2019 FHWA Pedestrian and Bicycle Transportation University Course

# Menu of Readings by Module

## Introduction to Pedestrian and Bicycle Transportation - Past, Present, and Future

### Recommended:

Combs, T. S., Sandt, L. S., Clamann, M. P., & McDonald, N. C. (2019). Automated vehicles and pedestrian safety: Exploring the promise and limits of pedestrian detection. *American Journal of Preventive Medicine, 56*(1), 1-7. <https://doi.org/10.1016/j.amepre.2018.06.024>

Sandt, L. & Owens, J.M. (2017). [*Discussion guide for automated and connected vehicles, pedestrians, and bicyclists*](http://www.pedbikeinfo.org/pdf/PBIC_AV.pdf). Chapel Hill, NC: Pedestrian and Bicycle Information Center. Retrieved from <http://www.pedbikeinfo.org/resources/resources_details.cfm?id=5082>

Sandt, L., Combs, T., and Cohn, J. (2016). *Pursuing equity in pedestrian and bicycle planning.* United States Department of Transportation, Federal Highway Administration and Pedestrian and Bicycle Information Center. Retrieved from <http://www.pedbikeinfo.org/cms/downloads/PBIC_WhitePaper_Equity.pdf>

Schultheiss, W., Sanders, R., & Toole, J. (2018). A historical perspective on the AASHTO guide for the development of bicycle facilities and the impact of the vehicular cycling movement. *Transportation Research Record: Journal of the Transportation Research Board, 2672*(13), 38-49. <http://dx.doi.org/10.1177/0361198118798482>

Speck, J. (2012). *Walkable city: How downtown can save America, one step at a time*. New York, NY: Farrar, Strauss, and Giroux.

### Supplementary:

Brown, J. R., Morris, E. A., & Taylor, B. D. (2009). Planning for cars in cities: Planners, engineers, and freeways in the 20th century. *Journal of the American Planning Association, 75*(2), 161-177. <https://doi.org/10.1080/01944360802640016>

United States Department of Transportation. (2010). United States Department of Transportation policy statement on bicycle and pedestrian accommodation regulations and recommendations. Retrieved from <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm>

Federal Highway Administration. (2016). Strategic Agenda for Pedestrian and Bicycle Transportation, Authors: Twaddell, H., L. Martin, J. Dill, N. McNeil, T. Petritsch, P. McLeod, D. Dickman, and J. Gilpin. [FHWA-HEP-16-086]. Available: <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/strategic_agenda/> (pp. 8-21).

UC Davis Institute of Transportation Studies. (n.d.). 3 Revolutions Policy Initiative. Retrieved from <https://3rev.ucdavis.edu/policybriefs/>

## Benefits of Designing Streets for Active Travel

### Recommended:

Marshall, W. E. & Garrick, N. W. (2011). Evidence on why bike-friendly cities are safer for all road users. *Environmental Practice, 13*(1), 16-27. doi:10.1017/S1466046610000566

Rojas-Rueda, D., de Nazalle, A., Teixidó, & Nieuwenhuijsen, M. J. (2012). Replacing car trips by increasing bike and public transport in the greater Barcelona metropolitan area: A health impact assessment study. *Environment International, 49*, 100-109. <https://doi.org/10.1016/j.envint.2012.08.009>

### Supplementary:

Center for Neighborhood Technology & American Rivers. (2011). [The value of green infrastructure](https://www.cnt.org/sites/default/files/publications/CNT_Value-of-Green-Infrastructure.pdf): A guide to recognizing its economic, environmental and social benefits. Retrieved from <https://www.cnt.org/publications/the-value-of-green-infrastructure-a-guide-to-recognizing-its-economic-environmental-and>

Ewing, R. and Dumbaugh, E. (2009). The built environment and traffic safety: A review of empirical evidence. *Journal of Planning Literature, 23*(4), 347-367. <https://doi.org/10.1177%2F0885412209335553>

