

On November 14, 2017, the Pedestrian and Bicycle Information Center (PBIC) updated the [Design Resource Index](#) that identifies the specific location of information in key national design manuals for various pedestrian and bicycle design treatments. The Design Resource Index aims to help practitioners quickly access resources and reduce the amount of time for design guide searches. Resource: The PBIC Messenger, which is maintained by the University of North Carolina.

On November 29, 2017, [ITE released Implementing Context Sensitive Design on Multimodal Corridors: A Practitioner's Handbook](#). This informational report was developed through an external contract with the FHWA Office of Human Environment, supported by ITE Technical Programs Division staff, which complements ITE's 2010 "Designing Walkable Urban Thoroughfares" recommended practice. It is geared towards practitioners facing safety and mobility challenges in urban and suburban spaces. It distills the latest research, evidence, and case studies that practitioners need to advance their projects and focuses upon thoroughfares, or arterial and collector roadways, which are often the most challenging streets to redesign.

In December 2017, The National Association of City Transportation Officials (NACTO) released [Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities](#) that examines criteria for implementing bicycle infrastructure and facilities. This report considers factors including vehicle speeds and volumes, operational uses, and observed sources of bicycling stress. This report builds on [NACTO Urban Street Design Guide](#) and sets an All Ages & Abilities criteria for selecting and implementing bike facilities.

In February 2018, FHWA released [FHWA Guidebook for Measuring Multimodal Network Connectivity](#). This resource focuses on pedestrian and bicycle network connectivity and provides information on incorporating connectivity measures into state, metropolitan, and local transportation planning processes.

In July 2018, FHWA Updated the Guide for Improving Pedestrian Safety at Uncontrolled Locations [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/guide\\_to\\_improve\\_uncontrolled\\_crossings.pdf](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/guide_to_improve_uncontrolled_crossings.pdf) that was released in January 2018. This guide assists state and local transportation or traffic safety departments that are considering developing a policy or guide to support the installation of countermeasures at uncontrolled pedestrian crossing locations. This document provides guidance to agencies, including best practices for each step involved in selecting countermeasures. By focusing on uncontrolled crossing locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities. Agencies may use this guide to develop a customized policy or to supplement existing local decision-making guidelines. This version has been updated to include the Rectangle Rapid-Flashing Beacon (RRFB). FHWA issued a new Interim Approval (IA-21) for the use of RRFBs in March 2018.\*

In July 2018, FHWA Updated the Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/pocket\\_version.pdf](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/pocket_version.pdf) that was also released in January 2018. This field guide helps agencies select pedestrian crash countermeasures based on criteria established in published literature, best practices, and national guidance. This guide includes a form that the agency may use to document roadway characteristics and pedestrian safety issues. It also tables that relate these documented conditions to a specific set of countermeasure options. A series of descriptions lead the agency through additional installation considerations for each countermeasure.

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\* Rev. 1/19