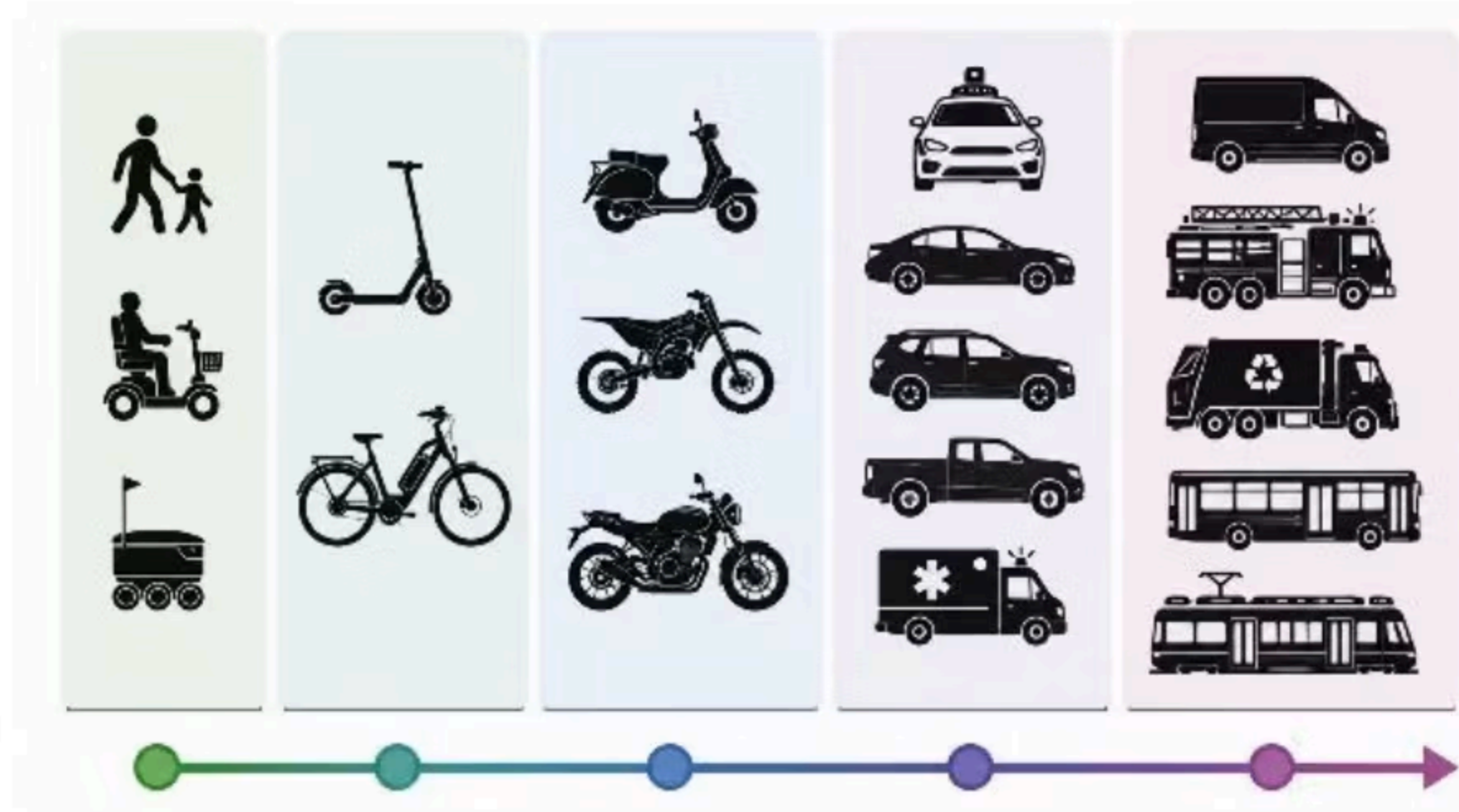


Source: [TechCrunch](#) reporting, Waymo public statements; created with Datawrapper (2026)



Unique modal characteristics, injury patterns, and gaps in what we know about risks

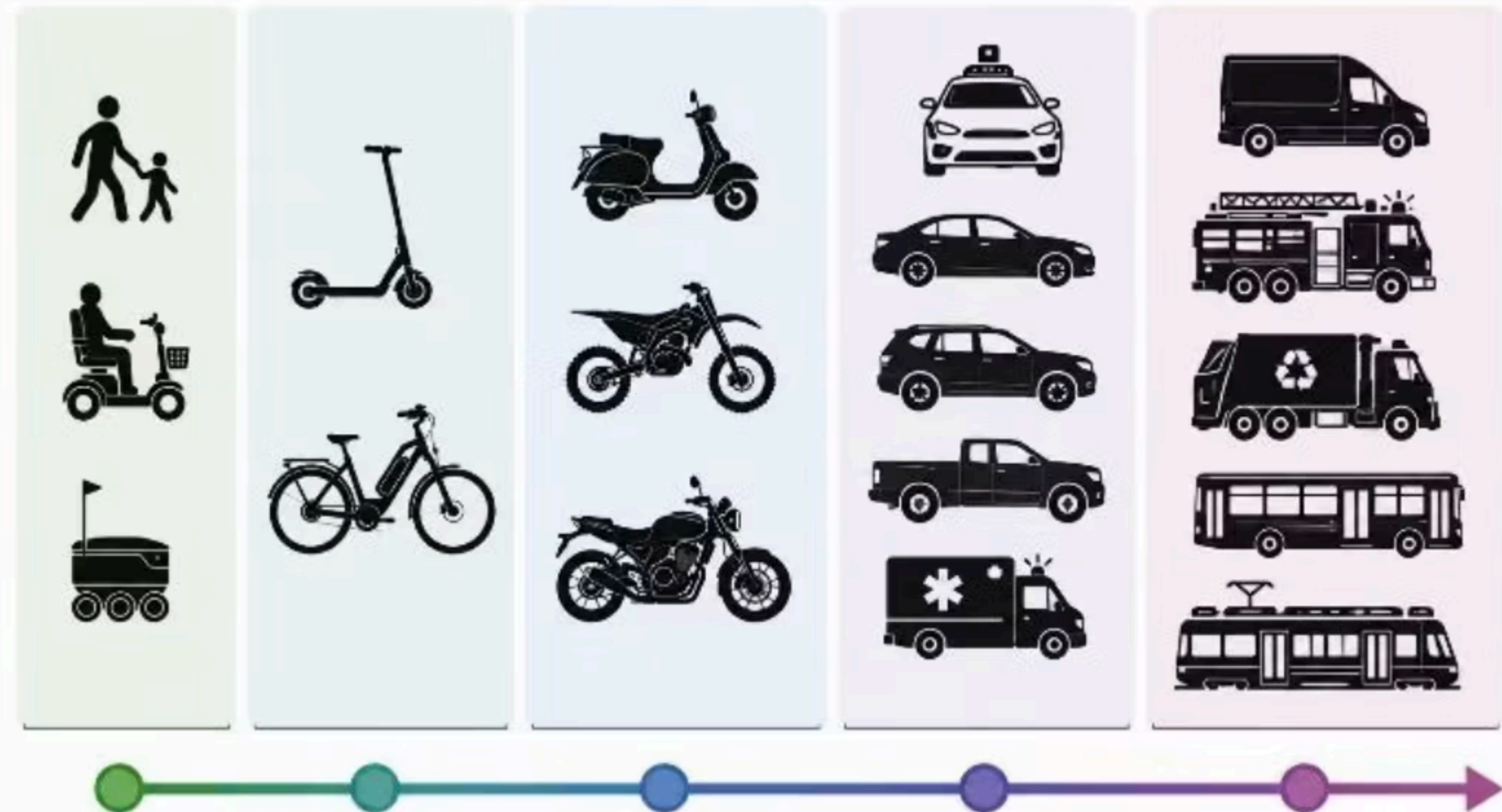
- Pedestrian fatalities are more likely to involve women and people with low income than bike fatalities
- 90% of e-scooter injuries occur off road and/or do not involve a motor vehicle
- E-moto fatalities are under-reported but reported fatalities often involve 13-17 year olds
- NHTSA's data on robocar incidents is incomplete; most states lack systems to evaluate AV-involvement in crashes
- NHTSA has investigated some "autopilot" systems due to crashes involving parked emergency vehicles