Garrett-Peltier, H. (2011). *Pedestrian and bicycle infrastructure: a national study of employment impacts* [pdf]. Political Economy Research Institute, University of Massachusetts, Amherst. Retrieved from <http://www.peri.umass.edu/fileadmin/pdf/published_study/PERI_ABikes_June2011.pdf>

Macmillan, A., Connor, J., Witten, K., Kearns, R., Rees, D., & Woodward, A. (2014). The societal costs and benefits of commuter bicycling: Simulating the effects of specific policies using system dynamics modeling. *Environmental Health Perspectives, 122*(4), 335-44. <https://doi.org/10.1289/ehp.1307250>

PeopleForBikes & Alliance for Biking & Walking. (2014). Protected bike lanes mean business: How 21st century transportation networks help new urban economies boom [pdf]. Retrieved from <https://www.peoplepoweredmovement.org/site/images/uploads/Protected_Bike_Lanes_Mean_Business.pdf>

Pucher, J., Buehler, R., Bassett, D. R., & Dannenberg, A. L. (2010). Walking and cycling to health: A comparative analysis of city, state, and international data. *American Journal of Public Health, 100*(10), 1986-1992. <https://doi.org/10.2105/AJPH.2009.189324>

Rails to Trails Conservancy. (2018). Trail investment: A good deal for the American economy [pdf]. Retrieved from <https://www.railstotrails.org/resourcehandler.ashx?name=trail-investment-a-good-deal-for-the-american-economy&id=14675&fileName=RTC_Trail_Benefits_Fact_Sheet_All_Use.pdf>

Schneider, R. J., Vargo, J., & Sanatizadeh, A. (2017). Comparison of US metropolitan region pedestrian and bicyclist fatality rates. *Accident Analysis & Prevention*, *106*, 82-98. <https://doi.org/10.1016/j.aap.2017.04.018>

Urban Land Institute. (2016). *Active transportation and real estate: The next frontier.* Washington, DC: Urban Land Institute. Retrieved from <http://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>

## User and Mode Characteristics

### Recommended:

Dill, J., & McNeil, N. (2016). Revisiting the Four Types of Cyclists: Findings from a National Survey. *Transportation Research Record: Journal of the Transportation Research Board, 2587*(1), 90-99. <https://doi.org/10.3141/2587-11>

Kirley, B. (2017). Human behavior and road safety. In D. Carter (Ed.), *Road safety fundamentals* (unit 2, chapters 5 & 6). Washington, DC: Federal Highway Administration. Retrieved from <https://rspcb.safety.fhwa.dot.gov/rsf/>

### Supplementary:

Kahneman, D. (2002). Maps of bounded rationality: A perspective on intuitive judgement and choice [pdf]. Transcript of Nobel Prize lecture, December 8, 2002. Retrieved from <https://www.nobelprize.org/uploads/2018/06/kahnemann-lecture.pdf>

Riggs, W., Schlossberg, M., Shay, E., and Millard-Ball, A. (2019). Transforming street design: Approaches to reengineering our neighborhood streets. In W. Riggs (Ed.) *Disruptive transport: Driverless cars, transport innovation, and the sustainable city of tomorrow* (chapter 5). London, Routledge. <https://doi.org/10.4324/9780429464652>

## Factors Influencing Mode Choice

### Recommended:

Brown, J. R., Morris, E. A., & Taylor, B. D. (2009). Planning for cars in cities: Planners, engineers, and freeways in the 20th century. *Journal of the American Planning Association, 75*(2), 161-177. <https://doi.org/10.1080/01944360802640016>

Cho, G., Rodríguez, D. A., and Khattak, A. J. (2009). The role of the built environment in explaining relationships between perceived and actual pedestrian and bicyclist safety. *Accident Analysis and Prevention, 41*(4), 692-702. <https://doi.org/10.1016/j.aap.2009.03.008>

Schneider, R. J. (2013). Theory of routine mode choice decisions: An operational framework to increase sustainable transportation. *Transport Policy, 25*, 128–137. <https://doi.org/10.1016/j.tranpol.2012.10.007>

## Planning for Walking and Bicycling

### Recommended:

Golub, A., Hoffmann, M. L., Lugo, A. E., & Sandoval, G. F. (Eds.). (2016). *Bicycle Justice and Urban Transformation: Biking for All?*. (Chapters 1 and 2). London: Routledge.

