



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 Zsuttu 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

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TRANSPORTATION PLANNING
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Salem Oregon



Capitol Building



Historic Elsinore Theater



Industrial Areas



Willamette River and Downtown



Historic Downtown



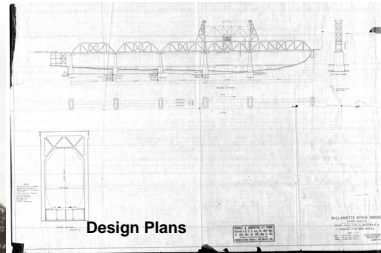
Looking North to Downtown

Salem, OR

CITY OF *Salem* AT YOUR SERVICE - Union Street Railroad Bridge



RR-Bridge Looking East

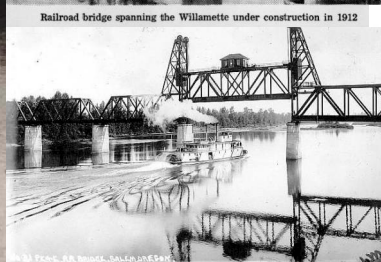


Design Plans



Construction Photo

Railroad bridge spanning the Willamette under construction in 1912



1912



1913 Ribbon Cutting



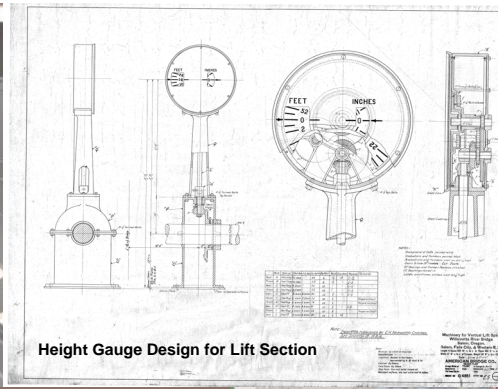
Historic Trestle

Historic

CITY OF *Salem* - Union Street Railroad Bridge
AT YOUR SERVICE



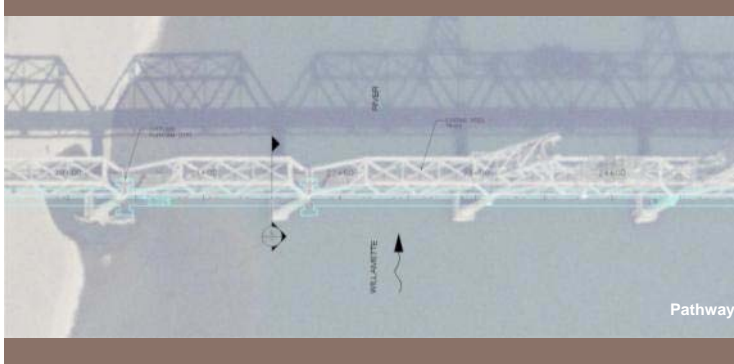
Date Stamped in Steel



Height Gauge Design for Lift Section



Connectivity



Pathway Proposals



Vision

CITY OF *Salem*
AT YOUR SERVICE

- Union Street Railroad Bridge



Trestle Prior to Conversion



Steel Truss Prior to Conversion



Panel Placement



Transportation Planning Excellence Award



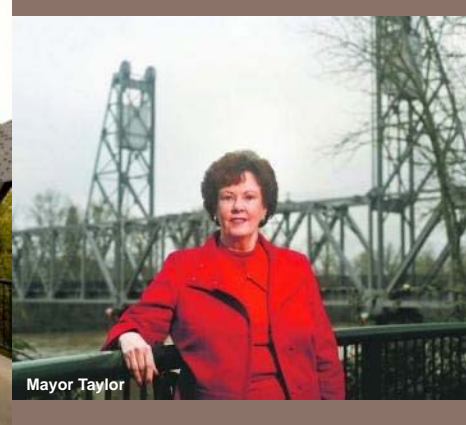
Trestle after Conversion



Ribbon Cutting



Ribbon Cutting



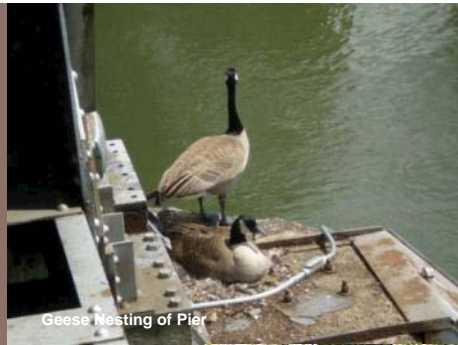
Mayor Taylor

Mayor Taylor

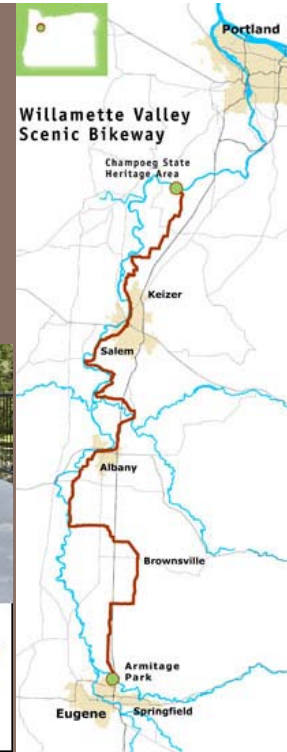
CITY OF *Salem* AT YOUR SERVICE - Union Street Railroad Bridge



Runners



Geese Nesting of Pier



Willamette Valley Scenic Bikeway



Pedestrians



Cyclists



Bike Route Sign



Lori Cain | Statesman Journal
Marian 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.

Multimodal

CITY OF *Salem* AT YOUR SERVICE - Union Street Railroad Bridge



**UNION STREET
RAILROAD BRIDGE**

**PROPOSED MINTO-BROWN
ISLAND PEDESTRIAN BRIDGE**



Complete



Proposed

Future



- 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



Funding



- Union Street Railroad Bridge



North Overlook



Bridge Footing



South Overlook

www.cityofsalem.net/unionbridge
[en.wikipedia.org/wiki/Union Street Railroad Bridge](http://en.wikipedia.org/wiki/Union_Street_Railroad_Bridge)
www.oregon.gov/OPRD/PARKS/BIKE/WVSB_main.shtml

Fun

CITY OF *Salem* - Union Street Railroad Bridge
AT YOUR SERVICE

Todd Klocke, Project Coordinator
City Of Salem, Urban Development Department
350 Commercial St NE, Salem OR 97301
503-588-6178 Ext. 7535

Tklocke@cityofsalem.net

www.cityofsalem.net/unionbridge

Contact



- Union Street Railroad Bridge

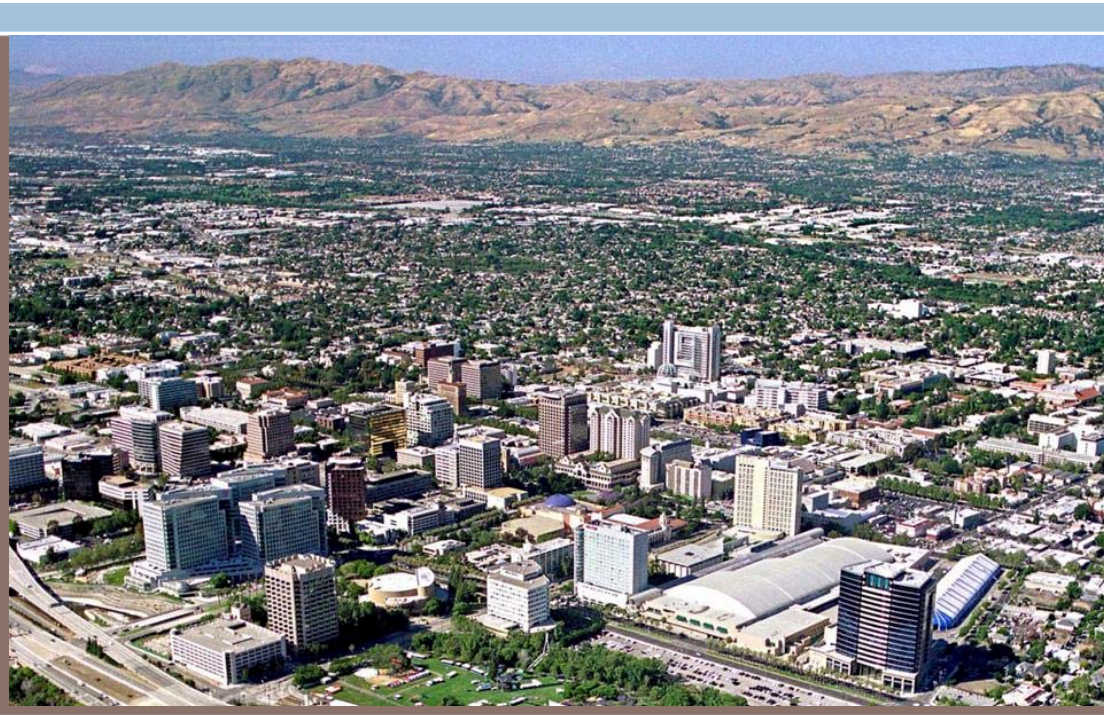
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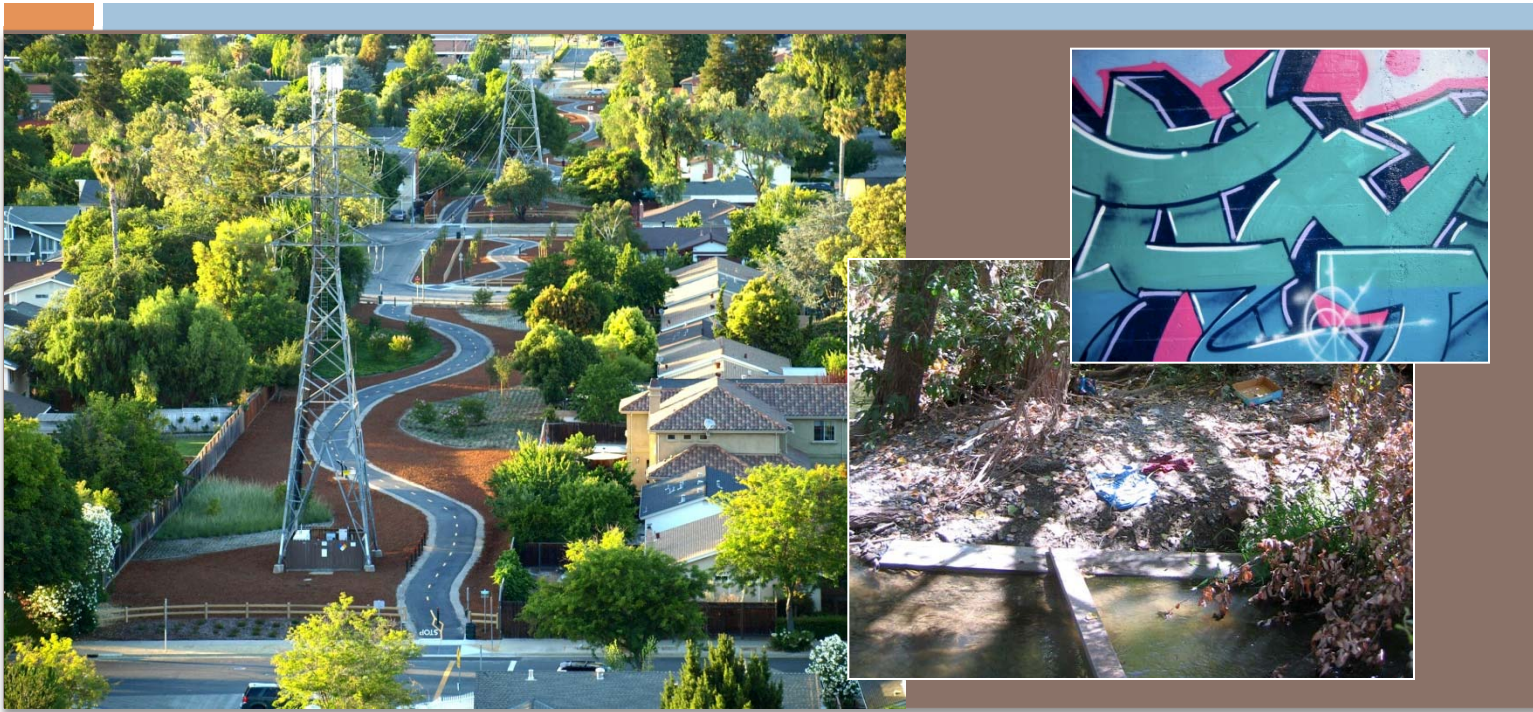
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About San Jose

- 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



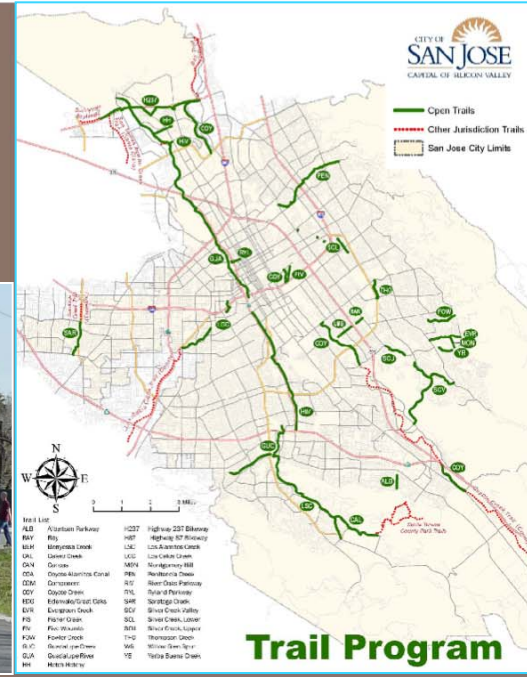
Equitable Trail Development

- Greenprint work plan
- Green Vision goal



Equitable Trail Development

- Prioritization Process
- Grant Seeking Process
- Proposals for each council district