Source: Graphic developed by Sandt, L.S.; visualization generated with OpenAI ChatGPT, 2026.

There are some commonalities across all modes

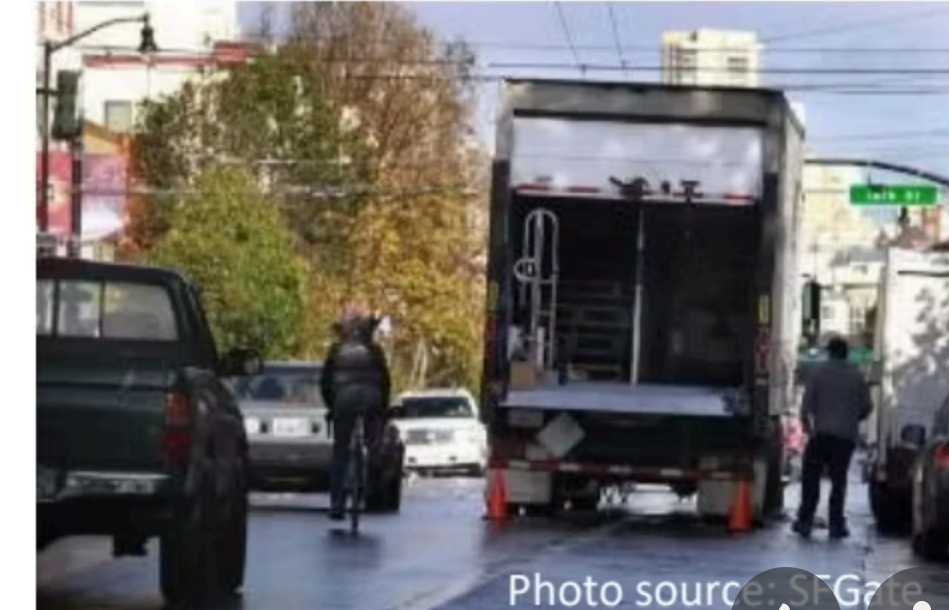
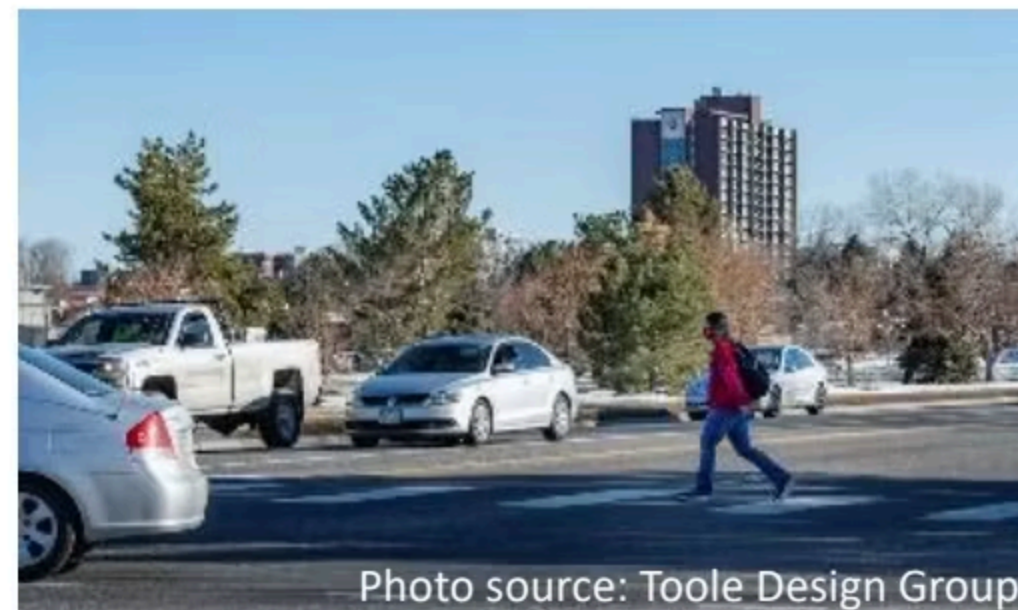
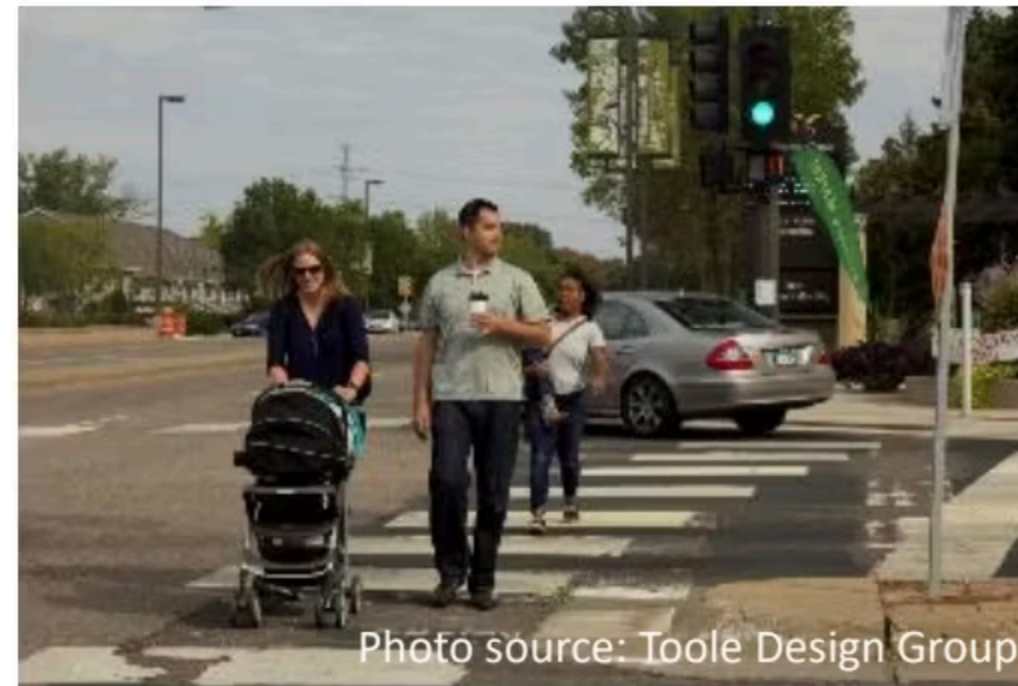
- Nighttime conditions
- Higher speed crash
- Impairment as a factor
- Driver/rider inexperience
- Vehicle size/weight differential