### Supplementary:

Federal Highway Administration. (2016). *Small town and rural multimodal networks.* Chapter 1 – Introduction. Washington, D.C.: Federal Highway Administration, Office of Planning, Environment, and Realty. Retrieved from <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/>

Arlington County, Virginia. (2018). *Arlington Master Transportation Plan Bicycle Element* [pdf]. Retrieved from <https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/5/2018/12/Draft-MTP-Bike-Element-Update-November-21-2018.pdf>

## Policies that Support Pedestrian and Bicycle Planning

### Recommended:

Fleisher, A., Wier, M. L., & Hunter, M. (2016). A vision for transportation safety: framework for identifying best practice strategies to advance vision zero. *Transportation Research Record*, *2582*(1), 72-86. <http://dx.doi.org/10.3141/2582-09>

Macmillan, A., Connor, J., Witten, K., Kearns, R., Rees, D., & Woodward, A. (2014). The societal costs and benefits of commuter bicycling: simulating the effects of specific policies using system dynamics modeling. *Environmental health perspectives*, 122(4), 335-344. <https://doi.org/10.1289/ehp.1307250>

* Delbosc, A., Reynolds, J., Marshall, W., & Wall, A. (2018). American Complete Streets and Australian SmartRoads: What can we learn from each other? Transportation Research Record: The Journal of the Transportation Research Board, 036119811877737. doi:10.1177/0361198118777379

### Supplementary:

Carlson, S. A., Paul, P., Kumar, G., Watson, K. B., Atherton, E., & Fulton, J. E. (2017). Prevalence of Complete Streets policies in US municipalities. *Journal of Transport & Health*, 5, 142-150. <https://doi.org/10.1016/j.jth.2016.11.003>

Delbosc, A., Reynolds, J., Marshall, W., & Wall, A. (2018). American Complete Streets and Australian SmartRoads: What can we learn from each other? *Transportation Research Record: The Journal of the Transportation Research Board*. <https://doi.org/10.1177%2F0361198118777379>

Louch, H., O’Byrne, D., Machi, C., O’Toole, K., VanOosten, M., Twaddell, H., & Martin, L. (2016). *Noteworthy local policies that support safe and complete pedestrian and bicycle networks* [pdf]*.* United States Department of Transportation, Federal Highway Administration, Washington, DC. Retrieved from: <https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa17006-Final.pdf>

Seiff, C. & Weissman, D. (2016). Putting active transportation performance measures into practice. *ITE Journal, 86*(3), 28-33.

Semler, C., Vest, A., Kingsley, K., Mah, S., Kittelson, W., Sundstrom, C., & Brookshire, K. (2016). Guidebook for Developing Pedestrian and Bicycle Performance Measures. United States Department of Transportation, Federal Highway Administration, Washington, DC. (pp. 1-31). Retrieved from: <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/>

## Bicycle and Pedestrian Data for Planning

### Recommended:

National Academies of Sciences, Engineering, and Medicine. (2014). *Guidebook on pedestrian and bicycle volume data collection*. Appendix A. Washington, DC: The National Academies Press. https://doi.org/10.17226/22223

### Supplementary:

Clifton, K. J., Livi Smith, A. D., & Rodriguez, D. (2007). The development and testing of an audit for the pedestrian environment. *Landscape and Urban Planning, 80*(1-2), 95-110.

