City of Brookings
MEETING AGENDA

Tourism Promotion Advisory Committee
Wednesday, November 20, 2013 - 4:00pm
City Hall Council Chambers, 898 Elk Drive, Brookings, OR

1. **Roll Call**

2. **Approval of Minutes**

3. **Public Comments**

4. **Action Items**

5. **Informational Items**
   a. **KDRV Ad Promotion - Kyle Pace**
   b. **Consumer Profile - Annette Klinefelter, AK Consulting**
   c. **2014 Exposure Shows - Staff**
   d. **Report on Nov. 12 City Council Actions - Staff**

6. **Liaison Reports**
   a. **TV/Channel 5 - Staff**
      i. **Review and Evaluate all spots produced**
      ii. **Confirm end date for contracted spot**
      iii. **Stout Mountain Railway Inclusion in KOBI Spot**

   b. **Apple Box - Candice**

   c. **City/Chamber/Port & Event Tent - Barbara**

   d. **Events - Bob**

   e. **Print Media - Joe**
      i. **Oregon Newspaper Publisher Association - Press Release Service**
      ii. **Lookout Air Raid Tours**
      iii. **Bicyclist Infrastructure Improvements**

   f. **Oregon Lifestyles - Staff**

7. **Schedule Next Meeting**

8. **Adjournment**

All public comments and presentations are limited to 10 minutes. All public meetings held in accessible locations. Auxiliary aids provided upon request with advance notification. Please contact 469-1103 if you have any questions regarding this notice.

Tourism Promotion Advisory Committee (TPAC)
Minutes
Thursday, October 24, 2013

CALL TO ORDER
Meeting called to order at 4:00 PM

1. ROLL CALL
Present: Committee members Barbara Ciaramella, Candice Michel, Bob Pieper, Joe Willett, and Chair Tim Patterson. Committee member Skip Watwood arrived at 4:15.
Also present: City Manager Gary Milliman, Chamber of Commerce Director Arlis Steele

2. APPROVAL OF MINUTES
Motion made to approve the minutes of September 24, 2013 as written; motion seconded and Commission voted; the motion carried unanimously.

3. PUBLIC COMMENTS
None

4. ACTION ITEMS
Two new Event Proposals submitted, will be discussed on Item 6D

5. INFORMATIONAL ITEMS
A. Travel Oregon - Travel & Tourism Ad Network 2014 - Gary advised that Terra Moreland of MEDIAmeria has submitted a print media advertisement proposal for Oregon Tourism, Joe Willett to evaluate proposal further.

6. LIAISON REPORTS

A. TV/Channel 5 - The Channel 5 contract was provided in the agenda packet. Contract runs through the beginning of next summer. Committee questioned if they had been back to do any additional filming for winter and spring ads and if any footage or still shots are already available of the December light show. Gary to contact the Pilot and Holiday Light Show committee to see if anything is available. Tim would like to have a screening of all the shots and evaluate if advertising was successful. Matter tabled until the next meeting to arrange screening.

B. Apple Box - Candice advised she has the completed scripts and Gary will be forwarding them to committee members for review. Requests committee members respond by Monday at 5pm with any comments. Chris was in town last week getting a variety of shots. Editing is next step, unsure when will be finished.

C. City/Chamber/Port Coordination - Barbara advised that her original position to bring the City, Port and Chamber together to discuss issues has been accomplished and the three parties have been meeting and cooperating with each other. She would like her committee position to concentrate on obtaining an event tent. She continues to meet with Port Manager Ted Fitzgerald in talks of sharing expenses of obtaining an expandable tent which the Port would be responsible for. Believes the cost of the tent would pay for itself from renting it out for events in five years time. Arlis Steele, Chamber of Commerce Director advised that the Azalea Festival is going to be a shared event between the Chamber, Port and City. Planning has been started, they are reviewing some old traditions and hoping to bring new offshoots to the event.

D. Events - Bob introduced Bob Grosz who presented Event Proposal for a Southern Oregon Crabfest on January 25, 2014 which would include a crab dinner, beer garden, crab sales, nautical/crab themed vendors, crab races and a band/stage attracting visitors from out of the area. First year event is scheduled only for one day, hoping event grows to a weekend event. Dinner tickets would be limited to 250 for the first year, has Port approval and is seeking sponsors. He is requesting help with the cost of the tent rental of $1500 and $2500 for advertising, anticipating spending 75% of funds for out of town publicity and 25% local. Committee believes event would be very well received and attended by locals and out of town visitors. Second Event Proposal from the Curry County Cruisers Car Show that occurs during Azalea Festival, hoping to grow the car show to 250-400 vehicles and to eventually become a stand alone weekend event. Requesting $700 for advertising to invite out of town car groups that would stay for the weekend. **Motion made to allocate $4000 to the Southern Oregon Crabfest. Motion seconded and Commission voted; the motion carried unanimously. Motion made to allocate $700 to the Antique and Classic Car Show. Motion seconded and Commission voted; four in favor, two nay votes, the motion passes four to two.** Recommendations forwarded to the City Council.

E. Print Media - Joe advised someone is interested in doing a story on the Brookings Bomb Site. He was given information on someone who would like to have Brookings Rack Cards made up.

F. Oregon Lifestyles - Gary advised that the Oregon Lifestyles video crew was here last week and video now is now in the production stage.

7. NEXT MEETING SCHEDULED - Wednesday, November 20th at 4:00pm.

8. ADJOURNMENT

With no further business before the Committee, the meeting adjourned at 5:42 pm.

Respectfully submitted,

____

Tim Patterson, Chair

(approved at November 20, 2013 meeting)

From: Kyle Pace [mailto:kpace@cmc.net]
Sent: Thursday, November 07, 2013 10:30 AM
To: 'Gary Milliman'
Subject: RE: Great Opportunity for City of Brookings

Hi Gary,

I am interested in attending the TPAC meeting on the 20th to present the promotional opportunity on KDRV. Thank you for the response & I look forward to the meeting.

Kyle

Kyle Pace | Account Executive | KDRV NewsWatch 12 | Southern Oregon | 541.773.1212| cell – 541.292.1507 | fax - 541-779-9261 www.kdrv.com
1090 Knutson Ave
Medford, OR 97504

From: Gary Milliman [mailto:gmilliman@brookings.or.us]
Sent: Thursday, November 07, 2013 8:28 AM
To: Kyle Pace
Subject: RE: Great Opportunity for City of Brookings

The Tourism Promotion Advisory committee will be meeting November 20 at 4:00 p.m. to review the KOBI campaign. This is a public meeting and you or anyone else from KOBI are welcome to attend; the agenda will be distributed next Thursday. Perhaps you can discuss the new promotional opportunity with the TPAC at that time. They have very limited funds remaining in the current year budget, which runs through June 30.

I know the campaign got off to a rough start as former TPAC member Peter Spratt and some other members of the TPAC were critical of the early ads, and they were substantially changed. We have many varied opinions among our TPAC members.

I personally am happy with the campaign.

From: Kyle Pace [mailto:kpace@cmc.net]
Sent: Wednesday, November 06, 2013 3:22 PM
To: gmilliman@brookings.or.us
Subject: Great Opportunity for City of Brookings

Hi Gary,
I hope things are well with you. I wanted to follow up with you to see how everything is going with the campaign on KOBI? My hope is that it was a great success!

I wanted to let you know about a great promotional opportunity for the City of Brookings & see if you would be interested in hearing more about it?

Also, I thought you might be interested in looking at the 2 attached commercials promoting the city of Bandon that were produced by our sister station KEZI in Eugene. This will give you an idea of the production value as you consider your campaign in the future.

Please let me know your thoughts & if you are interested in the promotional opportunity. Thanks Gary,

Kyle

<< File: 103113 Get Away.m4v >> << File: 103113 Breathe Easy.m4v >>
Kyle Pace | Account Executive | KDRV NewsWatch 12 | Southern Oregon | 541.773.1212| cell – 541.292.1507 | fax - 541-779-9261 www.kdrv.com
1090 Knutson Ave, Medford, OR 97504

Gary Milliman

From: Joe Pate
Sent: Saturday, November 09, 2013 11:47 AM
To: Gary Milliman
Subject: Re: Exposure's 2014 Shows
Attachments: EXPO LOGO COLOR 1.5.jpg; ATT00114.htm; 2014 Rap & App-1.pdf; ATT00117.htm

Dear Mr. Milliman,

I am curious to know if you had established the Tourism Promotion Advisory Committee you referred to in our last communication. For many years, our shows have proven to be a great outreach vehicle for the City of Brookings and Brookings Harbor.

In knowing the importance and compatibility of this connection to the greater Brookings Harbor Community,
I am attaching the "rap and app" for our upcoming shows, in hopes that you will consider exhibiting at any
or all of them this February.

I am available to discuss this with you or your designate at any time, and look forward to hearing from you.

Regards,

Joe Pate

J.V. Pate
President, ExpoSure
an event development company

Fall 2013

Dear Outdoor Recreation Vendor,

Enclosed is an application to participate in one or more of ExpoSure's 2014 Sportsmen's and Outsdoor Recreation Shows.

Over the past several years, ExpoSure has developed three well-attended and widely promoted Sportsmen's and Outdoor Recreation Shows covering southern Oregon. All three shows continue to fare very well in both attendance and sales. We would like to believe this validates the importance of these shows and their value to our exhibitors. You are being sent this information because we believe you would benefit from these shows as an exhibitor, while enhancing both the quality and appeal of our presentation. Our goal is to feature exhibitors representing the breadth of outdoor recreational pursuits to southern Oregon's one million like-minded inhabitants— with over $1 billion in buying power.

The particulars are noted in the enclosed application, but here are a few highlights:

- The 41st annual **Eugene** show is in a market of 350,000 with outdoor retail sales of about $400 million and attendance of 15,000 patrons.
- The 18th annual **Roseburg** show is in a market of 150,000 with outdoor retail sales of about $150 million and attendance of 13,000 patrons.
- The 14th annual **Medford** show is in a market of 250,000 with outdoor retail sales of about $500 million and attendance of 14,500 patrons.

These constantly evolving shows represent the highlight of the cabin fever season in their respective markets. We produce well over 3,000 TV, cable, and radio spots and dozens of newspaper and magazine ads. These ads and thousands of collateral material's encourage some 40,000 annual patrons to seek the latest in outdoor recreation equipment, services and supplies, while enjoying engaging attractions, seminars and hundreds of exhibits.

This year's headline attractions are in the works and will feature a stellar live animal attraction such as the past hits: Jungle Kings, Wild World of Wolves, Grizzly Experience and Great Cats of the World, in addition to a world-record trophy display of elk, blacktail or mule deer and our 9th annual Head and Horns Competition. They will join the perennial favorites: the Giant Fish Tank, expert speakers, a new Northwest Tour of Big Game Exhibit, the Live Trout Pond, Fly-Fishing Pool, Shooting Gallery and Archery Range for Kids, and much more.

Please review the enclosed application for dates and fees. If you want to join the hundreds of exhibits representing fishing, hunting, camping, boating, RVing, ATVing, cycling, kayaking, hiking, climbing, scuba diving, and their supporting advocacy groups and governmental agencies, please call, e-mail (jvpate@roadrunner.com) or fax (207-825-3020) the attached application. If you have any questions, contact information is listed on the application. We look forward to hearing from you soon.

Sincerely yours,

JVPate

J.V. Pate, *President*
ExpoSure

An Event Development Company

Oregon Office: 1224 NE Walnut #401, Roseburg, OR 97470 • 207-992-3976 • jvpate@roadrunner.com

Home Office: 72 Hatfield Road, Orrington, Maine 04474 • 207-825-4143 • Fax 207-825-3020 • www.exposureshows.com

2014 SPORTSMEN'S & OUTDOOR RECREATION SHOWS

EXHIBIT SPACE APPLICATION

EUGENE

Jan. 31-Feb. 2, 2014
Eugene Boat & Sportsmen's Show

Lane County Fairgrounds Convention Center Eugene, Oregon

ROSEBURG

February 14-16, 2014
Douglas County Sportsmen's & Outdoor Recreation Show

Douglas County Fairgrounds Complex Roseburg, Oregon

MEDFORD

February 21-23, 2014
Jackson County Sportsmen's & Outdoor Recreation Show

Jackson County Expo Medford, Oregon

www.exposureshows.com

REQUEST FOR EXHIBIT SPACE *(Please type or print clearly)*

Company Name ______________________________

Contact Person(s) ______________________________

Mailing Address ______________________________

City ____________________ State ________ Zip __________

Telephone ______________ Cell ____________ Fax ____________

E-mail ______________________________

Products/Services Description ______________________________

Do you use a pop-up tent as part of your exhibit? ☐ **YES** ☐ **NO**

I would like to reserve:	**# of Booths (10' x 10')**	**Bulk Space sq/ft (500' min.)**
Eugene *(add'l $100 corner booth premium)*	________ @ $500	________ @ $2.00 sq/ft
Roseburg *(add'l $100 corner booth premium)*	________ @ $300	________ @ $2.00 sq/ft
Medford (Expo lower level or Olsrud) *(add'l $100 corner booth premium)*	________ @ $400	________ @ $2.00 sq/ft
(Reserved Expo upper level) *(add'l $100 corner booth premium)*	________ @ $450	________ @ $2.00 sq/ft
Total Exhibit Space Cost	$________	$________

Draped Booth Space includes registration, program listing & 500 watt electrical outlet.
Bulk Space includes registration and program listing. Info on electricity and decorating will be provided.

