

Every Day Counts Call for Ideas

Identify proven, market-ready and underutilized innovations for accelerated deployment in EDC in 2021-2022.

Deadline: January 21, 2020

[Learn more >](#)



Invitation for Comment - There is no limit to the number of innovations that may be suggested by an individual or entity. The FHWA is seeking suggestions of broad categories of innovations and respondents should not submit suggestions for unique, proprietary, or patented products unless there are other similar commercially available products.

Responses for each suggested innovation or process should provide the following information:

1. Innovation category or name:	Separated Bike Lanes
2. Organization Name, Point(s) of contact, e-mail address, and telephone number: Contact information is optional. However, it would be useful if FHWA would like to obtain additional information.	<i>Name:</i> Ken McLeod
	<i>Email:</i> ken@bikeleague.org
	<i>Phone:</i> 202-621-5447
3. Brief description of the proven innovation or process:	<p>Recommendation H-19-42 from the National Transportation Safety Board recommends that Separated Bike Lanes are included in the Every Day Counts program.</p> <p>Separated Bike lanes are bike lanes that are physically separated from adjacent travel lanes with a vertical element, such as a curb, flex posts, or on-street parking.</p>
4. Brief description of how the innovation addresses the following areas:	
<ul style="list-style-type: none"> <i>National Impact:</i> How will it benefit the transportation system nationally? 	In places with safe and widespread use of bicycling for transportation, separated bike lanes are a common facility. In the United States, separated bike lanes exist in less than 100 cities and a very rare. By promoting more widespread use of separated bike lanes, the FHWA can improve the safety of bicycling, improve traffic flow by moving more people within the right of way, and reduce greenhouse gases by making bicycling more appealing to more people.
<ul style="list-style-type: none"> <i>Game Changing:</i> How is it transformative in saving time, money, or improving quality? 	Separated bike lanes are transformative in terms of improving the quality of bicycle infrastructure. The FHWA's Bikeway Selection Guide discusses the safety and comfort of separated bike lanes and where they are appropriate to deploy. Research suggests that a plurality of people are interested in bicycling more, but concerned for their safety while bicycling on current infrastructure and that high quality infrastructure, like separated bike lanes, is likely to address those concerns.

SAVE

Submit responses by electronic mail to EDCsuggestions@dot.gov

SUBMIT

<ul style="list-style-type: none"> • <i>Urgency and Scale:</i> How will it shorten project delivery, enhance safety, reduce traffic congestion, integrate automation, or positively impact freight movement, construction techniques, contracting methods, maintenance, preservation, or emergency response? 	<p>Recommendation H-19-42 from the National Transportation Safety Board recommends that Separated Bike Lanes are included in the Every Day Counts program.</p> <p>Most separated bike lanes in the United States have been created in the last decade by city transportation agencies. There is an incredible opportunity for the FHWA to promote this safety enhancing infrastructure that can move more people in a given right of way. By promoting separated bike lanes through EDC, FHWA can help scale construction techniques and maintenance related to separated bike lanes by finding and promoting best practices.</p>
<p>5. Provide example(s), including location and date, when the innovation was successfully applied in a transportation application and a description of the quantifiable performance benefits of the innovation in those applications.</p>	<p>PeopleForBikes, a bicycle industry advocacy group, maintains a spreadsheet of crowdsourced information on separated bike lanes: https://docs.google.com/spreadsheets/d/11H0gArHxo6kMop1118yMcq7ArbNrwaGBLmlXgql1Gjk/edit#gid=3.</p> <p>The FHWA and NTSB both include references to existing separated bike lanes and their performance benefits: https://www.nts.gov/safety/safety-studies/Documents/SS1901.pdf and https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdq/page00.cfm.</p>
<p>6. List of any supporting specifications, guidelines, and/or procedures available to support technology transfer and national deployment. Do not include copies of the documents.</p>	<p>NACTO's Urban Bikeway Design Guide, NACTO's All Ages and Abilities Design Guide, FHWA's Separated Bike Lane Planning and Design Guide, and FHWA's Bikeway Selection Guide.</p>
<p>7. List of agencies or entities that are “champions” for or regularly use the innovation.</p>	<p>New York City Department of Transportation, District of Columbia Department of Transportation, the National Association of City Transportation Officials, MassDOT, Portland Department of Transportation, San Francisco Municipal Transportation Agency, and the City of Cambridge, MA.</p>

Innovations of Interest

FHWA seeks feedback on user experiences with specific, high-value innovations identified as “*Innovations of Interest*”.

Please indicate the innovation of interest and provide feedback in the box below.

1. UHPC for Bridge Maintenance and Repair	6. Probabilistic Risk-based Cost Estimating
2. Digital Project Delivery - Data-rich Construction ‘As-Builts’	7. Advancing Leading Practices in Strategic Workforce Development
3. Targeted Pavement Overlay Solutions for Higher Performance	8. Next Generation TIM: Integrating Training, Data & Technology into Arterial TIM Programs
4. Every Day Counting for Pedestrians and Bicyclists	9. Putting Work Zones on the Map
5. Pedestrian Oriented Intersections (POINTS)	

Innovations of Interest Feedback:

The NTSB's recommendation H-19-40 is relevant to Every Day Counting for Pedestrians and Bicyclists, it calls on FHWA to "[d]evelop methods to combine traditional and innovative bicycle-counting approaches that capture bicycling activity data generated by bicyclists and bikeshare operations; (2) disseminate the methods to state transportation departments."

Pedestrian Oriented Intersections (POINTS) are a great idea and necessary to reverse the trend in increased fatalities among people walking.

Current EDC Innovations: FHWA seeks feedback if the current EDC Innovations should be continued or modified to better meet your needs. Please indicate the EDC innovation and provide feedback in the box below.

Advanced Geotechnical Methods in Exploration (A-GaME)	Unmanned Aerial Systems (UAS)
Collaborative Hydraulics: Advancing to the Next Generation of Engineering (CHANGE)	Crowdsourcing for Operations
Project Bundling	Value Capture: Capitalizing on the Value Created by Transportation
Reducing Rural Roadway Departures	Virtual Public Involvement
Safe Transportation for Every Pedestrian (STEP)	Weather-Responsive Traffic Management

Current EDC Innovations Feedback:

The Safe Transportation for Every Pedestrian (STEP) innovation has been very helpful for disseminating pedestrian safety improvements.

SAVE

Submit responses by electronic mail to EDCsuggestions@dot.gov

SUBMIT