PLANNING YOUR COMMUNITY’S WALKING AND WHEELING NETWORK

AN EQUITABLE APPROACH TO BIKE/PED LIVABILITY
WINNERS OF THE 2010 TRANSPORTATION PLANNING EXCELLENCE AWARDS

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2010 TRANSPORTATION PLANNING EXCELLENCE AWARDS

LIVABILITY / SUSTAINABILITY CATEGORY

• Todd Klocke of the City of Salem, OR – Union Street Railroad Bridge
• Yves Zsutty of the City of José, California – Trail Network
• Hayes Lord of the New York City DOT – 200 Lane-Mile Commitment

• Helen Chaney of the North Carolina DOT – Bicycle and Pedestrian Planning Grant Initiative

Learn more at www.fhwa.dot.gov/planning/tpea/

Nomination process for 2012 TPEA will open this fall!
FTA BIKE/PED POLICY
• Joanne Waszczak of the Federal Transit Administration (FTA)
  “When I’m not riding public transportation, I’m on my bike!” ~FTA Administrator Peter Rogoff

INNOVATION FIRMS
• Frank Hebbert of OpenPlans:
  Open data and open source software to support planning and operations of your walking and wheeling network

• Andy Mortensen of TranspoGroup:
  Route Directness Index, a robust tool to measure connectivity and compare benefits of bike/ped project alternatives
WINNERS OF THE 2010 TRANSPORTATION PLANNING EXCELLENCE AWARDS

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Vision - Union Street Railroad Bridge
Mayor Taylor
- Union Street Railroad Bridge

Steel Truss Prior to Conversion
Panel Placement
Transportation Planning Excellence Award
Ribbon Cutting
Mayor Taylor
Multimodal - Union Street Railroad Bridge

Lori Cain | Statesman Journal

Marion Strother (center), from the Keizer QT’s Red Hat Society, is flanked Sunday by family, friends and fellow Red Hat Society members before heading across the Union Street Railroad Bridge. Strother, who is terminally ill, wished to cross the bridge before her death.
Future

UNION STREET RAILROAD BRIDGE

PROPOSED MINTO-BROWN ISLAND PEDESTRIAN BRIDGE

Union Street Railroad Bridge

Complete

- Union Street Railroad Bridge
• Design
  • Oregon Transportation Enhancement Grant – $600,000
• Phase I
  • Oregon Transportation Enhancement Grant – $1,346,376
  • Oregon Parks and Recreation Department Grants – $575,700
  • Urban Renewal Agency – $1,118,000
  • City of Salem General Funds – $225,000
  • Cycle Oregon – $2,500.
• Phase II
  • Oregon Transportation Enhancement Grant program from the American Recovery and Reinvestment Act – $2,200,000
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About San Jose

- 300 days of sunshine
- Over 1M residents
- 53.22 miles of trails
- Over 50% of trail users commute
Opposition / Obstacles to Trail Development
Opposition / Obstacles to Trail Development
Opposition / Obstacles to Trail Development
Equitable Trail Development

- Greenprint work plan
- Green Vision goal
Equitable Trail Development

- Prioritization Process
- Grant Seeking Process
- Proposals for each council district
Encouraging Multi-Modal Travel
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Encouraging Multi-Modal Travel
Unique Attributes of San Jose Trails
Unique Attributes of San Jose Trails
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Visit San Jose Trails

www.sjparks.org/trails
NYC Cycling Background

- 1,800-mile NYC Bicycle Master Plan (1997)
  - 200-mile / 3-year commitment
- PlaNYC 2030 (2007)
Complete Streets Design Philosophy

- Safety is a top priority
- Re-program the street for all road users
- Improve quality of life for all New Yorkers
NYC Bicycle Network Implementation

- 200 lane miles in 3 years (2006-2009)
  - Increased Bridge Access
  - Southern Bronx
  - Northwest Queens
  - Northwest Brooklyn
Increases in Ridership

New York City Cyclist Counts at Selected Commuter Locations
Weekday, 7AM to 7PM, 1980-2009

85% increase in commuter cycling (2006-2009)

