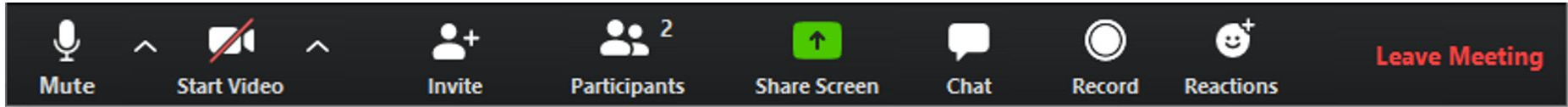


Infill Guidance Webinar Series

Active Transportation

How to Zoom

1. Keep yourself muted



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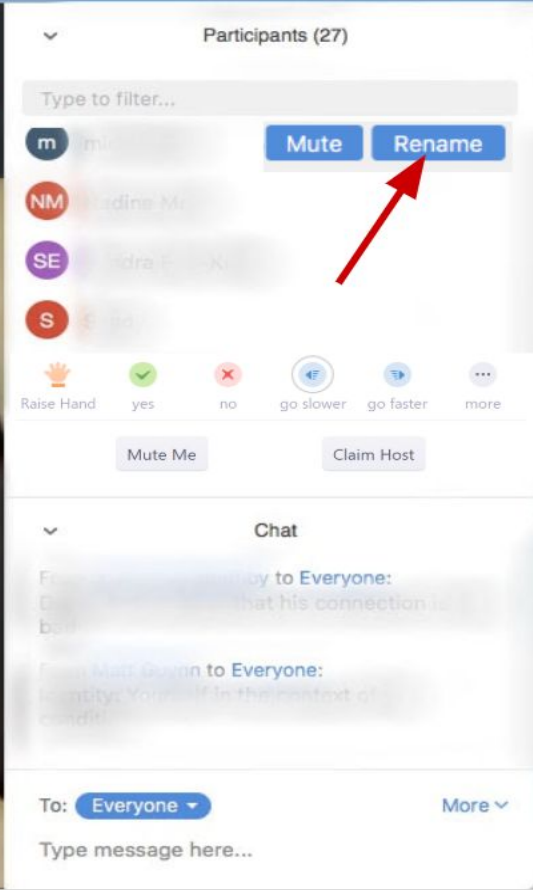
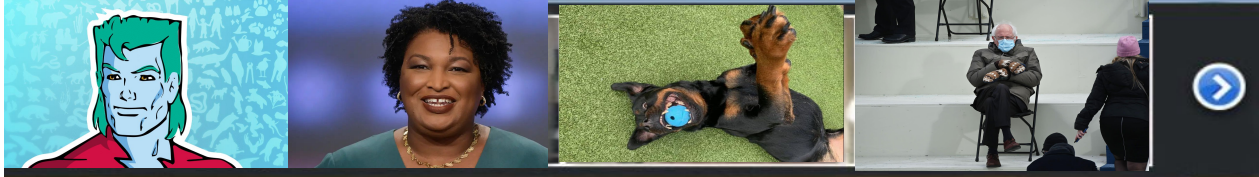
9

2. You can keep your camera on if you'd like

8. To show excitement or confusion you can use the reaction button

Welcome!

We'll get started a few minutes after the hour. In the meantime, listen to some music.

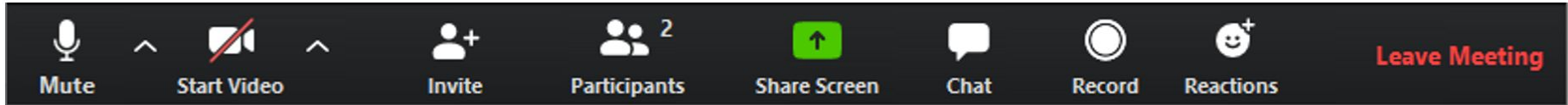


Please rename yourself by hovering on your name and clicking “Rename”.

