



Smart Growth America
Making Neighborhoods Great Together

State's role in active transportation

Florida now third largest state

- 19.9 million est. population
- Most growth in 2013-2014:
 - South Florida (+ 66k)
 - Orlando (+ 50k)
 - Tampa Bay (+41k)

More people = more trips

What are the most efficient ways to help *people* get where they need or want to go?



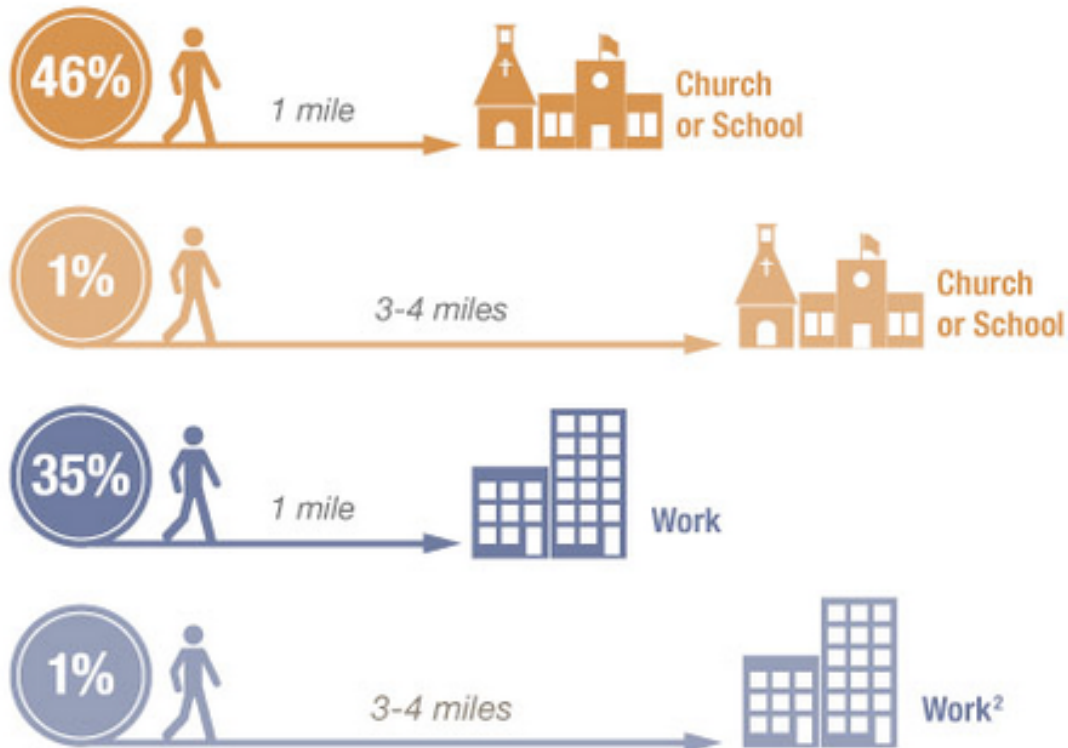
The tremendous potential

Every trip starts and ends with walking.



People will walk

STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



Complete Streets in demand

66%

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73%

currently feel they have no choice but to drive as much as they do.

57%

would like to spend less time in the car.

Future of Transportation National Survey (2010)

Who wants Complete Streets?

47%

of older Americans say it is unsafe to cross a major street near their home.

54%

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

56%

express strong support for adoption of Complete Streets policies.

Changing preferences

- Aging population: by 2025, 1 in 5 will be 65+
- Younger generation prefers multimodal travel
- More demand for “in town” living



Complete Streets:

- Is a high-level policy direction
- Changes the everyday decision-making processes and systems
- Represents an incremental approach
- Has long-term results



Complete Streets is NOT:

- One 'special' street project
- A design prescription
- A mandate for immediate retrofit
- Only accomplished with special funding source
- A silver bullet; other initiatives must be addressed:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management

No magic formula for design

- One size doesn't fit all
- Doesn't mean every street has sidewalks, bike lanes and transit
- Fits context of community: land use and transportation needs



Built environment matters



Pedestrian scale is safer for everyone



Benefits: Children



- Dedicated, safe spaces for bicycling and walking help kids be active and gain independence.
- Being physically active helps kids learn and improves their mental health

Benefits: Children

- More than 1/3 of kids and teens are overweight or obese.
- Unhealthy weight gain brings higher risk for pre-diabetes, high cholesterol, high blood pressure, sleep apnea, and joint problems.

Benefits: Children

- **30 mph auto traffic is too fast** for children to judge accurately
- In a five-state study, infrastructure improvements and promotional programs **increased walking by 45%**
- In New York City, areas with Safe Routes to School programs had a **44% lower pedestrian injury rate** in 5 to 19 year olds.

Benefits: Older Adults

By 2025, nearly 1 in 5 Americans will be 65 or older.

About ½ of all non-drivers over the age of 65 would like to get out more often.



Benefits: Older Adults

Complete Streets =
better design for older
folks driving and
walking.

Complete Streets =
staying active and
involved in
communities.



