



Pedestrian Forum

Pedestrian Forum
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Revision of Popular FHWA Resource: Pedsafe

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The FHWA Safety Office released an updated version of its popular resource **PEDSAFE 2013** (Pedestrian Safety Guide and Countermeasure Selection System), which was first released in 2003. **PEDSAFE 2013** is intended to provide the latest information available for improving the safety and mobility of those who walk, particularly as it pertains to roadway design and physical roadway features.

PEDSAFE 2013 is comprised of four sections:

1. The **Guide** section helps practitioners better understand the issues facing pedestrians, how to analyze crashes and how to implement new treatments.
2. The **Countermeasure** section includes a comprehensive list of 67 engineering countermeasure options, as well as details of each countermeasure, in



terms of its description, purpose, considerations, safety effect, and cost.

3. There are also 85 success stories, or **case studies**. Each case study documents one or more of the countermeasures which have been featured, along with the background of the problem, pedestrian safety solution selected, and the results of the treatment.
4. The **expert system software (tool)** allows the user to input the basic safety problem and site conditions

of a location and will propose a "short list" of candidate treatment options to address the specific pedestrian safety problem for that situation.

While the earlier version of PEDSAFE was produced in printed form, the latest iteration of PEDSAFE 2013 is only available online. The new site offers a variety of interactive tools to best help practitioners address pedestrian safety issues.

PEDSAFE can be accessed at <http://www.pedbikesafe.org/PEDSAFE>.

New! A Guide for Maintaining Pedestrian Facilities for Enhanced Safety

FHWA will release a *Guide for Maintaining Pedestrian Facilities for Enhanced Safety* in late November. The project had two objectives

1. To compile a research report documenting the best practices for inspection and routine maintenance

for pedestrian facilities; maintenance needs of different types of pedestrian facility surfacing materials, (including truncated dome tactile surfaces and wheelchair ramps); geographic differences in sidewalk/shared use path maintenance; types of equipment

used; and other issues having to do with pedestrian facility maintenance.

2. To develop a guidebook for maintaining pedestrian facilities for enhanced safety based on the outcome of the research report mentioned in objective 1.

New! A Guide for Maintaining Pedestrian Facilities for Enhanced Safety



Sidewalk Gaps are one of the many maintenance issues addressed by the FHWA's new Maintenance Guide.

(continued from page 1)
 The guide identifies best practices and barriers for sidewalk/ shared use path maintenance: what works and what does not work based on experience from State and local agencies.

The guide also provides examples and experiences from

jurisdictions that have developed effective policies for selecting and maintaining pedestrian facilities in terms of responsibilities, enforcement, allocation of costs, and related issues.

The research report includes a literature review, review of local maintenance programs including discus-

sions with 50 municipalities and state agencies, and an overall assessment of the current practice of pedestrian facility maintenance.

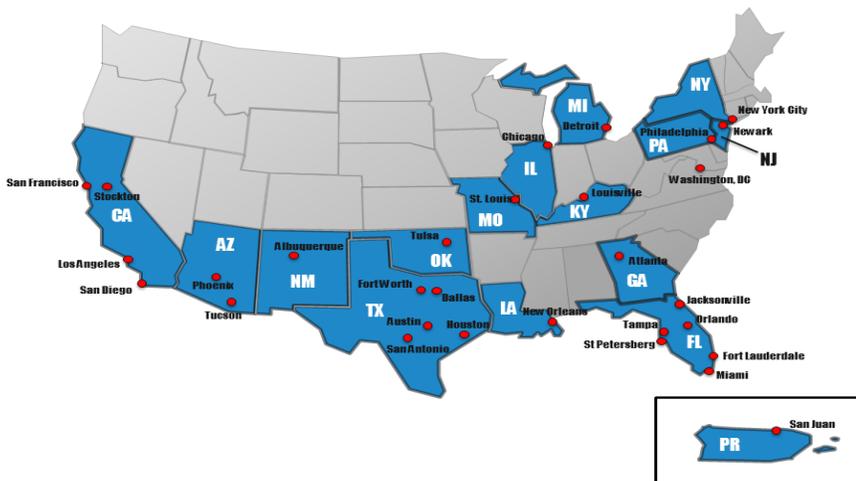
Both documents will be available for viewing and downloading at: http://safety.fhwa.dot.gov/ped_bike/tools_solve/ by November 25.

Update on FHWA's Pedestrian Safety Focus States and Cities Effort

Since 2004, FHWA's Office of Safety 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. As mentioned in the [Winter 2012 Pedestrian Forum Newsletter](#), FHWA revamped its approach to include more Focus Cities (see map below).

In the past couple of years, much progress has been made within the focus states and cities to improve pedestrian safety and walkability:

- 40 Technical Assistance Sessions have been completed (12 in the past year).
- A Peer Exchange was held in August 2012 in Miami, Florida.
- Philadelphia, Detroit, Los Angeles, New Mexico, and Florida are looking at high crash locations for improvement.
- DC, California, Florida and Pinellas/Tampa have established education and enforcement programs.
- Newark, NJ and Los Angeles, CA have adopted new Complete Streets Policies.
- Pedestrian Safety Groups have been established in Florida and Michigan.
- Signal and Corridor Improvements have been made in Tampa, New York City, and Arizona.
- 24 focus locations have pedestrian safety action plans either planned, completed, or in progress.
- As mentioned on page 3 of this newsletter, the National Highway Traffic Safety Administration (NHTSA) is in the process of awarding grants to several focus locations to implement the education and law enforcement components of their pedestrian safety action plans.



