

Pedestrian and Bike Forum Newsletter

Inside this issue:

<i>FHWA Hosts Virtual Peer Exchange on Pedestrian and Bicyclist Safety Action Plan Development</i>	2
<i>Case Studies for FHWA Pedestrian and Bicycle Focus States and Cities</i>	2
<i>Bikeway Selection Guide: New Resources and Incorporation of Guide into State Planning Documents</i>	3
<i>Bikeway Selection Guide: New Resources and Incorporation of Guide into State Planning Documents (cont.)</i>	4
<i>NCHRP Report 948: Guide for Pedestrian and Bicyclist Safety at Alternative and Other Intersections and Interchanges</i>	5

FHWA Hosts Virtual Peer Exchange on Safe System for Pedestrians and Bicyclists

On March 19, the Federal Highway Administration (FHWA) hosted a Virtual Peer Exchange on Safe System for Pedestrians and Bicyclists, which followed along with the primer mentioned in the call out box at right. The FHWA Safety Office has been encouraging applications of [Safe System](#) to be adopted nationally.

The discussion focused on planning-level applications, followed by project-level applications of [Safe System](#). The goal of the meeting was to talk about how to implement [Safe System](#) approaches with an eye to prioritizing safety for pedestrians and bicyclists and to reflect big takeaways, participant concerns, and lessons that could be useful for other agencies doing similar work.

The Peer Exchange was attended by participants from the Departments of Transportation (DOT) in California, Florida, Maryland, Pennsylvania, Oregon and Washington state.

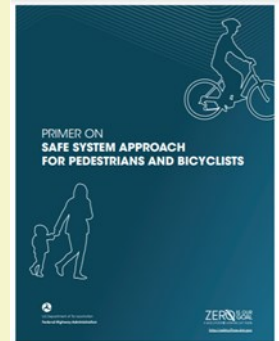
Moderators closed the day with a final discussion about implementation of [Safe System](#) moving forward. This started with a few poll questions:

Participants were asked if they were planning on implementing the [Safe System Approach](#). Responses were:

- Yes, right now (12 participants, 63%)
- Yes, but not yet (4 participants, 21%)
- Not sure, this gave me a lot to think about (3 participants, 16%)
- Not likely (0 participants, 0%)

FHWA recently developed a [Primer on Safe System Approach for Pedestrians and Bicyclists](#). The purpose of this primer is to provide transportation agencies a baseline understanding of the [Safe System](#) approach and how it relates to bicycle and pedestrian safety.

The [Safe System](#) approach aims to eliminate fatal and serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels.



They were also asked what they would need to implement the [Safe System](#) approach, and answered as follows:

- Buy-in from decision makers (13 participants, 37%)
- More examples (8 participants, 23%)
- Buy-in from peers (6 participants, 17%)
- Coordination among departments/agencies (5 participants, 14%)
- More guidance (3 participants, 9%)

Participants felt that it would be valuable to have [Safe System](#) messaging from all Federal agencies, and a few suggested that mandating the adoption of [Safe System](#) approaches would be a big step forward.



FHWA Hosts Virtual Peer Exchange on Pedestrian and Bicyclist Safety Action Plan Development

FHWA held a second peer exchange on April 14 on Pedestrian and Bicyclist Safety Action Plan (PBSAP) development. The peer exchange followed a [webinar](#) the preceding day in which participants from State agencies were also invited to participate in the virtual peer-to-peer event. Representatives from 19 state and local governments attended.

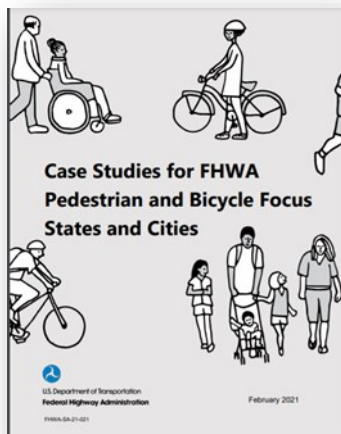
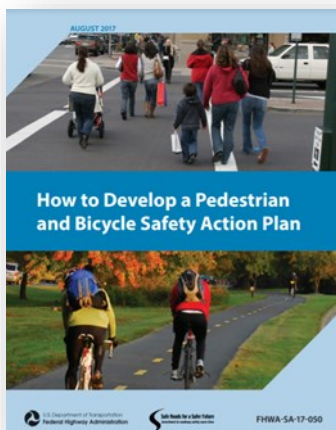
PBSAP's are valuable tools that can help transportation agencies establish a framework and approach for reducing deaths and injuries among vulnerable road users. FHWA developed [How to Develop a Pedestrian and Bicycle Safety Action Plan](#) many years ago to help guide agencies through the steps required to develop their own action plans for improving safety. During the webinar, authors of the guide reviewed the elements of successful PBSAP's and described how DOT's at the state level can develop their own plans. Panelists from Virginia and Oregon discussed their approaches to crafting and implementing their plans and offered lessons for the audience. You can review the recording [here](#).