Evans, J., Waldheim, N., Clarke, A., Hernandez, M., Phelps, W., Glazier, E., McCarty, M., Laverty, B., O’Connell, M., Hardway, J., Maniwang, S., & Shenk, L. (2017). *Incorporating qualitative data in the planning process: improving project delivery and outcomes.* United States Department of Transportation, Federal Highway Administration, Washington, DC. Retrieved from <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/qualitative_data/fhwahep17075.pdf>

Kittleson and Associates, Inc., Ryan Snyder Associates, & Los Angeles County Bicycle Coalition. (2013). *Conducting bicycle and pedestrian counts: A manual for jurisdictions in Los Angeles county and beyond* [pdf]. Retrieved from <http://media.metro.net/projects_studies/call_projects/images/metroscag_bikepedcounttrainingmanual.pdf>

Le Dantec, C. A., Appleton, C., Asad, M., Rosenberger, R., & Watkins, K. (2016). Advocating through data: Community visibilities in crowdsourced cycling data. In A. Golub, M. L. Hoffman, A. E. Lugo, & G. F. Sandoval (Eds.) *Bicycle Justice and Urban Transformation* (chapter 5). London: Routledge.

World Health Organization. (n.d.) Health economic assessment tool. Retrieved from <https://www.heatwalkingcycling.org/#homepage>

## Designing for Walking and Bicycling

### Recommended:

National Cooperative Highway Research Program. (2016). *Application of Pedestrian Crossing Treatments for Streets and Highways, NCHRP Synthesis 498*, Authors: Thomas, L., N. Thirsk, and C.V. Zegeer. Available online, <http://www.trb.org/Publications/Blurbs/175419.aspx> (Read pp. 35-60)

National Association of City Transportation Officials. (2017). *Designing for all ages and abilities: Contextual guidance for high-comfort bicycle facilities.* New York, NY: NACTO. Retrieved from <https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf>

Schlossberg, M., Rowell, J., Amos, D., & Sanford, K. (n.d.). *Rethinking streets: An evidence-based guide to 25 complete street transformations*. Sustainable Cities Initiative, University of Oregon. Retrieved from <http://rethinkingstreets.com/>

### Supplementary:

National Association of City Transportation Officials. (n.d.). *Urban street design guide.* New York, NY: NACTO. Retrieved from <https://nacto.org/publication/urban-street-design-guide/>

Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., & Elbech, M. (2019). *Bikeway selection guide.* Federal Highway Administration, Washington, DC. Retrieved from <https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf>

## Strategies for Safer Speeds

### Recommended:

National Transportation Safety Board. (2017). *Reducing speeding-related crashes involving passenger vehicles*. National Transportation Safety Board, Washington, DC. Retrieved from <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>

Poole, B., Johnson, S., and Thomas, L. (2017). *An overview of automated enforcement systems and their potential for improving pedestrian and bicyclist safety.* Chapel Hill, NC: Pedestrian and Bicycle Information Center.

### Supplementary:

National Association of City Transportation Officials. (2012). Speed management. In *Urban bikeway design guide*. New York, NY: NACTO. Retrieved from <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>

Powell, T. C. (2019). *Speeding away from zero: Rethinking a forgotten traffic safety challenge.* Washington, D.C.: Governors Highway Safety Association. Retrieved from <https://www.ghsa.org/index.php/resources/Speeding19>

## Intersections

### Recommended:

AUTHOR NAME(S). (In press). *Guidance to improve pedestrian and bicycle safety at intersections*. National Academies of Sciences, Engineering, and Medicine, Washington, DC. Developed through NCHRP Project 15-63: <https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4048>

National Association of City Transportation Officials. (2019). *Don’t Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings*. Available: <https://nacto.org/publication/urban-bikeway-design-guide/dont-give-up-at-the-intersection/>

Pedestrian and Bicycle Information Center. (2017). “Making Signals Work for Bicyclists and Pedestrians.” Webinar. Retrieved from <http://www.pedbikeinfo.org/webinars/webinar_details.cfm?id=26>

### Supplementary:

Tuttle, C. Traffic signal equity: Crossing the street to active transportation. (2018). In R. Berry (Ed.) *Bicycle urbanism: Reimagining bicycle friendly cities* (chapter 2). London: Routledge. <https://doi.org/10.4324/9781315569338>

## Safety Analysis

### Recommended:

DiGioia, J., Watkins, K. E., Xu, Y., Rodgers, M., & Guensler, R. (2017). Safety impacts of bicycle infrastructure: A critical review. *Journal of Safety Research, 61*, 105-119. <https://doi.org/10.1016/j.jsr.2017.02.015>

### Supplementary:

Blackburn, L.; Zegeer, C.; and Brookshire, K. (2018). *Guide for improving pedestrian safety at uncontrolled crossing locations.* Washington, D.C.: Federal Highway Administration, Office of Safety.

