

American Association of State Highway and Transportation Officials

SECOND 2 EDITION

Guide for the Planning, Design, and Operation of Pedestrian Facilities



December 2021

Table of Contents

1. Introduction.....	1-1
1.1 Purpose	1-1
1.2 Scope.....	1-2
1.3 Relationship to Other Documents	1-3
1.4 State and Local Policies	1-8
2. Planning for Pedestrians	2-1
2.1 Background.....	2-1
2.2 Continuum of Walkability	2-3
2.3 Walk Decision Factors.....	2-3
2.3.1 Distance and Densities.....	2-4
2.3.2 Route Directness.....	2-5
2.3.3 Personal Safety and Security.....	2-5
2.3.4 Personal Comfort and Attractiveness.....	2-5
2.4 Characteristics of Pedestrians	2-6
2.4.1 Temporal Characteristics.....	2-7
2.4.1.1 Walking Speeds	2-7
2.4.1.2 Pedestrian Flow Rate	2-7
2.4.1.3 Pedestrian Start-up Time.....	2-7
2.4.1.4 Pedestrian Stopping Distances.....	2-8
2.4.2 Spatial Characteristics	2-8
2.4.2.1 Spatial Needs of Pedestrians	2-8
2.4.2.2 Vertical Clearance for Pedestrians	2-9
2.4.2.3 Surface Needs.....	2-9
2.4.3 Mobility Issues.....	2-9
2.4.3.1 Pedestrians with Ambulatory Disabilities.....	2-10
2.4.3.2 Pedestrians with Cognitive Disabilities	2-13

2.5 Documenting Pedestrian Activity.....	2-13
2.5.1 Uses of Pedestrian Volume and Behavior Data	2-14
2.5.2 Pedestrian Count Duration, Sampling Techniques, and Scaling Factors	2-17
2.5.3 Pedestrian Data Elements and System Usage.....	2-18
2.5.4 Counting Equipment and Technologies.....	2-19
2.6 Traffic Principles for Pedestrians	2-19
2.6.1 Walking Along a Facility	2-20
2.6.1.1 Walking in the Roadway	2-20
2.6.1.2 Walking on Shoulders	2-21
2.6.1.3 Walking on Sidewalks	2-21
2.6.1.4 Walking on Shared-Use Paths.....	2-22
2.6.1.5 Walking in Parking Lots.....	2-22
2.6.2 Pedestrians Crossing Roadways	2-23
2.6.2.1 Crossing in Crosswalks	2-23
2.6.2.2 Crossing Outside of Crosswalks	2-24
2.6.2.3 Crossing Railroads	2-24
2.7 Pedestrian Crash Types and Countermeasures.....	2-24
2.7.1 Environmental Factors Related to Pedestrian Crashes.....	2-24
2.7.1.1 Speeds and Speed Differentials	2-25
2.7.1.2 Number of Lanes	2-26
2.7.1.3 Lighting Conditions.....	2-26
2.7.2 Common Pedestrian Crash Locations	2-26
2.7.2.1 Midblock Crashes	2-27
2.7.2.2 Intersection Crashes	2-27
2.7.2.3 Crossing-Driveway or Crossing-Alley Crashes	2-28
2.7.2.4 Walking-Along-Roadway Crashes.....	2-28
2.7.2.5 Parking-Lot Crashes	2-28
2.7.3 Resources to Improve Pedestrian Safety.....	2-28
2.8 Pedestrians in Transportation Plans	2-31
2.8.1 Pedestrian Master Plans.....	2-32
2.8.1.1 Typical Pedestrian Plans	2-32
2.8.2 ADA Transition Plans	2-35
2.8.3 Integration of Pedestrians into Other Planning Studies	2-35
2.8.3.1 Traffic Impact Studies.....	2-35
2.8.3.2 Corridor and Area-Wide Studies	2-35
2.8.3.3 Transit Studies.....	2-36
2.8.3.4 Evacuation Route Studies.....	2-37
2.8.3.5 Freight Route Plans.....	2-37

2.8.4 Safety Studies.....	2-38
2.8.4.1 Strategic Highway Safety Plans.....	2-38
2.8.4.2 Road Safety Audits.....	2-38
2.8.4.3 Pedestrian Safety Action Plans.....	2-39
2.8.4.4 Reviewing Crash Data.....	2-39
2.8.5 Integrating Pedestrian Needs into Transportation Projects.....	2-40
2.8.5.1 Intersection Alterations	2-40
2.8.5.2 Resurfacing Projects	2-41
2.8.5.3 Reconstruction.....	2-42
2.8.5.4 Freeway Development.....	2-42
2.8.5.5 Widening.....	2-43
2.8.5.6 Access Management	2-43
2.9 Technical Analysis Tools	2-43
2.9.1 Operational Models	2-44
2.9.1.1 Congestion-Based Pedestrian LOS	2-44
2.9.1.2 User Perception-Based Pedestrian LOS.....	2-44
2.9.2 Highway Safety Studies.....	2-45
2.9.3 Pedestrian Travel Demand Tools.....	2-46
2.9.3.1 Revealed Demand	2-47
2.9.3.2 Stated Preference.....	2-47
2.9.3.3 Sketch Planning Methods	2-47
2.9.3.4 Corridor-Level Analysis.....	2-47
2.9.4 Walkability Audits.....	2-48
2.9.5 Other Technical Analysis Tools.....	2-48
2.10 Retrofitting Sidewalks on Existing Streets	2-49
2.11 Rural Considerations	2-50
2.12 Speed Management on Arterial and Neighborhood Streets	2-51
2.13 Preferential Pedestrian Facilities.....	2-52
2.14 Pedestrian Considerations in Land-Use and Development Planning	2-53
2.14.1 Proximity to Destinations	2-54
2.14.2 Characteristics of Land Use and Development That Affect Walking.....	2-54
2.14.2.1 Suitable Land-Use Patterns.....	2-54
2.14.2.2 Population Density	2-55
2.14.2.3 Inhibiting Land-Use Patterns	2-55
2.14.3 Planning for Pedestrian Access to Schools	2-56

2.14.3.1 Specific Characteristics of Children	2-56
2.14.3.2 Historic Trends in School Location	2-56
2.14.3.3 Safe Routes to Schools.....	2-57
2.14.3.4 Design Measures at School Crossings	2-58
2.14.3.5 Involving Key Stakeholders in Student Pedestrian Safety	2-58
3. Pedestrian Facility Design	3-1
3.1 Elements of Design	3-1
3.1.1 Surface	3-2
3.1.2 Grade and Cross Slope	3-2
3.1.3 Walkway Width	3-2
3.1.4 Roadway Width	3-2
3.1.5 Separation.....	3-2
3.1.6 Sight Distance.....	3-3
3.1.7 Traffic Conditions	3-3
3.1.8 Conflict Points.....	3-4
3.1.9 Access to Adjacent Land Use.....	3-4
3.1.10 Lighting.....	3-4
3.1.11 Personal Security.....	3-5
3.1.12 Aesthetics.....	3-5
3.1.13 Exposure to the Elements.....	3-5
3.2 Types of Pedestrian Accommodations	3-6
3.2.1 Walkways and Sidewalks	3-6
3.2.2 Shared-Use Paths	3-6
3.2.3 Roadway Shoulders.....	3-6
3.2.4 Shared Streets.....	3-7
3.2.5 Pedestrian Walkways within Sites	3-7
3.2.6 Pedestrian Malls and Transit Streets.....	3-7
3.2.7 Crossings	3-8
3.3 Sidewalk Design.....	3-9
3.3.1 Sidewalk Installation	3-9
3.3.2 Functional Zones in a Sidewalk Corridor.....	3-10
3.3.2.1 The Buffer Zone.....	3-10
3.3.2.2 The Pedestrian Zone.....	3-11
3.3.2.3 The Frontage Zone	3-12
3.3.3 Walkway Surfaces.....	3-12
3.3.4 Walkway Widths.....	3-14
3.3.5 Buffer Widths	3-16