Source: Graphic developed by Sandt, L.S.; visualization generated with OpenAI ChatGPT, 2026.

Two bodies cannot (safely) occupy the same space at the same time, but our roadway/signal designs often create these conflict situations

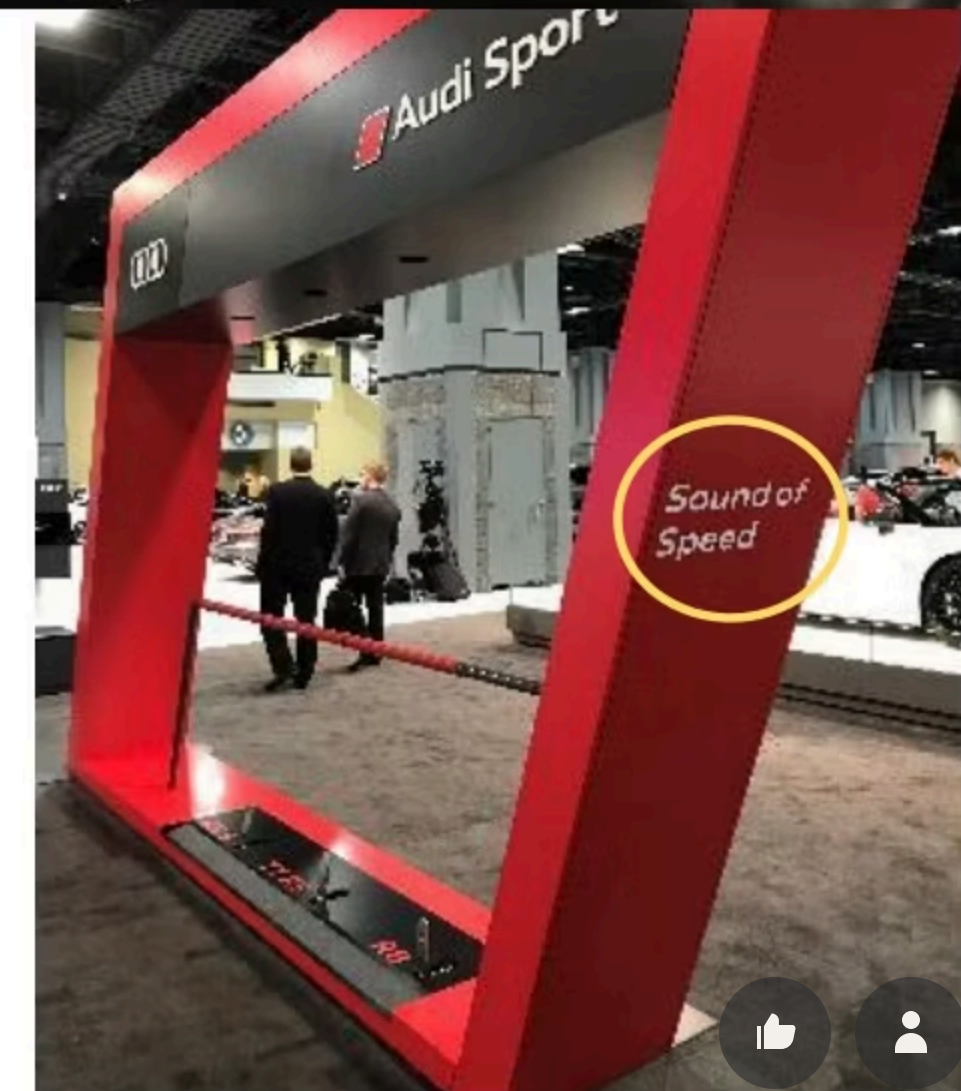
- Permissive left turns; RTOR
- Turns at driveways/slip lanes
- Uncontrolled intersections
- Unprotected bike lanes
- Lack of curbside management



Our vehicle environments can also enable conflicts and risks

- Unrestricted speeds/pervasive industry marketing of speed
- Increasing vehicle size and horsepower
- Lack of truck underride guards and other safety features
- “Infotainment” systems and industry incentives for in-vehicle phone use

