

GENESEE TRANSPORTATION COUNCIL

Steps to Improve Community Walkability



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What GTC is

- Metropolitan Planning Organization for the Genesee-Finger Lakes Region
- Responsible for federally-funded transportation policy, planning, and investment decision making
- Our Mission:
To maximize the contribution of the transportation system to the social and economic vitality of the region



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Core Responsibilities

- LRTP
- UPWP
- TIP

Activities

- Program Implementation
- Technical Assistance



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Bicycle & Pedestrian Planning

- Safety
- Choices
- Health
- Economy

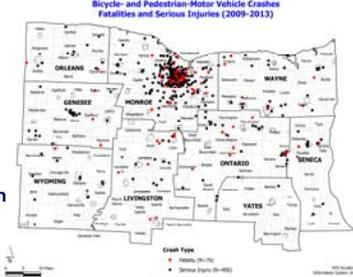


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Safety is Key

- 2009 – 2013
- 496 Serious Injuries
- 76 Fatalities
- \$54.4 Million (Injuries)
- \$706.8 Million (Fatalities)¹



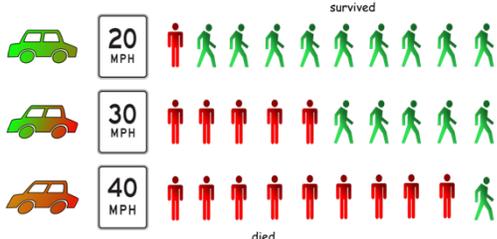
**Bicycle- and Pedestrian-Motor Vehicle Crashes
Fatalities and Serious Injuries (2009-2013)**

1. Estimates based on USDOT Value of a Statistical Life, 2014

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Remember: Pedestrians are people too!



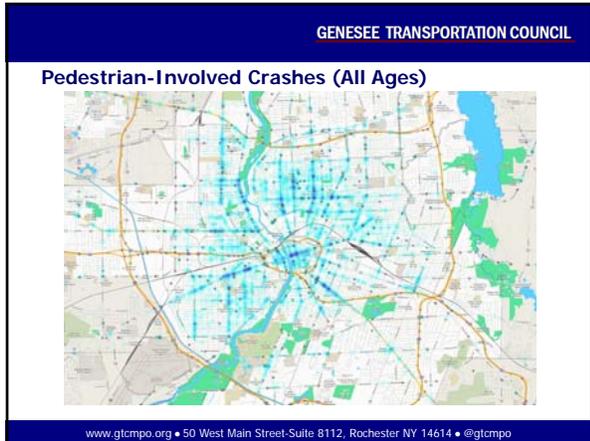
20 MPH

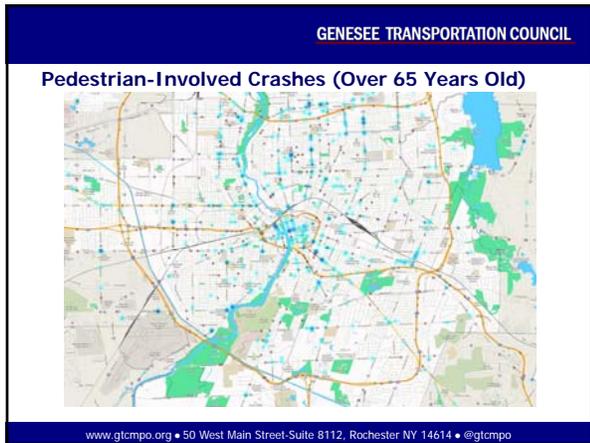
30 MPH

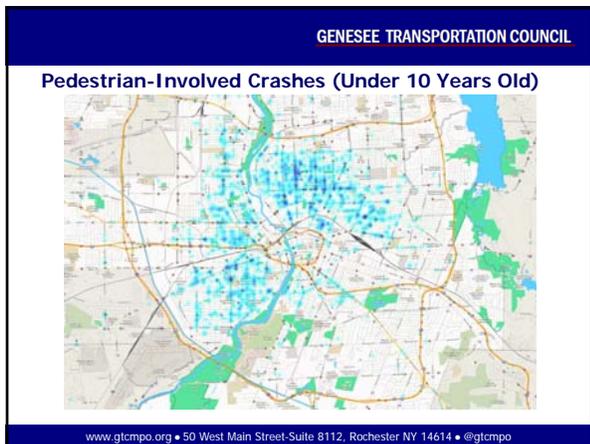
40 MPH

Slow Down... Speed Kills!