Encouraging Multi-Modal Travel



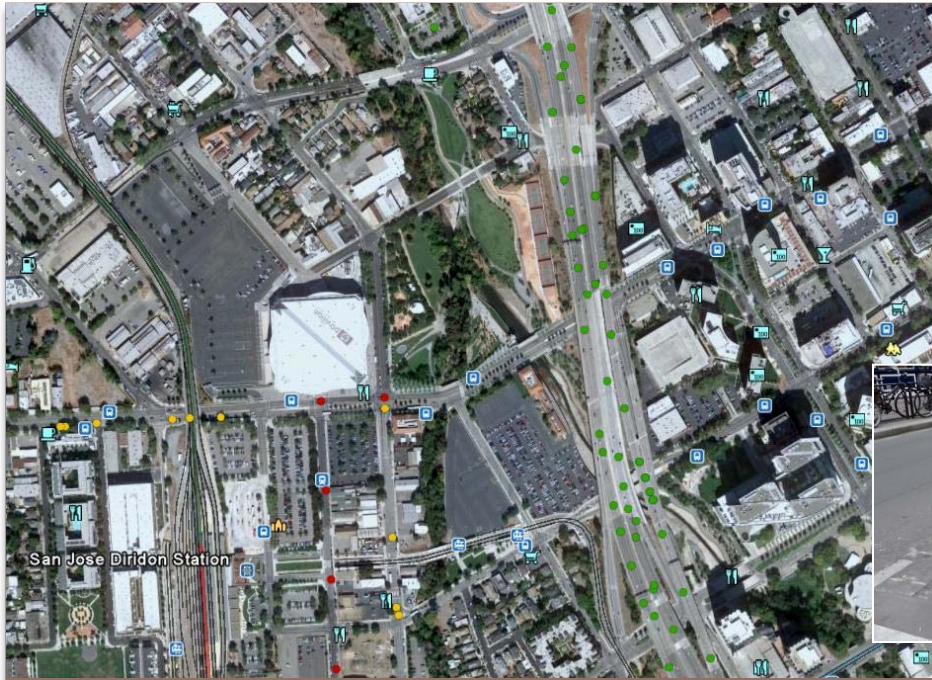
Encouraging Multi-Modal Travel



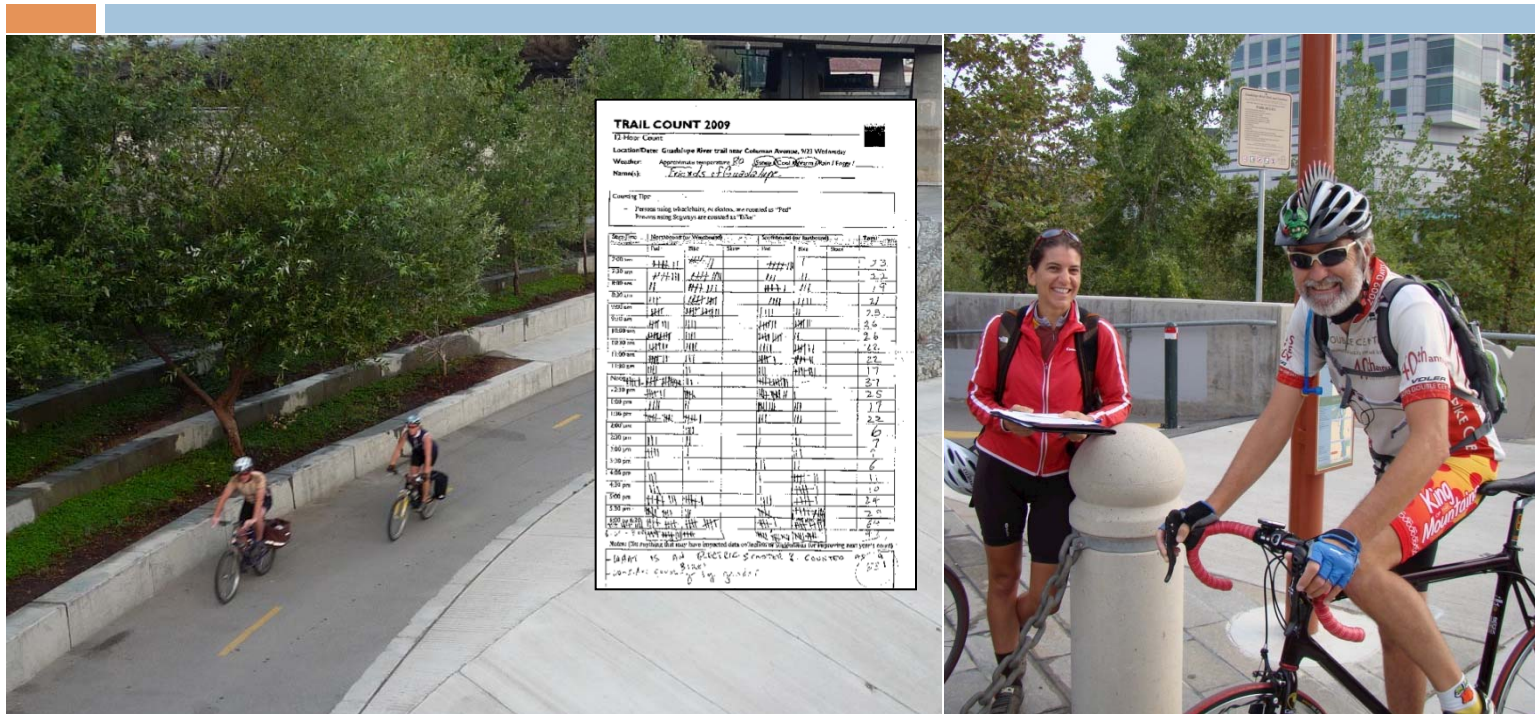
Encouraging Multi-Modal Travel



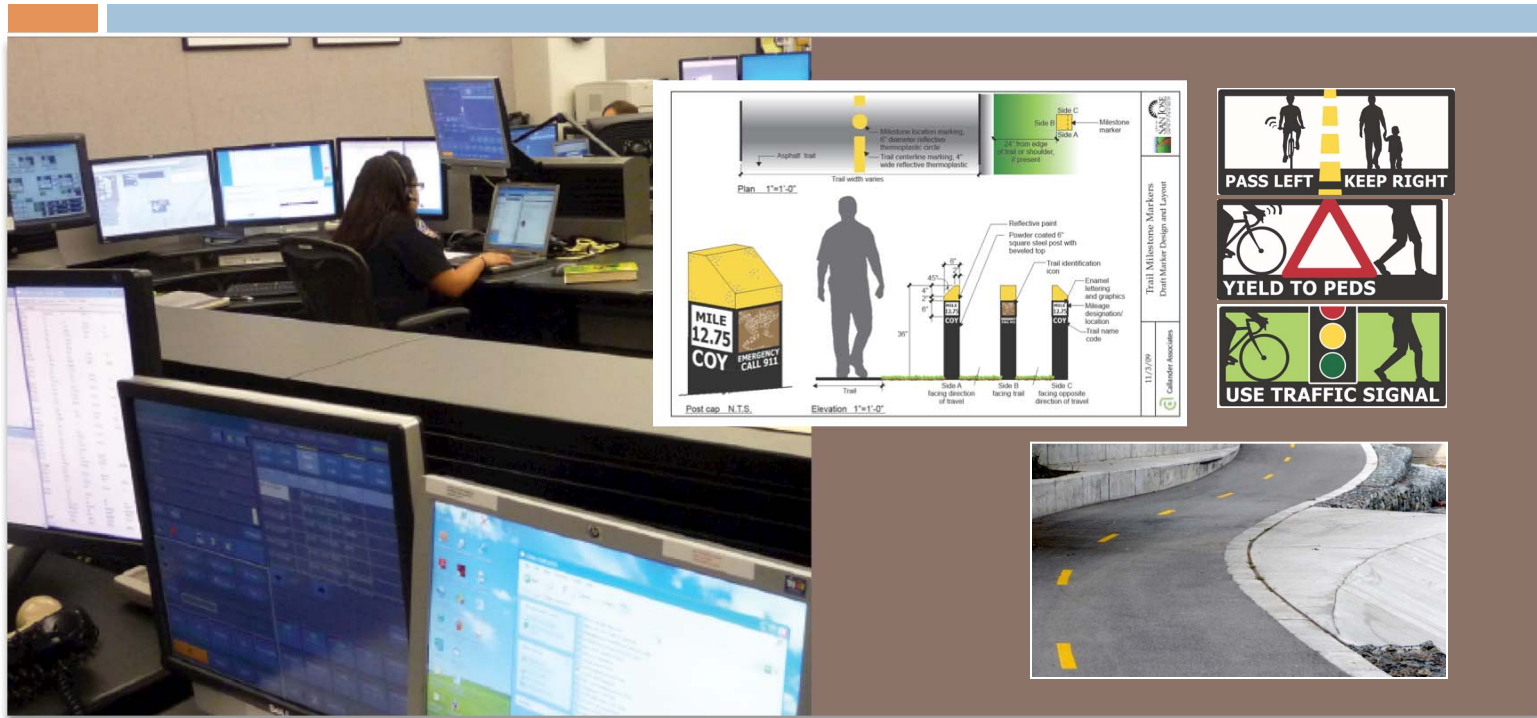
Encouraging Multi-Modal Travel



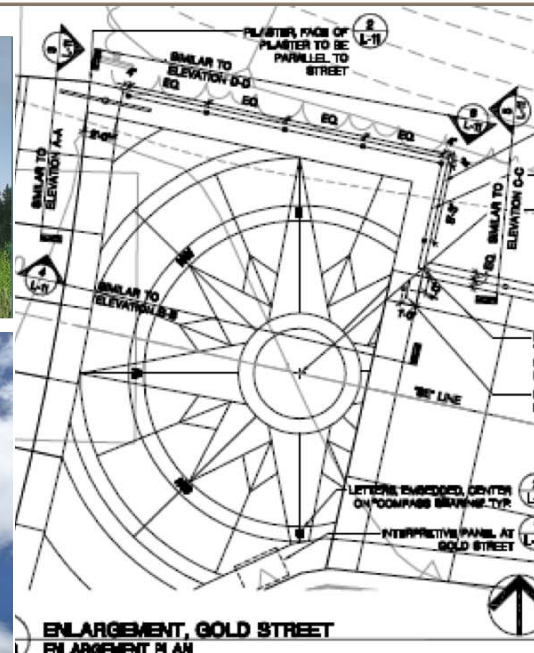
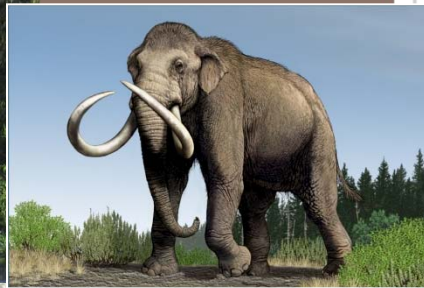
Unique Attributes of San Jose Trails



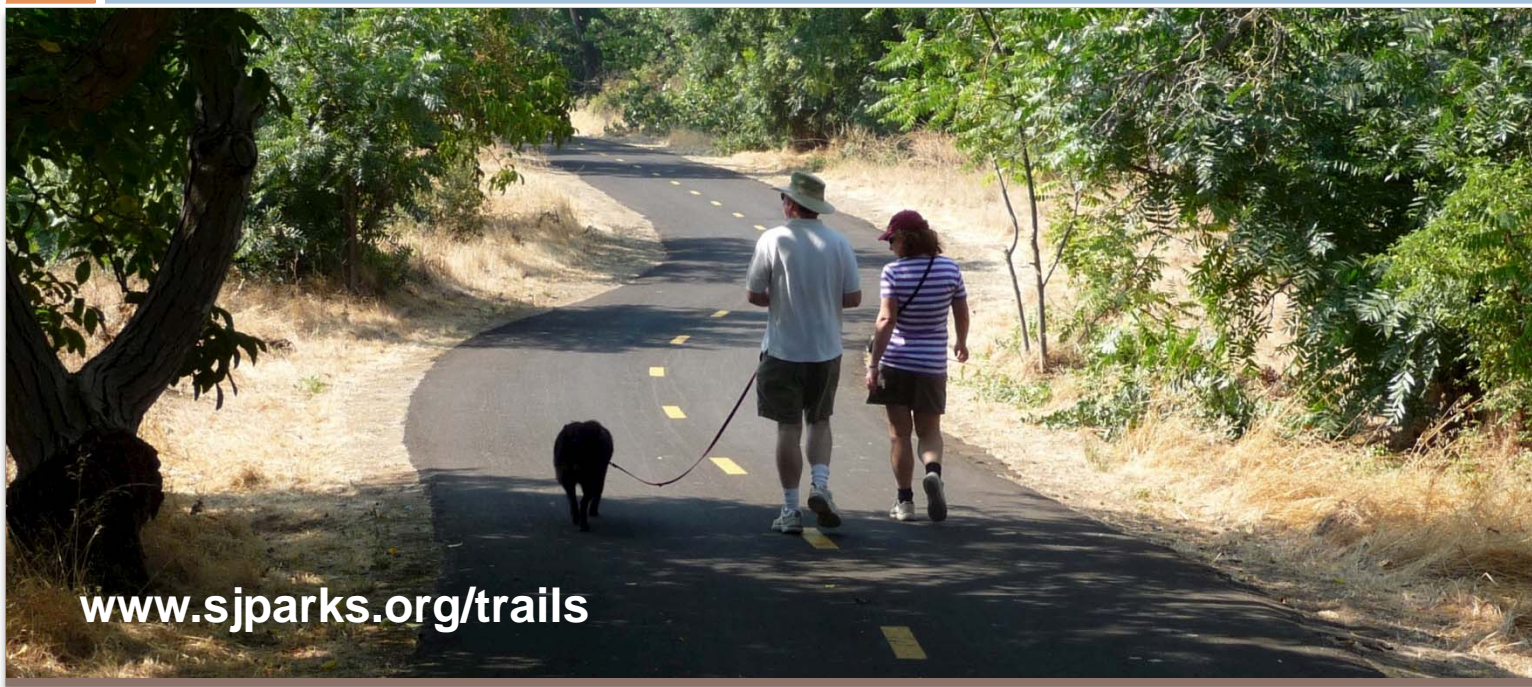
Unique Attributes of San Jose Trails



Unique Attributes of San Jose Trails



Visit San Jose Trails



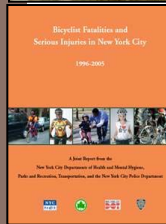
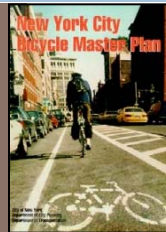
NYC Department of Transportation 200 Lane Mile Commitment



