

TECHNICAL MEMORANDUM #4

Date: February 24, 2015

Project #: 18078

To: Stakeholder Advisory Committee

Cc: Project Management Team

From: Karla Kingsley, Kelly Laustsen and Marc Butorac, P.E., PTOE

Project: City of Banks Bicycle and Pedestrian Master Plan

Subject: Bicycle and Pedestrian Facilities, Crossing Options, and Amenities Toolbox

The past decade has seen the introduction of a variety of treatment options aimed at enhancing the transportation system for bicyclists and pedestrians. This memorandum provides a toolbox of bicycle- and pedestrian-related treatment options for implementation in the City of Banks, including:

- Bicycle facilities
- Pedestrian facilities
- General crossing treatments
- Railroad crossing treatments
- Bicycle intersection treatments
- Pedestrian/bicycle amenities

For each treatment, an image, description, benefits, constraints, typical applications, and design considerations are provided, as well as resources for further information. This toolbox will be used throughout the development of the BPP to help identify potential treatments for the City to be included in the Plan.

ORGANIZATION

The treatments are organized into the categories listed above, with headers and footers indicating the categories. Where applicable, the treatments are organized from highest level of protection to lowest level of protection. Typically, the treatments that provide the most protection will have the highest appeal to a wide variety of users. For example, bicycle treatments are commonly categorized by the level of separation they provide bicyclists from motor vehicles. Separated facilities have been found to attract more bicyclists of a variety of ages and abilities and are generally considered “lower stress” facilities. However, separated facilities must be carefully designed to allow for safe crossings and

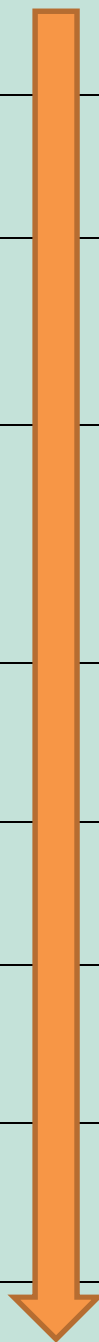
turning movements for both motor vehicles and bicyclists at intersections. As another example, treatments for pedestrian mid-block crossings range from a high-level of protection with a pedestrian signal to a lower level of protection with a high-visibility crosswalk. Intermediary levels of protection can be provided with a pedestrian hybrid beacon or rapid rectangular flashing beacon.






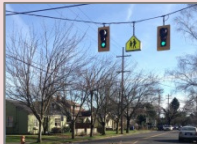

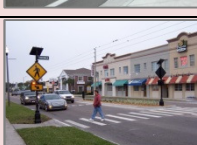
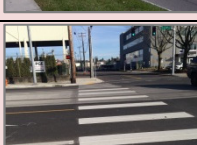


Table 1 summarizes the treatments provided in the toolbox by category. The toolbox that follows provides more detail on each facility type, benefits and other considerations, and common applications.



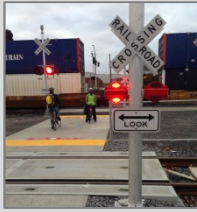






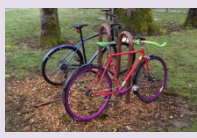

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Table 1. Toolbox Contents

	Page #	Treatment	Image	Level of Separation / Protection
Bicycle Facilities	BF-1	Multi-Use Path		High Level of Separation/Protection
	BF-2	One-Way Separated Bike Lane (Cycle Track)		
	BF-3	Two-Way Separated Bike Lane (Cycle Track)		
	BF-4	Buffered Bike Lane		
	BF-5	Standard Bike Lane		
	BF-6	Advisory Bike Lane		
	BF-7	Paved Shoulder		
	BF-8	Bicycle Boulevard		
	BF-9	Shared Lane Roadways		Low Level of Separation/Protection



Pedestrian Facilities	PF-1	Multi-Use Path		<div style="background-color: #f4a460; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> ↓ </div>
	PF-2	Pedestrian Path (Sidepath)		
	PF-3	Sidewalk		
	PF-4	Shoulder Pedestrian Facility		
General Crossing Treatments	CT-1	Grade Separated Crossing		<div style="background-color: #f4a460; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> ↓ </div>
	CT-2	Pedestrian Signal		
	CT-3	Pedestrian Hybrid Beacon		
	CT-4	Rapid Rectangular Flashing Beacon		
	CT-5	High Visibility Crosswalk		
	CT-6	Leading Pedestrian Interval (LPI)		
	CT-7	Crossing Island (Pedestrian Refuge)		

Railroad Crossing Treatments	RR-1	Automatic Pedestrian Gate		<p>High Level of Separation/Protection</p>  <p>Low Level of Separation/Protection</p>
	RR-2	“Active” Treatments		
	RR-3	Basic “Passive” Treatments		
	RR-4	Other “Passive” Treatments		
Bicycle Intersection Treatments	BI-1	Bike Signal		<p>High Level of Separation/Protection</p>  <p>Low Level of Separation/Protection</p>
	BI-2	Bike Boxes		
	BI-3	Two-Stage Left Turn Boxes		
	BI-4	Pavement Markings Through Intersections		
Pedestrian/Bicycle Amenities	A-1	Bicycle Parking		Not Applicable
	A-2	Street Furniture and Lighting		Not Applicable



MULTI-USE PATH



Springwater Trail, Portland, OR



Orlando, FL

Multi-use paths are paved, bi-directional, trails away from roadways that can serve both pedestrians and bicyclists. Multi-use paths can be used to create longer-distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

Benefits

- Provides facility for both pedestrians and bicyclists in less space than separate facilities.
- Separation from motor vehicles can attract users of all levels.