Sands Street, Brooklyn
48% decrease in fatalities and serious injuries (2006-2009)

Prospect Park West, Brooklyn
Innovative Design

- Innovative On-Street Designs
  - Left-turn lanes
  - Bicycle Signals
  - Pedestrian islands
  - Mixing zones
Multi-modal Connections

- Neckdown Bicycle Parking
- Bicycle Parking Shelters

36th St Subway Station, Brooklyn

Bedford Ave Subway Station, Brooklyn
Education / Outreach Programs

[Images of cycling rules and bikesmart programs]
Equity and Transportation Options

- Robust facilities on commercial corridors
- Increased network in neighborhoods with low vehicle availability
  - Southern Bronx
    (10% vs. 64.3% Citywide)
Future

Community Outreach
- Brooklyn Waterfront Greenway Workshop, Brooklyn

Complete Streets
- Madison Square Park, Manhattan

Education
- Bike to School Day at MS51
Let’s “work toward an America where bikes are recognized to coexist with other modes and to safely share our roads and bridges.”

~ US DOT Secretary Ray LaHood

DOT’s Livability Initiative marks the beginning of a new era! Walking and biking are considered equal with other modes.

- Go beyond minimum design standards.
- Improve non-motorized facilities during maintenance projects.
- Remove snow from sidewalks and shared-use paths.

~ from the US DOT Policy Statement on Bicycle and Pedestrian Accommodation
Bicycle improvements within 3 miles of a transit stop or station, and pedestrian improvements within 1/2 mile of a transit stop or station, are deemed to have a de facto relationship to public transportation.
Federal Transit Administration Policy on Pedestrian and Bicycle Access to Public Transportation

Recent News

Transit station or stop

Pedestrian funding eligibility = ½ mile

Bicycle funding eligibility = 3 miles

Federal Register Notice with final guidance to follow
Federal Transit Administration Policy on Pedestrian and Bicycle Access to Public Transportation

Capital Project Definition:
“A public transportation improvement… including… pedestrian and bicycle access to a public transportation facility.”

FTA funds can be used for:
• Planning for pedestrian or bicycle integration with public transportation
• Access to a public transportation stop or station (sidewalk, multi-use path, etc.)
• Bicycle Parking at a public transportation stop or station
• Storage on a bus or train (bike hooks on trains, bus-mounted bike racks, etc.)
Despite Pressure From CB 7, Riverside Park Keeps “No Cycling” Policy

by Noah Kazis on January 25, 2011

The parks committee of Manhattan Community Board 7 restated its support for shared bike/pedestrian paths through Riverside Park and Central Park last night. In Central Park, the shared paths would create new east-west routes through the park, while in Riverside, the community board is fighting against the Parks Department’s surprise imposition of dismount signs on what was once a part of the greenway system.

In Central Park, progress is continuing apace, reported committee co-chair Karl Neuwell. She said that Doug Blonsky, the head of the Central Park Conservancy, had told her that plans to allow bikes on certain east-west pedestrian paths through the park were moving forward around 102nd Street, 97th Street, and in the 80s. “You’ll have options in Central Park,” promised Neuwell.

Efforts to replace those dismount signs in Riverside Park are stalled, but Manhattan CB 7 is keeping up the pressure on the Parks Department.

To take the 72nd Street Cross Drive across the park is moving a lot faster than hoped.

The Parks Committee promised to keep on top of Riverside Park to see that the dismount signs are removed. “We’re working on it,” said Neuwell. “We’re not about to be taken for patsies either.”
open source software

Photo by Dan Nguyen on Flickr
http://www.flickr.com/photos/zokuga/5049180578/
Public Participation, New Insights
Public Participation, New Insights
Small steps to fix your city. Take action for better bike parking in NYC!

Spot it. Map it. Check it.

Where do you want more bike racks?... Suggest a New Rack to put your spot. Submit details and photo from your phone, twitter, or

Verify suggested rack location! Check if spots meet Location Guidelines to see racks on the ground sooner.

Twitter users can submit racks using this easy syntax

Smartphone users can make suggestions by snapping a photo and emailing.