I understand that this is an application for a contract for exhibit space.

______________________________ ______________________
signature *date*

Please email to jvpate@roadrunner.com • fax to 207-825-3020 • or mail to:
ExpoSure, 1224 NE Walnut Street #401, Roseburg, OR 97470

Questions? Call Joe Pate at 207-992-3976 or 207-825-4143, e-mail jvpate@roadrunner.com or visit www.exposureshows.com

TPAC agenda packet

Production Script

Client: City of Brookings

Project: Nature's Coastal Holiday

Date: 10-23-13

VIDEO	AUDIO
	Sounds of waves crashing and seagulls. **Narrator:**
Defoucused Christmas light background with still shots of light displays.	Experience the magic of Nature's Coastal Holiday Light Festival as Brooking's Azalea Park is transformed with 500,000 lights into a holiday wonderland!
Graphics on screen: *Nature's Coastal Holiday at Azalea Park* *December 1st-24th* *5-9 pm* *Admission $1, Children under 12 free* *Includes hot cider and cookies*	Don't miss the fantastic light displays starting December 1st and continuing through the 24th. Open 5-9pm, admission is $1 and free for children under 12 including hot cider and cookies. Nature's Coastal Holiday Light Festival in Brooking's Azalea Park!
Shot of sunset at Harris Beach with Brookings logo and AWRC logo.	Visit Brookings, your playground on America's Wild Rivers Coast!

Stout Mountain Railway

Presents

The Ornament Express

Open Daily 1:00 pm to 7:00 pm

Free December 7 - 24 Free

Brookings-Harbor Shopping Center

Oregon Newspaper Publishers Association
7150 SW Hampton, Suite 111 | Portland, Oregon 97223 | 503-624-6397 | Email Us

Members | Advertisers | Government Affairs

503-624-6397

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Let us help you get your public service message or event announcement to ***all ONPA general member newspapers plus the state's television stations and radio stations*** quickly, accurately, and inexpensively.

Please contact us at 503-624-6397, or email us at onpa@orenews.com, BEFORE sending any press release materials. ONPA reserves the right to reject any press release for any reason.

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Newspapers only	$125

Photocopies

If you need ONPA to make photocopies for you (black-and-white only), add the following amounts to the cost of the service.

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Nov. TPAC Agenda

Nov.
TPAC Agenda

Lookout Air Raids

From Wikipedia, the free encyclopedia

The **Lookout Air Raids** were minor, but historic, World War II Japanese air raids that occurred in the mountains of Oregon, several miles outside Brookings.[1] This was the only time during World War II that mainland America suffered an air raid attack by enemy forces.

On September 9, 1942, a Japanese Yokosuka E14Y floatplane launched from a Japanese submarine and dropped two incendiary bombs with the intention of starting a forest fire. Thanks to a patrol of fire lookouts[2] and favorable weather conditions the damage done by the attack was minor.[3] The attack was the first time the continental United States was bombed by an enemy aircraft.

Lookout Air Raids

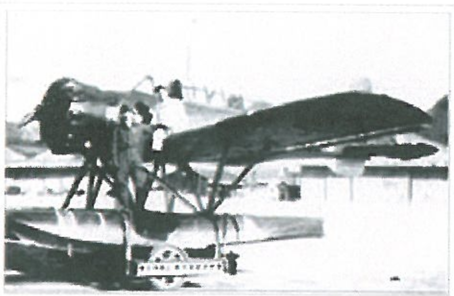
Part of World War II, Pacific War

I-25 during the war

Date	September 9 and September 29, 1942	
Location	Oregon Mountains, near Brookings, Pacific Ocean	
Result	Japanese failure to ignite forest fires	
Belligerents		
United States		Empire of Japan
Commanders and leaders		
Keith V. Johnson		Tagami Meiji Nobuo Fujita
Strength		
1 patrol of fire lookouts		**Sea:** 1 submarine **Air:** 1 aircraft

Contents

Air raids



Nobuo Fujita standing by his Yokosuka E14Y "Glen" seaplane.

On Wednesday morning, September 9, 1942, the I-25, under the command of Lieutenant Commander Meiji Tagami, surfaced west of Cape Blanco. The submarine launched a "Glen" Yokosuka E14Y floatplane, flown by Warrant Officer Nobuo Fujita[4] and Petty Officer Okuda Shoji, with a load of two incendiary bombs of 76 kilograms (168 lb) each.[5]

Howard "Razz" Gardner spotted and reported the incoming "Glen" from his fire lookout tower on Mount Emily in the Siskiyou National Forest. Razz said he could hear the engine of the airplane and it had sounded like the backfiring of a Model-T.[citation needed]

Although Razz did not see the bombing, he saw the smoke plume and reported the fire to the dispatch office. He was instructed to hike to the fire to see what suppression he could do. Dispatch also sent USFS Fire Lookout Keith V. Johnson from the nearby Bear Wallow Lookout Tower.[citation needed]

The two men proceeded to the location and were able to keep the fire under control. Only a few small scattered fires were started because the bombs were not dropped from the correct height.[citation needed] The men stayed on scene and worked through the night keeping the fires contained. In the morning, a fire crew arrived to help. A recent rain storm had kept the area wet, which helped the fire lookouts contain the blaze.[citation needed]

Aftermath

A full investigation was launched by the FBI, which resulted in locating several bomb fragments. The story was reported in several newspapers on September 10, 1942.[citation needed] Lieut. Gen. John L. DeWitt, the area commander announced, *"The Western Defense Command is investigating the circumstances surrounding the discovery on Sept. 9* *of fragments of what appears to have been an incendiary bomb. These fragments were found by personnel of the United States Forestry Service near Mt. Emily nine miles northeast of Brookings, Or. Markings of the bomb fragments indicated that the missile was of Japanese origin."*[2]

The floatplane carried two bombs. Both were dropped, according to the Japanese records, but no trace has yet been found of the second bomb.[*citation needed*] One of the bombs left a foot-deep crater.[2] Fujita and his observer made a second attack on September 29, again causing only negligible damage.[*citation needed*]

Postwar

Twenty years later, the floatplane's pilot, Nobuo Fujita, was invited back to Brookings. Before he made the trip the Japanese government was assured he would not be tried as a war criminal. In Brookings Fujita served as Grand Marshal for the local Azalea Festival.[1] At the festival, Fujita presented his family's 400-year-old samurai sword to the city as a symbol of regret. Fujita made a number of additional visits to Brookings, serving as an "informal ambassador of peace and friendship".[6] Impressed by his welcome in the United States, in 1985 Fujita invited three female students from Brookings to Japan. During the visit of the Brookings-Harbor High School students to Japan, Fujita received a dedicatory letter from an aide of President Ronald Reagan "with admiration for your kindness and generosity." Fujita returned to Brookings in 1990, 1992, and 1995. In 1992 he planted a tree at the bomb site as a gesture of peace. In 1995, he moved the samurai sword from the Brookings City Hall into the new library's display case. He was made an honorary citizen of Brookings several days before his death on September 30, 1997, at the age of 85.[7] In October 1998, his daughter, Yoriko Asakura, buried some of Fujita's ashes at the bomb site.

See also

- Attacks on North America during World War II
- Bombardment of Fort Stevens
- Operation K
- Patrick Murphy (pilot)

References

External links

- *Los Angeles Times* news story of September 15, 1942 (http://gesswhoto.com/oregon-bombing.html)
- Trail Dedication at Japanese Bombing Site Set (http://www.fs.fed.us/fstoday/080919/03.0About%20Us/trail_dedication.html) - U.S. Forest Service

Costs for Pedestrian and Bicyclist Infrastructure Improvements

A Resource for Researchers, Engineers, Planners, and the General Public

Authors: Max A. Bushell, Bryan W. Poole, Charles V. Zegeer, Daniel A. Rodriguez

UNC Highway Safety Research Center

Prepared for the Federal Highway Administration and supported by the Robert Wood Johnson Foundation through its Active Living Research program

October, 2013

Contents

Acknowledgements
This project was made possible through funding from the Federal Highway Administration (FHWA), the Robert Wood Johnson Foundation, through its Active Living Research program and the University of North Carolina Highway Safety Research Center (UNC HSRC). The authors would like to particularly acknowledge the support of Gabe Rousseau and Tamara Redmon of FHWA and James Sallis, the Program Director of Active Living Research at UCSD, as well as David Harkey of UNC HSRC. Ann McGrane, a graduate student in the Department of City and Regional Planning at The University of North Carolina at Chapel Hill, and Dan Gelinne, a Program Associate with the Pedestrian and Bicycle Information Center (PBIC), also contributed to this project.

Authors
Max A. Bushell was a Research Assistant and Junior Pedestrian and Bicycle Professional for the FHWA-sponsored Pedestrian and Bicycle Information Center (PBIC) at the time that this paper was originally written. He is now Transportation Planner at Stantec Consulting Services, Ltd. He holds a Bachelor's Degree from Cornell University and a Master's Degree in City and Regional Planning from the University of North Carolina at Chapel Hill. At the PBIC, Mr. Bushell has provided project support to the development of the Pedestrian Safety Strategic Plan and Strategic Plan Background Report, updated the Highway Safety Manual to include Pedestrian and Bicycle research, performed ArcGIS analysis work, been involved in data collection work, drafted sections to update the PEDSAFE Countermeasure Selection System tool, served as a Walk Friendly Communities Reviewer, and worked as a Project Manager for the development of a Bike to Work Event Website.

Bryan W. Poole is a current graduate student at the Department of City and Regional Planning at the University of North Carolina at Chapel Hill and is also a Graduate Research Assistant with the PBIC and HSRC. He holds a Bachelor's Degree from Point Loma Nazarene University and a graduate degree from Duke Divinity School. Mr. Poole has previously drafted description and cost information updates to PEDSAFE, assisted with the Watch For Me NC Campaign, and recently completed a paper on the implications of automated enforcement systems for pedestrian and bicycle safety.

Charlie V. Zegeer is the Associate Director of Engineering and Planning for HSRC, where he has worked from 1986 to present. He is also currently the Director of the Pedestrian and Bicycle Information Center (PBIC), the existing FHWA-sponsored National Bicycle and Pedestrian Clearinghouse. In all, he has authored more than 150 reports and publications, mostly dealing with pedestrian and bicyclist safety. He has also received several international awards, including those from Transportation Research Board (TRB) and Institute of Transportation Engineers (ITE). Mr. Zegeer is a registered Professional Engineer and an Emeritus Member of the TRB Pedestrian Committee. He received his Bachelor's Degree in Civil Engineering (Virginia Tech) in 1972 and a Master's Degree in Civil Engineering (Transportation) from the University of Kentucky in 1974.

Daniel A. Rodríguez is Director of the Carolina Transportation Program (ctp.unc.edu), Associate Professor in City and Regional Planning and Adjunct Associate Professor of Epidemiology at University of North Carolina, Chapel Hill. Dr. Rodríguez received a Master's Degree in Transportation from MIT and a Ph.D. in Urban, Technological, and Environmental Planning from The University of Michigan in 2000. Dr. Rodriguez's research focuses on the reciprocal relationship between the built environment, including bus rapid transit, and the behavior of travelers. He is the author of more than 60-peer reviewed publications and a co-author of the book *Urban Land Use Planning* (University of Illinois Press). Dr.

Rodríguez's research has been funded by the National Institutes of Health, the Environmental Protection Agency, and the Robert Wood Johnson Foundation, among others.

The Highway Safety Research Center

The University of North Carolina at Chapel Hill's Highway Safety Research Center has been a leading research institute that has helped shape the field of transportation safety. The Center's mission is to improve the safety, security, access, and efficiency of all surface transportation modes through a balanced, interdisciplinary program of research, evaluation and information dissemination.

Today, HSRC research stretches across multiple disciplines, from social and behavioral sciences to engineering and planning, and addresses many of the new challenging concerns of the North Carolina and American public. Among other things, HSRC researchers are exploring ways of making roads safer for pedestrians and bicyclists, researching the effects of aging on driver performance, studying how driver distractions such as cell phone use affect transportation safety, researching how fatigue and sleep-deprivation affect driver performance, and examining how changes in roadway design and traffic operations can make travel safer for all road users.

Cover Page Photo Credits

- www.pedbikeimages.org / Dan Burden

Executive Summary

Costs for pedestrian and bicycle safety infrastructure often vary greatly from city to city and state to state. This document (and associated database) 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. Using this information, researchers, engineers, planners, and the general public can better understand the cost of pedestrian and bicycle treatments in their communities and make informed decisions about which infrastructure enhancements are best suited for implementation. By collecting countrywide cost information, this database should contain useful information for any state or city, even if costs from that particular state or city are not included for a given treatment.