Constraints

- May be unsafe in areas with frequent crossings or driveways.
- When parallel to roadways, requires substantial space for buffer.
- Potential for conflicts between bicyclists and pedestrians due to shared facility.
- Isolated paths may introduce personal security concerns

Typical Applications

- Medium- to long-distance links within and between communities that also serve as recreational facilities.
- Parallel to roads in rural areas where sidewalks and on-street facilities are not present.

Design Considerations

- Best suited in areas where roadway crossings can be minimized (such as parallel to travel barriers such as highways, railroad tracks, rivers, shorelines, natural areas, etc.).
- Necessitate high-visibility treatments for crossings.
- A minimum width of 10 feet is recommended for low-pedestrian/bicycle-traffic contexts; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic.
- Pavement markings can be used to indicate distinct space for pedestrian and bicycle travel.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- Metro Greenway Trails
- ODOT Highway Design Manual



Bicycle Facilities

ONE-WAY SEPARATED BIKE LANE (CYCLE TRACK)



A one-way separated bike lane (SBL), also known as a cycle track or protected bike lane, is a bicycle facility within the street right-of-way separated from motor vehicle traffic by a buffer and a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. On two-way streets, a one-way SBL would be found on each side of the street, like a standard bike lane.

Benefits

- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Buffer can provide opportunities for landscaping.
- Reduced risk of “dooring” when parked cars are present.

Constraints

- Requires additional right-of-way over standard bike lane.
- Construction may be more expensive than standard bike lane.

Typical Applications

- Roadway segments with sufficient right-of-way or where a “road diet” (vehicle lane reduction) can be implemented.
- Key segments of the bicycle network where more protection is desirable, such as areas with higher traffic volumes or speeds, or routes to common destinations, like schools.
- Roadways with infrequent driveways and side street accesses.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- CROW Design Manual for Bicycle Traffic.
- ODOT Highway Design Manual.
- ODOT Bicycle and Pedestrian Design Guide.
- FHWA Separated Bike Lane Planning and Design Guide



TWO-WAY SEPARATED BIKE LANE (CYCLE TRACK)



Davis, CA

Broadway
Seattle, WA

A two-way separated bike lane (SBL), also known as a two-way cycle track or protected bike lane, is a facility within the street right-of-way separated from motor vehicle traffic by a buffer and a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. Two-way SBLs serve bi-directional bicycle travel within the facility on one side of the street.

Benefits

- Requires less right-of-way than a one-way SBL, due to the need for only one buffer.
- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Reduced risk of “dooring” when parked cars are present.

Constraints

- May be less intuitive for drivers and bicyclists due to apparent “wrong-way” travel on one side of street.
- May be unsafe in areas with frequent crossings or driveways.
- Construction may be more expensive than standard bike lane.

Typical Applications

- On-street connections between off-street multi-use paths.
- Roadways with infrequent driveways and side street accesses.
- Key segments of the bicycle network where more protection is desirable, such as areas with higher traffic volumes or speeds or routes to common destinations, like schools.
- On one-way streets where two-way bicycle travel is desirable.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- CROW Design Manual for Bicycle Traffic
- FHWA Separated Bike Lane Planning and Design Guide



Bicycle Facilities

BUFFERED BIKE LANE



Buffered bicycle lanes are on-street lanes that include an additional striped buffer of typically 2-3 feet between the bicycle lane and the vehicle travel lane and/or between the bicycle lane and the vehicle parking lane

Benefits

- A parking-edge buffer on streets with on-street parking can reduce the likelihood of “dooring”.
- Increased separation from motor vehicles (over standard bicycle lanes) can increase bicyclist comfort.

Constraints

- Does not provide physical protection and therefore may not attract bicyclists of all levels.
- The additional width provided by the buffer may invite motorists to illegally park in the lane if not adequately signed and enforced.

Typical Applications

- Long-distance links within and between communities.
- Streets with sufficient pavement width to provide a buffer.
- Widely applicable in both urban and rural settings.
- Segments of the bicycle network with moderate vehicle speeds or volumes.

Design Considerations

- Typical buffer width is 2-3 feet, in addition to standard bicycle lane width of 5-6 feet.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.
- Buffer space can have diagonal stripes or rumble strips to deter vehicles from traveling or parking in the space.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide



Bicycle Facilities

STANDARD BIKE LANE



A standard bike lane is an on-street facility that provides space designated for bicyclists, separated from vehicles by pavement markings.

Benefits

- Provides a designated facility for bicyclists using the minimum pavement width.
- Provides increased visibility for bicyclists.
- Relatively inexpensive treatment when pavement width is available.

