

Getting it Done

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Transportation
Consultants



EAST-WEST GATEWAY
Council of Governments

Getting it done

- Project development process
- Strategies to implement bikeable and walkable elements
- Adapting existing plans

Getting from here...



...to there!



Getting from here...



...to there!



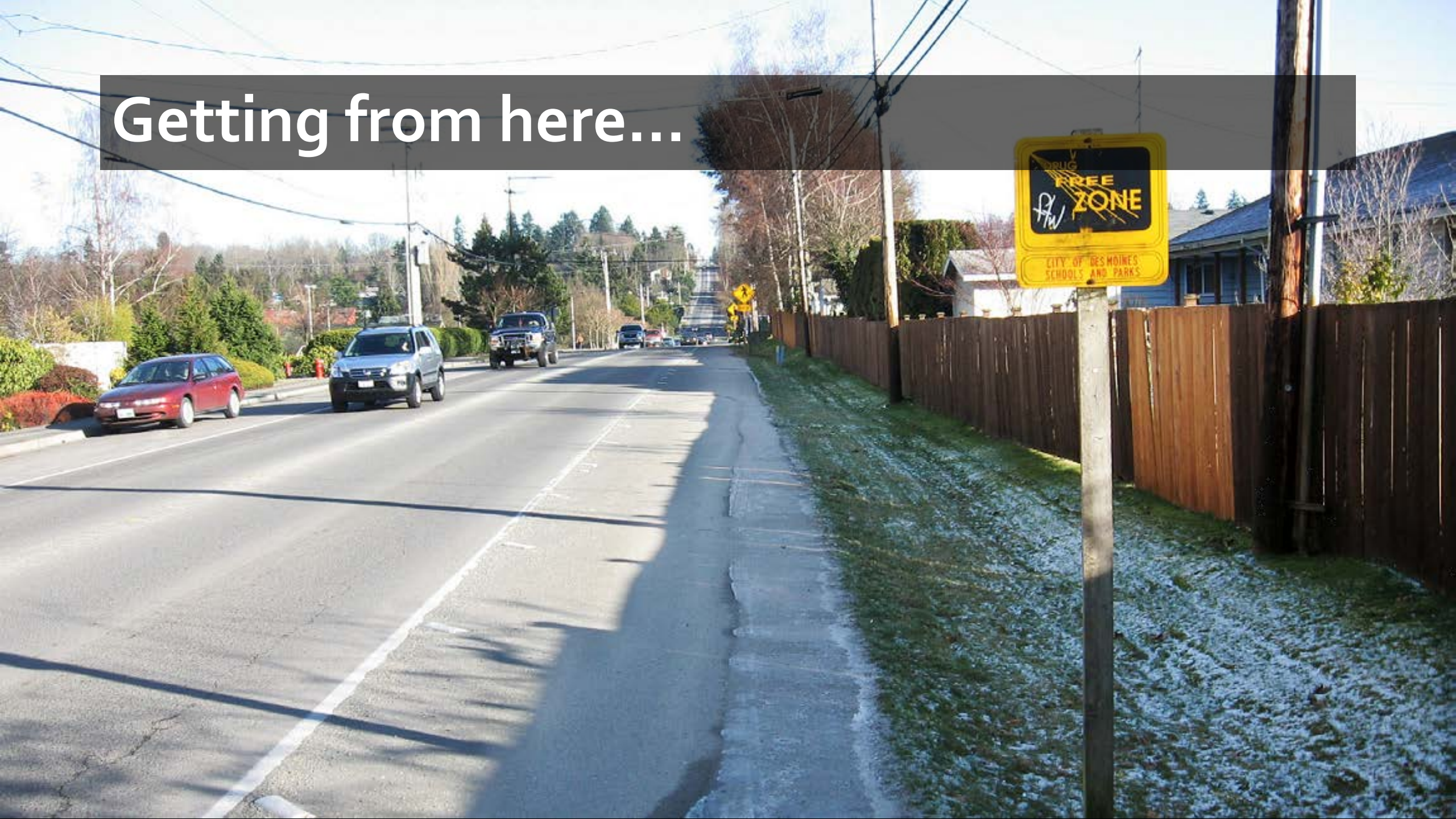
Getting from here...



...to there!