A better understanding of pedestrian and bicycle infrastructure costs will hopefully ensure that funding is allocated to pedestrian and bicycle improvements more efficiently. The goal is to encourage more communities to enhance facilities for non-motorized users and increase the safety of those choosing to walk and bike. Building a new roadway for automobiles can cost tens of millions of dollars to construct, and many of the pedestrian and bicycle infrastructure projects and facilities are extremely low-cost in comparison. This infrastructure can also serve to improve safety for all road users, while also promoting healthier lifestyles through more bicycling and walking. The tables provided in this document provide general estimates and cost ranges for 77 pedestrian and bicycle facilities using more than 1,700 cost observations, and are presented with a median and average price, the minimum and maximum cost, and the number of sources. By making more informed decisions about the costs of pedestrian and bicycle infrastructure treatments, decision-makers will be able to dedicate funds to those treatments secure in the knowledge that these investments are often affordable as well as determine which treatment is the most cost-effective.

It must be noted that costs can vary widely from state to state and also from site to site. Therefore, the cost information contained in this report should be used only for estimating purposes and not necessarily for determining actual bid prices for a specific infrastructure project.

Making the Case for Pedestrian and Bicycle Infrastructure

Walking and bicycling have both been frequently overlooked as city, state, and federal governments focus their effort and funds on building sophisticated transportation systems. Yet there are a growing percentage of people that want to change the common notion of transportation and mobility. They want livable communities where they can commute to work, socialize and recreate by foot and bicycle.

Recent socio-economic and cultural trends highlight the desire for walkable and bikeable communities. The 15-Year Report on Walking and Biking determined that 12 percent of all trips are now made by bicycle or foot in 2009, a 25 percent increase from 2001, even though there are often not adequate facilities for safe walking or bicycling. Bicyclists and pedestrians make up 14 percent of traffic fatalities, although federal funding for biking and walking projects is approximately 2 percent of the federal transportation budget (Pedestrian and Bicycle Information Center [PBIC], 2010).

While new national initiatives, such as Complete Streets and Safe Routes to School, are examples of programs that support pedestrian facility development, problems persist. In 2010, 4,280 pedestrians and 618 bicyclists were killed and roughly 59,000 pedestrians and 52,000 bicyclists were injured (National Highway Traffic Safety Administration, 2012). Though these totals have decreased somewhat in recent years, pedestrian and bicyclist safety is an ongoing problem that should continue to be comprehensively addressed at all levels of government.

Creating a walkable and bikeable community starts with the built environment: having destinations close to each other; siting schools, parks, and public spaces appropriately; allowing mixed-use developments; having sufficient densities to support transit; creating commercial districts that people can access by bicycle, foot and wheelchair; etc. Most walking trips are less than .5 mi (0.8 km), so having a compact environment is essential. Similarly, while half of all household trips are three miles or less, fewer than 2 percent of those trips are made by bicycle (U.S. Department of Transportation, Federal Highway Administration, 2009). Finally, a recent study found bicyclists will go out of their way to use bicycle infrastructure, highlighting the importance of having sufficient facilities (Dill, 2009). The connection between land-use planning and transportation planning is critical to safely and effectively accommodate trips by foot and bicycle.

Developing pedestrian and bicycle infrastructure has economic benefits also. Studies have found that bicycle infrastructure improvements can have a positive overall impact on business, and that people who walk or bike to a commercial area spend more money per month than those who accessed the area by automobile (Flusche, 2012). The removal of on-street parking is often thought to negatively impact business, but reports show adding facilities such as bicycle racks and bicycle lanes can actually increase economic activity, and also help create a buffer from moving traffic that aides both pedestrian and bicyclist activity (Clifton, Morrissey & Ritter, 2012). Finally, improving bicycle and pedestrian infrastructure can lead to positively impacting real estate values. Homes near bicycle paths have been found to support higher sales prices, and areas that facilitate walkability and attract pedestrians sustain higher rents, revenues and resale values (Lindsey, Man, Payton & Dickson, 2004).

Pedestrian and bicycle- specific infrastructure improvements can also improve conditions for all road users. The 2011 Sustainable Streets Index, published by New York City's Department of Transportation, found that improvements such as pedestrian islands and bicycle paths led to an overall reduction in motorist crashes as well as injury crashes, a decrease in speeding, and an increase in pedestrian and bicycle activities (New York City Department of Transportation, 2011).

Finally, new roadway projects can cost tens of millions of dollars to construct, depending on location and type of road. Many of the pedestrian and bicycle infrastructure projects and facilities highlighted in this paper are extremely low-cost in comparison.

Walking/Bicycling and Public Health

The health benefits of walking and bicycling have been well-documented by public health and medical professionals. Current CDC recommendations suggest that adults ages 18 and up should get 150 minutes of moderate-intensity exercise throughout the week to experience the health benefits of physical activity. Brisk 10 minute walks or short trips by bicycle to work can both help contribute to this overall goal. Health benefits of undertaking these activities include weight management, increased bone and muscle strength, improved mental health and mood, and increased coordination. As the focus of healthcare transitions from focusing on the treatment to the prevention of disease, walking and biking are being promoted as an accessible and easy way to improve both our current and future well-being.

As a result, urban planners, engineers, and public health professionals are increasingly working together to create pedestrian- and bicycle-friendly environments that promote these activities for both leisure and transportation purposes. Researchers who study the effect of the built environment on walking and biking have discovered that numerous variables affect such decisions. The proximity of destinations, the presence and quality of sidewalks or bicycle lanes, perceptions of safety and security, the steepness of grades, the presence of other people, separation from traffic, and aesthetics are all factors that can encourage or discourage people from walking or biking. Policies and roadway features can also help promote active transportation, such as the use of wayfinding signage and pedestrian and bicyclist-oriented crossing signals. Studies have shown that facilities such as separated paths, bike boxes, sidewalks and benches are associated with enhanced safety and/or activity (Sandt, Pullen-Seufert, Lajeunesse & Gelinne, 2012). Through the design or redesign of environments to make walking and biking safer or more pleasant, planners and engineers can help people of all ages get the exercise they need to live longer, healthier lives. The infrastructure costs summarized in this document are intended to aide and encourage improvements to these environments.

Methodology

Highway Safety Research Center (HSRC) staff began work on a database of general engineering in late 2011. Using this as a basis and with additional support from the Federal Highway Administration and Active Living Research, HSRC researchers developed a pedestrian and bicycle infrastructure cost database for use by planners, engineers, and others. A summary of costs from that database is provided herein with a direct link to the full infrastructure cost database.

Beginning with bid-letting summaries or price indices from states across the country, infrastructure costs were identified and entered into a database. Bid-letting sheets were usually available from State Departments of Transportation web sites, which contain a range of costs based on local contractor bids. In some cases, however, only one bid – or an average of all bids – is listed. In this situation, either the range of bids or the single bid is included in the database. While staff attempted to use the most up-to-date bid-letting and pricing sheets available, the availability of bid-letting summaries varies from state to state. As such, some information in the database dates from 2009 or earlier. Most of the costs, however, are from 2010, 2011, or 2012. All costs have been updated to 2012 US Dollar equivalents using the United States Consumer Price Index published by the Bureau of Labor Statistics (2012).

HSRC researchers also subscribed to the Bid Express service, an online resource that facilitates secure online project bidding for city and state agencies and contractors. Using Bid Tabulation sheets downloaded from the website with the permission of the service and relevant agencies, Bid Express cost data were added into the database. Data from the Bid Express service is mostly from 2011, but may also include 2010 information (Bid Express 2012). Special approval was obtained from Bid Express for inclusion of cost information from selected states to be used in the database and this report.

For some treatments, particularly newer innovative treatments, cost information was not included in bid-letting sheets. To ensure that costs were included for as many treatments as possible, HSRC researchers also conducted targeted searches of selected infrastructure measures, using conventional search engines as well as searching state and city websites. The source of data as well as a hyperlink is included in each of the more than 1,700 cost entries in the database. Drawing from city plans, manufacturer pricing information, and other sources, these targeted searches provided information that was otherwise unavailable from other sources. By using search terms such as “pedestrian”, “bicycle”, “sidewalk”, “bike lane”, and many others and by conducting a general scan of each document, costs pertaining specifically to pedestrian and bicyclist-related infrastructure improvements were identified, entered into the database, and included in the following cost summaries.

After costs were compiled, interviews were conducted with Department of Transportation employees in various states to validate the cost averages. HSRC researchers contacted the safety, engineering, or construction divisions of State Departments of Transportation (DOT) in North Carolina, Tennessee, Florida, Nebraska, Wyoming, Ohio, and California to determine what information is included in the costs. According to these State DOTs, the costs found in Bid Letting or Bid Tabulation Sheets include labor, materials, mobilization costs (though mobilization costs were often bid separately as well), and contractor profits, effectively making the treatment cost a complete “in the ground” cost.

The database includes the following categories of information for each cost item:

- Infrastructure Name – the title of the treatment (e.g. Sidewalk)
- Infrastructure Description – the details of the treatment (e.g. Portland Cement)
    - Specifics/Classes – specific identifying details (e.g. 4 inch patterned)
- Initial (Total) Cost – if a total cost is provided, it is included here
- Revised Cost – the costs modified to the standard unit
- Revised Unit – the unit of infrastructure treatment, if it was modified
- Information Source Year – the year of the cost information
- Inflation Year – the year used to calculate the inflation factor
- Cost with Inflation – the cost indexed to 2012 dollars
- Annual (Maintenance) Cost – if provided, how much the treatment costs to maintain, usually per year
- Low Cost– if a range of costs is provided, the lowest cost
- Revised Low – the unit of infrastructure treatment, if it was modified
- Low with Inflation – the low cost indexed to 2012 dollars
- High Cost Estimate – if a range of costs is provided, the highest cost
- Revised High – the unit of infrastructure treatment, if it was modified

- High with Inflation – the high cost indexed to 2012 dollars
- Cost Unit – the unit to which the cost is linked (e.g. lump sum, each, per mile, per linear foot, per square yard, etc.)
- State Name – the state name in postal code format
- Information Source Citation – the title of the information source, usually a bid-letting sheet or specific research paper
- Page Number within Document – the page within the information source that contains this cost
- Sample Size – the number of bids and/or instances of treatment implementation
- Link to Source – the reference URL for the source of the treatment cost
- Notes – Any other relevant information or caveats that are important to consider in relation to the specific cost

Only infrastructure costs that are specifically pedestrian or bicycle related are entered into the database. Other documents containing infrastructure cost information such as spot safety evaluations, city plans, government agency reports, guidebooks, and cost reports among others are also included in this database. In order to present a useable database, costs were eliminated if they were extreme outliers, that is, generally greater or less than two standard deviations away from the mean cost.[1] Costs were also removed if they did not appear to include complete cost information (i.e. only the cost of the unit without the cost to install).

Database users should understand that these costs were taken from various sources across the country and that costs may vary between states and also by the quantity purchased. Generally, costs per unit (square yard, linear foot, each, etc.) may vary widely depending on the size of the order, with larger quantities usually leading to lower per unit costs.

Also, there are non-geographic factors that influence variability of costs, and which could not be adequately addressed in this database due to the lack of information in the source data. One of these is the issue of economies of scale and resulting non-linearity of costs. A small project may require a fixed cost such as access to a cement truck or engineering services. The costs of these services unsurprisingly would decline with increasing project scale. Another limitation is related to economies of scope, as it would be more cost effective to add a bicycle lane along with a sidewalk rather than doing both projects separately. There can also be price differences if the project is for a new development versus a retrofit project, with retrofit projects often having higher costs. Finally, differences in contracts and negotiations over the length of time a project will take can also influence cost information. Faster completion times can lower the inconvenience to non-active commuters, but can also raise the price of installation. All of these issues inevitably influence the costs captured in this database. The assumption, however, is that the range of costs will help mitigate these factors and allows for a useful database. In order to obtain a more detailed estimate, however, both geographic and non-geographic factors must be considered.

Key Assumptions

In order to provide cost estimates for some treatments, HSRC researchers made certain assumptions, given in the bulleted list below.

[1] Due to large cost variances and insufficient data, judgment had to be made concerning certain treatments apart from the standard deviation criteria.

- General assumptions:
    - If cost information included multiple years, i.e. 2002-2003, the earliest year was used for the purposes of determining the inflation factor.
    - All costs are updated to 2012 dollars.
    - Costs are assumed to include engineering, design, mobilization, and furnish and installation costs.
- Specific assumptions for estimating purposes (where linear length of sidewalk, bikeway, bike lane, etc. are used):
    - All bike lanes are five feet in width.
    - Wide curb lanes are four feet in width.
    - Separated bikeways are eight feet in width.
    - Multi-use paths, whether paved or unpaved are eight feet in width.
    - All sidewalks are five feet in width and have a thickness of four inches.