National Academies of Sciences, Engineering, and Medicine. (2018). *NCHRP Research Report 893:* *Systemic pedestrian safety analysis.* (Chapters 1 & 2). Washington, DC: The National Academies Press. <https://doi.org/10.17226/25255>.

Sundstrom, C. (2017). Measuring safety. In D. Carter (Ed.), *Road safety fundamentals* (unit 3, chapters 7, 8, & 9). Washington, DC: Federal Highway Administration. Retrieved from <https://rspcb.safety.fhwa.dot.gov/rsf/>

## Facility and Network Analysis

### Recommended:

Griswold, J. B., Yu, M., Filingeri, V., Grembek, O. and Walker, J. L. (2018). A behavioral modeling approach to bicycle level of service. *Transportation Research Part A: Policy and Practice, 116*, 166–177.

Mekuria, M. C., Appleyard, B., & Nixon, H. (2017). *Improving livability using green and active modes: A traffic stress level analysis of transit, bicycle, and pedestrian access and mobility.* San Jose, CA: Mineta Transportation Institute. Retrieved from: <https://transweb.sjsu.edu/research/Improving-Livability-Using-Green-and-Active-Modes-Traffic-Stress-Level-Analysis-Transit-Bicycle-and-Pedestrian-Access-and-Mobility>

Mekuria, M.C., P.G. Furth, and H. Nixon. (May 2012). *Low-Stress Bicycling and Network Connectivity*, Mineta Transportation Institute, Report 11-19. Retrieved from: <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf> (pp. 1-27)

### Supplementary:

LaMondia, J., & Moore, N. (2015). Using bicycle level of service for decision making. *Transportation Research Record: Journal of the Transportation Research Board 2520*, 123-131. doi:10.3141/2520-14. doi:10.3141/2520-14.

Pulugurtha, S. S., & Thakur, V. (2015). Evaluating the effectiveness of on-street bicycle lane and assessing risk to bicyclists in Charlotte, North Carolina. *Accident Analysis and Prevention, 76*, 34–41. doi:10.1016/j.aap.2014.12.020

## Trails

### Recommended:

Merriam, D.; Bality, A.; Stein, J.; Boehmer, T. (2017). *Improving public health through public parks and trails: Eight common measures. Summary report.* US Department of Health and Human Services, Centers for Disease Control and Prevention and US Department of the Interior, National Park Service. Retrieved from <https://npgallery.nps.gov/RTCA/GetAsset/f09e69fc-2696-45e8-b4d5-90e4cea5e689>

North Carolina Department of Transportation. (2018). *Evaluating the Economic Impact of Shared Use Paths in North Carolina*. By Institute for Transportation Research and Education and Alta Planning and Design. (pp. 3-74). Available: <https://itre.ncsu.edu/wp-content/uploads/2018/03/NCDOT-2015-44_SUP-Project_Final-Report_optimized.pdf>

## Accessibility and ADA

### Supplementary:

Elliott, J., Lohse, K., Toole, J., Lockwood, I., Barlow, J., Bentzen, B., & Porter, C. (2017). *Accessible shared streets: Notable practices and considerations for accommodating pedestrians with vision disabilities.* United States Department of Transportation, Federal Highway Administration, Washington, DC. Retrieved from <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/accessible_shared_streets/index.cfm>

## Inclusive Public Engagement

### Recommended:

Evans, J.; Waldheim, N.; Clarke, A.; Hernandez, M.; Phelps, W.; Glazier, E.; McCarty, M.; Laverty, B.; O’Connell, M.; Hardway, J.; Maniwang, S.; and Shenk, L. (2017). *Incorporating qualitative data in the planning process: Improving project delivery and outcomes.* Washington, D.C.: Federal Highway Administration. Retrieved from <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/qualitative_data/fhwahep17075.pdf>

