



#	Agency	Activity	Safe System Approach							
			Improved Mobility Options	Enforcement, Laws and Regulations	Vehicle Design and Technology	Street Design and Engineering	Land Use Planning	Speed Management	Education and Capacity Building	Data and Evaluation
Complete by December 31, 2020										
1	FHWA	Update Pedestrian and Bicycle Road Safety Audit Guide to reflect the latest in safety information and innovative technology.	Y	N	N	Y	N	Y	Y	N
2	FHWA	Develop a pedestrian and bicycle Scalable Risk Assessment Methodology (ScRAM) to walk users through systemic safety planning process.	N	N	N	Y	N	N	N	Y
3	FHWA	Update Pedestrian and Bike Crash Analysis Tool (PBCAT) , a crash typing software that improves walking and bicycling safety through the development and analysis of a database containing details on motor vehicles and pedestrian/bicycle crashes, using the feedback received from an end users customer service survey.	N	N	N	N	N	N	N	Y
4	FHWA	Develop a Safe Transportation for Every Pedestrian (STEP) toolbox to lead stakeholders through the steps necessary to improve pedestrian crossing locations and to learn about all relevant available STEP and pedestrian safety materials.	Y	N	N	Y	N	N	Y	N
5	FHWA	Develop and deliver two Safe Transportation for Every Pedestrian (STEP) campaigns to increase the understanding of pedestrian crossing safety and what STEP countermeasures can be used to improve pedestrian safety by FHWA stakeholders, primarily engineering and design staffs at State and local DOTs.	Y	N	N	Y	N	N	Y	N
6	FHWA	Conduct a U.S. DOT Summit on Pedestrian Safety and produce a summary report by inviting key stakeholders from across the U.S. to discuss ways to improve pedestrian safety and produce a report that summarizes the findings.	Y	Y	Y	Y	Y	Y	Y	Y
7	FHWA	Produce a final short-term U.S. DOT Action Plan on Pedestrian Safety that targets actions over the next two years.	Y	Y	Y	Y	Y	Y	Y	Y
8	FHWA	Create Safe Transportation for Every Pedestrian (STEP) STEM (Science, Technology, and Math) Lessons for K-8 grade students to advance pedestrian safety using engineering concepts and countermeasures.	N	N	N	Y	N	N	Y	N
9	FHWA	Develop State and MPO non-motorized safety targets by providing resources and tools to help States and MPOs set these annual targets.	Y	N	N	N	N	N	N	Y
10	FHWA	Produce a lighting design guide and implementation policy to promote pedestrian safety in an urban street environment (including lighting at walkways adjoining schools) that are applicable throughout the country.	Y	N	N	Y	N	N	N	N
11	FHWA	Update systemic safety analysis training to include a pedestrian module along with a discussion and case study that focuses on risk factors identified in NCHRP 893, Systemic Pedestrian Safety Analysis.	N	N	N	Y	N	N	Y	N
12	NHTSA	Produce the Role of Law Enforcement in Pedestrian and Bicyclist Safety: An Idea Book to describe ways in which law enforcement plays a role in addressing pedestrian safety including non-traditional examples and pro-active efforts for law enforcement to conduct at the community level.	N	Y	N	N	N	N	Y	N
13	NHTSA	Provide a community-based bicyclist and pedestrian behavioral safety assessment to include a tool, manual and data analyzer for communities to assess their pedestrian and bicycle safety issues and identify local recommendations; conduct the initial pilot in ten high-risk pedestrian injury communities in the NHTSA regions.	N	Y	N	Y	Y	Y	Y	Y



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14	NHTSA	Conduct Pedestrian Automatic Emergency Braking (P-AEB) test procedures to evaluate daytime P-AEB performance. (NHTSA released a Request for Comment (RFC) to solicit input on these draft test procedures; stakeholder input is under solicitation and will be considered and the procedures updated for policy options or for voluntary use.)	N	N	Y	N	N	N	N	N
15	FHWA	Continue Safe Transportation for Every Pedestrian (EDC4/5) to help transportation agencies address pedestrian crashes by promoting cost-effective countermeasures that have known safety benefits including Pedestrian Hybrid Beacons (PHB), pedestrian refuge islands, leading pedestrian intervals and road diets, raised crosswalks, crosswalk visibility enhancements, rectangular rapid flashing beacon, etc.	Y	N	Y	Y	N	Y	N	N
16	FHWA	Create a comprehensive, five-year Pedestrian and Bicycle Safety Program Strategic Plan for FHWA's pedestrian and bicycle safety program.	Y	N	Y	Y	N	Y	Y	N
17	FHWA	Develop three Safe Transportation for Every Pedestrian (STEP) short videos (3-5 minutes) to market the benefits of STEP Countermeasures with the first focusing on the rectangular rapid flashing beacon, the second video a white board presentation, and the last on the STEP Campaign—Design Like It.	Y	N	N	Y	N	N	Y	N