Sources

This database is based mostly on bid letting sheets and costs summaries from State Departments of Transportation. As a result, the potential exists that the cost information is skewed toward state-funded transportation projects rather than local jurisdictions. In order to offset this factor, information was obtained through targeted searches, yielding data from research reports, pedestrian/bicycle guides, and city and county websites. While some states have available and easily obtainable information, others do not have any easily accessible information for specific treatments or do not provide this information publicly. As such, some state information sources supplied a large amount of information to this database, while for others, little or no data has been included. If no cost information was available for a certain state, however, efforts were made to include information from a nearby state or a city within that state. In total, 1,747 costs were obtained from 40 states to create this database. The states with the most cost information include Ohio (161), California (146), Minnesota (115), Massachusetts (104), and Wisconsin (101). The states for which no information was included in the database are Delaware, the District of Columbia, Hawaii, Mississippi, Nevada, Pennsylvania, South Dakota, Tennessee, Utah, and West Virginia. For a complete listing of cost frequency by state, see Appendix D.

It is useful to note that while these infrastructure costs constitute, in most cases, the most up-to-date information available, these are cost estimates. The capricious nature of estimating infrastructure costs means that these data only provide a general idea of what any treatment may cost for a specific location.

Infrastructure Cost Tables

The following tables summarize information from the larger database of infrastructure costs. The average cost, median cost, and the absolute low and high cost ranges are provided to create both a price estimate and price range for each infrastructure element. The median and average infrastructure treatment costs are both presented since the “average” cost value may be misleading (i.e. it may be influenced heavily by one or two outliers). The tables only include cost information with a minimum of four sources.

The paragraphs under each subheading provide information regarding what is included in the table and any caveats associated with using this cost information, while the tables provide the finalized cost estimates and ranges. For some treatments, there was not enough information to create a table. In these cases, cost information is provided in the paragraphs. In terms of units, some treatments were presented in different units, such as “each” and “per square feet”. If there were four or more treatment costs per unit, the treatment is presented in the following table by both units to provide more detail. Additionally, a column indicating the number of sources, defined as the number of agencies/organizations, and observations, which represent the actual number of costs included from all sources, is included in the tables. In some cases, the authors have provided examples, usually as a “per intersection” or “per unit” basis, of how this cost information can be used by practitioners to create a complete cost estimate for a treatment in the paragraphs as well.

Generally, infrastructure cost information in this document will include engineering, design, mobilization, and furnish and installation costs. However, these costs are likely to vary based on site conditions, choice of contractor, and other factors. In some cases, such as for bikeways, site preparation costs have been presented in this document in a separate section in order for database users to get a better sense of what types of actions are necessary to prepare a site and what actions may be necessary to retrofit a site.

A brief description of each treatment and external issues that can dramatically alter facility costs is given before each listed cost. For more specific information about each of the following treatments, please consult the Pedestrian Safety Guide and Countermeasure Selection System Guide (PEDSAFE) (2004) or the Bicycle Safety Guide and Countermeasure Selection System (BIKESAFE) (2006), which were developed for FHWA by HSRC. Most of the definitions provided below for pedestrian and bicycle infrastructure improvements were based on information from PEDSAFE and/or BIKESAFE.

Bicycle Facilities

From various types of bicycle parking to bicycle lanes and separated paths, this category encompasses most bicycle infrastructure costs identified in this project.

Figure 1: Bike Parking

Bicycle Parking

Bicycle Parking includes bicycle racks (see Figure 1), bicycle lockers (see Figure 2), and bicycle stations. Bicycle racks are fixed objects, usually constructed out of metal, to which bicycles can be securely locked, while bicycle lockers are used to securely store a single bicycle. Depending on bike parking design and materials, cost may vary widely. For example, a bicycle rack may be as simple as an inverted U rack designed for two bikes, but may also include more elaborate designs, such as wave design or ornamental bike racks that hold multiple bikes. Bike Stations are buildings or structures designed to provide secure bicycle parking and often incorporate other amenities such as showers or bike maintenance services. Due to insufficient data, cost ranges were obtained for the following bicycle parking facilities: bicycle stations (approximately $250,000) and bus racks (approximately $730). Removing a bicycle rack costs approximately $1,000. The costs below are presented in terms of the cost per unit.

Figure 2: Bicycle Locker

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Bicycle Parking	Bicycle Locker	$2,140	$2,090	$1,280	$2,680	Each	4 (5)
Bicycle Parking	Bicycle Rack	$540	$660	$64	$3,610	Each	19 (21)

Table 1: Costs for Bicycle Parking

Bikeway

The Bikeway category contains bicycle lanes, bicycle paths, and signed bicycle routes. The cost of separated multi-use paths designed for bicyclists and pedestrians can be found in the "Path" section below on page 25. For the purposes of standardizing the units, bicycle lanes are assumed to be five feet in width and bicycle paths 8 feet, with costs given in miles. Additionally bicycle boulevards, streets designed to give priority to bicyclists as through-going traffic, typically range from approximately $200,000 to $650,000 each. Bikeways, or bike paths, are separated facilities designed specifically for bicycles (see Figure 3), while bicycle lanes are designated travel lanes for bicyclists. Separated bikeway projects typically cost between $536,664 and $4,293,320 per mile, depending on site conditions, path width, and materials used. Indicated by bike route signs, signed bike routes are used to direct bicyclists to safer facilities and/or are located on lightly

Figure 3: Bikeway (Concrete Bicycle Path)

trafficked roads. These types of large-scale bicycle treatments will vary greatly due to differences in project specifications and the scale and length of the treatment.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Bikeway	Bicycle Lane	$89,470	$133,170	$5,360	$536,680	Mile	6 (6)
Bikeway	Signed Bicycle Route	$27,240	$25,070	$5,360	$64,330	Mile	3 (6)
Bikeway	Signed Bicycle Route with Improvements	$241,230	$239,440	$42,890	$536,070	Mile	1 (6)

Table 2: Costs for Bikeway

Bikeway Preparation

The costs for bikeways shown above are assumed to include all costs including bikeway preparation, if applicable. However, costs were also identified for specific actions related to preparing a site for a separated bikeway, including excavation, grading, curb/gutter removal, and clearing and grubbing (removing vegetation and roots). Though cost information was limited, the following individual costs were obtained (all costs are approximate): excavation ($55 per foot); grading ($2,000 per acre); curb/gutter removal ($5 per linear foot); and clearing and grubbing ($2,000 to $15,500 per acre, depending on the width of the road and whether it is done on one or both sides of the road).

Traffic Calming Measures

Traffic calming measures are engineering tools used with the goal of reducing vehicle speed and improving the safety of motorists, pedestrians, and bicyclists. Common traffic calming measures include chicanes, chokers, curb extensions (neckdowns/bulb-outs), median islands, and raised crossings among others. In this section, cost information will be provided per unit, though certain traffic calming measures may also be given in linear or square feet. Any users of the database will, in cases when a treatment is provided in linear of square feet, need to calculate a cost based on the project specifications.

Chicanes

Chicanes are concrete islands that offset traffic, and create a horizontal diversion of traffic used to reduce the speed of vehicular traffic on local streets. Landscaped chicanes have the added benefit of adding more green landscaping to a street. Figure 3 illustrates how chicanes can be combined with a median island to ensure motorists do not disregard roadway markings.

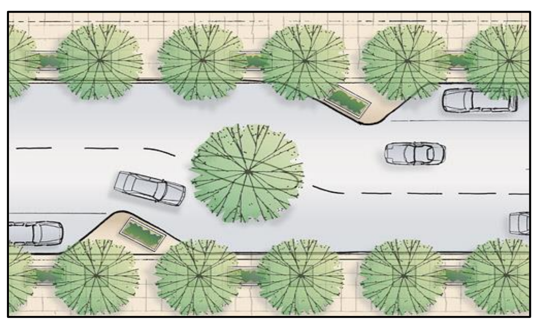


Figure 4 - Chicane

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Chicanes	Chicane	$8,050	$9,960	$2,140	$25,730	Each	8 (9)

Table 3: Cost for Chicanes

Curb Extensions

Figure 4: Curb Extension

Curb extensions (see Figure 5), alternatively called chokers or bulb-outs, extend the sidewalk or curb line out into the parking lane, which reduces the effective street width and creates a pinch point along the street. They can be created by bringing both curbs in, or by more dramatically widening one side at a midblock location. They can also be used at intersections, creating a gateway effect. Costs can vary depending on drainage, the addition of street furnishings/landscaping/special paving, and whether utilities must be relocated.

The cost to retrofit a four-leg intersection with curb extensions would be approximately $100,000 (8 X $12,620), though costs will likely vary based on site conditions, drainage, and curb extension design.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Curb Extension	Curb Extension/ Choker/ Bulb-Out	$10,150	$13,000	$1,070	$41,170	Each	19 (28)

Table 4: Cost of Curb Extension

Diverters

A diverter is an island built at a residential street intersection that prevents certain through and/or turning movements. They can be placed across both lanes of traffic as a full diverter or across one lane of traffic as a semi-diverter. There are four primary types of diverters: diagonal, star, forced turn, and truncated diverters (see Figure 6). A diagonal diverter breaks up cut-through movements and forces right or left turns in certain directions. A star diverter consists of a star-shaped island placed at the intersection, which forces right turns from each approach. A forced turn diverter is an island that forces drivers in one or more lanes of an intersection to turn in only direction. A truncated diagonal diverter, also known as a semi-diverter, has one end open to allow additional turning movements (5). The costs presented in the table below are limited to full diverters and truncated diagonal, or semi-, diverters. The cost of installations will vary based on the amount of material needed and the drainage needs at the site.

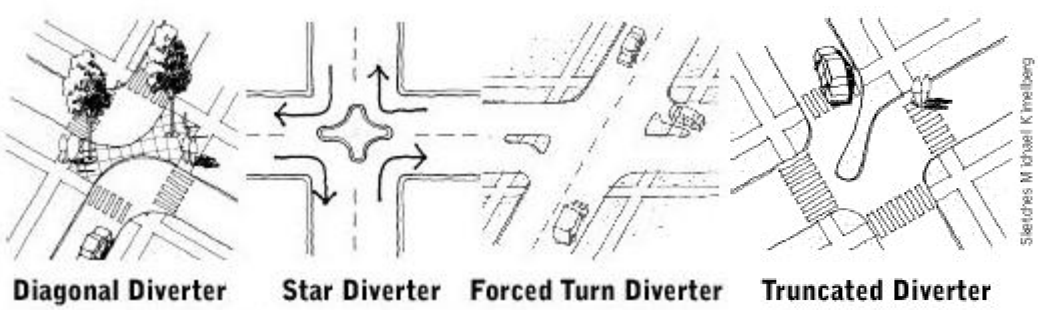


Figure 5: Diverters

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Diverter	Diverter	$22,790	$26,040	$10,000	$51,460	Each	5 (6)
Diverter	Partial/Semi Diverter	$15,000	$15,060	$5,000	$35,000	Each	3 (4)

Table 5: Diverter Cost

Island

Crossing islands — also known as center islands, refuge islands, pedestrian islands, or median slow points — are raised islands placed in the center of the street at intersections or midblock crossings to help protect crossing pedestrians from motor vehicles (see Figure 7). They allow pedestrians to deal with only one direction of traffic at a time, and enable pedestrians to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. Crossing islands can be constructed at an angle to the right so that crossing pedestrians are forced to the right to view oncoming traffic as they are halfway through the crossing.

Figure 6: Crossing Island

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Island	Median Island	$10,460	$13,520	$2,140	$41,170	Each	17 (19)
Island	Median Island	$9.80	$10	$2.28	$26	Square Foot	6 (15)

Table 6: Island Cost

Median

Medians are raised islands that separate opposing streams of traffic and limit turning movements (see Figure 8). They are typically narrower than islands, are placed in the center of a roadway, and are separated from the travel lanes by a curb. Medians facilitate pedestrian crossings, improve pedestrian visibility to motorists, slow motor vehicle speeds, and provide space for lighting and landscaping. The costs for installing a median can vary based on the type of median, the materials, and the scope of the project.

Medians will often require grading, excavation, grubbing, and other site preparation activities. These costs are included in the cost information above, but may vary based on site conditions and the type of median.

Figure 8: Raised Median

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Median	Median	$6.00	$7.26	$1.86	$44	Square Foot	9 (30)

Table 7: Median Cost

Raised Crossing

A raised intersection is essentially a speed table for the entire intersection.[2] Construction involves providing ramps on each vehicle approach, which elevates the entire intersection to the level of the sidewalk. A raised pedestrian crossing is similar to a raised intersection, but it is only the width of a crosswalk, usually 10 to 15 ft. (see Figure 9). Raised intersections and crosswalks encourage motorists to yield to pedestrians because the raised crosswalk increases pedestrian visibility and forces motorists to slow down before going over the speed table. Costs will vary based on the width of the road, as well as drainage conditions and the type of material used.

Figure 9: Raised Crossing

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Raised Crossing	Raised Crosswalk	$7,110	$8,170	$1,290	$30,880	Each	14 (14)
Raised Crossing	Raised Intersection	$59,160	$50,540	$12,500	$114,150	Each	5 (5)

Table 8: Raised Crossing Cost

Roundabout/Traffic Circle

Traffic circles can include anything from small mini-circles to large roundabouts (see Figures 10 and 11).