During the Peer Exchange event, participants discussed safety action plan development with other State agencies and representatives from the FHWA. The session was largely discussion-based and intended

to support agencies in the process of developing their own action plans.

Some key takeaways that agencies noted when establishing vision and goals for their plan:

- Coordination between agencies can be difficult and should be intentional when developing the scope and goals.
- Behavioral programs and infrastructure can be brought together through the inclusion of the state DOT and public health departments.
- There were some comments that fatal and severe injury crash reduction goals—and zero fatalities overall—can be difficult to achieve and track over a longer timeline when states want to reach reductions now.
- An assessment is key to establishing a baseline for developing a PBSAP, and it can also be used to bring together stakeholders for developing the vision and goals.
- Some state agencies, like Florida (FDOT), are using their context classification systems to assess and craft more tailored PBSAPs and goals for small areas like FDOT Districts.



Case Studies for FHWA Pedestrian and Bicycle Focus States and Cities

As documented previously in this newsletter, FHWA's Safety Office has been working to aggressively reduce pedestrian and bicyclist deaths by focusing extra resources on the cities and states with the highest pedestrian and bicyclist fatalities and/or fatality rates. This effort is known as [Focus States and Cities](#).

As part of this, FHWA has been providing free training on designing safe pedestrian and bicyclist facilities and workshops that have led to the development of

PBSAP's, and many other successes. Over 300 technical assistance workshops have been held over the 17-year period.

This [new case study document](#) provides information on how agencies have worked with FHWA to improve pedestrian and bicyclist safety through the [Pedestrian and Bicyclist Safety Focused Approach Program](#). It includes case studies for the City of Austin, Texas and the States of Arizona, California, Florida, Georgia, New Mexico, and New York.

Bikeway Selection Guide: New Resources and Incorporation of Guide into State Planning Documents

FHWA released its [Bikeway Selection Guide](#) two years ago. This resource helps transportation practitioners consider trade-offs and make decisions to accelerate the delivery of high-quality bicycle networks.

FHWA also recently completed supplemental resources to complement the [Bikeway Selection Guide](#). The first of these, [On Street Motor Vehicle Parking and the Bikeway Selection Process](#), is intended to inform discussions about on-street parking and bikeway selection. It begins with a discussion of on-street parking and bikeway types, with associated dimensional requirements and trade-off considerations. It then presents several strategies involving choices specifically relating to the overlap between general purpose on-street parking and passenger or commercial loading activities, design details, and bikeway selection.

The other resource, entitled [Traffic Analysis and Intersection Considerations to Inform Bikeway Selection](#) is intended to inform trade-off decisions associated with bikeway selection at intersections. It discusses common performance metrics, spatial needs of bikeways at intersections, safety and equity focused design principles, and operational traffic analysis trade-offs and assumptions.

FHWA held a webinar on these two new resources on April 7. The recording can be viewed [here](#). FHWA also held a webinar on the [Bikeway Selection Guide](#) itself when it was developed in 2019, which can be viewed [here](#).