18	FHWA	Conduct a global benchmarking study on pedestrian safety to learn from other countries how they successfully address pedestrian safety on urban signalized arterials.	Y	N	N	Y	N	N	Y	N
19	FHWA	Identify, develop and promote speed management noteworthy practices that are carried out by States and localities to reduce speed related fatalities and cover topics such as setting appropriate speed limits for all roadway users and countermeasures that slow traffic down.	Y	N	N	Y	N	Y	N	N
20	NHTSA	Develop and conduct a Pedestrian and Bicyclist Bystander Care Initiative to include informational and marketing materials that educate stakeholders and consumers on bystander care safety tips.	N	N	N	N	N	Y	N	N
21	NHTSA	Conduct a pedestrian and bicyclist safety literature review to improve the state of knowledge and understand pedestrian/bicycle safety's relationship to traffic safety.	N	N	N	N	N	Y	Y	Y
22	NHTSA	Investigate the effect of electronic device use on pedestrian safety by determining pedestrian and driver use and the magnitude of the involvement of electronic device use in pedestrian-involved motor vehicle conflicts.	N	N	N	N	N	Y	Y	Y
23	NHTSA	Evaluate New Child Pedestrian Curriculum to determine effectiveness and impact.	N	N	N	N	N	N	Y	Y
24	NHTSA	Develop and publish an NPRM on minimum sound requirements for electric and hybrid vehicles since automakers are required to have 50 percent of their electric car fleets equipped with sound generating technology by September 2019 and be 100 percent equipped a year later.	N	N	Y	N	N	N	N	N
25	NHTSA	Launch a Pedestrian Safety Month with media and marketing materials promoting pedestrian safety and how State and local efforts support the effort.	N	Y	N	N	N	Y	Y	N
26	FHWA	Test Vehicle-to-Pedestrian (V2P) communications that can sense the environment around them and communicate that information to other vehicles, infrastructure, and to personal mobile devices.	N	N	Y	Y	N	N	N	Y



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27	FHWA/NHTSA	Update Speed Management Program Plan (SMPP)/Automated Speed Enforcement to reflect current and promising new strategies that address speed related motor vehicle crashes and injuries.	N	N	N	N	N	Y	N	N
28	OST	Determine the potential to estimate pedestrian and bicyclist crash rates through a case study that integrates data from the City of Philadelphia with private sector Streetlight data that includes pedestrian and bicycle volumes.	N	N	N	N	N	N	N	Y
29	FHWA	Develop a pedestrian count model that can predict pedestrian volumes at locations without this information through the Exploration of Pedestrian Safety Through the Integration of HSIS and Emerging Data Sources: Case Study in Charlotte, NC	N	N	Y	Y	N	Y	N	Y
Complete by December 31, 2021										
30	NHTSA	Update Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices particularly the countermeasures for pedestrians in Chapter 8 and bicyclists in Chapter 9. (Updated biennially, 10th edition Winter 2020)	N	Y	N	N	N	Y	Y	N
31	FHWA	Plan for multimodal networks in a connected and automated vehicle future by conducting research and describing scenarios on how pedestrian and bicycle network planning may change as deployment of this technology becomes more widespread.	Y	Y	Y	Y	Y	Y	N	N
32	FHWA	Produce a guide on effective selection of crosswalk patterns to help practitioners prioritize where the placement of high-visibility crosswalks would be most effective.	N	N	N	Y	N	N	Y	N
33	FHWA	Update Pedestrian Safety Guide for Transit Agencies using customer feedback to provide the most recent information and include bicycle accommodation.	N	N	N	Y	N	N	N	
34	NHTSA, FHWA	Develop a National Pedestrian Safety Partnership Plan with stakeholder involvement that is targeted at reducing pedestrian fatalities in the next 10 years.	Y	Y	Y	Y	Y	Y	Y	Y
35	NHTSA	Develop a new Statewide Pedestrian and Bicyclist Safety Program Assessment process that reviews elements of a State's program and provides recommendations for improvement; include an online and in-person review process utilizing national subject matter experts.	N	Y	Y	Y	Y	Y	Y	Y
36	NHTSA	Develop law enforcement trainings on bicycle and pedestrian safety with input from law enforcement reflecting current issues and cultural changes.	N	Y	N	N	N	N	N	N
37	NHTSA	Examine the impact safety in numbers , i.e., more pedestrians and bicyclists on the roads, has on crash rates from a literature and programmatic perspective.	N	N	N	N	N	Y	Y	Y
