

Outline

- Background
- Guide Content
- Guide Availability



DECEMBER 2016

Small Town *and* Rural Multimodal Networks



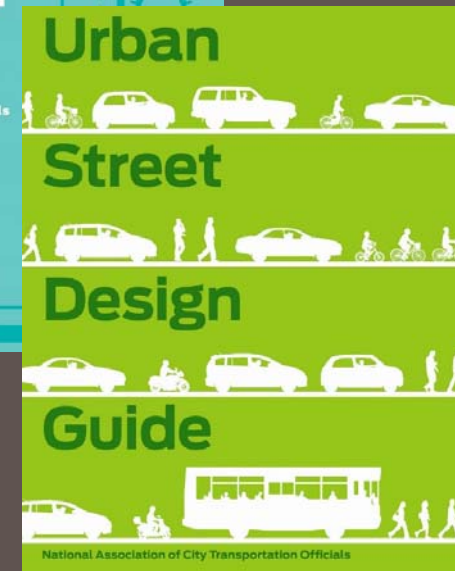
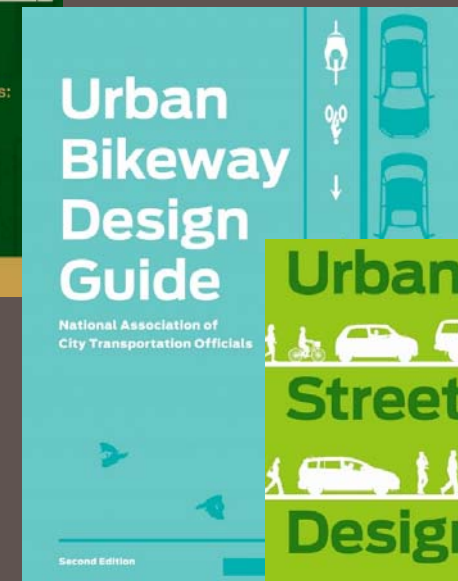
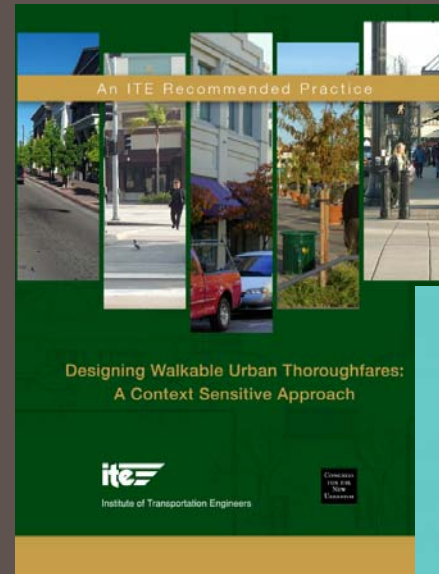
U.S. Department of Transportation
Federal Highway Administration

Background

2010:

- “... DOT encourages transportation agencies to *go beyond the minimum requirements*, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of *all ages and abilities*...”

FHWA, United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. 2010.



Background

2013:

- FHWA Design Flexibility Memo: **"FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas."**

Designing Walkable Urban Thoroughfares:
A Context Sensitive Approach



Institute of Transportation Engineers

CONGRESS
FOR THE
NEW
URBANISM

Urban Bikeway Design Guide

National Association of
City Transportation Officials



Memorandum

SENT BY ELECTRONIC MAIL

Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 20, 2013

From: Gloria M. Shepherd *Gloria M. Shepherd*
Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPH-10

Walter C. (Butch) Waidehlich, Jr. *Walter C. (Butch) Waidehlich, Jr.*
Associate Administrator for Infrastructure

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To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#) and the Institute of Transportation Engineers (ITE) [Designing Urban Walkable Thoroughfares](#) guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

Small Town and Rural Multimodal Networks (2016)

The multimodal design
guidelines for the rest of us.



DECEMBER 2016

Small Town *and* Rural Multimodal Networks



U.S. Department of Transportation
Federal Highway Administration

Rural, Small Town Needs

ONE SIZE DOES NOT FIT ALL.



