

# PLANNING FOR ACTIVE TRANSPORTATION: A GUIDE FOR CITIES

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# WHY IN THE WORLD IS HEALTH INVOLVED?

- Negative Outcomes are rising
  - Heart Disease
  - Diabetes
  - Obesity
  - Cancer
- Personal Responsibility only goes so far...

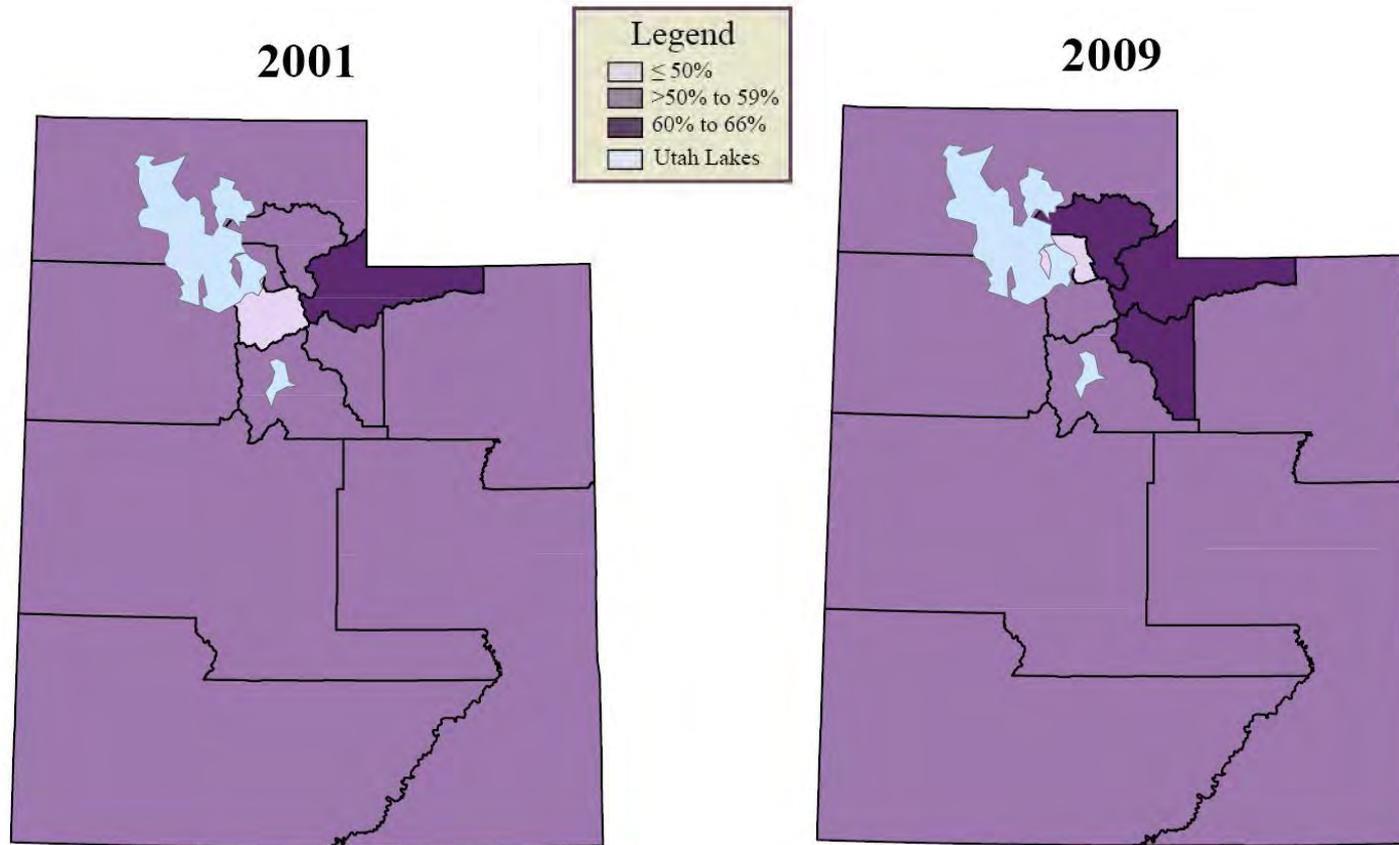


The CDC has shifted its focus from individual behavior to PSE

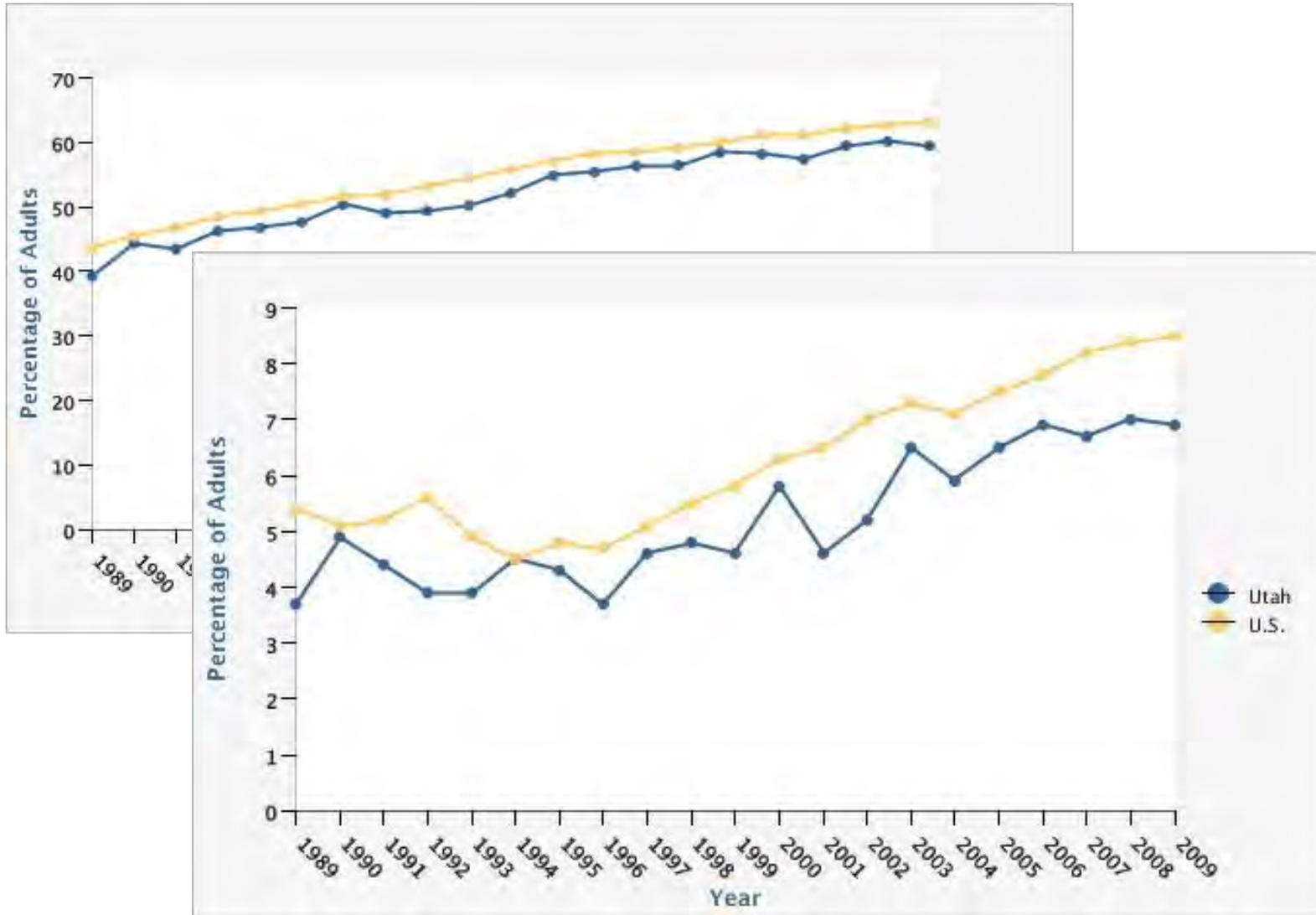
- Policy
- Systems
- Environmental Change



