

Bikeable/Walkable Communities

Healthy, Thriving Communities



February 15, 2012

(credit slides to Dan Burden)

THRIVING COMMUNITIES MAKE IT EASIER FOR PEOPLE OF ALL AGES TO GET AROUND





People are returning to those urban communities that are bike and pedestrian friendly



The Emergence of a Sedentary Society

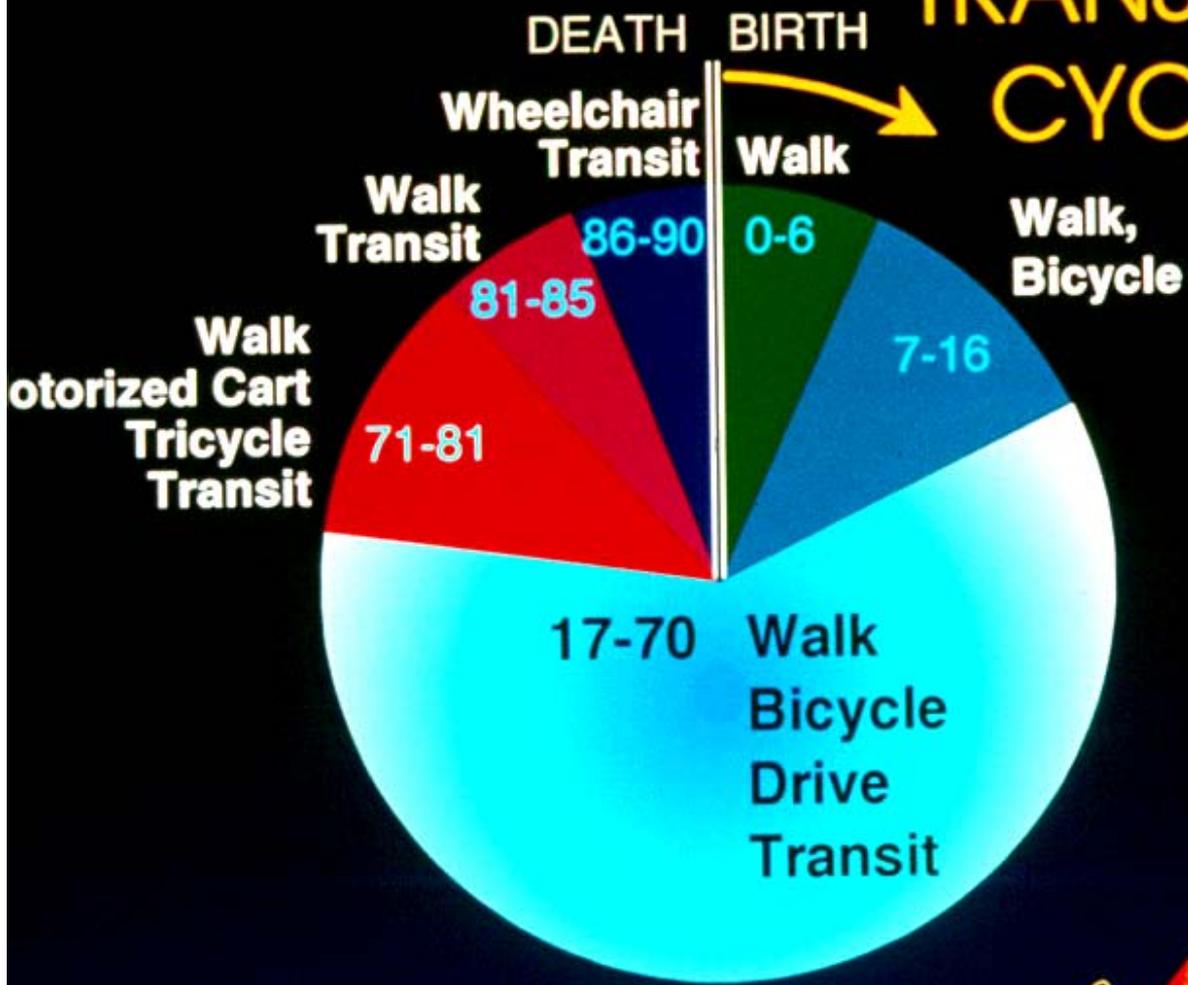


- Automobile
- Television
- Computers
- Built Environment

- Behavioral Choices
- Environmental Conditions
- Social Circumstances

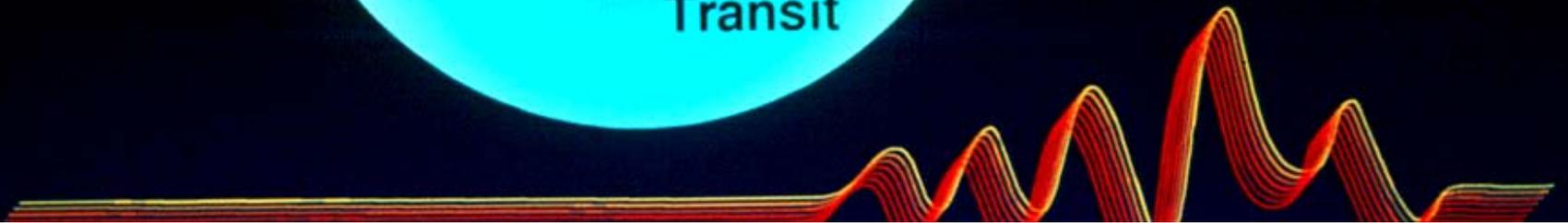


TRANSPORTATION CYCLE



SPECIAL GROUPS

- Sight-Impaired**
Walk, Transit
- Wheelchair Dependent**
Wheelchair, Transit, Some Drive
- Poor**
Walk, Bicycle, Transit



Conflicting Priorities

Government and Health Priorities



Developer and Growth Industry Priorities

 **Walk Score™** Find a Walkable Neighborhood.

[Most Walkable Neighborhoods](#) | [Why Walk?](#) | [Walkability](#) | [How It Works](#) | [How It Do](#)

Get your Walk Score

Address:

AMERICA'S MOST walkable neighborhoods

Walk Score ranks 2,508 neighborhoods in the largest 40 help you find a walkable place to live.

Explore the Most Walkable Neighborhoods

1. [San Francisco, CA](#)
2. [New York, NY](#)
3. [Boston, MA](#)
4. [Chicago, IL](#)
5. [Philadelphia, PA](#)
6. [Seattle, WA](#)
7. [Washington D.C](#)