Figure 10: Mini-Circle

Figure 11: Roundabout

Costs for these items were not specified in enough detail to differentiate design details of each cost estimate. Roundabouts are circular intersections designed to eliminate left turns by requiring traffic to

[2] For a description of speed tables, see p. 17.

exit to the right of the circle. Roundabouts are installed to reduce vehicular speeds, improve safety at intersections through eliminating angle collisions, help traffic flow more efficiently, reduce operation costs when converting from signalized intersections, and help create gateway treatments to signify the entrance of a special district or area. Costs will vary widely, depending on the size, site conditions, and whether right-of-way acquisitions are needed. Roundabouts usually have lower ongoing maintenance costs than traffic signals, depending on whether the roundabout is landscaped.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Roundabout/ Traffic Circle	Roundabout/ Traffic Circle	$27,190	$85,370	$5,000	$523,080	Each	11 (14)

Table 9: Roundabout/ Traffic Circle Cost

Speed Treatments

Speed humps are vertical traffic control measures that tend to have the most predictable speed reduction impacts. Speed humps are paved (usually asphalt) and approximately 3 to 4 inches-high at their center, and extend the full width of the street with height tapering near the drain gutter to allow unimpeded bicycle travel (see Figure 12). Speed bumps are typically smaller with a more extreme grade, which forces automobiles to more significantly reduce speeds but can more significantly impede bicyclists.

Figure 12: Speed Hump

A speed table is a term used to describe a very long and broad speed hump, or a flat-topped speed hump, where sometimes a pedestrian crossing is provided in the flat portion of the speed table. The speed table can either be parabolic, making it more like a speed hump, or trapezoidal. Speed tables can be used in combination with curb extensions where parking exists. Costs can vary depending on the drainage needs of each site, the width of the road, and the specific design used.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Speed Bump/Hump /Cushion/Table	Speed Hump	$2,130	$2,640	$690	$6,860	Each	14 (14)
Speed Bump/Hump /Cushion/Table	Speed Bump	$1,670	$1,550	$540	$2,300	Each	4 (4)
Speed Bump/Hump /Cushion/Table	Speed Table	$2,090	$2,400	$2,000	$4,180	Each	5 (5)

Table 10: Speed Hump/ Cushion/ Table Cost

Speed treatments are usually installed as sets, typically in groups of three. For instance, assume that a two mile residential road has speeding issues and citizens petition to install speed humps. After examining the feasibility of the installation, the city decides to install three speed humps to ameliorate the issue, at a cost of $7,500 ($2,500 X 3).

Pedestrian Accommodations

Pedestrian accommodation treatment costs are presented in this section. In this case, pedestrian accommodation refers to infrastructure provided to enhance the pedestrian environment that may include improving pedestrian safety, mobility and/or access. In many cases, treatment costs in this section will be presented as lump sums, though in some instances, the cost information may be provided in linear feet or square feet.

Bollard

Traffic bollards are posts embedded in the ground, which are used to keep pedestrians safer, by slowing vehicle speeds and separating pedestrian from motor vehicle traffic, and/or limiting vehicle access either temporarily or permanently (see Figure 13). There are multiple types of bollards available for use (fixed, rising, security, removable, breakaway, decorative, flexible, etc.). The cost below combines these various types into one set of costs, and thus the costs will vary depending on the specific bollard type and material used.

Figure 13: Bollards

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources
Bollard	Bollard	$650	$730	$62	$4,130	Each	28 (42)

Table 11: Bollard Cost

Curb Ramp

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, or who have mobility impairments that make it difficult to step up and down the curbs (see Figure 14). While curb ramps are needed for use on all types of streets, priority locations are streets in downtown areas and near transit stops, schools, parks, medical facilities, shopping areas, and residences with people who use wheelchairs. Truncated domes/ detectable warning surfaces provide a distinctive surface pattern that is detectable underfoot as a warning to those who are visually impaired of an approaching street and are required at all intersections with sidewalks in compliance with the Americans with Disabilities Act (ADA) of 1990.

Figure 14: Curb Ramp

As many cities include truncated domes/detectable warnings as part of their curb ramp installations, combining the cost per square foot for detectable warnings and the wheelchair ramps in accordance with local design standards and multiplying by eight will provide a per intersection cost for providing ADA-compliant curb ramps.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Curb Ramp	Truncated Dome/ Detectable Warning	$37	$42	$6.18	$260	Square Foot	9 (15)
Curb Ramp	Wheelchair Ramp	$740	$810	$89	$3,600	Each	16 (31)
Curb Ramp	Wheelchair Ramp	$12	$12	$3.37	$76	Square Foot	10 (43)

Table 12: Curb Ramp Cost

Fence/Gate

Fencing and gating can help separate pedestrians and cyclists from roadways and railroad tracks, and can also be used in the construction of pedestrian/bicyclist paths, bridges, and overpasses (see Figure 15). The cost of pedestrian fencing and gates will vary depending on the location, type, design, material, height, etc. used. For instance, fencing may include chain link, ornamental or other fence types. The median and average costs provided below provide a range of estimates of what fencing is likely to cost.

Figure 15: Fencing

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Fence/Gate	Fence	$120	$130	$17	$370	Linear Foot	7 (7)
Fence/Gate	Gate	$510	$910	$330	$1,710	Each	5 (5)

Table 13: Fence/ Gate Cost

Gateway

A gateway is a physical or geometric landmark that indicates a change in environment from a higher speed arterial or collector road to a lower speed residential, mixed-use, or commercial district (see Figure 16). They often place a higher emphasis on aesthetics and are frequently used to identify neighborhood and commercial areas within a larger urban setting. Sign costs below reflect a variety of materials, including plastic ($500), metal (approximately $200), and wood (approximately $530).

Figure 16: Gateway Treatment

The cost of gateway structures can range greatly depending on the specific type of items chosen. The costs below combine a variety of gateway structure treatments, such as: monument signs (approximately $19,000), street spanning arches supported by metal posts within bulb-outs (approximately $64,000), and gateway columns ($10,000).

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Gateway	Gateway Sign	$350	$340	$130	$520	Each	3 (4)
Gateway	Structure	$15,350	$22,750	$5,000	$64,330	Each	5 (6)

Table 14: Gateway Cost

Lighting

Adequate roadway lighting enhances the safety of all roadway users, while pedestrian-scale lighting improves nighttime security and enhances commercial districts (see Figure 17). These costs can vary depending on the fixture type and service agreement with local utility, as well as if other improvements are made to the streetscape at the same time. Also, though not included below, average approximate underpass lighting costs can range from $350 to $3,400 each, and crosswalk lighting can range from approximately $10,750 to $42,000 per crosswalk.

Figure 17: Lighting

The cost range for in-pavement lights is very broad, based on manufacturer differences, roadway widths, and project-specific factors. Usually, in-pavement lights are installed as a system, which is the reason the total cost of installing lights at a location is included here, as opposed to an individual light cost.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Lighting	In-pavement Lighting	$18,250	$17,620	$6,480	$40,000	Total	4 (4)
Lighting	Streetlight	$3,600	$4,880	$310	$13,900	Each	12 (17)

Table 15: Lighting Cost

Overpass/Underpass

Pedestrian Overpasses and Underpasses completely separate pedestrians from vehicular traffic and provide safe pedestrian accommodation over often impassable barriers, such as highways, railways, and natural barriers such as rivers (see Figures 18 and 19). Over- and Underpasses are generally very expensive, though some cost savings can be realized depending on the materials used. Cost information is typically provided as a lump sum cost, but can also be presented as a cost per square foot.

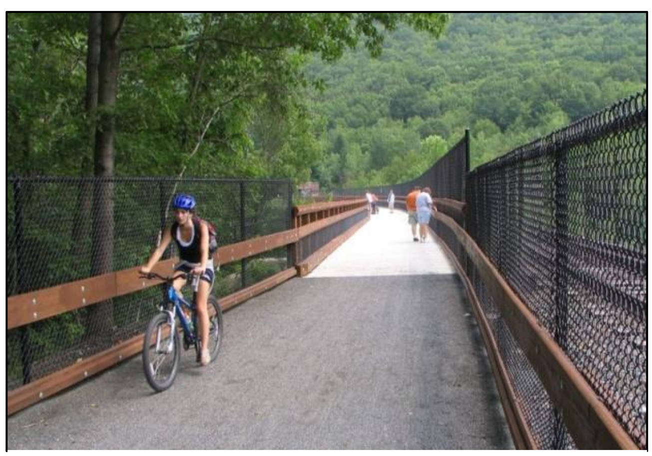


Figure 18: Pedestrian Overpass

Underpasses (not included in the table below) range from slightly less than $1,609,000 to $10,733,000 in total or around $120 per square foot. Overpasses (also not included below) have a range from $150 to $250 per square foot or $1,073,000 to $5,366,000 per complete installation, depending on site conditions.

The cost for specific types of bridges can vary substantially, based on the specific situation, materials, and other factors, as demonstrated in the table above for wooden and pre-fab steel bridges.

Figure 19: Pedestrian Underpass

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Overpass/Underpass	Wooden Bridge	$122,610	$124,670	$91,010	$165,710	Each	1 (8)
Overpass/Underpass	Pre-Fab Steel Bridge	$191,400	$206,290	$41,850	$653,840	Each	5 (5)

Table 16: Overpass/ Underpass Cost

Railing

Pedestrian railings provide an important safety benefit on walkways, and are required for ADA compliance on ramps with steep inclines and along stairways.[3] They also buffer the pedestrian path from vehicular traffic. Pedestrian railing materials range from aluminum and steel to wood and chain link fence. All of these costs are aggregated in the table below.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Railing	Pedestrian Rail	$95	$100	$7.20	$690	Linear Foot	29 (83)

Table 17: Railing Cost

Street Furniture

Street furniture often serves as a buffer between the sidewalk and the roadway, providing an important safety benefit to pedestrians. Including trees, benches, bus shelters, newspaper racks, kiosks, and other pedestrian amenities, street furniture also serves to create a more pleasant and attractive environment for pedestrians.

The cost of street furniture will vary depending on the design, style, and manufacturer for benches, bus shelters, and other street furniture, while trees will also vary in cost based on the type and size of tree (see Figure 20). The costs that follow and provided in the table below assume to include installation, which can vary based on the number of items installed at one time.

[3] Handrails are required for ADA accessibility on both sides of paths with rise greater than 6 inches or a horizontal projection greater than 72 inches, as well as all stairways.

More substantial structures tend to be more expensive, with gazebos averaging at nearly $53,000, with a range of $36,600 to $71,600; information kiosks averaging at slightly less than $16,000; and shade shelters averaging at $30,000, with a range of $29,290 to $41,850.

Figure 20: Bench

Historical markers average at $3,498 with a range of $1,230 to $4,700, while newspaper racks typically cost slightly less than $6,500. Picnic tables cost around $1,683 on average with a range of $530 to $4,180 based on materials and manufacturer. Lastly, tree grates cost an average of $1,340 or between $1,400 and $3,500 (not including the tree), while shrubs cost between $55 and $80. Street furniture removal costs are also available. Bench removal costs around $910 with a range of costs from $80 to $3,140, while bus shelter removal averages at $3,690 with a range of as low as $720 to $10,460. Costs for removing trash cans ($320 average, $130 to $520 range) and tree grates ($250 average, $52 to $890 range) are also available.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Street Furniture	Street Trees	$460	$430	$54	$940	Each	7(7)
Street Furniture	Bench	$1,660	$1,550	$220	$5,750	Each	15 (17)
Street Furniture	Bus Shelter	$11,490	$11,560	$5,230	$41,850	Each	4 (4)
Street Furniture	Trash/ Recycling Receptacle	$1,330	$1,420	$310	$3,220	Each	12 (13)

Table 18: Street Furniture Cost

Street Closures

Full and partial (half) street closures are the ultimate way of discouraging automobile through traffic, while still allowing pedestrian and bicycle traffic. Typically, full street closures close the street entirely to vehicles, while partial street closures restrict turning movements onto streets, without having to create one-way streets. Depending on the street closure strategy, which could use bollards, islands, or other measures, the costs are likely to vary substantially. Full street closures can cost from less than $500 to $120,000, while partial street closures usually cost around $37,500, but can cost as low as $10,290 or as high as $41,170.

Figure 21: Full Street Closure

The wide ranges in price for full and partial street closures are related to the strategies used to complete the street closure. For instance, a full street closure can be accomplished by only adding a few bollards, but under a different strategy might involve altering roadway design by installing new concrete islands, restriping, and adding channelizer cones and signage. Depending on the site conditions, either strategy might be appropriate. More information about exact street closure costs can be found in the full database.

Pedestrian Crossings and Paths

This section provides information about the cost of facilities for pedestrians and includes information about sidewalks, crosswalks, and paths. Treatment information for sidewalks is presented in miles or square feet, while crosswalks are included as a cost per unit. Path costs are presented in either miles or linear feet. For some infrastructure treatments, such as paths, cost information was presented using a variety of different units. Assuming that a standard multi-use path is eight feet wide, the authors converted cost information for paths to linear feet and miles.

