Infill Guidance Webinar Series
Active Transportation
How to Zoom

1. Keep yourself muted

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.
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

Slide adapted from: Pedestrian and Bicycle Information Center
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

Midblock pedestrian crossing at bus stop

Bike lanes added

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
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

WHERE YOU LIVE MATTERS

THE HIGH ANNUAL COST OF DRIVING

Local Data = Local Buy-In
## Transit Density Requirements *(based on Pushkarev and Zupan 1977)*

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

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.

SIDEWALKS
People who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes a day.

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
- *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
Put your questions in the google form!

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