ACTIVE TRANSPORTATION PLAN

One Step at a Time

March 9, 2016
10:00 am
Purdue Road School
Purpose of an Active Transportation Plan

» Serve as MACOG’s overall strategy for funding and implementing active transportation facilities and programs
Purpose of an Active Transportation Plan

» Identify needs, resources, and strategies for improving and increasing all active modes of transportation in the region
Purpose of an Active Transportation Plan

» Realize benefits in access to destinations and services, mobility, quality of life, safety, air quality, health, and economy
Purpose of an Active Transportation Plan

» Provides guidance to support communities in the region that are expanding the bicycle and pedestrian network
Integration of Local and MACOG planning

Current Plans
- Local Pedestrian Planning
- Local Bicycle Planning
- Local Transit Planning

Future Plans
- Local Pedestrian Planning
- Local Bicycle Planning
- Local Transit Planning

Regional Active Transportation Plan
PLANNING PROCESS

» Advisory Groups
» Timeline
» Goals
Advisory Groups

Steering Committee

» Guide the planning process
» Shape focus & deliverables
» Technical review
» Approve plan for Public Review
Advisory Groups

**Focus Group**

» Provide support to the Steering Committee

» Generate ideas, recommendations, strategies

» Familiarize and promote plan in their communities
LPA Meetings

» Update communities on the Regional Active Transportation Plan
» Identify current projects and plans
» Brainstorm priority projects
Timeline

<table>
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<tr>
<th>Vision &amp; Goals</th>
<th>Objectives &amp; Performance Measures</th>
<th>Implementation Strategies &amp; Recommendations</th>
<th>Plan Review and Approval</th>
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TTAC & Policy Board Approval
Active Transportation Plan Goals

Connectivity  Accessibility  Culture

Health  Safety  Quality of Place
PUBLIC ENGAGEMENT

» Sharing Thoughts
» Spread the News
Sharing Thoughts

Survey

Interactive Map

www.macog.com/activetransportation
Spread the News

POSTCARDS

Websites

Flyers

Events

First Fridays

Social Media
DATA ANALYSIS

» Bicycle & Pedestrian Crashes
» Bicycle Level of Traffic Stress Analysis
» Demand Analysis
Bicycle & Pedestrian Crashes

» 2012 – 2014 (3 years) – source ARIES
  » Currently working on 2015

» Query for crashes involving cyclist and/or pedestrian

» Develop a Heat Map to show concentration

» Analysis Causes/Conditions/Demographics to determine trends
Bicycle & Pedestrian Crashes
Bicycle Level of Traffic Stress Analysis

» Bicyclist level of comfort on roadways

» Roadway Network Data
  » Speed limit, number of travel lanes, AADT, and presence and character of bicycle lanes

» Four Bicycle Level of Traffic Stress
Bicycle Level of Traffic Stress Analysis

1. Roads that would be tolerable for most children to ride, and also to multi-use paths that are separated from motorized traffic.
2. Roads that could be comfortably ridden by the mainstream adult population.
Bicycle Level of Traffic Stress Analysis

3. Roads that would be acceptable to current “enthused and confident” bicyclists.
Bicycle Level of Traffic Stress Analysis

4. Roads that are only acceptable to “strong and fearless” bicyclists, who will tolerate riding on roadways with higher motorized traffic volumes and speeds.
Bicycle Road Suitability

Level of Traffic Stress

- 1.0 - Comfortable for Most Children
- 2.0 - Comfortable for Most Adults
- 3.0 - Comfortable for "Confident & Enthused" Cyclists
- 4.0 - Comfortable only for "Strong & Fearless" Cyclists
Demand Analysis

» Live, Work, Play, Learn Analysis
» Identifies expected demand for bicycle & pedestrian travel
Demand Analysis

Where People

Live
- Population Density

Work
- Employment Density

Play
- Parks
- Retail & Commercial Areas

Learn
- Elementary Schools
- Middle Schools
- High Schools
- Parochial Schools
- Colleges & Universities

Demographics
- Demographics

Land Use Mix

Demand Analysis
Demand Analysis - Live
Demand Analysis - Work
Demand Analysis - Play
Demand Analysis - Learn
Next Steps

» Refine initial data calculations
» Overlay the maps to identify potential bicycle and pedestrian projects
» Work with LPAs to determine local and regional priorities
» Develop short-term and long-term priority list
ACTIVE TRANSPORTATION PLAN

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