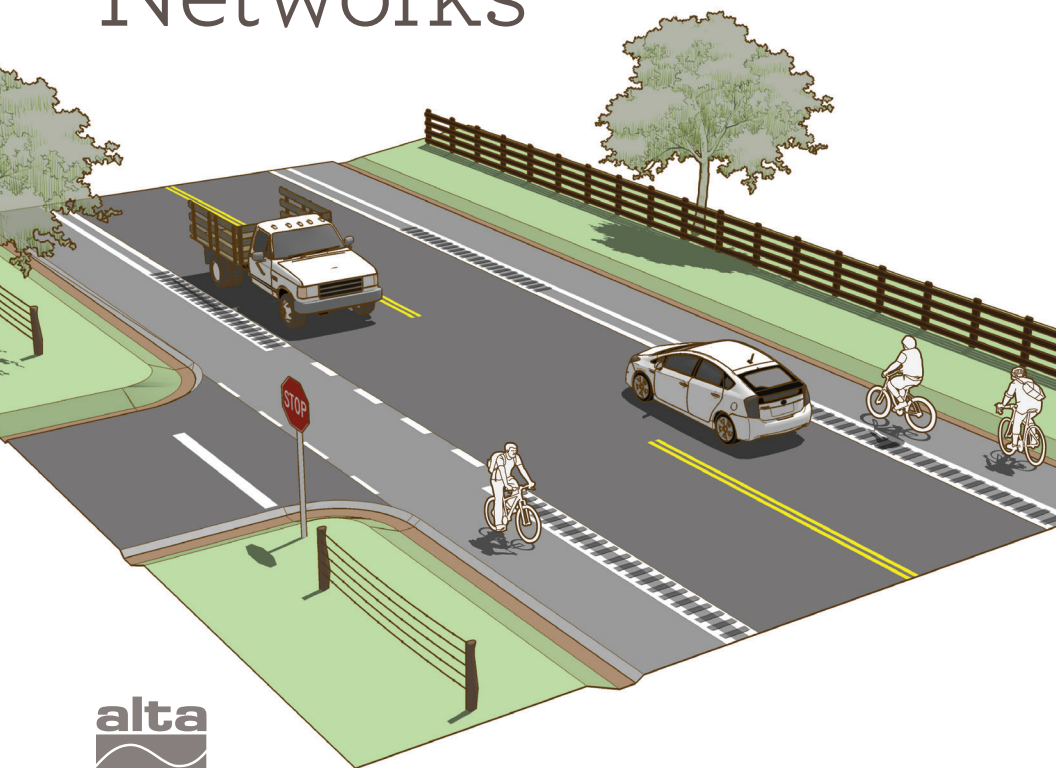




Small Town *and* Rural Multimodal Networks



Why a Rural and Small Town Focused Guide?

ONE SIZE DOES NOT FIT ALL.

The new FHWA-endorsed guide for *Small Town and Rural Multimodal Networks* is a facility design guide focused on design solutions for suburban areas, small towns, and rural areas—places that, until recently have not been showcased in photographs of best practices around the country.

Based in FHWA and AASHTO guidance, this guide fulfills the need and desire to make travel safer and more active in small and rural communities, with visualizations and flexible design guidance for contemporary walking and biking facilities.



LONGER NON-LOCAL TRIP DISTANCES

Rural trip distances have been increasing.



HEALTH DISPARITIES

Rural areas have higher rates of physical inactivity and chronic disease than urbanized areas.



HIGHER CRASH RATES

While only 19 percent of the population lives in rural areas, 58 percent of all fatal crashes and 60 percent of traffic fatalities were recorded in rural regions.



INCOME DISPARITIES

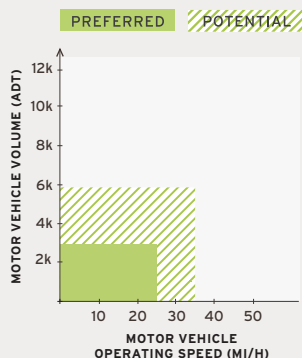
Urban households earn 32 percent more in yearly income than rural households.



