**Summary of Federal Highway Administration Pedestrian and Bicycle Research and Program Activities**

**Prepared for Transportation Research Board (TRB)**

**January 9, 2017**

This document describes recent, ongoing, and upcoming pedestrian and bicycle research efforts and related activities for the Federal Highway Administration (FHWA) offices listed below. While collaboration and coordination occurs between offices, activities are listed under the lead office.

To be posted at [www.fhwa.dot.gov/environment/bicycle\_pedestrian/resources/trb\_summaries/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/trb_summaries/).

**Office of the Secretary of Transportation (OST)**

**Safer People, Safer Streets**: The Safer People, Safer Streets initiative launched two years ago as a high-profile collaborative, intermodal effort to help improve pedestrian and bicycle safety at the local level, in response to data showing increasing fatalities. Through the initiative, DOT sponsored 52 pedestrian and bicycle safety assessments (one in every State, the District of Columbia, and Puerto Rico), issued the Mayors’ Challenge for Safer People, Safer Streets, and identified policy issues and gaps. The formal initiative completed its work in September 2016, but the multimodal, Departmentwide focus on pedestrian and bicycle safety continues.

The Summit for Safer People, Safer Streets held in September celebrated the accomplishments of the initiative and of the communities that participated in the Mayors’ Challenge for Safer People, Safer Streets. Ten cities received awards from Secretary Foxx at the event, and their accomplishments are illustrated on the Mayors’ Challenge webpage. See <https://www.transportation.gov/mayors-challenge>.

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**FHWA Office of Planning, Environment, and Realty (HEP)**

**Office of Human Environment (HEPH)**

**Recent Resources**

**Strategic Agenda for Pedestrian and Bicycle Transportation.** This report informs FHWA’s pedestrian and bicycle activities in the next 3 to 5 years and is organized around four goals: (1) Networks, (2) Safety, (3) Equity, and (4) Trips. Each goal includes actions relating to (a) Capacity Building, (b) Policy, (c) Data, and (d) Research. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/strategic\_agenda](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/strategic_agenda).

**Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts.** The guidebook helps practitioners address topics such as intersection design, road diets, pedestrian crossings, transit and school access, freight, and accessibility. It highlights ways to apply design flexibility, while focusing on reducing multimodal conflicts and achieving connected networks. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/multimodal\_networks](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks).

**Pursuing Equity in Pedestrian and Bicycle Planning.** This white paper discusses equity considerations in the pedestrian and bicycle planning process. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/resources/equity\_paper](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_paper).

**Guidebook for Developing Pedestrian and Bicycle Performance Measures.** This document helps communities develop performance measures that can fully integrate pedestrian and bicycle planning in ongoing performance management activities. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/performance\_measures\_guidebook](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook).

**Incorporating On-Road Bicycle Networks into Resurfacing Projects**. This guidebook helps communities integrate on-road bicycle facilities as part of their routine roadway resurfacing process. This is an efficient and cost-effective way for communities to create connected networks of bicycle facilities. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/resurfacing](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing).

**Bicycle Network Planning & Facility Design Approaches in the Netherlands and the United States**. This FHWA Global Benchmarking Program report explores similarities and differences in approaches to bicycle network planning and facility design. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/network\_planning\_design](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/network_planning_design).

**Bike Network Mapping Idea Book.** This document highlights ways that different communities have mapped their existing and proposed bicycle networks. It is a resource for communities to identify, plan, and improve their bicycle networks. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/bikemap\_book](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/bikemap_book).

**Small Town and Rural Multimodal Networks.** This guidebook helps small towns and rural communities support safe, comfortable, and active travel for people of all ages and abilities. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian](http://www.fhwa.dot.gov/environment/bicycle_pedestrian).

**2016 Recreational Trails Program (RTP) Annual Report.** This report provides information about the RTP and highlights the RTP Database and how States use funds. It illustrates eligible project types along with project examples receiving awards from the Coalition for Recreational Trails. See [www.fhwa.dot.gov/environment/recreational\_trails/overview/report/2016/index.cfm](http://www.fhwa.dot.gov/environment/recreational_trails/overview/report/2016/index.cfm).

**Transportation Alternatives Program (TAP) Performance Management Guidebook**. This document provides sample performance objectives and measures that States, Metropolitan Planning Organizations (MPOs), and project sponsors may consider as they administer, implement, and evaluate TAP projects and program outcomes. See [www.fhwa.dot.gov/environment/transportation\_alternatives/performance\_management/](http://www.fhwa.dot.gov/environment/transportation_alternatives/performance_management/).