People with disabilities

Nearly 1 in 5 Americans have a disability

Sidewalks make a community accessible for all

- ADA requires sidewalks be accessible, but doesn't require their construction

Reduce the need for expensive paratransit



Transit service

- Connect to work, shops, schools, and homes
- Create smooth, predictable trips by planning and designing for transit routes



A bigger picture regarding public transportation

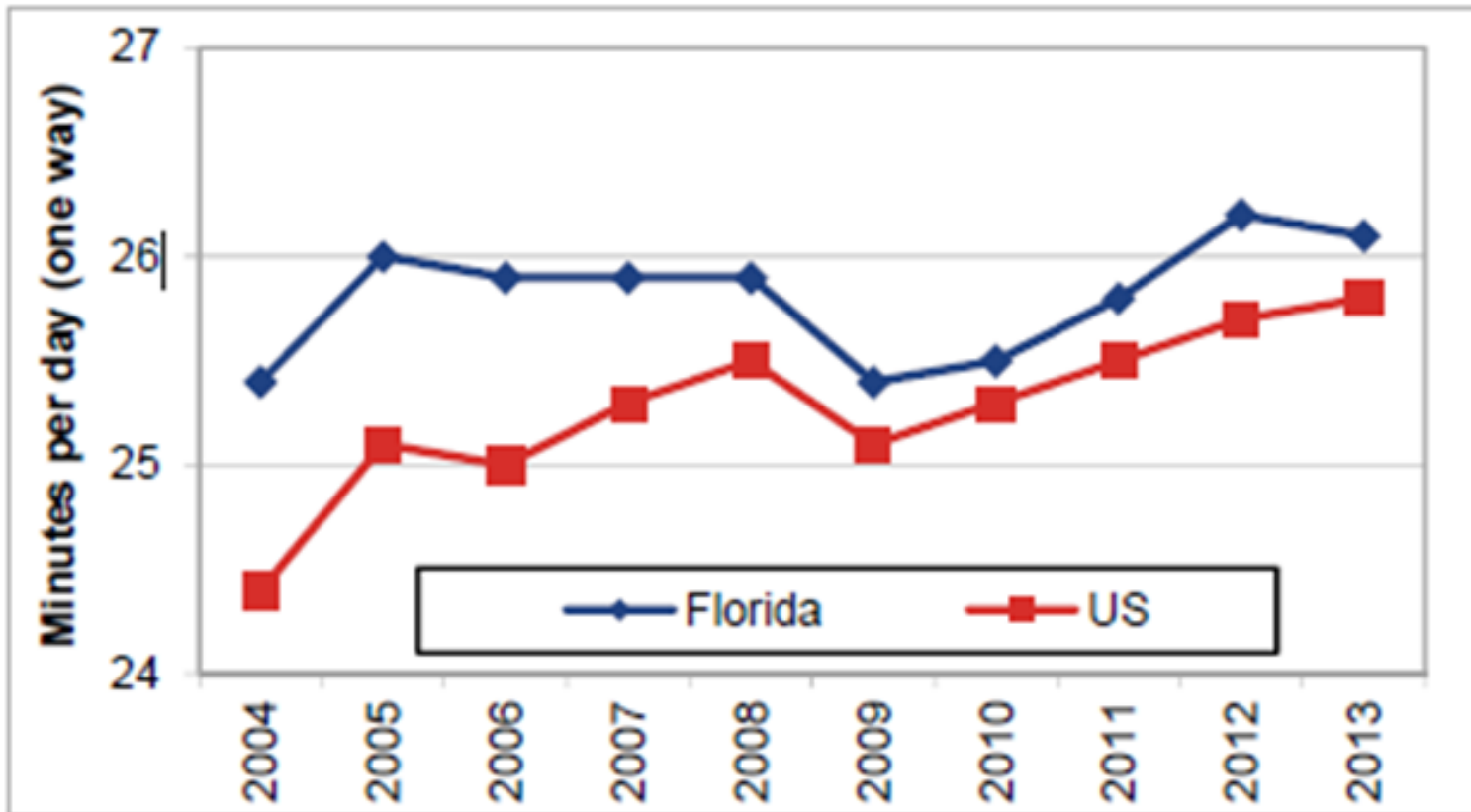
- 35 million times each weekday, people board public transportation
- In 2013, Americans took 10.7 billion trips on public transportation - - the highest in 57 years
- Since 1995, public transit ridership is up 37.2 percent
 - outpaced population growth, which is up 20.3 percent,
 - grew faster than vehicle miles traveled (VMT), which is up 22.7 percent.



Source: American Public Transportation Association; photos Florida Public Transportation Association

Transit trends in Florida

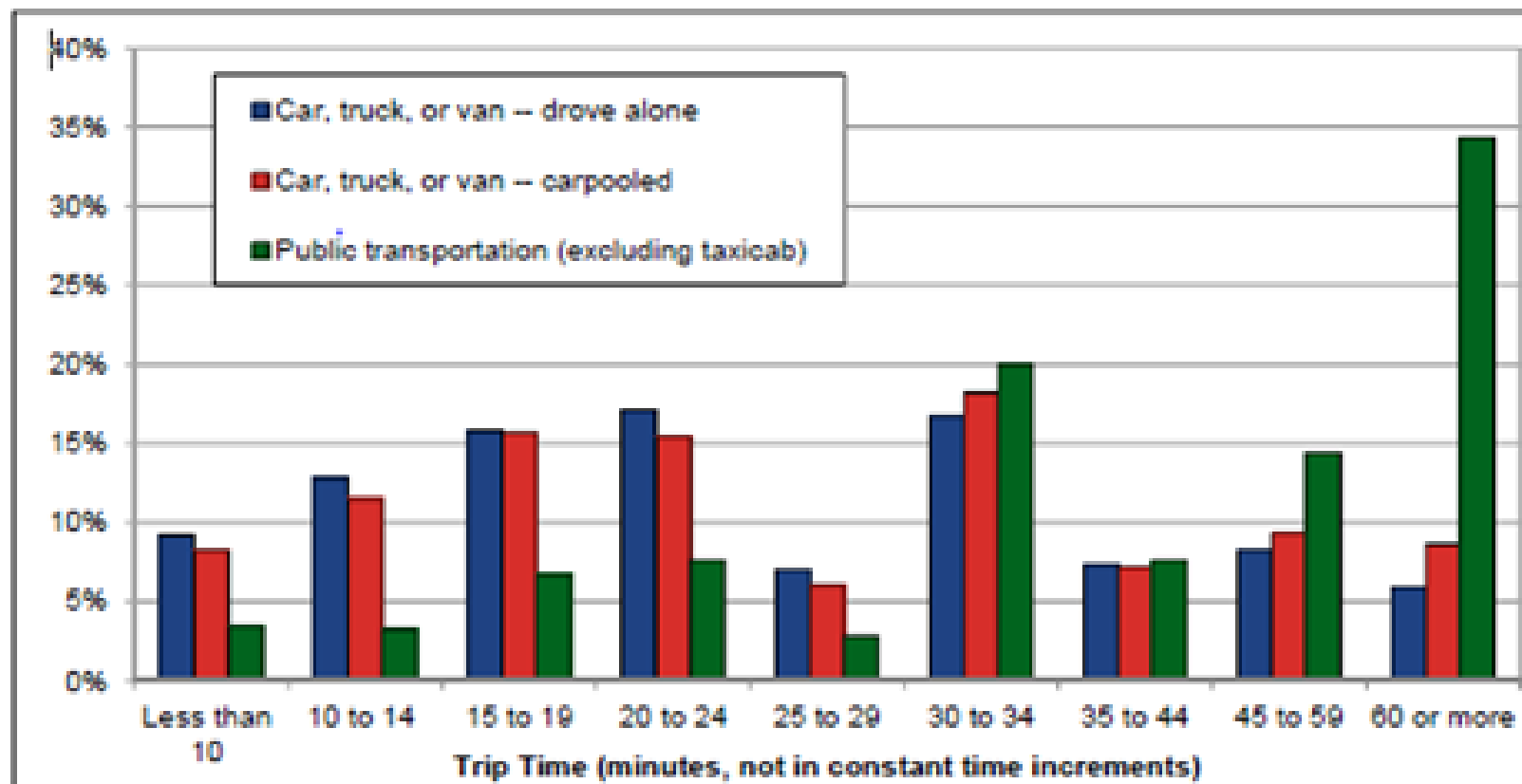
Commute Time Comparison (all modes)



