

Transportation & Community:

Mobility Options for Resilience

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10 May 2013

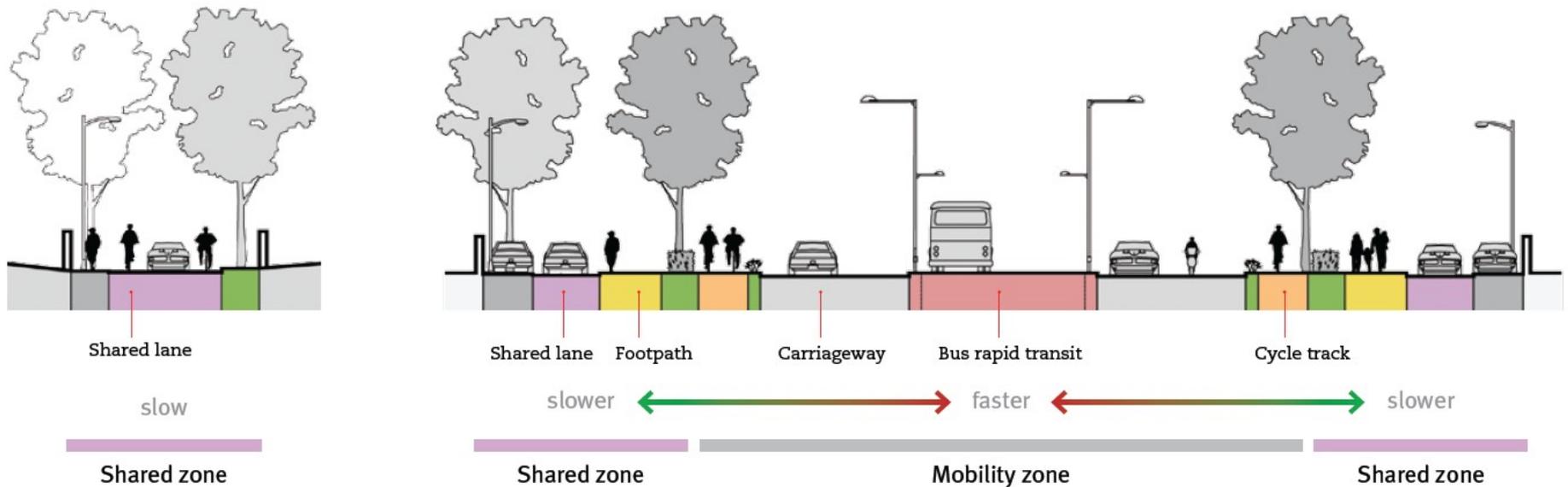




Mobility Options

Design & Implement for Community

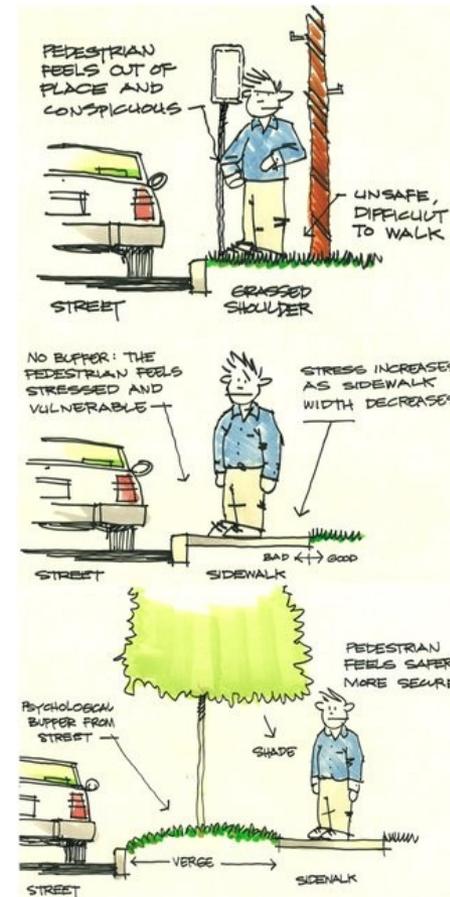
“Making streets more efficient, not simply widening them, can help solve our mobility problems.”