**Ongoing Research and Related Activities**

**Livability Team Related Activities.** FHWA is continuing to track related activities and products via the [Livability Website](http://www.fhwa.dot.gov/livability/), [Human Environment Digest](http://www.fhwa.dot.gov/livability/he_digest/), and [Environmental Justice](http://www.fhwa.dot.gov/environment/environmental_justice/) (EJ) Webpage.

**Pedestrian and Bicycle Information Center (PBIC).** FHWA entered into a 5-year cooperative agreement with the University of North Carolina Highway Safety Research Center (UNC/HSRC) to support the PBIC in September 2016. The statement of work covers: (1) Operate a national pedestrian and bicycle information center; (2) Conduct pedestrian and bicycle research and provide technical assistance; and (3) Enhance behavioral safety education, enforcement, policy, research, and communication related efforts in cooperation with the National Highway Traffic Safety Administration (with NHTSA funding). See [www.pedbikeinfo.org/](http://www.pedbikeinfo.org/).

**Innovative Street Design and Accessibility.** This research project will focus on the extent to which new and emerging street designs and practices, such as shared streets, meet the needs of people with disabilities, specifically regarding navigation for pedestrians with vision disabilities. This project will synthesize current practice and document linkages to existing accessibility design guidance and regulations. It will highlight innovative practices that are enhancing accessibility in communities and document key design challenges, instances where existing design guidance is lacking, and areas where additional research is needed. Anticipated Fall 2017.

**Measuring Multimodal Network Connectivity.** This project will synthesize and present the full range of options available for measuring network connectivity and tracking change over time. A summary report will be developed documenting the various methodologies and approaches and identifying strengths and weaknesses of each based on a real world application in different contexts. The methodologies will range from detailed data, resource, and time heavy applications to more streamlined approaches. Methodologies will be examined for communities that have extensive data and also for communities that have limited data. The project will apply a subset of these methodologies in five case study communities and the results will be included in the final report. Anticipated Fall 2017.

**Every Day Counts (EDC-4)/Community Connections Initiative**. This initiative promotes the use of innovative transportation planning and project delivery strategies to lead to community-focused transportation projects that support community revitalization. Two webinars and seven summits took place from September to December 2016, focusing on various transportation components to enhance the transportation process and improve connectivity between disadvantaged populations and essential services. See [www.fhwa.dot.gov/innovation/everydaycounts/edc\_4/connections.cfm](http://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/connections.cfm).

**MySidewalk.** This is a mobile application facilitating the crowd-sourced collection of sidewalk inventory and condition data. MySidewalk utilizes advances in social networks, mobile data collection, and data mining to provide integrated sidewalk datasets. It is funded through the [Small Business Innovation Research](https://www.volpe.dot.gov/work-with-us/small-business-innovation-research) (SBIR) Program. Phase I demonstrated the feasibility of the concept through a proof-of-concept prototype. Phase II is improving the MySidewalk user interface and features, beta testing a pilot implementation, and preparing to take the application to market. Anticipated Spring 2018.

**Rails-with-Trails Effective Practices.** The Federal Railroad Administration (FRA), FHWA, the Federal Transit Administration (FTA), and NHTSA initiated a research study to follow up on the 2002 [Rails-with-Trails: Lessons Learned; Literature Review, Current Practices, Conclusions](http://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt/). The 2002 report addressed issues associated with the development of shared use paths and other trails within or adjacent to active railroad and transit rights-of-way. The new report will document and synthesize lessons learned over the past 15 years. It will provide examples of effective practices to maintain or enhance the safety and security of rail­road and transit employees and property, trail users, and the general public, while meeting community mobility and land use goals. Anticipated Fall 2018.

**Funding**

**Federal-Aid Funds for Pedestrian and Bicycle Programs and Projects.** FHWA posts Federal pedestrian and bicycle funding at [www.fhwa.dot.gov/environment/bicycle\_pedestrian/funding/bipedfund.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/bipedfund.cfm).

**Pedestrian and Bicycle Funding Opportunities / U.S. Department of Transportation Transit, Highway, and Safety Funds**. FHWA updated this funding table to account for the Fixing America’s Surface Transportation (FAST) Act and provide more project examples. It indicates potential eligibility for pedestrian and bicycle projects, notes basic program requirements, and links to program guidance. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. The table is available in [HTML](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm) and [PDF](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf) formats.