Add your name and pronouns!

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**Visit sc.org/infill
for the guidance, one-pager, and
recordings from previous
webinars!**

Infill Guidance Webinar Series

Active Transportation

Agenda

60 minutes

1. Introduction of Facilitators
2. Community Agreements
3. Infill Policy Review
4. Active Transportation Overview
5. Q&A - At least 15 minutes

Facilitator

Cynthia Hoyle



Community Agreements

- Keep yourself muted.
- Practice active listening: listen for understanding, not response
- Expect and accept non-closure
- Minimize use of jargon and explain terms when you speak, type jargon in the chat if you don't know what something means
- Use the google form to ask questions.
 - This is an information sharing webinar and not a debate.

Policy Review

The Sierra Club supports transformative strategies that build communities that feature:

- Affordable housing accessible to all;
- Transit, bike, and pedestrian first approaches to transportation;
- Expanded opportunities for all residents to participate in the local economy and civic decisions;
- Living wage jobs;
- A balance between employment opportunities and housing;
- Access to education, services, amenities, and recreation that improve overall quality of life; and
- Measures and policies that increase climate resilience.

Guidance Overview

Over the last century, racially driven housing, labor, transportation and economic development policies worked together to systematically exclude low income people and people of color from opportunity. Healing those wounds will require not just rebuilding communities left behind, but intentionally listening to low income voices and honoring their agency in choosing solutions.

As part of the Sierra Club's journey to becoming a more just, equitable, and inclusive organization, the Sierra Club Board of Directors adopted the Jemez Principles for Democratic Organizing in 2014. These principles were used to create the Infill Policy and to guide the creation of the Guidance.

Fighting Traffic: The Dawn of the Motor Age in the American City **by Peter D. Norton**

Before the advent of the automobile, users of city streets were diverse and included children at play and pedestrians at large. By 1930, most streets were primarily motor thoroughfares where children did not belong and where pedestrians were condemned as "jaywalkers." Peter Norton