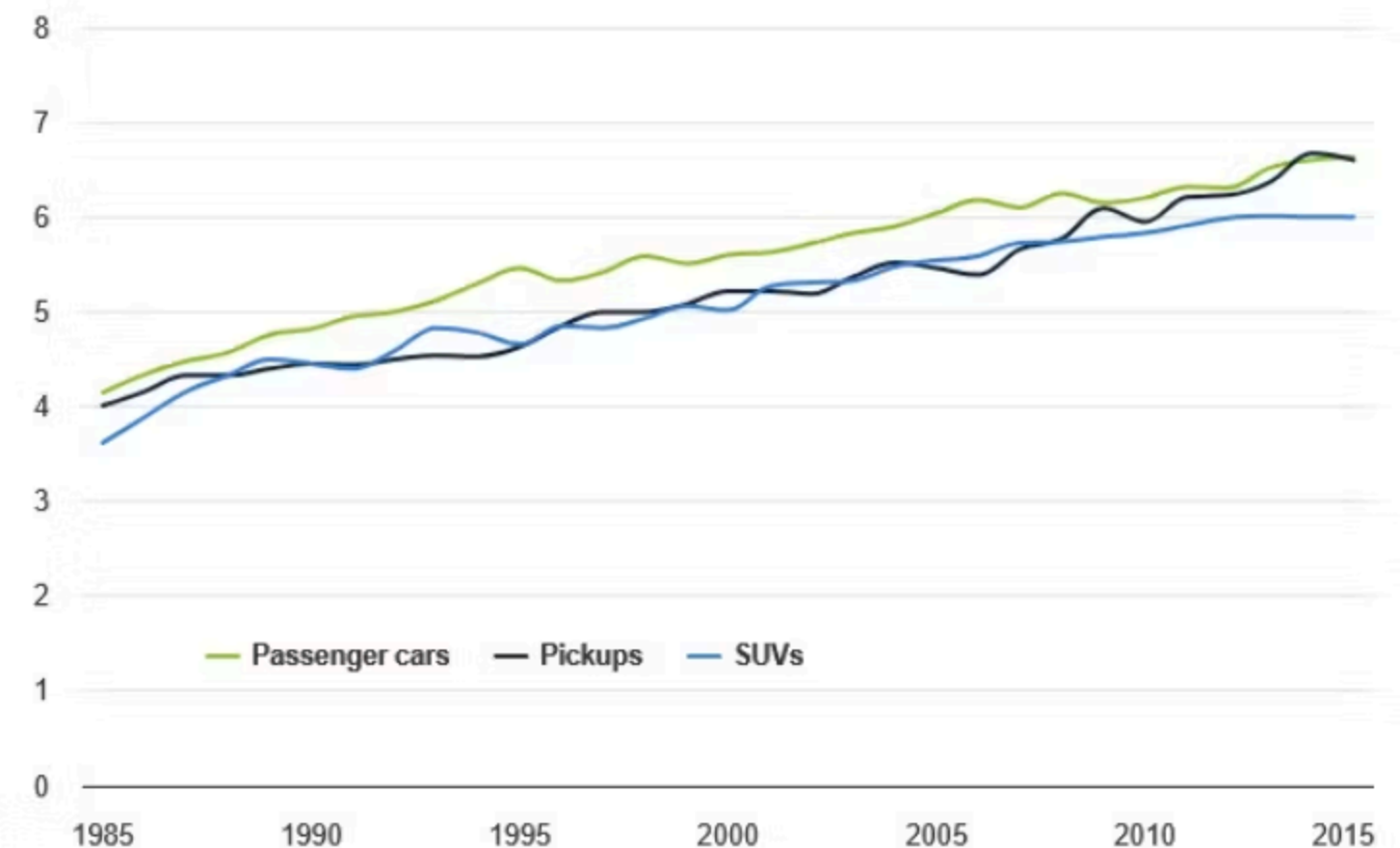
Photo source for all:
Laura Sandt



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Trends in mean passenger vehicle horsepower per 100 pounds of vehicle weight, 1985-2015 models



Amping up horsepower increases the odds that a vehicle will exceed speed limits.

Source: IIHS

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Photo source: Marianne Karth