8. [Long Beach, CA](#)
9. [Los Angeles, CA](#)
10. [Portland, OR](#)

[View All Cities](#) [Improve America's](#)



#1 San Francisco



#40 Jacksonville



Breaking The Cycle of Strip Development

INPUTS

- Diversity of Business
- Mixed Use Zoning
- Diversity of Residential Units
- Context Sensitive Solutions
- Community Involvement



OUTCOMES

- Healthy Neighborhoods
- Choices of Transportation
- More Open Space
- Sense of Place
- Sense of Community

GROWTH

OUTCOMES

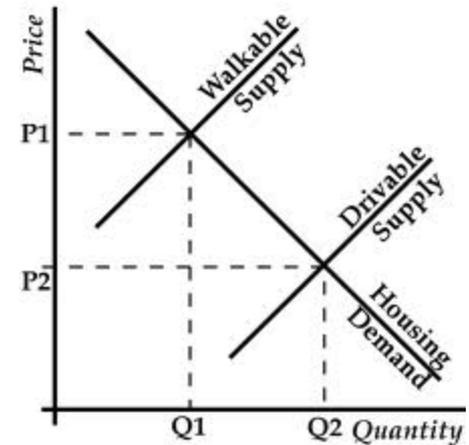
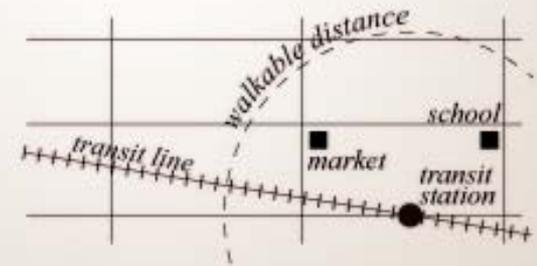
- Increased Mobility
- More Walking & Bicycling
- Increased Access

Making neighborhoods more pedestrian, bicycle and transit friendly



walk·a·bil·i·ty

(wô' kə bi' lə tē), *n.*



High Car Dependency



Low Car Dependency



Ten Steps To Walkability/Bikeability

Compact, lively

Low speed streets

Fine grained streets, many trails, transit links

Neighborhood schools and parks, within one quarter mile or one eighth mile



Public places with inviting features: benches, restrooms, shade, water and art

Convenient, safe and efficient crossings

Many people of all ages and abilities walking many hours

Celebrated public space and public life, parades, markets, festivals, awards

Affordable, inspiring, well maintained streets and homes.