3.3.6 Cross Slopes and Longitudinal Grades	3-17
3.3.6.1 Cross Slopes	3-17
3.3.6.2 Longitudinal Grades	3-18
3.3.7 Protection from Drop-Off.....	3-18
3.3.8 Driveway Crossing Design	3-19
3.3.8.1 Drop Curb Driveways.....	3-20
3.3.8.2 Radius Turnout Driveways	3-22
3.3.9 Sidewalks for Highway Bridges, Underpasses, and Tunnels	3-23
3.3.10 Lighting.....	3-25
3.4 Shared-Use Paths.....	3-26
3.5 Pedestrian Facilities in Developed Sites.....	3-27
3.5.1 Walking Routes in Sites.....	3-28
3.5.1.1 Parking Lots	3-28
3.5.1.2 Parking Structures	3-30
3.5.1.3 Sidewalks Adjacent to Internal Streets or Property Lines	3-30
3.5.1.4 Lighting within Parking Lots.....	3-31
3.5.2 Connectivity between Sites	3-31
3.5.2.1 Configuring Connections between Sites	3-31
3.5.2.2 Implementing Connections between Sites	3-32
3.5.2.3 Pedestrian and Vehicle/Pedestrian Cross-Access Easements.....	3-32
3.5.2.4 Obstacles to Connectivity between Sites.....	3-33
3.6 Crossing Design	3-33
3.6.1 Design Considerations for Conventional At-Grade Intersections	3-33
3.6.1.1 Intersection Design Principles	3-36
3.6.1.2 Curb Radii	3-37
3.6.1.3 Curb Ramps.....	3-40
3.6.2 Pedestrian Crossings at Conventional At-Grade Intersections.....	3-50
3.6.2.1 Relationship of Design to Traffic Laws and Their Enforcement	3-51
3.6.2.2 Marked Crosswalks	3-51
3.6.2.3 Crosswalk Design.....	3-54
3.6.2.4 Stop and Yield Line Setbacks.....	3-56
3.6.2.5 Channelization.....	3-57
3.6.2.6 Channelized Right-Turn Lanes.....	3-57
3.6.2.7 Median Islands.....	3-59
3.6.2.8 Design of Refuge Median Islands	3-60
3.6.3 Design Considerations for Other Intersection Types	3-63
3.6.3.1 Interchanges.....	3-63
3.6.3.2 Roundabouts.....	3-64

3.6.4 Midblock Crossings	3-68
3.6.4.1 Midblock Crossing Design Principles.....	3-70
3.6.4.2 Locating Midblock Crossings.....	3-71
3.6.4.3 Pedestrian Approach (Sidewalk/Curb Line).....	3-72
3.6.4.4 Vehicle Approach	3-73
3.6.4.5 Curb Ramps.....	3-74
3.6.4.6 Crosswalk Area.....	3-74
3.6.4.7 Medians/Refuges.....	3-79
3.6.5 Railroad Crossings	3-80
3.6.5.1 Traffic Control	3-80
3.6.5.2 Approach Angle and Visibility Considerations	3-80
3.6.5.3 Surface Conditions.....	3-81
3.6.5.4 Detectable Warning Requirements.....	3-81
3.7 Traffic Control for Pedestrians	3-81
3.7.1 Pavement Markings.....	3-81
3.7.1.1 Advance Word or Symbol Markings.....	3-82
3.7.1.2 Sidewalk Word or Symbol Markings	3-82
3.7.2 Signs	3-82
3.7.2.1 Regulatory Signs	3-82
3.7.2.2 Warning Signs	3-84
3.7.2.3 Wayfinding Signs	3-87
3.7.2.4 Street Name Signs	3-88
3.7.2.5 Pedestrian Hybrid Beacons (PHBs)	3-88
3.7.3 Traffic Signals.....	3-89
3.7.3.1 Accessible Pedestrian Signals (APSs)	3-90
3.7.3.2 Signal Phasing Plans.....	3-92
3.7.3.3 Turn Restrictions.....	3-93
3.7.3.4 Signal Timing.....	3-93
3.7.3.5 Pedestrian Pushbuttons and Signal Heads	3-94
3.8 Transit Access	3-95
3.9 Grade-Separated Crossings.....	3-98
3.9.1 Locating Grade-Separated Pedestrian Crossings	3-98
3.9.2 Overpasses vs. Underpasses	3-100
3.9.2.1 Overpasses	3-101
3.9.2.2 Underpasses	3-102
3.9.2.3 Railings and Enclosures.....	3-103
3.9.2.4 Lighting	3-104
3.9.2.5 Security	3-104
3.9.2.6 Structural Design	3-104
3.10 Maintenance-of-Traffic Plans	3-105

4. Pedestrian Facility Operations, Maintenance, and Construction	4-1
 4.1 Maintenance of Pedestrian Facilities	4-1
4.1.1 Walkway Maintenance	4-2
4.1.2 Curb Ramp Maintenance.....	4-4
4.1.3 Buffer Maintenance	4-5
4.1.4 Pedestrian Crossing Maintenance.....	4-5
4.1.5 Pedestrian Signal Maintenance	4-6
4.1.6 Roadway Maintenance.....	4-6
4.1.7 Grade-Separated Crossing Maintenance.....	4-6
 4.2 Maintaining Operational Features of Pedestrian Facilities	4-7
 4.3 Maintenance of Pedestrian Traffic in Temporary Traffic Control (TTC) Zones....	4-7
Glossary of Terms.....	G-1
References	R-1
Index.....	I-1

Chapter 1

Introduction

Walking is the oldest and most basic mode of travel and is a fundamental part of the United States transportation system. Walking includes pedestrians of all types, including pedestrians with disabilities and pedestrians using assistive mobility devices. The *Manual on Uniform Traffic Control Devices* (MUTCD) (FHWA, 2009) explicitly defines pedestrians as a mode of traffic. The American Association of State Highway and Transportation Officials' (AASHTO's) *A Policy on Geometric Design of Highways and Streets* (AASHTO, 2018a), known commonly as the AASHTO *Green Book*, encourages roadway designers to provide for pedestrians:

“Interactions of pedestrians with traffic are a major consideration in highway planning and design” (AASHTO, 2018a).

Cooperation among many different stakeholders is needed to reach desired levels of safety, operations, and comfort for pedestrians. Additionally, we need to change how we design streets and highways and how we manage future growth and reshape existing urban areas. In many parts of the country, communities have already begun to change land use planning and urban design practices to accommodate and encourage walking, bicycling, and transit use.

Safety is a key consideration in the planning, design, and operation of pedestrian facilities. Because pedestrians are the most vulnerable of all transportation facility users, particular attention to pedestrian safety is necessary. Designers generally strive to meet objective safety benefits by meeting nominal design standards or through a crash analysis; however, perceived safety should also be considered when planning and designing for pedestrians. Perceived safety is the perception of how safe a person *feels* on the transportation system and can have significant effects on how they use the facilities provided. Assessment of perceived safety for the same site will vary between observers. Perceived safety is analogous to “subjective” safety as defined by the AASHTO *Highway Safety Manual* (AASHTO, 2010).

Accessibility and usability are also key considerations for pedestrian facilities, which should accommodate pedestrians of all ages and abilities. Pedestrians should be provided safe and convenient travel opportunities between traffic generators, such as homes, workplaces, businesses, schools, houses of worship, post offices, libraries, parks, playgrounds, and other destinations. Pedestrians with disabilities using assistive mobility devices must be allowed to go anywhere other members of the public are allowed to go. Power-driven mobility devices may be prohibited where they cannot safely be used as long as alternative methods for persons with disabilities to access specific services are provided (DOJ, 2010).

1.1 Purpose

The purpose of this guide is to provide information on the planning, design, and operation of pedestrian facilities along streets and highways and on independent alignments. The MUTCD (FHWA, 2009) defines a pedestrian as “a person on foot, in a wheelchair, on skates, or on a skateboard.” This is the definition that

will be used in this guide as well. This guide focuses on pedestrian facilities in the public right-of-way and addresses concepts and recommendations for site design and parking area design. This guide also recognizes the profound effect that land use planning and site design have on pedestrian mobility and addresses these topics, as well.