**Safe Routes to School (SRTS)**

**SRTS Clearinghouse Status**. FHWA’s cooperative agreement with the UNC Highway Safety Research Center’s National Center for Safe Routes to School to operate the SRTS clearinghouse ended in December 2016. FHWA will provide some support for tracking SRTS projects, collecting student travel data, and promoting Walk and Bike to School Days through the PBIC. Below are highlights of activities the National Center for SRTS conducted as the SRTS clearinghouse in 2016. FHWA’s SRTS webpage is [www.fhwa.dot.gov/environment/safe\_routes\_to\_school/](http://www.fhwa.dot.gov/environment/safe_routes_to_school/).

**Quarterly Tracking Briefs.** Briefs provide information about State SRTS program funding. The September 30, 2016 brief noted about $5.3 million spent or announced for SRTS programs through the FAST Act legislation from reporting States. See [www.saferoutesinfo.org/program-tools/national-progress/program-tracking-reports](http://www.saferoutesinfo.org/program-tools/national-progress/program-tracking-reports).

**Trends in Walking and Bicycling to School from 2007 to 2014***.* The report included 720,000 parent surveys from 6,500 schools and found walking to and from school increased from less than 14 percent to more than 17 percent of all trips between 2007-08 and 2014. See <http://bit.do/walkbiketrends>.

**Advancing Safe Walking and Bicycling for Youth: Approaches from the Federal Safe Routes to School Program that Support Broad Safety Benefits for Youth.** The report describes five ways that SRTS strategies can be used to improve safety beyond the trip to school. See <http://saferoutesinfo.org/sites/default/files/VisionZero_final.pdf>.

**Walking and Bicycling in Indian Country: SRTS in Tribal Communities**. This brief describes issues and examples of SRTS programs in tribal communities. See <http://saferoutesinfo.org/sites/default/files/SRTS_brief_tribal.pdf>.

**SRTS in Small Rural Communities: Challenges and Strategies to Accessing Funding.** This brief describes issues and examples of SRTS programs in small rural areas. See <http://saferoutesinfo.org/sites/default/files/SRTS_brief_RuralComm_final.pdf>.

**National Walk to School Day and National Bike to School Day**. Record participation of 5,086 schools and 2,678 schools, respectively. Partnered with Mayors’ Challenge for Safer People and Safer Streets to invite a total of 1,500 mayors to join events and commit to child and youth pedestrian safety. See [www.walkbiketoschool.org](http://www.walkbiketoschool.org).

**HEPH Contacts:**

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**Office of Planning (HEPP)**

**Bicycle-Pedestrian Count Technology Pilot Project.** In 2015, FHWA's Office of Planning, Environment, and Realty (HEP) awarded grants to 10 Metropolitan Planning Organizations (MPOs) for a Bicycle-Pedestrian Count Technology Pilot Project. The Pilot Project funded the purchase of a limited number of portable automatic counters to collect counts at various locations within the MPO planning areas. The project asked agencies to collect counts over a period of one year using the portable counters, and to share data and experiences with FHWA. Participants had access to a series of internal webinars and other technical assistance opportunities. FHWA released a summary report on its [Bicycle-Pedestrian Count Technology Pilot Project](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/countpilot/summary_report/index.cfm) in December 2016. The purpose of the pilot project was to increase the organizational and technical capacity of MPOs to establish and operate effective bicycle and pedestrian count programs, and to provide lessons learned for peer agencies across the Country. Technical resources developed during the project include slide shows and webinar recordings, and may be found at the [Pedestrian and Bicycle Information Center](http://www.fhwa.dot.gov/exit.cfm?link=http://www.pedbikeinfo.org/countpilot), [www.pedbikeinfo.org](http://www.pedbikeinfo.org).

**Coding Nonmotorized Station Location Information in the 2016 Traffic Monitoring Guide Format.** HEPP published a user-friendly guidebook to support development of data that can be communicated in the Traffic Monitoring Guide (TMG) format and eventually contributed to the national database of bicycle and pedestrian counts that is currently being developed through the Traffic Monitoring Analysis System. The guidebook includes diagrams, illustrations, and numerous examples showing how to interpret the TMG format and how to assemble correct and consistent information about bicycle and pedestrian count locations and the counts themselves. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/).