Figure 22: Crosswalk

Crosswalks

Striped crosswalks indicate a legal and preferred crossing for pedestrians, and may be installed at intersections or midblock locations. Motorists often fail to yield to pedestrians at these crossing points so marked crosswalks (see Figure 8) are often installed to warn motorists to expect pedestrians crossings ahead and also to indicate a preferred crossing location to pedestrians. A wide variety of crosswalk marking patterns exist, including parallel lines (standard crosswalk marking) and high visibility types, which include ladder, transverse lines, and zebra among others (see Figure 9). Cost information for striped crosswalks of all varieties as well as for high visibility crosswalks is given in the table below. However, some of the bid prices for striped crosswalks may include some high visibility crosswalks, though it was not specified.

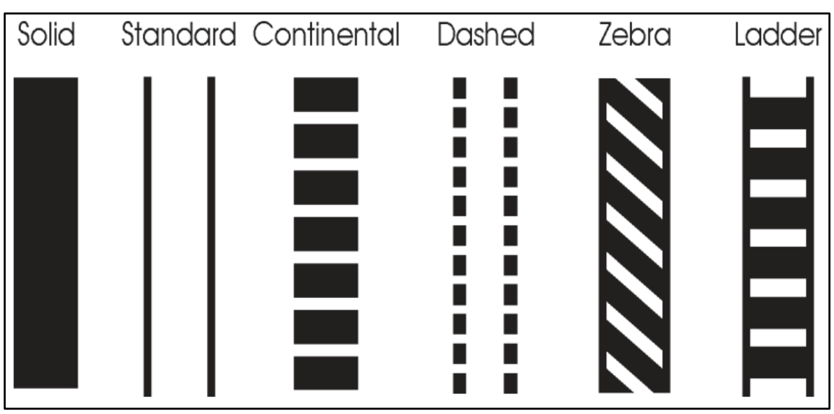


Figure 23: Optional Crosswalk Marking Patterns

For other crosswalk types, costs tend to vary by a large amount. For instance, for crosswalks using other materials such as brick or pavement scoring, costs range from $7.25 to $15 per square foot, or approximately $2,500 to $5,000 each. Ladder crosswalks cost range from $350 to $1,000 each and patterned concrete crosswalks cost $3,470 each or $9.68 per square foot on average.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Crosswalk	High Visibility Crosswalk	$3,070	$2,540	$600	$5,710	Each	4(4)
Crosswalk	Striped Crosswalk	$340	$770	$110	$2,090	Each	8 (8)
Crosswalk	Striped Crosswalk	$5.87	$8.51	$1.03	$26	Linear Foot	12 (48)
Crosswalk	Striped Crosswalk	$6.32	$7.38	$1.06	$31	Square Foot	5 (15)

Table 19: Crosswalk Cost

Since street widths vary a large amount depending on the situation, it is difficult to estimate the cost to provide crosswalks at every intersection. However, if a high visibility crosswalk costs approximately $3,000 per crossing, the cost for the entire intersection would be $12,000 ($3,000 X 4).

Sidewalks

Sidewalks are the most basic pedestrian facility and provide an area within the public right-of-way for pedestrian travel (see Figure 24). Sidewalk materials can vary substantially, including concrete, asphalt, brick, or other materials. In some cases, sidewalk costs are presented as a combination of both sidewalks and curbs, though it is important to note that the costs presented in the table below represent the cost of the sidewalk "in the ground" and may or may not include curb and gutter. All sidewalk costs are presented either by linear foot or by square foot with all unit conversion assuming that sidewalks are five feet in width. Sidewalk costs without sufficient details to include in the table are included in the following paragraphs.

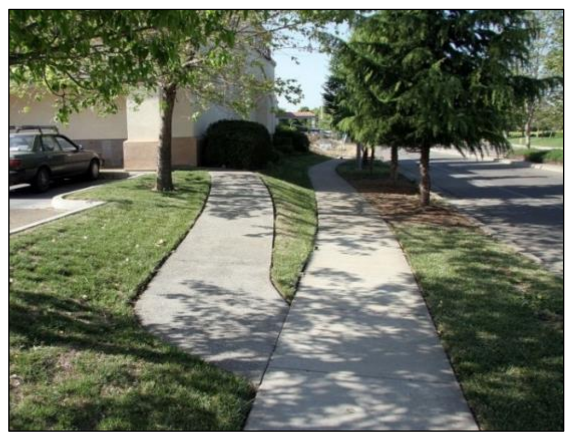


Figure 24: Sidewalk

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Sidewalk	Asphalt Paved Shoulder	$5.81	$5.56	$2.96	$7.65	Square Foot	1 (4)
Sidewalk	Asphalt Sidewalk	$16	$35	$6.02	$150	Linear Foot	7 (11)
Sidewalk	Brick Sidewalk	$60	$60	$12	$160	Linear Foot	9 (9)
Sidewalk	Concrete Paved Shoulder	$6.10	$6.64	$2.79	$58	Square Foot	1 (11)

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Sidewalk	Concrete Sidewalk	$27	$32	$2.09	$410	Linear Foot	46 (164)
Sidewalk	Concrete Sidewalk - Patterned	$38	$36	$11	$170	Linear Foot	4 (5)
Sidewalk	Concrete Sidewalk - Stamped	$45	$45	$4.66	$160	Linear Foot	12 (17)
Sidewalk	Concrete Sidewalk + Curb	$170	$150	$23	$230	Linear Foot	4 (7)
Sidewalk	Sidewalk Unspecified	$34	$45	$14	$150	Linear Foot	17 (24)
Sidewalk	Sidewalk Pavers	$70	$80	$54	$200	Linear Foot	3 (4)

Table 20: Sidewalk Cost

Paths

Multi-use paths are the safest facilities for pedestrians and bicyclists, providing mobility options away from the roadway. Often accommodating both pedestrians and bikes, multi-use paths are usually at least eight feet in width, can be both paved and unpaved, and are used for both recreation and transportation purposes. Costs will vary substantially for multi-use paths, based on the materials used, right-of-way costs, and other factors.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Path	Boardwalk	$1,957,040	$2,219,470	$789,390	$4,288,520	Mile	5 (5)
Path	Multi-Use Trail - Paved	$261,000	$481,140	$64,710	$4,288,520	Mile	11 (42)
Path	Multi-Use Trail - Unpaved	$83,870	$121,390	$29,520	$412,720	Mile	3 (7)

Table 21: Path Cost

Mid-Block Crossings

Mid-block crossings can be necessary on major roads with few intersections or in areas with documented pedestrian crash problems. Often installed in conjunction with other safety and traffic calming features, particularly advance yield lines, in-pavement yield/stop signs, raised pedestrian crossings, or Rectangular Rapid Flash Beacons or High Intensity Activated Crosswalk (HAWK) signals, mid-block crossings can make substantial improvements in pedestrian safety, while also having traffic calming effects. Mid-block crossings are striped crosswalks away from intersections and are very helpful in the vicinity of transit stops or in other areas where pedestrians are likely to cross the road often.

Mid-block crossings are typically much more expensive than standard crosswalk treatments, with costs ranging from approximately $2,700 to more than $71,000 if bulb-outs, trees, landscaping, crosswalks, etc. are included. It is a good idea to consider the context of the situation in order to apply a tailored solution, usually a combination of infrastructure treatments, to ensure that pedestrians are accommodated in the safest possible way.

Signals

Signals for both pedestrians and bicyclists are included in this section. Pedestrian and bicycle detectors and speed trailers are included in this section as well. New signal types have become more prevalent in the last ten years, including the Rectangular Rapid Flash Beacon and the Pedestrian Hybrid Beacon, formerly known as a High Intensity Activated Crosswalk (HAWK) signal. These are included here. Efforts will be made to include any new signals as they become more prevalent.

Flashing Beacon

Flashing beacons are typically used in conjunction with pedestrian crossings to provide an enhanced warning for vehicles to yield to pedestrians. Rectangular rapid flashing beacons (RRFBs) differ from regular flashing beacons in that RRFBs have a rapid strobe-like warning flash, are brighter, and can be specifically aimed (see Figure 25). As a relatively new treatment, RRFBs have not been implemented extensively throughout this country, but are now becoming more prevalent in certain states and cities. The cost to furnish and install a flashing beacon can vary widely, depending on site conditions and the type of device used. The costs shown in the table include the complete system installation with labor and materials.

Figure 25: Rapid Flash Beacon

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Flashing Beacon	Flashing Beacon	$5,170	$10,010	$360	$59,100	Each	16 (25)
Flashing Beacon	RRFB	$14,160	$22,250	$4,520	$52,310	Each	3 (4)

Table 22: Flashing Beacon Cost

Pedestrian Hybrid Beacon

The Pedestrian Hybrid Beacon, otherwise known as the High Intensity Activated Crosswalk (HAWK) signal, is a special type of beacon to warn and control vehicles to allow pedestrians to safely cross a road or highway at a marked midblock crossing location (see Figure 26). Developed by the City of Tucson, Arizona in the 1990s, the pedestrian hybrid beacon is comprised of three signal sections, overhead pedestrian crosswalk signs, pedestrian detectors, and countdown pedestrian signal heads. According to a FHWA study, pedestrian hybrid beacons have a large impact on vehicle yielding rates (6). As with RRFBs, pedestrian hybrid beacons are typically more expensive to implement and maintain than some devices, but less expensive than full traffic signals.

Figure 26: Pedestrian Hybrid Beacon

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Pedestrian Hybrid Beacon	Pedestrian Hybrid Beacon	$51,460	$57,680	$21,440	$128,660	Each	9 (9)

Table 23: Pedestrian Hybrid Beacon Cost

Pedestrian and Bicycle Detection

Pedestrian and bicycle detection devices are used to determine if a pedestrian or bicyclist is waiting for the signal. There are many different ways that these devices detect pedestrians and bicyclists. For instance, bicycle detectors ($1,920 on average, $1,070 to $2,680 range) are usually loop detectors embedded in the pavement, while pedestrian detectors use video and other strategies to detect the presence of pedestrians waiting to cross.

Actuated pedestrian detectors provide dynamic recognition of pedestrians and signal to motorists to stop once a pedestrian approaches a crosswalk. The cost to retrofit a signal with a pushbutton at an existing pedestrian signal averages around $350. The cost to remove a pushbutton installation is slightly more than $45 on average, with a range of $21 to $92.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Pedestrian/Bike Detection	Furnish and Install Pedestrian Detector	$180	$390	$68	$1,330	Each	7 (14)
Pedestrian/Bike Detection	Push Button	$230	$350	$61	$2,510	Each	22 (34)

Table 24: Pedestrian/ Bike Detection Cost

Signals for Drivers and Pedestrians

Signals serve the important function of guiding and regulating traffic and help reduce conflicts between different road users. Many of the costs in the table below are representative of various components of a signal and are not representative of the complete cost of a signal. Some information about signals is not included in the table, namely bicycle signals, which have an average cost of $12,800. In the table, "Signal Face" refers to the cost of a signal's front display visible to pedestrians, while "Signal Head" refers to the entire unit. The adjacent image displays a pedestrian countdown timer signal (see Figure 27).

Figure 277: Pedestrian Signal

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Signal	Audible Pedestrian Signal	$810	$800	$550	$990	Each	4 (4)
Signal	Countdown Timer Module	$600	$740	$190	$1,930	Each	14 (18)
Signal	Pedestrian Signal	$980	$1,480	$130	$10,000	Each	22 (33)
Signal	Signal Face	$490	$430	$130	$800	Each	3 (6)
Signal	Signal Head	$570	$550	$100	$1,450	Each	12 (26)
Signal	Signal Pedestal	$640	$800	$490	$1,160	Each	3 (5)

Table 25: Signal Cost

Speed Trailer

Speeding in neighborhoods can create dangerous situations for pedestrians, particularly children. Speed trailers, which display the motorist speed and provide a warning if the speed limit is exceeded, as well as signs and reader boards can help education and awareness efforts and can be especially effective when coupled with enforcement efforts.

Figure 28: Speed Trailer

Speed trailers are sign boards that display the speed or passing vehicles and typically range in cost from $7,000 to $12,410 with an average cost of $9,510 (see Figure 28). Speed reader boards are similar to speed trailers, but are typically permanently installed.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Speed Trailer	Speed Trailer	$9,480	$9,510	$7,000	$12,410	Each	6 (6)

Table 26: Speed Trailer Cost

Signs

Signs can provide important information that can improve road safety. By letting people know what to expect, there is a greater chance that they will react and behave appropriately. Regulatory signs, such as STOP (see Figure 29), YIELD, or turn restriction signs such as NO TURN ON RED require compliant driver actions and can be enforced. Sign use and movement should be done judiciously, as overuse may breed noncompliance and disrespect.

Signs not included in the table but pertinent to pedestrian and bicyclists include (all costs are approximated and per unit): bike route signage ($160), "no turn on red" signage ($220 for a metal sign or $3,200 for an electronic sign), in-pavement yield paddles ($240), trail regulation sign ($160), and trail wayfinding/information sign (range from $530 to $2,150).

