Getting it done

- Project development process
- Strategies to implement bikeable and walkable elements
- Adapting existing plans
Getting from here...
...to there!
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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

2. 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

Existing and future conditions
1. Define land use context
2. Define transportation context

Goals and objectives
3. Identify deficiencies
4. Describe future objectives

Decision-making
5. Define street type and initial cross-section
6. Describe trade-offs and select cross-section
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
4. Clarify exceptions process and accountability
5. Adopt or adapt relevant/supporting plans and policies
### 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

1. 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

1. Create new document or revise existing

2. 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?

Vehicular Level of Service only looks at one aspect of a street’s functions.
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
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 construction
- $211,000
  Bi-directional shared use path
- $445,000
  Urban protected bike lane

- $1,829,000
  Construction of additional lane on urban arterial
- $4,181,000
  New construction of 4 lane suburban road
- $5,198,000
  New construction of 5 lane undivided urban arterial with center turn lane

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

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

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

Source: FDOT, Andarsen, MP
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?