Improving Bicyclist & Pedestrian Safety Using Truck Side Guards



Image source: PBIC

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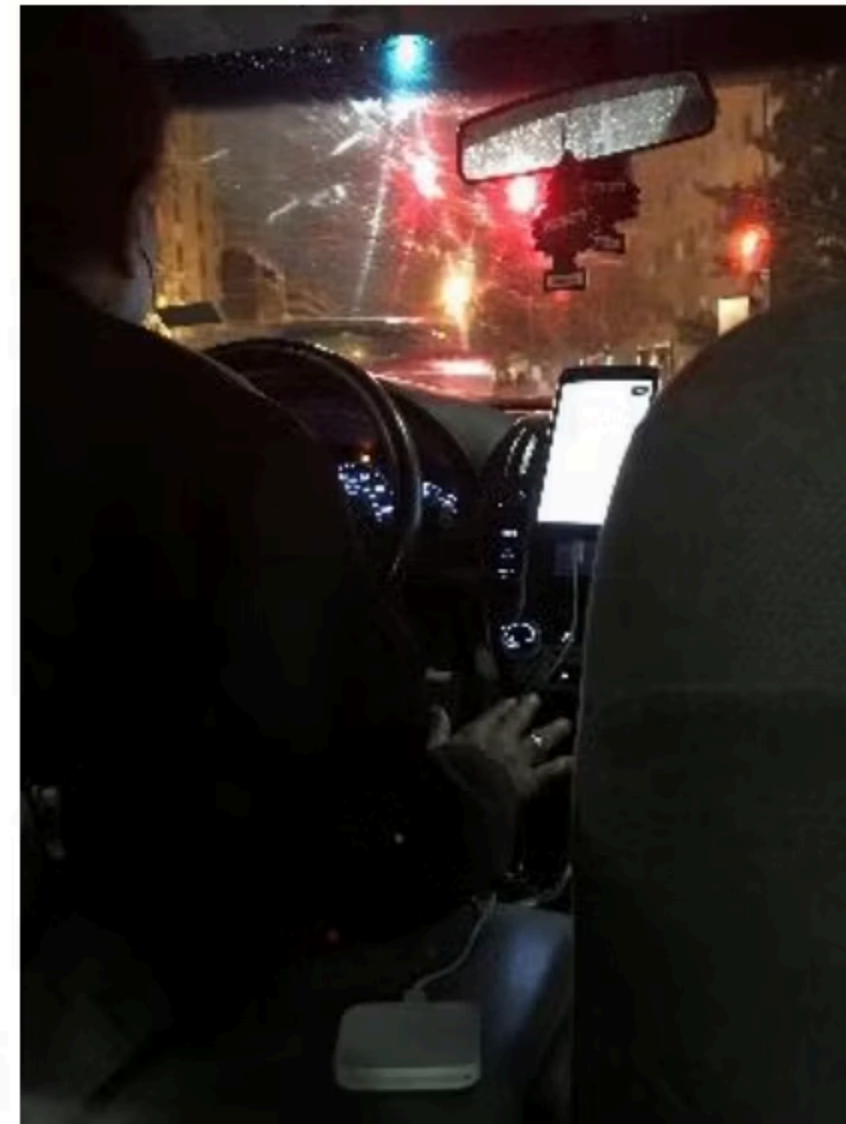
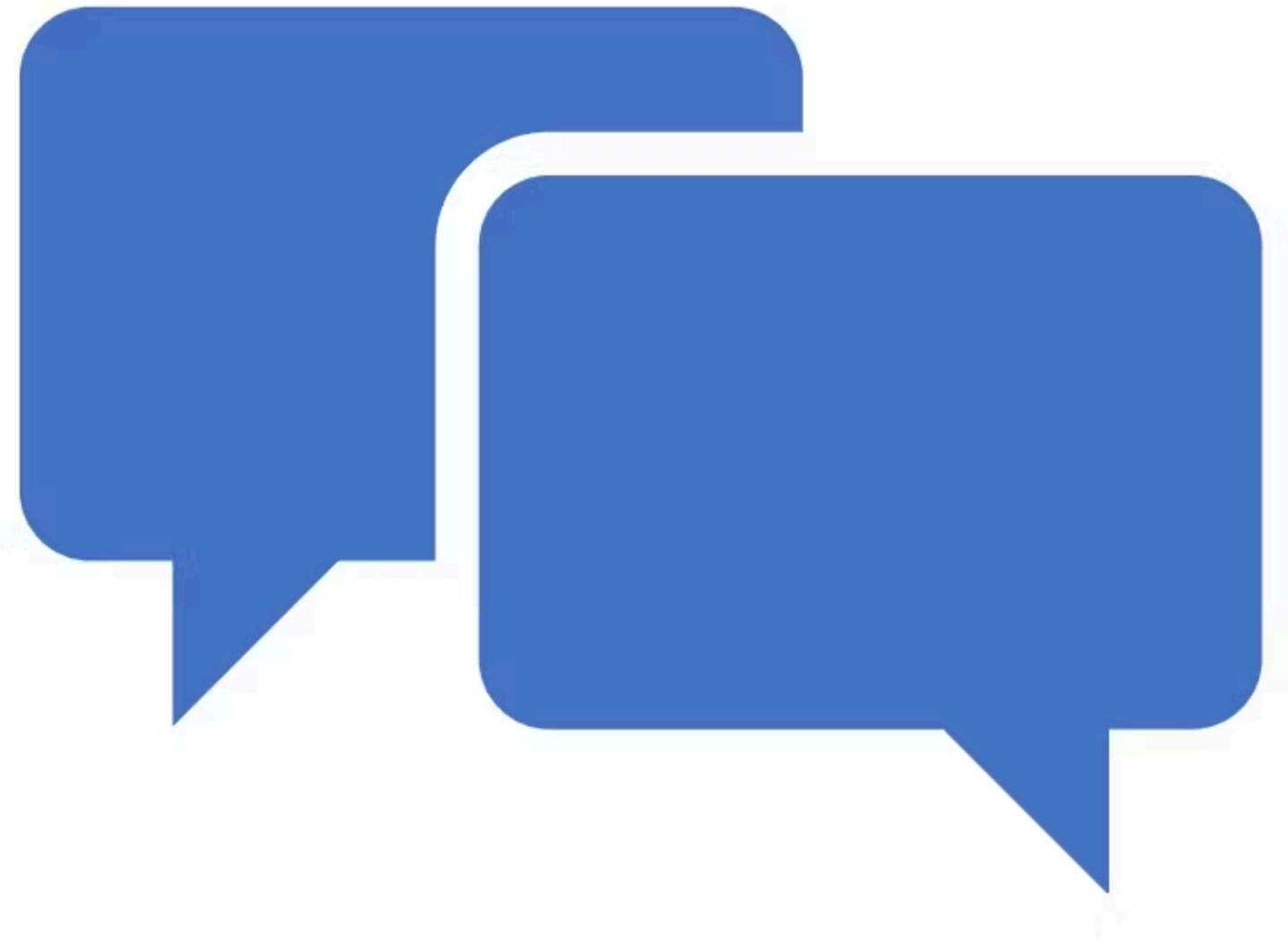


Photo source for all:
Laura Sandt

Table Report Out

What other safety challenges has your table identified regarding the changing multimodal landscape?



Creating Safe and Vibrant Multimodal Ecosystems



Safe System Principles

Death and serious injury are unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared

