

# MAYORS' CHALLENGE FOR SAFER PEOPLE & SAFER STREETS

---

## SUMMIT WORKSHEET

### Challenge Activity 4: **Design Right**

Go beyond minimum design standards to make streets safe and convenient for all road users. Plan projects for the long-term to anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

### **How do we know we have taken the steps to use appropriate designs?**

- Engineers and planners regularly consult a range of manuals for guidance
- Transportation agencies interact regularly with the transit agency, housing agency, and other stakeholders with a strong interest in multi-modal access
- Awareness of safe design practices are improved among those involved in the planning, design, construction and maintenance of roads.
- The neighborhood is considered when making transportation decisions

### ***Consider the following when designing safe, easy, and convenient streets for all road users:***

- Plan for safe, comfortable, and convenient crossings that account for destinations such as schools, parks, and libraries;
- Lighting should improve visibility of those on foot, those using personal mobility devices, and those on bikes;
- Promote center islands for pedestrians at intersections, given that they are a Proven Safety Countermeasure;
- Provide accessible curb ramps, accessible pedestrian signals, and other tools that facilitate greater mobility for people with disabilities have safe access to sidewalks, crosswalks and passage through center islands in streets;
- Safe and accessible on and off boarding to buses, transits, and rails; and
- Connected and seamless transportation networks.

### **What steps should we take to better design to the context of the street use**

- Provide training opportunities to all stakeholders on pedestrian and bicycle planning and design
- Implement road diets; FHWA's recently released Road Diet Informational Guide provides information regarding the benefits of road diets including speed reduction, decreases in accidents, and the opportunity to provide improved accommodations for pedestrians and bicyclists
- Identify pedestrian and bicyclist safety issues
- Use tools to identify countermeasures to address safety issues; FHWA Office of Safety provides a Pedestrian and Bicycle Safety Toolkit which includes several countermeasure tools, the revised Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) and new Bicycle Countermeasure Selection System (BIKESAFE)

### **What are some resources to help create appropriate street designs?**

#### ***U.S. DOT Resources***

- FHWA
  - Bicycle and Pedestrian Facility Design Flexibility and Qs & As
  - Pedestrian Hybrid Beacon Guide, Recommendations and Case Study

### **Stakeholder Organization Resources**

- American Association of State Highway and Transportation Officials
  - AASHTO Guide for the Development of Bicycle Facilities, Fourth Edition
  - Guide for the Planning, Design, and Operation of Pedestrian Facilities
- National Association of City Transportation Officials
  - Urban Bikeway Design Guide
  - Urban Street Design Guide
- Institute of Transportation Engineers
  - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
  - Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges

### **What resources are on the horizon?**

#### **U.S. DOT Resources**

- FHWA
  - Separated Bike Lane Planning and Design Guide
  - Flexibility in Pedestrian and Bicycle Facility Design

## **Challenge Activity 5: Build Networks**

Find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects. Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative. Ensure compliance with the Americans with Disabilities Act.

### **How do we know we have taken advantage of opportunities to create networks?**

Develop and adopt sidewalk inspection and maintenance criteria. Create systems to ensure that routine maintenance projects are used as low-cost opportunities to retrofit for improved ped-bike safety.

### **What is available to help us integrate improvements into maintenance projects?**

#### **U.S. DOT Resources**

- FHWA
  - A Guide for Maintaining Pedestrian Facilities for Enhanced Safety
  - The Role of Transportation Systems Management & Operations in Supporting Livability and Sustainability

### **What resources are on the horizon?**

#### **U.S. DOT Resources**

- FHWA
  - Workbook for Building On-Road Bicycle Networks through Routine Resurfacing Programs

## Challenge Activities 4&5: Design Right & Build Networks

### Discussion

#### 1. **Challenges And Successes In Developing Walking And Bicycling Networks**

- What are some of the challenges and barriers you are facing regarding pedestrian and bicycle 1) infrastructure design and 2) maintenance?
- What are you doing well related to designing, maintenance, and resurfacing related to pedestrian and bicycle facilities?
- Does your town/city/community have existing pedestrian/bike infrastructure mapped in a usable format such as GIS?
- Does your town/city/community have a pedestrian and bike plan? Do you plan to do one in the future?
- What design and maintenance issues do you need help with?

#### 2. **Design**

- What resources do you currently turn to for pedestrian/bicycle design needs (e.g., AASHTO guides, NACTO Guide, other guides)? See previous page: *Stakeholder Organization Resources*
- What types of new resources or tools would be helpful to you?

## Challenge Activities 4&5: Design Right & Build Networks

### 3. ***Maintenance and Resurfacing***

- How are pedestrian and bicycle facilities maintained, and how could you improve upon those plans?
- What partners are needed to implement this plan and regularly check in?

### 4. ***Safety Treatments***

- FHWA is promoting the use of medians (and pedestrian crossing islands), roundabouts, pedestrian hybrid beacons, and road diets for improving safety of pedestrian and bicyclists. Do you regularly include any of these treatments in your safety projects? Do you have a policy for putting them in place?
- What is your experience with separated bike lanes (i.e., cycle tracks)?
- Do you have particular success or challenges related to pedestrian and bicycle access to transit stops?