Hayes A. Lord, Director of Bicycle Program

NYC Cycling Background

- 1,800-mile NYC Bicycle Master Plan (1997)
- Bicyclists Fatalities and Serious Injuries Report (2006)
 - 200-mile / 3-year commitment
- PlaNYC 2030 (2007)



Columbus Ave, Manhattan

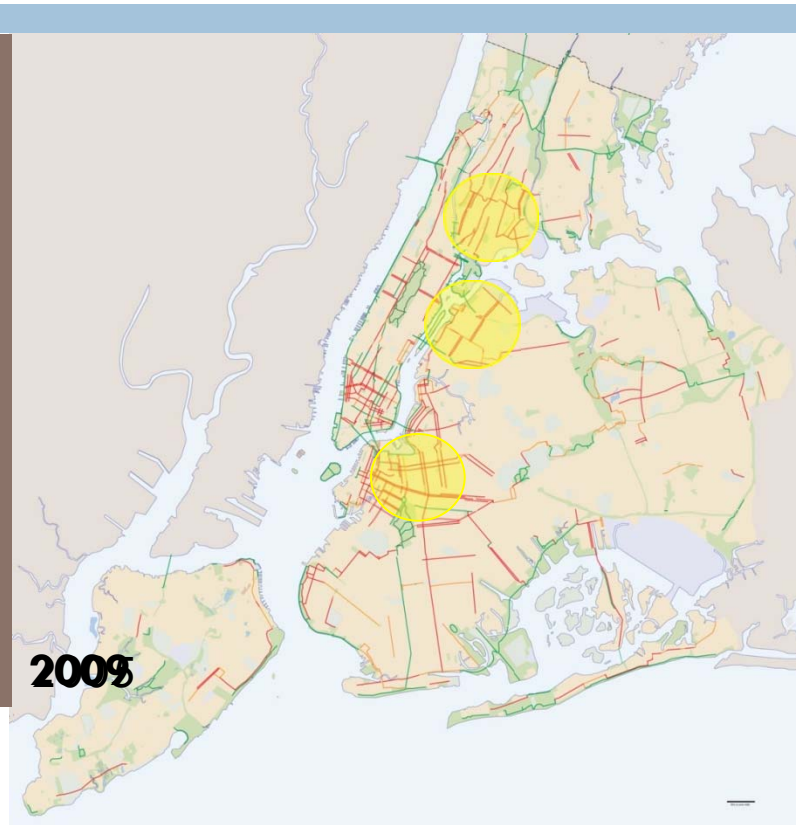
Complete Streets Design Philosophy



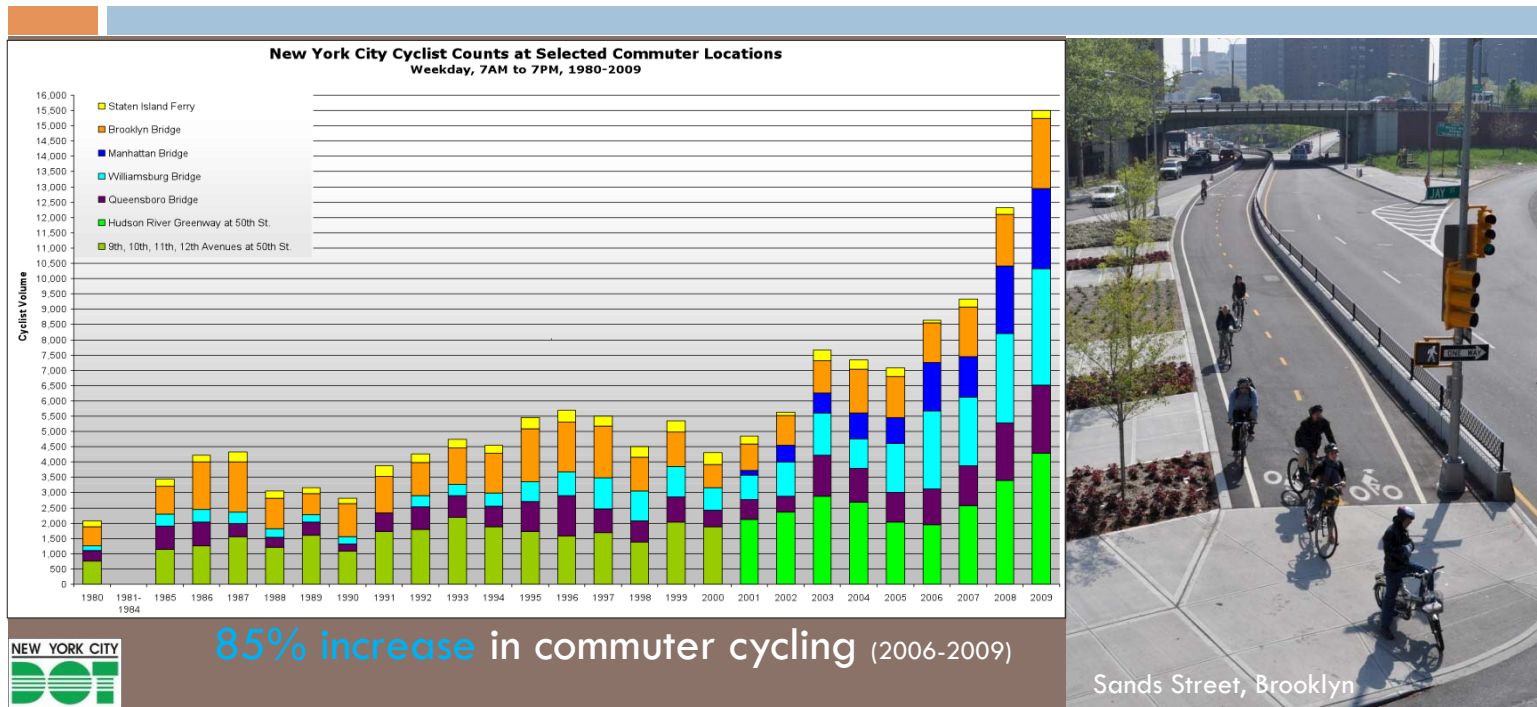
- ✓ Safety is a top priority
- ✓ Re-program the street for all road users
- ✓ Improve quality of life for all New Yorkers

NYC Bicycle Network Implementation

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

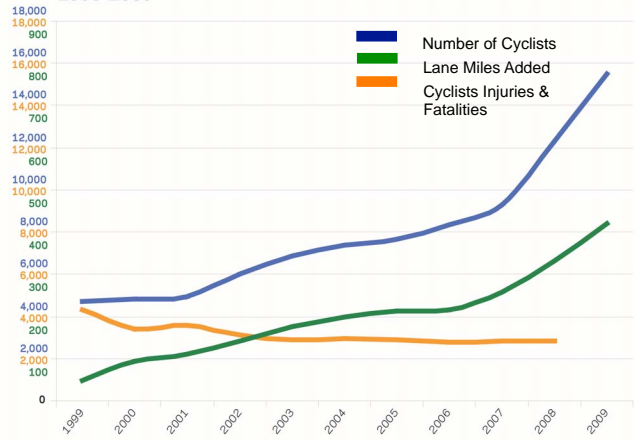


Increases in Ridership



Gains in Safety

Lane Miles Added, Commuter Cycling Increase & Cyclist Injuries 1999-2009



Injury data from NYCDOT & NYPD
Commuter Cyclist data from selected commuter counts



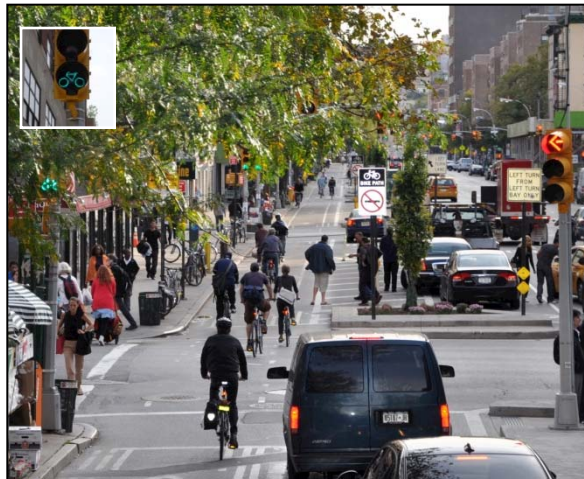
48% decrease fatalities and serious injuries
(2006-2009)



Prospect Park West, Brooklyn

Innovative Design

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



9th Ave, Manhattan



Grand St, Manhattan

Multi-modal Connections

- Neckdown Bicycle Parking
- Bicycle Parking Shelters



Bedford Ave Subway Station, Brooklyn

36th St Subway Station, Brooklyn

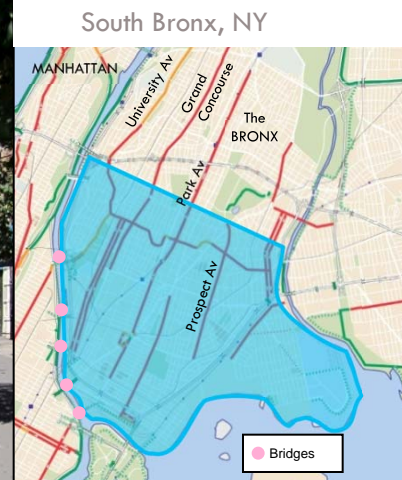


Education / Outreach Programs



Equity and Transportation Options

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



Bicycle Counts (12-hours)

| Facility | Weekday | Weekend |
|-----------------------|---------|---------|
| Macombs Dam Bridge | 380 | 318 |
| W 145th Street Bridge | 252 | 334 |
| W 138th Street Bridge | 337 | 278 |
| 3rd Ave Bridge | 375 | 564 |
| Willis Ave Bridge | 263 | 191 |

Future

Community Outreach



Brooklyn Waterfront Greenway Workshop, Brooklyn



Complete Streets




Madison Square Park, Manhattan

Education



Bike to School Day at MS51



Hayes A. Lord, Director
Bicycle Program
NYC Dept. of Transportation
hlord@dot.nyc.gov



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

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



Photo by c34 on streetsblog



U.S. Department of Transportation

Federal Transit Administration Policy on Pedestrian and Bicycle Access to Public Transportation



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.

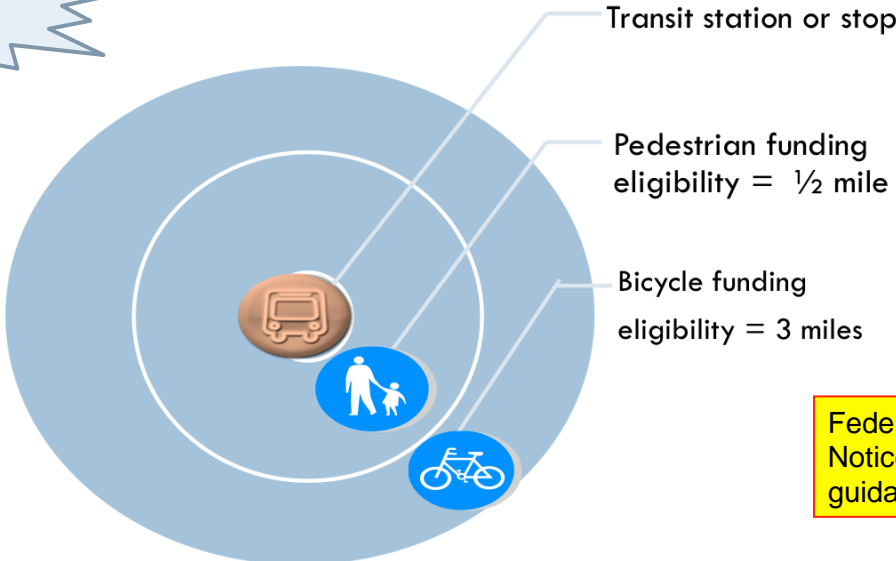


Federal Transit Administration



Federal Transit Administration Policy on Pedestrian and Bicycle Access to Public Transportation

Recent News



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.)