Mobility Options

- Context Sensitive Solutions (CSS/ CSD)
- Complete Streets (CS)
- Transit Oriented Development (TODs)
- Green Corridors
- Rightsizing
- Community Design
- Resilient Communities

- RESPECT



[bad

the evolution of complete streets

[good

Rightsizing

Allocating street space to serve the full range of users.

○ **Typical Goals:**

- Increase safety and access for all users
- Encourage walking, biking, & transit use
- Support businesses & the local economy
- Create places that foster community livability

○ **Typical Strategies:**

- Convert vehicle travel lanes to other uses
- Narrow vehicle lanes
- Add bike lanes
- Improve pedestrian infrastructure
- Change parking configuration
- Add roundabouts & medians



Benefits

A healthy community is a more **RESILIENT** community....

Economic development

- Increases productivity & saves time
- Encourages concentration of business activity
- Increases economic competitiveness
- Promotes a green economy
- Increases property values and development potential

Fiscal benefits

- Savings on cost to build & maintain highways & roads
- Generates stronger tax revenues

Household benefits

- Savings from reduced cost of driving
- Improved access to jobs, schools, and other destinations
- Promotes Health

Environmental benefits

- Reduces greenhouse gases
- Preserves agricultural land & assists with food security
- Promotes energy independence

Costs

- Increase in quality of public health (active living)
- Decrease in accident severity (safety)
- Reduced project costs (fiscal)
- Increased community participation & acceptance
- Decrease legal battles

Statistics

In the US:

- 40% of all road trips are <3 miles
 - 47% of these are made by car
 - 73% of the US has no access to sidewalks or bike lanes
- 17% of every trip made is <1 mile
- WA DOT saves ~\$9M/ project (30% total cost) in small town main street projects

Lessons Learned

- **Project should begin at neighborhood level**
 - What do they want from their street?
- **Some parts seem counterintuitive**
 - Educate – *show who else is on a diet*
- **Get Council and neighborhood on board**
- **Build advocates for the project**
 - Show them how to be successful
- **Weather the storm during construction**
 - Be proactive with media
- ***Do before/after studies***

Before & After Studies

Recommended:

- **Volumes**
- **Speeds**
- **Travel time**
- **Accident rates**
- **Video of peak queues**
- **Bike/ped volumes (if necessary)**
- **Resident/business surveys (if necessary)**

