

Federal Highway Administration's Efforts to Improve Pedestrian Transportation

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U.S. Department of Transportation
Federal Highway Administration

 **Safe Roads for a Safer Future**
Investment in roadway safety saves lives
<http://safety.fhwa.dot.gov>

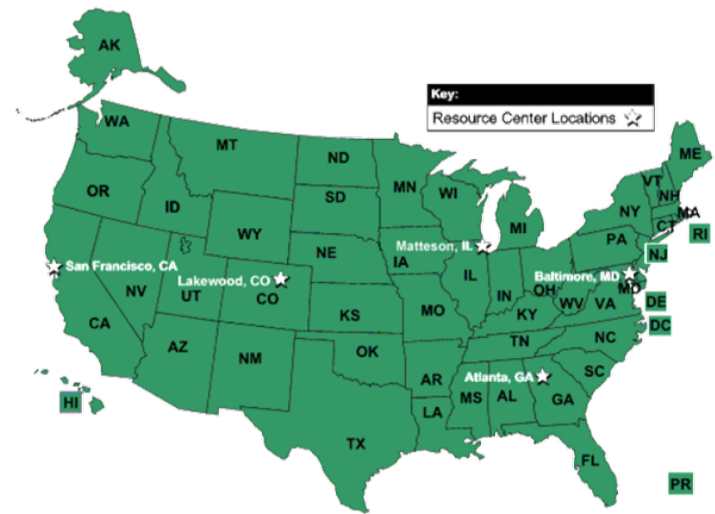
FHWA & Pedestrian Safety

- About FHWA
 - Guidance and Regulation
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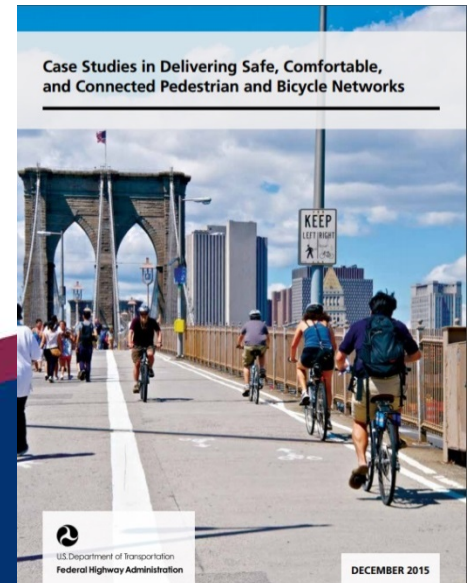
About FHWA

- FHWA supports State and local governments in the design, construction, and maintenance of public roads.
- This is done through financial and technical assistance to State and local governments.