EXAMPLE APPLICATION

Speed and Volume

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



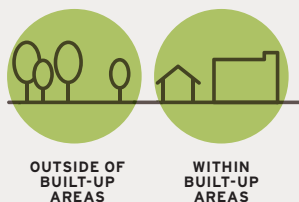
Network

Applies to constrained connections between built-up areas.



Land Use

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



How to Use the Guide

FACILITIES AND DESIGN CONTEXT

Each design solution is accompanied by guidance on best applications based on roadway characteristics, roadway network configuration, and adjacent land use

A SPEED AND VOLUME

Where is the facility type most appropriate, based on typical speed and volume of motor vehicles?

B NETWORK

On which part of a roadway network is the facility type likely to be applicable?

C LAND USE

Is the facility best suited for within built-up areas, or outside them?

Creating Safe, Innovative Networks

While many communities have invested in places to walk or ride a bicycle, smaller towns and communities may face unique challenges in creating connected networks. A complete network creates safe, comfortable, and accessible multimodal routes for a range of ages and abilities walking and bicycling, comprised of varying facilities, such as shared use paths, sidewalks, and bike lanes.

The guide is organized into the following six areas:



INTRODUCTION

How to Use this Guide

Creating Networks

*Common Challenges in
Small Town and Rural Areas*

Reference Guide

Accessibility Standards



MIXED TRAFFIC FACILITIES

Yield Roadway

Bicycle Boulevard

Advisory Shoulder



VISUALLY SEPARATED FACILITIES

Paved Shoulder

Bike Lane

Pedestrian Lane



PHYSICALLY SEPARATED FACILITIES

Shared Use Path

Sidepath | Sidewalk

Separated Bike Lane



KEY NETWORK OPPORTUNITIES

Traffic Calming

School Connections

Multimodal Main Streets

Bridges

Access to Public Lands



PLANNING AND PROJECT DEVELOPMENT

*Transportation
Planning Process*

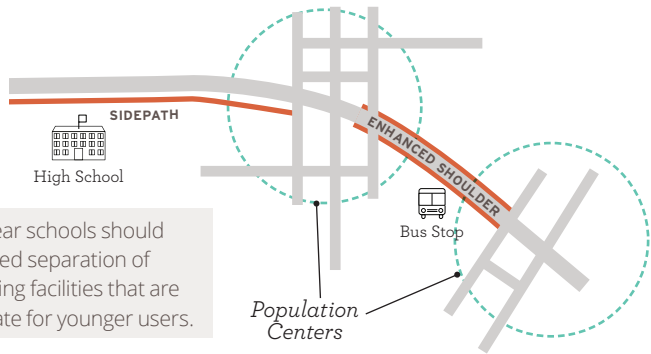
*Steps in the
Planning Process*

Key Products

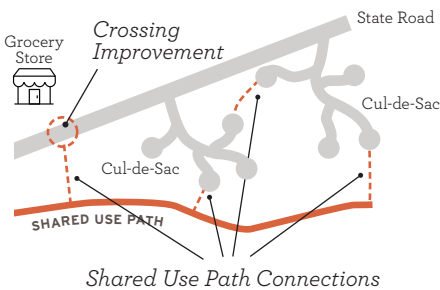
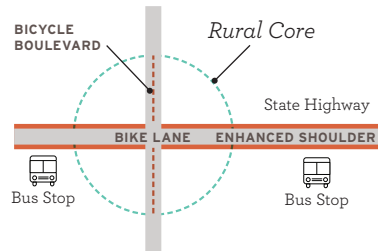


CASE STUDIES

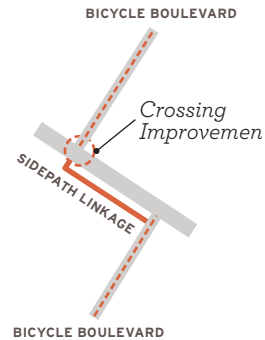
Connections near schools should provide increased separation of walking and biking facilities that are more appropriate for younger users.



Rural cores should support walking and biking on main commercial corridors and main streets. As the street transitions out of the core area, the facility design that accommodates people walking and biking should change.



Adjacent roadways or shared use paths may complement the transportation function of a primary roadway.