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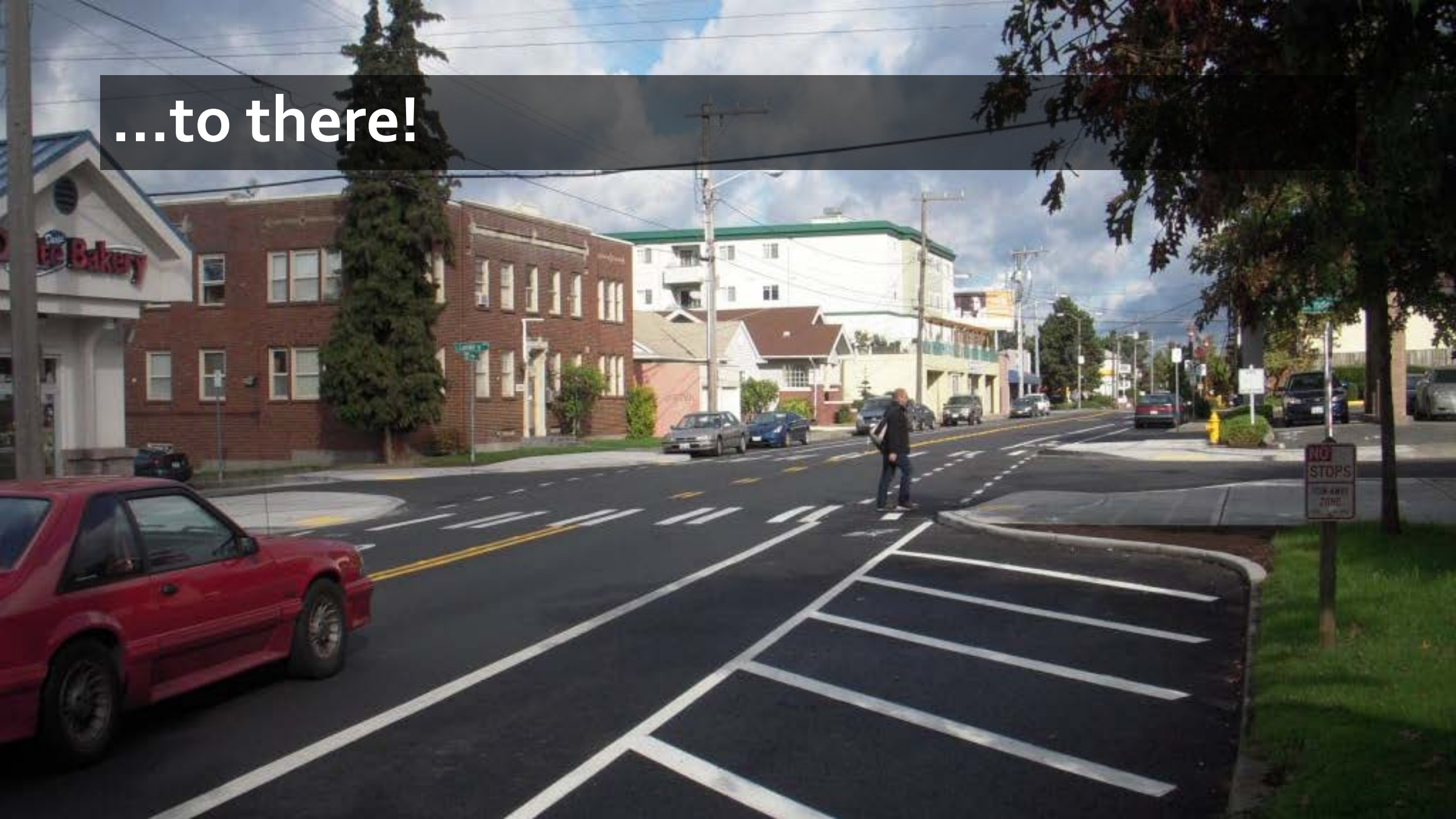
...to there!



Getting from here...



...to there!