FHWA Supports Pedestrian Transportation

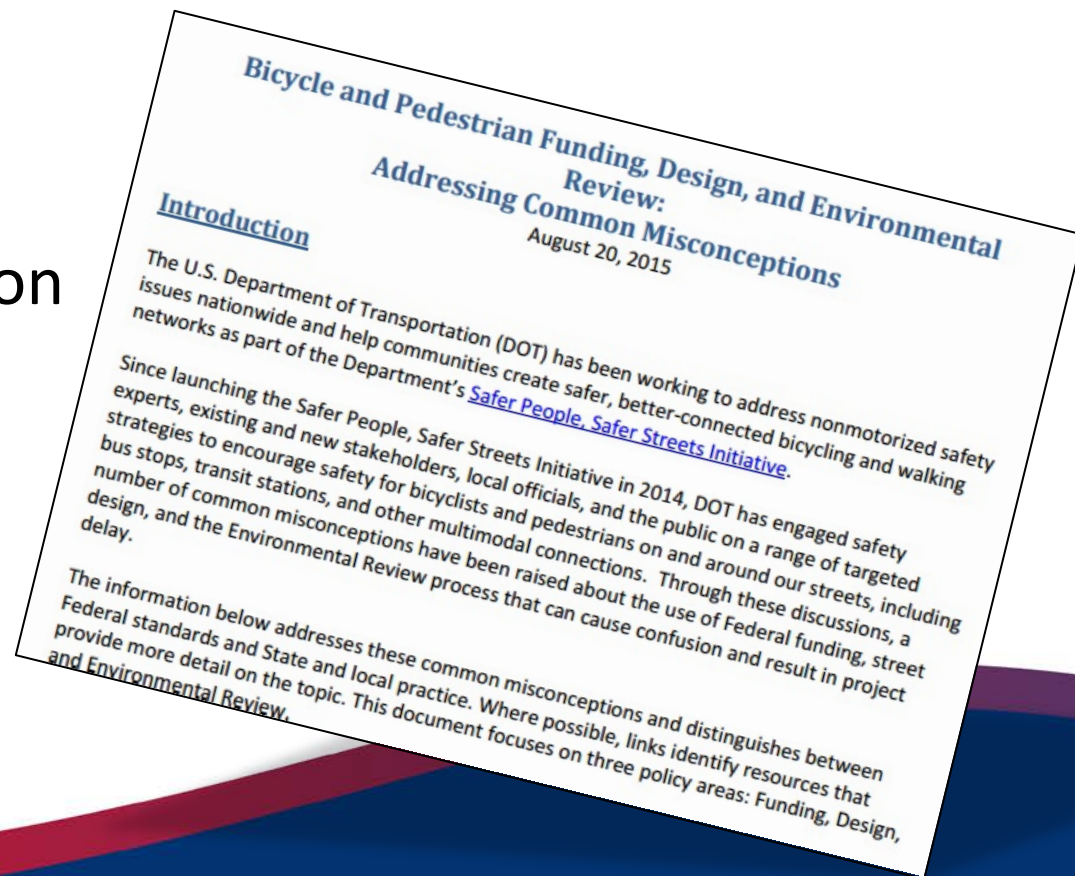
“FHWA is committed to documenting and promoting connected pedestrian and bicycle networks in communities throughout the U.S. Networks are interconnected pedestrian and/or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go.”





Guidance & Regulation

- New Safety Performance Management Measures (including a nonmotorized measure)
- Strategic Highway Safety Plans
- Bicycle and Pedestrian Provisions of Federal Transportation Legislation
- Design Guidelines
- Manual on Uniform Control Traffic Control Devices



Funding

USDOT
Funding
Programs

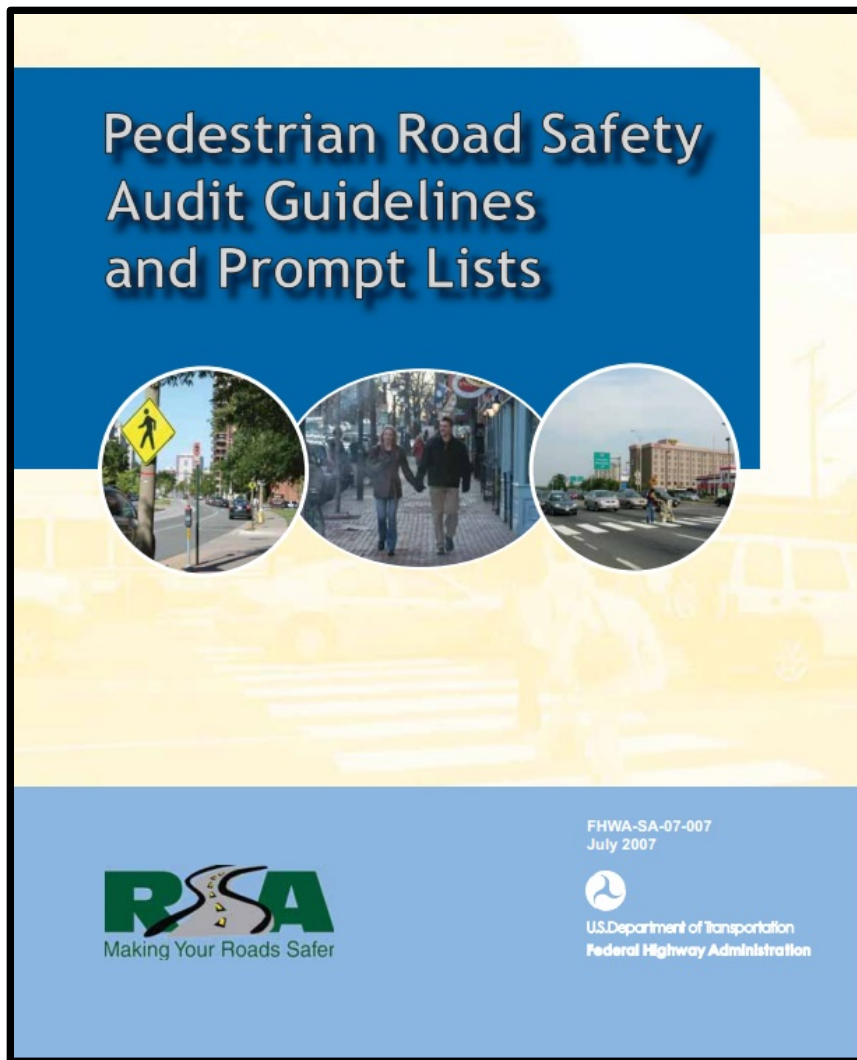
Bicycle and Pedestrian Funding Opportunities US Department of Transportation, Federal Transit, and Federal Highway Funds