Federal Transit Administration

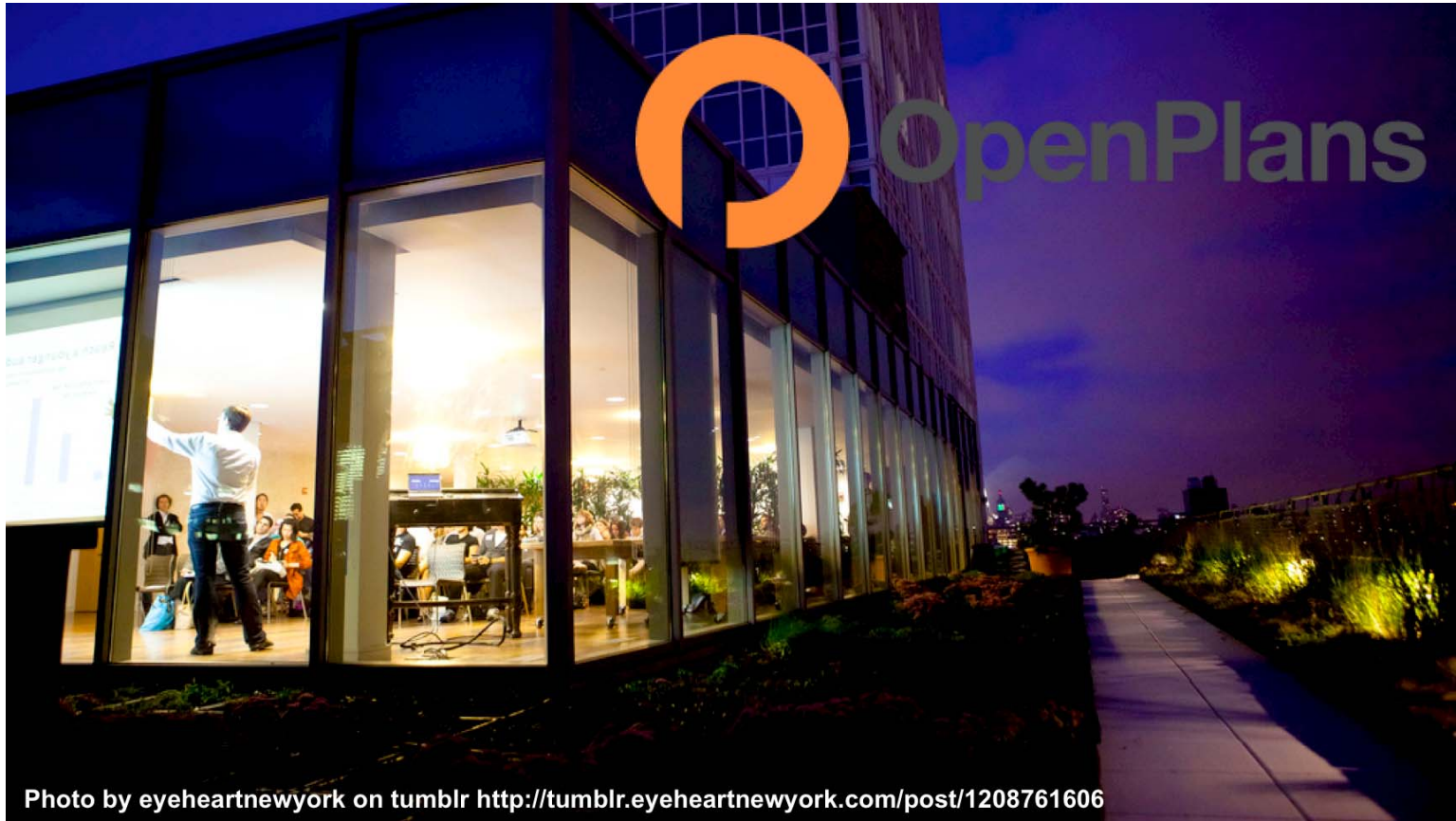
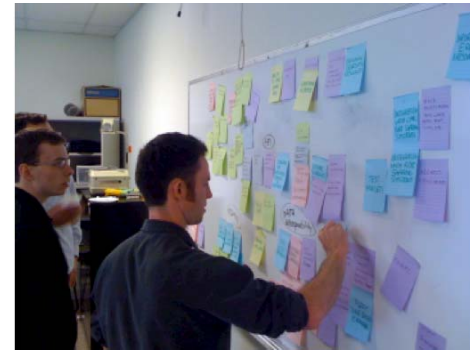
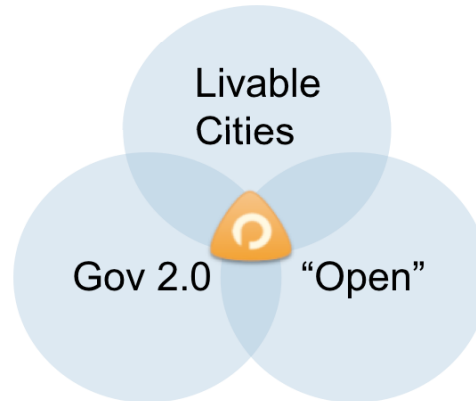


Photo by eyeheartnewyork on tumblr <http://tumblr.eyeheartnewyork.com/post/1208761606>





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Tuesday, January 25, 2011 22 Comments

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.



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

In Central Park, progress is continuing apace, reported committee co-chair Klari Neuwelt. 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 Neuwelt.

to take the 72nd Street Cross Drive across the park is moving faster than hoped.

to be in hand remains elusive. Neuwelt said that she had hoped the Park were to be replaced with signs urging bikes to ride in, however, the Parks Committee received what Neuwelt

called "a pretty weaselly e-mail back from John Herrold," the administrator of Riverside Park, shying away from any such commitment.

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 Neuwelt. "We're not about to be taken for patsies either."

In the long term, engineering efforts to take some pressure off the 72nd Street entrance to Riverside Park are

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Tips, comments, questions? [Contact us.](#)

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BICYCLE HABITAT

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September 21, 2010 55

Eyes on the Street: Cyclists Told to Walk Riverside-Hudson Greenway Link
June 23, 2010 38

This Week: Defending Riverside Park, Extending Eighth Avenue
July 19, 2010 5

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open source software

Photo by Dan Nguyen on Flickr
<http://www.flickr.com/photos/zokuga/5049180573/>

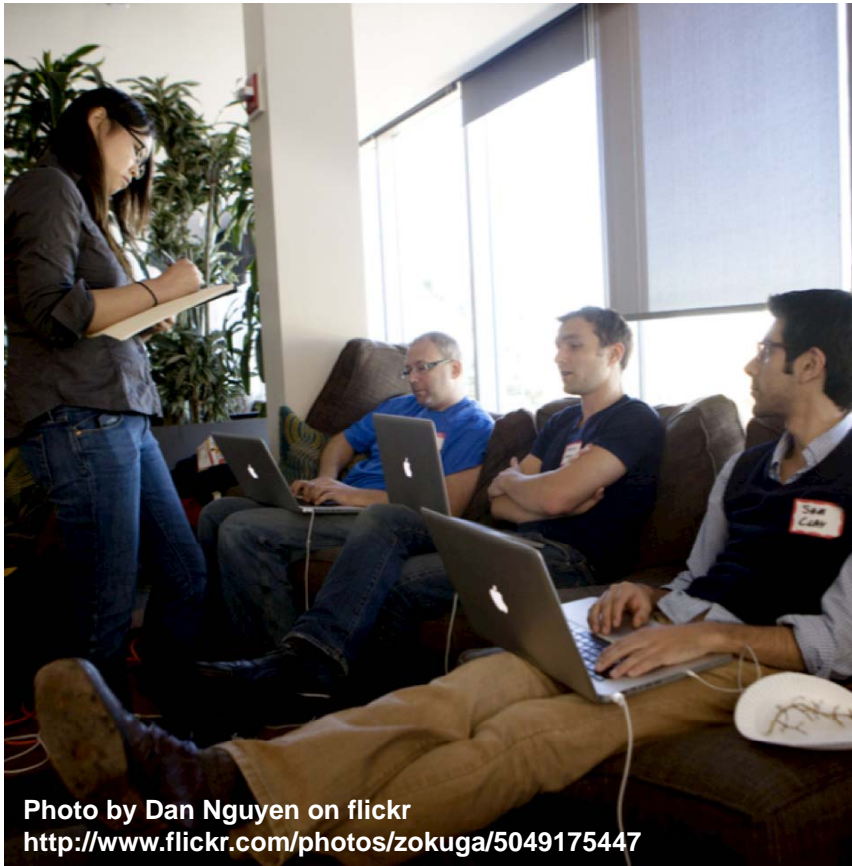
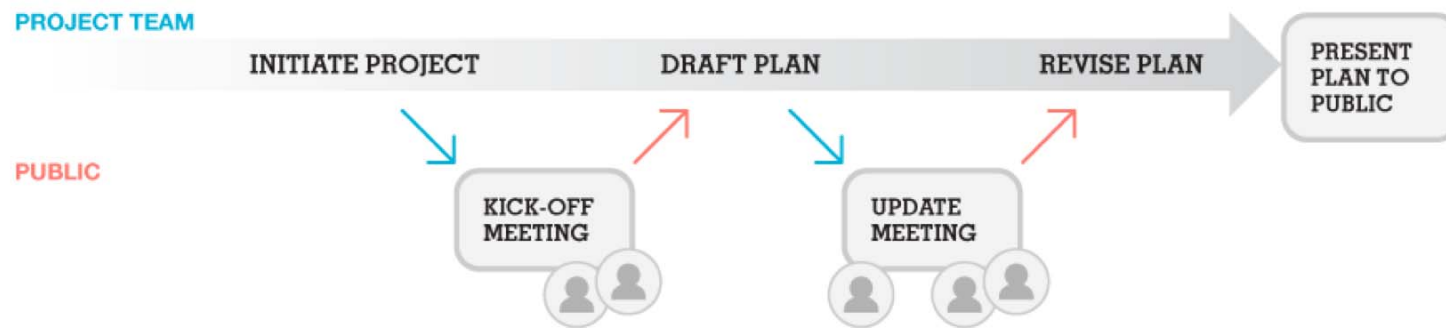


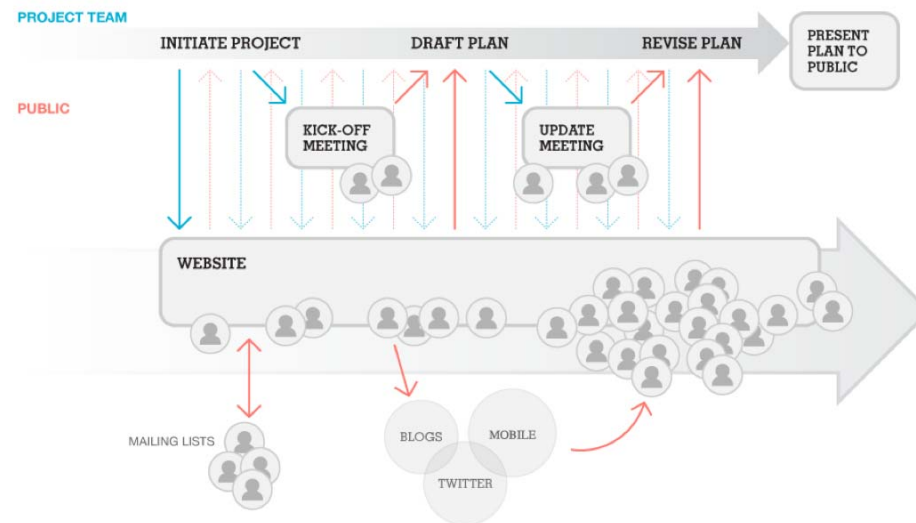
Photo by Dan Nguyen on flickr
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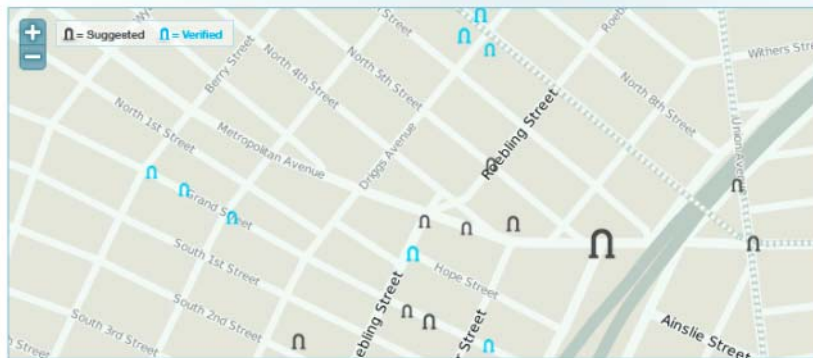
Public Participation, New Insights



Public Participation, New Insights



Small steps to fix your city. Take action for better bike parking in NYC!



 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 See Click Fix will be incorporated into FixCity 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 "heating" it.

Features & Updates Suggest new racks via smart phone, twitter, or SeeClickFix!

[More posts](#)

Spot it.



Where do you want more bike racks?

Map it.



Suggest a [New Rack](#) to put your spot. Submit details and photo from your phone, twitter, or

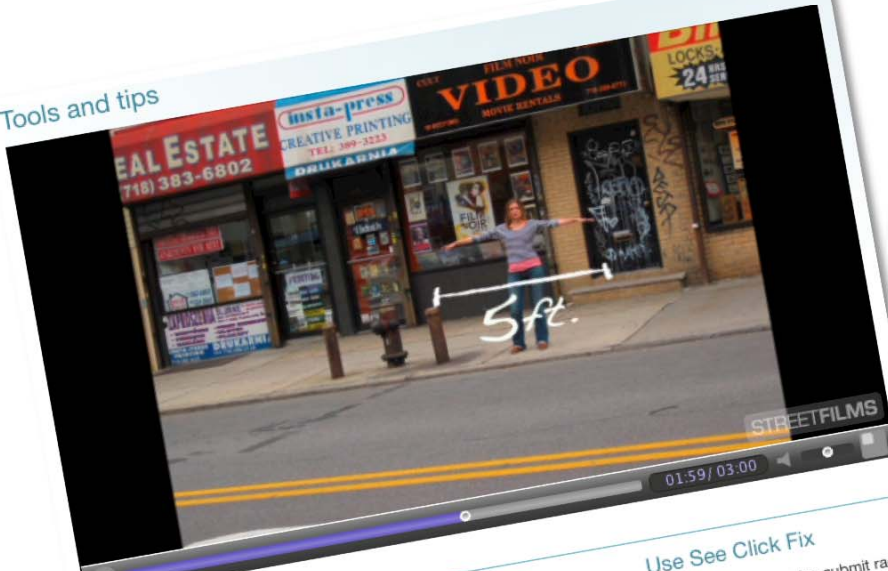
Check it.



Verify suggested rack locations! Check if spots meet [Location Guidelines](#) to see racks on the ground sooner.



Tools and tips



Submission Tools

Tweet your Rack

If you tweet feel free to submit a rack

Email your Rack

Smart phone users can suggest a rack via email.

To: racks@fixcity.org
 Subject: Barcade @ 388 union ave. Brooklyn NY
 Message: Why you would like the rack here

Use See Click Fix

You are welcome to also submit racks through our third party integration with [SeeClickFix](#) just tag your rack with "bike rack"

fixcity.org

SO YOU WANT BIKE RACKS...

Decoding Rack Placement

Do you want a bike rack by your favorite store, park, or bus stop? Bike rack placement is more complicated than you might think, but it's easy to decide when you look around and ask these three simple questions:

1. What features do people and vehicles need to ACCESS?
2. What other OBJECTS could bikes get in the way of?
3. Is the SURFACE suitable for a rack?

See diagram and list for specific clearance distances.

A ACCESS Most Restrictive: Clearance Varies

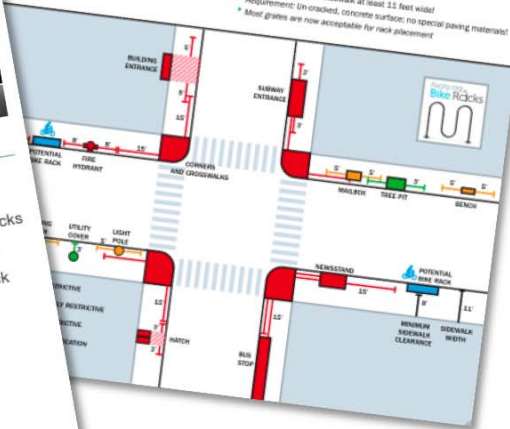
- 15' Crosswalk & special curb areas: bus stops, taxi stands, hotel loading zones
- Handhood structures: sidewalk cafes, bus & bike shelters, toilets, newsstands
- Fire hydrants
- Building entrances & driveways
- Staircases & subway entrances (railings, stairs, elevators, etc.)