Constraints

- Can position bicyclists in the “door zone” if located adjacent to parked vehicles without a buffer.
- Motorists may illegally park in the lane if not adequately signed and enforced.
- Does not provide physical protection or horizontal buffer from vehicles and therefore does not attract bicyclists of all levels.

Typical Applications

- Arterials, collectors, and other non-local streets with speeds higher than 25 mph or over 3,000 average daily motorized traffic volumes.
- Streets without sufficient right-of-way or pavement width for buffered bike lanes or separated bike lanes (SBLs).

Design Considerations

- Typical bike lane width is 6 feet, with 5 feet in constrained locations. A minimum 4-foot width can be used on constrained segments where on-street parking is not present.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide



Bicycle Facilities

ADVISORY BIKE LANE



,Numansdorp, The Netherlands

Advisory bike lanes, also known as “suggestion lanes,” are bicycle lanes that motor vehicles can use to pass oncoming motor vehicles after yielding to bicyclists. Advisory bicycle lanes are used in combination with a single center lane (without a centerline) for bi-directional motor vehicle travel on relatively low-volume streets.

Benefits

- Provides striped bicycle facility on roadways with very limited right-of-way or pavement width.
- Encourages slower motor vehicle speeds and yielding to bicyclists.
- Very inexpensive treatment consisting of only signing and striping.

Constraints

- Motorists may not initially understand advisory lanes due to limited applications in the US to date.
- Does not provide physical protection from vehicles and may not attract bicyclists of all levels.



Hanover, NH
Photo: Danny Kim,
The Dartmouth

Typical Applications

- Streets with less than 6,000 average daily motorized traffic that do not have sufficient width for unshared bicycle facilities.
- Can be applied in urban or rural contexts.

Design Considerations

- Advisory bike lanes can be striped as 5-7 foot lanes with a single center motorized vehicle lane of 10 to 18 feet.
- Explanatory signage may be helpful in US contexts to communicate to motorists that they must yield to bicyclists before passing oncoming vehicles.

Additional Guidance

- CROW Design Manual for Bicycle Traffic (Netherlands Design Guide)



Hanover, NH
Photo: Danny Kim,
The Dartmouth



PAVED SHOULDER



Tucson, AZ



Boise, ID

A paved road shoulder can serve as a bicycle facility that provides space separated from motor vehicle traffic in rural areas.

Benefits

- Provides a space separated from motorists.
- Requires less right-of-way than a separated multi-use path.

Constraints

- Does not provide physical protection from vehicles and may not attract bicyclists of all levels.
- Shoulders serving other uses, such as broken-down vehicles, may force bicyclists into travel lanes.

Typical Applications

- Typically applied on rural roadways.
- Also used as an interim treatment in urbanizing areas.

Design Considerations

- A 6-foot width is preferred to accommodate bicycle travel, with a 4-foot minimum in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide



Bicycle Facilities

BICYCLE BOULEVARD



Bicycle boulevards are low-volume, low-speed streets where bicycles and motorized vehicles share road space, but where bicycle movements are prioritized and optimized through use of motorized vehicle restrictions, traffic calming elements, and intersection crossing treatments.

Benefits

- Typically does not require additional right-of-way.
- Can create a comfortable space for bicyclists of all levels.
- Enhances connectivity of the network for bicyclists.

Constraints

- Bicycle boulevards may reduce through routes for motorized vehicles
- Some treatments, such as traffic circles or chicanes, may be expensive.

Typical Applications

- Local routes parallel to larger, higher-traffic roadways, such as arterials or collectors.
- Low-traffic neighborhood routes that can enhance the bicycle network connectivity.

Design Considerations

- A variety of traffic calming elements can be employed, including speed humps, traffic circles, chicanes, median barriers, and traffic diverters in order to keep traffic volumes low and minimize through-traffic.
- Consider providing “bicycle-only” through movements at intersections, where motorists are required to turn off the bicycle boulevard.
- Include shared lane markings and wayfinding signage for bicyclists.
- Recommended for streets with posted speeds of 25 mph or lower and volumes less than 3,000 average daily motorized traffic.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- Manual on Uniform Traffic Control Devices (MUTCD)



Bicycle Facilities

SHARED LANE ROADWAYS



Shared lane roadways include roadways without separate bicycle facilities on which bicycle travel is not prohibited. Most roadways, with the exception of some limited access freeways, are “shared lane roadways” if they do not have a different type of bicycle facility. Shared lane roadways that are part of a designated bicycle network may include shared lane markings (“sharrows”) or signage to indicate the legal presence of bicyclists in the travel lane.

Benefits

- Allows for bicycle travel when other treatments are not feasible.
- Low- to no-cost.

Constraints

- Does not provide any separation from vehicles.
- Without additional traffic-calming treatments, it is likely to attract only strong and fearless bicyclists.

Typical Applications

- Rural roadways without shoulders often use “share the road” signage to indicate to road users that bicyclists may be present.
- Sharrows are typically used in urban or suburban locations on bicycle network links where other facilities are not present.