The primary audience for this guide is transportation professionals at the state and local levels: planners, roadway designers, and transportation engineers. These individuals make the majority of the decisions affecting pedestrian facilities on a daily basis.

This guide is not intended to be a detailed design manual to supersede the need for the application of sound principles by knowledgeable transportation professionals, nor is it intended to eliminate the flexibility needed to encourage independent designs tailored to particular situations (FHWA, 2013b). Engineering judgment based upon knowledge of pedestrian facility planning, operations, and design is needed from highway agencies to select appropriate pedestrian facilities.

This guide provides three levels of design guidelines:

1. Where design values are clearly and authoritatively established as requirements either through legislation, such as the American with Disabilities Act (ADA) (U.S. Access Board, 1990), or through standards, such as the MUTCD, design guidelines are provided using words such as *required*, *must*, and *shall*.
2. Where there is a significant body of research to support design guidance on a particular issue or topic, specific design values and recommendations are provided as *guidance*, using words like *should*.
3. Where reliable research is not available to suggest a definitive guidance statement, design *recommendations* are based upon consensus and expert opinion.

There will be instances where it is appropriate for designs to vary from the guidance presented in this guide. In some cases, application of the guidance in this guide will be limited by constraints placed on the design by the environment, budgets, or policy decisions. Designers are encouraged to document the reasons for varying from the guidance presented in this guide in their design files.

1.2 Scope

Information in this guide is presented in four chapters:

Chapter 1, Introduction—This chapter presents the purpose and scope of the guide and its relationship to other documents.

Chapter 2, Planning for Pedestrians—This chapter includes a discussion of pedestrian activity in America, characteristics of pedestrians, transportation planning for pedestrians, and the relationship between land use and pedestrian activity.

Chapter 3, Pedestrian Facility Design—This chapter addresses topics related to pedestrian facility design including the following:

- types of pedestrian facilities;
- the design of longitudinal features such as sidewalks, shoulders, and shared-use paths;
- design of pedestrian crossings; and
- design of intersections.

While the MUTCD serves as the national standard for all traffic control devices installed on any street, highway, or bikeway open to public travel, Chapter 3 includes some discussion of their application. Chapter 3 also includes information on transit, and Chapters 3 and 4 address temporary traffic control zones.

Chapter 4, Pedestrian Facility Operations, Maintenance, and Construction—This chapter addresses the maintenance of pedestrian facilities and ongoing operational concerns such as signal timing and coordination with transit. It also discusses the requirement for maintaining pedestrian access routes during maintenance and construction operations.

The scope of this guide includes planning, design, and operation of both existing and new pedestrian facilities. This guide is not intended to set forth strict standards except those that have been set authoritatively through legislation, but to present sound guidelines that provide for the needs of pedestrians and other roadway users. Where deviations from these standards or from an agency's guidelines are needed, the deviations should be based on an engineering study (and possibly public involvement). The rationale for not conforming to this guide or an agency's guidelines should be documented.

Designing pedestrian facilities involves balancing safety; mobility; preservation of scenic, aesthetic, historic, cultural, and environmental resources; and cost. These considerations should also be balanced within the constraints of design standards and guidelines. Good engineering judgment is needed to achieve this balance and provide pedestrian facilities that are welcoming, safe, and accessible.

Appropriate accommodation of pedestrian travel is a major consideration in roadway planning and design. Pedestrians are a part of every roadway environment, and attention should be paid to their presence in rural as well as urban areas. The urban pedestrian, being far more prevalent, more often influences roadway design features than the rural pedestrian does. Because of the demands of vehicular traffic in congested urban areas, it is often very difficult to make adequate provisions for pedestrians. Yet provisions should be made, because pedestrians are the lifeblood of our urban areas, especially in the downtown and other retail areas. In general, the most successful shopping areas are those that provide the most comfort and pleasure for pedestrians....Pedestrian facilities include sidewalks, crosswalks, traffic control features, and curb cuts (depressed curbs and ramped sidewalks) and ramps for the older walkers and persons with mobility disabilities. Pedestrian facilities also include bus stops or other loading areas, sidewalks on grade separations, and the stairs, escalators, or elevators related to these facilities.

A Policy on Geometric Design of Highways and Streets, Section 2.6 Pedestrians, Subsection 2.6.1 General Considerations (AASHTO, 2018a)

1.3 Relationship to Other Documents

This guide is not intended to be all-inclusive with regard to pedestrian facility planning and design. The most recent editions of the following documents include pertinent information on pedestrian facility planning and design and should be used in conjunction with this guide. Additional documents are referenced throughout this guide.

A Policy on Geometric Design of Highways and Streets (Green Book)

The current edition of AASHTO's *A Policy on Geometric Design of Highways and Streets* (AASHTO, 2018a), commonly known as the *Green Book*, was published in 2018. The *Green Book* (see Figure 1-1) provides direction to the engineering and planning community on appropriate design measures for roadways. The *Green Book* also provides general direction on pedestrian facility design elements such as sidewalk separation from the roadway, sidewalk widths, curbs, medians, and islands.

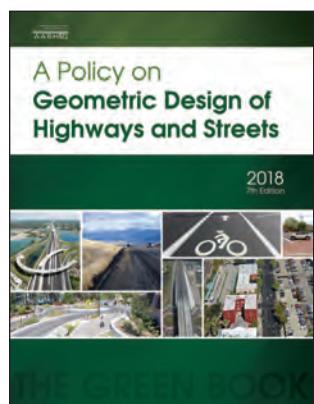


Figure 1-1. AASHTO's *A Policy on Geometric Design of Highways and Streets (Green Book)* (AASHTO, 2018a)

Manual on Uniform Traffic Control Devices

The Federal Highway Administration (FHWA), with assistance from the National Committee on Uniform Traffic Control Devices (NCUTCD), adopted the current edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD) (FHWA, 2009) (see Figure 1-2) in 2009. Pedestrian provisions in the MUTCD are located in all nine parts of the manual. In general, the manual provides standards for the use of traffic control devices, including the design of pedestrian signs and signals. It includes warrants for the application of traffic signals. The MUTCD is the national standard for all traffic control devices installed on streets, highways, bikeways, and private roads open to public travel. All of the states have adopted the MUTCD or a document in substantial compliance with the MUTCD as their standards for the implementation of traffic control devices.

The text of this guide makes occasional reference to signs. For signs included in the MUTCD, the MUTCD sign designation is shown after the sign name (e.g., stop sign [R1-1]).

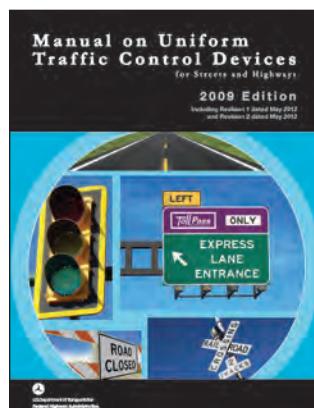


Figure 1-2. *Manual on Uniform Traffic Control Devices (MUTCD)* (FHWA, 2009)

Guide for the Development of Bicycle Facilities

The current edition of the AASHTO *Guide for the Development of Bicycle Facilities* (AASHTO, 2012), commonly known as the AASHTO *Bicycle Guide* (see Figure 1-3) was published in 2012. While the *Bicycle Guide*'s main focus is the provision of facilities for bicyclists, it also provides design guidelines for shared-use paths, which also accommodate pedestrians.

