Low-cost, High-impact Bicycle and Pedestrian Investments

Pete Fritz, AICP, RLA
Healthy Communities Planner
Indiana State Department of Health
Division of Nutrition and Physical Activity
How Many of You Have Been Taught that You Get What You Pay For?
Lighter, Quicker and Cheaper

– MIT and the Project for Public Spaces (PPS) coined the term in response to constrained resources and a need to:
  • make small changes incrementally that have a large impact
  • involve residents in decision-making
  • promote creativity
  • support and encourage active communities
  • focus on placemaking
Lighter

Promotes creativity - Engages stakeholders in a creative process that encourages new solutions to typical problems of safety for cyclists and pedestrians.
Quicker

Quicker - Make small changes incrementally that have a large impact supporting active communities.
Cheaper

Cheaper - Focuses on achievable goals in the short term, while implementing long-term larger projects.
This Approach Asks if Your Project or Policy:

- Increases safety for pedestrians and/or bicyclists?
- Slows vehicle Speeds?
- Creates or enhances public space?
- Increases business for local shops and restaurants?
- Serves all users?
The Barriers are not Technical, nor Financial

- Excellent guidance is plentiful
- Good projects can find funding
This Approach
 Gets the Community on Board

• Convene an advisory committee
• Create an inventory of walking and biking
• Conduct a walk and bike audit
• Try a pilot project
• Adopt a complete streets ordinance to ensure long term success
Conduct a Walk and Bike Audit
Make it Fun!

• Present a solution

Show attendees a possible solution to challenges along the street.

Human bumpout at a complete streets workshop
Speed Matters

High speed leads to greater chance of serious injury & death for pedestrians.
Paint is Our Friend!

- Reducing Lane widths
- Road Diets
- Traffic Calming
- Retrofitting Bikeways
Reducing Lane Widths

Reduce lane widths to accommodate bicyclists.
Road Diets

Road diets reduce crashes 29% per mile of roadway (USDOT FHWA)
Use Paint to Calm Traffic and Shorten Pedestrian Crossings
Leverage Re-paving Projects

- Start with “low-hanging fruit” to build support.
- Be opportunistic; strategize retrofit funding.
Make Crosswalks Safer

Simple pavement markings and high visibility signs.
Pedestrian Refuges

• Separate conflicts and decision points.

• Reduce Crossing distance.

• Improve signal timing.

• Reduce crashes.
Signage in combination with a raised crosswalk improves visibility at this right turn lane.
Better Mid-block Crossings

Pedestrian refuge with Rectangular Rapid Flashing Beacon was a pilot projects and proved successful in increasing pedestrian safety.
Wayfinding encourages walking and biking by making trips predictable.
Traffic Calming at Intersections

Higher speeds at intersections reduce drivers peripheral vision.

Slow speeds and daylight intersections by removing parking within 20-25 feet of the intersection and extending the curbs.

Graphic: NACTO Urban Streets Design Guide
Snow on roadways trace potential pedestrian areas.

Sneckdowns!

Narrowed roads
Curved snowbanks
Pedestrian patterns
Curb Extensions can Create Gateways

Curb extensions can be used to define gateways into commercial areas and contain landscaping and amenities.
Curb Extensions Can be Simple

Curb extensions can be as simple as paint or prefabricated curb stops.
Reduces crossing distance.

Improves sight distance and sight lines.

Prevents parked cars from blocking crosswalks.

Creates space for curb ramps, landings and landscaping.
Bioswales and raingardens mitigate runoff entering storm sewers.
Pinchpoints create a good area for mid-block crossings, bike parking, tree placement and pedestrian amenities.
Street Furniture

Batesville, Indiana

Frankfort, Indiana

Carmel Indiana
Illegal Bench Signs - What do You Think!

National Outdoor Media Inc.
Parklets can host a variety of uses beyond parking and can be temporary or permanent.
Better Transit Stops

Most transit stops have room for improvement.
Pave a Goat Path

Find where people are walking and simply add a sidewalk.
Simple Traffic Calming

Median islands and mini-circles are safe and proven ways to calm traffic.

EveryBodyWalk.org
Downtown Batesville

Proposed Bumpout and Parklet with Outdoor Dining
Potential Pedestrian Alley in Downtown Decatur

Existing View Downtown to Courthouse Square from 2nd and Court Street
Potential Pedestrian Alley in Downtown Decatur

Proposed pedestrian alley crossing and curb bumpout.
Artwork in Pedestrian Alleys

Alleys can become pedestrian ways with inviting art installations and lighting, linking pedestrians from parking lots to store fronts.
Scatterfield and 8th Street

Existing View of the Intersection
Scatterfield and 8th Street

Alternative treatment with pedestrian refuges, crosswalks and gateway enhancements
Your Challenge: Create a More Active Community with

- **Sense of Urgency** - Community change to accommodate active living will likely not happen without deliberate, urgent effort.

- **Political Will** - Politicians need to consider more than the naysayers and do what is right.

- **Leaders** - Leaders need to step up and help, nothing will get done without good leadership.

- **Doers** - These are people who get things done in the community, make things happen and inspire others to follow them.

- **Public Participation** - Helps to create support from the community and creates an engaged citizenry.
Pete Fritz, AICP, RLA
Division of Nutrition and Physical Activity
pefritz@isdh.in.gov
(317) 234-6808