

# DESIGNING STREETS FOR PEDESTRIAN SAFETY

## DESCRIPTION:

This is an intensive two-day course on pedestrian facilities design. The goal is to reduce pedestrian crashes through changes in design practices. Particular attention will be given to improving pedestrian safety through street and sidewalk redesign and the use of engineering countermeasures.

Engineers and planners are encouraged to attend. Traffic safety and enforcement professionals, public health and injury prevention professionals, and decision makers who have the responsibility of improving pedestrian safety at the state or local level may also find the course useful. All attendees receive a free copy of How to Develop a Pedestrian Safety Action Plan.

## TOPICS:

Planning factors that impact pedestrian safety:

- Land use; street connectivity; LOS; street width; access management; site design

Sidewalk design elements that impact pedestrian safety:

- Basic sidewalk design: width, clearances, the need for buffers
- Driveways & alleys: maintaining sidewalk continuity

Street crossings:

- Midblock vs. intersection crossing safety: Medians & islands: breaking long crossing into 2 steps
- Curb extensions: reducing crossing distance

Popular countermeasures and enhancements:

- Pedestrian signals: meeting warrants, providing a hot response; innovative techniques
- Crosswalks: justification, where they're applicable; crosswalk markings & signing
- Advance stop bars: how they reduce multiple threat crashes

Intersection design:

- Geometric concerns: intersections size; complex and skewed intersections
- Interchanges: accommodating pedestrians at exit and entrance ramps; roundabout design

Intersection signalization:

- The purpose of signals; meeting warrants; push-button & ped head placement
- Innovative signal phasing techniques: leading vs. lagging ped phase; Leading Pedestrian Interval (LPI); ITS

Transit:

- Bus stop design: location of bus stops & pedestrian crossing safety;

Road Diets

- How reducing street width enhances pedestrian safety without compromising capacity

## LEARNING OBJECTIVES:

Upon completion of the seminar, the attendee will be able to:

- Identify the planning factors that impact pedestrian safety
- Describe sidewalk design factors that improve pedestrian safety and access
- Describe how to design a safe pedestrian crossing
- Describe how to design a safe pedestrian intersection
- Describe how signals and other technologies can be used to improve pedestrian safety
- Identify how transit and road diets can reduce pedestrian crashes

## INSTRUCTORS:

**Michael Ronkin** has worked as the Oregon DOT Bicycle and Pedestrian Program Manager since 1984; the first five years in construction, where he learned the basics of highway design and road building. As the Bicycle/Pedestrian Program Manager he has helped shape ODOT's proactive pedestrian and bicycle policies. Michael is a nationally acknowledged expert in designing streets to better accommodate pedestrians and bicyclists; he regularly offers training courses to engineers and planners, and addresses a variety of audiences on the need to ensure our cities and streets are planned and built with people, not just cars, in mind.

**Peter Lagerwey** has been the pedestrian and bicycle program coordinator in Seattle for more than twenty years. Seattle has been recognized for having the lowest pedestrian crash rates in the country and has received awards on four occasions by Bicycling Magazine as one of the most "bicycle friendly" cities in America. Peter has taught courses in over 200 cities over the past eighteen years. Most recently, he worked with the University of North Carolina's Highway Safety Research Center to develop a new course on Safe Routes to School and is co-author of the recently published "How to Develop a Pedestrian Safety Action Plan."

### Registration Procedure

- 1) Please contact Gail Ikeda at 956-8367, 956-8851 (FAX) or [gail@eng.hawaii.edu](mailto:gail@eng.hawaii.edu) by **Monday, June 5, 2006**
- 2) Attendance is limited to 30 participants, and preference is given to local government employees.
- 3) Private company participation is on a space available basis at a fee of \$100.

### Cancellations

Please contact us if you must cancel your registration or if someone will be substituting for you. Refunds will be made if notice of cancellations is received at least 3 workdays prior to the workshop date.

### Parking

Parking for the University of Hawaii is \$3/day in the lower campus parking lot (entrance is on Dole St.) There are no in/out privileges and parking fees will be collected by the University parking attendants at the guard station.

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**June 22 – 23, 2006**

University of Hawaii at Manoa,  
Campus Center, Room 307-308  
2465 Campus Road  
8:00 a.m. – 4:30 p.m.

Workshop sponsored by the

**Hawaii Local Technical Assistance  
Program**

in cooperation with the  
*Hawaii State Department of Transportation  
University of Hawaii's Department of Civil Engineering  
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### Hawaii Local Technical Assistance Program

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