MT BACI – Day 2

Breakfast table discussion

At your table discuss any major lessons or ideas from yesterday that you think will guide your efforts or you will put to work in your Active Community Design effort.

Also discuss any big surprises or insights.

Be ready to share two actionable lessons, and at least one surprising insight from your discussion.
So how to get there?
(Can we really do it?)

Walk audits

Implementation

Work sessions
Some elements of success:

A. Build a “stealth” team; ID champion(s).
B. Engage the community, develop a vision (e.g. walk audits).
C. Begin w/ pilot, demonstration projects.
D. Target policies & procedures, not programs. (Get sticky w/ P,S,&E.)
E. Pick clear goals, timeframes & resources. (Not too many . . .)
A. Build a compact, focused, interdisciplinary leadership team targeting healthy design:

- Education, schools
- Planning & Zoning
- Engineering, DPW
- Parks, Recreation
- Public Health & Safety
- Historical preservation
- Social justice & equity
- Chamber of Commerce
- Developers, Lenders, Realtors
- Neighborhood Assoc., Church & Service Groups
- Environment, Conservation

Policy information:
www.lgc.org
www.vtpti.org
The “org” chart:

- Health
- AHA
- ADA
- ACS
- Hospital
- Employers
- Insurer
- Rec.
- Planning
- DPW
- Transport
- Bike/Ped Advocates
- Bike/Ped
- Parks
- Trails
- Electeds
- Developers
- Housing
- PTOs
- Schools
- Neighbor- 
  -hoods
- Hospital
- Insurer
- YMCA
- AHA
- ADA
- ACS
- Employers
- Insurer
- Rec.
- Planning
- DPW
- Transport
- Bike/Ped
- Parks
- Trails
- Electeds
- Developers
- Housing
- PTOs
- Schools
- Neighbor- 
  -hoods
- Hospital
- Insurer
- YMCA
The “stealth” chart:
To be on the stealth leadership team people must:

- Fully embrace **vision** of active, healthy community design.
- Be able to spend time on this as part of **job responsibilities**; not just volunteers.
- Have **community influence** and be able to **reach** critical partners.
Create action teams:

- Small, strong, well-connected leadership team.
- Tight, focused action teams on specific topics.
- No monthly meetings, just functionally targeted work.
B. Launch an Outreach, Education, & Recruitment (OER) Program

- Actively **recruit** engaged citizens to support healthy policy & project efforts.
- Educate them on **constructive**, effective public **testimony** & discourse (letters to the editor, etc.)
- Inform them (email blasts, blogs, tweets, phone trees?) of **key opportunities** for support: meetings, workshops, plans.
E.g. Anaconda “pop-up” curb extension.

But can the biggest truck make the turn?
Vision document

... One-way pair is built for speed!
C. Implement Demonstration, Pilot Projects

Effective, . . . but generally inexpensive, simple, & reversible.
Companion pieces . . .

- Getting the community on board.
- Resources.

Walk audits, inventory, events & short-term trials, Complete Streets resolution.
E.g paint missing lines.
Paint some high visibility crosswalks.

Ladder style

Artistic
Add sharrows or a bicycle lane . . .
Diagonal parking increases on-street capacity, but . . .

But reverse angle:
- Less severe & costly collisions.
- Pedestrians off road.
- Safer for bikes.
Wayfinding.
Fun &
informative

Walkyourcity.org
Street furnishings

• Benches
• Bike parking
• Public art
Safer Crossings

Baltimore

Missoula

Queens NY

www.markfenton.com
Build a parklet (or a few of them).

www.markfenton.com
Bicycle parking; use the curb extensions!
Pave shoulders on rural roads; make the case for auto safety!

First priority: routes to schools, parks, housing, shopping centers.
Reasons for shoulders?

• **Safety:** Vehicle recovery zone; accommodate driver error; space for evasive maneuvers; clearance for avoiding crossing peds & bikes; space for disabled vehicles, . . .

• **Capacity:** Easier exiting from travel lanes to side streets; greater effective turning radius for trucks; space for mail delivery & bus stops, . . .

• **Maintenance:** Structural support to lane edge; storm water discharge is further from lane; space for maintenance operations & signs, snow storage, & painting of fog lines.  

(Michael Ronkin)
D. Policies & procedures, not programs.

Fenton, Community Design . . ., *Childhood Obesity*, 8(1); Feb 2012.

- Master planning, **zoning**, subdivision rules, for mixed use, open space conservation.
- **Complete streets** guidelines & routine practice.
- Transportation **trail networks**.
- Bicycle & transit infrastructure & incentives; Transportation Demand Management (TDM).
- **Schools as centers of community health**, including Safe Routes to School.
Choices in Active Living Resource Guide:

1. Growth Policy.
2. Transportation Plan.
3. Subdivision Regulations.
5. Sidewalk Program.
6. Transportation Districts.
7. Safe Routes to School.
8. Joint Use Agreements.
1. Growth policy. WHERE?

• Slow the spill out into open space, farm & ranch land.
• Concentrate development near existing infrastructure.

Terre Haute

... less of this?