From theory to practice

Effective implementation means:

1. Restructure processes, procedures, policies, plans, and programs
2. Update design guidance
3. Create new performance measures – rethink success
4. Offer educational opportunities to transportation staff, community leaders, and the general public

1. Process & procedure change



**Update documents
to comply with CS**

- RFPs
- Scoping documents
- Regulations
- Codes
- Plans

1. Process & procedure change

1

Update
documents to
comply with CS

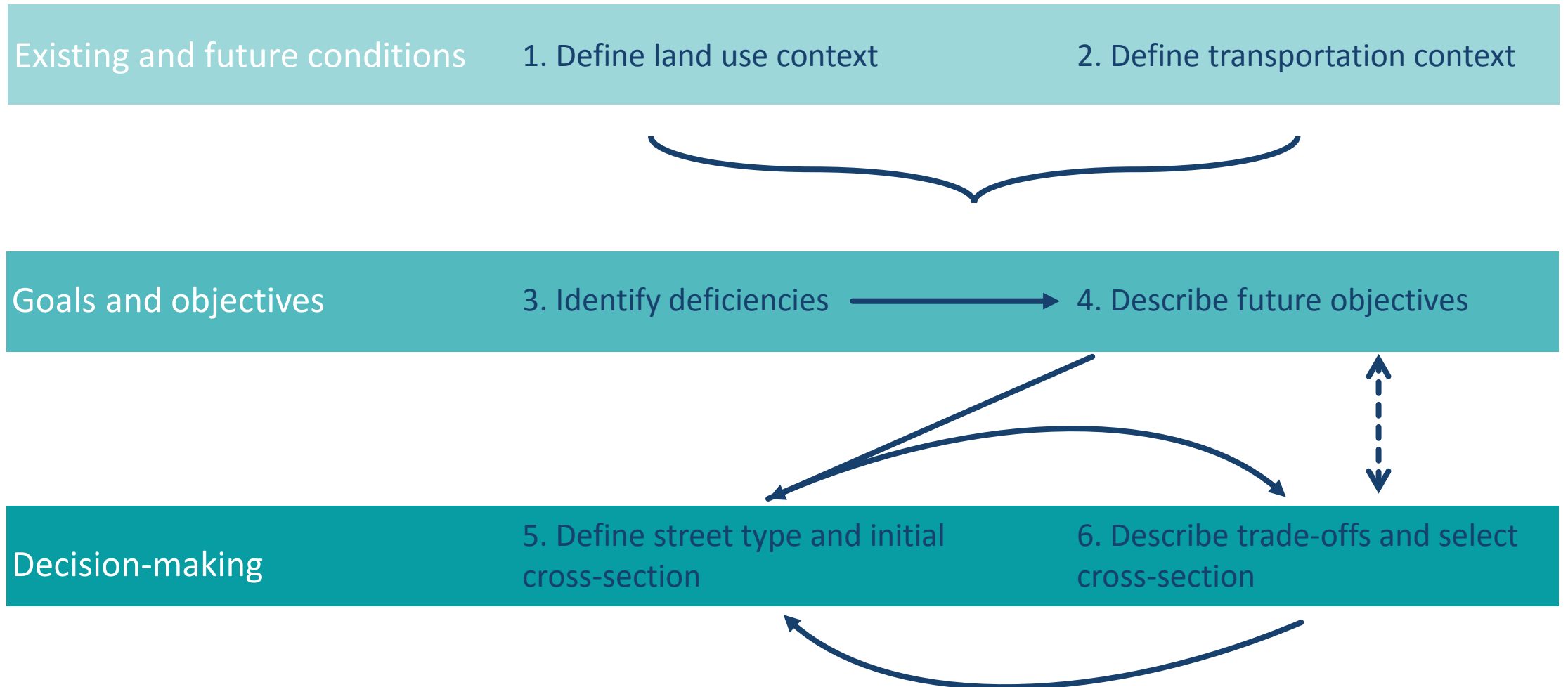
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**Modify process,
procedures, and
documents**

- Critical evaluation of existing process
 - How do projects get initiated?
 - How are the goals determined?
 - What is the public involvement process?
 - How does a project get reviewed/what is the accountability?

Example: Charlotte, NC

Holistic project-development process



1. Process & procedure change

1

Update
documents to
comply with CS

2

Modify
process,
procedures,
and
documents

3

**Prioritize projects
that achieve
bikeable and
walkable goals**

- How are projects selected now?