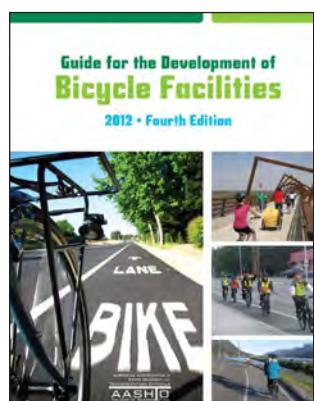
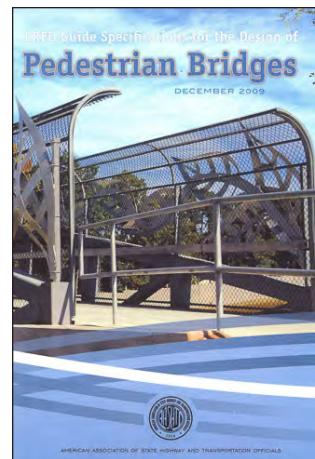


Figure 1-3. AASHTO's *Guide for the Development of Bicycle Facilities (AASHTO Bicycle Guide)* (AASHTO, 2012)

LRFD Guide Specifications for the Design of Pedestrian Bridges

The guide specifications in the AASHTO *LRFD Guide Specifications for the Design of Pedestrian Bridges* (AASHTO, 2009) address the design and construction of typical pedestrian bridges that are designed for and intended to carry primarily pedestrians, bicyclists, equestrian riders, and light maintenance vehicles, but not designed and intended to carry typical highway traffic (see Figure 1-4). Pedestrian bridges with cable supports or atypical structural systems are not specifically addressed.



Highway Capacity Manual

The Transportation Research Board (TRB) published the most recent edition of the *Highway Capacity Manual* (HCM) (TRB, 2016) (see Figure 1-5) in 2016. The HCM provides direction on calculating the levels of service (LOS) for pedestrians on various widths of sidewalks and crosswalks based upon walking speed. It also outlines the effect of pedestrians on traffic delay at intersections. In addition, the HCM provides an alternative method for calculating the pedestrian LOS, which considers pedestrians' perceived levels of safety and comfort based on separation from the roadway, vehicle speeds and volumes, and intersection delay.

Figure 1-4. AASHTO's *LRFD Guide Specifications for the Design of Pedestrian Bridges* (AASHTO, 2009)

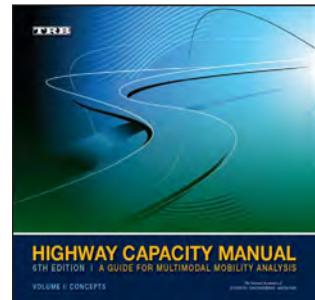


Figure 1-5. *Highway Capacity Manual* (HCM) (TRB, 2016)

Highway Safety Manual

The AASHTO *Highway Safety Manual* (HSM) (AASHTO, 2010) provides practitioners with current knowledge and methodologies to facilitate roadway design and operational decisions based on anticipated safety performance. The first edition of the HSM (see Figure 1-6) was published in 2010. The HSM provides tools to conduct quantitative safety analyses, allowing for safety to be evaluated alongside other transportation performance measures such as traffic operations, environmental impacts, and construction costs. Data related to pedestrians in the HSM are limited; however, AASHTO and TRB have identified pedestrian research as a priority area for future HSM editions. The HSM incorporates crash modification factors (CMFs) in its predictive methodology and provides estimates of reliable CMFs for a range of facility types. A CMF is an index of the expected change in crash frequency following a modification in design or traffic control. The Crash Modification Factors Clearinghouse includes a web-based database of CMFs and serves as an online repository of CMFs and can be used in conjunction with the HSM to help transportation engineers identify countermeasures for safety considerations. The HSM assists agencies in implementing Vision Zero and Toward Zero Deaths programs.

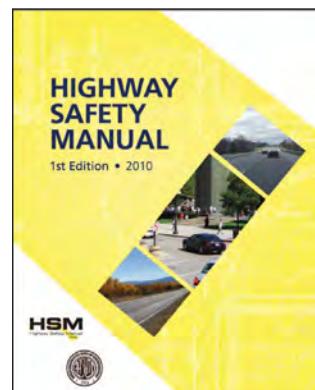


Figure 1-6. AASHTO's *Highway Safety Manual* (HSM) (AASHTO, 2010)

Americans with Disabilities Act (ADA) Standards for Accessible Design

2010 Standards for Accessible Design (DOJ, 2010)

The Department of Justice (DOJ) published revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 in the *Federal Register* on September 15, 2010. These regulations adopted revised, enforceable accessibility standards, called the “2010 ADA Standards for Accessible Design” (sometimes referred to as the “2010 Standards” or just the “Standards”) (Figure 1-7). The 2010 Standards set minimum requirements—both scoping and technical—for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be accessible to and usable by individuals with disabilities. Under these ADA standards, where pedestrian facilities are provided, they must be accessible to and usable by pedestrians with disabilities. When an existing pedestrian facility is altered, the altered facility must be made accessible to and usable by pedestrians with disabilities to the maximum extent feasible and to the extent that it is not structurally impracticable to do so. Section 504 of the *Rehabilitation Act of 1973* (*Rehabilitation Act*, 1973), generally referred to as Section 504, includes similar requirements for public entities that receive Federal financial assistance.



Figure 1-7. 2010 ADA Standards for Accessible Design (DOJ, 2010)

2006 ADA Standards for Transportation Facilities (USDOT, 2006)

These ADA Standards issued by the U.S. Department of Transportation (USDOT or simply DOT) are referenced by DOT's 504 regulations at 49 CFR 27.3. Consequently, these standards apply to facilities used by state and local governments to provide designated public transportation services, including bus stops, bus stations, and rail stations. These standards are based on the Board's *ADA Accessibility Guidelines*.

The 2006 edition of these standards is consistent with the U.S. Access Board's updated ADA (and the Architectural Barriers Act [ABA]) guidelines, but includes a few additional requirements concerning:

- location of accessible routes,
- detectable warnings on curb ramps,
- bus boarding and alighting areas, and
- rail station platforms.

Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) (U.S. Access Board, 2011)

The U.S. Access Board has proposed accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way, which are often referred to by the acronym “PROWAG.” The guidelines provide accessibility criteria for sidewalks, pedestrian street crossings, pedestrian signals, shared-use paths, and other facilities

The Americans with Disabilities Act (ADA) recognizes and protects the civil rights of people with disabilities... The ADA covers a wide range of disability, from physical conditions affecting mobility, stamina, sight, hearing, and speech to conditions such as emotional illness and learning disorders...

Under titles II and III of the ADA, the Board develops and maintains accessibility guidelines for buildings, facilities, and transit vehicles and provides technical assistance and training on these guidelines... The building guidelines cover places of public accommodation, commercial facilities, and State and local government facilities. The vehicle guidelines address buses, vans, a variety of rail vehicles, trams, and other modes of public transportation. Regulations issued by the Department of Justice (DOJ) and Department of Transportation (DOT) contain standards based on ADA Accessibility Guidelines (ADAAG) and also provide information on which buildings and facilities are subject to the standards. The regulations are to be used along with the design standards they contain or reference.

(U.S. Access Board, 1990)

for pedestrian circulation and use constructed or altered in the public right-of-way. The guidelines propose requiring that a pedestrian access route be provided within sidewalks and other pedestrian circulation paths located in the public right-of-way. A pedestrian access route is defined as a continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path. Compliance with the accessibility standards within PROWAG will be mandatory once the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act. Since PROWAG has not yet been adopted as a regulation with which compliance is mandatory, proposed PROWAG requirements are treated in this guide as best practices or guidance that should be implemented.

While the PROWAG guidelines have not yet been adopted, public rights-of-way are still covered by ADA standards. Title II requires nondiscrimination in all programs, services, and activities of public entities. In the absence of a specific Federal standard, public entities may satisfy their obligation by complying with any applicable state or local law that establishes accessibility requirements for public rights-of-way equivalent to the level of access that would be achieved by complying with the *2010 ADA Standards* or *Uniform Federal Accessibility Standards* (UFAS).

Numerous states and some local entities have adopted the proposed PROWAG as their accessibility standards for projects in the public right-of-way.

Uniform Vehicle Code

The *Uniform Vehicle Code* (UVC) (NCUTLO, 2000) was produced by the National Committee on Uniform Traffic Laws and Ordinances until 2000. The UVC was prepared as a suggested guide for state motor vehicle and traffic laws. The UVC reflected the need for uniformity in traffic regulation throughout the United States. Since its inception, the UVC was reviewed periodically and revised where warranted by new developments in state and Federal laws and by practical experience. While the UVC has not been officially updated since 2000 and is no longer being maintained, it is still a useful summary of typical state vehicle and traffic laws, and is referenced in Federal regulations. The National Committee on Uniform Traffic Control Devices has initiated efforts to review and possibly update sections of it more recently.