Design Considerations

- Sharrows should be placed at least 4 feet from the edge of the curb or on-street parking.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- ODOT Highway Design Manual
- Manual on Uniform Traffic Control Devices (MUTCD)





Pedestrian Facilities

MULTI-USE PATH



Multi-use paths are paved, bi-directional, trails away from roadways that can serve both pedestrians and bicyclists. Multi-use paths can be used to create longer-distance links within and between communities, provide regional connections and play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

Benefits

- Provides opportunity for a scenic recreational pedestrian facility.
- Hard surface allows for universal accessibility.

Constraints

- Pedestrian and bicycle conflicts may occur in shared space.
- When parallel to roadways, require substantial space for buffer.
- Isolated paths may introduce personal security concerns

Typical Applications

- Medium- to long-distance links within and between communities that also serve as recreational facilities.
- Rural areas where sidewalks and on-street facilities are not present.

Design Considerations

- Best suited in areas where roadway crossings can be minimized (such as parallel to travel barriers such as highways, railroad tracks, natural areas, rivers, shorelines, etc.).
- Necessitate high-visibility treatments for crossings.
- A minimum width of 10 feet is recommended for low-pedestrian/bicycle-traffic contexts; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic.
- Pavement markings can be used to indicate distinct space for pedestrian and bicycle travel

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- AASHTO Guide for the Development of Bicycle Facilities



Pedestrian Facilities

PEDESTRIAN PATH (SIDEPATH)



A pedestrian path is a hard-surface path adjacent to the roadway in lieu of a sidewalk in areas where other bicycle facilities exist. Similar to a multi-use path, pedestrian paths are narrower in width and generally do not invite bicycle travel.

Benefits

- Provides a hard surface for pedestrians buffered from the roadway.
- Requires less right-of-way than a multi-use path.
- Lower cost than construction of a full sidewalk with curb and gutter.

Constraints

- May also attract bicyclists, creating the potential for conflicts between pedestrians and bicyclists.



Typical Applications

- In constrained rural areas where sidewalks are not present and multi-use paths cannot be accommodated.
- As an interim treatment in urbanizing areas to make connections between sidewalk facilities.

Design Considerations

- Typically 5- to 8-foot wide asphalt surface.
- Pedestrian paths are typically separated from the roadway by a gravel or vegetated buffer instead of a curb and gutter.
- Should follow ADA standards to allow for universal access.
- Though not intended for bicyclists, pedestrian paths may attract bicyclists if a separate bicycle facility is not provided.

Additional Guidance

- FHWA Designing Sidewalks and Trails for Access
- ODOT Highway Design Manual



Pedestrian Facilities

SIDEWALK



Portland, OR



SE 17th Avenue
Portland, OR



Milwaukee Ave
Portland, OR

A sidewalk is a dedicated pedestrian facility adjacent to the roadway and separated from traffic by a curb.

Benefits

- Provides pedestrians with a dedicated physically-separated space.
- Provides means of mobility for people using wheelchairs, people with strollers, or others who may not be able to travel on an unpaved surface.

Constraints

- Adding a concrete curb and sidewalk to streets adds a substantial expense to the overall construction cost.

Typical Applications

- Typically provided on urban (non-rural) and residential streets, with the exception of limited access freeways.
- Typically added to streets in urbanizing areas as development occurs.

Design Considerations

- Typically 6 to 8 feet wide. Sidewalks should be constructed at least 5 feet wide, with a minimum of 4 feet of clear width, excluding a shy distance of 1.5 feet from the curb and any adjacent obstructions.
- A landscaped buffer is preferable in residential areas and in locations with higher traffic speeds and volumes.
- Wider sidewalks of 12 to 20 feet can be beneficial in commercial or “town center” areas in order to accommodate higher pedestrian volumes, street furniture, pedestrian scale lighting, business signage, bike parking, transit stops, and other amenities.

Additional Guidance

- ODOT Highway Design Manual.
- ODOT Bicycle and Pedestrian Design Guide
- AASHTO Green Book
- NACTO Urban Streets Design Guide



Pedestrian Facilities

SHOULDER PEDESTRIAN FACILITY



A paved shoulder facility provides access for pedestrians on a hard surface in rural areas where sidewalks are not present.

Benefits

- Provides a hard surface space separated from motorists.
- Requires less right-of-way than a separated multi-use path.
- More cost-effective than installing sidewalks.

Constraints

- Does not provide physical protection of a curb and may not be comfortable for all users.
- Shoulders serving other uses, such as broken-down vehicles, may force pedestrians into travel lanes.

Typical Applications

- Typically applied on rural roadways.
- Also used as an interim treatment in urbanizing areas.

Design Considerations

- A 6-foot width is preferred to accommodate pedestrian travel, with a 4-foot minimum of paved surface in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.

Additional Guidance

- ODOT Highway Design Manual
- AASHTO Green Book



General Crossing Treatments

GRADE SEPARATED CROSSING



Scottsdale, AZ



Portland, OR



Portland, OR

A grade-separated crossing is a bridge (overcrossing) or a tunnel (undercrossing) that carries non-motorized traffic over or under a motorized corridor or other barrier to travel.