1. Process & procedure change

1

Update
documents to
comply with CS

2

Modify
process,
procedures,
and
documents

3

Prioritize
bikeable and
walkable
goals

4

Clarify
exceptions
process and
accountability

1. Process & procedure change

1

Update documents to comply with CS

2

Modify process, procedures, and documents

3

Prioritize bikeable and walkable goals

5

Adopt or adapt relevant/ supporting plans and policies

4

Clarify exceptions process and accountability

1. Process & procedure change

1

Update documents to comply with CS

2

Modify process, procedures, and documents

3

Prioritize bikeable and walkable goals

4

Clarify exceptions process and accountability

5

Adopt or adapt relevant/supporting plans and policies

6

Take advantage of maintenance and operations opportunities

**Opportunity:
repaving**

**Success story:
Colorado Springs
Built out 2-3% of bike
network each year**



Opportunity: utility work

Add sidewalks
with drainage
upgrade or utility
inlay



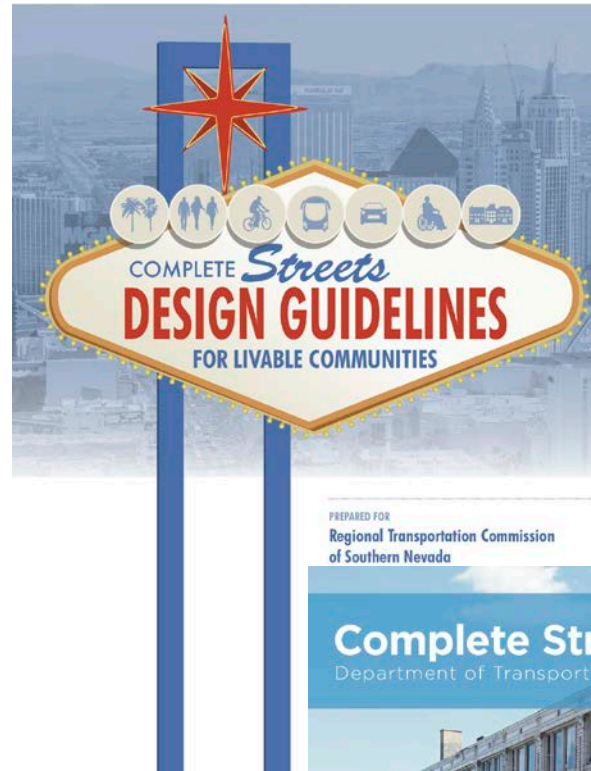
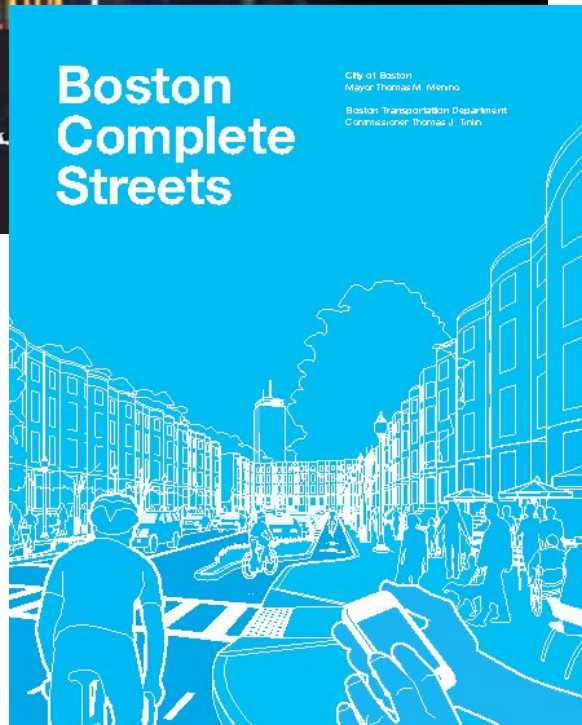
2. Update design guidance



**Create new
document or revise
existing**

- Creates buy-in from staff
- Time and resource-intensive
- Quickly becomes outdated

