

## EDC-5 STATE IMPLEMENTATION PLAN

*The State Implementation Plan will not be collected at this time - this document is to help in developing the Implementation Plan.  
The items **highlighted below** will be requested as part of the EDC-5 baseline report – due January 25, 2019*

**EDC Innovation:**        **Safe Transportation for Every Pedestrian (STEP)**

**Program Need:** (Why is the innovation being selected?)

The NM pedestrian fatality rate continues upward and in 2016 NM had the highest pedestrian fatality rate in the US. The NMDOT recognizes the problem and is committed to developing a statewide pedestrian safety plan to identify and implement strategies to address the problem.

**Implementation Goal:** Indicate the current state of the practice of the tool or innovation in your State as of January 2019 and the implementation stage of where you want to be in two years (Goal). *Check one box in the Baseline Jan 2019 column and one box in the Goal Dec 2020 column.*

<b>Innovation Implementation Stages</b> <i>(see State of Practice Form for the innovation specific implementation stage definitions)</i>	<b>Jan 2019 (Baseline)</b>	<b>Dec 2020 (Goal)</b>
<b>Not Implementing:</b> The State/locals are not currently using the innovation (STEP) anywhere in the State and the state/locals are not interested in the innovation.	<input type="checkbox"/>	<input type="checkbox"/>
<b>Development Stage:</b> The state/locals are collecting guidance and best practices on the STEP Countermeasures, building support with partners and stakeholders, and developing an implementation process to improve safety at crossings.	<input type="checkbox"/>	<input type="checkbox"/>
<b>Demonstration Stage:</b> The state is testing and piloting STEP countermeasures.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Assessment Stage:</b> The State/Locals are assessing the performance of and process for advancing STEP countermeasures and preparing for full deployment to improve crossings.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Institutionalized:</b> The state/locals have adopted the STEP countermeasures as a standard practice and use them regularly at crossings to improve pedestrian safety. There is a formal guidance, policy and/or a process in place to advance the STEP countermeasures.	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Description of Current Status of this innovation in your State:</b> <i>(include state DOT and local agencies to the best of your knowledge)</i></p> <p>The NMDOT participated in EDC 4 STEP and developed the New Mexico Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations. The recommended countermeasures are currently undergoing review for amendment into the NMDOT Design Manual. The other strategies and recommendations in the Plan will be reviewed for implementation by the EDC 5 STEP Committee this year.</p>		

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**Description of State Innovation Goal (Benefit Goal):** *In other words, after 2 years “What would success look like for your state?”*

*(i.e. X innovation will save X time, money, or lives.) These benefits are what elected officials and the traveling public can relate to and help to support the level of resources invested in the deployment of innovations under EDC.*

The goal of the NMDOT EDC 5 STEP is to develop, implement and institutionalize strategies that contribute to a reduction in the pedestrian fatality rate. The committee hopes to accomplish this by developing a “culture of caring” within the NMDOT where pedestrians are “humanized” and pedestrian safety countermeasures are considered in all projects. We also aim to better understand factors contributing to the state’s high pedestrian crash rate and understand the effectiveness of current strategies and countermeasures. These goals will benefit the traveling public by increasing pedestrian safety for both NM residents, as well as visitors to NM.

### Innovation Implementation Team Members:

- State DOT Team co-chairs: Jessica Griffin, NMDOT Statewide Planning Bureau Chief and Rosa Kozub, NMDOT Government to Government Unit Supervisor
- FHWA Team co-chair: Luis Melgoza
- Shannon Glendenning, NMDOT Bicycle Pedestrian Equestrian Coordinator
- Bill Hutchinson, NMDOT Context Sensitive and Roadside Design Section Manager
- Rhonda Lopez, NMDOT Program Management
- Richard Pena, NMDOT Traffic Technical Support Bureau
- Franklin Garcia, NMDOT Traffic Safety Division
- Jonathan Fernandez, Management Analyst, NMDOT Traffic Safety Division
- Caeri Thomas (Valerie Hermanson, alternate), MidRegion Metropolitan Planning Organization (MPO)
- Erick Aune, Santa Fe MPO
- Callie French, UNM Local Technical Assistance Program Coordinator
- Maurice Williams, UNM Center for Injury Prevention Research and Education
- Amy Bell, Revitalization Specialist, New Mexico MainStreet

### Obstacles: (What is perceived as hindering the State in meeting the implementation goal?)

- Changing the current culture and public perception within the NMDOT and throughout NM regarding pedestrians.
- Identifying successful strategies to address the driver and pedestrian behavioral issues contributing to pedestrian fatalities (e.g. vehicular speeding, visibility).
- Determining who outside of NMDOT needs to be involved and how to involve them so that they participate.
- Balancing pedestrian safety countermeasures with perceived Americans with Disabilities Act requirements.
- Proper scoping of projects to include pedestrian facilities prior to projects programmed in the STIP.
- Funding for pedestrian facilities.
- Lack of training and education on pedestrian safety in New Mexico.
- Accessible, correct and detailed crash data.

