

# Creating More Livable, Walkable Communities

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Utah League of Cities and Towns

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## The flow:

- Overview of a **workshop** approach.
- Focus on **four elements** of walkable settings and 3 P's (**programs, projects, and policies.**)
- Your thoughts on *your* **specific next steps.**
- A brief walk to experience what **really** happens?

# Walkable Community Workshop Invitation List

- Any & all concerned **citizens** (elderly, parents, children).
- **Professionals**: public works, police, fire, health, planners, engineers, schools, historical, conservation.
- **Elected officials** and staff.
- **Advocates**: Environment, safety, social justice.
- **Businesses**; chamber of commerce, economic development.
- **Developers**; builders, land owners, realtors, lenders.



# Walkable Community Workshop

## agenda:

- **Vision.** Your wish for this area 10 years from now.
- **Listen.** Presentation of the tools and language.
- **Walk.** See real issues.
- **Work.** Group problem solving using **programs, projects, & policies.**
- **Plan.** Commitments, next steps.



# The bad news in just three numbers:

**30** Minutes of daily physical activity recommended by Surgeon General.

**25** % of American adults who meet the S.G. recommendation (thru LTPA).

**365,000** Estimated annual deaths in America due to physical inactivity & poor nutrition. (2<sup>nd</sup> only to tobacco.)

**Necessary and  
important,  
but not enough.**



**Lexington, KY**

**We must build  
communities  
where people are  
*intrinsically*  
more active.**

# The four elements of success:

- Land use mix.
- Network of bike & pedestrian facilities.
- Site design & details.
- Safety.



# Land use.

# Civic anchors in town.

Smaller lot sizes . . .



Mixed use, multi-family.

. . . shared open space.



# A land use remedy: smart zoning.

Mixed use:  
keep retail,  
residential,  
commercial,  
schools,  
recreation  
close  
together.



Silver Spring, MD

**Retail on the first  
floor; offices,  
housing above.**



**1900's**



**Chapel Hill, NC**

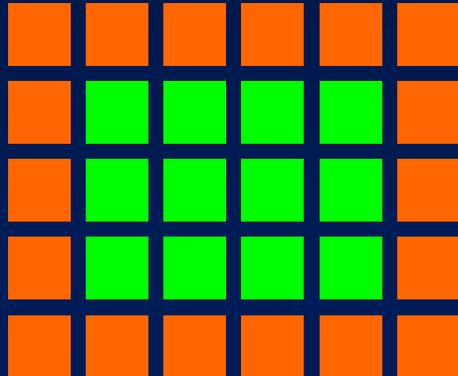
**2000's**

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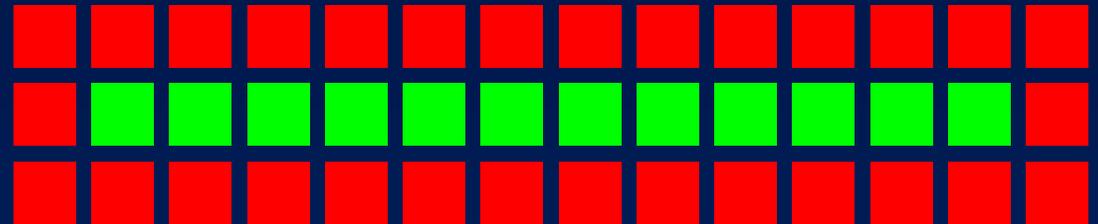
# Recognize the potential of linear as well a 'rectangular' parks . . .



12 acre rectangle  
adjacent to: **18**



12 acre linear park  
adjacent to: **30**



# Network is more complete with:



- Presence of sidewalks, paths.
- Shorter blocks, cul-de-sac cut-throughs, more intersections.
- Access to trail, park, greenway, *transit*.



# Comfortable pedestrians? Drivers?

(But, how far back?)





**1.0 Fenton**

# Main St.



**Kona bike lane  
adds buffer**



**~1.1 Fenton**

# Bicycle Lane Design Guide, Crosswalk Study, etc. at: [www.pedbikeinfo.org](http://www.pedbikeinfo.org)



**5 ft., wider if along hard barrier, parked cars.**

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# Transit extends the “active travel” network



# Designs for greenways & multi-use trails



Cape Cod  
Rail Trail,  
MA





Sea Pines, SC



American River Trail, CA





Median islands.



# Improving crossing safety.



Curb extensions.



