

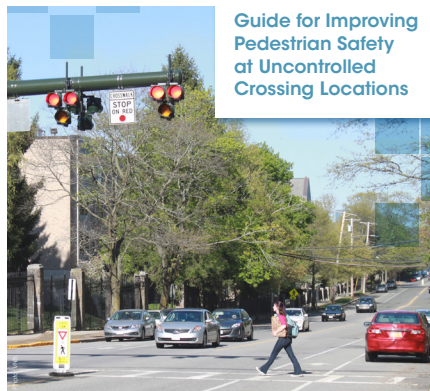
# LOUISIANA'S STEP

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](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](http://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](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm)