

## Human Environment Digest

October 1, 2020

Welcome to the Federal Highway Administration (FHWA) Office of Human Environment biweekly email digest. This digest shares the latest information from a range of Federal and non-Federal sources, addressing transportation and its relationship to the human environment. Through this information exchange, FHWA hopes to foster dialogue at all levels and continue to further the state of the practice on these important topics in support of safety; infrastructure, including accelerated project delivery, access to jobs, and community revitalization; technology and design innovation; and accountability, including, data-driven decisions and performance-based planning.

For more information on any of these topics, see the FHWA Related Links on the sidebar.

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\*The information provided in this mailing does not necessarily reflect the view of the Federal Highway Administration or the U.S. Department of Transportation.



### Safety

#### October is National Pedestrian Safety Month

The *National Highway Traffic Safety Administration* (NHTSA) and *Federal Highway Administration* (FHWA) are celebrating the annual [National Pedestrian Safety Month](#) in October to address pedestrian safety issues and solutions. NHTSA and FHWA hosted a [webinar](#) highlighting high-risk behaviors related to pedestrian injuries and fatalities. NHTSA will be releasing pedestrian safety resources and informational materials [online](#) to support local coordination efforts and encourage bystander care in the event of pedestrian crashes. The website includes other resources such as a [pedestrian safety toolkit for Hispanic audiences](#) and [car seat safety toolkit](#).

#### NHTSA Hosting Virtual Workshops on Traffic Safety in October

The *National Highway Traffic Safety Administration* (NHTSA) is hosting a series of [virtual workshops](#) to address traffic safety issues throughout October. The workshops will discuss unique traffic safety conditions from COVID-19 impacts such as emptier roads, faster travel speeds, and increased incidences of driving under the influence of alcohol or drugs. NHTSA is hosting a webinar on [October 1 at 1:00-2:00 PM ET](#) to provide an overview of traffic safety issues, including four upcoming stakeholder workshops to discuss emerging trends and safety countermeasures.

#### PBIC Hosting Health and Transportation Webinar Series

The *Pedestrian Bicycle and Information Center* (PBIC) is hosting a webinar series discussing the intersection between transportation and public health. In partnership with various organizations, PBIC is delivering a [five-part webinar series from October 13-28](#) to explore the integration and advancement of health in various transportation planning practices. The webinars will highlight opportunities to address health issues through collaborative partnerships, data integration, project prioritization, and policy change.

#### Vision Zero for Youth Demonstration Project with the City of Philadelphia Annual Report

The *Pedestrian Bicycle and Information Center* (PBIC) published a [report](#) on the [Vision Zero for Youth Demonstration Project](#) with the city of Philadelphia. The report summarizes progress, findings, and lessons learned from year one of the demonstration project, which aims to build understanding of strategies to ensure youth are represented in Vision Zero efforts. It explores potential benefits of a youth-focused approach in advancing safety for all road users. Once completed in 2021, the project will provide replicable approaches and tools for other communities.



### Infrastructure

#### PBIC Releases 'Shifting Streets' Mobility Database

The *Pedestrian and Bicycle Information Center* released a [mobility database](#) tracking cities' immediate responses to public space adaptations and changes during the first five months of COVID-19. Developed by a team of mobility researchers and data analysts, the database includes an inventory of more than 1,200 actions in 526 locations globally. It captures communities' responses to changing demands such as street closures, dedicated outdoor dining areas, and

reallocated curb space or shoulder lanes. For more information on the cities included in the database, contact [shiftingstreets@unc.edu](mailto:shiftingstreets@unc.edu).

### **PBIC Information Brief Discusses Automated Driving Systems Deployment Around Schools**

The *Pedestrian and Bicycle Information Center* (PBIC) released an [information brief](#) discussing strategies for broad deployment of automated driving systems (ADS) around school zones. The brief notes the importance of coordination between ADS developers and school officials to address technology, design, and regulatory challenges and ensure safe operations. It provides ten approaches to help build understanding and collaboration between ADS developers and local stakeholders. The recommendations in the brief are based on PBIC's report, [Considerations for Deploying Automated Driving Systems Around Schools](#).

