Roanoke Valley Regional Pedestrian Vision Plan

National Walking Summit
September 15, 2017
All Modes are Related to Pedestrian Transportation
Overview

1. **Multimodal Places** - *not everywhere, so where?*
2. **Public Input** - *go out and get it*
3. **Land Development Practices** - *design is important*
4. **Local Plans Review**
   - *if you don’t ask, you definitely won’t get it*
5. **Recommendations and Priorities**
   - *regional and local are not always the same*
6. **Performance Measures**
   - *show progress*
1. Identifying Multimodal Places
2. Stakeholder & Public Input
3. Land Development Practices
4. Local Plans Review
5. Recommendations and Priorities
6. Performance Measures
Great Planning Tool

- Virginia Department of Rail and Public Transportation Multimodal System Design Guidelines 2013
  - Where are the likely multimodal places?
    - Multimodal centers & districts
Multimodal Districts

- Any portion of a City/Region where it is relatively easy to make trips without a car
- Bus routes, walking and biking infrastructure
- High density, walkable areas
- Current or planned
Multimodal Centers

- A smaller area, more intense activity
- Mixture of land uses, housing & employment
- A 10-minute walk is possible for most trips
- Current or planned
- Target areas for multimodal connections and higher density development

www.rvarc.org
Activity Density

= employees + residents

acre
PART 2 OF 6

STAKEHOLDER & PUBLIC INPUT

1. Identifying Multimodal Places
2. Stakeholder & Public Input
3. Land Development Practices
4. Local Plans Review
5. Recommendations and Priorities
6. Performance Measures
Public Survey Results

- 470 surveys
- Clarity on
  - Why people think walking is important
  - Purposes why people walk now
  - Places that should be more walking-friendly
  - Messages to share with decision-makers
Value Statements

1. Safety
2. Accessibility
3. Health
4. Mobility
5. Density
6. Social Connections
7. Economic Development
8. Culture
9. Environment
Regional Walkability Goals

1. Safety
2. Independent Mobility
3. Active Lifestyles: Natural Tendency to Walk
4. Increase Business in Multimodal Areas
5. Clean Environment
PART 3 OF 6
LAND DEVELOPMENT PRACTICES

Design is important.

1. Identifying Multimodal Places
2. Stakeholder & Public Input
3. Land Development Practices
4. Local Plans Review
5. Recommendations and Priorities
6. Performance Measures
Terrain Doesn’t Matter

• If walking is possible in San Francisco . . .
People- or Car-Oriented?

**People-oriented**
A nice place to walk

**Car-oriented**
Walk if necessary, not by choice
Botetourt County - New mixed-use development designed for people walking

A community where shopping is within walking distance...
1. Identifying Multimodal Places
2. Stakeholder & Public Input
3. Land Development Practices
4. Local Plans & Ordinances
5. Recommendations and Priorities
6. Performance Measures
Highlight Good Local Zoning Practices

New buildings close to the street

Parking to the side/rear
Sidewalks required

www.rvarc.org
Regional and local are not always the same.

7.1 Priorities
The prioritization of projects was considered both regionally and locally.

7.1.1 Regional High Priority Projects
The highest priority pedestrian transportation projects are those that are located within multimodal centers because that is where the greatest concentration of residents and employees are located. One of the criteria for defining multimodal centers was trips within that area could be accomplished by roughly a 10-minute or less walk.

7.1.2 Regional Medium Priority Projects
Medium priority regional pedestrian projects are those located within multimodal districts because it is within these areas that traveling without a car is or should be possible. Walking is a critical component of being able to travel without a car, especially when accessing transit for longer distance trips. As such, pedestrian transportation projects within multimodal districts are given a medium regional priority.
Regional Walkability Priorities

Multimodal Districts: High
Multimodal Centers: Medium
Outside of Multimodal Places: Low

www.rvarc.org
Funding

• Many federal and state options
• Ordinances
  – make pedestrian facilities a requirement of new development
  – make the request during development review
PART 6 OF 6
PERFORMANCE MEASURES
GOAL #2: ENABLE INDEPENDENT MOBILITY, PARTICULARLY WITHIN MULTIMODAL CENTERS AND DISTRICTS, WHERE PEOPLE DO NOT HAVE TO RELY ON PERSONAL VEHICLES TO GET FROM ONE PLACE TO ANOTHER. WALKING IS AN EASY DECISION BECAUSE IT IS A PLEASANT EXPERIENCE.

<table>
<thead>
<tr>
<th>STRATEGIES</th>
<th>RESPONSIBLE PARTIES</th>
<th>OUTPUTS</th>
<th>OUTCOMES</th>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
</table>
| 1. Provide pedestrian connections between primary destinations (residential, employment, services, and retail), particularly within Multimodal Centers and Districts. | -Developers of new developments  
-Local Government (Planning and Engineering staff)  
-VDOT (Planning and Engineering staff) | More places within Multimodal Centers and Districts | More people walk for trips within Multimodal Centers and Districts | (New) Linear feet of public walkways (sidewalks and paved greenways) constructed in Multimodal Centers  
(3.2) Number of Pedestrians by Location |
Transportation: Bicycle, Pedestrian & Greenway: Regional Pedestrian Vision Plan

**Introduction**

Walking is the most basic form of transportation. Most trips, whether they are taken by a car, bike, bus, trolley, or train, generally involve walking at the beginning and end of the trip. Unlike these modes, however, walking by itself does not require operating or maintenance costs on the part of the user. Pedestrian infrastructure is significantly less costly than that of its counterparts, and the amount of space required to accommodate a pedestrian is also much less. Unfortunately, many current land development practices and transportation investments greatly underutilize or completely ignore pedestrians in their investments.
Summary

1. Not everywhere, so where?
2. Go out and get it
3. Design is important
4. If you don’t ask, you definitely won’t get it
5. Regional and local priorities are not always the same
6. Show progress