Source: FDOT Trends and Conditions Special Report, Commuting Trends in Florida, October 2014

Transit trends in Florida

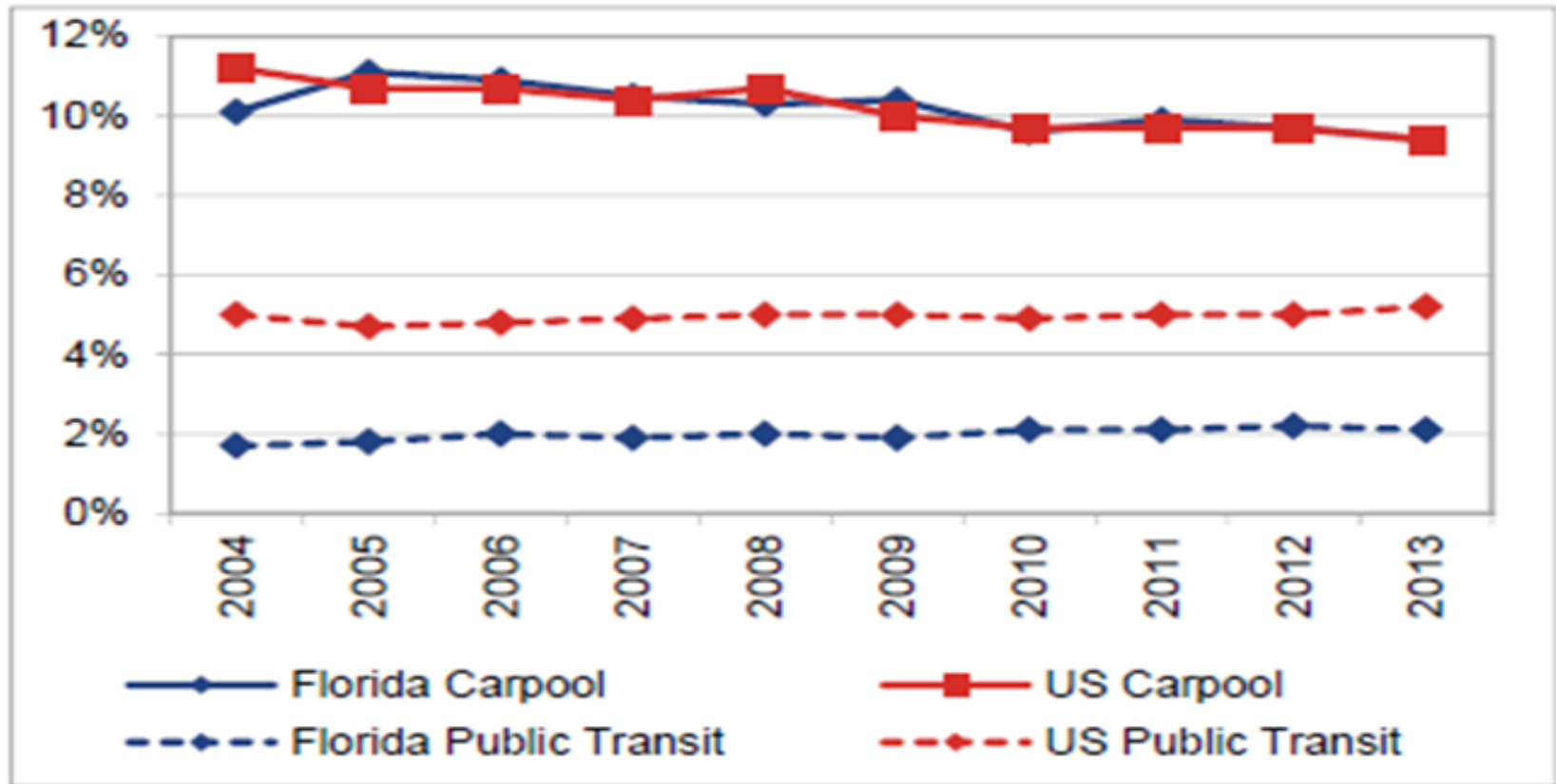
Commute Time by Mode, ACS 2013



Source: FDOT Trends and Conditions Special Report, Commuting Trends in Florida, October 2014