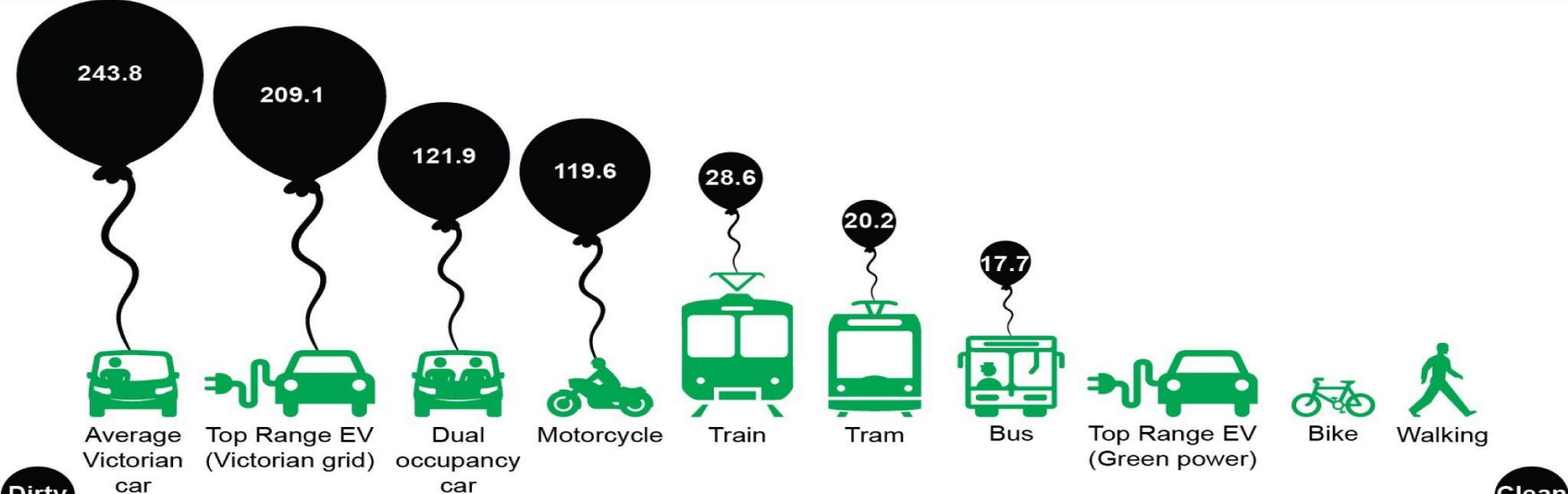


Equity

Enhancing the ability of underserved populations to travel by non-motorized modes can:

- Improve outcomes in health, safety, and economic development;
- Promote resource efficiency, e.g. reduce household transport costs;
- Strengthen neighborhood relations





Dirty

Clean



= Grams of CO₂ per person kilometre travelled

= Space in square metres required per occupant

Create Mode Shift

Provide people with choices:

- Invest in bicycle/pedestrian infrastructure
- Calm traffic
- Create Safe Routes to School
- Build Transit Supportive development
- Retrofit sprawling neighborhoods
- Revitalize walkable neighborhoods
- Education and Encouragement



Measuring the Health Effects of Sprawl; Barbara McCann and Reid Ewing; Smart Growth America and Surface Transportation Policy Project, 2003

Checklist of Essential Features for Cities *Pedestrian & Transit-Oriented Design* (Ewing, Bartholomew)

- Medium-to-high densities
- Fine-grained mix of land uses
- Short-to medium-length blocks
- Transit routes every half mile or closer
- Two- to four-lane streets
- Continuous sidewalks appropriately scaled
- Safe crossings
- Appropriate buffering from traffic
- Street-oriented buildings
- Comfortable and safe places to wait

How Do Communities Create Safe Walkable Transportation Systems?

- Start with the plans and policies!
- Engage the public:
 - 66% of Americans want more transportation options so they have the freedom to choose
 - 73% feel they currently have no choice
 - 57% want to spend less time in the car
- **Must address land use, infrastructure, education, and design**