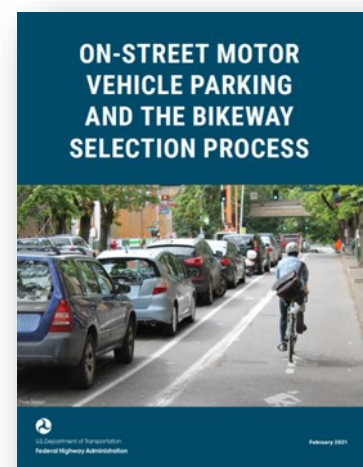
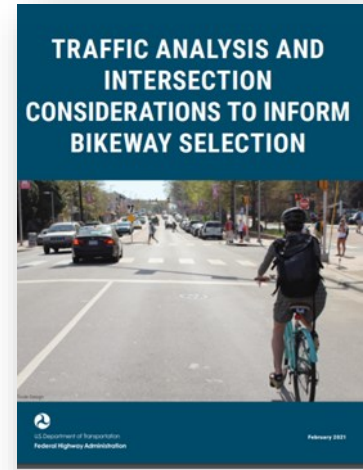
As part of the overall project, 23 workshops were held across the U.S. between summer 2019 and spring 2021 for the following locations: El Paso, Texas; Jonesboro, Arkansas; Springdale, Arkansas; Chesapeake, Virginia; Columbus, Ohio; Harrisburg, Pennsylvania; Raleigh, North Carolina; Mesquite, Texas; Fort Worth,

Texas; Fort Lauderdale, Florida; Denver, Colorado; Coco, Florida; Tampa, Florida; Oklahoma City, Oklahoma; St. Louis, Missouri region; North Carolina DOT; Hawaii DOT; Pennsylvania DOT; Mid-Ohio Regional Planning Committee; Pennsylvania DOT; Washington County Council of Governments, Oregon; and Metropolitan Washington Council of Governments.

As part of the overall project contract, FHWA offered free technical assistance for two years to any state/locality that wanted to use the guide. During this process FHWA documented how states and localities are starting to use the Guide. These are some known applications of the Guide in local or State plans and documents:

- The Minnesota DOT updated its [Bikeway Facility Design Manual](#) in 2020, and incorporated content in the Guide in its development of selection guidance.
- A Bike/Ped Masterplan for East Baton Rouge Parish, Louisiana is being developed and the Guide has been used extensively.
- The City of La Crosse, Wisconsin [cited the Guide](#) as a reason for deciding to put bike lanes on a busy street that was opposed by businesses and other groups because it would remove parking on one side of the street.
- The city of Arlington, Virginia included reference to the Guide (page 46) in the bicycle element of its [Transportation Master Plan](#).
- The Michigan Department of Transportation (MDOT) is incorporating information from the Guide into its Training Wheels 3.0 Course being developed.

Continued on page 4



Continued from page 3

- The Oregon DOT integrated the guide into their new [Blueprint for Urban Design](#) (2020). The guide is referenced as a resource for applying design flexibility and creating “low-stress” bicycle networks in policy, planning and project development.
- The Town of Bloomfield, Connecticut referenced the guide in their [Complete Streets Master Plan](#) (2019).
- The Alaska Department of Transportation and Public Facilities included the guide as a resource and basis for describing different types of bicyclists and design users in their [Alaska Statewide Active Transportation Plan](#) (2019).
- The Waco Metropolitan Planning Organization referenced the guide in their [Waco Metropolitan Area Active Transportation Plan](#) (2019) to describe bicycle suitability and how to address bikeways when selecting corridors for future study.
- The [Ohio State and U.S. Bike Route System Overview and Implementation Guide](#) (led by the Ohio DOT) references the Bikeway Selection Guide to identify facilities appropriate for rural, suburban and urban contexts.
- The Virginia DOT included a bicycle facility matrix, based on the Bikeway Selection Guide, in an appendix to the **VDOT Road Design Manual** (Appendix A-1: Complete Streets: Bicycle and Pedestrian Facility Guidelines, Bus Stop Design and Parking Guidelines). The matrix considers context considerations such as speed, AADT and whether the bikeway is alongside on-street parking.
- The North Carolina Department of Transportation (NCDOT) hosted 3 workshops and began applying the **Bikeway Selection Guide** to refine the scope of roadway projects. In 2021, NCDOT incorporated the Guide as a