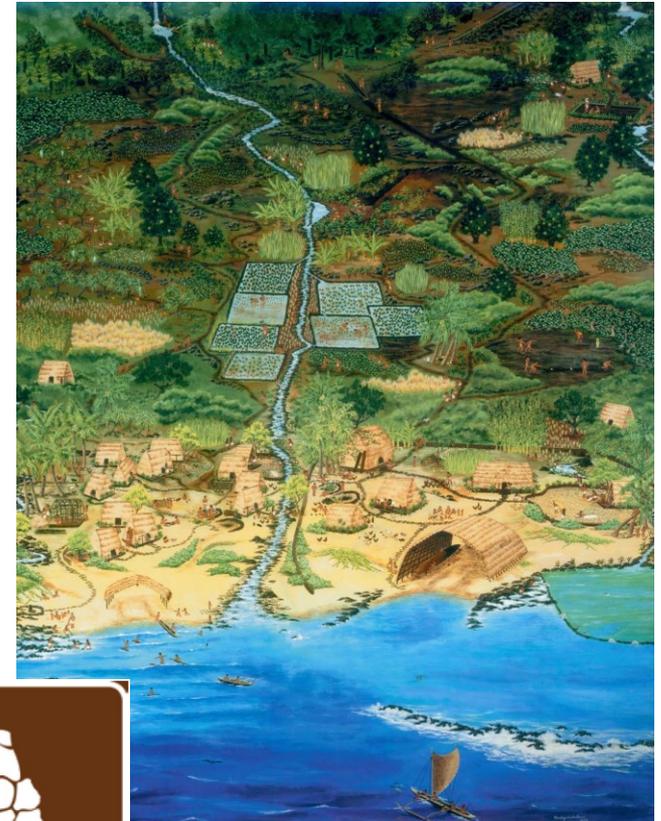
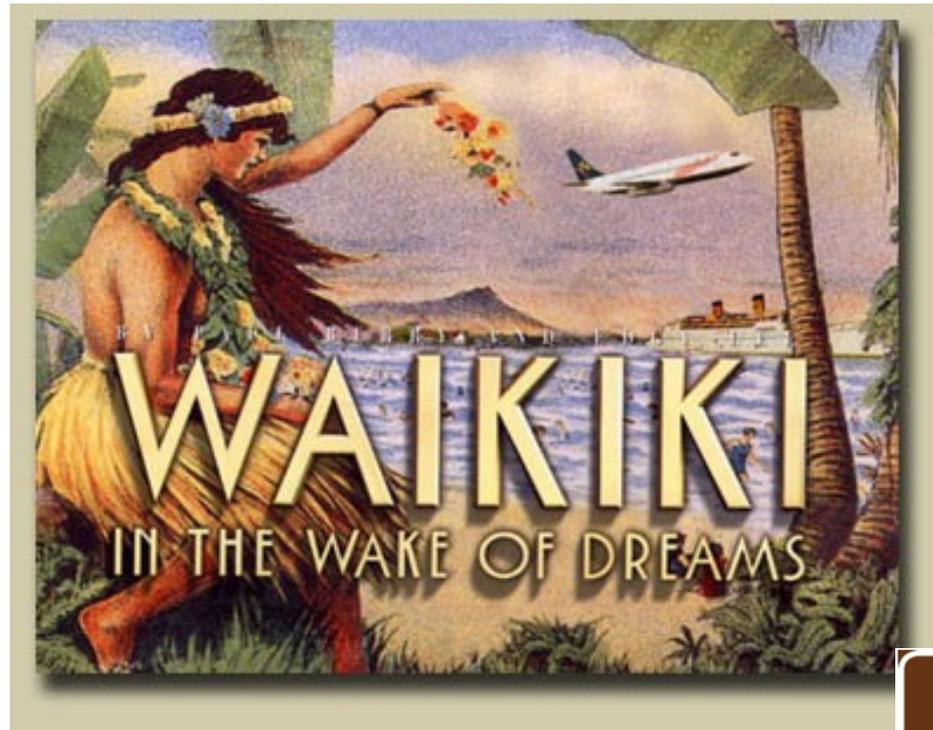
PEANUTS



Corridors & Connections

Putting People and Places Together

Don't it always seem to go
That you don't know what you've got
Till it's gone...





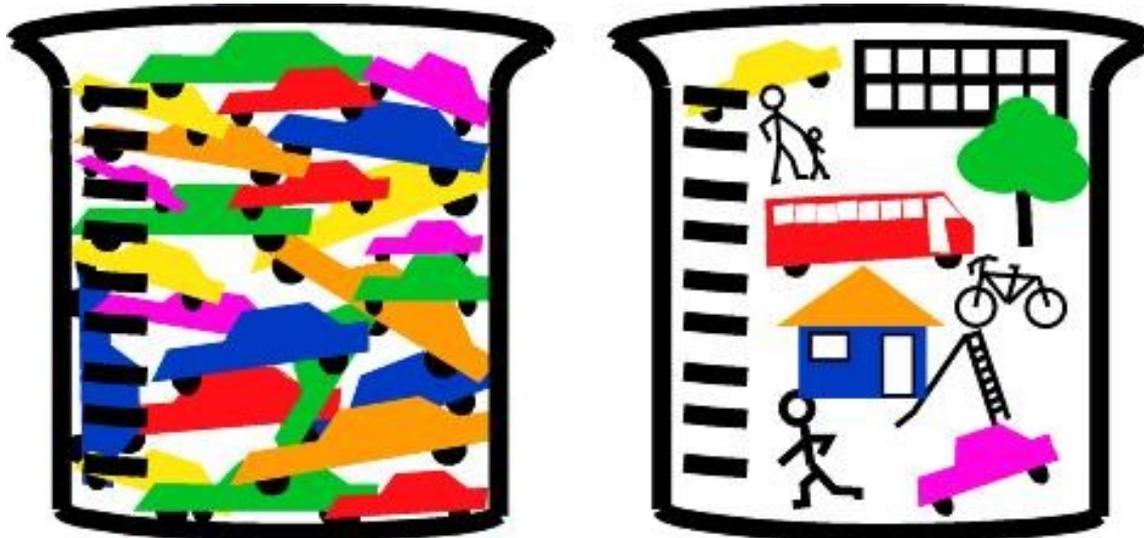
Kuhio Ave looking westerly from the Pacific Beach Hotel