LONGER NON-LOCAL TRIP
DISTANCES



HEALTH DISPARITIES



HIGHER CRASH RATES



INCOME DISPARITIES

Rural, Small Town Opportunities

2 MILES



Allendale, SC
Population 3,328

2 MILES



Palmer, AK
Population 6,250

1.3 MILES



Rushford, MN
Population 2,102

2.3 MILES



Ukiah, CA
Population 15,956

Average US walking trip: 1.2 mi (50% are < 0.5 mi)
Average US bicycling trip: 4.0 mi (50% are < 2.0 mi)

Guide Structure

Chapter 1–Introduction

- 1-5 *Why a Rural and Small Town Focused Guide?*
- 1-7 *Building a Rural and Small Town Multimodal Network*
- 1-8 *Who Uses the Rural Network?*
- 1-9 *How to Use this Guide*
- 1-11 *Creating Networks*
- 1-13 *Common Challenges in Small Town and Rural Areas*
- 1-15 *Reference Guide*
- 1-16 *Accessibility Standards*

Chapter 2–Mixed Traffic Facilities

- 2-3 *Yield Roadway*
- 2-9 *Bicycle Boulevard*
- 2-17 *Advisory Shoulder*

Chapter 3–Visually Separated Facilities

- 3-3 *Paved Shoulder*
- 3-11 *Bike Lane*

Chapter 4–Physically Separated Facilities

- 4-3 *Shared Use Path*
- 4-11 *Sidepath*
- 4-19 *Sidewalk*
- 4-25 *Separated Bike Lane*

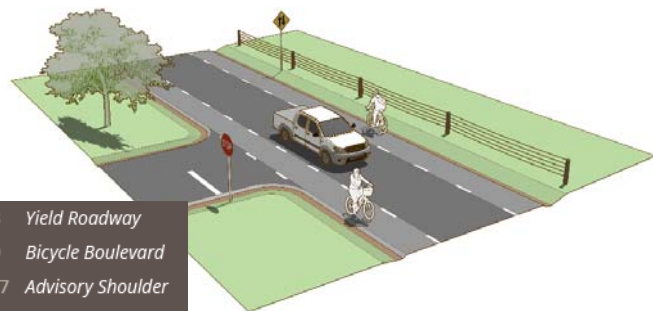
Chapter 5–Key Network Opportunities

- 5-3 *Speed Management*
- 5-7 *Pedestrian Lane*
- 5-9 *School Connections*
- 5-15 *Multimodal Main Streets*
- 5-21 *Bridges*
- 5-27 *Access to Public Lands*

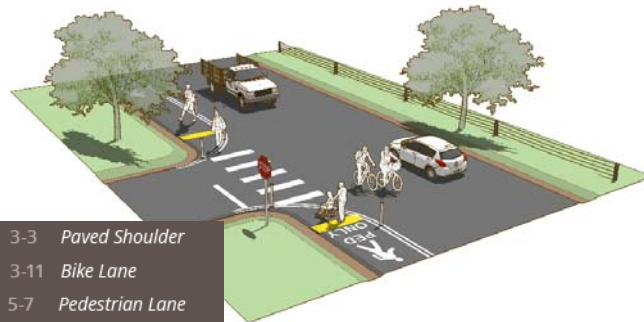
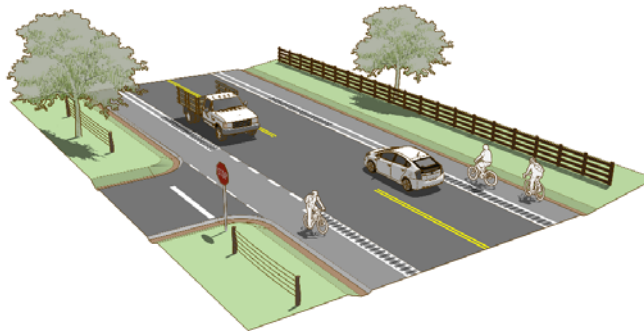
Chapter 6–Planning and Project Development

- 6-3 *The Transportation Planning Process*
- 6-4 *Steps in the Transportation Planning Process*
- 6-5 *Key Products in the Transportation Planning Process*
- 6-6 *What are the Key Products of the Transportation Planning Process?*

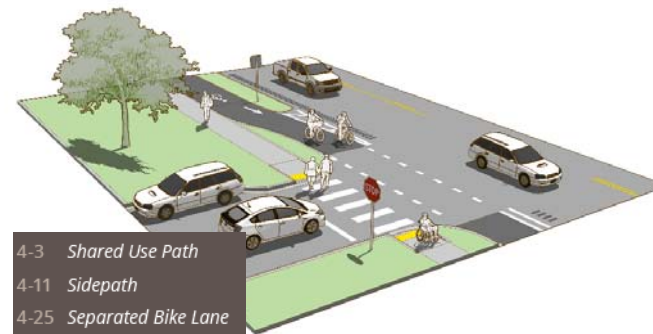
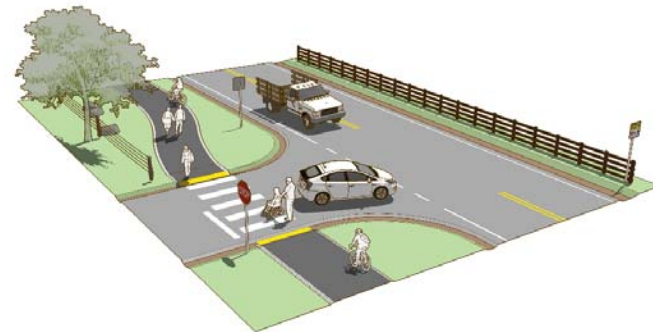
Mixed Traffic