The UVC is referenced in this guide because it is referred to explicitly in Federal regulations. The exact text from the UVC is not used universally across the United States. However, most state vehicle codes are relatively consistent with the UVC. Consequently, the UVC is considered to represent typical vehicle codes when used as a reference in this guide.

Article V of the UVC is titled “Pedestrians’ Rights and Duties,” and contains the vast majority of information in the UVC related to pedestrians. In addition, Article II of the UVC contains a discussion of pedestrian control signals.

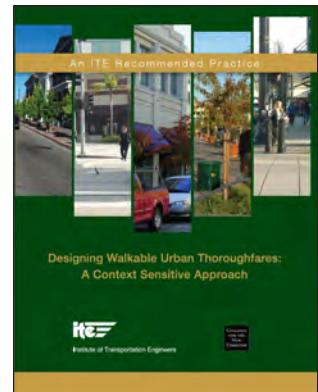
The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects.

Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide—including health, safety, environmental, transportation, and quality of life—transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (USDOT, 2010)

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

This report from the Institute of Transportation Engineers (ITE) on *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (ITE, 2010) (see Figure 1-8) provides guidance for the design of walkable urban thoroughfares in places that currently support the mode of walking and where the community desires to provide a more walkable thoroughfare. The report focuses on applying the concepts and principles of context sensitive solutions in the planning and design of urban thoroughfares, commonly designated in the conventional functional classification system as arterials and collectors. The report was developed to improve mobility choices and community character through a commitment to creating and enhancing walkable communities.



U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

On March 11, 2010, the USDOT issued a policy statement entitled *U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* (USDOT, 2010) to reflect the department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, to proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities and to utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

1.4 State and Local Policies

States, metropolitan planning organizations (MPOs), and local jurisdictions have adopted policies and procedures to support pedestrian facilities design. The level of support ranges from standards mandating the inclusion of bicycle and pedestrian facilities to guidance documents that encourage the inclusion of pedestrian facilities.

Figure 1-8. ITE's *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (ITE, 2010)

Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:

- bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to provide facilities for bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- Where sparsity of population or other factors indicate an absence of need. For example, the *Portland Pedestrian Guide* requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.

USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (USDOT, 2010)

Complete Streets policies are one way that agencies can promote pedestrian facilities. When adopting a Complete Streets policy, states or communities direct their transportation professionals to make accommodation of all users common practice. The intent of these policies is to have every transportation project improve the street network for drivers, transit users, pedestrians, and bicyclists (NCSC, 2011). Actual policies vary with respect to states' or communities' desires, but all support pedestrian planning and design. Local and state Complete Streets policies should be reviewed and complied with when designing pedestrian facilities.

In addition to policies supporting pedestrian design, ADA Transition Plans help public agencies implement programs to upgrade pedestrian facilities that are inaccessible. The ADA required state and local governments to complete a self-evaluation of their facilities, programs, policies, and practices by January 26, 1995. The self-evaluation was to identify and correct policies and practices inconsistent with Title II's requirements. Self-evaluations were to consider all of an agency's programs, activities, and services, as well as the policies and practices an agency had put in place to implement its various programs and services. Remedial measures necessary to bring the programs, policies, and services into compliance with Title II were to be specified. These could include but were not limited to the following:

- relocation of programs to accessible facilities,
- offering programs in an alternative accessible manner,
- structural changes to provide program access,
- policy modifications to avoid discrimination, and
- auxiliary aids needed to provide effective communication.

Additionally, the ADA Transition Plans included components of public input and direct coordination with groups representing those with disabilities (DOJ, 2006).

A comprehensive Complete Streets policy:

- includes *a vision* for how and why the community wants to complete its streets.
- specifies *"all users"* to include pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.
- applies to both *new and retrofit projects*, including design, planning, maintenance, and operations, for the entire right-of-way.
- makes *specific exceptions* and sets a clear procedure that requires high-level approval of exceptions.
- encourages *street connectivity* and aims to create a comprehensive, integrated, connected network for all modes.
- is understood by all agencies to cover *all roads*.
- directs the use of the *latest and best design guidelines* while recognizing the need for flexibility in balancing user needs.
- directs that Complete Streets solutions will *complement the context* of the community.
- establishes *performance standards* with measurable outcomes.
- includes *specific next steps* for implementation of the policy.

National Complete Streets Coalition
(NCSC, 2011)

Index

A

AASHTO (American Association of State Highway and Transportation Officials). *See* American Association of State Highway and Transportation Officials (AASHTO)
ABA (Architectural Barriers Act). *See* Architectural Barriers Act (ABA)
accessibility 1-1. *See also* Accessible Pedestrian Signals (APSs); *Accessible Public Rights-of-Way Planning and Design for Alterations*; Americans with Disabilities Act (ADA) Accessibility Guidelines; pedestrian access route; pedestrian characteristics, mobility issues; pedestrians with disabilities; public right-of-way accessibility guidelines (PROWAG) cross slopes and grades and 3-18 curb ramps and 3-40 driveway crossing design and 3-19–3-21 intersection design principles and 3-36 land use and 3-4–3-5 locating grade-separated pedestrian crossings and 3-99 parking lots and 3-28 refuge median island design and 3-62 roundabout crossings and 3-65 shared-use paths and 3-27–3-28 sidewalks and 2-49 transit access and 3-95 walkway surfaces and 3-13 walkway width and 3-15 Accessible Pedestrian Signals (APSs) 2-12, 3-4, 3-90–3-91 *Accessible Public Rights-of-Way Planning and Design for Alterations* 2-50. *See also* sidewalks and retrofitting access management 2-5, 2-43–2-44 access to schools 2-56–2-58. *See also* Safe Routes to School (SRTS) programs children, characteristics of 2-56 crashes involving children 2-56 school crossings 2-58 school location trends 2-56–2-57

student pedestrian safety 2-58
ACS (American Community Survey). *See* American Community Survey (ACS)
ADA (Americans with Disabilities Act). *See* Americans with Disabilities Act (ADA) Accessibility Guidelines
Alternative Intersections/Interchanges: Informational Report 2-40
American Association of State Highway and Transportation Officials (AASHTO) 1-1, 2-30 *Bicycle Guide* 3-103 *Green Book* 1-1, 1-4, 2-50, 3-1, 3-3, 3-16, 3-23, 3-63 *LRFD Bridge Design Specifications* 1-5, 3-24–3-25 *Roadside Design Guide* 2-45, 3-23 *Roadway Lighting Design Guide* 3-25, 3-104 *Strategic Highway Safety Plan* 2-30
American Community Survey (ACS) 2-2
Americans with Disabilities Act (ADA) Accessibility Guidelines 1-2, 3-2, 3-6 cross slope and grade standards 3-18 parking lots and 3-28 refuge median island design and 3-62 shared-use paths and 3-27–3-28 Title II 1-6–1-7 transition plans and 1-9 walkway surface standards 3-12 walkway width standards 3-15
A Policy on Geometric Design of Highways and Streets. *See* *Green Book*, AASHTO
APS (Accessible Pedestrian Signals). *See* Accessible pedestrian signals (APSs)
Architectural Barriers Act (ABA) 1-6

B

buffer zone width 3-16–3-17. *See also* functional zones in a sidewalk activities and 3-17 climate and 3-17 HCM LOS method and 3-16

C

CERTS (community emergency response teams). *See* community emergency response teams (CERTS)

channelized right-turn lanes 3-57–3-59

- considerations 3-57
- criteria for 3-58–3-59
- effects on pedestrian travel 3-58

characteristics of pedestrians. *See* pedestrian characteristics, mobility issues; pedestrian characteristics, spatial; pedestrian characteristics, temporal

characteristics of walking areas 2-4

climate conditions. *See* weather or climate conditions

CMFs (crash modification factors). *See* Crash Modification Factors (CMF) Clearinghouse

