

Safe Transportation for Every Pedestrian (STEP)

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm

State of Practice Report Form (for EDC-5)

1) Reporting Period: Progress Report #1 – June 2019

2) Accomplishments or Changes to Report? If there has been NO CHANGE on this innovation during this reporting period and the previous report is still accurate, select "No Change from Previous Report" without completing Questions 3-6.

<input checked="" type="checkbox"/>	Changes indicated in Progress Report Below
<input type="checkbox"/>	No change from Previous Report

3) Current Implementation Stage: What is the State's current stage of innovation implementation?

Review the State of Practice Guidance Questions on the next page.

<input type="checkbox"/>	Not Implementing: 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 checked="" type="checkbox"/>	Development Stage: 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"/>	Demonstration Stage: The state is testing and piloting STEP countermeasures.
<input type="checkbox"/>	Assessment Stage: 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"/>	Institutionalized: 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.

4) Accomplishments and Benefits. Describe the State's accomplishments for this reporting period (both State DOT and local agency accomplishments). Please provide highlights with good results or stories that can be shared with the deployment teams and other states.

EDC 5 STEP Committee met 4 times (1/9/19, 2/13/19, 5/8/19 and 6/12/19).

- 1) Updates to Design Manual to include EDC 4 pedestrian safety countermeasures are underway.
- 2) NMDOT issued an RFP for a consultant to develop a Statewide Pedestrian Safety Plan and provide pedestrian safety planning on-call services. NMDOT Procurement is finalizing the contract with the selected offeror.
- 3) High pedestrian areas identified in Network Screening Report and an RSA for 491 is underway.
- 4) Designing for Pedestrian Safety Workshop offered on May 22-23 for local entities in Albuquerque Region. Developing a Pedestrian Safety Action Plan workshop offered on June 25-26 for Tribal and Local Public Agencies statewide.
- 5) NMDOT Traffic Safety Division allocated \$1 million from state legislature to be used for non-DWI local law enforcement activities, including distracted driving, texting, and speeding.

5) Assistance Needed: Describe any additional assistance needed by your state.

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None

6) Lessons Learned: Describe any implementation obstacles or lessons learned. Also indicate if and how your state can provide assistance to others in their implementation.

- Santa Fe MPO shared their success of developing a data driven prioritization process to identify pedestrian access improvements around the City of Santa Fe. The results of the efforts include a realistic, prioritized list of projects for the City to begin planning for improvements.
- Coordination with law enforcement is key, as is training on how to complete the Uniform Crash Report.
- Researchers at the University of New Mexico Center for Injury Prevention, Research, and Education (CIPRE) are analyzing and studying pedestrian crash and fatality data in efforts to understand the factors contributing to pedestrian deaths in New Mexico. This will help to improve how pedestrian crash data is collected and used.

The information below is to determine the appropriate Innovation Implementation Stage in your State:

Innovation Implementation Stage Definitions	Guidance Questions
*State is all-inclusive (e.g., state agency, local municipalities, contractors, consultants)	Prompt questions to help assess your current state of practice and help tell your story. <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>
Not Implementing: 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"> • Is the Innovation not being used to improve crossing locations? • Are STEP countermeasures not being implemented on state or local routes at this time?
Development Stage: 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"> • Has the State/Locals performed any of the following activities for the purposes of implementing STEP countermeasures? <ul style="list-style-type: none"> ○ Collected guidance and best practices ○ Hosted training ○ Participated in workshops ○ Building support with partners/stakeholders ○ Requested technical assistance
Demonstration Stage: The State/Locals are testing and/or piloting STEP countermeasures.	<ul style="list-style-type: none"> • Are the State/Locals testing and/or piloting STEP countermeasures? • Are the State/Locals monitoring the impact of STEP countermeasures at test locations?

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<p>*State is all-inclusive (e.g., state agency, local municipalities, contractors, consultants)</p>	<p>Prompt questions to help assess your current state of practice and help tell your story.</p> <p><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></p>
<p>Assessment Stage:</p> <p>The State/Locals are assessing the performance of and process for advancing STEP countermeasures and preparing for full deployment to improve crossing locations.</p>	<ul style="list-style-type: none"> • Are the State/Locals developing a statewide inventory of potential sites for STEP countermeasures? • Has the State/Locals deployed a minimum of 4 STEP countermeasures on a regular basis? • Are the State/Locals considering systemic identification/crash analysis of crossings to deploy STEP Countermeasures? • Is there a plan for implementing/installing STEP countermeasures at crossings (ie, SHSP, Vision Zero, Complete Streets Policy, Ped Safety Action Plan)?
<p>Institutionalized:</p> <p>The state/locals have adopted the STEP countermeasures as a standard practice and use them regularly at crossings to improve pedestrian safety.</p> <p>There is a formal guidance, policy and/or a process in place to advance the STEP countermeasures.</p>	<ul style="list-style-type: none"> • Are State/Locals using a systemic analysis to install STEP countermeasures? • 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? • 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?

STEP Champions – FHWA Deployment Team Contacts

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