Revised October 1, 2015

This table indicates potential eligibility for pedestrian and bicycle projects under Federal Transit and Federal Highway programs. Specific program requirements must be met, and eligibility must be determined, on a case-by-case basis. For example: transit funds must provide access to transit; CMAQ must benefit air quality; HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP must benefit National Highway System (NHS) corridors; RTP must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTP) must provide access to or within Federal or tribal lands. See more information about [Bikes and Transit](#) and [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).

Activity	Bicycle and Pedestrian Funding Opportunities US Department of Transportation, Federal Transit, and Federal Highway Funds												
	<u>TIGER</u> see note below	<u>FTA</u>	<u>ATI</u>	<u>CMAQ</u> see note below	<u>HSIP</u>	<u>NHPP</u> <u>NHS</u>	<u>STP</u>	<u>TAP</u> <u>TE</u>	<u>RTP</u>	<u>SRTS</u> until expended	<u>PLAN</u> see note below	<u>402</u>	<u>FLTP</u>
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$			\$	\$					\$
ADA/504 Self Evaluation / Transition Plan	\$plan						\$	\$	\$		\$		\$
Bicycle and/or pedestrian plans	\$plan	\$					\$	\$			\$		\$
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Bicycle parking	\$*	\$	\$	\$		\$	\$	\$	\$	\$			\$
Bike racks on transit	\$	\$	\$	\$			\$	\$					\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$		\$	\$	\$					\$
Bicycle storage or service centers	\$*	\$	\$	\$			\$	\$					\$
Bridges / overcrossings for bicyclists and/or pedestrians	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Bus shelters and benches	\$	\$	\$	\$			\$	\$					\$
Coordinator positions (State or local)				\$ Limit 1 per State			\$	\$ as SRTS		\$			
Crosswalks (new or retrofit)	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Curb cuts and ramps	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Counting equipment	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$*		\$
Data collection and monitoring for bicyclists and/or pedestrians	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$*		\$
Helmet promotion (for bicyclists)							\$	\$ as SRTS		\$		\$	
Historic preservation (bicycle and pedestrian and transit facilities)	\$	\$	\$				\$	\$					\$
Landscaping, streetscaping (bicycle and/or pedestrian route; transit access); related amenities (benches, water fountains)	\$*	\$	\$				\$	\$					\$

Technical Assistance—Tools and Resources



RSA Examples

Connectivity: Transition areas from a walkable shoulder to a sidewalk are often inadequate. Transitions that are not clear may result in situations where pedestrians and drivers may not expect to share the roadway.



A sidewalk ends at a driveway without providing an accessible connection to the walkable shoulder in the distance. Pedestrians, especially during and after rain storms, are forced to walk in the right turn lane as the landscaped area between facilities is sloped toward the open channel. The RSA team may provide suggestions for improving the safety of this connection.

Sidewalk connectivity: Adequate, continuous sidewalks provide walking space for pedestrians and a clear, typically safer path. Gaps in sidewalks may direct pedestrians into the roadway, where they may conflict with motorists and cyclists. Gaps may also make sidewalks impassible to pedestrians with disabilities.



The sidewalk in this photograph terminates in a right turn lane. Pedestrians must contend not only with right turning traffic, but traffic crossing their paths at the two access points located off of the lane. Motorists exiting these driveways are focused on finding a gap in traffic and avoiding conflicts with right turning vehicles and may not see pedestrians walking along the side of the road. The RSA team may suggest providing a continuous, level sidewalk through this area.