Bike rack requests submitted to SeeClickFix will be incorporated into Fix City when tagged with the term “bike rack”.

Latest News

Comment & Vote on Rack Suggestions! Anyone can now comment on existing rack suggestions and registered users can show their support for a location by “hearing” it.

Features & Updates Suggest new racks via smartphone, twitter, or SeeClickFix!
February 12th is Getting Closer

It's just about two weeks until the February 12th public meeting at PS 69! We are looking forward to discussing the proposed recommendations with the Jackson Heights community. If you have any ideas on how to get the word out to more people, please let us know. We'll also have light refreshments in case you get hungry.

Save the Date February 12, 2011

DOT will present recommendations for short-term improvements for congestion, safety and mobility for Jackson Heights at a workshop in February. Community members are invited to attend and give feedback. Download this flyer and help us spread the word. More details.

Can't make it? The recommendations will also be posted to this site for your comments.

Community travel survey

Explore the Data

Reducing congestion: See the data on current traffic speeds in Jackson Heights and learn what this project will do to improve them.

Improving pedestrian safety: View intersections with high crash rates and learn what measures DOT proposes to make them safer.

Serving the community and visitors: See who is walking and driving the streets of Jackson Heights and what brings them here. This data helped inform many of the proposals you'll see on this site.
Project Timeline

UPCOMING EVENTS

Spring 2011: Short Term Improvements Begin
Short-term treatments from the Jackson Heights Neighborhood Transportation Study will begin implementation. Check this site for updates on which treatments will be happening, as well as where and when.

February 12, 2011: Presentation of Short Term Treatments
Where: 520 37th Avenue and 77th Street, Jackson Heights, Queens
When: February 12, 2011. Session #1 - 10 am to 12:00 pm, Session #2 - 1:00 pm to 3:00 pm (Two identical sessions will be held – please come at your convenience.)
What: Please join us for a presentation of proposed Short-Term Treatments. Please click here for more details.

PAST EVENTS

Fall 2010: Develop Short-Term Improvements
DOT worked throughout the Fall of 2010 to develop proposals for short-term improvements that will be shared with and refined by community stakeholders in early 2011.

June 2010: Queens Community Board 3 Transportation Committee Presentation
June 16th, 2010
DOT staff presented findings and feedback from community meetings to CB 3. Download the presentation.

June 2010: Queens Community Board 4 Transportation Committee Presentation
June 1st, 2010
DOT staff presented findings and feedback from community meetings to CB 4. Download the presentation.

April 2010: Community Visioning Workshops
Community members were asked to create a vision of how Jackson Heights streets will look and function, and create the framework for future transportation improvements. Workshop participants used the streets classification workbook.

April 2010: Jackson Heights Community Open House

Data & Presentations

Download and view presentations given at community meetings.

Queens Community Board 4 Transportation Committee Presentation, June 2010
Posted on November 23, 2010
Queens Community Board 4 Transportation Committee Presentation, June 2010 (PDF)

Queens Community Board 3 Transportation Committee Presentation, June 2010
Posted on November 23, 2010
Queens Community Board 3 Transportation Committee Presentation, June 2010 (PDF)

I drive my car on the BQE every day, but I welcome these changes to improve bike and pedestrian safety.

Add your feedback on proposed street improvements.
@newamsterdamize New Amsterdamize

I hope she does. RT @Naparstek: Maybe NYC’s CDO @RachelSterne can help to open up NYPD’s crash data http://mprs.tkh/uis9Q /v @StreetsblogNYC

26 Jan

In reply to @newamsterdamize ↑

@rachelsterne
Rachel Sterne

@newamsterdamize @Naparstek @streetsblogNYC Duly noted. Have you seen @NYC_DOT’s interactive map of Jackson Heights? http://bit.ly/eWV8fg

26 Jan via HootSuite 🌟 Favorite ✨ Retweet ✐ Reply

Mentioned in this Tweet

Naparstek Aaron Naparstek
Streetsblog founder, playing to ever-smaller or, shall we say, more exclusive niche audiences.

