

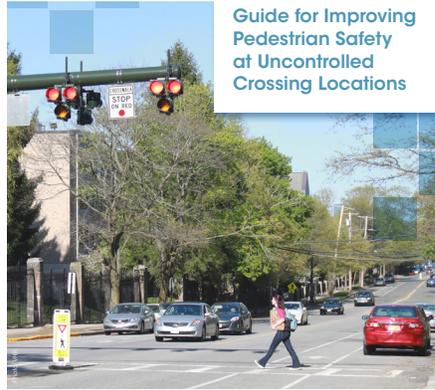
LOUISIANA'S **STEP**

toward a Safe Transportation for Every Pedestrian

AS LOCAL AGENCIES, YOUR ROLE IN MAKING A STEP IS IMPORTANT TO EVERY PEDESTRIAN.



Road Diets are safety-focused alternative to a four-lane, undivided roadway. They involve converting an existing four-lane, undivided roadway segment that serves both through and turning traffic into a three-lane segment with two through lanes and a center, two-way left-turn lane (TWLTL). *Above photo shows a Road Diet project in New Orleans.*



Guide for the Locals
The FHWA has released a report that provides guidance for installing countermeasures at uncontrolled pedestrian crossing locations. Learn what the recommended practices for each STEP involved in the process. [View the guide on FHWA.](#)

How To Make a STEP
There are proven effective countermeasures that you can implement to reduce crashes and bring measured safety benefits for all pedestrians.

- ROAD DIETS**
- RAISED CROSSWALKS**
- PEDESTRIAN HYBRID BEACONS**
- REFUGE ISLANDS**, and more.

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

STEP FOR LOCALS Workshop
Connect with Louisiana LTAP for future workshops.

Safe Transportation for Every Pedestrian (STEP)

Everyone walks, don't we all? We are all pedestrians. STEP is one of the transportation innovations under **Round 5 of Every Day Counts (EDC)** initiative led by the Federal Highway Administration (FHWA). Pedestrians account for 16% of all roadway fatalities nationwide. Learn more about STEP and other EDC-Round 5 innovations: www.fhwa.dot.gov/innovation/everydaycounts/edc_5

In Louisiana, non-motorized crashes (involving pedestrians and bicyclists) accounted for 19% of all fatalities in 2016. (Source: LA SHSP Dashboard)

Here are countermeasures that can improve pedestrian safety when used in the appropriate roadway context:

Rectangular rapid flashing beacons (RRFBs)

are active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations. They significantly increase driver yielding behavior.

Leading pedestrian intervals (LPis) at signalized intersections

allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to turn left or right. The LPI increases visibility, reduces conflicts, and improves yielding.

Crosswalk visibility enhancements

such as crosswalk lighting and enhanced signage and markings, help drivers detect pedestrians—particularly at night.

Raised crosswalks

can serve as a traffic calming measure and reduce vehicle speeds.

Pedestrian crossing/refuge islands

allow pedestrians a safer place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for pedestrians with limited mobility.

Pedestrian hybrid beacons (PHBs)

provide positive stop control for higher-speed, multilane roadways with high vehicular volumes. The PHB is an intermediate option between a flashing beacon and a full pedestrian signal.

Road Diets

can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities such as pedestrian crossing/refuge islands.



Leading Pedestrian Interval



Pedestrian Hybrid Beacon



Road Diet

Visit FHWA's Every Day Counts webpage for more information:

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