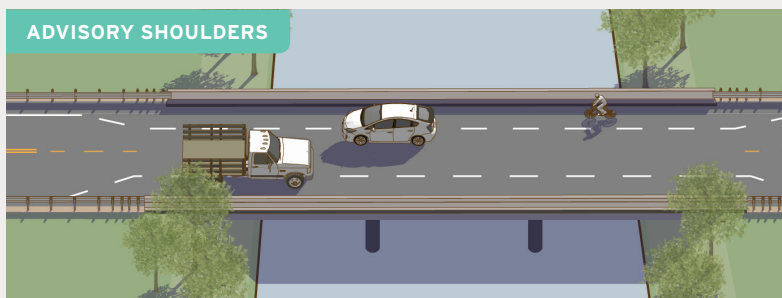
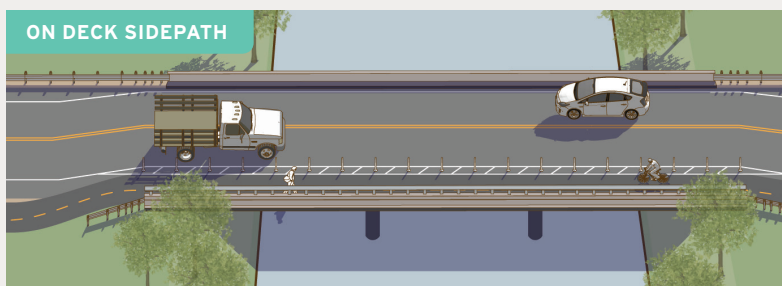


Some facilities may only span short distances to provide connections and fill gaps along a greater network or facility corridor. Transitions between facility types are important and should not be overlooked.



Bridge Treatments

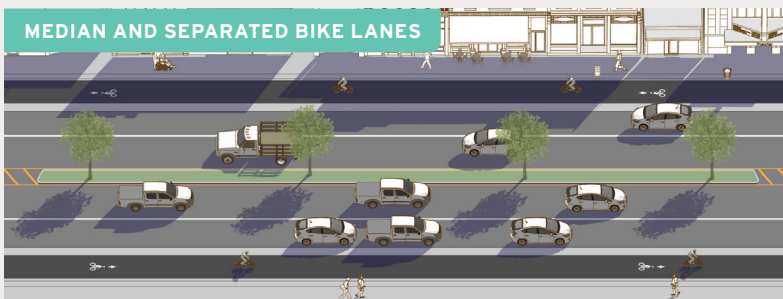
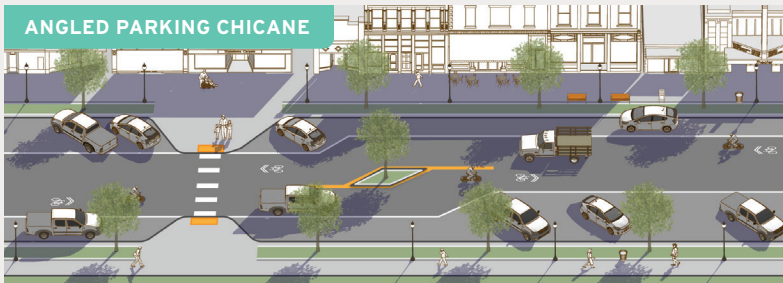
Bridges are critical connections in any transportation network. Due to the high cost of bridge replacement or upgrades and the various existing and constrained bridge designs that exist, it is not always possible to have continuity in design approaches for multimodal facilities on bridges.





Multimodal Main Streets

A traditional “main street” is designed with street-fronting land uses, slow travel speeds, and pedestrian-oriented features, and is important for a community’s commercial, civic, and sometimes historical identity. The STAR Guide elaborates on initial guidance from the ITE Walkable Urban Thoroughfares Guide (2010), showing how to combine multiple treatments to create a truly customized, multimodal main street in communities of varying sizes.





How to Get the Guide?



The *Small Town and Rural Multimodal Networks Guide* was published in early 2017. The guide is be free to download on the FHWA publications page.



An interactive online edition is available at ruraldesignguide.com.



Please contact Paul Wojciechowski of Alta Planning + Design at paulw@altaplanning.com or at 314.952.8570 to learn more about how this guide may help you improve your region or community.



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