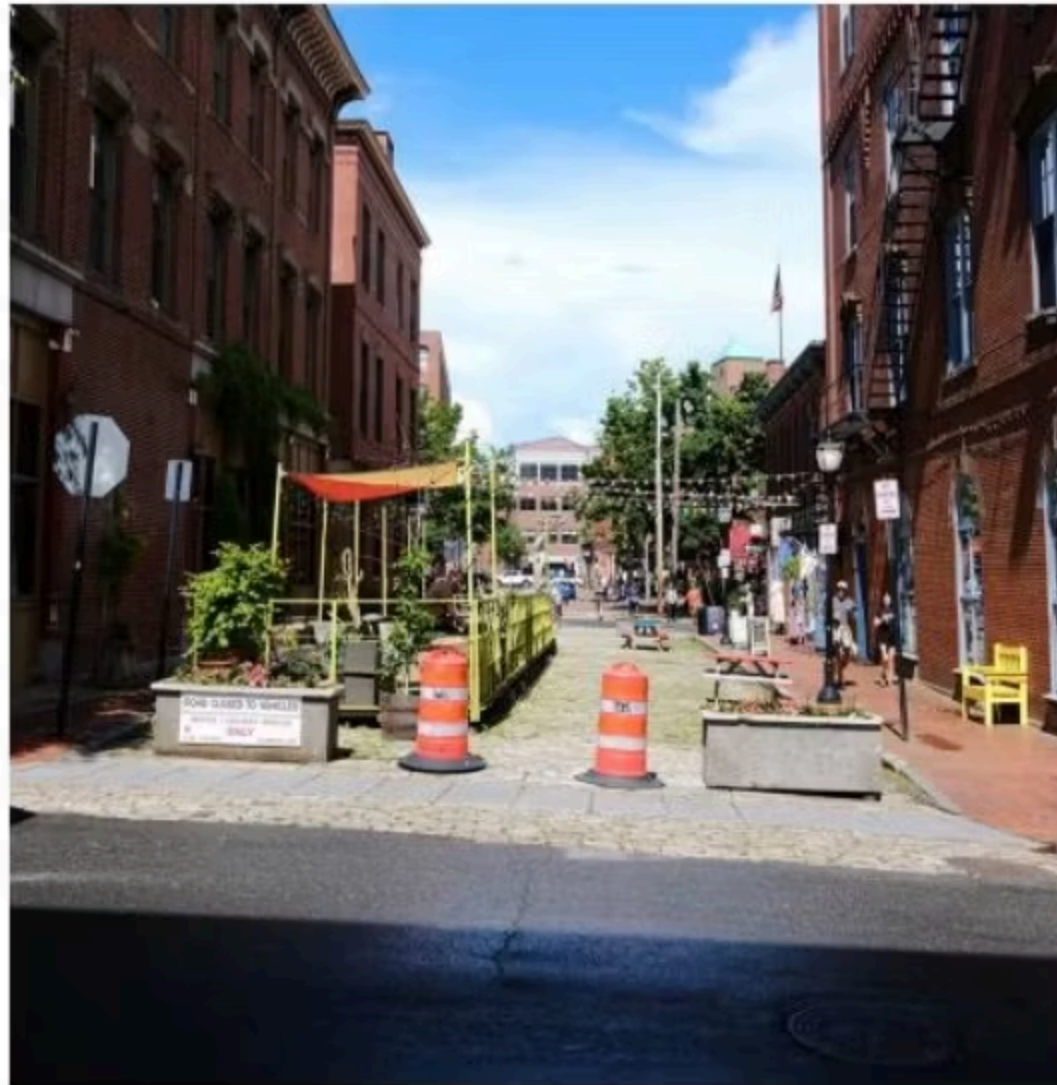
Safety is proactive

Redundancy is critical



Case examples: Programs to promote safe travel and support for infrastructure

Open Streets



Portland, ME

Ciclovia



Bogata, Columbia

Infrastructure Kits



California & New Jersey

Case example: Younger & Older Generations in Motion

Walk/Bike Buses



Cambridge Bike Bus

Senior Walking Clubs



Seattle Sound Steps

Case example: Policies to improve fleet safety

Massachusetts



State and Local Level:

- Contracting
- Fleet Purchasing
- Aftermarket (e.g., ISA, telematics)
- Vehicle Assignment
- Emergency response adaptations
- Driver well being and training

Collaboratively addressing speed

Examples of prioritizing safety over speed



Boulder, CO, reduced speed limits on all residential streets to [20 mph speed](#). Many cities, such as Atlanta, Austin, Boston, Minneapolis, NYC, Portland, Seattle, Tacoma, Washington, DC and others, are lowering speed limits to enhance safety.



San Francisco, CA's [Safe Streets Neighborhood Traffic Calming program](#) prioritizes street design interventions to curb dangerous speeds, including raised crosswalks and speed humps, leading to an average overall reduction of 5 - 14 mph.

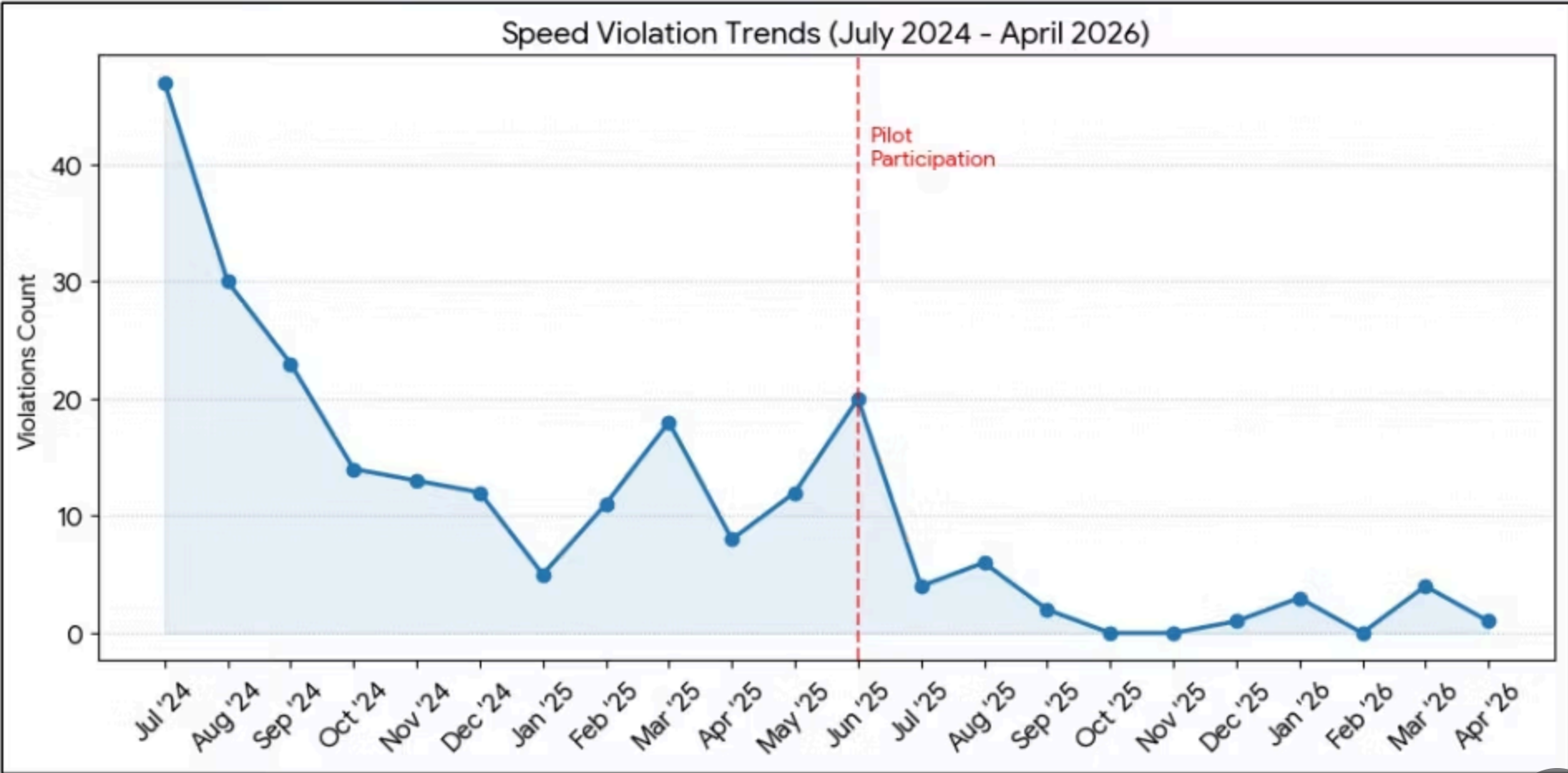


Philadelphia, PA saw a 50% reduction in traffic deaths, 36% decrease in crashes, and [90% reduction in excessive speeding](#) in the first seven months after speed safety cameras were added on high-injury Roosevelt Blvd. (See how to [equity can be prioritized in speed safety camera programs](#)).