Visually Separated



Physically Separated



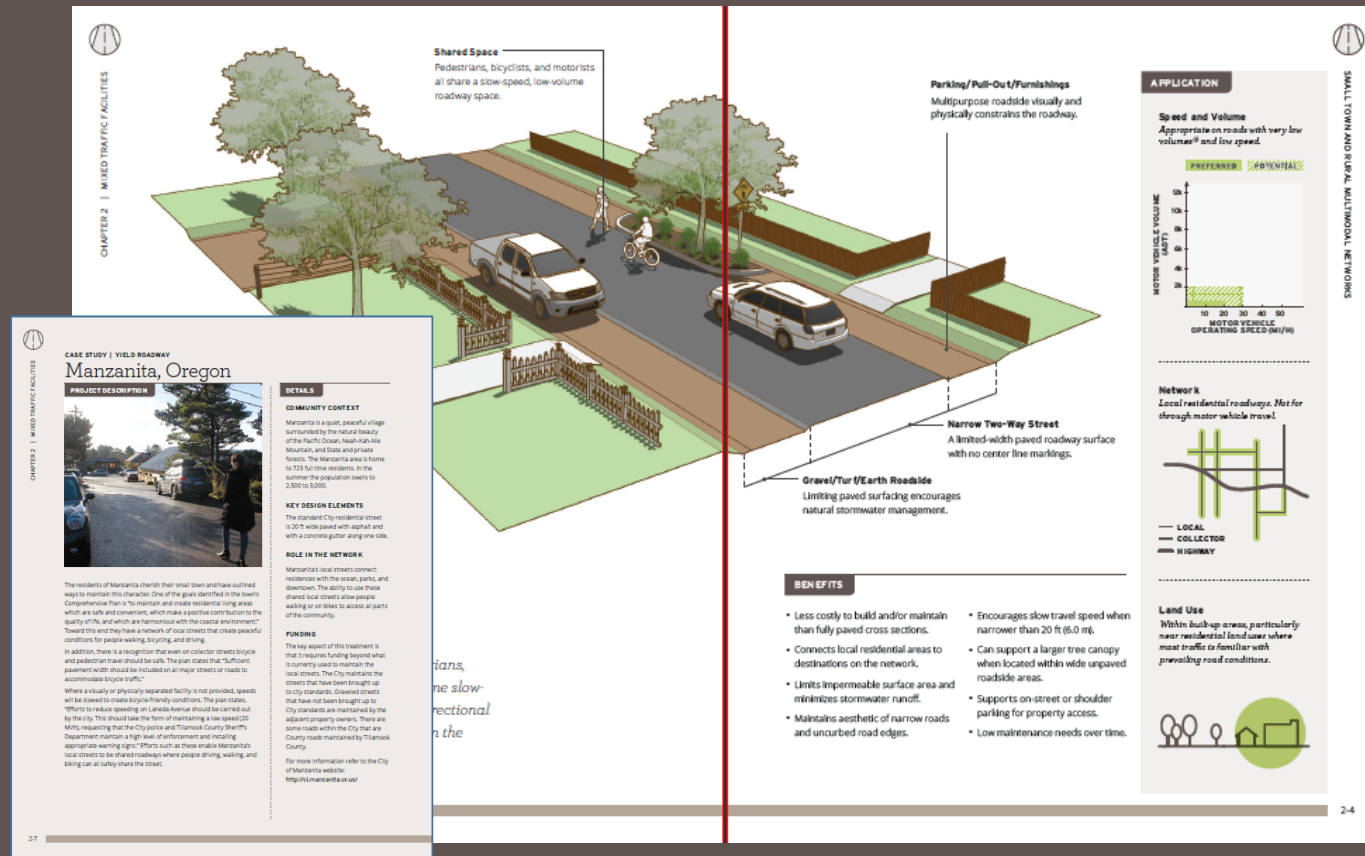
2-3 Yield Roadway
2-9 Bicycle Boulevard
2-17 Advisory Shoulder

3-3 Paved Shoulder
3-11 Bike Lane
5-7 Pedestrian Lane

4-3 Shared Use Path
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4-25 Separated Bike Lane