Encourage Your Hopes
Not Your Fears

PERINSALES.CO • AOL.COM P.O. BOX 110 TOWNSHIP OF GRAND, NJ 07030



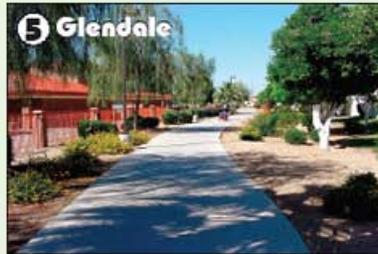
Types of Bicycles



Types of Bicycles



Types of Bicycle Facilities



Most Convenient: Neighborhood streets

“BIKE THE BACKWAYS”



“What is the first thing an infant wants to do and the last thing an older person wants to give up?”

- *Walking is the exercise that doesn't need a gym*
- *It is the prescription without medicine*
- *The weight control without diet*
- *The cosmetic that can't be found in a chemist*
- *The tranquilizer without a pill*
- *The therapy without a psychoanalyst*
- *The holiday that doesn't cost a penny*

A walkability plan must set a stage for all other modes of transportation to work, including transit. If people cannot walk then transit remains ineffective.



Childhood Needs

1. Social greeting by elders
2. Adult watchfulness
3. Traffic awareness
4. Defensible space



Pedestrians Need

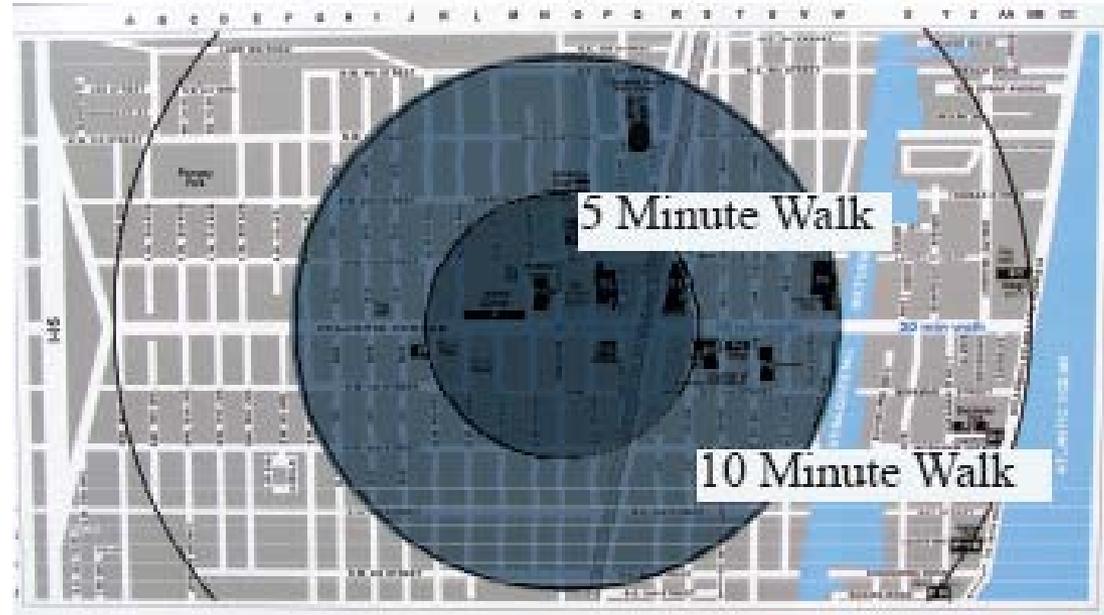
Shade
Safe Wide Facilities
Benches
Safe Crossings



Pedestrians Need



Livable Communities - Destinations Walking Distance



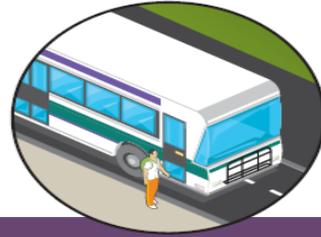
Bike to Transit



BIKE



LOCK



RIDE



Go Farther



www.azmag.gov/bike



Walking to Transit





Streets becoming
“right-sized” for
their greater
mission.