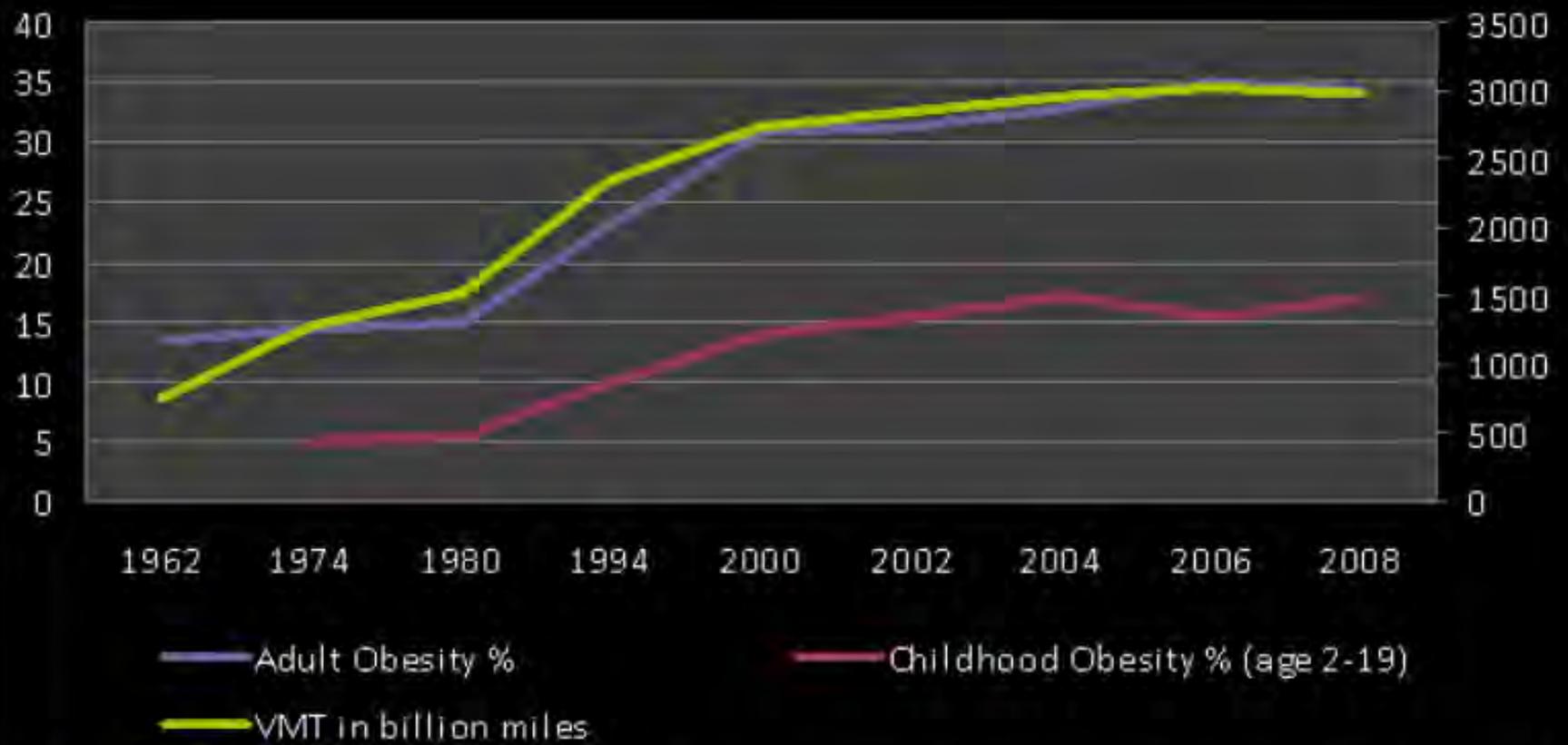
# PHYSICAL ACTIVITY IN UTAH



# THE PROBLEM



# Obesity/Vehicle Miles Traveled in U.S.



Sources: Centers for Disease Control – National Health and Nutrition Examination Survey/  
U.S. DOT – Federal Highway Administration, Annual Vehicle Distance Traveled in Miles and Related Data