B OBJECTS Moderately Restrictive: 5 foot clearance

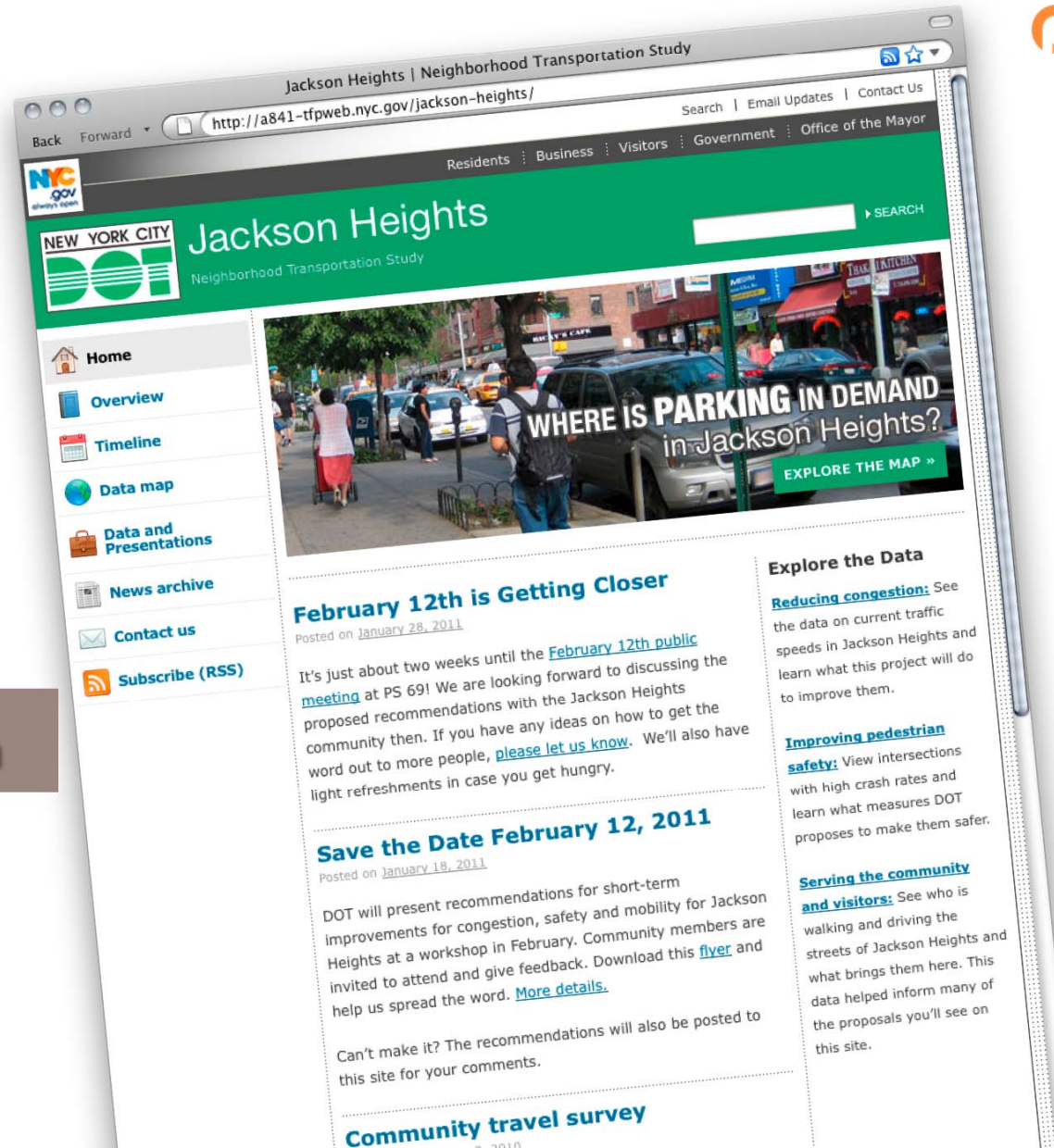
- Benches, planters, telephones, mailboxes
- Signs, parking meters, lamp posts, streetlights, etc.)

C SURFACE Least Restrictive: 3 foot clearance

- Utility covers, tree pit edges, grates with hinges
- Requirement: Public sidewalk at least 2.5 feet wide!
- Requirement: Un-cracked, concrete surface; no special paving materials!
- Most grates are now acceptable for rack placement



CoPlan



Jackson Heights | Neighborhood Transportation Study

http://a841-tfpweb.nyc.gov/jackson-heights/

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NEW YORK CITY **Jackson Heights**
Neighborhood Transportation Study

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WHERE IS PARKING IN DEMAND
in Jackson Heights?
EXPLORE THE MAP »

February 12th is Getting Closer
Posted on [January 28, 2011](#)

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 then. 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
Posted on [January 18, 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.

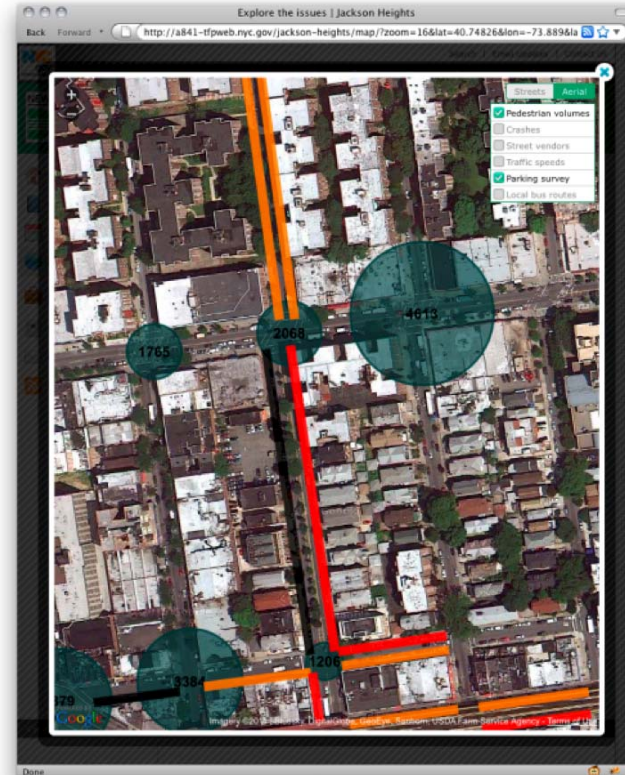
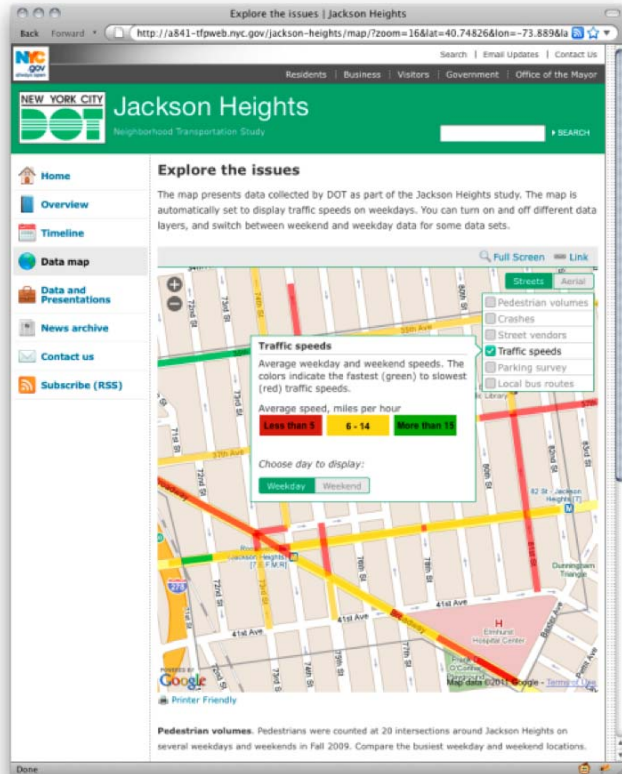
Community travel survey
2010

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: P.S. 69 (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 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** Jun 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** Jun 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

JUMP TO: [Presentations](#) [Meeting Notes](#) [Studies](#) [Workbook](#) [Photos](#) [Raw datasets](#)

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 SUV every day, but I welcome these changes to improve bike and pedestrian safety.


Andy, on [Give Feedback on Proposed Short term Improvements](#)

Configuration of this intersection would allow for a Class 2 (striped) bike lane to connect to Victor Moore Arcade and make a bike/transit connection. This project to the existing bike lane on 34th Avenue.

[Full Screen](#) [Link](#)

[Safety and mobility](#)

[Proposed](#)

 **newamsterdamize** New Amsterdamize
I hope she does. RT **@Naparstek**: Maybe NYC's CDO **@RachelSterne** can help to open up NYPD's crash data <http://nprs.tk/huls90> /v **@StreetsblogNYC**
26 Jan


in reply to **@newamsterdamize** ↑



@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

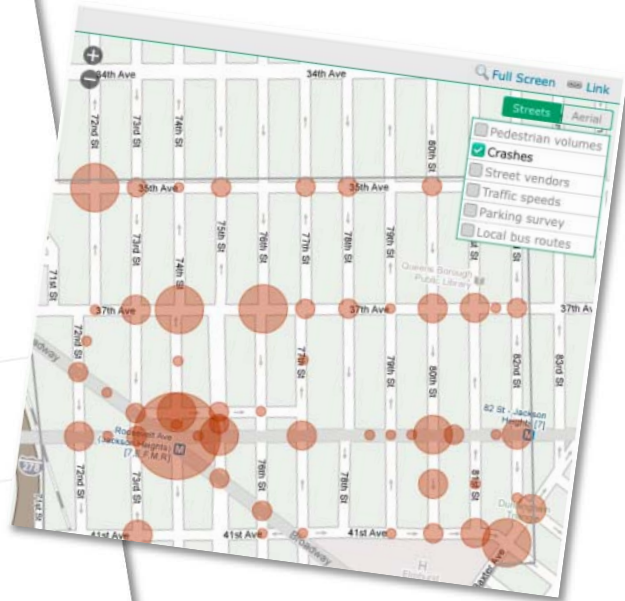
Mentioned in this Tweet

 **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/bCj4as>

 **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/coplan

Photo by Noneck on Flickr
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OpenPlans.org



Frank Hebbert

fhebbert@openplans.org

@fkh

MEASURING EQUITABLE CONNECTIONS
between
AFFORDABLE HOUSING AND TRANSIT

Methods for Transferable GIS Applications

Andrew Mortensen |

ViaCity™
Let's plan to connect™

Powered by
transpoGROUP

DOT – HUD – EPA

Partnership for Sustainable Communities



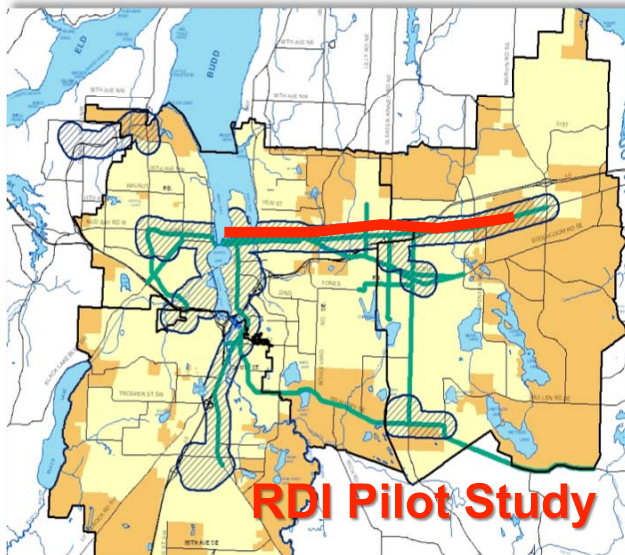
❖ Livability Principles

- ✓ 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**

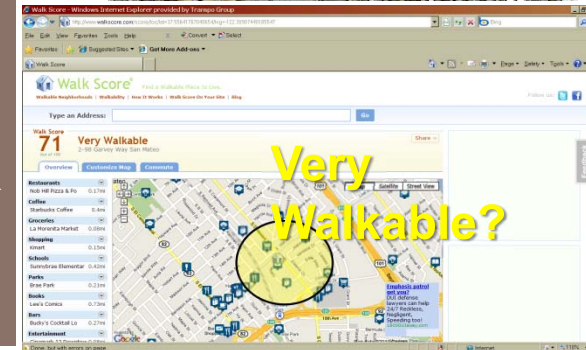
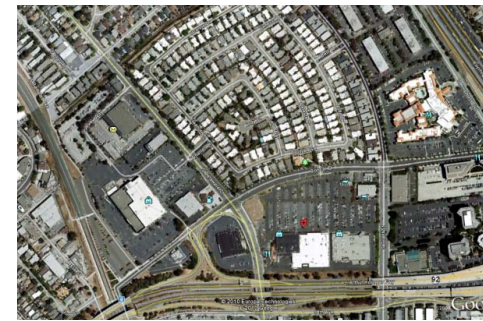
Affordable Housing & Transit – The Challenge



- ❖ 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

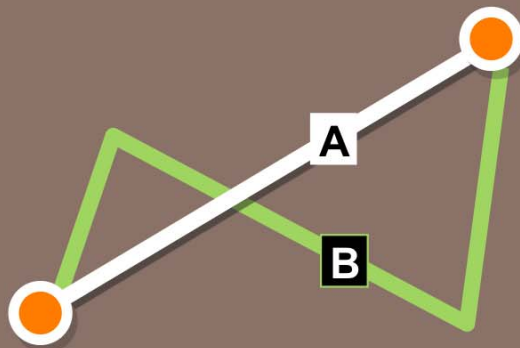
- Z Transpo engaged at the CNU defining best method for measuring connectivity for Local Planning
- Z Evaluating other options
 - NCHRP 616 / Multi-modal LOS
 - I-Place3s
 - Buffering Analysis / Walk score
- Z Built ViaCity applying Route Directness Index (RDI)
- Z On-going research collaboration



What is Route Directness Index?

straight-line distance “A”

actual route distance “B”



$$\text{RDI} = A / B$$

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?