Technical Assistance—Tools and Resources

PEDBIKESAFE

Pedestrian Safety Guide and Countermeasure Selection System
Bicycle Safety Guide and Countermeasure Selection System

The Pedestrian Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk.

PEDSAFE

Index
Explore all available resources.

Guide
Create a viable pedestrian system.

Countermeasures
Also: **selection tool**, **matrices**.

Case Studies
Examples of various treatments.

BIKESAFE

Index
Explore all available resources.

Guide
Create a viable bicycling system.

Countermeasures
Also: **selection tool**, **matrices**.

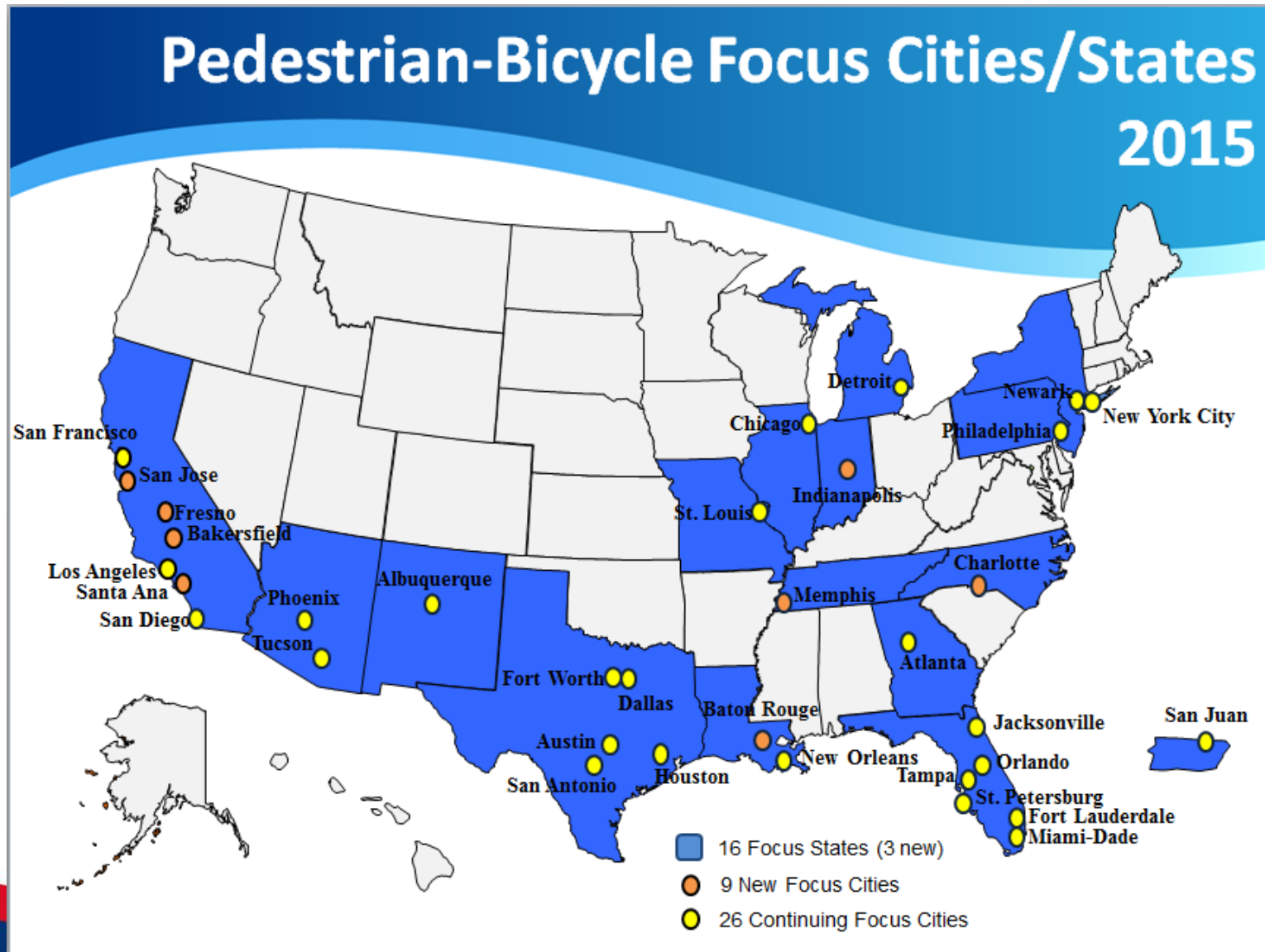
Case Studies
Examples of various treatments.