**THIS ONE  
RUNS ON FAT  
AND SAVES YOU MONEY**



**THIS ONE  
RUNS ON MONEY  
AND MAKES YOU FAT**



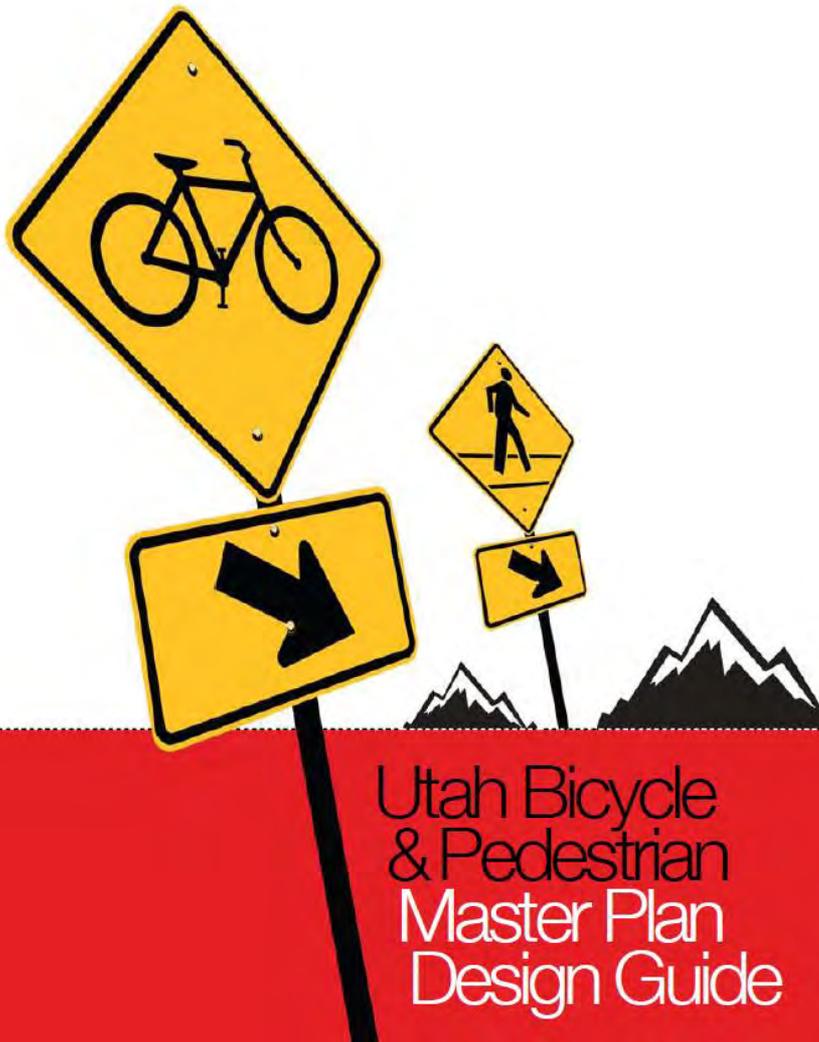
# THE “TYPICAL” APPROACH



- Too often, non vehicle drivers are pushed to the side of the road
- This is the result of planning for cars, not moving people



# A SOLUTION



Utah Bicycle  
& Pedestrian  
Master Plan  
Design Guide

- Created in September 2011, the Guide was designed to provide:
  - Information for Local Government to create/update their Master Plan
  - Multiple options of involvement
  - Broad range of infrastructure/facility options