Agency-specific examples



2. Update design guidance

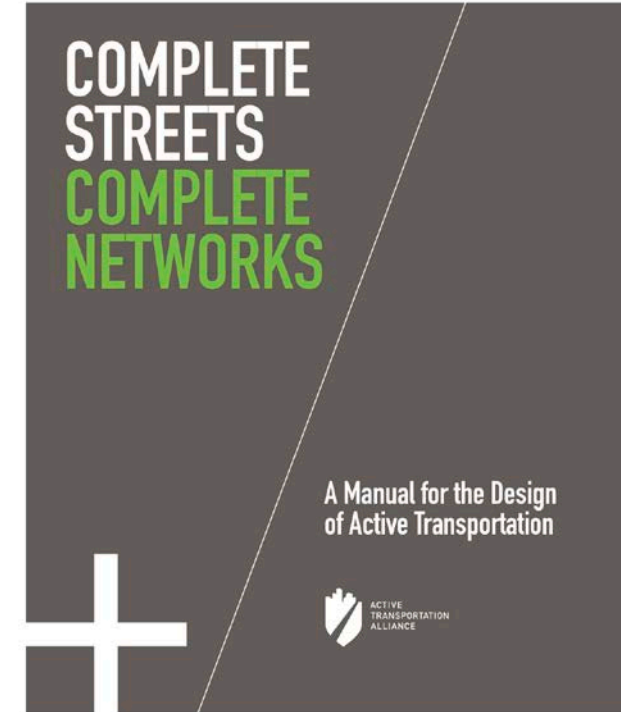
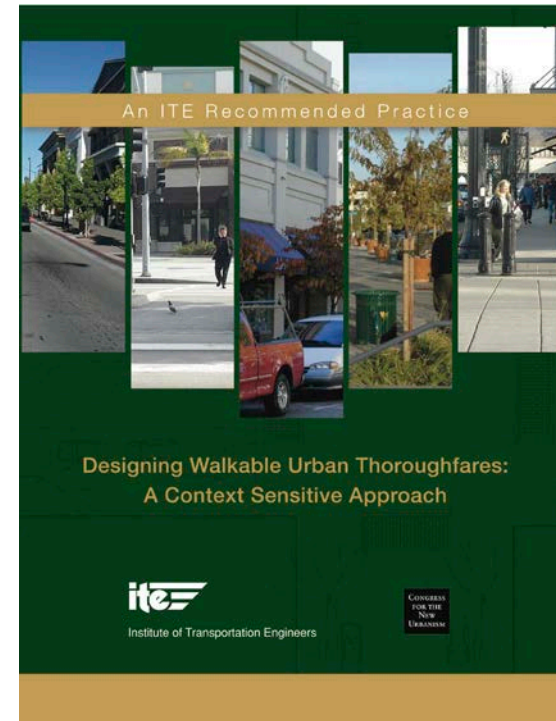
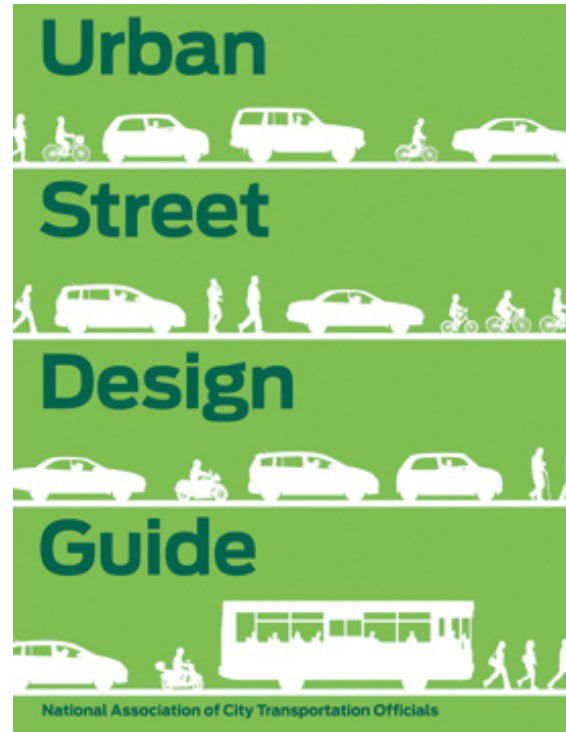
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Create new
document or
revise existing