The Bicycle Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle.

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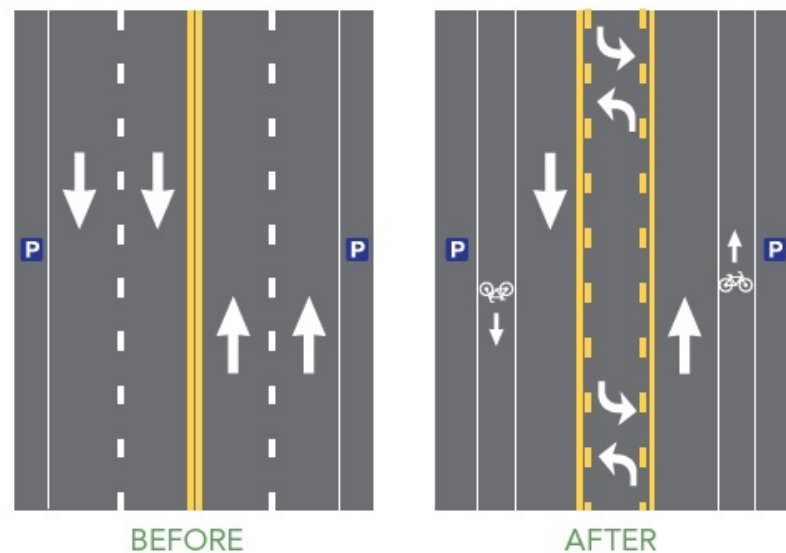
“67 engineering, education, and enforcement countermeasures”