Figure 29: Stop Sign

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Sign	Stop/Yield Signs	$220	$300	$210	$560	Each	4 (4)

Table 27: Sign Cost

Striping

Striping costs, in this case, include bicycle and pedestrian symbols, textured pavement, yield/stop lines, and painted island/curb/sidewalks. For symbols, cost information is provided per unit, while striping and painted surfaces are given as linear and square feet, respectively.

Figure 30: Advance Stop/Yield Lines

Pavement Marking

Pavement markings cover a variety of pedestrian and bicycle treatment costs. Advance stop/yield lines (see Figure 30) improve the visibility of pedestrians to motorists and prevent multiple-threat crashes.[4] They also encourage drivers to stop back far enough so a pedestrian can see if a second motor vehicle is not stopping and be able to take evasive action.

The advance stop or yield line should be supplemented with "Stop Here For Pedestrians" signs to alert drivers where to stop to let a pedestrian cross. The price will range depending on the material used and the type of line selected. Having island markings and painted curbs/sidewalks can alert pedestrians, bicyclists, and drivers of the presence of these items, and also help restrict parking. Painting a “bicycle box” (see Figure 31) will cost approximately $11.50 per square foot. “Striping” combines a number of related costs, such as: contraflow lanes, broken/solid white or yellow stripe, bicycle lanes, and bikeway centerlines. It also combines the wide assortment of widths and materials used for striping.

Figure 31: Bicycle Box

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Pavement Marking	Advance Stop/Yield Line	$380	$320	$77	$570	Each	3 (5)
Pavement Marking	Advance Stop/Yield Line	$10	$10	$4.46	$100	Square Foot	1 (4)
Pavement Marking	Island Marking	$1.49	$1.94	$0.41	$11	Square Foot	1 (4)
Pavement Marking	Painted Curb/Sidewalk	$1.21	$3.40	$0.44	$12	Square Foot	4 (5)
Pavement Marking	Painted Curb/Sidewalk	$2.57	$3.06	$1.05	$10	Linear Foot	2 (5)

Table 28: Pavement Marking Cost

[4] A multiple-threat crash involves a driver stopping in one lane of a multilane road to permit pedestrians to cross, blocking the view of oncoming vehicles travelling in the same direction and causing a collision between the motorist and pedestrian.

Pavement Marking Symbols

Pavement marking symbol costs have been separated by the type of symbol. “Pedestrian Crossing” symbols notify pedestrians and/or motorists of places where pedestrians cross the street. “Shared Lane/Bicycle” symbols identify bicycle lanes and/or shared-lanes (see Figure 32). School crossing symbols highlight areas where motorists should be aware of children and increased pedestrian activity.

Costs will vary due to the type of paint used and the size of the symbol, as well as whether the symbol is added at the same time as other road treatments.

Figure 32: Shared Lane Marking

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Pavement Marking Symbol	Pedestrian Crossing	$310	$360	$240	$1,240	Each	4 (6)
Pavement Marking Symbol	Shared Lane/Bicycle Marking	$160	$180	$22	$600	Each	15 (39)
Pavement Marking Symbol	School Crossing	$520	$470	$100	$1,150	Each	4 (18)

Table 29: Pavement Marking Symbol Cost

Curb and Gutter

Curb and Gutters are used in conjunction with a number of other bicycle and pedestrian facility improvements, such as: sidewalks, bikeways, medians, islands, paths, curb extensions, bikeways, diverters, chicanes, and bulb-outs, among others. The cost can vary widely based on the scale of the project and whether the curb and/or gutter installation is in conjunction with other road treatments.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Curb/Gutter	Curb	$18	$21	$1.05	$110	Linear Foot	16 (68)
Curb/Gutter	Curb and Gutter	$20	$21	$1.05	$120	Linear Foot	16 (108)
Curb/Gutter	Gutter	$23	$23	$10	$78	Linear Foot	4 (4)

Table 30: Curb/ Gutter Cost

Summary of Results

These tables and associated database provide up-to-date information on pedestrian and bicycle treatments. It is important to remember that the tables above are estimates of pedestrian and bicycle-related infrastructure costs and that infrastructure costs will likely differ substantially between communities and between states. Additionally, these costs may not always accurately reflect the current market price of materials, labor, mobilization, and other costs included in all situations. More detailed infrastructure cost information can be found in the larger database, located at bit.ly/pedbikecosts.

This database of costs is presented here for use by city planners, engineers, and other city officials. The ultimate goal of the database is to encourage bicycling and walking and to make bicycling and walking safer through the provision of relevant infrastructure. HSRC researchers hope that this cost database is used to simplify the process for implementing pedestrian and bicycle infrastructure and will help decision-makers understand the costs involved in sustaining and encouraging pedestrian and bicycle transportation. By making more informed decisions about the costs of pedestrian and bicycle infrastructure treatments, decision-makers will be able to dedicate funds to those treatments secure in the knowledge that a) these investments are often affordable and b) which treatment is the most cost-effective.

Additionally, this database will be available to both city transportation officials as well the general public, allowing anyone with an interest in non-motorized transportation the chance to research cost information.

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Figure References

Figure 1: Dan Burden / www.pedbikeimages.org

Figure 2: Nate Baird / www.flickr.com

Figure 3: Reed Huegerich / www.pedbikeimages.org

Figure 4: "Chicanes," sfbetterstreets / www.sfbetterstreets.org

Figure 5: Thisisbossi / www.flickr.com

Figure 6: Federal Highway Administration / http://safety.fhwa.dot.gov/saferjourney/library/countermeasures/36.htm

Figure 7: Dan Burden / www.pedbikeimages.org

Figure 8: Dan Burden / www.pedbikeimages.org

Figure 9: Dan Burden / www.pedbikeimages.org

Figure 10: Designing for Pedestrian Safety / www.walkinginfo.org

Figure 11: Heather Bowden / www.pedbikeimages.org

Figure 12: Austin Brown / www.pedbikeimages.org

Figure 13: Dan Burden / www.pedbikeimages.org

Figure 14: Dan Burden / www.pedbikeimages.org

Figure 15: Jennifer Wampler / www.pedbikeimages.org

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Figure 17: Ron Bloomquist / www.pedbikeimages.org

Figure 18: Laura Sandt / www.pedbikeimages.com

Figure 19: Dan Burden / www.pedbikeimages.com

Figure 20: BazzaDaRambler / www.flickr.com

Figure 21: City of Los Altos / www.ci.los-altos.ca.us/

Figure 22: CompleteStreets / www.flickr.com

Figure 23: FHWA-HRT-04-100. 2005.

Figure 24: Dan Burden / www.pedbikeimages.org

Figure 25: Dan Burden / www.pedbikeimages.org

Figure 26: Mike Cynecki / www.pedbikeimages.org

Figure 27: James Wagner / www.pedbikeimages.org

Figure 28: Town of Warrenton, VA / http://www.warrentonva.gov/

Figure 29: Mike Cynecki / www.pedbikeimages.org

Figure 30: Dan Burden / www.pedbikeimages.org

Figure 31: Laura Sandt / www.pedbikeimages.org

Figure 32: Lyubov Zuyeva / www.pedbikeimages.org

Appendix A – Database

The final database, including more detailed information about the data source, is located at the following URL: http://katana.hsrc.unc.edu/cms/downloads/Costs-for-Pedestrian-Bicycle-Infrastructure-Improvements.xlsx. In addition, more information, such as materials, classes, and types of treatments, is also included in the final database.

Appendix B – Glossary of Terms

Bicycle Boulevard
A bicycle boulevard is a low-speed street that has been designed to give priority to bicyclists as through-going traffic. They discourage non-local vehicular traffic and provide right-of-way and traffic control to bicyclists. A variety of traffic calming elements can be used to create these streets, such as diverters, curb extensions, and partial or full road closures.

Bicycle Lane
Bicycle lanes are designated travel lanes for bicyclists, separated from vehicular traffic by striping. For this database, the width is assumed to be five feet.

Bicycle Locker
A bicycle locker is a box or locker used to store a single bicycle. They are typically used in areas where parking is needed for an extended period of time yet where otherwise the bicycles could be damaged or stolen.

Bicycle Parking Stations
Bicycle parking stations are buildings or structures designed to provide secure bicycle parking, with sheltered bike racks secured by having on-site staff or a gate/door controlled by key or electronic card access. Facility designs range from a simple cage or shed to multi-level structures. Some also include other facilities, such as bicycle repair workstation, showers, and/or lockers.

Bicycle Racks
Bicycle racks are devices to which bicycles can be securely attached in order to prevent theft. General styles include: the Inverted U, Serpentine, Bollard, Grid and Decorative.

Bicycle Stairway Channel
A bicycle stairway channel is a pedestrian stairway with an included channel, which helps facilitate walking a bicycle up or down the stairs.

Bikeway Preparation
Bikeway preparation is what is required to prepare a site for a separated bicycle route, including excavation, grading, curb/gutter removal, and clearing and grubbing.

Bollard
Traffic bollards are used to keep pedestrians safe, slow and separate traffic, and limit vehicle access either temporarily or permanently.

Bus Racks
Bus racks are typically attached to the front of a bus to facilitate the transportation of bicycles for bus riders.

Chicanes
Chicanes are concrete islands that offset traffic, and create a horizontal diversion of traffic used to reduce the speed of vehicular traffic on local streets. Landscaped chicanes have the added benefit of adding more green landscaping to a street.

Chokers
Chokers are curb extensions that narrow a street by widening the sidewalks or planting strips, effectively creating a pinch point along the street. They can be created by bringing both curbs in, or by more dramatically widening one side at a midblock location.

Crossing Islands
Also known as center islands, refuge islands, pedestrian islands, or median slow points, crossing islands are raised islands placed in the center of the street at intersections or midblock crossings to help protect crossing pedestrians from motor vehicles.

Crosswalk
Striped crosswalks indicate a legal crossing for pedestrians, while natural unmarked crosswalks occur at the intersection of any two streets. Motorists often fail to yield to pedestrians at these crossing points and marked crosswalks are often installed to warn motorists to expect pedestrians and to indicate safe and comfortable crossing locations for pedestrians.

Curb and Gutter
Curb and Gutters are used in conjunction with a number of other bicycle and pedestrian facility improvements, such as: sidewalks, bikeways, medians, islands, paths, curb extensions, bikeways, diverters, chicanes, and bulb-outs, among others.

Curb Extensions
Curb extensions extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. They are often also known as chokers or bulb-outs.

Curb Ramp
Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, or who have mobility impairments that make it difficult to step up and down high curbs.

Diverter
A diverter is an island built at a residential street intersection that prevents certain through and/or turning movements. There are four primary types of diverters, namely diagonal, star, forced turn, and truncated diverters. A diagonal diverter breaks up cut-through movements and forces right or left turns in certain directions. A star diverter consists of a star-shaped island placed at the intersection, which forces right turns from each approach. A truncated diagonal diverter is a diverter with one end open to allow additional turning movements.

Fence/Gate
Fencing and gating can help separate pedestrians and cyclists from roadways and railroad tracks, and can also be used in the construction of pedestrian/bicyclist paths, bridges, and overpasses.

Flashing Beacons
Flashing beacons are typically used in conjunction with pedestrian crossings to provide an enhanced warning for vehicles to yield to pedestrians. Rectangular rapid flash beacons (RRFBs) differ from regular flashing beacons in that RRFBs have a rapid strobe-like warning flash, are brighter, and can be specifically aimed.

Gateway
A gateway is a physical or geometric landmark that indicates a change in environment from a higher speed arterial or collector road to a lower speed residential or commercial district. They often place a higher emphasis on aesthetics and are frequently used to identify neighborhood and commercial areas within a larger urban setting.

Lighting
Adequate roadway lighting enhances the safety of all roadway users, while pedestrian-scale lighting improves nighttime security and enhances commercial districts.

Median
Medians are defined as raised islands placed in the center of a roadway in order to separates opposing streams of traffic and limit turning movements. Medians facilitate pedestrian crossings, improve pedestrian visibility to motorists, slow motor vehicle speeds, and provide space for lighting and landscaping.

Mid-Block Crossing
Often installed in conjunction with other safety and traffic calming features, particularly advance yield lines, in-pavement yield/stop signs, raised pedestrian crossings, or Rectangular Rapid Flash Beacons or Pedestrian Hybrid Beacons, mid-block crossings can affect substantial improvements in pedestrian safety, while also having traffic calming effects. Mid-block crossings are striped crosswalks away from intersections and are very helpful in the vicinity of transit stops or in other areas where pedestrians are likely to cross the road often.

Overpass/Underpass
Pedestrian Overpasses and Underpasses completely separate pedestrians from vehicular traffic and provide safe pedestrian accommodation over often impassable barriers, such as highways, railways, and natural barriers such as rivers.

Path
Multi-use paths are the safest pedestrian facilities and provide pedestrian mobility options away from the roadway. Often accommodating both pedestrians and bikes, multi-use paths are usually at least eight feet in width, can be both paved and unpaved, and are used for both recreation and transportation purposes.