Transit trends in Florida

Carpool and Public Transit Commuting Trends



Source: FDOT Trends and Conditions Special Report, Commuting Trends in Florida, October 2014

Transit trends in Florida

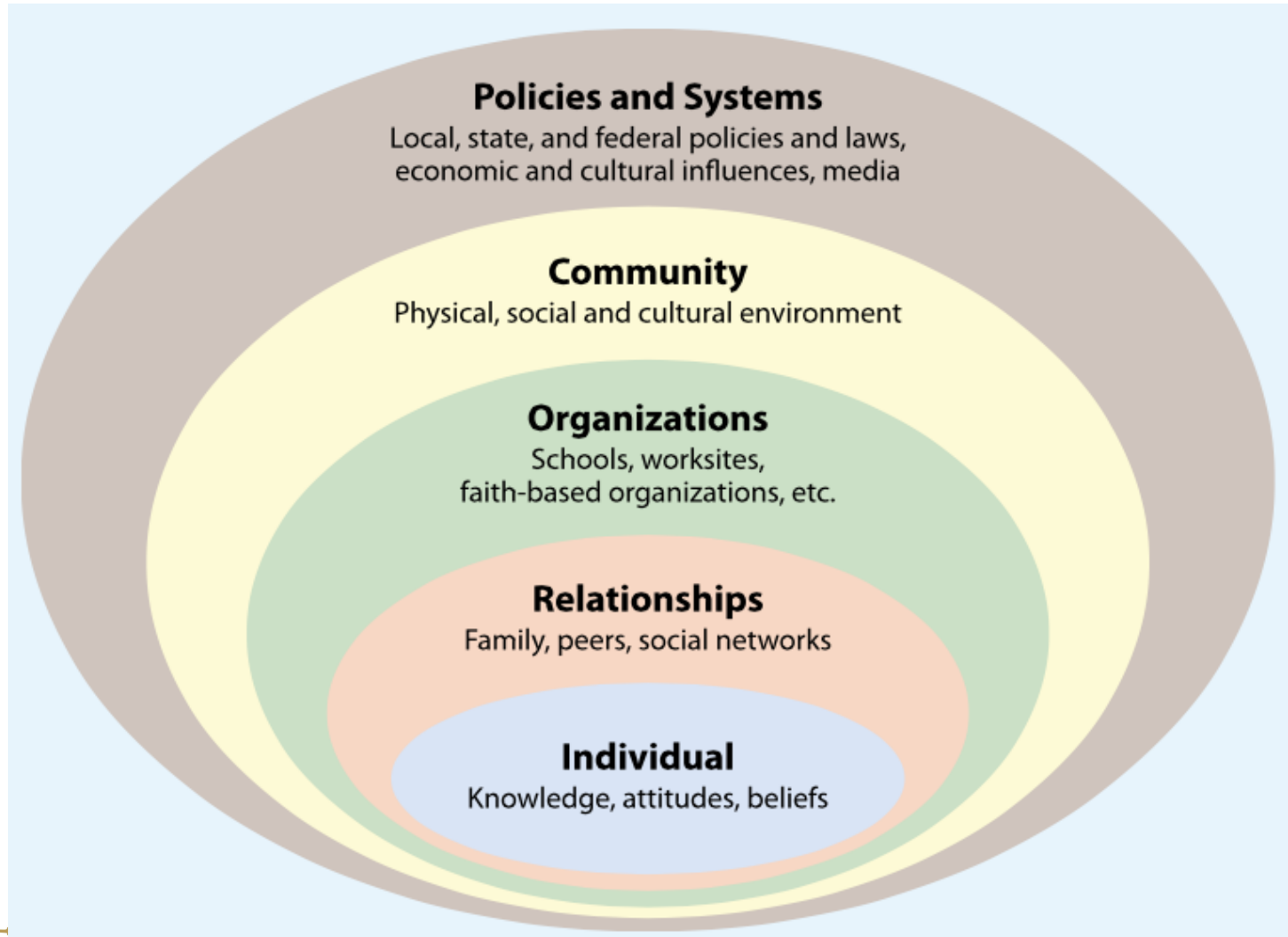
The bottom line:

Transit use for commuting slightly
decreased to 2.1% in Florida while **nationally**, it
increased to 5.2%*,
to the highest it has been in the past decade