### Supplementary:

Massachusetts Department of Transportation. (n.d.). Engage toolkit. Retrieved from <https://massdot.maps.arcgis.com/apps/MinimalGallery/index.html?appid=19884cc0048241cdbaf6f7b6a2856371>

NACTO. 2018. Public Engagement that Counts [Webinar, February 2018]. Retrieved from: <https://nacto.org/wp-content/uploads/2018/01/Street-Ambassadors-NACTO-Presentation.pdf> [Accessed May 2019]

The Untokening. [www.untokening.org/resources](http://www.untokening.org/resources)

## Connections to Transit and Shared Mobility

### Recommended:

National Association of City Transportation Officials. (n.d.). *Transit street design guide.* New York, NY: NACTO. Retrieved from <https://nacto.org/publication/transit-street-design-guide/>

### Supplementary:

Griffin, G. (2017). Connecting the dots. *Planning,* April. Retrieved from <https://soa.utexas.edu/sites/default/disk/Connecting_the_Dots.pdf>

Shared-Use Mobility Center. (2016). *Shared mobility and the transformation of public transit.* American Public Transportation Association. Retrieved from <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Shared-Mobility.pdf>

Transportation Research and Education Center. (2017). *Manual on pedestrian and bicycle connections to transit.* United States Department of Transportation, Federal Transit Administration, Washington, DC. Retrieved from <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>

## School Travel

### Recommended:

McDonald, N. & Palmer, W. M. (2017). *Evaluating the relationship between school site selection, residential developments & school transportation in North Carolina.* Southeastern Transportation Research, Innovation, Development, and Education Center, Gainesville, FL. Retrieved from <https://trid.trb.org/view/1473842>

McDonald, N. C., Steiner, R. L., Palmer, W. M., Bullock, A. N., Sisiopiku, V. P., & Lytle, B. F. (2016). Costs of school transportation: quantifying the fiscal impacts of encouraging walking and bicycling for school travel. *Transportation, 43*(1), 159-175. <https://doi.org/10.1007/s11116-014-9569-7>

### Supplementary:

Jones, S. E. & Sliwa, S. (2016). School factors associated with the percentage of students who walk or bike to school, school health policies and practices study, 2014. *Prev Chronic Dis, 13*. <http://dx.doi.org/10.5888/pcd13.150573>

Sener, I. N., Lee, R. J., and Sidharthan, R. (2019). An examination of children’s school travel: A focus on active travel and parental effects. *Transportation Research Part A: Policy and Practice, 123*, 24-34. <https://doi.org/10.1016/j.tra.2018.05.023>

Watson, M. & Dannenberg, A. L. (2008). Investment in safe routes to school projects: public health benefits for the larger community. *Prev Chronic Dis, 5*(3). Retrieved from <https://www.cdc.gov/pcd/issues/2008/jul/07_0087.htm>

## Temporary Facilities and Maintenance

### Recommended:

District Department of Transportation. (2010). *DDOT pedestrian safety and work zone standards - covered and open walkways*. District Department of Transportation, Washington, DC. Retrieved from <https://ddot.dc.gov/publication/ddot-pedestrian-safety-and-work-zone-standards-covered-and-open-walkways>

Huber, T., Luecke, K., Hintze, M., Coffman, V., Toole, J., & VanOosten, M. (2013). *Guide for maintaining pedestrian facilities for enhanced safety*. United States Department of Transportation, Federal Highway Administration, Washington, DC Retrieved from <https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/>

Raulerson, M. T., Leahy, A., Semler, C., Mah, S., Gelinne, D., Brookshire, K., (HSRC), Kumfer, W., Leahu-Aluas, O., Stout, M., & Smith, B. (2018). *Strategies for accelerating project delivery*. United States Department of Transportation, Washington, DC. Retrieved from <https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_delivery/>