Pavement Marking
Pavement markings cover a variety of pedestrian and bicycle treatment costs, including advance stop/yield lines, island markings, painted curbs/sidewalks, and symbols.

Pedestrian Hybrid Beacon
The Pedestrian Hybrid Beacon, otherwise known as the High Intensity Activated Crosswalk (HAWK) signal, is a special type of beacon to warn and control vehicles to allow pedestrians to safely cross a road or highway at a marked midblock crossing location. Developed by the City of Tucson, Arizona in the 1990s, the pedestrian hybrid beacon is comprised of three signal sections, overhead pedestrian crosswalk signs, pedestrian detectors, and countdown pedestrian signal heads.

Railing
Pedestrian railings provide an important safety benefit on walkways with steep inclines or on stairs and also buffer the pedestrian path from vehicular traffic.

Raised Crosswalk
Raised crosswalks are similar to a raised intersection, with ramps on each side elevating the road to the level of the sidewalk, though only the width of a crosswalk, usually 10 – 15 ft.

Raised Intersection
Raised intersections are essentially speed tables for the entire intersection, with ramps on each vehicle approach, which elevate the entire intersection to the level of the sidewalk.

Roundabout
Roundabouts are circular intersections designed to eliminate left turns by requiring traffic to exit to the right of the circle. They are usually installed to reduce vehicular speeds, improve safety at intersections through eliminating angle collisions, help traffic flow more efficiently, reduce operation costs when converting from signalized intersections, and help create gateway treatments to signify the entrance of a special district or area.

Separated Bikeway
Separated bikeways are paths completely separated from vehicular traffic and used exclusively by pedestrians and bicyclists, with crossflow minimized. For this database, the path width is assumed to be eight feet.

Sidewalk
Sidewalks are the most basic pedestrian facility and provide a safe area within the public right-of-way for pedestrian travel.

Signed Bicycle Routes
Signed bicycle routes are roads where bicyclists and motor vehicles are not separated. Shared-use of the street is indicated with signing.

Signals for Drivers and Pedestrians
Signals serve the important function of guiding and regulating traffic and help reduce conflicts between different road users.

Signs
Signs can provide important information that can improve road safety. By letting people know what to expect, there is a greater chance that they will react and behave appropriately. Regulatory signs, such as STOP, YIELD, or turn restriction signs such as NO TURN ON RED require compliant driver actions and can be enforced.

Speed Bumps
Speed bumps are typically smaller than speed humps with a more extreme grade, which forces automobiles to more significantly reduce speeds.

Speed Humps
Speed humps are paved (usually asphalt) and are approximately 3 to 4 in. high at their center. They are used to slow traffic in neighborhoods and extend the full width of the street with height tapering near the drain gutter to allow unimpeded bicycle travel.

Speed Table
Speed tables are very long and broad speed humps, or flat-topped speed humps, where sometimes a pedestrian crossing is provided in the flat portion of the speed table. The primary use of speed tables is to calm traffic in neighborhoods.

Speed Trailer
Speed trailers, which display the motorist speed and provide a warning if the speed limit is exceeded, as well as signs and reader boards can help education and awareness efforts and can be especially effective when coupled with enforcement efforts.

Street Closure
Full and partial (half) street closures are the ultimate way of discouraging automobile through traffic, while still allowing pedestrian and bicycle traffic. Typically, full street closures close the street entirely to vehicles, while partial street closures restrict turning movements onto streets, without having to create one-way streets.

Street Furniture
Street furniture often serves as a buffer between the sidewalk and the roadway, providing an important safety benefit to pedestrians. Including trees, benches, bus shelters, newspaper racks, kiosks, and other pedestrian amenities, street furniture also serves to create a more pleasant and attractive environment for pedestrians.

Appendix C – Cost Information by State

Table 21: Cost Information Frequency by State

State	Number of Treatments
AL	30
AK	6
AZ	1
AR	21
CA	146
CO	80
CT	1
DE	0
DC	0
FL	75
GA	44
HI	0
ID	5
IL	4
IN	24
IA	63
KS	38
KY	41
LA	21
ME	11
MD	1
MA	104
MI	29
MN	115
MS	0
MO	16
MT	15
NE	86
NV	0
NH	1
NJ	26
NM	57
NY	24
NC	68
ND	9
OH	161

State	Number of Treatments
OK	33
OR	78
PA	0
RI	21
SC	49
SD	0
TN	0
TX	24
UT	0
VT	60
VA	32
WA	13
WV	0
WI	101
WY	2
National	5
Unknown	6
Total	1747

Appendix D - Complete Table of Infrastructure Costs

The tables presented in this paper are summarized in the table below.

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Bicycle Parking	Bicycle Locker	$2,140	$2,090	$1,280	$2,680	Each	4 (5)
Bicycle Parking	Bicycle Rack	$540	$660	$64	$3,610	Each	19 (21)
Bikeway	Bicycle Lane	$89,470	$133,170	$5,360	$536,680	Mile	6 (6)
Bikeway	Concrete Bicycle Path	$182,870	$179,340	$91,420	$343,700	Mile	2 (6)
Bikeway	Signed Bicycle Route	$27,240	$25,070	$5,360	$64,330	Mile	3 (6)
Bikeway	Signed Bicycle Route with Improvements	$241,230	$239,440	$42,890	$536,070	Mile	1 (6)
Bollard	Bollard	$650	$730	$62	$4,130	Each	28 (42)
Chicanes	Chicane	$8,050	$9,960	$2,140	$25,730	Each	8 (9)
Crosswalk	High Visibility Crosswalk	$3,070	$2,540	$600	$5,710	Each	4(4)
Crosswalk	Striped Crosswalk	$340	$770	$110	$2,090	Each	8 (8)
Crosswalk	Striped Crosswalk	$5.87	$8.51	$1.03	$26	Linear Foot	12 (48)
Crosswalk	Striped Crosswalk	$6.32	$7.38	$1.06	$31	Square Foot	5 (15)
Curb/Gutter	Curb	$18	$21	$1.05	$110	Linear Foot	16 (68)
Curb/Gutter	Curb and Gutter	$20	$21	$1.05	$120	Linear Foot	16 (108)
Curb/Gutter	Gutter	$23	$23	$10	$78	Linear Foot	4 (4)
Curb Extension	Curb Extension/ Choker/ Bulb-Out	$10,150	$13,000	$1,070	$41,170	Each	19(28)
Curb Ramp	Truncated Dome/Detectable Warning	$37	$42	$6.18	$260	Square Foot	9 (15)
Curb Ramp	Wheelchair Ramp	$740	$810	$89	$3,600	Each	16 (31)
Curb Ramp	Wheelchair Ramp	$12	$12	$3.37	$76	Square Foot	10 (43)
Diverter	Diverter	$22,790	$26,040	$10,000	$51,460	Each	5 (6)
Diverter	Partial/Semi Diverter	$15,000	$15,060	$5,000	$35,000	Each	3 (4)
Fence/Gate	Fence	$120	$130	$17	$370	Linear Foot	7 (7)
Fence/Gate	Gate	$510	$910	$330	$1,710	Each	5 (5)
Flashing Beacon	Flashing Beacon	$5,170	$10,010	$360	$59,100	Each	16 (25)
Flashing Beacon	RRFB	$14,160	$22,250	$4,520	$52,310	Each	3 (4)
Gateway	Gateway Sign	$350	$340	$130	$520	Each	3 (4)
Gateway	Structure	$15,350	$22,750	$5,000	$64,330	Each	5 (6)
Pedestrian Hybrid Beacon	Pedestrian Hybrid Beacon	$51,460	$57,680	$21,440	$128,660	Each	9 (9)
Island	Median Island	$10,460	$13,520	$2,140	$41,170	Each	17 (19)

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Island	Median Island	$9.80	$10	$2.28	$26	Square Foot	6 (15)
Lighting	In-pavement Lighting	$18,250	$17,620	$6,480	$40,000	Total	4 (4)
Lighting	Streetlight	$3,600	$4,880	$310	$13,900	Each	12 (17)
Median	Median	$6.00	$7.26	$1.86	$44	Square Foot	9 (30)
Overpass/ Underpass	Wooden Bridge	$122,610	$124,670	$91,010	$165,710	Each	1 (8)
Overpass/ Underpass	Pre-Fab Steel Bridge	$191,400	$206,290	$41,850	$653,840	Each	5 (5)
Path	Boardwalk	$1,957,040	$2,219,470	$789,390	$4,288,520	Mile	5 (5)
Path	Multi-Use Trail - Paved	$261,000	$481,140	$64,710	$4,288,520	Mile	11 (42)
Path	Multi-Use Trail - Unpaved	$83,870	$121,390	$29,520	$412,720	Mile	3 (7)
Pavement Marking	Advance Stop/Yield Line	$380	$320	$77	$570	Each	3 (5)
Pavement Marking	Advance Stop/Yield Line	$10	$10	$4.46	$100	Square Foot	1 (4)
Pavement Marking	Island Marking	$1.49	$1.94	$0.41	$11	Square Foot	1 (4)
Pavement Marking	Painted Curb/Sidewalk	$1.21	$3.40	$0.44	$12	Square Foot	4 (5)
Pavement Marking	Painted Curb/Sidewalk	$2.57	$3.06	$1.05	$10	Linear Foot	2 (5)
Pavement Marking Symbol	Pedestrian Crossing	$310	$360	$240	$1,240	Each	4 (6)
Pavement Marking Symbol	Shared Lane/Bicycle Marking	$160	$180	$22	$600	Each	15 (39)
Pavement Marking Symbol	School Crossing	$520	$470	$100	$1,150	Each	4 (18)
Signal	Audible Pedestrian Signal	$810	$800	$550	$990	Each	4 (4)
Signal	Countdown Timer Module	$600	$740	$190	$1,930	Each	14 (18)
Signal	Pedestrian Signal	$980	$1,480	$130	$10,000	Each	22 (33)
Signal	Signal Face	$490	$430	$130	$800	Each	3 (6)
Signal	Signal Head	$570	$550	$100	$1,450	Each	12 (26)
Signal	Signal Pedestal	$640	$800	$490	$1,160	Each	3 (5)
Pedestrian/Bike Detection	Furnish and Install Pedestrian Detector	$180	$390	$68	$1,330	Each	7 (14)
Pedestrian/Bike Detection	Push Button	$230	$350	$61	$2,510	Each	22 (34)
Railing	Pedestrian Rail	$95	$100	$7.20	$690	Linear Foot	29 (83)
Raised Crossing	Raised Crosswalk	$7,110	$8,170	$1,290	$30,880	Each	14 (14)

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Raised Crossing	Raised Intersection	$59,160	$50,540	$12,500	$114,150	Each	5 (5)
Roundabout/ Traffic Circle	Roundabout/ Traffic Circle	$27,190	$85,370	$5,000	$523,080	Each	11 (14)
Sidewalk	Asphalt Paved Shoulder	$5.81	$5.56	$2.96	$7.65	Square Foot	1 (4)
Sidewalk	Asphalt Sidewalk	$16	$35	$6.02	$150	Linear Foot	7 (11)
Sidewalk	Brick Sidewalk	$60	$60	$12	$160	Linear Foot	9 (9)
Sidewalk	Concrete Paved Shoulder	$6.10	$6.64	$2.79	$58	Square Foot	1 (11)
Sidewalk	Concrete Sidewalk	$27	$32	$2.09	$410	Linear Foot	46 (164)
Sidewalk	Concrete Sidewalk - Patterned	$38	$36	$11	$170	Linear Foot	4 (5)
Sidewalk	Concrete Sidewalk - Stamped	$45	$45	$4.66	$160	Linear Foot	12 (17)
Sidewalk	Concrete Sidewalk + Curb	$170	$150	$23	$230	Linear Foot	4 (7)
Sidewalk	Sidewalk	$34	$45	$14	$150	Linear Foot	17 (24)
Sidewalk	Sidewalk Pavers	$70	$80	$54	$200	Linear Foot	3 (4)
Sign	Stop/Yield Signs	$220	$300	$210	$560	Each	4 (4)
Speed Trailer	Speed Trailer	$9,480	$9,510	$7,000	$12,410	Each	6 (6)
Speed Bump/Hump /Cushion/Table	Speed Hump	$2,130	$2,640	$690	$6,860	Each	14 (14)
Speed Bump/Hump /Cushion/Table	Speed Bump	$1,670	$1,550	$540	$2,300	Each	4 (4)
Speed Bump/Hump /Cushion/Table	Speed Table	$2,090	$2,400	$2,000	$4,180	Each	5 (5)
Street Furniture	Street Trees	$460	$430	$54	$940	Each	7(7)
Street Furniture	Bench	$1,660	$1,550	$220	$5,750	Each	15 (17)
Street Furniture	Bus Shelter	$11,490	$11,560	$5,230	$41,850	Each	4 (4)
Street Furniture	Trash/Recycling Receptacle	$1,330	$1,420	$310	$3,220	Each	12 (13)