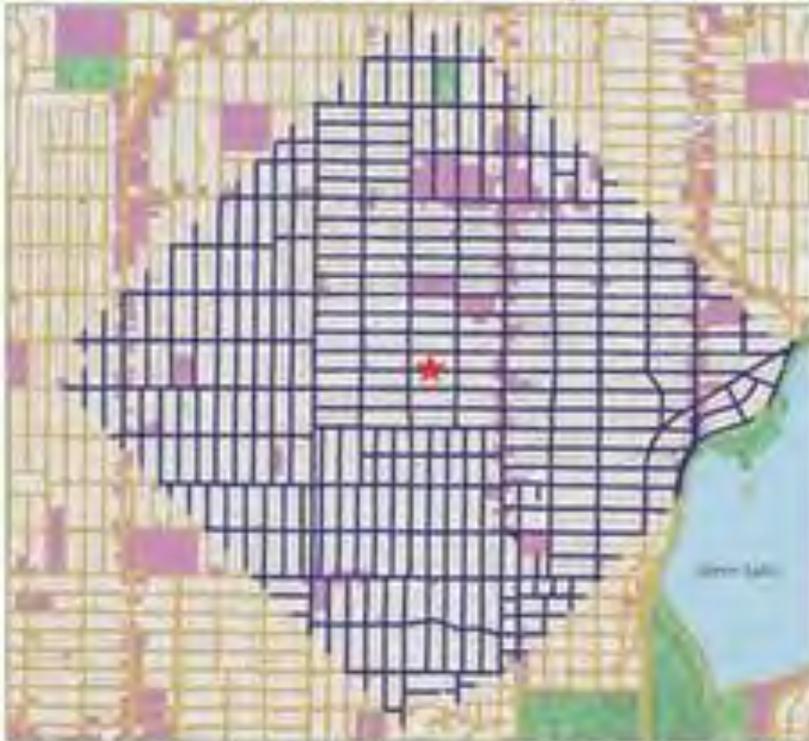
# WHO'S RESPONSIBLE FOR THIS?

- The Bicycle/Pedestrian Task Force is composed of members from:
  - Utah Department of Transportation
  - Safe Routes to School Program
  - Wasatch Front Regional Council
  - Utah Transit Authority
  - Utah Highway Safety Office
  - Salt Lake Valley Health Department
  - Utah Department of Health
  - Contractors: MetroAnalytics and Fehr & Peers



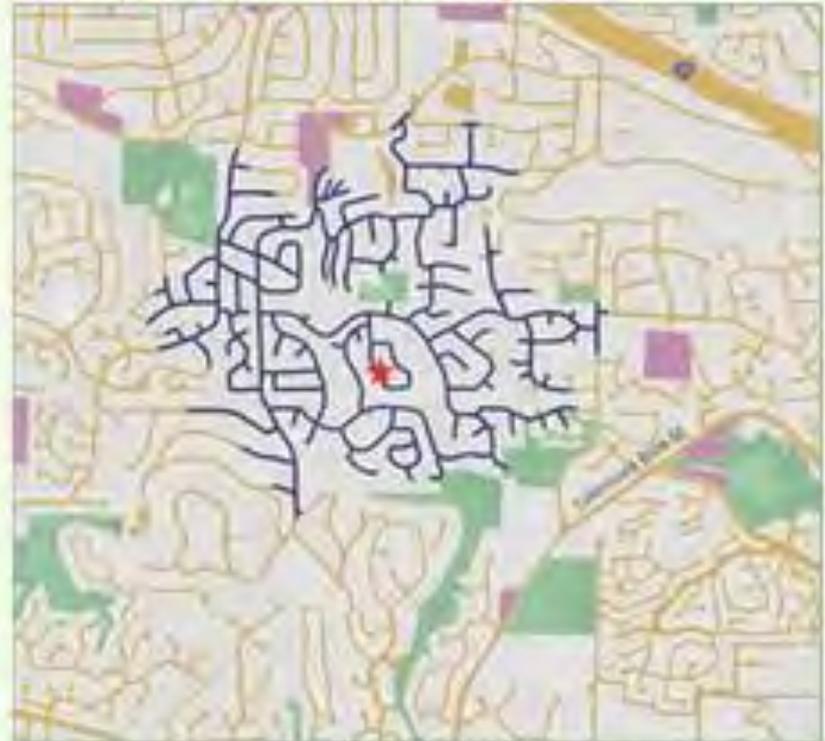
# MORE THAN JUST HEALTH...