Benefits

- Provides physical separation from motor vehicle traffic, attracting users of all levels.
- Minimizes crash risk and can provide a safe crossing of any type of facility, including railroads and limited access highways.

Constraints

- Grade-separated crossings can be very expensive.
- Depending on topography, may require significant additional space to make grade changes.
- Long under-crossings have the potential to present safety and security issues.

Typical Applications

- Crossings of limited access highways, multi-lane roadways, or railroads.
- Multi-use path crossings often have grade separated crossings in order to provide comfortable and safe crossings for users of all levels.

Design Considerations

- If a substantial slope or out-of-direction travel is required, some bicyclists or pedestrians may avoid using the crossing, so minimize slope and out-of-direction travel if possible.
- In selecting a grade separated crossing, consider the surrounding topography, natural features, and floodplain.
- Consider whether the crossing needs to accommodate equestrians.
- Ensure adequate sight distance for bicyclists entering the facility to see oncoming bicyclists or pedestrians. If not possible, consider requiring bicyclists to dismount.

Additional Guidance

- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings

General Crossing Treatments

PEDESTRIAN SIGNAL

This crossing type can provide pedestrians with a signal-controlled crossing at a mid-block location or at a previously stop-controlled intersection where pedestrian volumes warrant full signalization. The signal remains green for the mainline traffic movement until actuated by a push button to call a red signal for traffic.



Benefits

- Has nearly 100 percent rate of motorist yielding behavior at crossing locations.
- Same appearance as standard traffic signal, so motorist understanding is high.

Constraints

- Must be activated by pedestrians.
- More costly than other crossing treatments.

Typical Applications

- Midblock crossings with high pedestrian or bicycle demand and/or high traffic volumes.
- At locations where multi-use paths intersect with roadways.
- At previously stop-controlled intersections where pedestrian volumes warrant a signal.

Design Considerations

- The push button to activate the pedestrian signal should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).

Additional Guidance

- Manual on Uniform Traffic Control Devices
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings

General Crossing Treatments

RAPID RECTANGULAR FLASHING BEACON (RRFB)



These crossing treatments include signs that have a pedestrian-activated “strobe-light” flashing pattern to attract motorists’ attention and provide awareness of pedestrians and/or bicyclists that are intending to cross the roadway.

Benefits

- Provides a visible warning to motorists at eye level.
- Increases motorists yielding behavior at crossing locations over round yellow flashing beacons (80 to 100 percent compliance).
- Allows motorists to proceed after yielding to pedestrians and bicyclists.

Constraints

- Flashing beacons must be activated by pedestrians.
- Motorists may not understand the flashing lights of the RRFB, so compliance may be lower than with a traffic signal.

Typical Applications

- Midblock crossings with medium to high pedestrian or bicycle demand and/or medium to high traffic volumes.
- Locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the RRFB should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).
- Consider adding a push button in the median island for crossings of multi-lane facilities.

Additional Guidance

- Manual on Uniform Traffic Control Devices
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- ODOT Bicycle and Pedestrian Design Guide

General Crossing Treatments

PEDESTRIAN HYBRID BEACON



A pedestrian hybrid beacon (sometimes called a HAWK signal) is a pedestrian activated signal that is unlit when not in use. It begins with a yellow light alerting drivers to slow, and then displays a solid red light requiring drivers to remain stopped while pedestrians cross the street. Finally, the beacon shifts to flashing red lights to signal that motorists may proceed after pedestrians have completed their crossing.

Benefits

- Has nearly 100 percent rate of motorist yielding behavior at crossing locations.
- Improves pedestrian safety and reduces pedestrian-involved crashes.

Constraints

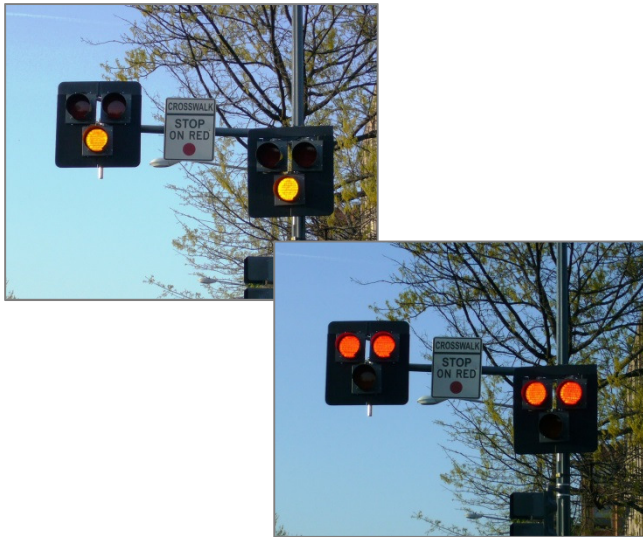
- Must be activated by pedestrians.
- More costly than other crossing treatments.

Typical Applications

- Midblock crossings with high pedestrian or bicycle demand and/or high traffic volumes.
- At locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the pedestrian hybrid beacon should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).