## Monon Trail, Indianapolis



# Site design?

## Research suggests:

- Pedestrian friendly architecture is near the street, not set back.
- Trees, benches, water, aesthetics, lighting, scale.
- Details: bike parking, open space, plantings, mat'ls . . .







**Retrofitting  
“set-back”  
sites.**

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**Nogales, AZ**



**Lincoln, NE**



**Carmel, IN**



**Where are we now?**



**Waikaloa, HI**



**St. George UT**

**Alleys can ease  
garage dominance.**





**Des Moines, IA**



**Reverse  
angle parking  
is better for  
drivers &  
cyclists.**

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# Safety research shows:

- Engineering can dramatically improve safety.
- Increasing ped and bike trips may *decrease* accident & fatality rates.



Providence, RI



(Jacobsen et.al., *Transportation Safety*, 2002)

# Traffic calming: Horizontal vs. Vertical

**Vertical:**  
Speed bumps,  
humps, and  
tables.



**Horizontal:**  
Change in  
direction,  
narrow lanes,  
tighten turns.



**Use vertical very selectively . . .**

**Accommodating a cyclist in a school zone.**



**In a parking lot**



**Neighborhood mini-circles replace 4-way stops.**

**Slow traffic, maintain flow on residential streets.**

**Mountable (roll-over) curb accommodates fire trucks, school busses.**



**Chokers create  
one lane to  
intentionally force  
caution.**

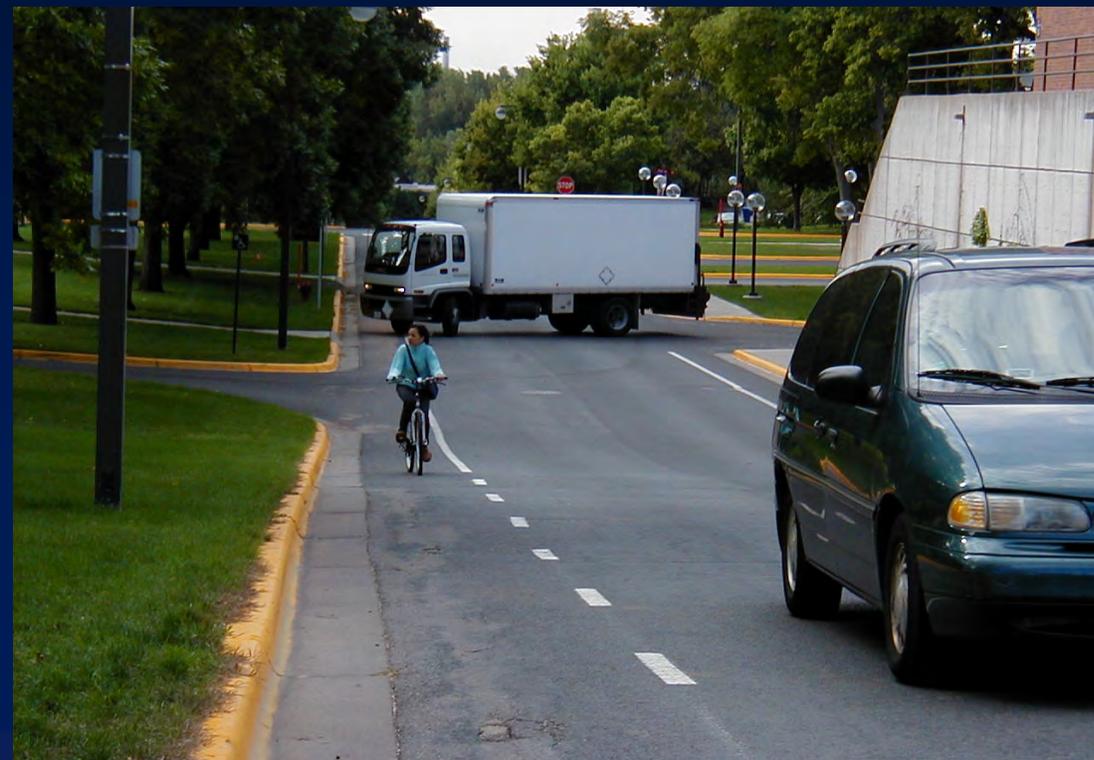


**Slower speeds,  
entry islands, set-  
back crossings  
aid cyclists &  
pedestrian.**



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**So how do  
we get  
there?**



# Pursue the three P's!

- **Projects:** Improve the built environment for walking, cycling.
- **Programs:** Build awareness, support, skills, & plans.
- **Policies:** Rewrite the rules so the changes stick!