Road Diets/Right-Sizing

Four Lanes



Two Lanes

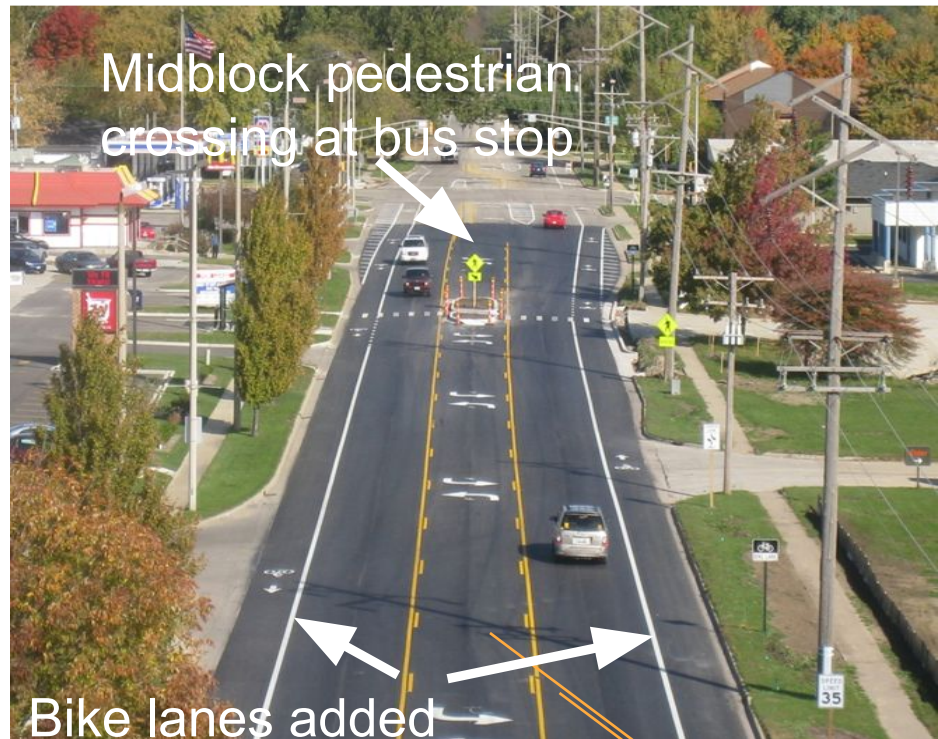


Photo source: City of Urbana

Pedestrian and Transit Upgrades

UPGRADING PEDESTRIAN INFRASTRUCTURE



UPGRADING TRANSIT INFRASTRUCTURE



Complete Streets changes accessibility



Unequal & Unsafe



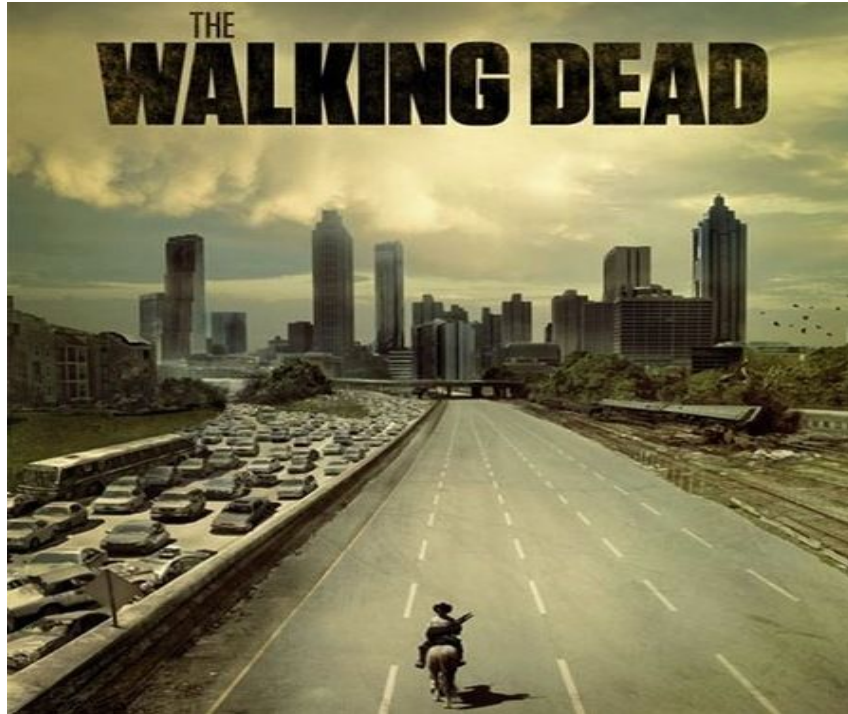
Slide source: National Complete Streets Coalition presentation

U.S. Transportation System Is Not Resilient

- Reliance on SOV results in gridlock
- Crashes result in system paralysis
- Inability to maintain infrastructure and fuel supply in disasters