Additional Guidance

- Manual on Uniform Traffic Control Devices
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings

General Crossing Treatments

HIGH VISIBILITY CROSSWALK



Portland, OR



Mount Rainier, MD



Boise, ID

High visibility crosswalks consist of reflective roadway markings and accompanying signage at intersections and priority pedestrian crossing locations.

Benefits

- Communicates potential for pedestrian crossings to motorists.
- Designates a preferred crossing location for pedestrians.
- Motorists are required to stop for pedestrians entering crosswalks.
- Low cost.

Constraints

- Can be more effective with other types of traffic control (signals, stop signs).
- At uncontrolled locations (midblock), motorist compliance is not as high as with other treatments.

Typical Applications

- High visibility crosswalks are typically applied at intersections of arterials, collectors, and/or other facilities with moderate to high vehicle volumes and speeds.
- Can be applied at mid-block locations, especially in conjunction with other treatments.

Design Considerations

- Crosswalk striping can vary, and may include continental striping (top photo), ladder striping, zebra striping (bottom photo), etc.
- Can be constructed with paint or thermoplastic material.
- Minimum width is 6 feet, but wider crossings are preferred in areas with high number of pedestrians.

Additional Guidance

- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- ODOT Bicycle and Pedestrian Design Guide

General Crossing Treatments

LEADING PEDESTRIAN INTERVAL (LPI)



A leading pedestrian interval gives pedestrians a 2-5 second head start before the concurrent vehicle phase turns green to allow pedestrians to enter and occupy the crosswalk before turning vehicles get there.

Benefits

- Pedestrians are more visible in the crosswalk before vehicles start moving.
- Helps reduce conflicts with pedestrians and turning vehicles.

Constraints

- Reduces green time for vehicle movements.
- May add to delays at intersections operating near capacity.

Typical Applications

- Used in areas where right-turning vehicle movements often interfere with pedestrian crossing movements.

Design Considerations

- Only possible when pedestrian signal faces are present.

Additional Guidance

- ODOT Signal Design Manual
- ODOT Bicycle and Pedestrian Design Guide



General Crossing Treatments

CROSSING ISLAND (PEDESTRIAN REFUGE)



Portland, OR

A crossing island in the median provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. Also called pedestrian refuge islands or median refuges, they can be used at intersections or mid-block crossings.

Benefits

- Reduces pedestrian exposure at marked and unmarked crosswalks.
- Requires shorter gaps in traffic to cross the street.
- Allows pedestrians to cross in two phases.

Constraints

- Streets with constrained right-of-way may not have sufficient width to allow for a crossing island.



Typical Applications

- Preferred treatment for crossings of multi-lane streets.
- Often used in areas with high levels of vulnerable pedestrian users, such as near schools or senior centers/housing.
- Often applied in areas with high traffic volumes or with a pedestrian crash history.

Design Considerations

- Must have at least 6 feet of clear width to accommodate people using wheelchairs.
- At crossing locations where bicyclists are anticipated, a width of 10 feet or greater is desirable to accommodate bicycles with trailers or groups of bicyclists.
- Can be applied in conjunction with other traffic control treatments.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- NACTO Urban Streets Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings



Portland, OR

Railroad Crossing Treatments

AUTOMATIC PEDESTRIAN GATE



This “active” treatment is a gate connected to and activated by the train signal system, and lowers in tandem with the motor vehicle gate. It is designed to prevent pedestrians and bicyclists from crossing when a train is approaching.

Benefits

- Provide positive control and effectively communicates to pedestrians and bicyclists the need to stop at the railroad crossing.

Constraints

- More costly than other crossing treatments.
- Without channelization, pedestrians may walk around the gate.

Typical Applications

- Locations with limited sight distance at the pedestrian crossing.
- Locations with high-speed train operation.

Design Considerations

- Must provide sufficient clear space between gate and railroad crossing, so that pedestrians or bicyclists do not get trapped if the gates descend while they are crossing.



Additional Guidance

- FHWA Railroad Highway Grade Crossing Handbook
- Manual on Uniform Traffic Control Devices
- TCPR Report 69 Light Rail Service: Pedestrian and Vehicular Safety

Railroad Crossing Treatments

“ACTIVE” TREATMENTS: FLASHING LIGHT SIGNALS AND AUDIBLE WARNINGS



Flashing light signals consist of two light units that flash alternately at a rate of 45 to 65 times per minute and are typically applied at motorized vehicle crossings. Smaller variations of flashing light signals, located at eye level, can be used at pedestrian and bicycle crossing locations. Audible warning bells can accompany the flashing lights. These treatments are “active” in that they only operate when a train is approaching.

Benefits

- Actively communicate the approach of a train to pedestrians and bicyclists.
- Allows pedestrians to rely on active warning instead of needing to make a crossing judgment.

Constraints

- More costly than passive crossing treatments.
- Audible warnings may have impact on surrounding community.

Typical Applications

- At roadway intersections, active treatments are often used to control motorized vehicles and can also apply to adjacent pedestrian and bicycle facilities.
- At exclusive pedestrian or bicycle crossings, active treatments are used in locations where trains are traveling at moderate speeds, where pedestrian and bicycle volumes are moderate to high, or in cases with limited sight distance.