# Projects:



Sidewalks, trails, traffic calming, signals.



Median islands, mini-circles,



Signs, marked, raised crossings.

**Not all projects  
are costly:**

**Bike lanes &  
parking; lane  
narrowing;  
wayfinding.**



**Bike parking,  
lockers, showers;  
informal paths,  
countdown timers.**



**Signs, road paint, cones,  
curbs, plantings, . . .**



# But how to pay for sidewalks, trails, bike lanes, park lands & facilities?

**1. Routine accommodation.** Require complete streets on absolutely all new construction & redevelopment projects.

[www.completestreets.org](http://www.completestreets.org)

**2. Opportunistic improvement.** Build facilities at reduced cost during other construction activities (sewers, underground utility work, road resurfacing).





**Curb extensions**



# Santa Clara Main Street improvements

# How to pay?

## 3. Off-site mitigation for new development.

Analyze *transportation* impacts of new development. Require preservation of open space, connection of sidewalks to nearby, off-site pedestrian destinations.

## 4. Impact fees. Charge developers for the transport impacts; use the fees to improve pedestrian and bicycle travel & conserve land.



# How to pay?

## 5. Grant Programs. State and federal resources such as:

- Recreational Trail funds; Greenways and Trails Demonstration Grants.
- Transportation Enhancements Program.
- Safe Routes to School program.
- Transit Oriented Development.

## 6. Betterments, SID.\* Charge adjacent property owners for construction, based on benefit of increased access and land value.

\*Special improvement districts



# How to pay?

**7. Capital improvements.** Many towns, cities, even counties annually dedicate a small but regular portion of the budget to sidewalks, trails, bike lanes, open space . . .



# Programs:



Safe Routes to School;  
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

Adopt-a-trail:  
schools,  
seniors,  
scouts.



Walk to  
Shop  
program



### Registration Form

Do you live, work or go to school within walking distance of Cumberland Avenue stores and restaurants? Would you like to save some cash?

Sign up for your Walk to Shop discount card and you'll save money at participating merchants when you Walk to Shop during the month of April. Instead of driving, just walk from your home, school or workplace to any participating merchant to receive great discounts.

To get your Walk to Shop discount card, please fill out this registration form.

Walk to Shop participant's name \_\_\_\_\_

Home address \_\_\_\_\_

Phone number \_\_\_\_\_

E-mail (optional) \_\_\_\_\_

Walk to Shop participant agreement

- Participants' names and contact information will not be sold or otherwise made available to anyone other than participating merchants and sponsors.
- The Walk to Shop promotion is available only for those who have walked to the store or restaurant from their home, school, or place of business.
- Only one Walk to Shop discount card per person during the month of April 2006.
- Some discounts are one-time-only. Once those discounts have been used, merchant's will cross their logo off the Walk to Shop discount card!



Active-  
commute  
incentives;  
E.g., reduce  
free parking,  
health benefit  
discount.

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Pedometer walking program  
[www.AmericaontheMove.org](http://www.AmericaontheMove.org)

# Institutionalize an Adopt-a-Trail Campaign!

**Create Friends-of-the-Trail:  
Help build, upgrade,  
maintain, clean, patrol.**



**Work sites, schools,  
scouts, senior centers,  
service groups,  
neighborhoods, . . .**

# Launch Safe Routes to School program.

- Comprehensive local plans.
- Determine & **engineer** preferred routes.
- **Educate** & **encourage** safe behavior (drivers & kids).
- **Enforce** proper speeds, etc.



[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

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**School siting,  
district lines,  
bus policies.**



**DPW standards:  
signs, paint, bike  
lanes, crossings . . .**

## **Policies:**

**Zoning: Mixed use,  
accessory dwellings,  
stub end connectors,  
open space . . .**



**Site  
standards:  
Setbacks,  
sidewalks,  
parking,  
access.**



# Establish new subdivision & commercial “village” site standards.

- Use historical villages as a guide; begin with overlay districts first if necessary.
- Density bonuses for affordability, mixed use, infrastructure improvements.
- Buildings at the sidewalk, parking on-street or behind, bike parking required.
- Higher residential densities, clusters, grids vs. cul-de-sacs.
- Establish Design Review Process.



**Are you ready to . . . ?**