COG (Councils of Government). *See* Councils of Government (COG)

community emergency response teams (CERTS) 2-37

Complete Streets 1-9, 2-15, 2-42

Congress of New Urbanism 2-3

connectivity between sites 3-31–3-34

- configuring 3-31
- cross-access easements 3-32
- implementing 3-32–3-33
- obstacles to 3-33–3-34

continuum of walkability 2-3. *See also* pedestrians and walking

Councils of Government (COG) 2-54

counting equipment and technologies 2-19

CPTED (crime prevention through environmental design). *See* crime prevention through environmental design (CPTED)

crash data 2-39–2-40, 2-45. *See also* technical analysis tools

Crash Modification Factors (CMF) Clearinghouse 1-5, 2-29

crash types. *See also* pedestrian crashes; pedestrian crash locations

- dash/dart 2-27
- multiple-threat 2-27
- others 2-28
- vehicle turn/merge at intersection 2-27

crime prevention through environmental design (CPTED) 2-5, 3-5

- concepts 2-5

crossing design 3-33–3-82. *See also* crossing design considerations; grade-separated crossings;

interchange crossing design; midblock crossings; pedestrian crossings at conventional at-grade intersections; railroad crossings; roundabout crossing design

crossing design considerations 3-33–3-49. *See also* curb radii; curb ramps; intersection design principles

- attributes, list of 3-34–3-35
- intersection geometrics 3-34–3-35
- pedestrian and vehicular 3-33
- traffic control devices 3-35
- unsignalized intersections, types of 3-35

crossings 3-8. *See also* grade-separated crossings; midblock crossings

cross slopes and grades 3-2, 3-17–3-18

- accessibility and 3-18
- ADA standards and 3-18
- weather and 3-17–3-18

crosswalk design 3-54–3-56

- color and texture use 3-55
- common markings 3-54–3-55
- cross slope and grade 3-54
- raised crosswalks 3-56
- width requirements 3-54

crosswalks 2-23–2-24. *See also* marked crosswalks

- definition of 2-23
- signalized crosswalks 2-23
- unsignalized crosswalks 2-23

curb radii 3-37–3-41

- basis for design 3-38
- considerations 3-38–3-39
- curb extensions 3-40–3-41
- disadvantages of 3-38
- pedestrians and 3-37
- types of curves 3-39–3-40

curb ramp elements 3-41–3-44

- clear space 3-43
- cross slopes 3-41
- detectable warnings 3-43–3-44
- flares 3-43–3-44
- grades 3-42
- transitions to gutters 3-42–3-43
- turning spaces 3-42
- width 3-41

curb ramps 3-40–3-49. *See also* curb ramp elements; curb ramp types

- accessibility and 3-40
- maintenance of 4-4
- placement guidelines 3-48–3-49

curb ramp types 3-45–3-50
 advantages and disadvantages of 3-46
 blended transitions 3-47
 combinations 3-48
 parallel 3-46
 perpendicular 3-45–3-47

D
 Department of Justice (DOJ) 1-6, 2-40. *See also* Joint Technical Assistance
 design, crosswalks. *See* crosswalk design
 design, elements of 3-1–3-6. *See also* cross slopes and grades; land use; lighting, sidewalk; sight distance
 aesthetics 3-5
 conflict points 3-4, 3-19
 elements, exposure to 3-5
 security, personal 3-5
 traffic conditions and 3-3–3-4
 width, walkway and roadway 3-2
 design guidelines, levels of 1-2
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach 1-8
 design, sidewalks. *See* sidewalk design
 detectable warnings 3-20, 3-22, 3-41, 3-43–3-44, 3-59, 3-81
 disabled pedestrians. *See* pedestrians with disabilities
 DOJ (Department of Justice). *See* Department of Justice (DOJ)
 DOT (U.S. Department of Transportation). *See* U.S. Department of Transportation (USDOT)
 driveway crossing design 3-19–3-22. *See also* driveways, drop curb; driveways, radius turnout
 accessibility and 3-19–3-20
 conflict points and 3-19
 detectable warnings and 3-20
 grade change and 3-19
 driveways, drop curb 3-20–3-22
 depressed sidewalks and 3-21
 offset sidewalks and 3-22
 sidewalks behind buffer zone and 3-20–3-21
 wide sidewalks and 3-21
 driveways, radius turnout 3-22
 detectable warnings and 3-22

E
 environmental factors of pedestrian
 crashes 2-24–2-26. *See also* pedestrian crashes
 lighting conditions 2-26–2-27
 number of lanes 2-26

speeds and speed differentials 2-25
 Environmental Protection Agency (EPA) 2-56

F
 Federal Highway Administration (FHWA) 1-4, 2-57. *See also* *Alternative Intersections/Interchanges: Informational Report*
Traffic Monitoring Guide 2-14, 2-17–2-19
 functional zones in a sidewalk 3-10–3-12
 buffer zone 3-10
 frontage zone 3-12
 pedestrian zone 3-11–3-12

G
 Geographic Information System (GIS) 2-47–2-48, 3-33
 grade-separated crossings 3-9, 3-98–3-104. *See also* crossing design; grade-separated crossings, locating; railings and enclosures
 lighting 3-104
 overpasses 3-101
 security 3-104
 structural design 3-104
 underpasses 3-102
 grade-separated crossings, locating 3-98–3-100
 accessibility and 3-99
 design attributes, list of 3-100
 locations, examples of 3-98–3-99
Green Book, AASHTO 1-1, 1-4, 2-50, 3-1, 3-3, 3-16, 3-23, 3-63
Guide for the Development of Bicycle Facilities 1-4, 2-22

H
Highway Capacity Manual (HCM) 1-5. *See also* level of service (LOS)
 walkway width measures 3-14
Highway Safety Manual (HSM) 1-1, 1-5, 2-29, 2-46
 hybrid development plan 2-55

I
 Institute of Transportation Engineers (ITE) 1-8, 2-3
 intelligent transportation system (ITS) 2-37
 interchange crossing design 3-63–3-64
 intersection alterations 2-40–2-41
 roundabouts 2-41
 signalized intersections 2-40
 unsignalized intersections 2-40

intersection design principles 3-36–3-37
 accessibility and 3-36
 pedestrian accommodation and 3-36–3-37
 ITE (Institute of Transportation Engineers). *See* Institute of Transportation Engineers (ITE)
 ITS (intelligent transportation system). *See* intelligent transportation system (ITS)

J

Joint Technical Assistance 2-41

L

land use 3-4–3-5
 land use and development for walking 2-54–2-55
 inhibiting land-use patterns 2-55
 mixed land-use development 2-54
 population density 2-55
 suitable land-use patterns 2-54–2-55
 urban development 2-55
 land use and development planning 2-53–2-58.
See also access to schools; land use and development and walking; transit-oriented development
 proximity to destinations 2-54
 level of service (LOS) 2-33, 2-44–2-46, 3-15. *See also* operational models
 lighting, sidewalk 3-4, 3-25–3-26
 crosswalks and 3-26
 values and 3-25
 long-range transportation plan (LRTP). *See* pedestrian master plans, long-range transportation plan (LRTP)
 LOS (level of service). *See* level of service (LOS)
LRFD (Load Resistance Factor Design) Guide Specifications for the Design of Pedestrian Bridges 1-5
 LRTP (long-range transportation plan). *See* pedestrian master plans, long-range transportation plan (LRTP)

M

maintenance. *See* operational features, maintenance of; pedestrian facilities, maintenance of; pedestrian traffic in TTC zones, maintenance of; walkway maintenance
 maintenance-of-traffic plans 3-105
 malls 2-52–2-53. *See also* pedestrian malls
 pedestrian, types of 2-52–2-53
 transit 2-53
 management, access 2-5, 2-43–2-44

management, speed. *See* speed management
Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 1-1, 1-4, 2-41, 3-9, 3-89

marked crosswalks 3-51–3-53
 deciding factors for 3-51
 installation at uncontrolled locations 3-52
 placement considerations 3-53–3-54
 purposes of 3-51
 median islands 3-59–3-60. *See also* refuge median island design
 pedestrian safety and 3-60
 signalized and unsignalized intersections 3-60
 metropolitan planning organizations (MPOs) 1-8–1-9, 2-2
 midblock crossings 3-9, 3-68–3-79
 conflict points and 3-69
 curb ramps 3-74
 design principles 3-70
 locations of 3-71–3-72
 medians/refuges 3-79–3-80
 pedestrian approach design 3-72–3-73
 supplemental crossing devices or features 3-75–3-78
 vehicle approach design 3-73–3-75
 MPOs (metropolitan planning organizations). *See* metropolitan planning organizations (MPOs)
MUTCD (Manual on Uniform Traffic Control Devices for Streets and Highways). *See* *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD)