NYC_DOT NYC DOT
Providing for the safe, efficient and sustainable movement of people and goods, in order to enhance the economy and quality of life in NYC. http://bit.ly/bCJqas

newamsterdamize New Amsterdamize
in the new world with amsterdam cycle chic; BikeNYC lover; @TransAlt fan

StreetsblogNYC Streetsblog New York
Covering livable streets and sustainable transportation in the five boroughs.
OpenPlans.org

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MEASURING EQUITABLE CONNECTIONS
between
AFFORDABLE HOUSING AND TRANSIT

Methods for Transferable GIS Applications
DOT – HUD – EPA
Partnership for Sustainable Communities

- Livability Principles
  - Improve access to affordable housing
  - More transportation options
  - Lower transportation costs while protecting environment

- Partnership Agreement
  - Develop livability measures and tools
  - Undertake joint research & data collection
Affordable Housing & Transit – The Challenge

- Measuring Local Connectivity
- Emphasizing Sustainability & Equity
- Applying Available GIS Data and Techniques
- Output to Supplement City Transportation System Plan
- Establishing Strategic Planning Model for Efficient & Transferrable Applications
- Olympia, WA Example
Pedestrian Planning Technique

Z Transpo engaged at the CNU defining best method for measuring connectivity for Local Planning
Z Evaluating other options
  - NCHRP 616 / Multi-modal LOS
  - I-Place3s
  - Buffering Analysis / Walk score
Z Built ViaCity applying Route Directness Index (RDI)
Z On-going research collaboration
What is Route Directness Index?

The direct measurement of connectivity by means of the route directness index (RDI):

- can be effectively and consistently applied across varying contexts
- provides a greater differentiation in measured connectivity than other metrics
- is a more robust measure of connectivity for analyzing land use-transportation relationships, and
- can be integrated with modeled walk and bicycle travel times
Why Route Directness Index?

- Other connectivity indices do not provide for parcel-level precision
  - Focus only on transportation network and not also the land use relationships to the transportation system
  - Research shows stronger correlation; previously considered hard to measure.

- Limited ability for other metrics to evaluate subtle changes in the connectivity of a system or to compare benefits of project alternatives.

- More intuitive for broader public, agency staff and elected official understanding.
Comparing Connectivity Metrics

**Intersection Density**

*Intersection Density* doesn’t measure local connections or reflect pedestrian system barriers

**Route Directness Index**

*RDI* measures local connections and impact of pedestrian system barriers
Olympia Primary Transit Route & Ridership

Focused Transit Stop Analyses

Legend
Stop Ridership
- 13,000
- Boarding
- Deboarding
- 62A Route
- 62A Stops
Census Data Limitations – Block Groups
Olympia Affordable Housing Inventory
Area 3: Composite RDI / Walk Time Score
Area 3: Composite RDI / Walk Time Score
Area 2: Composite RDI / Walk Time Score

Legend
- Vicinity Score
- Low Income Housing
- 62A Stops
- 62A Route

Pedestrian Barrier: Poor Street Connectivity & Auto-Oriented Access Design
Area 2: Poor Street Network Design
Area 2: Impact of City Bike Plan Priority

Prioritizing City Pathway Plan: New Shared-Use Path
Pedestrian Barrier: Retaining Wall without Vertical Pedestrian Access
Area 3: Poor Site Design & Pedestrian Access
Area 3: Impact of Site Access Enhancements

Retrofit Site Access with Vertical Pedestrian Connection

Walk Time Connectivity

Low Income Housing

62A Stops

62A Route
Local Plan Prioritization & Site Design Impacts

Impact of Non-Motorized Plan Projects and Site Re-design Efforts to Improve Equitable Connections between Affordable Housing and Local Transit
Measuring Local Connectivity with Emphasis on Sustainability & Equity Policy

- Can use available GIS Data and Applied Techniques
- Outcomes used to re-prioritize Multi-Modal Transportation Plans / Capital Improvement Plans & Re-design Site Accesses
- Efficient & Transferrable Strategic Planning Model
Please feel free to contact us!

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Photo by thisisbossi

THANK YOU FOR ATTENDING OUR SESSION