- Z 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.

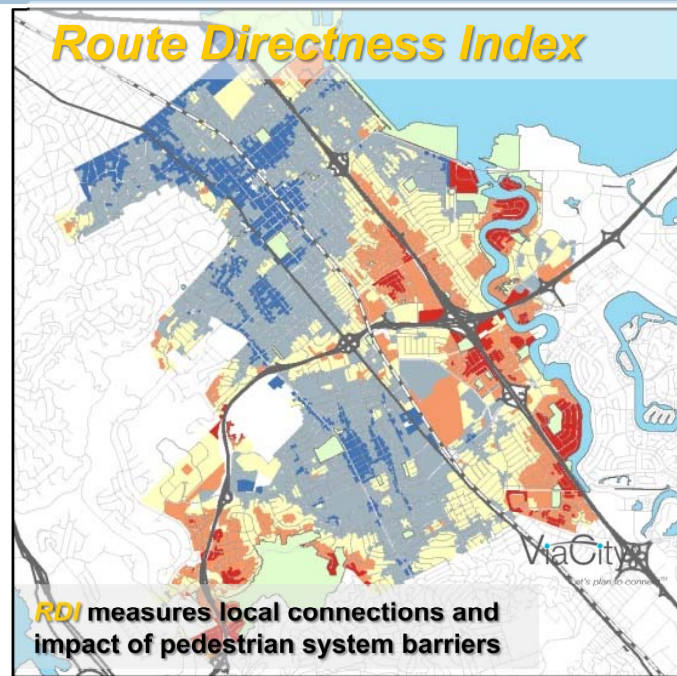
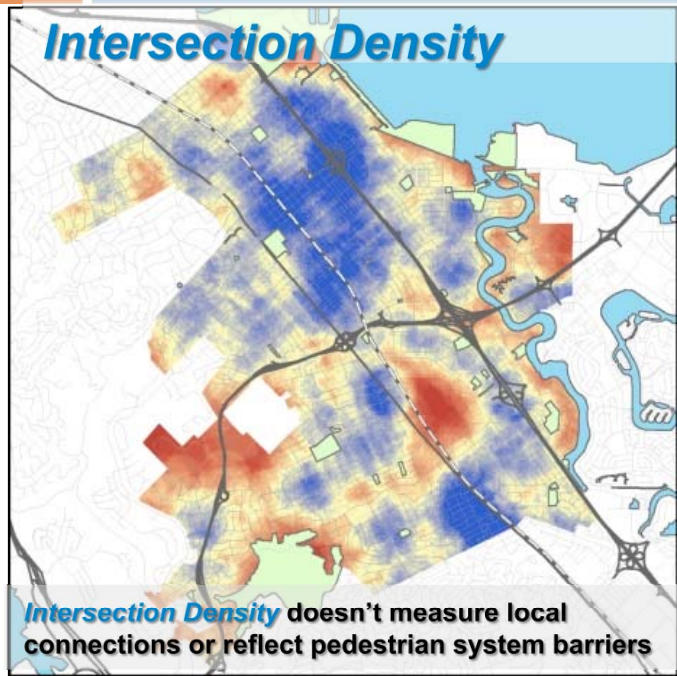
- Z Limited ability for other metrics to evaluate subtle changes in the connectivity of a system or to compare benefits of project alternatives.

- Z More intuitive for broader public, agency staff and elected official understanding.

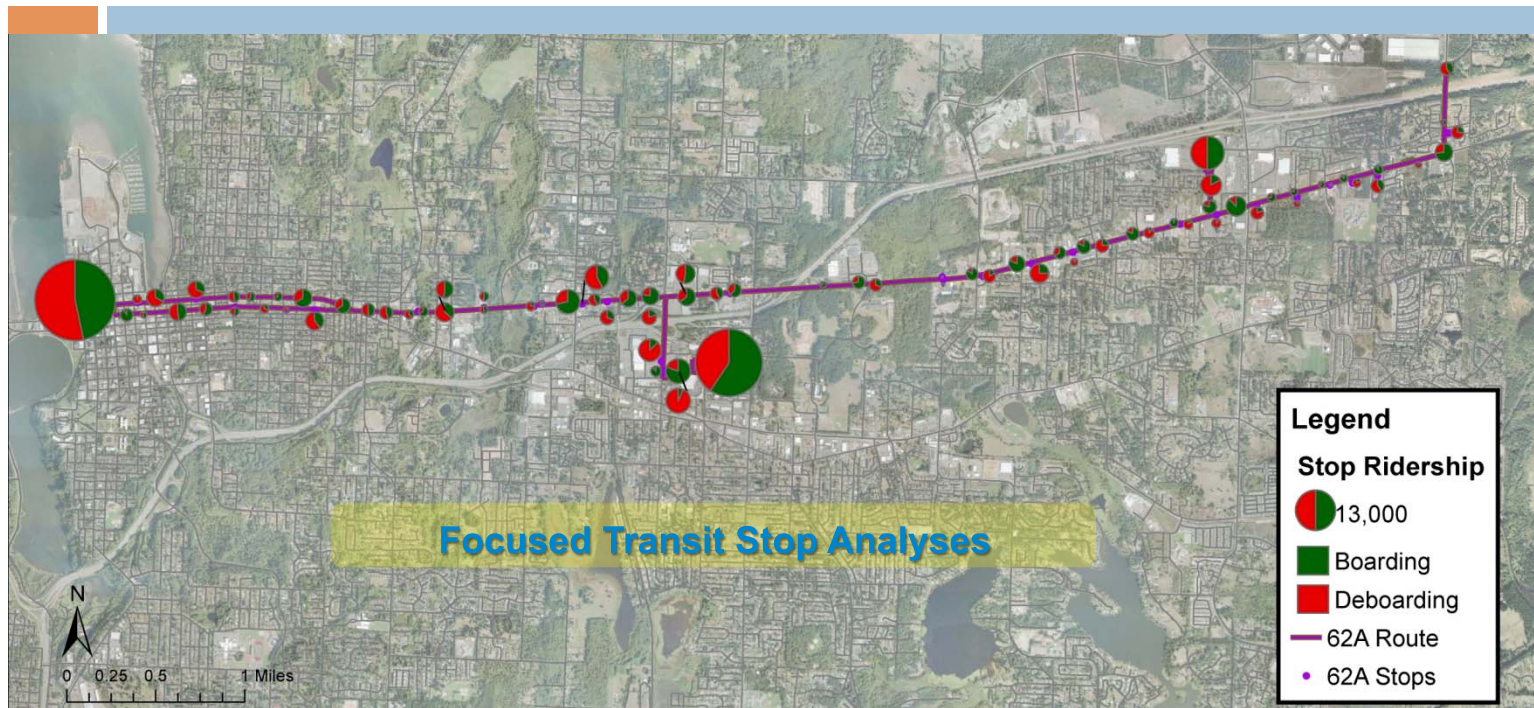


Intersection Density

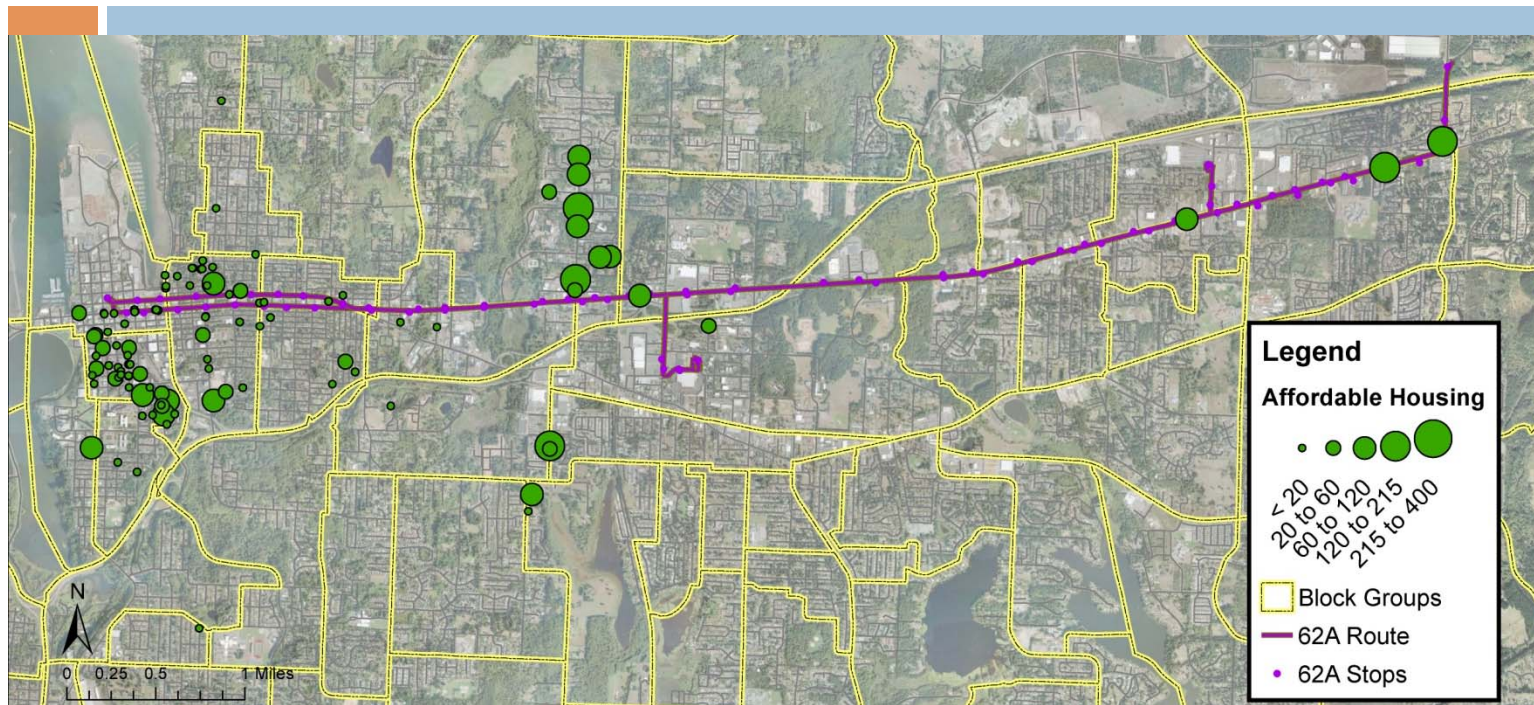
Comparing Connectivity Metrics



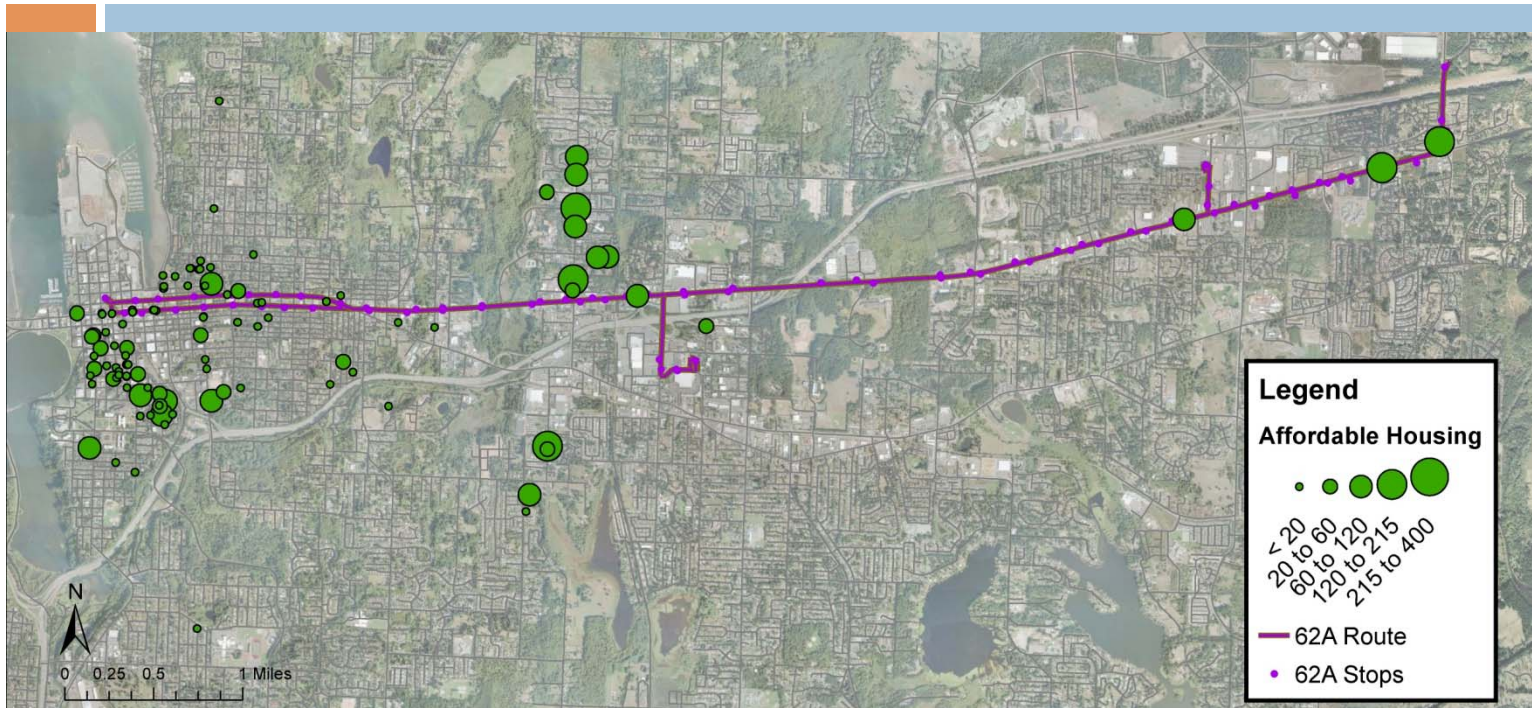
Olympia Primary Transit Route & Ridership