Hurricane
Evacuation -
Houston

Reality Imitating Fiction in Atlanta

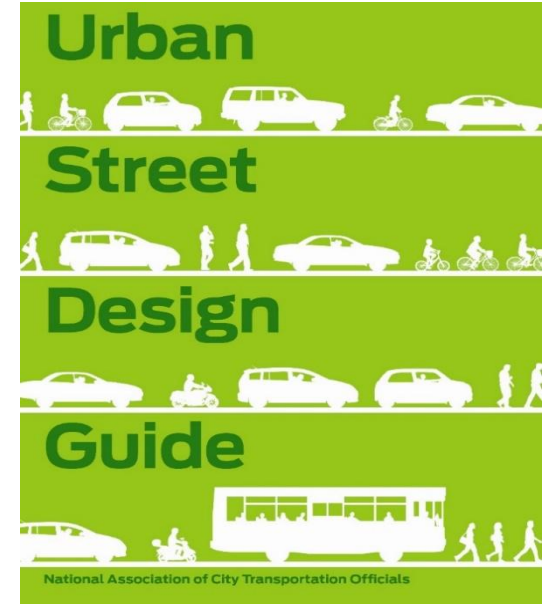
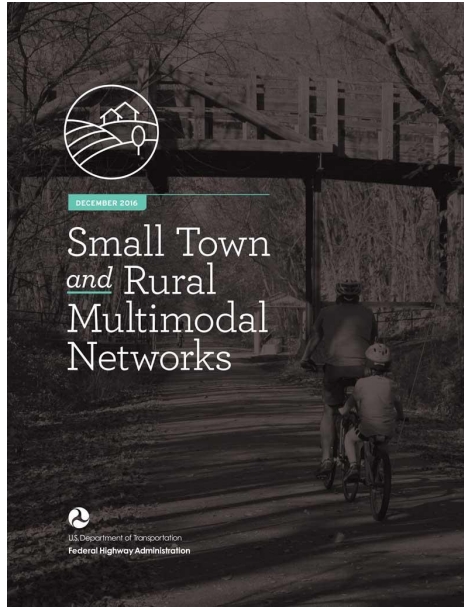
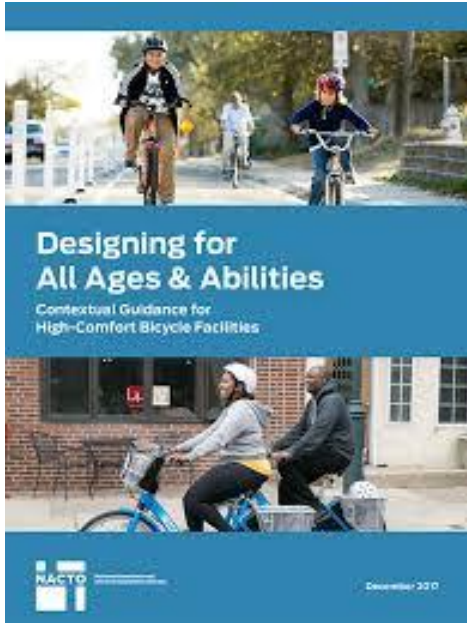


Transit in USA Today

- 56.1 billion miles via transit in 2019
- 1,043 rural public transit systems
- 1,159 urban public transit systems
- 4,580 non-profit transit systems
- 48% of public transit trips via bus
- 48% of public transit trips via rail
- Since 1996 public transit ridership up 28% vs. pop growth up 23%



Complete Streets change transit



Update Design Guidance – Use Latest & Best Guides

SAVE MORE BY DRIVING LESS

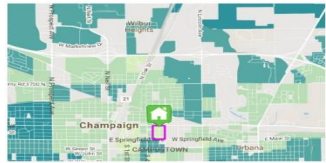
Transportation is a household's second-largest expenditure. KNOW THE FACTS to understand how much you can save by choosing where to live and how to commute.

HOUSEHOLD EXPENSES



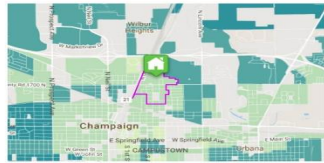
Source: Bureau of Labor Statistics, Consumer Expenditure Survey, 2016

WHERE YOU LIVE MATTERS



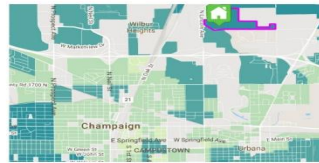
Campus Town

Housing+Transportation Cost % Income	35%
Housing Cost % Income	20%
Transportation Cost % Income	15%