38	NHTSA	Identify discrepancies in how new pedestrian and bicycle facilities are designed to be used versus how they are actually used by pedestrians, bicyclists, and motorists by examining knowledge of proper facility use, enforcement efforts, and documentation of available educational resources and initiatives.	N	N	N	N	N	Y	Y	N



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39	NHTSA	Develop a CIREN (Crash Injury Research) trauma center-based crash data collection program by modernizing pedestrian crash data collection protocols, and collecting data on a small number of pedestrian crashes in a pilot study to determine feasibility of different approaches in obtaining detailed and relevant pedestrian crash data to support research needs.	N	N	Y	N	N	Y	Y	Y
40	NHTSA	Review comments on DOT's December 26, 2018 Federal Register notice on connected vehicles that requested feedback on how this technology will impact vehicle-to-everything (V2X) including pedestrian technology and the Department's role in encouraging the integration of V2X.	N	N	Y	N	N	N	N	N
41	NHTSA	Finalize rulemaking for Adaptive Driving Beam Headlamps (ADB) and establish performance requirements that enable intelligent headlighting systems to increase seeing distance for drivers in certain conditions without increasing glare levels, including the ability to see other road users.	N	N	Y	N	N	N	N	N
42	NHTSA	Publish a Federal Register notice in 2020 that will seek comment on planned upgrades to the New Car Assessment Program (NCAP) , including new technologies expected to contribute to the safety of pedestrians.	N	N	Y	N	N	N	N	N
43	PHMSA, FHWA, FRA, NHTSA	Produce a streamlined test protocol and testbed for public and private institutions to evaluate public safety awareness technologies that mitigate risks in the transportation system; use pedestrian trespass on railroads as a case example for the test protocol. <i>This collaborative effort is in response to the National Petroleum Council's recommendation that the DOT should create an agile pathway for evaluation and regulatory acceptance of new technologies that can improve transportation safety and shorten the research, deployment, and adoption cycle time.</i>	N	N	N	N	N	N	Y	N
44	FHWA	Build upon efforts to advance data-informed decision-making using continuous friction measurement (CFM) as the state of the practice in the U.S. in combination with a friction management framework to address safety performance at locations where there is a higher demand for friction such as intersections and approaches to crosswalks.	N	N	N	Y	N	N	N	N
45	FHWA	Foster innovation in Pedestrian and Bicycle Transportation Pooled Fund Study , which focuses on bicycle and pedestrian network planning, safety, and design issues, by addressing short term research needs of interest to the practitioner community. Participants will decide on a new round of projects to be funded by the pooled fund by June 2020.	Y	N	N	Y	N	Y	N	N
46	FHWA	Assess, with NCHRP, the current state of practice of pedestrian and bicycle planning, design, and operational issues at alternative intersections , synthesize design guidance, and compile them into a comprehensive reference on how to effectively and safely accommodate pedestrians and bicycles at innovative intersections.	N	N	N	Y	N	N	Y	N
47	FHWA	Develop Pedestrian-Intersection Crash Modification Factors by determining the safety effectiveness of medium to low-cost pedestrian engineering countermeasures in reducing non-motorist fatalities and injuries at controlled intersections specifically the study of the corner radius utilizing crashes and right-turning speeds in the evaluation.	N	N	N	Y	N	N	N	Y



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48	NHTSA	Depict the highest risk behaviors by motorists, pedestrians, and cyclists utilizing crash animation videos in drivers' education courses.	N	N	N	N	N	N	Y	N
49	FHWA	Conduct a safety study on the pedestrian crossing warning MUTCD W11-2 sign or the school crossing warning sign with embedded light emitting diodes (LEDs) that can be applied at uncontrolled pedestrian crossing locations (mid-block and unsignalized intersections).	N	N	N	Y	N	N	N	Y
50	OST	Develop and implement a data analytics and visualization dashboard using mobile device location data to better understand pedestrian travel volumes and their exposure to risk through a partnership with the Maryland Department of Transportation State Highway Administration.	Y	N	N	N	N	N	N	Y
51	OST	Refine and expand USDOT's existing Pedestrian Fatality Risk Map through a partnership with the City of New Orleans, Louisiana to help the City make defined, targeted decisions around small-area and corridor-level investments with the greatest potential to prevent serious injuries and fatalities for vulnerable road users.	Y	Y	N	Y	N	N	N	Y
