

Safe Transportation for Every Pedestrian (STEP)

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm

Innovation Implementation Stage Definitions	<p style="text-align: center;">Prompt Questions for describing the Implementation Stage</p> <p style="text-align: center;">The following questions are intended to help you determine your current implementation stage. While it is not mandatory to respond to each question, some narrative describing your current status will be helpful to the EDC teams.</p>
<p>Not Implementing: The State is not currently using the innovation (STEP) anywhere in the State and is not interested in the innovation.</p>	<ul style="list-style-type: none"> • STEP countermeasures are being described to PDE’s via milestone review meetings. Training needed for PDE’s and NMDOT Consultants to understand the implementation process.
<p>Development Phase: 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 uncontrolled crossing locations.</p>	<ul style="list-style-type: none"> • Has the State/Locals performed any of the following activities for the purposes of implementing STEP? <ul style="list-style-type: none"> ○ Collected guidance and best practices – Several resources identified. ○ Hosted training – Training is scheduled, workshops conducted ○ Participated in workshops - Yes ○ Building support with partners and stakeholders – On-going ○ Requested technical assistance – Yes, via workshop
<p>Demonstration Stage: The state is testing and piloting STEP countermeasures.</p>	<ul style="list-style-type: none"> • Does the State have a process for identifying potential STEP countermeasure sites? No, although Pilot projects are being identified. • Is the state or locals testing and/or piloting STEP countermeasures? No • Are the state/locals monitoring the impact of STEP countermeasures at test locations? No • The State/Locals are installing a minimum of 4 STEP countermeasures at uncontrolled crossing locations. Under evaluation, via design process at several SRD projects.
<p>Assessment Stage: The State/Local is assessing the performance of and process for advancing STEP countermeasures and preparing for full deployment to improve uncontrolled crossing locations.</p>	<ul style="list-style-type: none"> • Is there a statewide inventory of potential locations for STEP countermeasures within the state? Projects being identified via STIP. • Has there been an evaluation of STEP countermeasures? No. NMDOT utilizing published, recognized countermeasures via FHWA. • Has there been a systematic identification/review of uncontrolled crossing locations? No, although this mat be available via ADA Transition Plan, and new ARNOLD database. • Are you conducting statewide assessments/tests? No. • There is formal guidance, policy or a process for implementing/installing STEP countermeasures at uncontrolled crossing locations (i.e., HSIP, SHSP, Pedestrian Safety Action Plan). No.

<p>Institutionalized: The state/locals have adopted the STEP countermeasures as a standard practice and use them regularly at uncontrolled crossing locations to improve pedestrian safety. There is a formal guidance, policy and/or a process in place to advance the STEP countermeasures.</p>	<ul style="list-style-type: none"> • Is there an inventory of locations with STEP countermeasures? No. • State/Locals implement/install STEP countermeasures using a systemic process. No. • The State has a process in place to deploy STEP Countermeasures (Crosswalk Visibility Enhancements, Pedestrian Refuge Islands, Raised Crosswalks, Rectangular Rapid Flashing Beacon (RRFB), Pedestrian Hybrid Beacon (PHB) or Road Diets) to improve pedestrian safety at uncontrolled crossing locations. No. Updating the NMDOT Design Manual and developing a Design Directive will help move towards this goal. • Included STEP countermeasures in Complete Streets Manual, Project Development Manual, and/or design guidance and is standard practice to improve uncontrolled crossing locations. No? • No special permission is needed to deploy STEP countermeasures. Permission not needed, but informing planners, designers, mgmt of the tools available for ped safety is the first step towards building the required foundation of a ped / bike safety awareness.
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Progress Report Questions:

Reporting Period:	Progress Report #3: January - June 2018
1) If there has been NO CHANGE on this innovation during this reporting period and the previous Progress Report is still accurate, select "No Change from Progress Report" and you do not need to complete Questions 2-7.	(Choice) <input type="checkbox"/> No Change from Progress Report <input checked="" type="checkbox"/> Changes indicated in Progress Report Below
2) Division Contact for additional information:	
3) What is the State's current stage of innovation implementation? Review the Innovation Profile Template and select the appropriate implementation stage for this innovation.	(Choice) <input type="checkbox"/> Not Implementing <input type="checkbox"/> Development Stage <input checked="" type="checkbox"/> Demonstration Stage <input type="checkbox"/> Assessment Stage <input type="checkbox"/> Institutionalized

<p>4) Describe the State's accomplishments for this reporting period (both State DOT and local agency accomplishments). Please provide EDC-4 highlights with good "so what" nuggets.</p> <p>-- What would another state be interested in and/or how could leadership use the information I am providing?</p> <p>-- If the State has advanced to the next implementation stage, consider the prompt questions in the chart and explain the advancements made to support your selection.</p> <p>-- Please include benefits as part of your explanation (i.e. time/cost savings, delay/crash reductions, etc.)</p>	<p>Accomplishments:</p> <ul style="list-style-type: none"> • Held two 2-day statewide trainings for PDE's, MPO's, and RTPO's on 3/27/18-3/28/18 (Las Cruces Solano) and 3/29/18-3/30/18 (Albuquerque D-3) • Working on integrating design manual changes for regional design center review
<p>5) Describe any additional assistance needed by your state.</p>	<ol style="list-style-type: none"> 1. Additional editing and organization needed on Action Plan , possibly in excess of what Toole Design Group anticipated. 2. Upper mgmt support once the countermeasures become part of NMDOT Design Manual. Upper mgmt needs to ensure that the Districts are fully aware of these best practices when projects are being scoped. 3. NM is now #1 in terms of pedestrian fatalities nationwide, (NHTSA), communicating the urgency to management is key
<p>6) Describe any implementation obstacles or lessons learned. Also, indicate if and how your state can provide assistance to others in their implementation of this innovation.</p>	<p>NMDOT upper management enforcement of NMDOT design manual guidelines is important. This enforcement extends from the Districts to the Design Regions.</p> <p>Gauging the most effective way of training is an on-going discussion.</p>
<p>7) The responses have been coordinated with the necessary transportation agencies and Division Office technical resource.</p>	<p><i>(Choice)</i></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>