**Connected Bicycle Technology.** FHWA awarded a [Small Business Innovation Research](https://www.volpe.dot.gov/work-with-us/small-business-innovation-research) (SBIR) Phase I project to Charles River Analytics of Cambridge, MA, to develop a prototype of connected vehicle technology and supporting applications for bicycles. Phase I concluded in November 2016 with a successful demonstration of the prototype on the connected vehicle test facility at the FHWA Turner Fairbank Highway Research Center. A Phase II proposal is currently being evaluated. Connected vehicle technology allows direct communication of safety and mobility information between suitably equipped vehicles, as well as between vehicles and infrastructure such as traffic lights or warning beacons. The products of this research will ensure that bicycles can participate in this new information environment.

**HEPP Contacts:**

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**FHWA Office of Highway Policy Information (HPPI)**

**Exploring Pedestrian Counting Procedures: A Review and Compilation of Existing Procedures, Good Practices, and Recommendations. In May 2015, HPPI published a report on the state of practice in pedestrian counting. This report covers existing guidance and best practices to recommend strategies for accurate, timely, and feasible measurement of pedestrian travel. See** [www.fhwa.dot.gov/policyinformation/travel\_monitoring/pubs/hpl16026/](http://www.fhwa.dot.gov/policyinformation/travel_monitoring/pubs/hpl16026/)**.**

**Pedestrian and Bicycle Updates to the Traffic Monitoring Analysis System (TMAS).** To support statistical analysis of travel trends, HPPI maintains a system called the Traffic Monitoring Analysis System (TMAS), which receives raw data from automatic motorized vehicle collection programs, vehicle classification counts, and weigh-in-motion counters, and computes basic reports from those data sets. A project funded by the FHWA Office of Planning is modifying TMAS to receive and report on bicycle and pedestrian counts based on the Traffic Monitoring Guide data format (see next item). Those enhancements will be included in TMAS Version 2.8, which is under active development and scheduled for release in 2017. It will be at [www.fhwa.dot.gov/policyinformation/tmguide/](http://www.fhwa.dot.gov/policyinformation/tmguide/).

**Traffic Monitoring Guide (TMG).** HPPI publishes the TMG to support consistent traffic monitoring techniques. Since 2013, this guide has included information on conducting bicycle and pedestrian counts, and reporting those counts in a standard data format. HPPI published a new edition of the TMG in 2016, with several important updates to the bicycle and pedestrian data format. See [www.fhwa.dot.gov/policyinformation/tmguide/](http://www.fhwa.dot.gov/policyinformation/tmguide/).

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**FHWA Office of Infrastructure (HIF)**

**Controlling Criteria for Design: A Final Notice.** This guidance was published in the *Federal Register* on May 5, 2016, to finalize the revision of FHWA’s policy on controlling criteria for design. The change reduces the number of controlling criteria from 13 to 10, and introduces context to the application of the controlling criteria. As a result, only two controlling criteria apply to non-freeways with a design speed less than 50 miles per hour. See [www.fhwa.dot.gov/design/standards/160505.cfm](http://www.fhwa.dot.gov/design/standards/160505.cfm).

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**FHWA Office of Operations (HOP)**

**Interim Approval for Intersection Bicycle Boxes.** FHWA issued an Interim Approval for intersection bicycle boxes (IA-18) on October 12, 2016, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD). See <http://mutcd.fhwa.dot.gov/res-interim_approvals.htm>.

**Update to Interim Approval for Green-Colored Pavement.** FHWA updated Interim Approval 14, which allows the use of green-colored pavement in bicycle lanes and bicycle lane extensions, based upon the experience of manufacturers and installing agencies with production and field installation. [Official Ruling 9(09)-86 (I)](http://mutcd.fhwa.dot.gov/resources/interpretations/9_09_86.htm) revises the chromaticity specifications of green-colored pavement under IA-14 to better allow for uniformity in the production process and the materials wearing under UV exposure in the field. All Official MUTCD Interpretations are at <http://mutcd.fhwa.dot.gov/resources/interpretations/index.htm>.

**Update to MUTCD FAQ on “Share the Road” Signing for Bicyclists.** FHWA updated the [MUTCD FAQ](http://mutcd.fhwa.dot.gov/kno-faq.htm) to address the most recent research surrounding “Share the Road” messaging as it relates to bicyclists on the roadway. [The new FAQ entry](http://mutcd.fhwa.dot.gov/knowledge/faqs/faq_part9.htm#signsq5) notes that “Share the Road” messaging can be confusing to drivers and bicyclists, who each misinterpret the message as applying to the other group. The FHWA recommends the use of a W11-1 warning sign with a word message plaque reading “IN LANE” or “ON ROADWAY”. See <http://mutcd.fhwa.dot.gov/knowledge/faqs/faq_part9.htm#signsq5>.