For more information on activities in the focus states and cities, please visit the website at: http://safety.fhwa.dot.gov/ped_bike/ped_focus/

U.S. DOT Secretary announces “Everyone is a Pedestrian” Initiative

U.S. Transportation Secretary Anthony Foxx on August 5 announced a new set of tools to help communities combat the rising number of pedestrian deaths that have occurred over the last two years. As part of the campaign, NHTSA announced the availability of \$2 million in pedestrian safety grants available to FHWA’s pedestrian focus cities (see more info on focus cities on page 2 of this newsletter), and launched a one-stop shop website www.nhtsa.gov/everyoneisapedestrian with safety tips and resources for local leaders, city planners, parents and others involved in improving pedestrian safety.

“Whether you live in a city or a small town, and whether you drive a car, take the bus or ride a train, at some point in the day, everyone is a pedestrian,” said Secretary Foxx. “We all have a reason to support pedestrian safety, and now, everyone has new tools to help make a difference.”

States had until Aug. 30 to [apply](#) for a total of \$2 mil-

lion that could be used for education and enforcement initiatives in 29 focus cities where pedestrian deaths are greater than the national average.

The new website pulls pedestrian safety information from both NHTSA and the FHWA, and provides safety tips and resources that communities can use to keep pedestrians safe. These resources include information for parents on teaching children about safe walking, reports on effective pedestrian projects for state highway safety offices, and guides for community pedestrian safety advocates.

“We continue to see high rates of pedestrian fatalities in major cities and across every demographic,” said NHTSA Administrator David Strickland. “To help stop the recent increase in deaths and injuries, we need everyone to play a role in pedestrian safety. Working with partners on the federal, state, local and individual level, we hope to turn this concerning trend around.”

According to NHTSA data,

4,432 pedestrians were killed in traffic crashes in 2011 – an 8 percent increase since 2009. “We are committed to making roads, highways and bridges safer for pedestrians,” said Federal Highway Administrator Victor Mendez. “We’re working to create safer environments for everyone, whether it’s getting proven safety measures onto roads and at intersections or sharing online resources with schools, teachers, and parents that teach kids pedestrian safety.”

Additional information on the new pedestrian data can be found in NHTSA’s latest issue of [SAFETY 1N NUM3ERS](#), an online monthly newsletter on hot topics in auto safety – including problem identification, people at risk, and recommended practices and solutions to mitigate injury and death on our nation’s roads.

For more information, check out NHTSA’s new website with pedestrian safety resources www.nhtsa.gov/everyoneisapedestrian.



“Whether you live in a city or a small town, and whether you drive a car, take the bus or ride a train, at some point in the day, everyone is a pedestrian. We all have a reason to support pedestrian safety, and now, everyone has new tools to help make a difference.”

-USDOT Secretary Anthony Foxx

FHWA Personnel Changes

Dan Goodman

Dan Goodman is the new Transportation Specialist on the Livability Team in the Office of Human Environment. Prior to his current position, he served as a Senior Planner at Toole Design Group. Dan is contributing

to many of FHWA’s livability initiatives, including pedestrian and bicycle facility planning and design, policy development, outreach, and education. He is working with an intra-agency pedestrian and bicycle working group and contributing to the Livability

Team’s work with the Partnership for Sustainable Communities. Dan is also the Chair of the Transportation Research Board’s Pedestrian Research Subcommittee. He can be reached at dan-iel.goodman@dot.gov or (202) 366-9064.

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This *Pedestrian Forum* is available on the Web at http://safety.fhwa.dot.gov/ped_bike/pedforum/

To receive information on future newsletters, please use the e-subscription service provided on this site: <http://safety.fhwa.dot.gov/esubscribe.cfm#ped>. Scroll down to "Pedestrian and Bicycle Safety" and select "subscribe" next to "Pedestrian Forum."



Communities that provide safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving are a high priority of the U.S. Department of Transportation and the Obama Administration. Each year, unfortunately, pedestrian fatalities comprise about 13 percent of all traffic fatalities and there are approximately 5,000 pedestrian deaths. Another 70,000 pedestrians are injured in roadway crashes annually. Pedestrian safety improvements depend on an integrated approach that involves the four E's: Engineering, Enforcement, Education, and Emergency Services. The Pedestrian Forum highlights recent pedestrian safety activities related to the four E's that will help save lives.

New! From FHWA and NHTSA

Bicycle and Pedestrian Facility Flexibility Design:

FHWA released a memorandum on August 20 expressing support for taking a flexible approach to bicycle and pedestrian facility design. The memo emphasizes using the following design guides and going beyond minimum requirements in developing non-motorized transportation networks (particularly in urban areas):

- The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides.
- The National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#)
- The Institute of Transportation Engineers (ITE) [Designing Urban Walkable Thoroughfares](#).

The memo can be viewed at: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm

Countermeasures That Work: a Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013:

is a basic reference guide, designed to assist State Highway Safety Offices (SHSOs) and others involved in the field of highway safety in selecting and implementing effective, evidence-based countermeasures to address traffic safety problem areas. The publication:

- describes major strategies and countermeasures that are relevant.
- summarizes strategy/countermeasure use, effectiveness, costs, and implementation time.
- provides references to the most important research summaries and individual studies.

This year's publication is the Seventh Edition of **Countermeasures that Work**. It contains chapters

regarding:

- Alcohol-Impaired and Drugged Driving
- Seat Belts and Child Restraints
- Aggressive Driving and Speeding
- Distracted and Drowsy Driving
- Motorcycle Safety
- Young Drivers
- Older Drivers
- Pedestrians
- Bicycles

The report is available at [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013](#). A [Traffic Tech](#) about the publication is also available.

For more information about **Countermeasures that Work**, contact Kristie Johnson at Kris-tie.Johnson@dot.gov