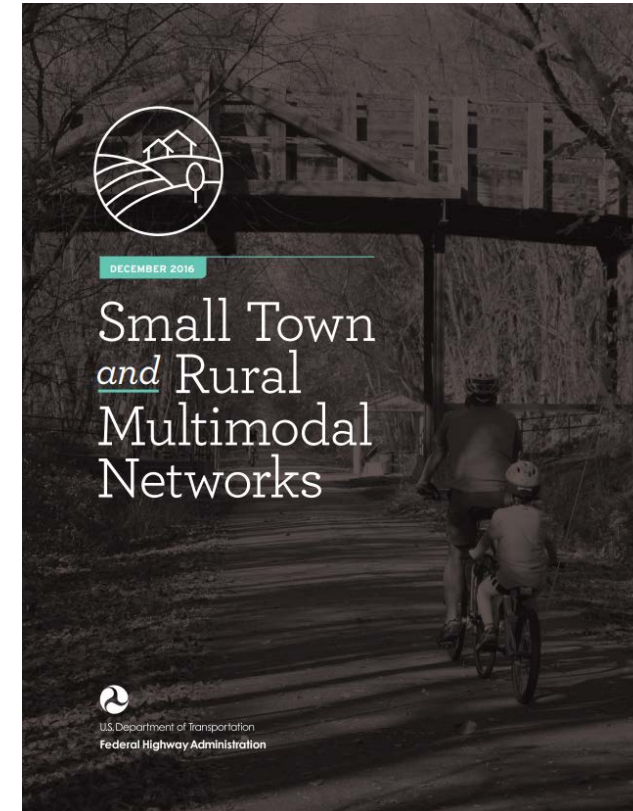
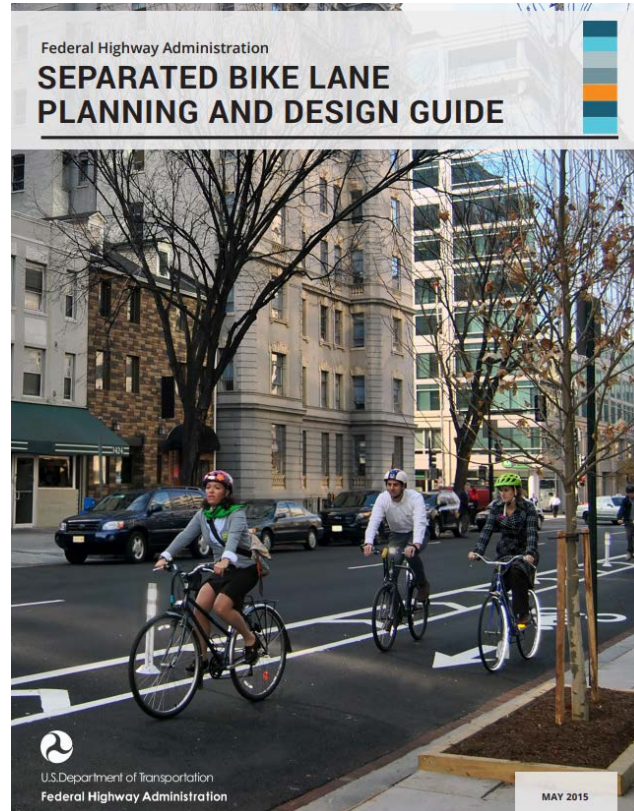
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**Reference latest
and best
national/state
guides**

- Less work
- Lots of great resources available
- Frees staff to move on to other activities sooner



Adoptable/adaptable models



Adoptable/adaptable models

2. Update design guidance

1

Create new document or revise existing

2

Reference latest and best national/state guidance

3

Public and private development

- Update land use and development codes
- Parking policies
- Adjust zoning and subdivision codes to promote walkable scales
- Require walkable site design

2. Update design guidance

1

Create new
document or
revise existing

2

Reference latest
and best
national/state
guidance

3

Public and
private
development

4

**Pilot and test
new designs**

Pilot opportunity

Back-in angled parking



Pilot opportunity

Curb extensions



Pilot opportunity

Chicago's Rapid Delivery



Pilot opportunity

Parklet



Pilot opportunity

Protected Bike Lane



3. Set new performance measures

- Are we measuring what matters?
- What should we measure to ensure success?

Performance Measures help show progress toward a goal. They can be very helpful in assessing what is being accomplished and what may need more work.

What should be measured?



Basics of project evaluation

Agree to goals and objectives



Determine best measures for goals



Collect data



Share results

Basics of project evaluation

Agree to goals and objectives

- Solicit from public, stakeholders
- Connect to adopted plans, policies, visions
- Be thoughtful and strategic

Basics of project evaluation

Determine best measures for goals

- What would stakeholders like to know when the project is complete?
- What do you have the capacity to collect?
- Is there an existing source for relevant data?
 - Who collects it?
- If not:
 - Can existing data be used as a proxy or to approximate output/outcomes?

Basics of project evaluation

Collect data

- Decide appropriate times to collect
 - 6 months? 1 year? 3 years?
- Collect baseline information
- Take photos

Basics of project evaluation

Share results

- **Celebrate successes**
- Clear, concise writing that avoids jargon
- Consider media outlets
- Project-specific reports and/or annual reports

Why implement now?