**Clarification Memo on Traffic Control Devices and Bicycle Facilities.** Based on requests from the Institute of Transportation Engineers, National Association of City Transportation Officials, and People for Bikes, the FHWA has issued a memo clarifying the approval status of several traffic control devices, including two-stage turn boxes, bicycle lane extensions, green-colored pavement with shared-lane markings, and others.

**Bicycle Facilities and the Manual on Uniform Traffic Control Devices**. The table lists various bicycle-related signs, markings, signals, and other treatments and identifies their status (e.g., can be implemented, currently experimental) in the 2009 version of the MUTCD. See [www.fhwa.dot.gov/environment/bicycle\_pedestrian/guidance/mutcd/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/).

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**FHWA Office of Safety (HSA)**

**Bike Facility Selection Guide.** This project will develop a new resource guide that will help State and local agencies identify the most appropriate types of bike facilities to use based on user and roadway characteristics. After development, we will provide technical assistance to several pilot communities as they use the guide. FHWA's stakeholders are continually asking us for new resources to help them implement safer bicycle facilities. We have produced and revised a number of well-received tools (e.g., BIKESAFE) and documents (e.g., *Separated Bike Lane Planning and Design Guide*). However, there is a gap as to *when* to separate bicycle traffic from motor vehicle traffic and how to do it safely within an often constrained urban right-of-way. Contract award expected Spring 2017.

**Pedestrian and Bicyclist Scalable Risk Assessment Methodology (ScRAM).** This project will build off existing resources to create a standardized approach that agencies can use to estimate pedestrian and bicyclist exposure to risk. It will result in a Scalable Risk Assessment Methodology. It will make it easier for stakeholders to assess risk and inform funding decisions, which is especially important given the constrained fiscal environment. Texas Transportation Institute was awarded the contract in Spring 2016.

**Pedestrian and Bike Safety Reference Tool.** FHWA has developed numerous tools, case studies, and resources to assist State and local agencies with making pedestrian and bicyclist safety improvements. Despite this, there are concerns that end users are not aware of these resources and when or how to use them. The project will compile and provide in one central location comprehensive decision support tools, design guidance, and other resources to support the development of safe and complete bicycle and pedestrian transportation networks. The decision support resource will assist stakeholders with the full life cycle of pedestrian and bicyclist project development, including public involvement, planning, programming, design and construction, safety, operations and maintenance, and evaluation. Expected Spring 2017.

**Noteworthy Local Policies that Support Safe and Complete Pedestrian and Bicycle Networks.** This project will identify examples, highlight noteworthy practices, and discuss advantages, effectiveness, and any shortcomings of provisions supporting safe and complete walking and biking environments (i.e., complete streets policies and access management). Expected in early 2017.

**Pedestrian Forum.** The Office of Safety produces a quarterly newsletter focusing on pedestrian safety. The current and previous issues are at <http://safety.fhwa.dot.gov/ped_bike/pedforum/>. You can subscribe at <http://safety.fhwa.dot.gov/esubscribe.cfm#ped>.

[**Pedestrian Safety Focus States and Cities**](http://safety.fhwa.dot.gov/ped_bike/ped_focus/)**.** Since 2004, FHWA’s Safety Office has been working to aggressively reduce pedestrian deaths by focusing extra resources on the cities and States with the highest pedestrian fatalities and/or fatality rates. The States and cities were revised in 2015 to include bikes and to what you currently see in this [map](http://safety.fhwa.dot.gov/ped_bike/ped_focus/focus_cities_states2015.cfm). For more information on how the States and cities were selected visit the [Office of Safety's Focused Approach Website](http://safety.fhwa.dot.gov/fas/). FHWA has been offering **free technical assistance and courses** to each of the States and cities, and **free bimonthly webinars** on subjects of interest. See <http://safety.fhwa.dot.gov/ped_bike/ped_focus/>.