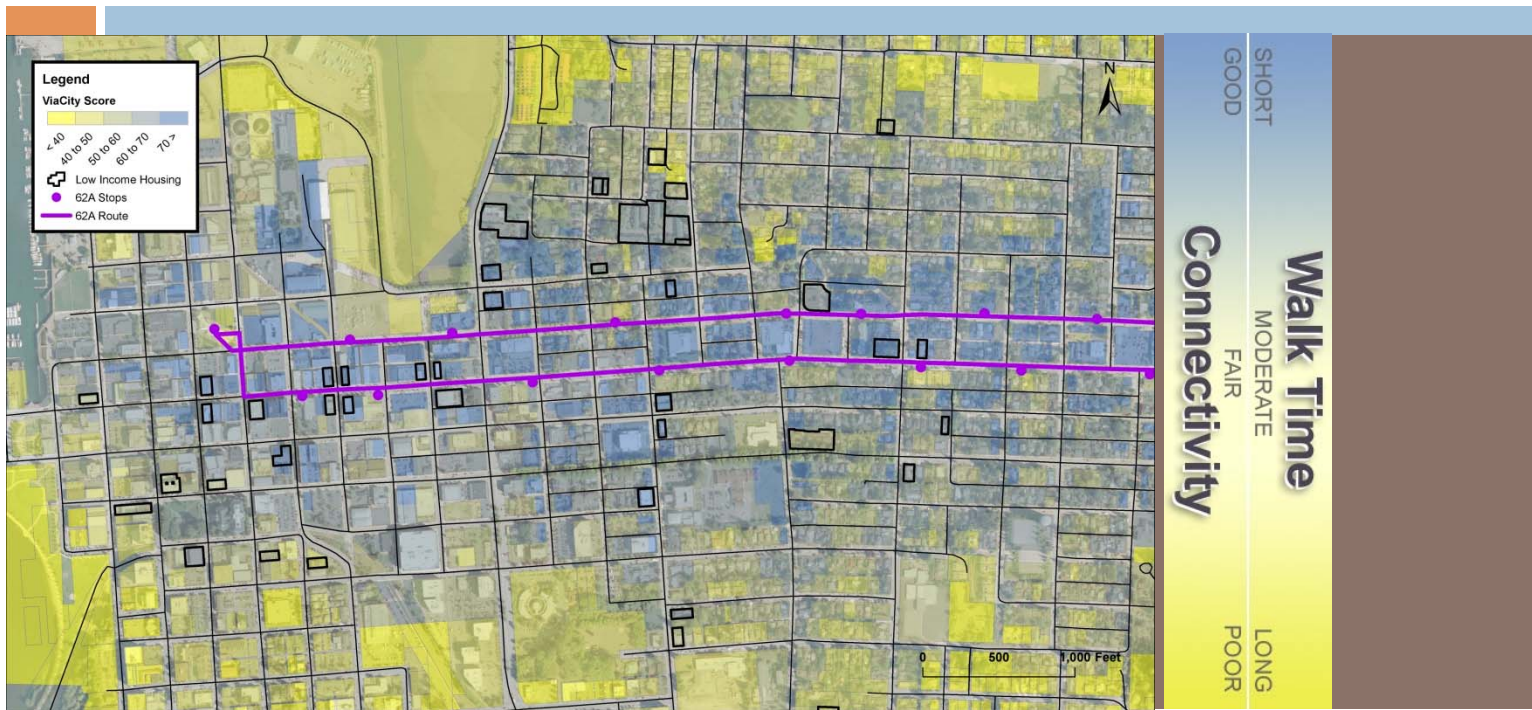
Census Data Limitations – Block Groups



Olympia Affordable Housing Inventory



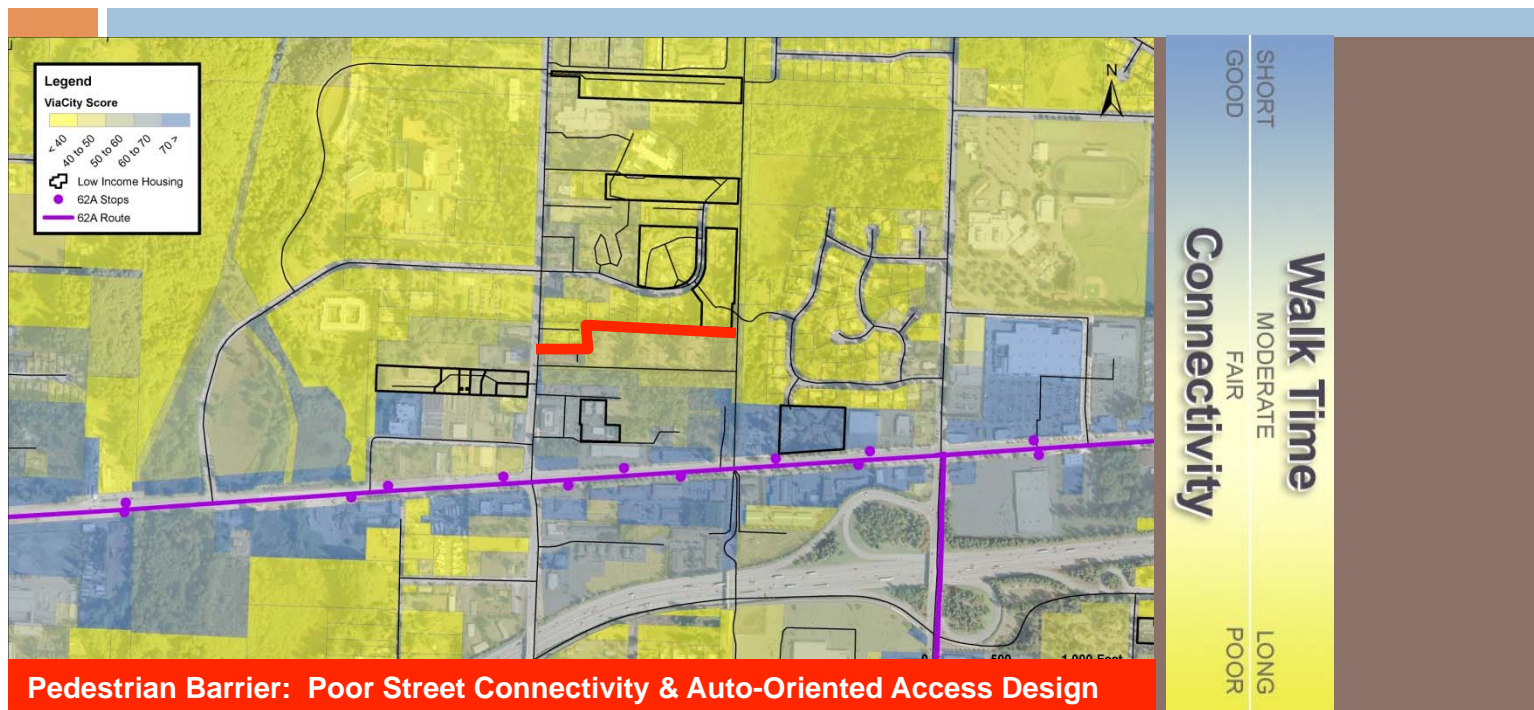
Area 3: Composite RDI / Walk Time Score



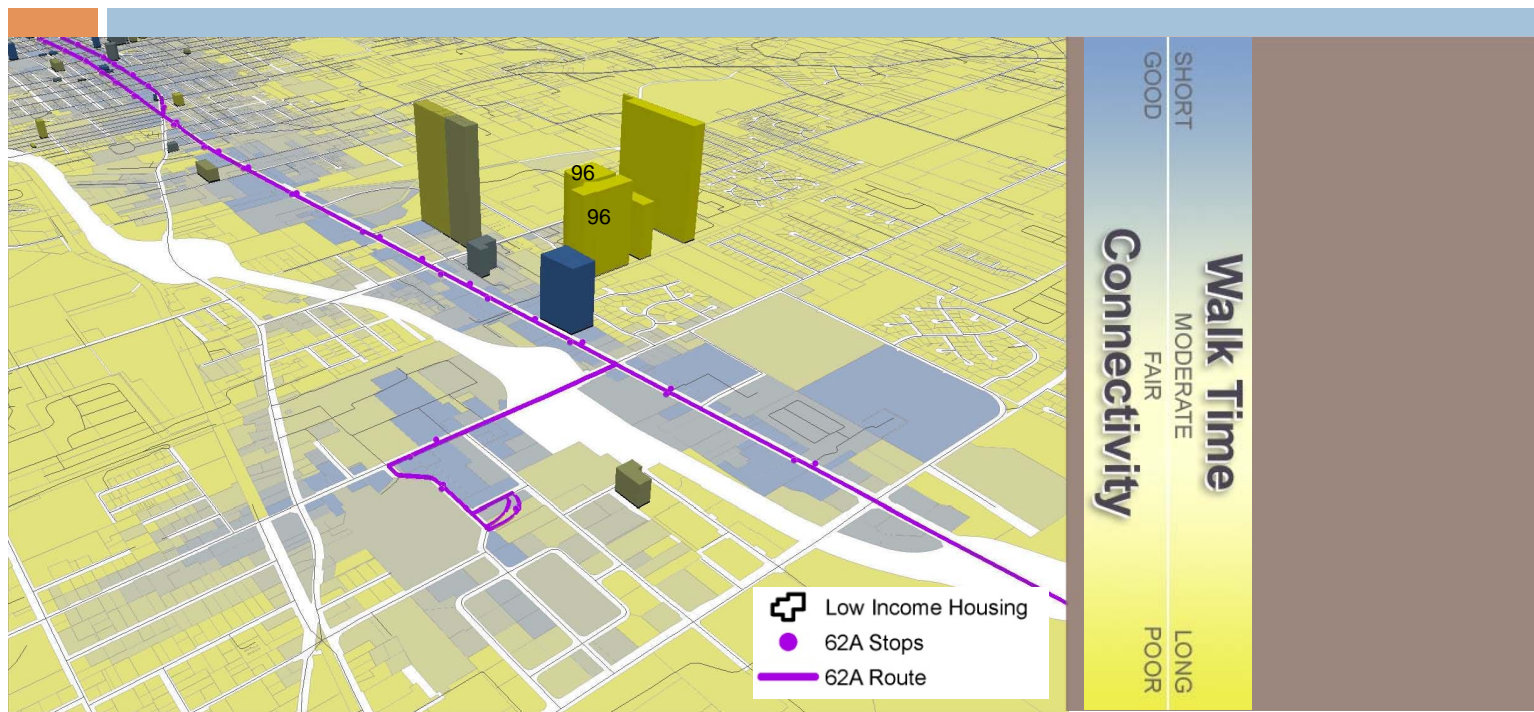
Area 3: Composite RDI / Walk Time Score



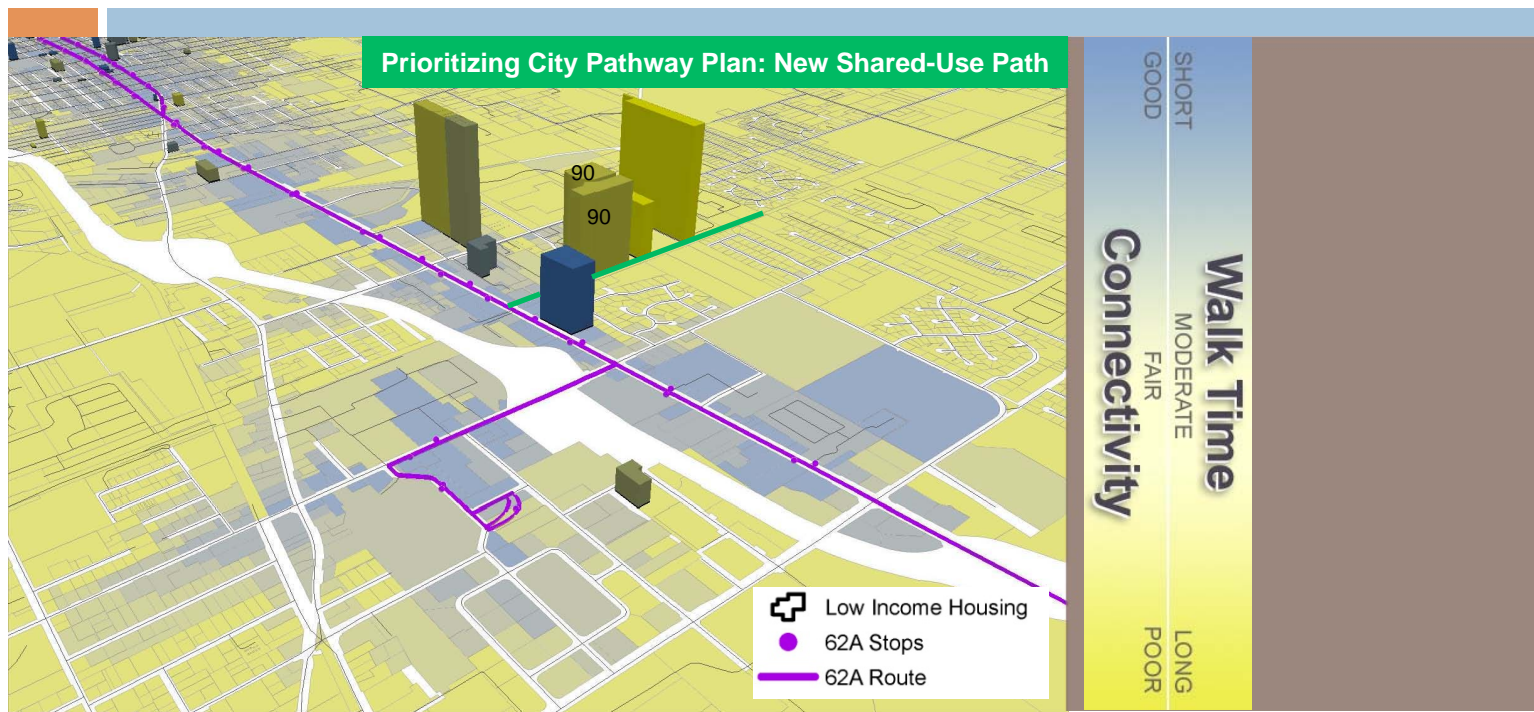
Area 2: Composite RDI / Walk Time Score



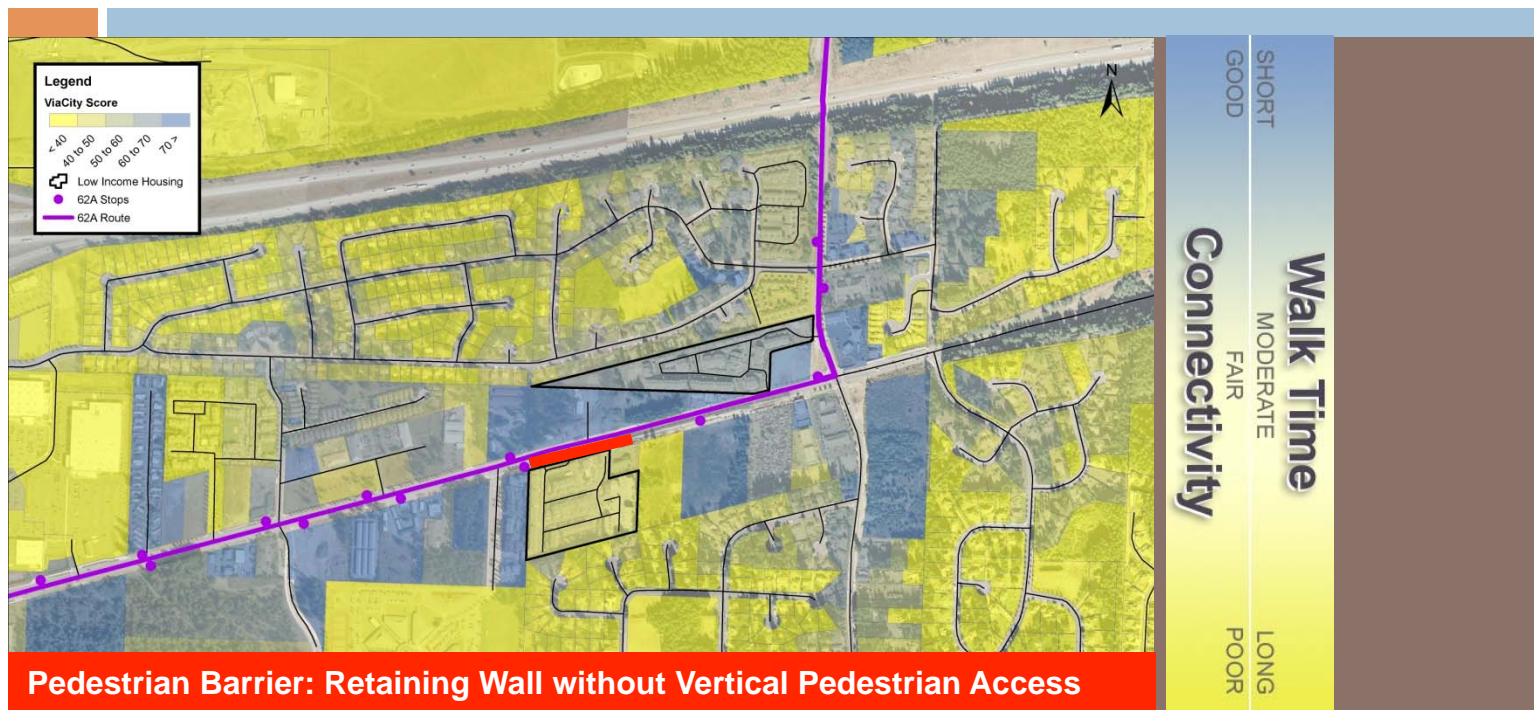
Area 2: Poor Street Network Design



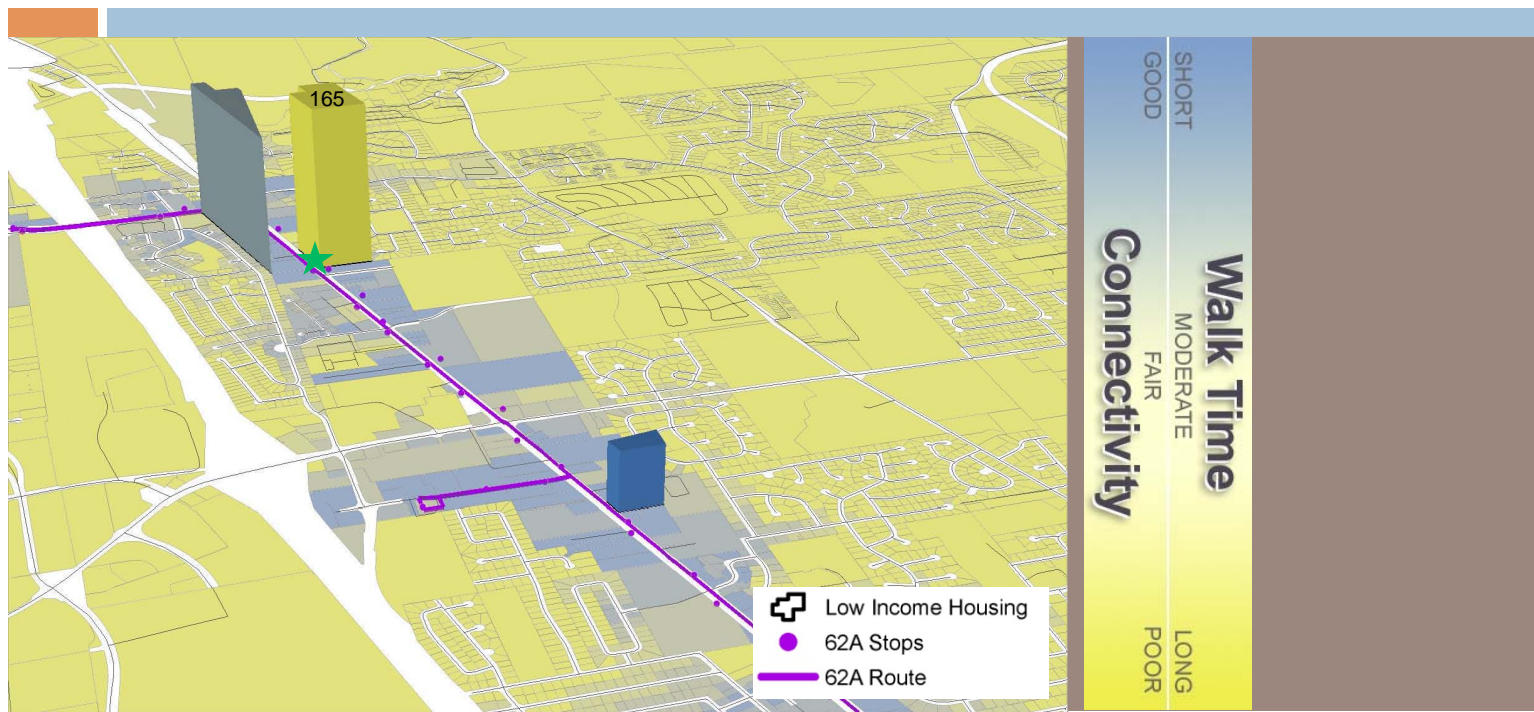
Area 2: Impact of City Bike Plan Priority



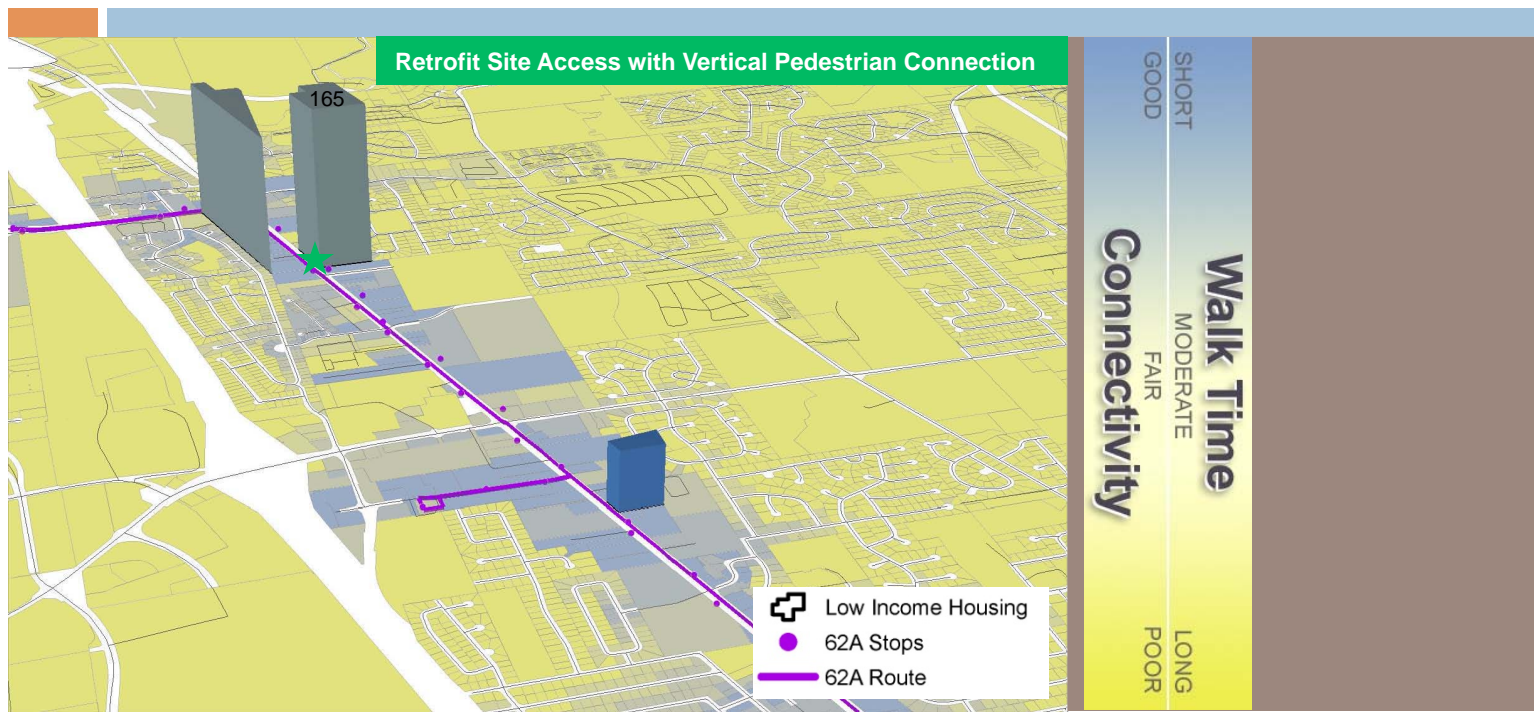
