



Federal Highway Administration Pedestrian Safety Workshop Priorities

Bicycle and Pedestrian Advisory Committee
May 18, 2011

FHWA Pedestrian Safety Workshops

- ▶ Two Federal Highway Administration (FHWA) courses were held in March:
 - Developing a Pedestrian Safety Action Plan (March 1&2)
 - Designing for Pedestrian Safety (March 3&4)
- ▶ Courses offered instruction on geometric design, operations, safety considerations, etc.
- ▶ Total of 50+ participants
- ▶ Exercise: Selecting high priority policy changes



Developing a Pedestrian Safety Action Plan

Points	Policy Priorities
8	Capital overlay projects require sidewalks (public)
7	New construction and redevelopment requires sidewalks along frontage (private)
7	Standardized crosswalks (paint, signs, width, location, criteria, etc.)
6	Landscape buffer shall be constructed between curb and sidewalk
6	Access design standards (including continuous, ADA compliant driveway design)
6	Sidewalk width minimums for different types of streets (e.g. residential, arterial, neighborhood, commercial, downtown, etc.)
3	Smaller turning radius in standard design
3	Driveways shall be appropriate distance from intersection
2	Pedestrian signalization standards (timing, sequence, left turns, etc.)
2	Building setback standards (bring buildings to street)
1	Progressive signal operation coordinated with push buttons





Designing for Pedestrian Safety

Points	Policy Priorities
12	Adopt complete streets policies
10	Land-use policies to create interconnectivity between neighborhoods
10	Land-use and site design policies to create pedestrian friendly community (e.g. buildings to street)
9	Standardized roadway cross sections that incorporate sidewalks, bikes, furniture zones, etc.
8	Standard design for pork chop islands - "long tail" design with tighter radii
8	Implement Road Diets with bike lanes where possible
7	Furniture/landscape buffer between curb and sidewalk - both sides
6	Standardizing marked crosswalks (e.g. ladder/piano style) and other details
4	Require interagency coordination on projects (i.e. transit, transportation, etc.)
2	Bike lanes wherever possible
2	Safe routes to school policies and programs
2	ADA Accessibility (bring older facilities into compliance)
1	Sidewalks required on arterial streets
1	Mixed use zoning (e.g. work-live; mixed commercial/residential)
1	Require street trees - public and private projects (includes wider parkway)
1	Requirements for sidewalk widths (e.g. - wider near special event venues)
1	Bike rentals for remote parking and bike parking at venues

Regional Implications

- ▶ Majority of policies need to be addressed at the local level (i.e. city, county)
 - Bicycle and pedestrian requirements for new construction projects and retrofit projects
 - Land-use/transportation policies
 - ADA Accessibility/ADA Transition Plans
 - Standardizing bicycle and pedestrian design guidance
- ▶ Policies to be addressed at the regional level:
 - Bicycle and Pedestrian Best Practices Design Guideline Document (Fall 2011)
 - Complete Streets