Design Considerations

- Eye-level variations of typical flashing light signals can be used for exclusive pedestrian and bicycle crossings.
- Audible warning devices are generally installed in conjunction with flashing light signals.

Additional Guidance

- FHWA Railroad Highway Grade Crossing Handbook
- Manual on Uniform Traffic Control Devices
- TCRP Report 69 Light Rail Service: Pedestrian and Vehicular Safety



Railroad Crossing Treatments

BASIC “PASSIVE” TREATMENTS



Basic treatments that can be used at rail crossings include “Stop Here” pavement markings, tactile warnings, and “look both ways” signage. These passive treatments are used to signal to pedestrians and bicyclists the correct location to stop when a train is approaching at a crossing and reminds them to look both ways before proceeding. “Passive” treatments are always present, as opposed to “active” treatments, which are operational only when a train is approaching.

Benefits

- Clearly indicates the safe stopping location to pedestrians and bicyclists in locations where it may be unclear.

Constraints

- Used alone, does not provide an active warning to pedestrians of an approaching rail vehicle, so pedestrians must make a judgment on when they can cross safely.

Typical Applications

- Used in crossing locations where the safe stopping location may not be clear.
- Generally used at signalized or unsignalized crossings where trains are moving at lower speeds.
- Can be used in conjunction with other crossing treatments. At intersections, pedestrian and bicyclists may also be alerted by audible and flashing light signals that warn motorists of approaching trains and may be controlled by pedestrian or bicycle signal heads.

Design Considerations

- Signs generally located on the right-hand side of the crossing, but should be located to optimize visibility.
- “Stop Here” and tactile warnings should be located in an area that provides safe queuing space for bicycles and pedestrians.

Additional Guidance

- FHWA Railroad Highway Grade Crossing Handbook
- Manual on Uniform Traffic Control Devices
- ODOT Bicycle and Pedestrian Design Guide
- TCRP Report 69 Light Rail Service: Pedestrian and Vehicular Safety

Railroad Crossing Treatments

OTHER “PASSIVE” TREATMENTS



Beaverton, OR

Other “passive” treatments include channeling (railing, fencing, or landscaping treatments) of pedestrian and bicycle movements to a specific location and swing gates that require a positive action by users, who must pull them open in order to cross the tracks.

Benefits

- Channelization can slow pedestrians and bicyclists and position them to look both ways prior to crossing railroad tracks.
- Swing gates prevent pedestrians and bicyclists from crossing without stopping, increasing the likelihood that they will look both ways for trains.

Constraints

- Channelization and swing gates must be carefully designed to ensure they are ADA accessible.
- Pedestrians must make judgment about when it is safe to cross.



Beaverton, OR

Typical Applications

- Used in crossing locations where pedestrians or bicyclists may cross tracks without looking or may fail to look both ways before crossing.

Design Considerations

- Ensure that channel and swing gate dimensions allow for ADA access.
- Can be paired with “active” warning devices such as flashing light signals and audible warnings to further enhance effectiveness.

Additional Guidance

- FHWA Railroad Highway Grade Crossing Handbook
- Manual on Uniform Traffic Control Devices
- TCRP Report 69 Light Rail Service: Pedestrian and Vehicular Safety



Bicycle Intersection Treatments

BIKE SIGNAL



Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.

Benefits

- Provides bicycles with a dedicated signal phase without potential motor vehicle conflicts.
- Provides increased protection for bicyclists.

Constraints

- May increase intersection delay for motorists and bicyclists with the addition of a signal phase.

Typical Applications

- Roadway intersections with multi-use trails.
- At intersections with separated bike lanes on the roadways, or at transitions to and from two-way separated bike lanes.
- At intersections where large numbers of turning vehicles have the potential to conflict with through bicycle movements.

Design Considerations

- Ensure that signal heads are clearly visible to cyclists.
- Install painted indicators on bicycle detectors to show bicyclists where to wait.
- Consider prohibiting right-turn-on-red for motorists if right turns conflict with bicycle movements.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- FHWA Separated Bike Lane Planning and Design Guide





Bicycle Intersection Treatments

BIKE BOXES



Bicycle boxes are designated spaces at signalized intersections, placed between a set-back stop bar and the pedestrian crosswalk, that allow bicyclists to queue in front of motor vehicles at red lights.

Benefits

- Increases the visibility of queued bicyclists.
- Allows bicyclists to start up and enter the intersection in front of motor vehicles when the signal turns green and/or position for a left-turn.
- Provides queuing capacity for bicycles at signals beyond a typical bike lane.

Constraints

- Driver compliance rates vary.
- Bike boxes may prevent drivers from making right-turn-on-red movements.

Typical Applications

- Signalized intersections, particularly those with high bicycle volumes.
- Signalized intersections where a designated bicycle route turns left.

Design Considerations

- Minimum depth of the bike box should be 10 feet, and it should extend across the bike lane, any buffer space, and at least one adjacent vehicle travel lane.
- Can be extended across multiple vehicle lanes on multilane streets to allow bicyclists to position for left turns.