DC: Intelligent Speed Assistance Pilot



Vehicle cannot exceed posted speed limit



Case example: Partnerships to prevent high-risk behaviors

- Partnerships between DMVs, law enforcement, justice system, public health, and treatment providers

Countermeasures

Legislation and Licensing

Administrative License Revocation or Suspension

Minimum Legal Drinking Age 21 Laws

Open Container Laws

Lower BAC Limits

High-BAC Sanctions

BAC Test Refusal Penalties

Alcohol-Impaired-Driving Law Review

Proven strategies

to prevent excessive alcohol use and lower alcohol-related harms

States and communities can:



Case example: Partnerships to prevent high-risk behaviors

Example: Montana

Legislative/Policy/Programmatic

- Partnerships between DMVs, law enforcement, justice system, public health, treatment providers, and many others
- Effective at reducing recidivism

- • Sustain and support efforts to reduce the over-service of alcohol and preventing underage drinking and driving by supporting mandatory alcohol sales and service training. *(Objective: Prevention and Education)*
- • Support stronger impaired driving laws. *(Objective: Criminal Justice System)*
 - Continue to support implementation and expansion of the Statewide 24/7 Monitoring Program and other DUI Offender monitoring programs. *(Objective: Criminal Justice System)*
 - Sustain and support the Traffic Safety Resource Prosecutor (TSRP). *(Objective: Criminal Justice System)*
 - Sustain and support the Judicial Outreach Liaison (JOL). *(Objective: Criminal Justice System)*
 - Support increase of crime lab resources to improve process of DUI test samples. *(Objective: Criminal Justice System)*
 - Continue to sustain and expand DUI Courts and Treatment Court Training for DUI Offenders. *(Objective: Criminal Justice System)*
 - Continue to support and expand Tribal DUI Courts. *(Objective: Criminal Justice System)*
 - Support Administrative License sanctions for DUI Offenders following (MCA 61-05-02). *(Objective: Criminal Justice System)*
 - Continue to support alcohol breath testing by Motor Carrier Services (MCS) officers with reasonable suspicion or other competent evidence that a CDL operator may be driving impaired. *(Objective: Criminal Justice System)*
 - Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states. *(Objective: Communication Program)*
- • Support ACT (Assessment, Course and Treatment) for DUI Offenders *(Objective: Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation)*
- • Expand Screening, Brief Intervention, and Referral to Treatment (SBIRT) in healthcare and into other settings throughout Montana. *(Objective: Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation)*

Case example: Partnerships to prevent high-risk behaviors

- The City of Austin VZ Alliance “includes representatives from City boards and commissions, nonprofit groups like Mothers Against Drunk Driving (MADD) and Safe Streets Austin.”
- “City of Austin, TX Vision Zero now supports Travis County’s DWI Court and Transformative Youth Justice programs, funding alcohol monitoring for indigent participants and prioritizing rehabilitation over punishment to reduce repeat offenses.”
- In 2020, Austin lowered “the default citywide speed limit to 25 mph on over 850 miles of residential and downtown streets.”
- Vision Zero and Austin Police Department expanded the No Refusal impaired driving initiative from weekends and holidays to year-round.
- The City experimented with temporary street closures in entertainment district and developed plans for downtown sidewalk expansion.
- 2024 saw the fewest serious injuries on Austin roadways since the formation of Vision Zero in Austin.



Case example: Planning and projects to address network safety

Nashville sites



Source: BTS-10 project team

Roads with bike lanes are associated with: fewer e-scooter injuries, less sidewalk riding, more satisfied e-scooter riders

E-Scooter				
Street Type	No Bike Lane		Bike Lane	
High Volume	Sidewalk Usage:	73%	Bike Lane Usage:	72%
	Travel Lane Usage:	26%	Sidewalk Usage:	22%
			Travel Lane Usage:	6%
Low Volume	Sidewalk Usage:	34%	Bike Lane Usage:	76%
	Travel Lane Usage:	66%	Sidewalk Usage:	12%
			Travel Lane Usage:	12%

Bicycle				
Street Type	No Bike Lane		Bike Lane	
High Volume	Sidewalk Usage:	49%	Bike Lane Usage:	82%
	Travel Lane Usage:	51%	Sidewalk Usage:	10%
			Travel Lane Usage:	8%
Low Volume	Sidewalk Usage:	2%	Bike Lane Usage:	79%
	Travel Lane Usage:	98%	Sidewalk Usage:	12%
			Travel Lane Usage:	9%

Source: BTS-10 project team
TRB Annual Meeting 2024 Paper

Case example: Planning and projects to address network safety

- Used e-scooter ridership and incident data to ID infrastructure and parking needs
- Installed parking corrals to reduce sidewalk parking/riding
- Developed plans to redesign major roadway sections and bridges to increase separation of modes



