

**SHARING  
RESOURCES**



# Low Cost Roadway Improvements for Safer Pedestrian & Bicycle Use

## Tools:

[USLIMITS2: A Web-Based Tool for Setting Appropriate Speed Limits](#), a user-friendly and logical web-based tool designed to help practitioners set credible, consistent, and enforceable speed Limits.

[Countermeasure Selection Tool, \*pedbikesafe.org\*](#), is designed to receive input on several variables from the user in three steps.

[Countermeasure List, \*pedbikesafe.org\*](#), 67 engineering, education, and enforcement countermeasures are discussed.

### [Mass.gov Local Aid Programs](#)

- [Chapter 90 Program](#), Chapter 90 funds are for capital improvement such as highway construction, preservation and improvement projects. These projects create or extend the life of capital facilities.
- [Complete Streets Funding Program](#), provides technical assistance and construction funding to eligible municipalities.

## Read

[MassDOT Municipal Resource Guide for Walkability](#), May 2019, provides an introduction to the core concepts of walkability and outlines additional resources that are available on each topic

### [Costs for Pedestrian and Bicycle Infrastructure](#)

[Improvements, \*pedbikeinfo.org\*](#), is intended to provide meaningful estimates of infrastructure costs by collecting up-to-date cost information for pedestrian and bicycle treatments from states and cities across the country.

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# Read

**[21 Easy Measures to Promote Pedestrianism and Complete Streets, smartcitiesdive.com](#)**, a list of items that should be done in a city that is truly pedestrian friendly.

**[Pedestrian Infrastructure: Strategies for improving pedestrian safety through low-cost traffic calming, WalkBoston.org](#)**, focus is on low cost projects that community organizations, municipal agencies, or private businesses can implement quickly and independently, such as yard signs or roadway striping.

**[Simple Fixes for Walkable Streets, WalkBoston.org](#)**, nearly two dozen proven low-cost ways to create safe, dynamic, accessible spaces for all people who use them.

**[Pedestrian and Bicycle Improvements in Town Centers, \(Part 1\) May 2007, Boston Region Metropolitan Planning Organization](#)**; This **[study](#)** identifies relatively low-cost, easy-to-implement improvements to the pedestrian and bicycle environments in six small town centers in the Boston region.

**[Bicycle and Pedestrian Improvements in Six Urban Centers \(Chapter 2: Best Practices\), February 2010, Boston Region Metropolitan Planning Organization](#)**; This **[study](#)** includes relatively low-cost and easy-to-implement recommendations for improving pedestrian and bicycle access and safety in six urban centers in the Boston region.

**[Route 20 East Corridor Study in Marlborough, February 2017, Boston Region Metropolitan Planning Organization](#)**; This **[report](#)** documents the analyses and proposed improvements; it provides background information about the study, summarizes recommended improvements, and discusses steps toward implementation. The report also includes technical appendices that contain the data and methods used in the study.

## FHWA Materials

- **[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)**, This systemic approach to intersection safety involves deploying a group of multiple low-cost countermeasures, such as enhanced signing and pavement markings, at a large number of stop-controlled intersections within a jurisdiction.
- **[Backplates with Retroreflective Borders](#)**, Backplates added to a traffic signal indication improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.

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## Read (continued)

- [FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#), provides guidance to agencies, including best practices for each step involved in selecting countermeasures. Agencies may use this guide to develop a customized policy or to supplement existing local decision-making guidelines.
- [Road Diet: How Much Does a Road Diet Cost?](#), a low-cost countermeasure with proven safety benefits for both motorized and non-motorized users that reallocates roadway space to better meet current user needs.

## Watch

[Incorporating Bicycle Networks into Resurfacing Projects, pedbikeinfo.org](#), provides participants with a strategy for integrating bicycle facilities into their routine resurfacing programs, specifically through the use of Road Diets.

### [USDOTFHWA Youtube playlist Safe Transportation for Every Pedestrian](#)

- [Leading Pedestrian Intervals, USDOTFHWA](#), Leading Pedestrian Intervals (LPI) at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to run left or right. The LPI increases visibility, reduced conflicts and improves yielding.
- [Rectangular Rapid Flashing Beacons, USDOTFHWA](#), Rectangular Rapid Flashing Beacons, or RRFBs, can be an effective option in how to reduce fatalities at these locations and provide safe transportation for every pedestrian.
- [Low-Cost Safety Improvements for Walking and Biking](#), May 2019, See how a small town in Oregon and a tribe in Washington are improving safety for pedestrians.