Bradley to I74, Champaign

Housing+Transportation Cost % Income	42%
Housing Cost % Income	21%
Transportation Cost % Income	21%



North of I74, Urbana

Housing+Transportation Cost % Income	63%
Housing Cost % Income	34%
Transportation Cost % Income	29%

Source: Center for Neighborhood Technology, H + T Index, Retrieved 12/8/2017

THE HIGH ANNUAL COST OF DRIVING



Source: Bike - Urban Land Institute, Owning a Car vs Not Owning a Car (Calculator); Car - Bike Benefit Calculator www.cbc.ca; Bus - www.cumtd.com

Local Data = Local Buy-In

Transit Density Requirements *(based on Pushkarev and Zupan 1977)*

Mode	Service Type	Minimum Density (Dwelling Units Per Acre)	Area and Location
Dial-a-Bus	Demand response serving general public (not just people with disabilities).	3.5 to 6	Community-wide
"Minimum" Local Bus	1/2-mile route spacing, 20 buses per day	4	Neighborhood
"Intermediate" Local Bus	1/2-mile route spacing, 40 buses per day	7	Neighborhood
"Frequent" Local Bus	1/2-mile route spacing, 120 buses per day	15	Neighborhood
Express Bus – Foot access	Five buses during two-hour peak period	15	Average density over 20-square-mile area within 10 to 15 miles of a large downtown
Express Bus – Auto access	Five to ten buses during two-hour peak period	15	Average density over 20-square-mile tributary area, within 10 to 15 miles of a large downtown
Light Rail	Five minute headways or better during peak hour.	9	Within walking distance of transit line, serving large downtown.
Rapid Transit	Five minute headways or better during peak hour.	12	Within walking distance of transit stations serving large downtown.
Commuter Rail	Twenty trains a day.	1 to 2	Serving very large downtown.

THE ROLE OF

Transportation

IN PROMOTING PHYSICAL ACTIVITY

SIDEWALKS

People who live in neighborhoods with sidewalks on most streets are

47%

more likely to be active at least 30 minutes a day.

TRAFFIC CALMING

Medians, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to

15%

PUBLIC TRANSPORTATION

Public transit users take

30%

more steps per day than people who rely on cars.

BIKE FACILITIES

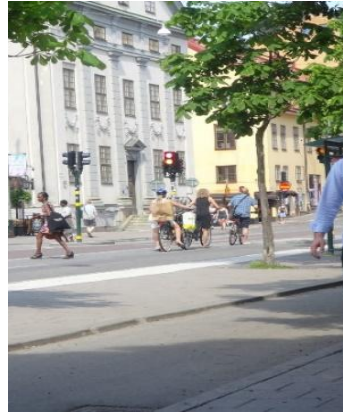
In Portland, Ore., bicycle commuters ride

49% of their miles

on roads with bike facilities, even though these are only 8% of road miles.

Active Living Research

www.activelivingresearch.org



It is about being able to choose to walk, bike, or take a bus safely.

Not This

Disconnected Land-Use



Peds/Bikes/Transit - Afterthought



Resources

- *Measuring Urban Design: Metrics for Livable Places* by Reid Ewing and Otto Clemente
- *Fighting Traffic: Dawn of the Motor Age in the American City* by Peter D. Norton
- *Completing Our Streets: The Transition to Safe and Inclusive Transportation Networks* by Barbara McCann
- [Bicycling Benefits Business](#) - Report studying the economic benefits of bicycle infrastructure.
- [Fiscal Impact Analysis](#) for planning and development.
- [Small Town and Rural Multimodal Networks](#) - By the US Department of Transportation and the Federal Highway Administration
- [Guiding Principles for Transportation Investment](#) - Transportation for America

Q&A



Cynthia Hoyle, FAICP, LCI
Hoyle Consulting
2207 S. Cottage Grove Ave.
Urbana, IL
cynthia@cynthiahoye.com
<http://www.cynthiahoye.com/>

Put your questions in the
google form!