Initiatives—Focused Approach to Safety

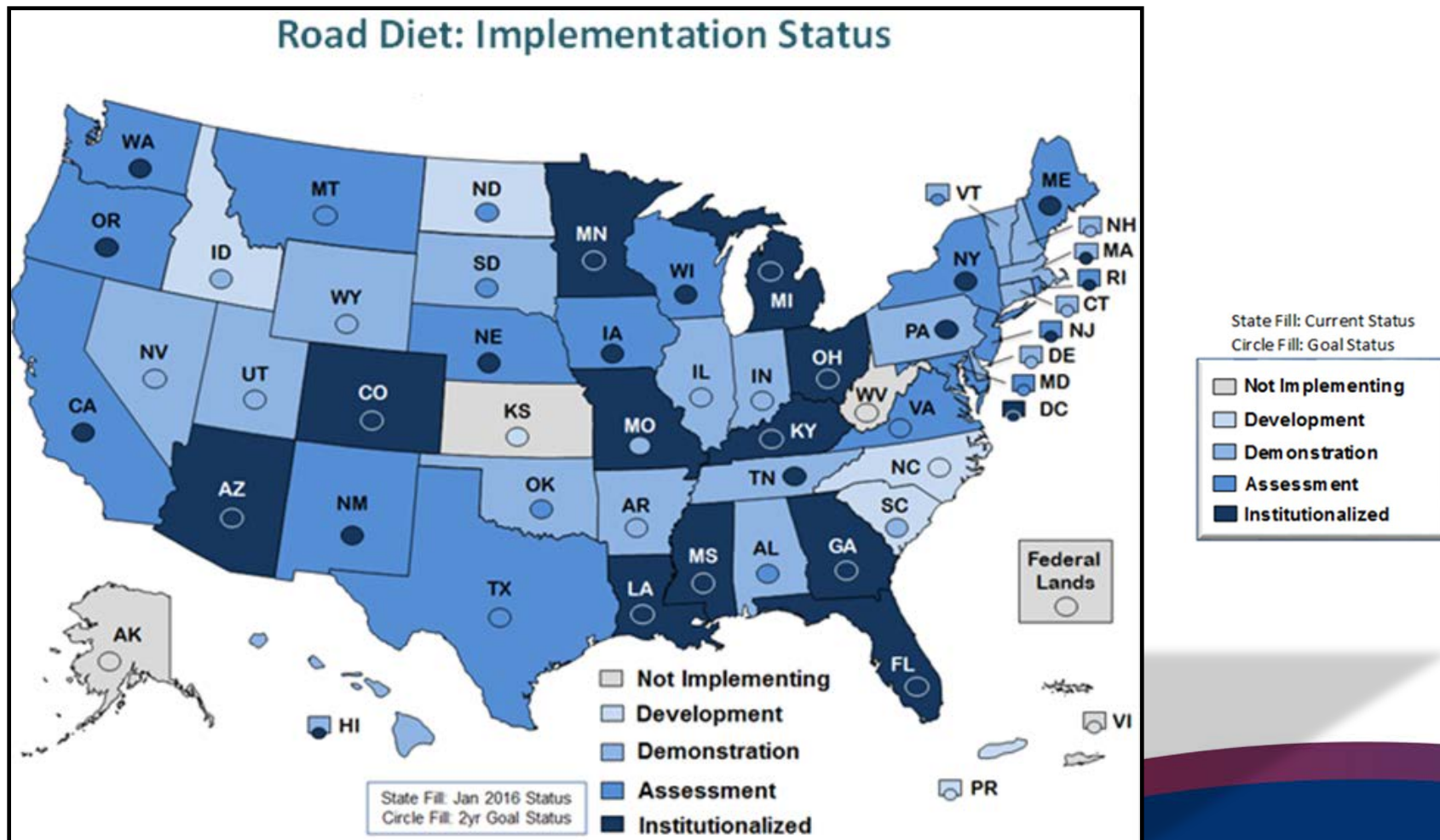


Initiatives—Proven Safety Countermeasures

- **Median Refuge**—Raised space separating directions of traffic.
- **Pedestrian Hybrid Beacon**—An overhead beacon that assists pedestrians at crossing locations that do not have a traffic signal.
- **Road Diet**—Narrowing or eliminating travel lanes to make more room for pedestrians and bicyclists.



Initiatives—Every Day Counts



International Lessons

- Deliberate Combination of Policies and Practices
 - Urban and land use policy
 - Street design hierarchy
 - Political support at all levels
 - Parking policies
 - Enforcement policies
 - Integration with public transport
 - Connected on-street and off-street networks
 - Many other details that make walking and bicycling easy, convenient, and enjoyable



Source: Presentation by Stefan Gerber, City of Winterthur, Switzerland

More FHWA Information on Pedestrian Safety

Key FHWA pages:

- safety.fhwa.dot.gov/ped_bike
- www.fhwa.dot.gov/environment/bicycle_pedestrian

Newsletters

- Pedestrian Forum
 - safety.fhwa.dot.gov/ped_bike/pedforum
 - Fostering Livability Newsletter
 - www.fhwa.dot.gov/livability/newsletter
 - Human Environment Digest
 - www.fhwa.dot.gov/livability/he_digest
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Technical Assistance—Tools and Resources

Transportation Alternatives Program Performance Management Guidebook

March 2016



U.S. Department of Transportation
Federal Highway Administration

GUIDEBOOK FOR DEVELOPING PEDESTRIAN & BICYCLE PERFORMANCE MEASURES



Coming Soon!

ACHIEVING MULTIMODAL NETWORKS

APPLYING DESIGN FLEXIBILITY
& REDUCING CONFLICTS



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APRIL 2016



Pedestrian and Bicycle Information Center

Data & Resources Community Support Planning & Design Training & Events Programs & Campaigns

PLANNING & DESIGN Planning & Data Collection Tools

Crash Data
Counts
Surveys
Inventories
Audits
Secondary Data Sources

Performance & Analysis

Level & Quality of Service
Intersection Safety Indices

Design Resource Index

The Design Resource Index identifies the specific location of information in key national design manuals for various pedestrian and bicycle design treatments. The Design Resource Index will help practitioners quickly access the right resources and should reduce the amount of time it takes to search through multiple design guides to find the information they need.

- For the navigable Excel version, [click here](#)
- For a printable 11x17 version, [click here](#)

As you use this document, we encourage you to share your observations and feedback. For example, we would like to get input on existing gaps in design guidance, research needs, and additional tools and resources that would help you navigate between various design resources. Please email this feedback to daniel.goodman@dot.gov.

Contact

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