Area 3: Composite RDI / Walk Time Score



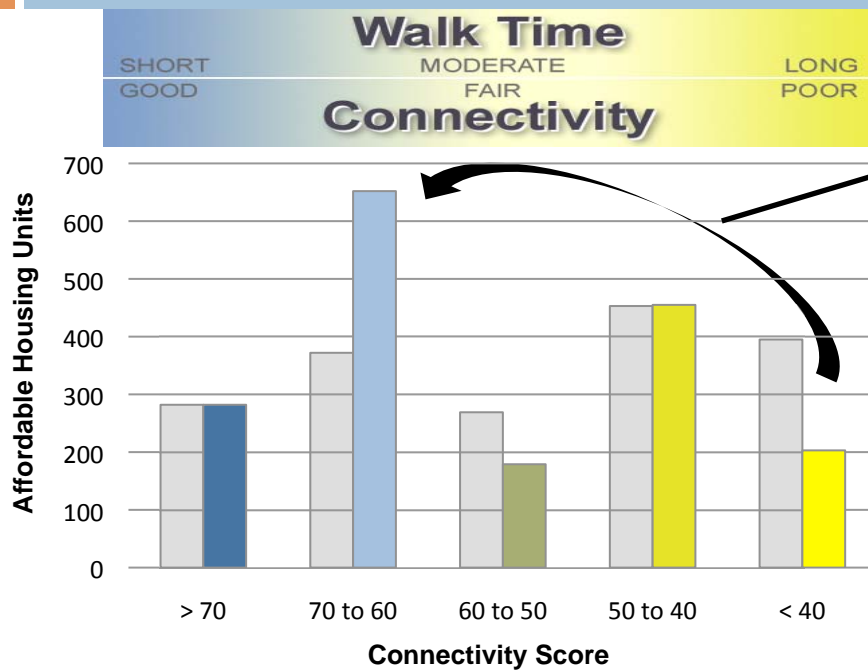
Area 3: Poor Site Design & Pedestrian Access



Area 3: Impact of Site Access Enhancements

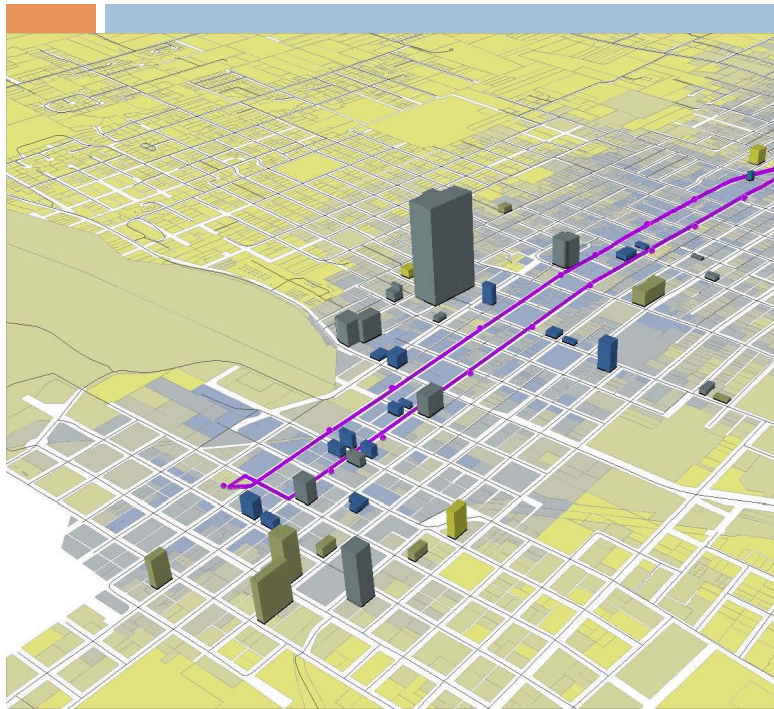


Local Plan Prioritization & Site Design Impacts



Impact of Non-Motorized Plan Projects and Site Re-design Efforts to Improve Equitable Connections between Affordable Housing and Local Transit

Affordable Housing & Transit – The Take-Away



- ❖ 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

QUESTIONS?

Please feel free to contact us!

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