Additional Guidance

- Manual on Uniform Traffic Control Devices (experimental status)
- FHWA Separated Bike Lane Planning and Design Guide



Bicycle Intersection Treatments

TWO-STAGE LEFT TURN BOXES



Portland, OR



Seattle, WA

Two-stage left-turn boxes allow bicyclists to safely and comfortably make left-turns at multilane intersections from a right-side bicycle lane or cycle track. Bicyclists arriving on a green light travel into the intersection and pull out into the two-stage turn queue box away from through-moving bicycles and in front of cross street traffic, where they can wait to proceed through on the next green signal.

Benefits

- Provides a low-stress option for left turns, so that bicyclists do not need to merge into traffic.
- Provides a clear and visible location for queuing bicyclists waiting to cross.

Constraints

- May be difficult to accommodate within a constrained intersection geometry.

Typical Applications

- At signalized intersections with multi-lane roadways.
- At locations where a low-stress left turn movement for bicyclists is desirable.

Design Considerations

- Should be located out of the way of through bicyclists, usually between the bike lane and the crosswalk. If there is on-street parking, space may be available between the bike lane and vehicle travel lane.
- Consider using passive bicycle detection in the two-stage left turn box to call the green signal phase for bicyclists.

Additional Guidance

- Manual on Uniform Traffic Control Devices (experimental status)
- FHWA Separated Bike Lane Planning and Design Guide



Bicycle Intersection Treatments

PAVEMENT MARKINGS THROUGH INTERSECTIONS



Portland, OR

Pavement markings can be extended through the intersection for both cycle tracks and bicycle lanes. Green paint can be used in “conflict zones” where vehicles and bicycles may cross paths in intersections, at driveways, or at right turn pockets.

Benefits

- Green paint can alert drivers of a conflict zone.
- Paint through an intersection can help bicyclists know where to cross and alert drivers to look for bicyclists.

Constraints

- Paint may wear more quickly in intersections and require additional maintenance due to vehicles crossing it more frequently.

Typical Applications

- Intersections and conflict zones, especially in high-traffic or high-speed areas.

Design Considerations

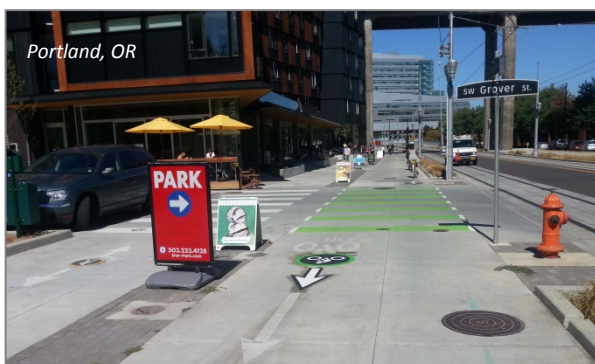
- Use white dashed lines at a minimum to extend a treatment through an intersection or across a conflict zone. Dashed green pavement can enhance awareness and visibility.
- Other non-standard treatments, such as solid green paint or bicycle “chevron” markings have been used in locations throughout the US.

Additional Guidance

- Manual on Uniform Traffic Control Devices (experimental status)
- FHWA Separated Bike Lane Planning and Design Guide
- NACTO Urban Bikeway Design Guide



Portland, OR



Portland, OR

Pedestrian/Bicycle Amenities

BICYCLE PARKING



Devices and/or areas that allow secure bicycle parking, often located at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.

Benefits

- Provides a secure location to store and lock bicycles.
- Relatively inexpensive and easy installation.
- Encourages community bicycle use and makes local attractions/businesses more accessible to bicyclists.

Constraints

- Requires space in potentially busy areas, such as sidewalks.
- May remove on-street parking space if located on the roadway.



Typical Applications

- Typically provided at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.

Design Considerations

- The size and design of the bicycle rack can vary based on the estimated number of users and available space.
- If possible, bicycle racks should be placed immediately adjacent to the entrance/location they serve.
- Rack should not be placed to block the entrance of a building or inhibit pedestrian flow.
- Racks should be easy to find, convenient, and secure.

Additional Guidance

- Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines



Pedestrian/Bicycle Amenities

STREET FURNITURE AND LIGHTING



Street furniture includes pedestrian seating, transit shelters, information/wayfinding structures, and trash cans. Street furniture and lighting can be used to enhance the pedestrian experience and encourage pedestrian activity on a street.

Benefits

- Encourages walking and sense of comfort and security for pedestrians.
- Relatively inexpensive and easy installation.
- Encourages foot traffic and can make local attractions/businesses inviting.

Constraints

- Requires space in potentially busy areas, such as sidewalks.

Typical Applications

- Typically provided at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.
- Street furniture and pedestrian-scale lighting is usually provided on corridors with commercial activity and anticipated high-pedestrian use.

Design Considerations

- Street furniture should not be placed to block the entrance of a building or inhibit pedestrian flow.
- The type and size of street furniture should be based on the available space and anticipated demand.
- Street furniture should be accessible to all users.

Additional Guidance

- ODOT Traffic Lighting Design Manual
- ODOT Presentation – Preserving the Function of the Roadway While Respecting Local Vision