**One-Mile Walk in a Compact Neighborhood**



A one-mile walk in Seattle's Phinney Ridge, takes you through a grid like street network with a mix of residences and businesses (shown in purple). Map courtesy of the Sightline Institute.

**One-Mile Walk in a Sprawling Suburb**



A one-mile walk in Bellevue, WA with cul-de-sacs and winding streets has few shops and services within walking distance. Map courtesy of the Sightline Institute.

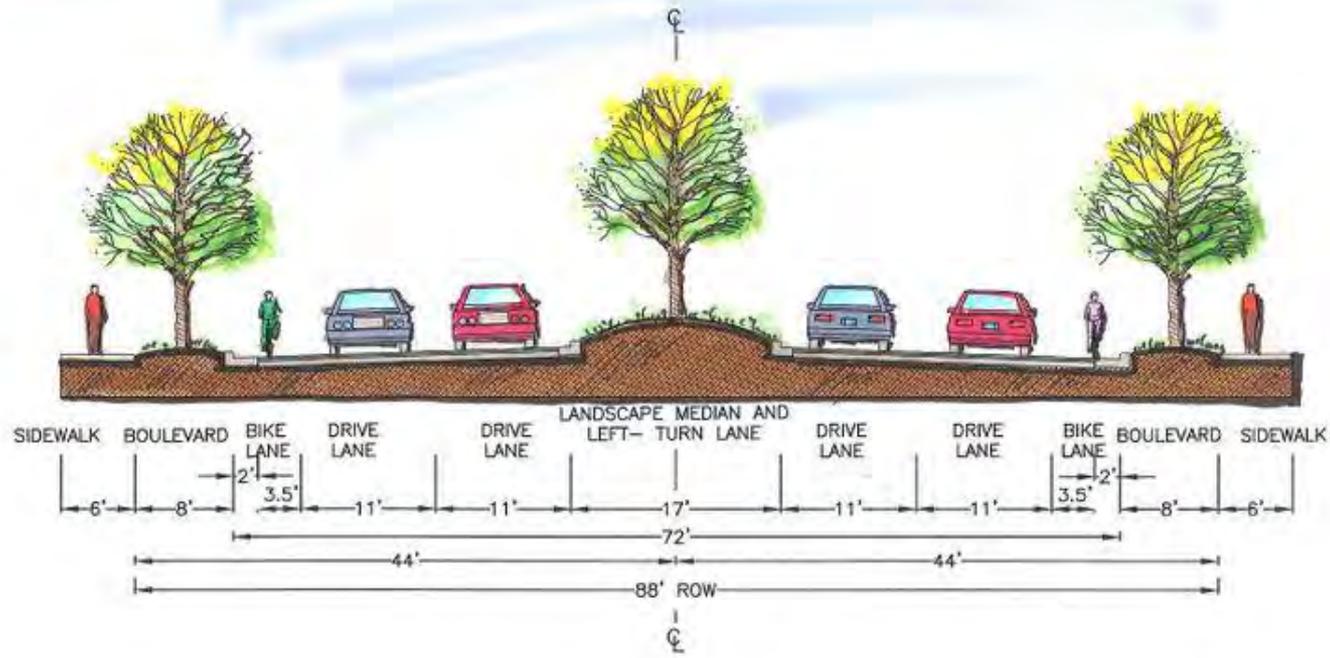
# WHAT'S INSIDE?