### **Report Explores Best Practices for Curb and Mobility Management**

A [report](#) from a mobility research group analyzes best practices to address increasing demands on scarce physical resources in the public right-of-way, such as at curb spaces and on sidewalks. It provides considerations to support curb management for competing uses including new transportation modes such as micromobility (i.e. electric scooters and bikeshare), as well as on-demand delivery services and ridehailing. The report suggests that COVID-19 increased the need for digital solutions, highlighting opportunities for robust data-driven approaches to policy updates such as using mapping platforms.

### **Resource Outlines Design Considerations for Bicycle Facilities and Rumble Strips**

A bicycling advocacy group released a [resource](#) compiling existing research, policy practices, and design considerations for installing rumble strips. It captures input from several State departments of transportation, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration. It provides noteworthy practices to support bicycle safety and advance roadway safety for all users including key concepts for rumble strip design, installation, and maintenance.



## **Innovation**

### **CPSC Analyzes Hazard Patterns Related to Micromobility**

The *U.S. Consumer Product Safety Commission* (CPSC) published a [report](#) discussing the injury estimates and fatalities associated with micromobility products such as electric scooters (e-scooters), electric bicycles, and self-balancing scooters. The report analyzes micromobility-related hazard patterns between 2017 and 2019, noting a total 133,000 emergency room visits as a result of micromobility use. Researchers captured data from a variety of sources such as national death certificates, State/local authorities, and injury data collected by the CPSC [National Electronic Injury Surveillance System](#). CPSC released a [public service announcement](#) on safe e-scooter riding practices.

### **ITF Examines Environmental Performance of New Mobility**

The *International Transportation Forum* published a [report](#) examining the environmental performance of personal and shared micromobility devices such as electric scooters, bicycles, electric bicycles, and electric mopeds, as well as car-based ridesharing services. The report analyzes the effects of new mobility services on energy demand and greenhouse gas emissions, including the lifecycle performance of these modes and a comparison with privately-owned cars and public transportation. It outlines policy actions and design solutions to integrate new mobility into the urban transport system while encouraging reduced energy use, such as increased coordination between micromobility and public transportation systems.

### **Survey of Older Bicyclists Highlights Safety Challenges and Opportunities**

*AARP Livable Communities* and a mobility advocacy group released results from a [nationwide survey of older bicyclists](#), ranging in age from 50 to 85-plus. The 2020 survey captures data on their bicycling history and habits, as well as safety challenges and needs. Respondents indicated the importance of accessible bicycle networks that eliminate points of conflict with motorists, such as implementing protected bicycle facilities. The findings indicate electric bicycle ownership increases with age, suggesting the device's electric features support acceleration and mobility particularly for older bicyclists.



## **Accountability**

### **Study Analyzes Impacts of Gentrification on Transportation and Social Support for Black Families in Portland, Oregon**

The *National Institute for Transportation and Communities* released a [study](#) examining the impacts of gentrification on transportation and social support for black low-income families in Portland, Oregon. The study explains that historically black communities in Portland faced multiple displacement events between 1960 and 1990 because of construction impacts and various urban renewal projects. Researchers surveyed and engaged with residents and parents of young children to better understand the mobility patterns of black families. The findings highlight access challenges due to large distances between employment, grocery stores, churches, and other destinations, as well as safety concerns with bicycling, walking, and transit.

## **Research Identifies Relationship between Micro-scale Built Environment Features, Transit Ridership, and Physical Activity in Houston, Texas**

The *Journal of Transport & Health* published a [study](#) analyzing connections between micro-scale features surrounding light rail transit (LRT) stations (e.g. sidewalks, bicycle lanes, signage, street lighting) to determine impacts on ridership in Houston, Texas. The study aimed to determine how the built environment surrounding LRT stations impact ridership and promote user physical activity. The findings suggest enhancements to the transportation environment (e.g. connectivity, sidewalk condition, and traffic calming measures) and social environment (e.g. presence of animals and other pedestrians) may increase overall LRT ridership and physical activity.