

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 #2 – December 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 3 times during the reporting period: 8/14/2019, 11/6/2019, and 12/11/2019

- 1) Updates to Design Manual to include EDC-4 pedestrian safety countermeasures are underway and expected to be finalized the week of 12/16/2019. The update includes pedestrian safety countermeasures at uncontrolled intersections, as identified in the EDC-4 STEP innovation.
- 2) NMDOT hired the consulting team of Alta Planning + Design to assist in the development of a statewide pedestrian safety action plan in addition to other pedestrian safety planning tasks. The project team held a kick-off meeting with the plan's steering committee, comprised of NMDOT staff and outside membership representing diverse interests in pedestrian and transportation planning. One of the first activities of the planning process was the project team developing and administering a survey at the New Mexico Tribal Transportation Summit in Santa Fe, November 21-22.
- 3) High pedestrian risk areas identified in Network Screening Report. NMDOT initiated an RSA along US 491 as a result of the report. NMDOT used consultant Lee Engineering to conduct a field visit and data collection during this reporting period.

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- 4) As a result of participating in a FHWA workshop, Developing a Pedestrian Safety Action Plan, NMDOT is coordinating with the City of Espanola to develop a multimodal corridor safety plan along Fairview Lane/NM 584. The project consultants have started collecting and analyzing traffic volume, speed, and crash data.
- 5) Developing a Pedestrian Safety Action Plan workshop held in Las Cruces, November 11-12 for Tribal and Local Public Agency planners, Metropolitan and Regional Planning Organization planners, and NMDOT staff.

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

- 1) The STEP Committee has identified the importance and challenges of safety data collection before and after the installation of safety measures. We request guidance or examples of safety data collection strategies and project assessment methodology.
- 2) We suggest a peer exchange of State DOTs that have adopted a Vision Zero (or equivalent) goal or policy with states that are exploring the initiative and approach.
- 3) We request assistance in identifying funding sources and program eligibilities that can be used to support a pedestrian safety educational and outreach campaign. The campaign could include public service announcements, diverse media strategies, address behavior and cultural issues around pedestrian safety, and cover material beyond state statutes.

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.

None in this reporting period.

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

| Innovation Implementation Stage Definitions | Guidance Questions |
|--|--|
| <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>Not Implementing:</p> <p>The State/Locals are not currently using the innovation (STEP) anywhere in the State <u>and</u> not interested in the innovation.</p> | <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? |

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| <p>Development Stage:</p> <p>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.</p> | <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 |
| <p>Demonstration Stage:</p> <p>The State/Locals are testing and/or piloting STEP countermeasures.</p> | <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? |
| <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? |

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STEP Champions – FHWA Deployment Team Contacts

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