** Nationally nearly 60% of all transit trips on public transportation are for work commutes*

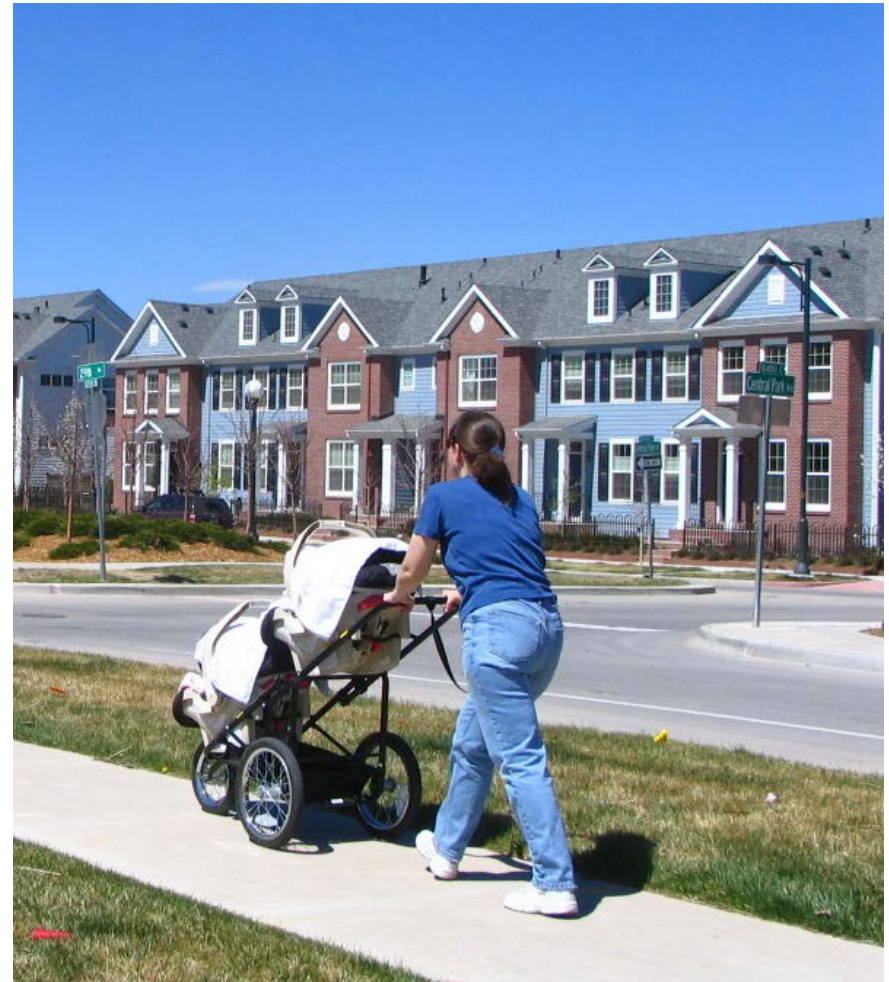
Source: FDOT Trends and Conditions Special Report, Commuting Trends in Florida, October 2014 and American Public Transportation Association

Public health prevention model



Active transportation & health

- People who live in walkable neighborhoods get more exercise than those who do not.
- Women who walk or bike 30 minutes a day have a lower risk of breast cancer.
- A 30-minute round-trip bicycle commute is associated with better mental health in men.



Physical activity

Residents are 65% more likely to walk in a neighborhood with sidewalks.



Cities with more bike lanes per square mile have higher levels of bicycle commuting.

Benefits: Health

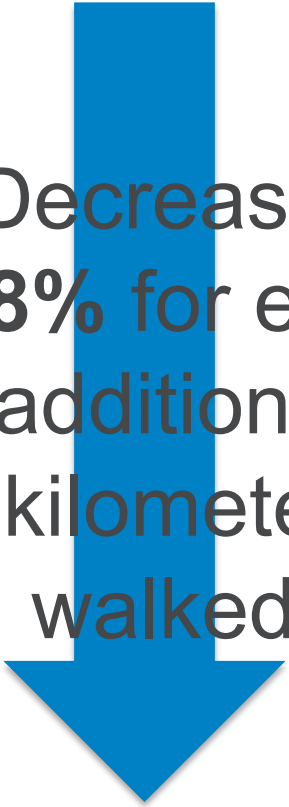
One third of regular transit users meet the minimum daily requirement for physical activity during their commute.



Risk of obesity:



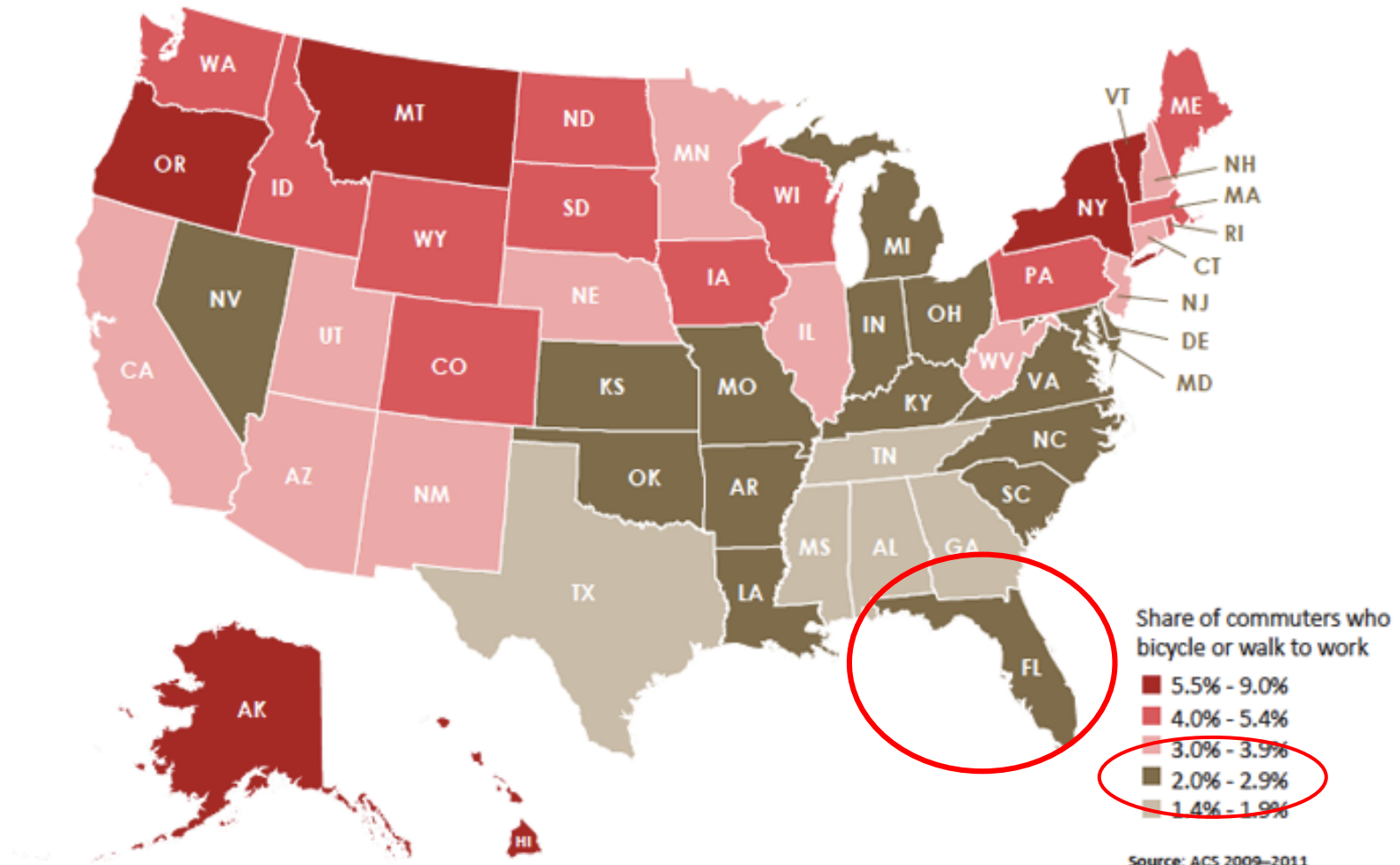
Increases
6% for each
hours spent
in a car.