Virginia Department of Transportation. (2016). *Virginia Department of Transportation work zone pedestrian and bicycle guidance* [pdf]*.* Virginia Department of Transportation, Richmond, VA. Retrieved from <http://www.virginiadot.org/business/resources/wztc/2016_WZ_Ped_BikeGuide.pdf>

## Systems Perspectives in Pedestrian and Bicycle Planning and Design

### Supplementary:

McDonald, N. C.; Khattak, A. J.; Combs, T. S.; and Shay, E. (2018). *Connected and autonomous vehicles and safety of vulnerable road users: A safe systems approach.* Chapel Hill, NC: Collaborative Sciences Center for Road Safety. Retrieved from <https://www.roadsafety.unc.edu/wp-content/uploads/2019/06/CSCRS_R6_Final-Report-1.pdf>

## Leadership in Implementation

### Recommended:

Fleisher, A., Wier, M. L., & Hunter, M. (2016). A vision for transportation safety: Framework for identifying best practice strategies to advance vision zero. *Transportation Research Record: Journal of the Transportation Research Board, 2582*(1), 72-86. <https://doi.org/10.3141/2582-09>

Vision Zero Network. (n.d.). *Collaborating across departments to achieve vision zero.* Vision Zero Network. Retrieved from <https://visionzeronetwork.org/project/collaborating-across-departments-to-achieve-vision-zero/>

### Supplementary:

World Trust. (n.d.). Retrieved from <https://world-trust.org/>

Racial Equity Learning Modules. Retrieved from <https://www.racialequitytools.org/module/overview/racial-equity-learning-modules>

Georgetown University National Center for Cultural Competence. (n.d.). Retrieved from <https://nccc.georgetown.edu/>

Lockwood, I. (2017). Making the case for transportation language reform: Removing bias. *ITE Journal, 87*(1), 41-43. <https://trid.trb.org/view/1441953>

McCann, B. (2013). Process over projects: Changing how decisions are made. In *Completing our streets: The transition to safe and inclusive transportation networks* (chapter 4). Washington, DC: Island Press.

Vora, T. (2014). Indispensable traits of a collaborative leader: part 3. Retrieved from <http://qaspire.com/2014/05/11/indispensable-traits-of-a-collaborative-leader-part-3/>

## Equity in Pedestrian and Bicycle Planning

### Recommended:

Adkins, A., Makarewicz, C., Scanze, M., Ingram, M., & Luhr, G. (2017). Contextualizing walkability: Do relationships between built environments and walking vary by socioeconomic context? *Journal of the American Planning Association, 83*(3), 296-314. Retrieved from <https://www.tandfonline.com/doi/full/10.1080/01944363.2017.1322527>

[Duplicate Module 1] Sandt, L., Combs, T., and Cohn, J. (2016). *Pursuing equity in pedestrian and bicycle planning.* United States Department of Transportation, Federal Highway Administration and Pedestrian and Bicycle Information Center. Retrieved from <http://www.pedbikeinfo.org/cms/downloads/PBIC_WhitePaper_Equity.pdf>

Litman, T. (2019). Evaluating transportation equity: Guidance for incorporating distributional impacts in transportation planning. Victoria Transport Policy Institute, Victoria, Canada. Retrieved from <https://www.vtpi.org/equity.pdf>

### Supplementary:

Goddard, T. (2016). Theorizing bicycle justice using social psychology. In A. Golub, M. L. Hoffman, A. E. Lugo, & G. F. Sandoval (Eds.) *Bicycle Justice and Urban Transformation* (chapter 7). London: Routledge.

Golub, A., Hoffmann, M. L., Lugo, A. E., & Sandoval, G. F. (2016). Introduction: Creating an inclusionary bicycle justice movement. In A. Golub, M. L. Hoffman, A. E. Lugo, & G. F. Sandoval (Eds.) *Bicycle Justice and Urban Transformation* (chapter 1). London: Routledge.

Lee, R. J., Sener, I. N., & Jones, N. S. (2016). Understanding the role of equity in active transportation planning in the United States. Transport Reviews, 37(2). <https://doi.org/10.1080/01441647.2016.1239660>