

BICYCLE & PEDESTRIAN FACILITIES

Description

All streets provide some level of access to people walking and riding bicycles, unless specifically marked by the managing agency, but many streets can be improved to increase capacity, safety, and comfort for these modes. In some cases, significant improvements can be made with the addition of a simple striped shoulder or bicycle lane, while in other cases more extensive changes are warranted.

Some of the most effective investments in pedestrian facilities in recent years include sidewalk construction for closing gaps in pedestrian networks, audible countdown pedestrian signals at crosswalks, and flashing overhead beacons for crossing streets in the middle of a long block.

Bicycle-specific projects can include re-striping a roadway during regular maintenance to include bicycle lanes, and cities are increasingly adding bicycle share programs and building lanes with physical barriers for bicyclists, known as cycle tracks.

Target Market

- Arterial and collector roads serving residences and popular destinations.
- Mixed-use areas with residential, shopping, and employment destinations.

How Will This Help?

- Mitigate the impacts of congestion by providing viable alternatives to driving in traffic for shorter trips and removing bicycle and pedestrian conflicts from busy streets.
- Lower costs for access to jobs and shopping by bicycling and walking.
- Decrease auto emissions by replacing vehicle trips with nonmotorized modes.



2-Way Cycle Track in Austin, TX.

| | |
|-----------------|-----------------|
| Cost: | ●●○○○ |
| Time: | Moderate |
| Impact: | Local |
| Who: | Public Agencies |
| Hurdles: | Personal Habits |

Success Stories

- **Austin, Texas**, responded to pedestrian and bicyclist needs following fatalities in 1991 and 2000 on the Lamar Bridge by constructing a separate bridge for walking and bicycling. The new connection provided safety from contact with vehicles, and nonmotorized volumes increased from over 700 per day to over 4,000.
- From 1991 to 2008, **Portland, Oregon**, invested moderate sums in bicycle infrastructure; bicycling volumes increased over five times during the same period.

Implementation Issues

Regular accommodation of bicycle and pedestrian modes in the project development process is a key issue for state and local governments. Inexpensive solutions such as shoulder or bike lane development during regular maintenance can be a cost-saving measure. Funding partnerships through regional or state grant programs can help implement larger projects.