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**Performance Metrics:** (What are the **measurable targets** to assess your progress?)

The measurable targets are:

Meeting the target completion dates for each activity listed below.

Implementation Plan Activities		
Activity No.	Description of Activity	Target Completion Date
1	EDC 4 STEP pedestrian safety countermeasures amended into NMDOT Design Manual and implemented into project scoping process.	Oct 2019
2	Issue RFP and execute planning on-call consultant contract in FFY2019 to help EDC 5 STEP Implementation Team develop a Statewide Pedestrian Safety Plan and implement strategies proposed in the EDC 4 Action Plan.	Oct 2019
3	Finalize HSIP Network Screening Report, which identifies high pedestrian crash sites in the state. Use Report to identify locations for pedestrian-focused Road Safety Audits (RSAs), which will be completed using the HSIP RSA on-call contracts.	Dec 2019
4	Develop a training program on pedestrian safety and countermeasures, including: UNM LTAP providing NHI courses; FHWA providing trainings through the Focus State/City program; and using the on-call consultant (see #2) to provide trainings to NMDOT staff/engineers/PDEs on the pedestrian safety countermeasures in the Design Manual.	Dec 2019
5	Look at developing a pedestrian safety campaign using NHTSA, state road funds, or other grant funding.	Oct 2019
6	Explore opportunities to evaluate impacts of pedestrian safety infrastructure projects (e.g. analyzing before/after pedestrian crash data in locations where the STEP countermeasures are implemented).	Dec 2019

**Action Items to follow up with after the EDC Summit:**

- Set up Implementation Team
- Hold kick-off meeting (completed 1/9/19)
- Develop and submit Implementation Plan by 1/25/19

**Safe Transportation for Every Pedestrian (STEP)**  
[https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_5/step2.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm)

**State of Practice Form – Implementation Stages Defined**

<b>Implementation Stage Definitions</b>		<b>Guidance Questions</b>
*State is all-inclusive (e.g., state agency, local municipalities, contractors, consultants)		Prompt questions to help assess your current state of practice.  <i>NOTE: Not all questions have to be affirmatively answered to meet any given stage; judgment is required; call the STEP Deployment Team w/ questions.</i>
	<b>Not Implementing:</b> The State/Locals are not currently using the innovation (STEP) anywhere in the State <u>and</u> not interested in the innovation.	<ul style="list-style-type: none"> <li>• Is the Innovation not being used to improve crossing locations?</li> <li>• Are STEP countermeasures not being implemented on state or local routes at this time?</li> </ul>
	<b>Development Stage:</b> The State/Locals are collecting guidance and best practices on the STEP Countermeasures, building support with partners and stakeholders, and developing an implementation process to improve safety at crossings.	<ul style="list-style-type: none"> <li>• Has the State/Locals performed any of the following activities for the purposes of implementing STEP countermeasures? <ul style="list-style-type: none"> <li>○ Collected guidance and best practices</li> <li>○ Hosted training</li> <li>○ Participated in workshops</li> <li>○ Building support with partners/stakeholders</li> <li>○ Requested technical assistance</li> </ul> </li> </ul>
	<b>Demonstration Stage:</b> The State/Locals are testing and/or piloting STEP countermeasures.	<ul style="list-style-type: none"> <li>• Are the State/Locals testing and/or piloting STEP countermeasures?</li> <li>• Are the State/Locals monitoring the impact of STEP countermeasures at test locations?</li> </ul>
	<b>Assessment Stage:</b> The State/Locals are assessing the performance of and process for advancing STEP countermeasures and preparing for full deployment to improve crossing locations.	<ul style="list-style-type: none"> <li>• Are the State/Locals developing a statewide inventory of potential sites for STEP countermeasures?</li> <li>• Has the State/Locals deployed a minimum of 4 STEP countermeasures on a regular basis?</li> <li>• Are the State/Locals considering systemic identification/crash analysis of crossings to deploy STEP Countermeasures?</li> <li>• Is there a plan for implementing/installing STEP countermeasures at crossings (ie, SHSP, Vision Zero, Complete Streets Policy, Ped Safety Action Plan)?</li> </ul>
	<b>Institutionalized:</b> The state/locals have adopted the STEP countermeasures as a standard practice and use them regularly at crossings to improve pedestrian safety.  There is a formal guidance, policy and/or a process in place to advance the STEP countermeasures.	<ul style="list-style-type: none"> <li>• Are State/Locals using a systemic analysis to install STEP countermeasures?</li> <li>• Has the State/Locals installed a minimum of 5 STEP countermeasures (Crosswalk Visibility Enhancements, Pedestrian Refuge Islands, Raised Crosswalks, Rectangular Rapid Flashing Beacon (RRFB), Pedestrian Hybrid Beacon (PHB), Road Diets or Lead Pedestrian Intervals) to improve pedestrian safety at crossings?</li> <li>• Are STEP countermeasures included in Complete Streets Manual, Project Development Manual, Roadway Design Manual and/or design guidance and is it standard practice to improve crossings?</li> </ul>