Complete Streets



Safe, Comfortable And Convenient For All Users

Connect To A Network That Offers Mobility Choices

Support And Contribute A Healthy, Active Lifestyle ...To Quality Of Life.

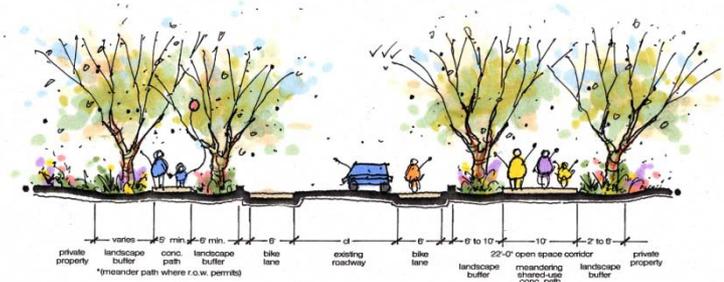
All Users



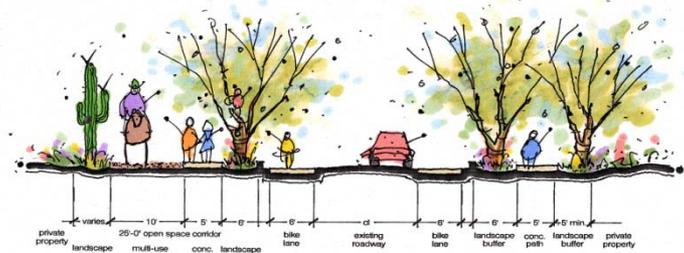
- ◆ Drivers
- ◆ Transit Users
- ◆ Pedestrians
- ◆ Bicyclists
- ◆ Older People
- ◆ Children
- ◆ People With Disabilities
- ◆ People With Assisted Mobility Devices (Strollers, Wheelchairs, Blades/Boards).

MAG Bicycle and Pedestrian Programs

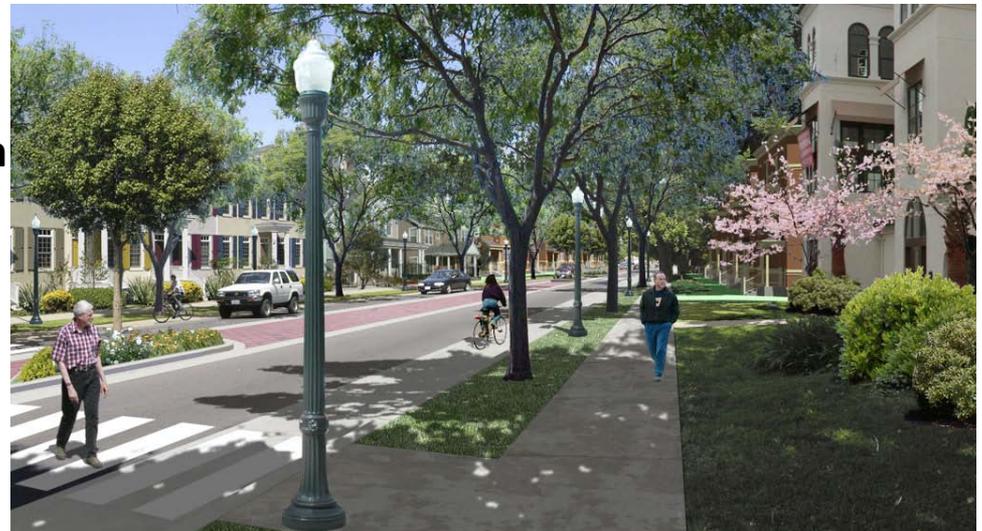
- MAG Bicycle & Pedestrian Committee
- Design Assistance Program (\$300K)
 - Pedestrian Facilities
 - Bike Facilities
 - Shared-use Facilities
- TIP Program (\$9.2M/year)
- Enhancements Program (\$8–12M/year statewide)
- Resources Developed:
 - Pedestrian Design Guidelines
 - Pedestrian Plan
 - Bikeway Masterplan
 - Mid-block Crossing Treatments
 - West Valley Recreation Corridor Plan
 - Complete Streets Guide
 - Regional Bike Education Program
 - Regional Bikeway Map
 - Bicycle Video and Ped Video