Decreases
4.8% for each
additional
kilometer
walked.

Frank, L., et. al. (2004). Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars. American Journal of Preventative Medicine 27(2).

Walking & bicycling commutes

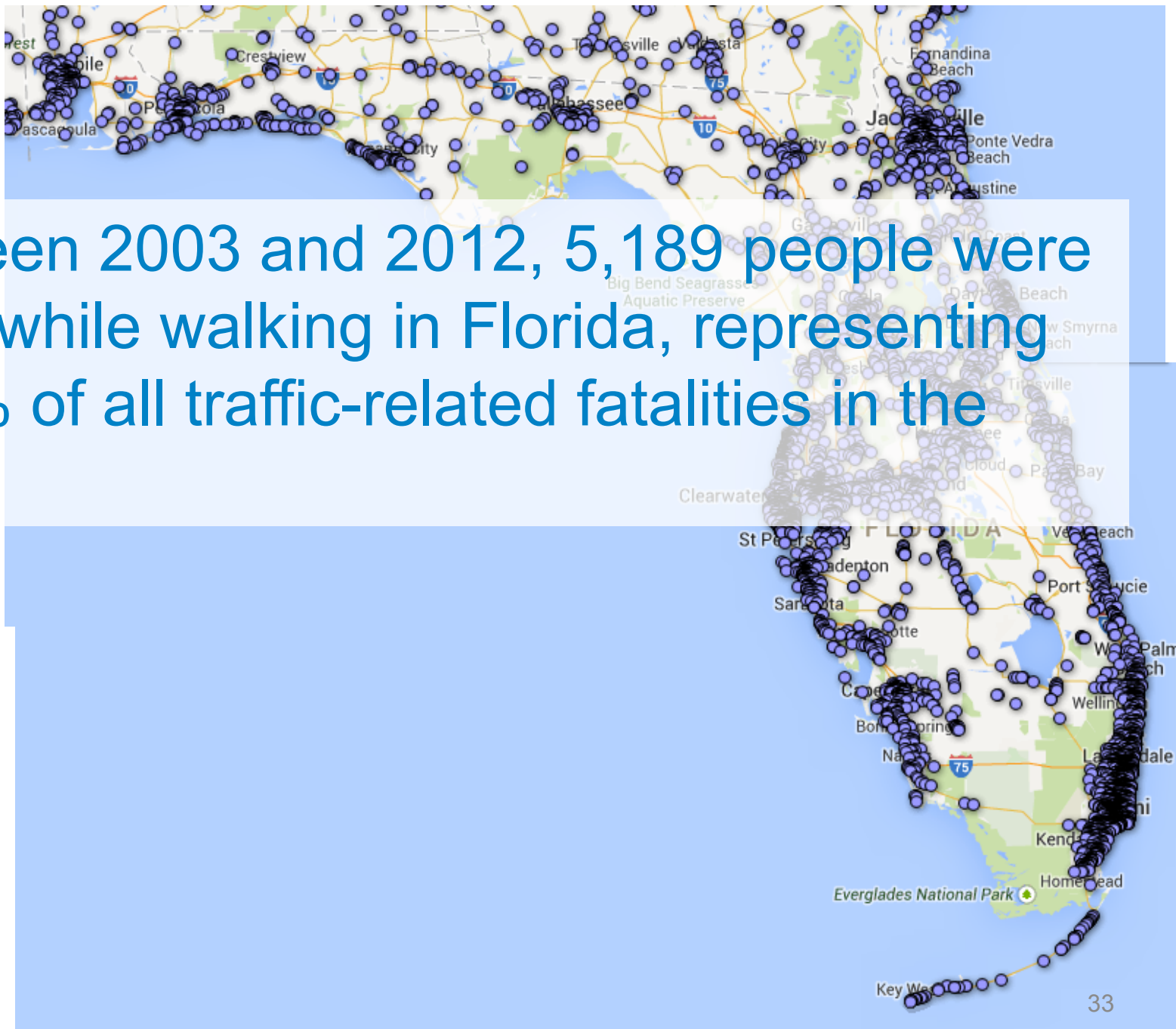


Injury prevention

Goal: prevent all fatal and serious injuries caused by transportation crashes



Between 2003 and 2012, 5,189 people were killed while walking in Florida, representing 17.7% of all traffic-related fatalities in the state.



Comfort & connectivity

- Is safe—and feels safe
- Complete network



Access to opportunity



“It breaks my heart when our transportation systems fails anyone in America because I know how much people depend on it...Part of how we measure a good, safe, decent place to live has to do with access to transportation.”

— Anthony Foxx, U.S.
Secretary of Transportation

Livable communities

Walkable communities
= happier communities

Residents of walkable communities:

- are more likely to be socially engaged and trusting
- report being in good health and happy more often



SULTRĒ

Why should we invest in public transportation?

