Small Town and Rural Multimodal Networks

National Walking Summit
Rose Ryan, AICP
Alta Planning + Design
Outline

• Brief History of Design Flexibility
• Report Content and Facility Types
• Selected Treatments:
  • Advisory Shoulder
  • Pedestrian Lane
History of Design Flexibility

Rural Practice and Multimodal Design Guidelines
United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department’s support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.
ITE Walkable Thoroughfares (2010)
• ITE Walkable Thoroughfares (2010)
• NACTO Urban Bikeway Design Guide (2012)
• NACTO Urban Street Design Guide (2013)
FHWA Design Flexibility Memo (2013)

FHWA supports “taking a flexible approach to bicycle and pedestrian facility design. ... The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, [the Urban Street Design Guide,] and the Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.”
Small Town and Rural Multimodal Networks (2016)

The multimodal design guidelines for the rest of us.
Guide Structure

1. Introduction
2. Mixed Transportation Facilities
3. Visually Separated Facilities
4. Physically Separated Facilities
5. Key Network Linkages
6. Planning and Project Development

<table>
<thead>
<tr>
<th>TABLE OF Contents</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chapter 1—Introduction</strong></td>
</tr>
<tr>
<td>1.5 Why a Rural and Small Town Focused Guide?</td>
</tr>
<tr>
<td>1.7 Building a Rural and Small Town Multimodal Network</td>
</tr>
<tr>
<td>1.8 Who Uses the Rural Network?</td>
</tr>
<tr>
<td>1.9 How to Use this Guide</td>
</tr>
<tr>
<td>1.11 Creating Networks</td>
</tr>
<tr>
<td>1.13 Common Challenges in Small Town and Rural Areas</td>
</tr>
<tr>
<td>1.15 Reference Guide</td>
</tr>
<tr>
<td>1.16 Accessibility Standards</td>
</tr>
<tr>
<td><strong>Chapter 2—Mixed Traffic Facilities</strong></td>
</tr>
<tr>
<td>2.3 Yield Roadway</td>
</tr>
<tr>
<td>2.9 Bicycle Boulevard</td>
</tr>
<tr>
<td>2.17 Advisory Shoulder</td>
</tr>
<tr>
<td><strong>Chapter 3—Visually Separated Facilities</strong></td>
</tr>
<tr>
<td>3.3 Paved Shoulder</td>
</tr>
<tr>
<td>3.11 Bike Lane</td>
</tr>
<tr>
<td><strong>Chapter 4—Physically Separated Facilities</strong></td>
</tr>
<tr>
<td>4.3 Shared Use Path</td>
</tr>
<tr>
<td>4.11 Sidewalk</td>
</tr>
<tr>
<td>4.19 Sidewalk</td>
</tr>
<tr>
<td>4.25 Separated Bike Lane</td>
</tr>
<tr>
<td><strong>Chapter 5—Key Network Opportunities</strong></td>
</tr>
<tr>
<td>5.3 Speed Management</td>
</tr>
<tr>
<td>5.7 Pedestrian Lane</td>
</tr>
<tr>
<td>5.9 School Connections</td>
</tr>
<tr>
<td>5.15 Multimodal Main Streets</td>
</tr>
<tr>
<td>5.21 Bridges</td>
</tr>
<tr>
<td>5.27 Access to Public Lands</td>
</tr>
<tr>
<td><strong>Chapter 6—Planning and Project Development</strong></td>
</tr>
<tr>
<td>6.3 The Transportation Planning Process</td>
</tr>
<tr>
<td>6.4 Steps in the Transportation Planning Process</td>
</tr>
<tr>
<td>6.5 Key Products in the Transportation Planning Process</td>
</tr>
<tr>
<td>6.6 What are the Key Products of the Transportation Planning Process?</td>
</tr>
</tbody>
</table>
Multimodal Facilities

- Application
- Benefits
- Case Studies
- Guidance
  - Geometric Design
  - Markings
  - Signs
  - Intersection treatment
  - Implementation
  - Accessibility
Mixed Traffic

Visually Separated

Physically Separated
**EXAMPLE APPLICATION**

**Speed and Volume**
Most appropriate on streets with low to moderate volumes and moderate speed motor vehicles.

**Network**
Applies to constrained connections between built-up areas.

**Land Use**
For use outside, between and within built-up areas with bicycle and pedestrian demand and limited available paved roadway surface.