N

National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) 2-19
 National Complete Streets Coalition (NCSC) 1-8
 National Crime Prevention Council 2-5
 National Highway Traffic Safety Administration (NHTSA) 2-58
 National Household Travel Survey (NHTS) 2-1, 2-3–2-4
NCHRP (National Cooperative Highway Research Program) Report 500 (Volume 10). *See* pedestrian safety resources, *National Cooperative Highway Research Program (NCHRP) Report 500* (Volume 10)
 NCSC (National Complete Streets Coalition). *See* National Complete Streets Coalition (NCSC)
 NCUTLO (National Committee on Uniform Traffic Laws and Ordinances). *See* National

Committee on Uniform Traffic Laws and Ordinances (NCUTLO)
NHTSA (National Highway Traffic Safety Administration). *See* National Highway Traffic Safety Administration (NHTSA)
NHTS (National Household Travel Survey). *See* National Household Travel Survey (NHTS)

O

operational features, maintenance of 4-7–4-8
operational models 2-44–2-46. *See also* level of service (LOS); technical analysis tools
congestion-based pedestrian LOS 2-44–2-45
user perception-based pedestrian LOS 2-44–2-45
overpasses. *See* grade-separated crossings, overpasses

P

parking lots 3-28–3-29
ADA accessibility requirements and 3-28
conflict points and 3-29
crosswalks and 3-29
design for low motor-vehicle speeds 3-29–3-30
lighting and 3-31
walkways through parking bays 3-28
PBCAT (Pedestrian and Bicycle Crash Analysis Tool). *See* Pedestrian and Bicycle Crash Analysis Tool (PBCAT)
PBIC (Pedestrian and Bicycle Information Center). *See* Pedestrian and Bicycle Information Center (PBIC)
pedestrian access route 2-9, 2-50–2-51. *See also* accessibility
pedestrian accommodations, types of 3-6–3-9. *See also* crossings; pedestrian malls; shoulders, roadway
shared streets 3-7
shared-use paths 3-6, 3-26–3-27
walkways and sidewalks 3-6
walkways within sites 3-7
pedestrian activity documentation 2-13–2-18.
See also pedestrian data elements and system usage
purpose of 2-14–2-15
Pedestrian and Bicycle Crash Analysis Tool (PBCAT) 2-31, 2-46
Pedestrian and Bicycle Information Center (PBIC) 2-46

pedestrian characteristics, mobility issues 2-9–2-13.
See also accessibility; pedestrians with disabilities
guide animals 2-11–2-12
wheelchair and scooter users 2-10–2-11
white cane users 2-11
pedestrian characteristics, spatial 2-8–2-9. *See also* pedestrian access route
pacing zone 2-8
sensory zone 2-8
spatial bubble 2-8–2-9
vertical clearance 2-9
pedestrian characteristics, temporal 2-7–2-8
flow rate 2-7
start-up time 2-7
stopping distances 2-8
walking speeds 2-7
pedestrian count duration 2-17–2-18
pedestrian crashes 2-2. *See also* crash data; crash types; environmental factors of pedestrian crashes; pedestrian crash locations; safety studies
pedestrian crash locations 2-26–2-30. *See also* crash types
crossing-driveway or crossing-alley 2-28, 2-43
intersection 2-27–2-28
midblock 2-27
parking-lot 2-28
walking-along-roadway 2-28
pedestrian crossings at conventional at-grade intersections 3-50–3-64. *See also* channelized right-turn lanes; crosswalk design; marked crosswalks; median islands; refuge median island design
channelization, considerations for 3-57–3-58
design and traffic laws 3-51–3-52
stop and yield line setbacks 3-56
pedestrian data elements and system usage 2-18–2-19
pedestrian, definition of 1-1
pedestrian facilities 1-3
pedestrian facilities in developed sites 3-27–3-33. *See also* connectivity between sites; parking lots; walking routes in sites
pedestrian facilities, maintenance of 4-1–4-7. *See also* walkway maintenance
buffer zones 4-5
costs and 4-1
curb ramps 4-4
grade-separated crossings 4-6–4-7

pedestrian facilities, maintenance of (*cont.*)

- pedestrian crossings 4-5–4-6
- pedestrian signals 4-6
- purpose of 4-1
- roadways 4-6

Pedestrian Hybrid Beacons (PHBs) 3-88

pedestrian level of service (LOS) method. *See* level of service (LOS)

pedestrian malls 3-7–3-8

- advantages of 3-8
- design of 3-7
- tourist and visitor activity 3-7
- types of 2-52–2-53

pedestrian master plans 2-32–2-34

- combined pedestrian and bicycle transportation master plan 2-32
- long-range transportation plan (LRTP) 2-32
- pedestrian-friendly environments 2-32
- typical pedestrian plans 2-32–2-34

pedestrian monitoring programs 2-13

pedestrian needs and transportation

- projects 2-40–2-44. *See also* access management; Complete Streets; intersection alterations
- freeway development 2-42
- limited-access road 2-42
- reconstruction 2-42–2-43
- resurfacing projects 2-41–2-42
- roadway widening 2-43

pedestrian safety 1-1

Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) 2-29–2-30, 2-46

pedestrian safety resources 2-28–2-30. *See also* Crash Modification Factors (CMF) Clearinghouse; *Highway Safety Manual* (HSM); Pedestrian and Bicycle Crash Analysis Tool (PBCAT); Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE); Road Safety Audit (RSA)

How to Develop a Pedestrian Safety Action Plan 2-31

National Cooperative Highway Research Program (NCHRP) Report 500 (Volume 10) 2-30

Pedestrian Road Safety Audit Guidelines and Prompt Lists 2-30–2-31

Pedestrian Safety Guide for Transit Agencies 2-31

pedestrians and bicyclists 1-8–1-9. *See also* Guide for the Development of Bicycle Facilities;

Pedestrian and Bicycle Crash Analysis Tool (PBCAT); shared-use paths

pedestrians and planning studies 2-35–2-38

- corridor and area-wide studies 2-35–2-36
- evacuation route studies 2-37
- freight route plans 2-37
- pedestrian wayfinding 2-36
- traffic impact studies 2-35
- transit studies 2-36–2-37

pedestrians and walking 2-1–2-2. *See also* continuum of walkability; pedestrian characteristics, spatial; walking area characteristics; walking trips

pedestrians with disabilities 2-9–2-13. *See also* accessibility; pedestrian characteristics, mobility issues

- cognitive disabilities 2-13
- vision disabilities 2-11–2-13, 2-41

pedestrian traffic control. *See* traffic control for pedestrians

pedestrian traffic in TTC zones, maintenance of 4-7–4-9. *See also* temporary traffic control (TTC) zone

- accessibility and 4-9
- MUTCD mandates and 4-8–4-9

pedestrian travel demand tools 2-46–2-47. *See also* technical analysis tools

- corridor-level analysis 2-47
- revealed demand 2-47
- sketch planning methods 2-47
- stated preference 2-47

PEDSAFE (Pedestrian Safety Guide and Countermeasure Selection System). *See* Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)

perceived safety 1-1, 2-3, 2-43. *See also* operational models; personal safety and security; safety studies

personal safety and security 2-5, 3-5. *See also* crime prevention through environmental design (CPTED); operational features, maintenance of

- grade-separated crossings and 3-104
- pedestrian-scale lighting 2-5
- underpasses and 3-102

PHBs (Pedestrian Hybrid Beacons). *See* Pedestrian Hybrid Beacons (PHBs)

