TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): FHWA Office of Human Environment

INSTRUCTIONS:
Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* TPF-5(370)	**Transportation Pooled Fund Program - Report Period:** ☐ Quarter 1 (January 1 – March 31) ☑ Quarter 2 (April 1 – June 30) ☐ Quarter 3 (July 1 – September 30) ☐ Quarter 4 (October 1 – December 31)	
Project Title: Fostering Innovation in Bicycle and Pedestrian Transportation Pooled Fund Study		
Name of Project Manager(s): Gary Jensen	**Phone Number:** 202-366-2048	**E-Mail** gary.jensen@dot.gov
Lead Agency Project ID:	**Other Project ID (i.e., contract #):**	**Project Start Date:** May 2017
Original Project End Date: May 2022	**Current Project End Date:** May 2022	**Number of Extensions:**

Project schedule status:

☑ On schedule ☐ On revised schedule ☐ Ahead of schedule ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
$655,000	N/A	N/A

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
N/A	N/A	~20%

Project Description:

Transportation agencies across the country are seeking ways to improve pedestrian and bicyclist safety and mobility. We have seen a rapid rise in the demand for research on a wide variety of pedestrian and bicycle issues in many different settings and situations. However, existing research programs that advance innovation, such as the National Cooperative Highway Research Program, cannot meet the growing needs for pedestrian and bicyclist research.

This Transportation Pooled Fund (TPF) study will supplement existing research venues and fill an important missing gap by emphasizing short turnaround practical research on issues immediately relevant to practitioners. It will address national goals and priorities identified through input from local, State, and national partners in FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation.

It will focus on bicycle and pedestrian network planning, safety, design issues (e.g. design flexibility, developing crash modification factors, network connectivity), traffic control devices (e.g., experimenting on innovative markings, signals, and signs), and other relevant issues as designed by TPF participants (e.g., equity, trip data).

This TPF study is a collaborative effort from numerous FHWA offices, including the Office of Planning, Environment, and Realty; Office of Operations, Office of Operations Research and Development; Office of Safety, Office of Safety Research and Development (HRDS); Office of Infrastructure, Office of Highway Policy Information; and Office of Transportation Policy Studies. FHWA offices are coordinating to ensure that the TPF addresses cross cutting issues, recognizes research underway and planned, and does not duplicate other efforts.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

The Bicycle and Pedestrian TPF study has sent two projects out for contract, and it is expected that those contracts will be awarded soon. The two projects are:

-Driver Comprehension and Sign Design Options for Left Turn Yield to Bikes and Shared Street Signs
This study will evaluate driver comprehension and sign design options for the following two signs: (1) Left Turn Yield to Bikes and (2) Shared Street. It is intended to inform decision making relating to the Manual on Uniform Traffic Control Devices (MUTCD), which is the national standard for Traffic Control Devices (TCD). Currently, Left Turn Yield to Peds signs are included in the MUTCD; however, there is no existing research on whether drivers will comprehend it if the pedestrian message is replaced with a bike message. This study will provide data and analysis to address this issue. This is an especially pressing topic given increases in bicyclist injuries and fatalities nationwide and increases in bike ridership in many cities throughout the U.S. It is also important because of new and emerging bicycle facility designs, for example one and two-way Separated Bike Lanes, which increase the need for turning drivers to watch for and yield to bicyclists.

Shared Street signs are also not currently included in the MUTCD. This study will inform understanding of whether a driver comprehends a Shared Street sign message. A limited number of sign designs will be studied to see if certain designs are better understood than others. FHWA recently published a resource on Accessible Shared Streets: Notable Practices for Accommodating Pedestrians with Visual Disabilities. The study process for this project uncovered the need to evaluate driver comprehension of a Shared Street sign and it highlights three Shared Street sign configurations on Page 32.

The studies of these two signs will evaluate how effective they are in communicating the necessary information to roadway users and sufficiently satisfy requirements associated with driver comprehension and legibility.

Anticipated work next quarter:

-Begin work on the two projects described above.
-Complete another call for funds to give new States the opportunity to join the Bicycle and Pedestrian TPF.
-Work with States and FHWA pooled fund members to select projects for the next round of funding.

Significant Results:

Projects not underway yet.

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

N/A

Potential Implementation:

Projects not completed yet.