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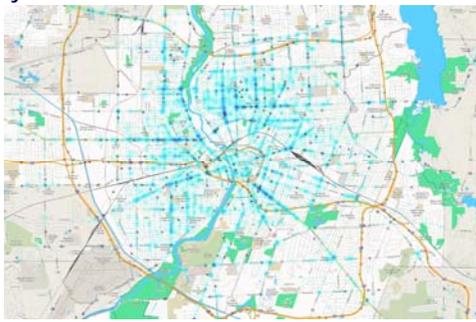






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Bicycle-Involved Crashes



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Alcohol-Involved Crashes



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Choices

- Walking, biking, transit, automobile
- Some can't or won't drive a private automobile
- Communities must active "Plan"
- Ladders of Opportunity

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Joining Land Use and Transportation

- NYS Complete Streets Law
- Effective February 8th, 2012

TITLE OF BILL: An act to amend the highway law, in relation to enabling safe access to public roads for all users by utilizing complete street design principles

PURPOSE: Enable safe access to public roads for all users by utilizing complete street design principles

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Health Benefits of Active Transportation

- All Ages, Income, Abilities



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Prevalence of Self-Reported Obesity Among U.S. Adults by State and Territory, BRFSS, 2011

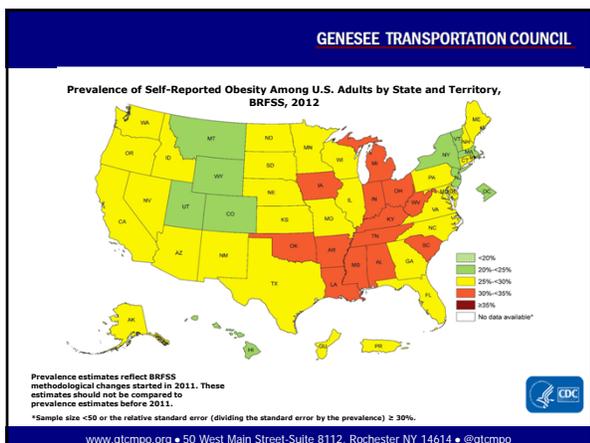


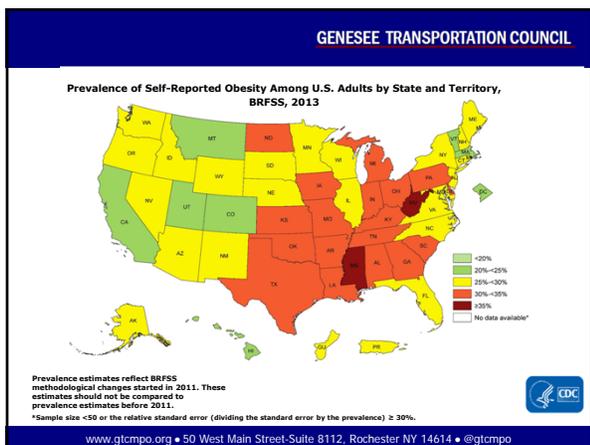
Prevalence estimates reflect BRFSS methodological changes started in 2011. These estimates should not be compared to prevalence estimates before 2011.

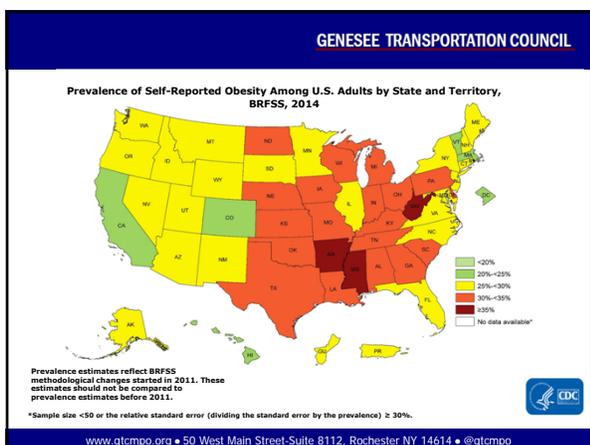
*Sample size <50 or the relative standard error (dividing the standard error by the prevalence) ≥ 30%.