PI&E (public information and education). *See* public information and education (PI&E)

plans for transportation. *See* transportation plans

preferential pedestrian facilities 2-52–2-53. *See also* malls
PROWAG (public right-of-way accessibility guidelines). *See* public right-of-way accessibility guidelines (PROWAG)
public information and education (PI&E) 2-37
public right-of-way accessibility guidelines (PROWAG) 1-6–1-7
walkway width requirements 3-15–3-16

R

railings and enclosures 3-103
AASHTO Bicycle Guide 3-103
ADA accessibility requirements and 3-103
railroad crossings 3-80–3-81
approach angle and visibility 3-80
detectable warning requirements 3-81
surface condition requirements 3-81–3-82
traffic control 3-80
Rectangular Rapid Flashing Beacon (RRFB) 3-62, 3-86
refuge median island design 3-60–3-63
accessibility and 3-62
approach noses 3-63
detectable warning surfaces 3-61
grade 3-63
traffic control devices 3-62
width 3-60
Regional Planning Councils (RPC) 2-54
Rehabilitation Act of 1973 1-6
retrofitting. *See* sidewalks and retrofitting
road diets 2-50, 3-79
Road Safety Audit (RSA) 2-29–2-31, 2-38–2-39
roundabout crossing design 3-64–3-69
accessibility and 3-65
bicycles and 3-68–3-69
crosswalk placement 3-66–3-67
edge treatments 3-66
purpose 3-64–3-65
safety benefits 3-65
signalization 3-68
RPC (Regional Planning Councils). *See* Regional Planning Councils (RPC)
RRFB (Rectangular Rapid Flashing Beacon). *See* Rectangular Rapid Flashing Beacon (RRFB)
RSA (Road Safety Audit). *See* Road Safety Audit (RSA)
rural considerations 2-50–2-51

S

Safe Routes to School (SRTS) programs 2-38, 2-57. *See also* access to schools
safety and security. *See* personal safety and security
safety performance functions (SPFs) 2-46. *See also* crash data
safety studies 2-38–2-40. *See also* crash data; Road Safety Audit (RSA); Safe Routes to School (SRTS) programs; Strategic Highway Safety Plan (SHSP)
crash report 2-39–2-40
National Electronic Injury Surveillance System 2-39
pedestrian safety action plans 2-39
school access. *See* access to schools
shared-use paths 3-26–3-27
ADA accessibility requirements and 3-27–3-28
shoulders, roadway 3-6–3-7
accessibility and 3-6
maintenance of 3-6
purposes of 3-6
SHSP (Strategic Highway Safety Plan). *See* Strategic Highway Safety Plan (SHSP)
sidewalk design 3-9–3-25. *See also* buffer zone width; cross slopes and grades; driveway crossing design; functional zones in a sidewalk; lighting, sidewalk; walkway surfaces; walkway width
drop-off protection 3-18–3-19
highway bridges, underpasses, and tunnels 3-23–3-26
installation 3-9
sidewalks and retrofitting 2-49–2-50
sidewalk zones. *See* functional zones in a sidewalk
sight distance 3-3
signal phasing plans 3-92–3-94
concurrent timing 3-92
exclusive pedestrian phasing 3-92
leading pedestrian interval 3-92
scramble pedestrian phasing 3-92–3-93
signal timing 3-93–3-95
minimum walk interval equation 3-93
signs for pedestrians 3-82–3-88. *See also* warning signs
Pedestrian Hybrid Beacons (PHBs) 3-88
regulatory signs 3-82–3-84
street name signs 3-88
wayfinding signs 3-87

speed management 2-51–2-53
 design principles for 2-51
 speed limit signs 2-51
 speed transition zones 2-52
 traffic-calming measures 2-51
 traffic-calming treatments 2-51–2-52
 traffic speed 2-51
 USLIMITS2 2-52
 SPF_s (safety performance functions). *See also* safety performance functions (SPFs)
 SRTS (Safe Routes to School). *See* Safe Routes to School (SRTS) programs
 Strategic Highway Safety Plan (SHSP) 2-38
 surfaces, walkway. *See* walkway surfaces
 surveillance 2-5

T
 technical analysis tools 2-43–2-48. *See also* crash data; operational models; pedestrian travel demand tools
 average trip length 2-48
 connectivity index 2-48
 highway safety studies 2-45
 intersection density 2-48
 walkability audits 2-48–2-49
 temporary traffic control (TTC) zone 2-41
 maintenance of pedestrian traffic in 4-7–4-9
 TIPs (transportation improvement programs). *See* transportation improvement programs (TIPs)
 TMAS (Travel Monitoring Analysis System). *See* Travel Monitoring Analysis System (TMAS)
 traffic control for pedestrians 3-81–3-94. *See also* signs for pedestrians; traffic signals
 pavement markings 3-81
 traffic plans. *See* maintenance-of-traffic plans
 traffic principles for pedestrians 2-19–2-24. *See also* crosswalks
 parking lots 2-22
 play streets 2-21
 railroads 2-24
 roadway, definition 2-20
 roadway walking 2-20
 shared-use paths 2-22
 shoulders 2-21
 sidewalks 2-20, 2-21
 woonerf 2-21
 traffic signals 3-89–3-95. *See also* Accessible Pedestrian Signals (APSs); signal phasing plans; signal timing
 locations of 3-89
 MUTCD requirements 3-89
 pedestrian pushbuttons and signal heads 3-94
 pedestrian volume 3-89
 school crossing 3-89
 turn restrictions, split phasing 3-93
 transit access 3-95–3-98
 accessibility and 3-95
 clear space 3-97
 grade 3-96
 platform height 3-96–3-97
 shelters and benches 3-97
 stop locations 3-97
 transit malls 2-53
 transit-oriented development 2-54. *See also* land use and development planning
 transportation improvement programs (TIPs) 2-2
 transportation plans 2-31–2-44. *See also* level of service (LOS); pedestrian needs and transportation projects; pedestrian master plans; pedestrians and planning studies; safety studies
 ADA Transition Plans 2-35
 Transportation Research Board (TRB) 1-5
 Travel Monitoring Analysis System (TMAS) 2-19
 TRB (Transportation Research Board). *See* Transportation Research Board (TRB)
 TTC (temporary traffic control) zone. *See* temporary traffic control (TTC) zone

U
 UFAS (Uniform Federal Accessibility Standards). *See* Uniform Federal Accessibility Standards (UFAS)
 underpasses. *See* grade-separated crossings, underpasses
 Uniform Federal Accessibility Standards (UFAS) 1-7
Uniform Vehicle Code (UVC) 1-7–1-8, 2-19, 3-8, 3-51
 urban environments
 pedestrian safety 2-24
 pedestrian traffic 2-7
 urban pedestrian 1-3
 usability 1-1
 U.S. Department of Transportation (USDOT) 1-6, 1-8, 2-31. *See also* Joint Technical Assistance
 UVC (*Uniform Vehicle Code*). *See* *Uniform Vehicle Code* (UVC)

W

walk decision factors 2-3–2-6. *See also* personal safety and security
direct access 2-5
distance and densities 2-4–2-5
personal comfort and attractiveness 2-5
walking area characteristics 2-4
walking routes in sites 3-28–3-30. *See also* parking lots
parking structures 3-30
sidewalks adjacent to internal streets or property lines 3-30
walking trips 2-1–2-2, 2-47
walkway maintenance 4-2–4-4
accessibility issues, list of 4-4
categories of 4-3–4-4
checklist for 4-4
climate and 4-3
obstructions and 4-3
walkway surfaces
accessibility and 3-13
ADA standards and 3-12
design of 3-12–3-14
materials of 3-2

walkway width 3-14–3-16. *See also* functional zones in a sidewalk
accessibility and 3-15
ADA standards and 3-15
design of 3-2
HCM measures and 3-14
PROWAG requirements and 3-15–3-16
warnings, detectable 3-20, 3-22, 3-41, 3-43–3-44, 3-59, 3-81
warning signs 3-84–3-86
activated beacons 3-86
placement of 3-85
RRFB 3-86
school-related 3-86
visibility of 3-85
weather or climate conditions
buffer width and 3-17
cross slopes and 3-17–3-18
design and 3-5
walkway maintenance and 4-3

Z

zones, functional sidewalk. *See* functional zones in a sidewalk