Provides economic opportunities and return on investment

- Every **\$1 dollar** communities invest in public transportation generates approximately **\$4 dollars** in economic returns
- Every **\$1 billion** invested supports and creates **36,000 jobs**
- Every **\$10 million** in capital investment yields **\$30 million** in increased business sales
- Every **\$10 million** in operating investment yields **\$32 million** in increased business sales

Source: American Public Transportation Association

Why invest in public transportation in Florida?

- “Public transportation provides a sound return on investment by spurring economic activity, enhancing nearby real estate values, by creating jobs for Floridians and getting them to and from work.” (FDOT)
- “Supporting and improving public transportation in Florida is an integral part of FDOT’s mission, which is *“to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.”* (FDOT)
- Transit ridership in Florida has increased by 46 percent over the last ten years while operationally, the cost has only increased 27 percent during the same time frame. Investing in transit is good business. (Florida Public Transportation Association)

Dubuque, IA's Millwork District

- 8 blocks of new sidewalks
- 11 blocks of repaired sidewalks
- New curbs/bump-outs
- 12 blocks of sharrows
- 95 bike racks
- 3 bus shelters

Dubuque, IA's Millwork District



Projected impacts:

- 732 residential units
- 450,000 square feet of commercial space
- Increased local revenues and private investment

West Jefferson, NC

- Adapting to changing conditions
- Embraced decrease in commercial traffic by reclaiming right-of-way for walking, sitting
- Replaced signals with 4-way stops, shortened crossings
- Streetscape, landscape
- Total cost: \$300k

West Jefferson, NC

- \$500K in new private investment
- 10 new businesses
- 55 new jobs
- Vacancies dropped from 33 to 5
- Tourism up 19%



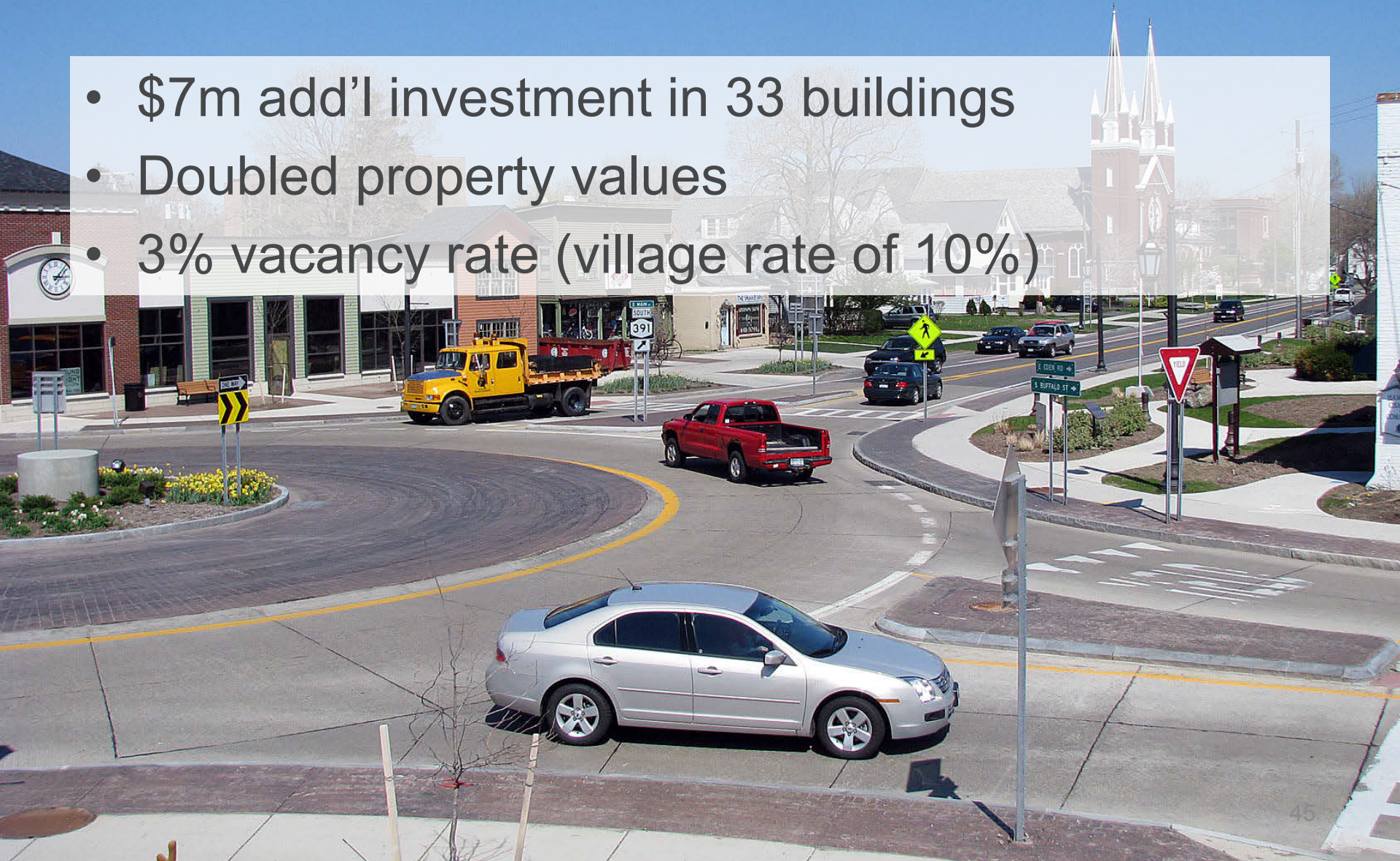
US Route 62, Hamburg NY

- Narrowed lanes
- Modern roundabouts instead of signals
- Crosswalks, curb extensions
- “Safety lanes” are de facto bike lanes
- Total cost: \$20m



US Route 62, Hamburg NY

- \$7m add'l investment in 33 buildings
- Doubled property values
- 3% vacancy rate (village rate of 10%)



Leading on Main Street: Washington DOT

- 500 miles of the state highway system are 'main streets.'
- Over ten years, 47% of projects on these streets had scope, schedule, or budget changes resulting in delay.