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Health – Bicycling & Walking for Children

- Safe Routes to School



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Health – Bicycling & Walking for Seniors

- Maintain Health
- Aging in Place
- Cost Savings



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Economic Savings – Bicycling & Walking



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How to "Get There"

- **Where are we now (inventory)**
 - ❑ Pedestrian/Bicycle Facilities Inventory
 - ❑ Walkability Audits
 - ❑ Road Safety Assessment
 - ❑ Comprehensive Planning Inventory
- **Where do we want to go?**
- **What must we do to get there?**

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Pedestrian Facilities Inventory

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Walkability Audits

How to Evaluate Your Community

Use the following checklist to evaluate your community's walkability. The checklist is organized into categories that correspond to the walkability audit form. The checklist is intended to be used as a guide and is not meant to be a comprehensive list of all possible walkability issues.

- Sidewalks
 - Are there sidewalks on both sides of the street?
 - Are the sidewalks wide enough for pedestrians?
 - Are the sidewalks in good condition?
 - Are there any obstructions on the sidewalk?
 - Are there any gaps in the sidewalk?
 - Are there any utility boxes or poles on the sidewalk?
 - Are there any trees or bushes that obstruct the sidewalk?
 - Are there any signs or markers for pedestrians?
 - Are there any benches or other amenities for pedestrians?
- Crosswalks
 - Are there crosswalks at all intersections?
 - Are the crosswalks clearly marked?
 - Are there any signs or markers for crosswalks?
 - Are there any benches or other amenities for pedestrians?
- Street Lighting
 - Are there streetlights at all intersections?
 - Are the streetlights in good condition?
 - Are there any signs or markers for streetlights?
- Traffic Signs
 - Are there traffic signs at all intersections?
 - Are the traffic signs clearly visible?
 - Are there any signs or markers for traffic signs?
- Pedestrian Signals
 - Are there pedestrian signals at all intersections?
 - Are the pedestrian signals clearly visible?
 - Are there any signs or markers for pedestrian signals?
- Pedestrian Paths
 - Are there any dedicated pedestrian paths?
 - Are the paths clearly marked?
 - Are there any signs or markers for pedestrian paths?
- Pedestrian Amenities
 - Are there any benches or other amenities for pedestrians?
 - Are there any signs or markers for pedestrian amenities?

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Roadway Safety Assessments



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Comprehensive Planning Inventory



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How to "Get There"

- Where are we now?
- Where do we want to go?
 - ❑ Comprehensive/Active Transportation Plans
 - ❑ Walkability Action Plans
 - ❑ Revisions to Policy
- What must we do to get there?

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How to "Get There"

- Where are we now?
- Where do we want to go?
- What must we do to get there?
 - ❑ Low hanging fruit/easy wins
 - ❑ Public engagement
 - ❑ Political Support
 - ❑ Belief

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Getting There

- Plans
- Policies
- Ordinances



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Five Key Strategies

- New Developments
- Existing Developments
- Bicycle Parking
- Parking Location
- Lot Design



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New Development

- Retrofitting is much more expensive
- Included in Mortgage
- Based on Density, Roadway Classification, Adjacent Land Use – or
- Policy



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Pedestrian Cut Through



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Pedestrian Facilities for Existing Development

- Property Owner's Expense
 - Municipality's Expense
 - Following Petition by Property Owners
- or ...



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Existing Development – Comprehensive Policy



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Bicycle Parking Overview



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Bicycle Parking – Percentage of Off-Street Parking



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Bicycle Parking – General Off-Street Parking Provisions



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Bicycle Parking – Flexible Requirements via Planning Board



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Pedestrian Facilities in Parking Lots



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Pedestrian Facilities in Parking Lots – Good



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Pedestrian Facilities in Parking Lots – Not So Good



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Building Location on the Site – Overview



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Building Location on the Site – Good



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Building Location on the Site – Good



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Building Location on the Site – Not So Good



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Building Location on the Site – Not So Good



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Next "Steps"

- Five E's
- Low Hanging Fruit
- Need for Comprehensive Planning



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