Content Areas

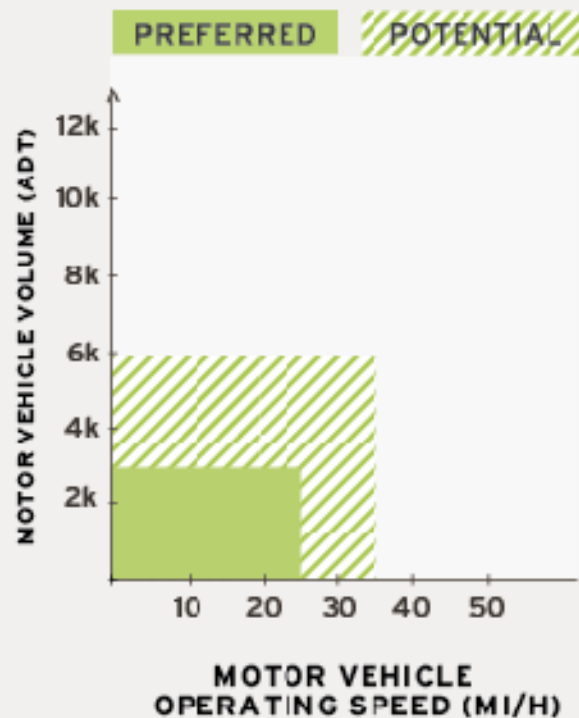
- Application
- Benefits
- Case Studies
- Guidance
 - Geometric Design
 - Markings
 - Signs
 - Intersection treatment
 - Implementation
 - Accessibility



EXAMPLE APPLICATION

Speed and Volume

Most appropriate on streets with low to moderate volumes and moderate speed motor vehicles.



Network

Applies to constrained connections between built-up areas.



- LOCAL
- COLLECTOR
- HIGHWAY

Land Use

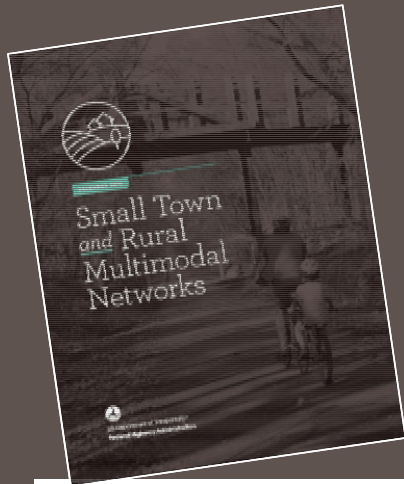
For use outside, between and within built-up areas with bicycle and pedestrian demand and limited available paved roadway surface.



OUTSIDE OF
BUILT-UP
AREAS

WITHIN
BUILT-UP
AREAS

Guide Availability



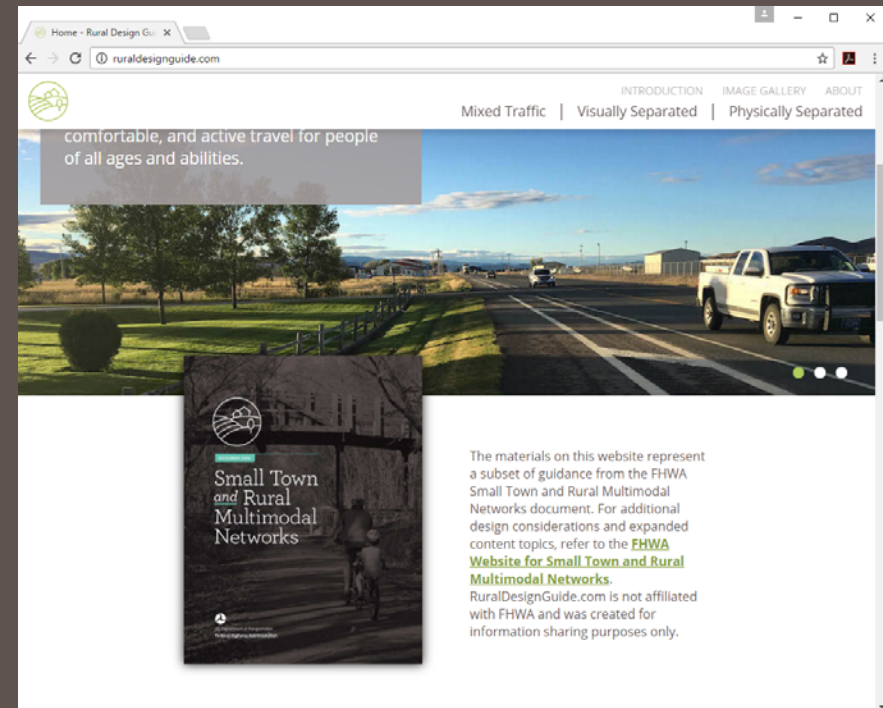
FHWA Publication

Publication No: FHWA-HEP-17-024

PDF Download:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

Website Edition



<http://www.ruraldesignguide.com>

Funding Partners



Project Team



Western
Transportation
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