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**Graph:**
- X-axis: Motor Vehicle Operating Speed (mi/h)
- Y-axis: Motor Vehicle Volume (ADT)
- Color coding: PREFERRED, POTENTIAL

**Network Diagram:**
- LOCAL
- COLLECTOR
- HIGHWAY

**Land Use Diagram:**
- OUTSIDE OF BUILT-UP AREAS
- WITHIN BUILT-UP AREAS
Real world examples for all facilities:

- Project background
- Design elements
- Role in the network
- Project funding
Featured Facilities

- Advisory Shoulder
- Pedestrian Lane
Advisory Shoulder
Advisory Shoulder

- Yield to Bicyclists
- Two-way Center Travel Lane
- Contrasting Paving Materials
- Permissive broken lane line
Advisory Shoulder

Note: Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international experience. In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Section 1A.10 of the MUTCD.
Advisory Shoulder

Traffic

Network

Land Use
Advisory Shoulder

- Establishes a shoulder on an otherwise too narrow road
- Delineated by pavement markings
- Colored pavement optional
- Must exit shoulder to overtake bicyclists
- Must enter shoulder when yielding to oncoming traffic
Hanover, NH
Population: 11,000
Edina, MN
Population: 49,300
Pedestrian Lane
*The Pedestrian Lane treatment is located in chapter 5 of the Small Town and Rural Multimodal Networks document, but is included in this category for informational purposes.*
As part of the planning process, agencies should explore issues and the potential challenges a pedestrian lane may face, including:

- Detectability by people with vision disabilities
- Undesired use by bicyclists
- Accessible cross-slope requirements
- Maintenance strategies, such as sweeping and snow removal
Paved Shoulder

Traffic

Network

Land Use

![Traffic Chart]

Motor Vehicle Volume (ADT) vs. Motor Vehicle Operating Speed (mi/h)

- Preferred
- Potential

![Network Diagram]

- Local
- Collector
- Highway
A **pedestrian lane** is an interim or temporary pedestrian facility that may be appropriate on roads with low to moderate speeds and volumes. The lane may be on one or both sides of the roadway and can fill gaps between important destinations in a community.
Detroit, OR
Population: 200
Teton Village, WY
Population: 330
PDF Download and web access:
Publication No: FHWA-HEP-17-024
www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
Unofficial Website Edition

http://www.ruraldesignguide.com
Thank You

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CASHS Makes Active Transportation a Reality in Rural Minnesota

Cindy Winters
9.14.17
National Walking Summit 2017
Heart of New Ulm Project:

A 10-year demonstration project designed to apply and widely disseminate established, evidence-informed health improvement practices, based on the community’s own level of risk and customized to their preferences.
Action Teams

- CASHS – Action Team*
  Coalition for Active Safe and Healthy Streets
- SRTS – Action Team*
- Bike Group*
- Food Environment Action Team*
- Worksite Wellness Action Team*
- NU Home Study Action Team*
- Health Equity Action Team*
- Mental Health Action Team*
- Downtown Action Team*
- Community Health Challenge Action Team*
- Communications Action Team*

HONU Leadership Team
Capacity Building
WALC Report Fact Sheet

WALC REPORT FACT SHEET

Coalition for Active Safe and Healthy Streets (CASHS)
Promoting health by improving pedestrian and bicycle safety

This coalition was formed to provide leadership in moving the recommendations contained in the report forward and making adjustments as needed.

Prioritized list of recommendations as determined by CASHS

1. Create a School Arrival/Departure Process
2. Redesign Garden Behind the School
3. Build Mid-Block Crossings on Garden
4. Revitalize Downtown
5. Add Bike Trail Connections
6. Transform the Intersection of Center and Garden

Recommendation Descriptions:

1. Create a School Arrival/Departure Process
   Separate modes of travel
   • Payne Street should be for walkers and bikers
   • South Garden should be for drivers
   • Buses should stay off campus if possible
   • Consider a remote drop-off program that has students walk a block or two to a bus area
Existing condition: Oct. 2013
Existing condition: Oct. 2013
Existing condition: Oct. 2013
Existing condition: Oct. 2013
Existing condition: Oct. 2013
Safe Routes to School Program

New Ulm Public School District, St. Anthony Elementary, St. Paul’s Lutheran School, River Ridge Education District

June 2015
Parent Survey

What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

- Distance
- Convenience of driving
- Time
- Child's before or after-school safety
- Speed of traffic along route
- Amount of traffic along route
- No adults to walk or bike with
- Sidewalks or pathways
- Safety of intersections
- No crossing guards
- Violence or crime
- Weather or climate
Student Density Map: Justification for a Rectangular Rapid Flashing Beacon
Electronic Medical Record Hot Spot Map
## Systems and Environmental Improvements