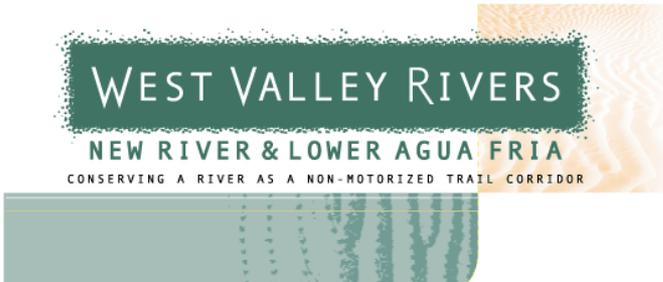
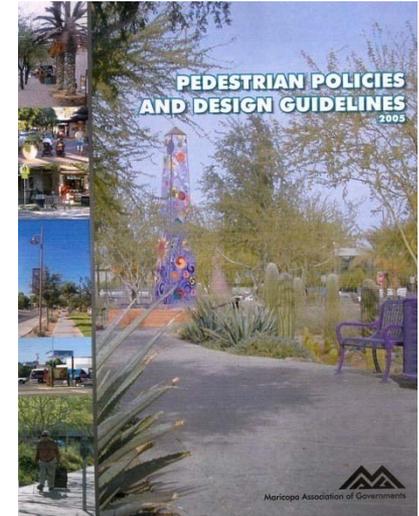
24TH STREET - TYP. STREET SECTION LOOKING NORTH



32ND STREET - TYP. STREET SECTION LOOKING NORTH



Resources



MARICOPA ASSOCIATION OF GOVERNMENTS COMPLETE STREETS GUIDE



REGISTRATION OPEN. Thanks to generous support from Arizona State Parks and the Bureau of Land Management, we were able to keep registration costs low!
 Detailed information about registration, sessions and conference activities available at www.azstateparks.gov/trailsconference.html
 If you have questions contact: trails@azstateparks.gov or 602.542.7726

Resources



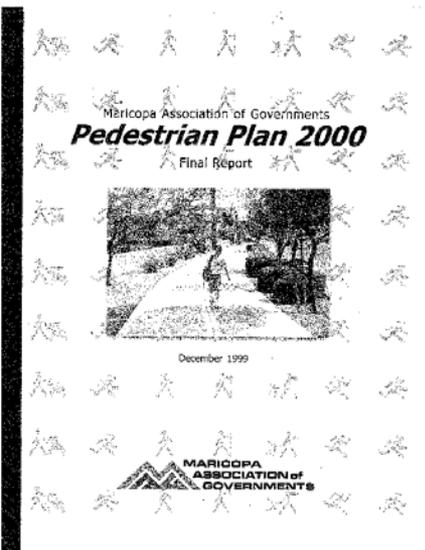
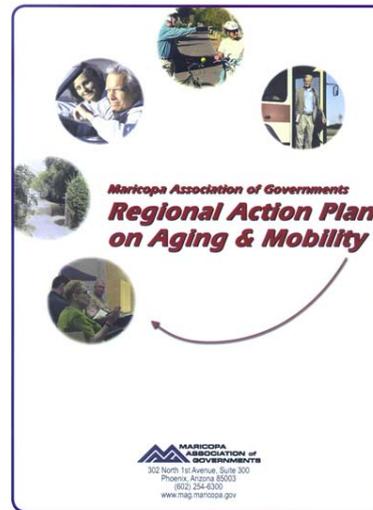
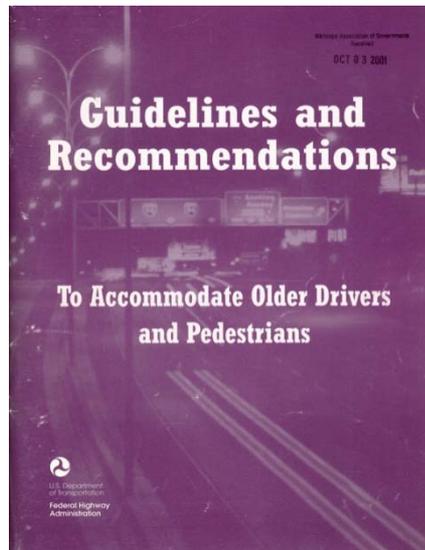
MARICOPA
ASSOCIATION OF GOVERNMENTS