**...They paved paradise
And put up a parking lot**

*Joni Mitchell - Big Yellow Taxi, 1970
About her first visit to Waikiki*

Charlotte DOT Implementation

- *Transportation investments can be used to move people and create better places...streets can be memorable!*





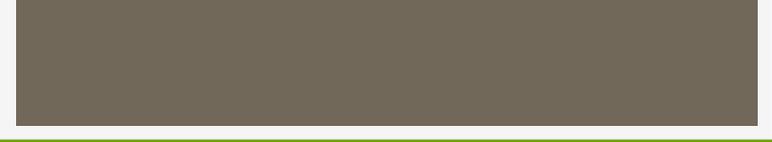
We can't
keep
widening
our roads,
so we
have to
broaden
our
thinking.



USDG Urban Street
Design Guidelines

*Creative solutions for helping
people move around Charlotte*

www.charmeck.org



Street Design Principles

- Safety
- Mobility
- Pedestrian Accessibility
- Livability
- Local Context
- Creative Use of Space

Elements

- Walkways
- Pedestrian Crossings
- Bikeways
- Roadway
- Transit
- Transit Stops
- Parking
- Traffic Calming
- Service Lanes
- Medians/ Pedestrian Refuges
- Landscape
- Street Lighting
- Street Furnishings
- Storm Water
- Utilities
- Street Vending
- Business/ Store Fronts

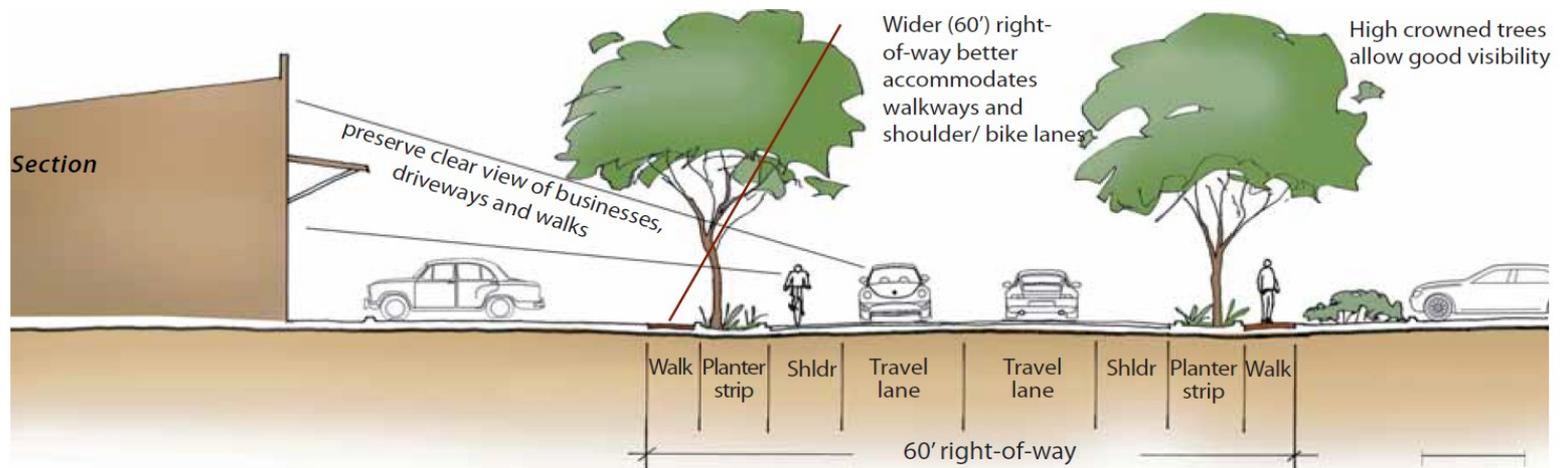
He Kuleana kō Kākou

- **Transport is everyone's *Kuleana*.**
- **Social, environmental, economic issues twined with transport**
 - Involve a broad spectrum of interests and parties in system planning, design, & maintenance.
- **Coordination and cooperation**
 - Among local, state, & federal agencies,
 - community & business associations,
 - environmental & recreational organizations, &
 - other groups.