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# COMPLETE STREETS



# THE FORMAT

- The Guide is a workbook, giving you a step by step approach to creating your plan
- Specific callout boxes identify areas where others have hit “speed bumps,” and provides tips to overcome them

## /// CROSSING ///

### What's a Walking Audit?

A walking audit is a review of the existing pedestrian and bicycle environment. Typically, groups walk an area together, discuss what they observe, and document areas for improvement. Be sure to include a variety of individuals – active walkers, individuals with disabilities, parents of small children, etc. Audits can take anywhere from one hour to one day, depending on the depth of discussion and length of route. Typical walking audit procedures:

1. Prepare for the audit by selecting route and creating aerials photos/maps. A presentation to

walkers about good design may be helpful at the start of the walk.

2. Conduct the audit by walking the selected route, considering safety, convenience, and land use. Look for opportunities to improve pedestrian conditions. Take pictures for reference.
3. Reassemble with aerials to sketch-up ideas and record discussions from the walk.
4. Prepare improvement sketches based on audit discussions.



### Helpful Hint:

Occasionally members of the steering committee may have multiple divergent goals or agendas, making it difficult to identify a plan purpose. For these situations it may be easier to identify a broad theme that encompasses the ideas of all committee members (i.e. improve quality of life) and then identify the sub-categories through the goal identification process. Additionally, the steering committee may choose to use feedback from the public to fine-tune the purpose of the plan.

## PUBLIC INVOLVEMENT ALERT!

If the public was not actively involved in the identification of a purpose for the plan, the goal identification process would be the ideal time to get them involved. Based on their feedback, the steering committee may be able to easily distill common themes from which a preliminary set of working goals can be created for the plan. Technical input from staff and city officials can then be used to fine tune the goals into a final product.

Possible tools include: Surveys, workshops, focus groups, etc.



# PUBLIC INVOLVEMENT



- There are strong feelings about bicycle access
  - Balanced and fair involvement of advocacy groups is critical to the success of your plan
- Pedestrian access is often overlooked
  - **EVERYONE** is a pedestrian at some point in their day, some just longer than others



# THE FORMAT

Table 3.1 Components in Basic, Intermediate, and Advanced Inventories

| Level   | Purposes for Use  | Time Needed to Complete |
|---|---|-------------------------|
|  Basic        | Basic understanding of existing facilities, both strengths and areas to improve   | 1 – 2 weeks             |
|  Intermediate | Additional information about safety and frequency of use, in addition to enhanced understanding of policies shaping existing conditions | 4 – 5 weeks             |
|  Advanced     | Thorough investigation of existing conditions, including health benefits and ADA compliance   | 6 – 8 weeks             |

Figure 3.2 Utah MPOs' Bicycle and Pedestrian Planning

| MPO   | Bicycle and Pedestrian Website  | Contact Information  |
|---|---|--|
| Cache Metropolitan Planning Organization (CMPO) | <a href="http://www.cachempo.org/alternative%20trans.html">http://www.cachempo.org/alternative%20trans.html</a>   | 179 No. Main, Suite 305<br>Logan, UT 84321<br>Phone: (435) 716-7154<br>Fax: (435) 753-3426   |
| Dixie Metropolitan Planning Organization (DMPO) | <a href="http://dixiempo.wordpress.com/transit-bikes-pedestrians/">http://dixiempo.wordpress.com/transit-bikes-pedestrians/</a>   | Transportation Planning Manager<br>Five County Association of Governments<br>Transportation Planning Office<br>Phone: (435) 673-3548 |
| Mountainland Association of Governments (MAG)   | <a href="http://www.mountainland.org">http://www.mountainland.org</a>   | Trails Coordinator<br>586 East 800 North<br>Orem, UT 84097<br>Phone: (801) 229-3848  |
| Wasatch Front Regional Council (WFRC)           | <a href="http://www.wfrc.org/cms/index.php?option=com_content&amp;view=article&amp;id=36&amp;catid=17&amp;Itemid=39">http://www.wfrc.org/cms/index.php?option=com_content&amp;view=article&amp;id=36&amp;catid=17&amp;Itemid=39</a> | Long Range Planning<br>295 Jimmy Doolittle Road<br>Salt Lake City, UT 84116<br>Phone: (801) 363-4230                                 |

- The Guide provides estimates for time, cost, and staff involvement
- Resources also include contact information for key players in the process
- The Guide will be available online and in print formats



# MOVING THE PROCESS FORWARD

- It is easy to get stuck in the details.
- The Guide will help keep you on track with checklists, resources, and specific reminders.