More of this ...
Economic Development in Rural Communities
www.epa.gov/smartgrowth

- Support the rural landscape
  - Working lands, resource areas, & natural lands.
- Help existing places, downtowns thrive
  - Infrastructure, transport
- Create great new places
  - Designate growth areas
To minimize increases in VMT in rural & small towns . . .

- Direct jobs & housing to small areas of dense, mixed infrastructure.
- Spread balanced housing & job growth across towns in a region.
EPA School Siting Guidelines.

- A comprehensive approach to school site decisions.
- Broad look at health & environmental impacts.
- Assist with new vs. rebuild decisions.

www.epa.gov/schools/siting
Focused on rehab more than construction; moving back to K-8 neighborhood schools district-wide.

Goals: Lower transportation costs, better behavior, parental involvement, neighborhood engagement.

Duggan School
2. Active Transportation Plans
Walk, bike, transit; links to destinations.

Columbus, Indiana Bicycle & Pedestrian Plan

An Element of the City of Columbus Comprehensive Plan

Adopted: Month DD, YYYY
3. Sub-division regulations.

- Sidewalks both sides, trails linked to the network, slow traffic.

Plus, encourage:

- Downtown residential.
- Retail growth in the core, not on the edges.

Ordinance, not just vision!
How about alleys?

Anaconda

Bluffton SC
4. Complete streets

- Pedestrians, cyclists, transit riders, & drivers of all ages & abilities considered in every road project (new, repair, maintenance).
Typical phases:

i. Policy resolution or executive order.

ii. Demonstration, pilot projects.

iii. Detailed roadway design guidelines. (*Pirates’ Code*)

iv. Planning & engineering (staff, consultants) consider peds, bicycles, & transit in absolutely every project (including routine maintenance).
Update guidelines, design requirements.

- Create new preferred roadway cross-sections & profiles. (E.g. allow 9’-10’ travel lanes on low speed neighborhood streets.)
Update guidelines, design requirements.

- Don’t reinvent the wheel! Nat’l Association of City Transportation Officials have compiled the evidence base & best practices. nacto.org

www.markfenton.com
E.g. change standard practice . . .

- Multi-modal Transportation Analysis vs. Traffic Impact Analysis (MMTA vs TIA)
- Require mitigation for all four modes. E.g. . . .

  - Turn lanes, signal.
  - Sidewalk, trail link; benches, trees.
  - Bike lane, bike parking, sharrows.
  - Transit shelter, path to entrance.
5. Sidewalk construction & maintenance.

- **Convene** team to inventory existing goat paths, sidewalks, trails.
- Students, seniors, local residents.
- Simple rating: Good/both; poor/one; none.
- Intercept surveys, interviews.
5. Sidewalk construction & maintenance.

• ID & map destinations (e.g. schools, shopping, parks, senior housing).
• Rank priority sections, key links.
• Funding; district, parking, hospitality fees.
• Share costs; revolving loan program?

One of the “goats”
Develop a comprehensive network of *transportation* trails.

- Connect to other elements of transport network (e.g. sidewalks, bike lanes, transit stops)
- Focus on destinations (e.g. schools, shopping, parks, senior housing)
- Build into the fabric of the community.
6. Transportation district: shift habits & demand.

- Connect **transit**: bus, dial-a-ride, school bus.
- Institutionalize: IDs as **transit passes**, tie to wellness programs!
- E.g. colleges, city employees, hospitals . . .
- Less parking *not* more!

- Buses: costs, coverage, time, frequency(?)
Create a bicycle-friendly community, business, campus . . .

- Bike lanes, sharrows on wide streets.
- Bike parking at destinations: schools, library, farmers market.
- Maps, way-finding signs, route markers.
- Bike sharing?

www.bikeleague.org
BICYCLES FOR RENT
$6.00 Per Hour
$20.00 Per Day
Inquire at Front Desk
Classroom, on-bike, build & maintain.
7. Safe Routes to School – more than just an encouragement program!

- All 5 E’s: Engineer bike lanes, racks, sidewalks; educate & encourage walk/bike groups; enforce proper speeds.
- Evaluate how kids get to school (walk, bike, bus, car) and why . . . !
- Administrators, board, PTA must be engaged.
Recommendations:

• Do this all the time, not just as an “event.”
• Improve the trail through the park.
• Plant a garden, trees along the way.
• 5 minute safety delay on cars at dismissal.

www.saferoutespartnership.org
www.saferoutesinfo.org
8. Shared use policies
e.g. school facilities.

Community access?

- Gyms, weight rooms.
- Playgrounds, fields.
- Community gardens.
- Classrooms (adult classes, community meetings).
E. Set clear goals: concrete outcomes, timeframes, & resources. E.g. Anaconda

- Building Active Anaconda Team, BAAT; Anaconda Local Development Corp
- Visioning, downtown plan developed.
- Workshop: BAAT (w/ MDOT rep)
- Possible low-cost treatments
- Current pending issues (Shopko)
- MDOT repaving this summer!
- Shopko location not yet certain
The two questions that are NOT the real problem:

• **Technical.** How do we do it? What are best practices?

• **Financial.** How do we pay for it? Where’s the money?