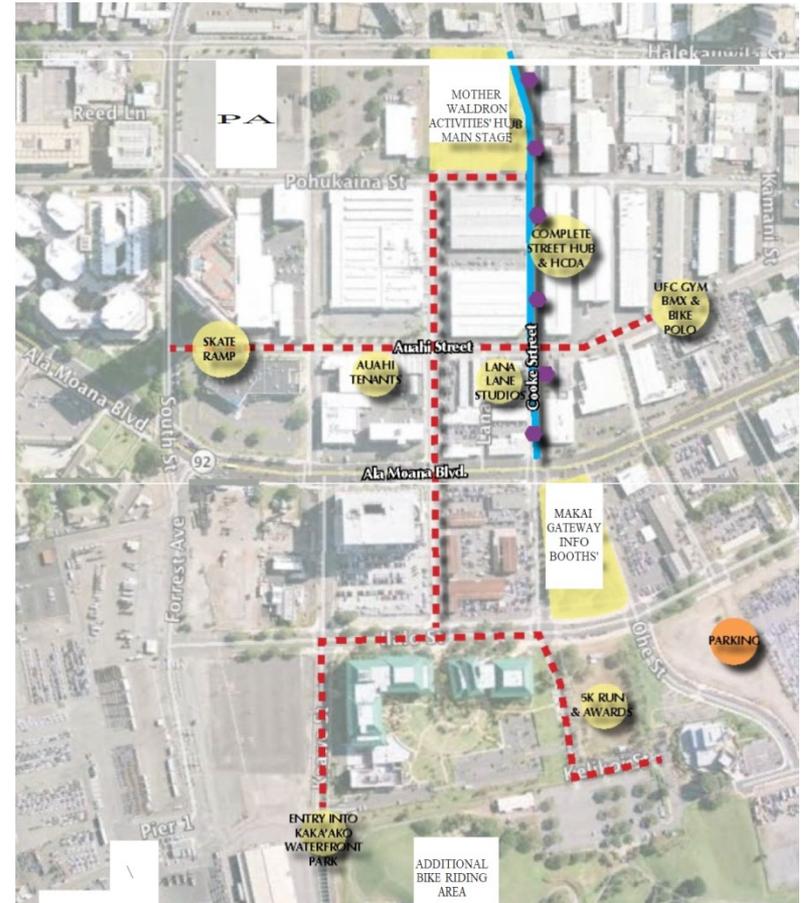
Systems Thinking

- Protect & Restore Natural Resources, Improve Environmental Quality
- Create a Quality & Uniquely Hawaiian Experience for System Users
- Support Local Communities & Social Dynamics
- Enable/Advance Sustainable Transport Facilities