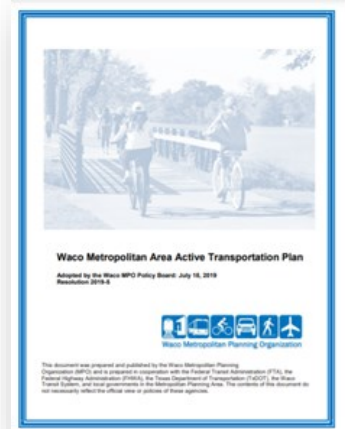
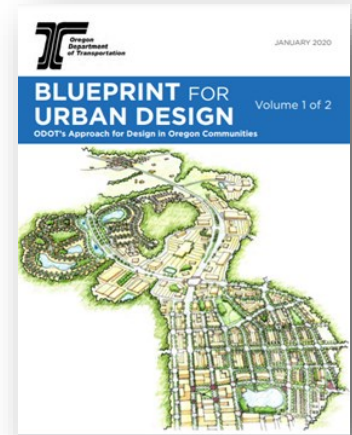
tool for designers in revisions to the Roadway Design Manual.

- The California Department of Transportation (CALTRANS) issued a memo on [Contextual Guidance for Bike Facilities](#) in 2020, encouraging the use of the Guide as supplemental guidance for making informed decisions related to bikeway selection. CALTRANS envisions the Guide being used during the Project Initiation Development (PID) and Project Approval and Environmental Document (PA&ED) phases to further refine the preferred facility type selected during project scoping.
- The 2020 Sarasota County Bicycle and Pedestrian Master Plan Update highlights the Guide in its [Pedestrian and Bicycle Facility Design Guide Review Appendix](#).
- The Caldwell, ID [Pathways and Bicycle Route Master Plan](#) (2020) incorporates several sections and exhibits of the Guide when discussing preferred bikeway type and intersection design and encourages its use to guide design decisions.
- The Guide is referenced several times in the Montgomery County [Vision Zero Community Toolkit](#) (2021) to provide additional guidance on considerations for bikeway selection and tradeoffs of different bikeway types.

FHWA is very encouraged by the amount of interest in the Guide. Enthusiasm for bicycle facilities remains strong and there is increasing demand as popularity of this mode of travel increases throughout the country.

We always like to hear about any new uses and applications of the Guide and supplemental resources. If your state/city/locality is using the guide in other ways, please let us know by contacting:

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FHWA

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This *Pedestrian and Bike Forum* is available on the Web at http://safety.fhwa.dot.gov/ped_bike/pedforum/

To receive information on FHWA's Pedestrian and Bicyclist Safety Program, please use the e-subscription service provided on this site: https://public.govdelivery.com/accounts/USDOTFHWA/subscriber/new?topic_id=USDOTFHWA_102



U.S. Department of Transportation
Federal Highway Administration

Helping Communities to provide safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving is a high priority of the U.S. Department of Transportation. Each year, unfortunately, pedestrian and bicyclist fatalities comprise about 17 percent of all traffic fatalities and there are approximately 6,000 pedestrian and bicyclist deaths. Another 115,000 pedestrians and bicyclists are injured in roadway crashes annually. Pedestrian and bicyclist safety improvements depend on an integrated approach that involves the four E's: Engineering, Enforcement, Education, and Emergency Services. The Pedestrian and Bicyclist Forum highlights recent pedestrian and bike safety activities related to the four E's that will help save lives.

NCHRP Report 948: Guide for Pedestrian and Bicyclist Safety at Alternative and Other Intersections and Interchanges

The National Cooperative Highway Research Program recently released [NCHRP Report 948: Guide for Pedestrian and Bicyclist Safety at Alternative and Other Intersections and Interchanges](#). Alternative Intersections and Interchanges (A.I.I.s) are designs that improve operations and safety for motorized traffic by strategically adjusting the geometric features at a given location, working on the general principle of redistributing motor vehicle demand at an intersection in an attempt to limit the need to add capacity with new lanes to improve traffic flow.

The Guide provides specific guidance for four common A.I.I.s: Diverging Diamond Interchange

(DDI), Restricted Crossing U-Turn (RCUT), Median U-Turn (MUT), and Displaced Left-Turn (DLT). These designs may involve reversing traffic lanes from their traditional directions, which may introduce confusion and create safety issues for pedestrians and bicyclists.

In addition, pedestrian paths and bicycle facilities may cross through islands or take different routes than expected. These new designs are likely to require additional information for drivers, bicyclists, and pedestrians as well as better accommodations for pedestrians and bicyclists, including pedestrians with disabilities.