**Safe Transportation for Every Pedestrian (STEP).** Pedestrians account for more than 17.5 percent of all fatalities in motor vehicle traffic crashes. The majority of these deaths occur at uncontrolled crossing locations such as mid-block or unsignalized intersections. These are among the most common locations for pedestrian fatalities generally because of inadequate pedestrian *crossing facilities* and insufficient or inconvenient *crossing opportunities*, all of which create barriers to safe, convenient, and complete pedestrian networks. Over the next two years, FHWA is promoting the following pedestrian safety countermeasures through the fourth round of Every Day Counts (EDC-4):

* **Road Diets** can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities.
* **Pedestrian hybrid beacons** (PHBs) are a beneficial intermediate option between RRFBs and a full pedestrian signal. They provide positive stop control in areas without the high pedestrian traffic volumes that typically warrant signal installation.
* **Pedestrian refuge islands** allow pedestrians a safe place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for older pedestrians or others with limited mobility.
* **Raised crosswalks** can reduce vehicle speeds.
* **Crosswalk visibility enhancements**, such as crosswalk lighting and enhanced signing and marking, help drivers detect pedestrians—particularly at night.

See [www.fhwa.dot.gov/innovation/everydaycounts/edc\_4/step.cfm](http://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)**.**

**Recent Safety Products**

**Road Diet Policies.** This document describes the benefits and highlights real-world examples of agencies including Road Diets within new or revised transportation policies and guidance. See <http://safety.fhwa.dot.gov/road_diets/resources/fhwasa16072/>.

**MYTH BUSTERS: Debunking Road Diet Myths**. This flyer debunks some of the most common Road Diet myths. See <http://safety.fhwa.dot.gov/road_diets/resources/fhwasa16074/>.

**Did You Know a Road Can Go On a Diet?** This document provides an overview of Road Diets and how they can be implemented to improve safety. See <http://safety.fhwa.dot.gov/road_diets/resources/> (PDF: <http://safety.fhwa.dot.gov/road_diets/resources/pdf/get-the-facts062016.pdf>).

[**Building Safer Routes to School**](http://safety.fhwa.dot.gov/road_diets/resources/pdf/safer_route_to_schoolv1_052616.pdf)**.** Road Diets can improve roadway conditions near areas children frequent, like schools and parks. In these locations, safety can be drastically improved for motorists by calming traffic and improving the line of sight for children and drivers alike. See <http://safety.fhwa.dot.gov/road_diets/resources/> (PDF: <http://safety.fhwa.dot.gov/road_diets/resources/pdf/safer_route_to_schoolv1_052616.pdf>).

**Road Diets: A proven safety Countermeasure that improves safety, livability, and access for ALL users (Video)**

* **Long version:**   
  [https://vimeo.com/176519494/517684ac7b](http://www.fhwa.dot.gov/exit.cfm?link=https://vimeo.com/176519494/517684ac7b) ([Transcripts](http://safety.fhwa.dot.gov/road_diets/resources/long-version.cfm))
* **Short version:**  
  [https://vimeo.com/176522659/7c0d3d1174](http://www.fhwa.dot.gov/exit.cfm?link=https://vimeo.com/176522659/7c0d3d1174) ([Transcripts](http://safety.fhwa.dot.gov/road_diets/resources/short-version.cfm))

**Improving Access to Transit Using Road Safety Audits: Four Case Studies.** This case studies document provides a review of the Road Safety Audit (RSA) process and four case study examples of RSAs that had a demonstrated interest in improving access to transit. See <http://safety.fhwa.dot.gov/rsa/resources/> (PDF: <http://safety.fhwa.dot.gov/rsa/resources/docs/fhwasa16120.pdf>).

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**FHWA Office of Safety Research and Development (HRDS)**

**Identification and Prioritization of Pedestrian Crash Locations/Area**. This research project effort will improve safety and mobility for pedestrians and bicyclists. An initial step in reducing the frequency of pedestrian crashes is identifying where they are occurring. Once locations have been identified, appropriate treatments can be selected and installed. Several techniques are used to identify high crash locations including identifying intersections or midblock crossing with the highest number of crashes in a given time period (i.e., frequency) or the highest number of crashes after adjusting for exposure (i.e., crash rate). This project will document methods used to identify or prioritize high pedestrian crash sites or areas, including the methods’ input data demands. It will develop a best practice guide to assist State and local agencies in identifying high pedestrian crash locations, corridors, and zones. The guide will demonstrate both existing tools along with potential tools being explored to identify locations that justify consideration of pedestrian treatments. Anticipated December 2017.

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