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<thead>
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<th>Environmental Change</th>
<th>2013</th>
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<th>2015</th>
<th>2016</th>
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<td>Conventional Bike Lanes</td>
<td>0 miles</td>
<td>1.5 miles</td>
<td>0 added</td>
<td>0 added</td>
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<tr>
<td>Shared Lane Markings- Designated bike routes</td>
<td>0 markings</td>
<td>0 markings</td>
<td>165 blocks approved (nearly 13 miles)</td>
<td>47 blocks of sharrows painted</td>
<td>49 blocks of sharrows painted</td>
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<td>Percent of children commuting to school by bike or walking</td>
<td>NA</td>
<td>4% biking 12% walking</td>
<td>Safe Routes to School Plan launched</td>
<td>4% biking 12% walking</td>
<td>No change in either yet</td>
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<td>Signage on bike circle route</td>
<td>5 miles</td>
<td>5 miles</td>
<td>11 miles (completed)</td>
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# Systems and Environmental Improvements

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<thead>
<tr>
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<tbody>
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<td>Safe Routes to School Program</td>
<td>NA</td>
<td>Developed</td>
<td>Plan launched</td>
<td>• walking &amp; biking routes mapped and</td>
<td>2 Walk to School Days</td>
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<td></td>
<td></td>
<td>plan</td>
<td></td>
<td>distributed</td>
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<td></td>
<td>• Pilot testing wayfinding signs to</td>
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<td>schools</td>
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<td>• 2 Walk to School Days</td>
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<td>Complete Streets Policy</td>
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<td>Adopted in October</td>
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<td>Enhanced pedestrian crossings</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>Signage added at 2 locations</td>
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*HOPE DISCOVERED HERE*
Lessons Learned

• Marathon not a sprint
• Understand community and partners values
• Speak partners language and frame up the issue to address their values
• Train your community members
  • Send to conferences
  • Ask them to give presentations
  • Bring in experts
• Collect and share data whenever possible
• Support city engineers

• Communicate, communicate, communicate
• Empower partners to be spokespersons
  • Provide them with speaking points and data
• Celebrate successes – small steps
• Be willing to compromise
• No is not an option – persistence pays off
• Use pilot/demonstration projects to gain support and understanding
“This is How We Roll”
Billy Altom, APRIL
National Walking Summit
September 14, 2017
“APRIL is a national membership organization dedicated to advancing the rights and responsibilities of people with disabilities living in rural America”
Centers for Independent Living
Statewide Independent Living Councils
Other Organizations
Individuals
Providing training and technical assistance to our rural members is a critical component of the services we offer. Equally as important to us, is ensuring that young people with disabilities are involved in all facets of program development and delivery. We are truly committed to the mantra:

Nothing About Us, Without Us.
In 2015, the CDC released a report stating that 1 in 5 adults live with a disability or approximately 53 million people (of those, 13% reported a mobility disability).
CDC: 1 in 5 American adults live with a disability

Jennifer Callas, USA TODAY | Published 1:06 pm ET July 30, 2015 | Updated 9:54 am ET July 31, 2015
It’s not just a good idea...
It’s the law!
• 1968 Architectural Barriers Act
• 1973 Rehabilitation Act
• 1990 Americans with Disabilities Act
• 2010 ADA Amendments
Billy Altom
Association of Programs for Rural Independent Living
11324 Arcade Drive, Suite 9
Little Rock, AR 72212
501-753-3400
www.april-rural.org
bwaltom@sbcglobal.net

*If you are not at the table, you are on the menu.*
Soap Lake to Sulphur Springs: Small Towns Improve Walkability

Pam Eidson, MEd, PAPHS
National Physical Activity Society
Yes, Even the Smallest Towns
“Get feedback from residents”
Cheerleaders
Wedding in the Street?
The Molala Indians

The Molala Indians, a breakaway group from the Cayuse Tribe in the Wea-Wila vicinity, Washington area, first settled in this area in the eighteenth century. According to one tradition, they took their name from a combination of the Cayuse words “mol” for deer and the “alle” berries which flourished in the area. Another tradition suggests that they took their name from the word “molalal” which meant tail grass and also characterized the region.

Living by hunting the deer, elk, and other plentiful wildlife of the area, the Molala were active traders frequently visiting The Dalles. They also visited the Warm Springs Tribes.

Decimated by diseases brought by the whites, the remaining Molala were moved to a reservation in the mid-1850’s. From the late 1850’s was the last known years.

For more information contact the Molala Public Library.
Mile-by-Mile Marathon Finish!

Sponsored by RAGNAR RELAY SERIES

SAFE KIDS WASHINGTON COUNTY

Congratulations!
“If you wake up and decide you want to be healthy, you should have that opportunity available to you.”

--Chip Johnson, Mayor, Hernando, Mississippi
Economic Benefits
About 10 times a year, the trail is used for fun runs and other events, pumping money into the economy.
Stories from Small Towns

1st and 2nd editions

Linked within my speaker profile

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