Leading on Main Street: Washington DOT

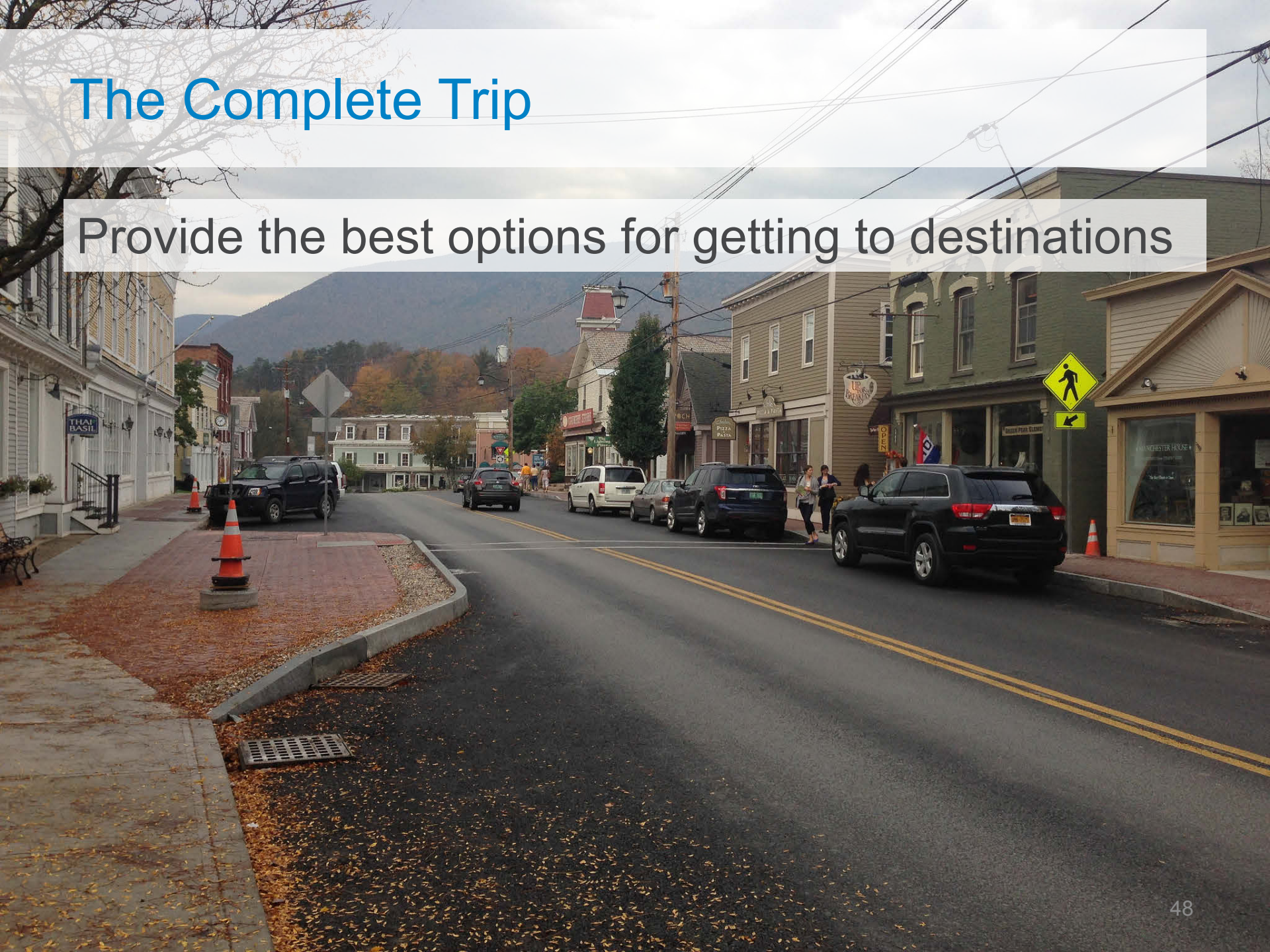
- Pilot project consulted community ahead of time
- Smaller, multimodal results
- Over last 10 years, such planning could have saved an average of \$9 million per Main Street project (about 30%) by reducing scope, schedule, and budget changes



<http://www.wsdot.wa.gov/research/reports/fullreports/733.1.pdf>

The Complete Trip

Provide the best options for getting to destinations



What each mode needs

All travelers seek a similar experience:

- Convenience
- Safety
- Comfort
- Access
- Reasonable travel time
- Low cost
- Reliability
- Speed?



Different goals → Different outcomes



Different goals ➡ Different outcomes



Factors influencing mode choice

Development context

- Co-location of destinations
- Urban fabric
 - Set-backs
 - Building facades



Factors influencing mode choice

Characteristics

- Age
- Abilities
- Level of comfort and knowledge of using mode
- Captive or choice



Factors influencing mode choice

Convenience

- Ability to choose modes
- Connected network allows relatively direct trips
- Presence of parking



Factors influencing mode choice

Safety and security

- Actual and perceived



Factors influencing mode choice

Connectivity

- Ability to walk, bike, drive to/from transit
- Complete network



Image Source: TCRPC

Factors influencing mode choice

Predictability and reliability

- Frequency of service
- Non-recurring vs recurring congestion
- Blockages in route



Image Source: TCRPC

Factors influencing mode choice

Cost

- Pricing
- Money
- Time



Factors influencing mode choice

Experience

- Amenities
- Service characteristics



Discussion:

How can FDOT have the biggest impact in supporting or incentivizing active transport?

Discussion

Incentivizing active transportation

- Customer amenities
- Facilities design
- Service characteristics
- Service integration
- Real time information
- Guaranteed ride home
- Fare policies
- “Priority” to transit modes and users in facility design
- Market positioning

Discussion:

How can FDOT have the biggest impact in supporting or incentivizing active transportation?



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