REGIONAL OFF-STREET SYSTEM
PLAN

Creating Non-Motorized Paths/Trails in Existing Corridors

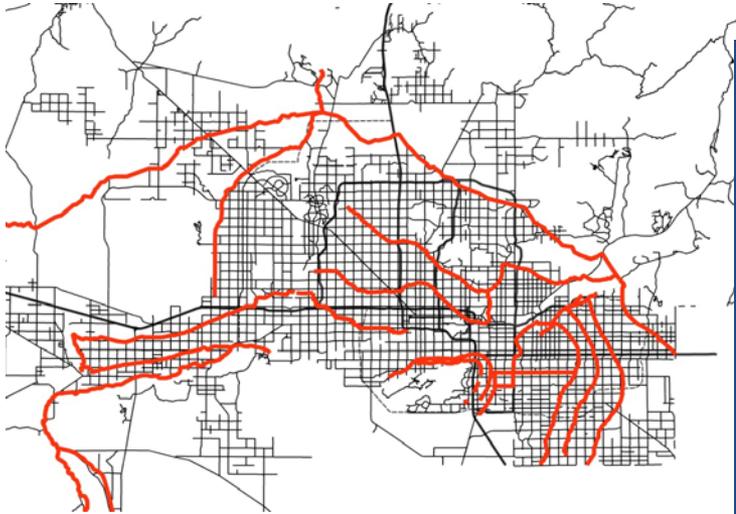
February 26, 2003



On-going Endeavor: Paths on the Canals

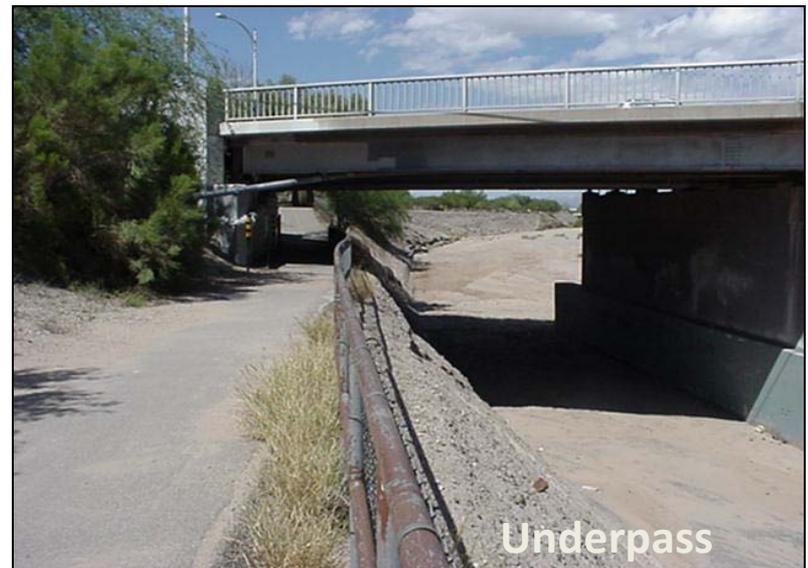
There are 181 miles of canals in the Valley. More than Venice Italy.

Goal: Achieve a truly regional system of off-street



Connect the Canals and Create a Network

The main barrier is crossing the 150 arterial streets.





**These are the
good years.**

**Either we have time
to take part in the
politics of change, or
we have many people
we can help and
influence to bring
about more walkable
communities.**