- To **SAVE MONEY**
 - Retrofits cost more than getting it done right initially
 - Done initially, costs can be shared or covered by developers
 - Done as a retrofit- almost always a public cost



What you get for your money

What does \$60 million buy?



Entire bike network of Portland



1 mile of a 4-lane urban freeway

What you get for your money

How much does it cost per mile?

 **\$110,000**
Sidewalk construction¹

 **\$211,000**
Bi-directional shared use path¹

 **\$445,000**
Urban protected bike lane²

A mile of an additional lane of traffic costs 16 times more than a sidewalk of the same length.

With careful design and planning, pedestrian and cycling infrastructure can safely move large numbers of people...

 **\$1,829,000**
Construction of additional lane on urban arterial¹

 **\$4,181,000**
New construction of 4 lane suburban road¹

 **\$5,198,000**
New construction of 5 lane undivided urban arterial with center turn lane¹

...and relieve the need to build more expensive roadways.

So...why implement now?

- To make the needs of all users the default for everyday transportation planning practices
 - Reverse the burden of proof: assume bike, walk and transit unless proven otherwise
- Infrastructure improvements & enhancements aren't getting any cheaper



How to implement now

- Shift transportation investments so they create better streets **opportunistically**
- Take advantage of all planning, construction, operations, and maintenance activities



How to implement now

- Make streets better each time you touch them, not just via capital planning
- Small, low-cost, quick projects can have high impact



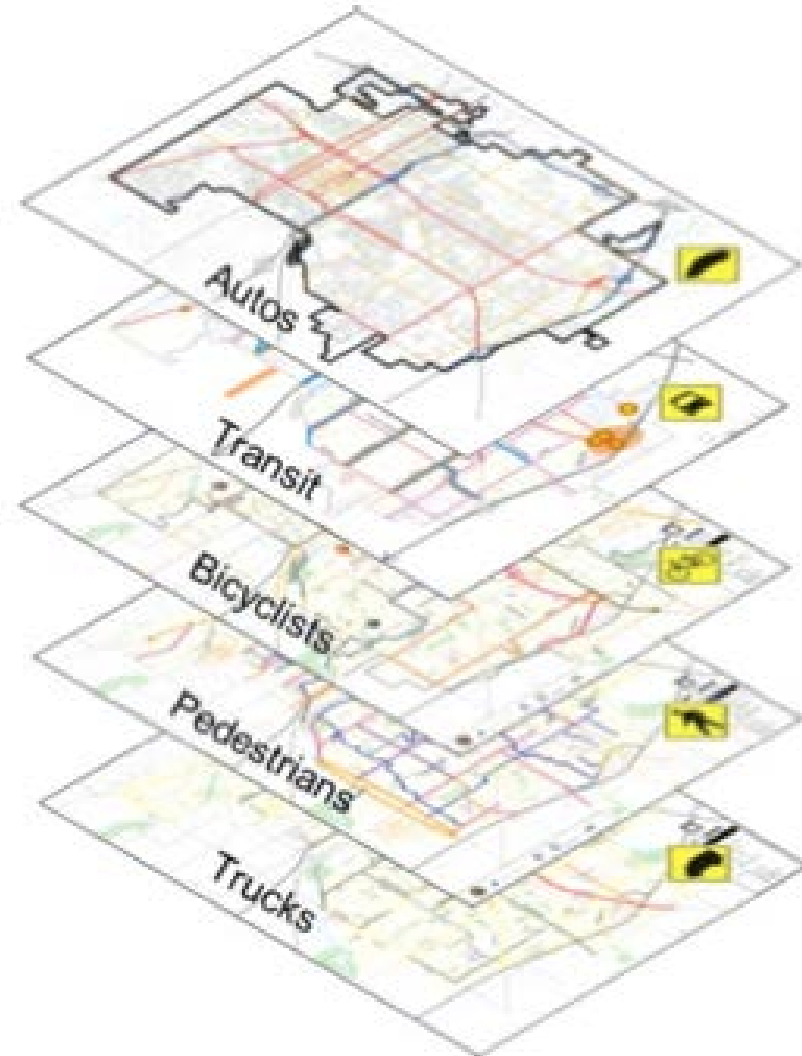
How to implement now

- Ensure every project creates better streets *now* with **current funding sources**
- Costs can be reduced with innovative project development



How to implement now

- Gradually create a complete network of streets that serve all users
- Give transportation professionals political and community support for innovative solutions that help make active living possible



Discussion/Questions?