## What Should I Have by Now?

Now that you have completed the inventory of existing conditions, use these checklists to determine whether you have included all the necessary information.



- Identify existing and planned bicycle and pedestrian infrastructure
- Identify bicycle and pedestrian components of existing local, regional, and general plans
- Obtain general plans for neighboring Cities to ensure continuity between communities
- Identify gaps in bicycle and pedestrian networks
- Identify pedestrian infrastructure at intersections and mid-block crossings
- Gather crosswalk installation policies
- Gather bicycle parking ordinances
- Identify existing bicycle parking



# FOR THE ENGINEERS...



Leading Pedestrian Interval

## Leading Pedestrian Interval (LPI)

**Description:** Leading pedestrian intervals provide pedestrians with a walk indicator while all vehicles are stopped. This allows pedestrians to get a head start crossing the street before vehicles get the green indication. A no right turn on red requirement may be necessary in combination with an LPI.

### Typical Application:

- Crosswalks where protected left turns are not and cannot be provided for conflicting turning movements and where pedestrian/vehicle conflicts frequently occur
- Areas with high pedestrian volumes
- Areas with safety concerns
- Consider pairing the LPI with a right turn on red prohibition

**Cost:** Low

### Benefit:

- Increased visibility of pedestrians
- Decreased vehicle-pedestrian conflicts

### Considerations:

- Signal timings

- Recommendations are based on various manuals (AAHSTO, MUTCD, etc.) and on promising practices from local, national, and worldwide sources



Sharrows

### Typical Application:

- Roads with bicycle traffic which are not wide enough for bicycle lanes

**Cost:** Low

### Benefit:

- Increases bicycle visibility

### Considerations:

- Roadway speeds
- Roadway widths

### Guidance For Sharrow Placement

(from Section 9C.07 of the 2009 MUTCD)

If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

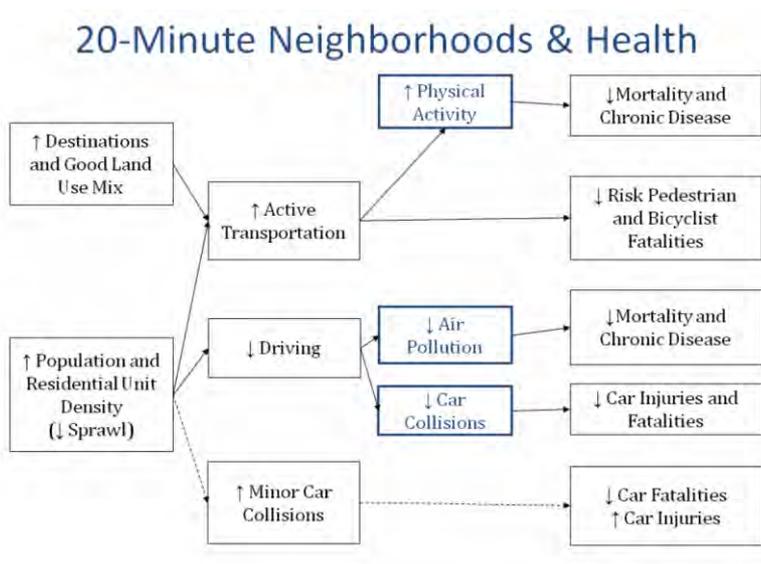
If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

- The emphasis is on local successes, and examples are given from Utah locations



# HOW TO SPEAK PLANNER-ESE...

- Concepts in planning get very complex very quickly. The Guide will help you speak the language.
- Included in the Guide are walkability checklists and others to help you on your way to making a fantastic plan!



# CHANGING THE CULTURE



FOR MORE INFORMATION:

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