52	FHWA	Develop Supplement to the Intersection Informational Guide Series: Designing Intersections for Walking and Bicycling to the various intersection informational reports and guides developed and published by FHWA	Y	N	N	Y	N	Y	N	N
2022 and Beyond										
53	NHTSA	Continue to conduct Data Collection and Analysis using annual FARS data on vulnerable road users.	N	N	N	N	N	N	N	Y
54	NHTSA	Annually update Traffic Safety Facts for Pedestrians, Bicyclists, and Motorcyclists.	N	N	N	N	N	N	N	Y
55	NHTSA	Produce a Research Note on the Geographic Summary of Traffic Fatalities when annual FARS data are released.	N	N	N	N	N	N	N	Y
56	NHTSA	Promote data-driven programs to address vulnerable road user safety by providing technical assistance on awareness campaigns, training and education, and enforcement efforts.	N	Y	N	N	N	N	Y	Y
57	NHTSA	Participate in the Strategic Highway Safety Plan (SHSP) processes (with modal partners) to ensure vulnerable road users needs are considered and addressed with data-driven, proven or innovative countermeasures.	N	N	N	N	N	N	Y	Y
58	NHTSA	Support states that have adopted Vision Zero/Road to Zero policies .	N	Y	N	N	N	N	Y	N
59	NHTSA	Investigate whether vehicle countermeasures designed to address head and leg injuries, which are the most common type of injuries, are also effective in mitigating pedestrian thorax injuries .	N	N	Y	N	N	N	N	N
60	NHTSA	Conduct a study to determine the usability of automated technologies and products inside and outside the vehicle for individuals with disabilities and vulnerable road users utilizing user needs analysis, participatory design, empirical research and interface approaches.	Y	N	Y	N	N	N	N	N



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61	NHTSA	Evaluate how crash avoidance and crashworthiness countermeasures (safety equipment) combine to mitigate pedestrian injury in pre-crash (avoiding/reducing the speed) and post-crash (injury mitigation) phases of a pedestrian-vehicle interaction.	N	N	Y	N	N	Y	N	N
62	FHWA	Continue support for the Highway Safety Improvement Program , which includes non-motorized transportation performance measures; state Strategic Highway Safety Plans; implementation and evaluation of projects, including ones that address pedestrian safety strategies and activities, using a data-driven roadway safety management process.	N	Y	N	Y	N	N	N	N
63	FHWA	Produce a quarterly Pedestrian and Bike Forum newsletter that highlights recent pedestrian and bicycle safety activities undertaken by the U.S. DOT.	Y	Y	Y	Y	Y	Y	Y	Y
64	FHWA	Provide technical assistance to pedestrian and bicyclist focus states and cities through funding for a peer-to-peer Exchange, quarterly webinars, more technical assistance and training to focus States and cities.	Y	N	N	Y	N	N	Y	N
65	FHWA	Produce a Multimodal Connectivity Newsletter that provides transportation professionals with real-world examples of ways that multimodal transportation investments promote economic revitalization, provide access to jobs, and achieve safer communities through support of accelerated project delivery, technology and design innovation, and public/private partnerships.	N	N	N	N	N	N	Y	N
66	FHWA	Produce a Human Environment Newsletter to share the latest information from Federal and non-Federal sources on transportation and its relationship to the human environment including accelerated project delivery, access to jobs, and community revitalization; technology and design innovation; and accountability through the use of data-driven decisions and performance-based planning.	N	N	N	N	N	N	Y	N
67	FHWA/ NHTSA	Co-sponsor the Pedestrian and Bicycle Information Center , which develops, synthesizes, promotes and distributes accurate and current bicycling and walking information; provides expert technical assistance to various audiences to ensure that citizens and professionals have access to the best available information; and generates a network of informed individuals and organizations who can increase the exposure of pedestrian/bicycle issues to the general public.	N	N	N	N	N	N	Y	Y
68	FHWA	Update Pedestrian Safety Guide and Countermeasure Selection (Pedsafe) to make it current with the latest technology, research and data on countermeasures; update case studies and add new ones as appropriate.	Y	N	Y	N	N	Y	N	N
69	FMCSA	Support the Our Roads, Our Safety campaign that educates all drivers, cyclists and pedestrians about operational challenges large trucks and buses face, and simple actions everyone can take to help improve safety on America's roadways.	N	N	N	N	N	Y	N	N