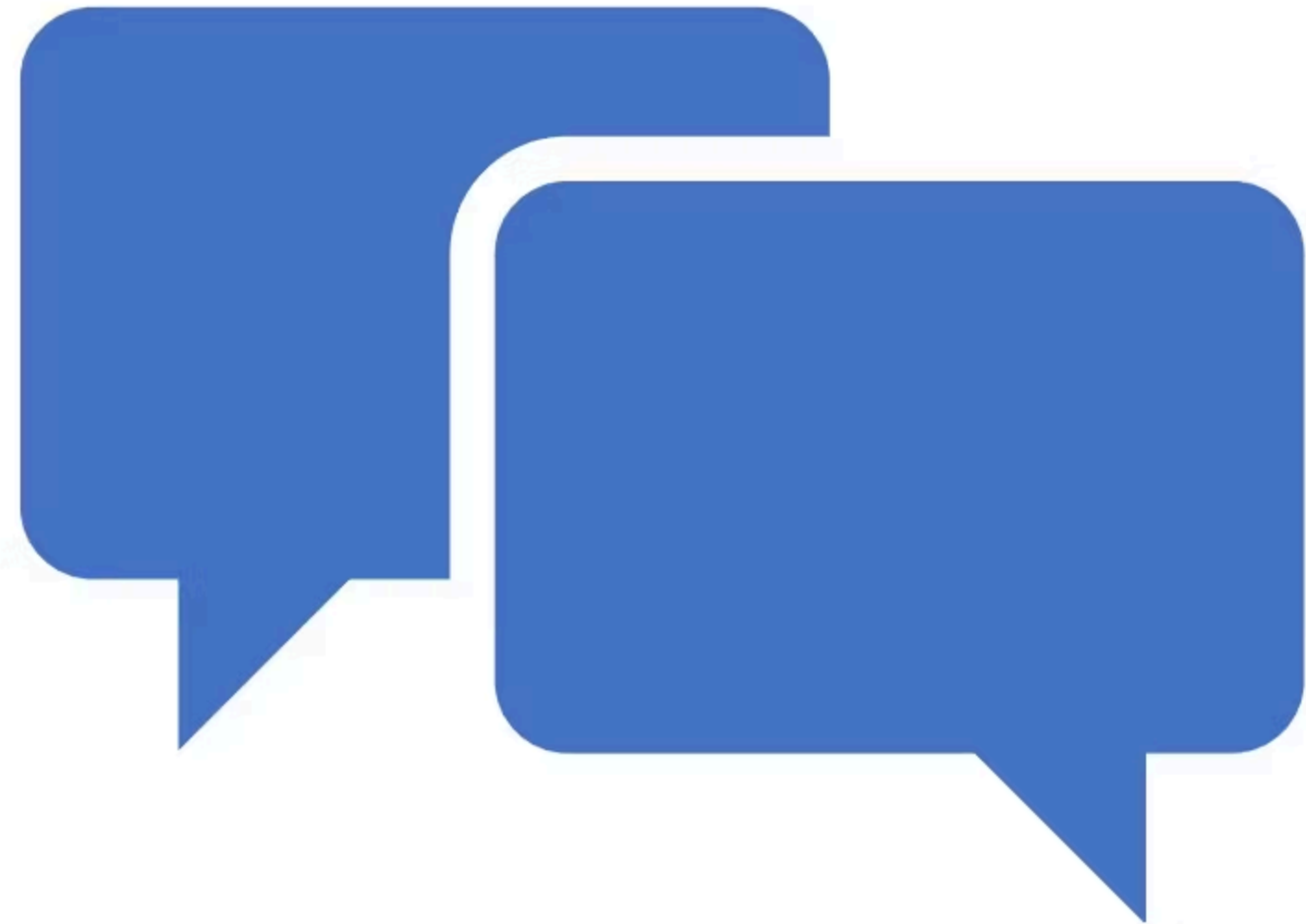
Nashville's Broadway "redesign"

Discussion, Summary, and Closing



Table Report Out

- What is one element of a safe ecosystem for multimodal travel that you identified?
- Is this something folks are putting in place already or are trying to establish?
- Is there anything outside your typical work area?



What's one idea you'll take away from this workshop?

Better
collaboration

Hi Pam

Traffic Garden!

Collaboration

Traffic Garden

Engage
community
before

Traffic gardens

information
sharing



What's one idea you'll take away from this workshop?

Traffic Garden

Safety
communication

Navigation
practice spaces

Combine
Rodeo

Working to
create diverse
education
strategies

Ciclovia

Traffic Garden!

Working with
school districts
for e bike safety



What's one idea you'll take away from this workshop?

Bike bus

Building
community
partnerships

Proactive
education

Using public
fleets for safety
intervention.

Community
engagement

Education in
our schools

Community
engagement

Don't reinvent the
wheel—see what
others are doing,
talk to partners



What's one idea you'll take away from this workshop?

Partnerships

Community

Traffic Gardens
to educate
youth e-bikers.

Find the
efdective points
for contact with
different
audiences

GIS mapping

Education at an
early age

Listen to
communities

Continuing to
break down
siloes



What's one idea you'll take away from this workshop?

Traffic Gardens
for early
education

I'll check out the
SCAG kit of
parks

creative
solutions w
community
partners

Try new
partnerships

Schools+Engrs
+Law
Enforcement

State fleet
safety

We're not alone
in the safety
mission

Ss4a
demonstration
grants



What's one idea you'll take away from this workshop?

collaboration
towards
political
regulations for
emotos

Researching
scooters
practices more

Including food,
transportation,
childcare at
public meetings
and hearings.

Multi-
perspective
collaboration

Better
collaboration

Traffic gardens

Education

Heather
standards for
State fleet
vehicles



What's one idea you'll take away from this workshop?

Intelligent
Speed Assist

partnerships to
drive proactive
educational
programs for the
next generation

Senior walks

Proactive
engagement

The need for
better data in
order to correctly
understand the
scope of the
problem.

Early education
through traffic
gardens can
change the
culture and
everyone's safety.

Our roads aren't
currently
designed for multi
use. Need to
change mindset.
Collaborate.
Share
responsibility.

Is there a way to
get a grant if tests
autonomous
vehicles to our
community. High
unlicensed drivers.



What's one idea you'll take away from this workshop?

New methods
of developing
conversations

Traffic Safety
Graduated
Education

Using driving
behavior data to
proactively
improve road
safety and take
data driven
decisions.

Culture change

Have
"everyone"
sitting at the
table

Providing a safe
space for
practicing
navigating
roundabouts.

SS4A
Demonstration
Grant

Uniformity
statewide,
communities



What's one idea you'll take away from this workshop?

Non-traditional partners

Thinking outside the box to educate and protect citizens when using new forms of mobility

Built environment improvements

Collaboration with the community before infrastructure improvements are implemented and cared out

Traffic gardens, bike buses, new collaborators (who to connect with)

Education with teens and youth is essential!!

Understanding shared responsibility as a road user

Fleet purchasing and trying to approach that conversation with own agency and see what resources could be created or provided for other agencies to do the same



Share a resource you'd like everyone to know about...

Community
Voices
program

Nmdot quick
build guide

Watch for me
CT

Impactteend
rivers.org

Task force

SADD
Students
Against
Destructive
Decisions

NJ
Champion
Schools
Program for
teens

MN Bicycle
Alliance



Share a resource you'd like everyone to know about...

T-driver.com

Infrastructure for healthy living project scoping tool (PST)

National Association of Women's Highway Safety Leadership

Look at your states rapid research program for quick builds

National Sleep Foundation's Drowsy Driving Prevention Week

MN youth e-bikes report

Locally, check out the Minneapolis Vision Zero Action Plan and the Hennepin County TZD Action Plan

Infrastructure for Healthy Living: A Project Scoping Tool for Southern Nevada
<https://share.google/aas4bHhGl4C8kzTNs>



Share a resource you'd like everyone to know about...

Tactical Urbanism
<https://tacticalurbanismguide.com/about/>

<https://www.youthcastmediagroup.org/post/e-scooters-seem-harmless-the-risks-are-anything-but>

health.ny.gov/InjuryPrevention

Infrastructure for Healthy Living: A Project Scoping Tool for Southern Nevada
<https://share.google/aas4bHhGl4C8kzTNs>