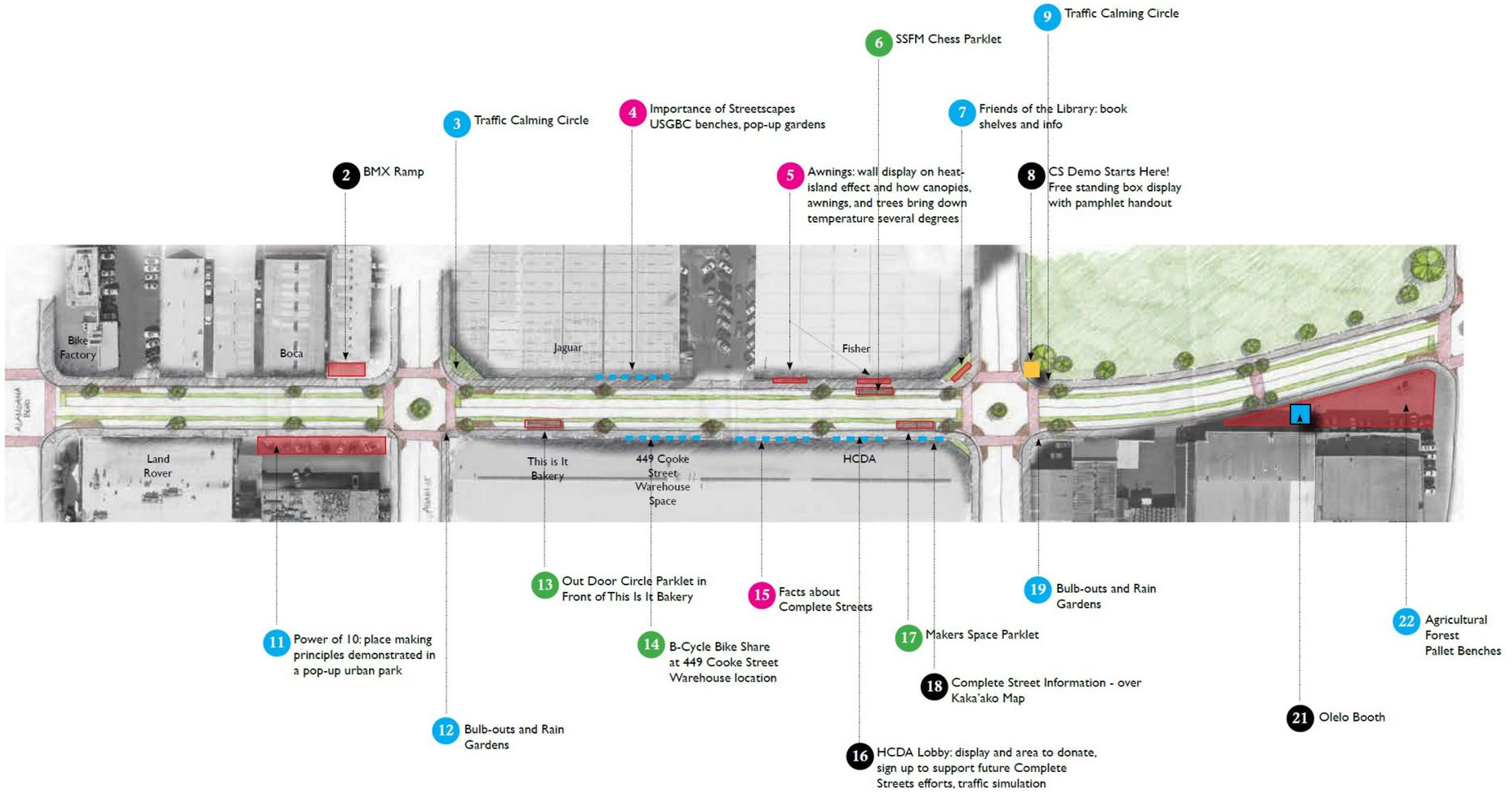


Honolulu Pilot

- Hele On Kaka`ako 2013
- Kaka`ako - Honolulu
- 12 May 2013



Cooke Street Complete Street Demonstration Project





Legal Arena

Making it all Work

Statute-Regulation-Policy

- **Federal**
 - **ISTEA (1991) – MAP-21 (2012)**
 - **23 USC & 23 CFR**
- **State**
 - **Act 54 (2009)**
- **Local**
 - **Honolulu Ordinance (Bill 26, 2012)**
 - **2012 - 130 communities adopted complete street policies**
 - **2005-2012 – averaged 20/ year**

Seattle Complete Streets

- **Seattle City Policy is about creating and maintaining safe streets for everyone.**
 - Seattle City Council [Ordinance 122386](#) (2007)
- **SDOT uses a rigorous, data-driven process to evaluate planned projects consistent with the Complete Streets policy.**
 - [Complete Streets checklist](#) - tool used by SDOT to collect data and information about the status of the street and surroundings.
- **Highest priority = safety.**
 - Consider opportunities to improve safety.
 - Connection between street attributes and safety for road users.
- **Second priority = mobility.**
 - Mission is to move people and goods safely and efficiently.

