

*Make the*  
**CONNECTION**



**WALK \* RIDE \* BIKE**



# Team Member Slide



**Jesse Day**

**PIEDMONT TRIAD REGIONAL COUNCIL**

Jesse Day is the Planning Director for the Piedmont Triad Regional Council, coordinating bicycle, pedestrian, trail, and land use planning.



**Mary Sell**

**TRIANGLE J COUNCIL OF GOVERNMENTS**

Mary Sell is a planner at TJCOG that works on First-Mile, Last-Mile Transportation programming.



**Katherine Hebert Godwin**

**CENTRALINA COUNCIL OF GOVERNMENTS (CCOG)**

Katherine Hebert Godwin is a Senior Planner at CCOG and serves as the coordinator for the Centralina Health Solution Center leading healthy community design initiatives.

# Regional Partnership





# AMTRAK PIEDMONT SERVICE

*4-routes daily*



# Project Timeline





# Walkability and Bikability Audits

## Walking and Bicycling Audits

- Audits will be performed in:
  - Raleigh (Union Station)
  - Durham (Durham Station)
  - Burlington (Burlington Station)
  - Charlotte (Charlotte Station)
- "Train" local stakeholders on conducting audits
- Provide strategic ideas on how to improve the walking and bicycling environment to local government decision makers and stakeholders





# Walkability & Bikeability Audits

## Training the Trainer

A young man with short dark hair and a slight smile is in the foreground, wearing a dark t-shirt and a brown backpack. He is looking directly at the camera. In the background, slightly out of focus, is another person wearing a white t-shirt with a blue and yellow graphic. The background appears to be an outdoor setting with a fence or railing.

**“Why is walkability and bikeability important?”**

**—Training Participant**

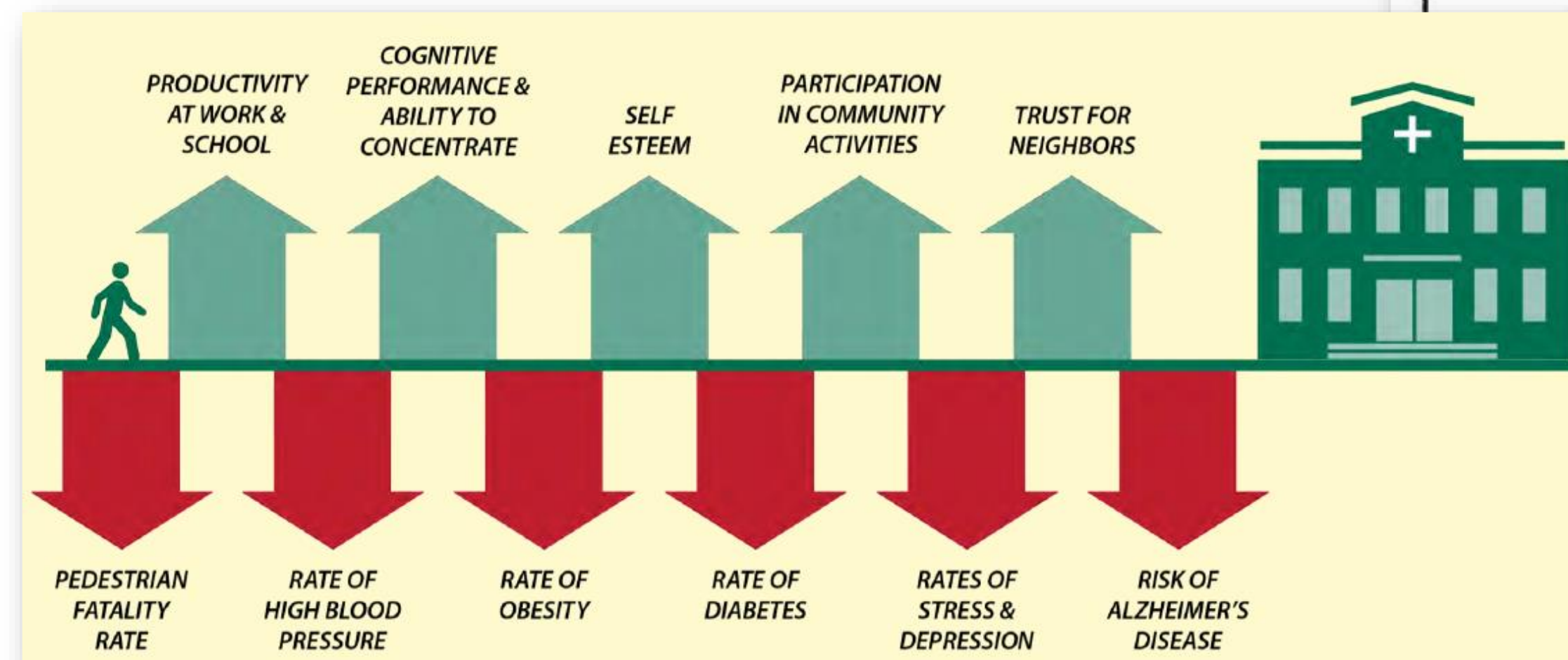
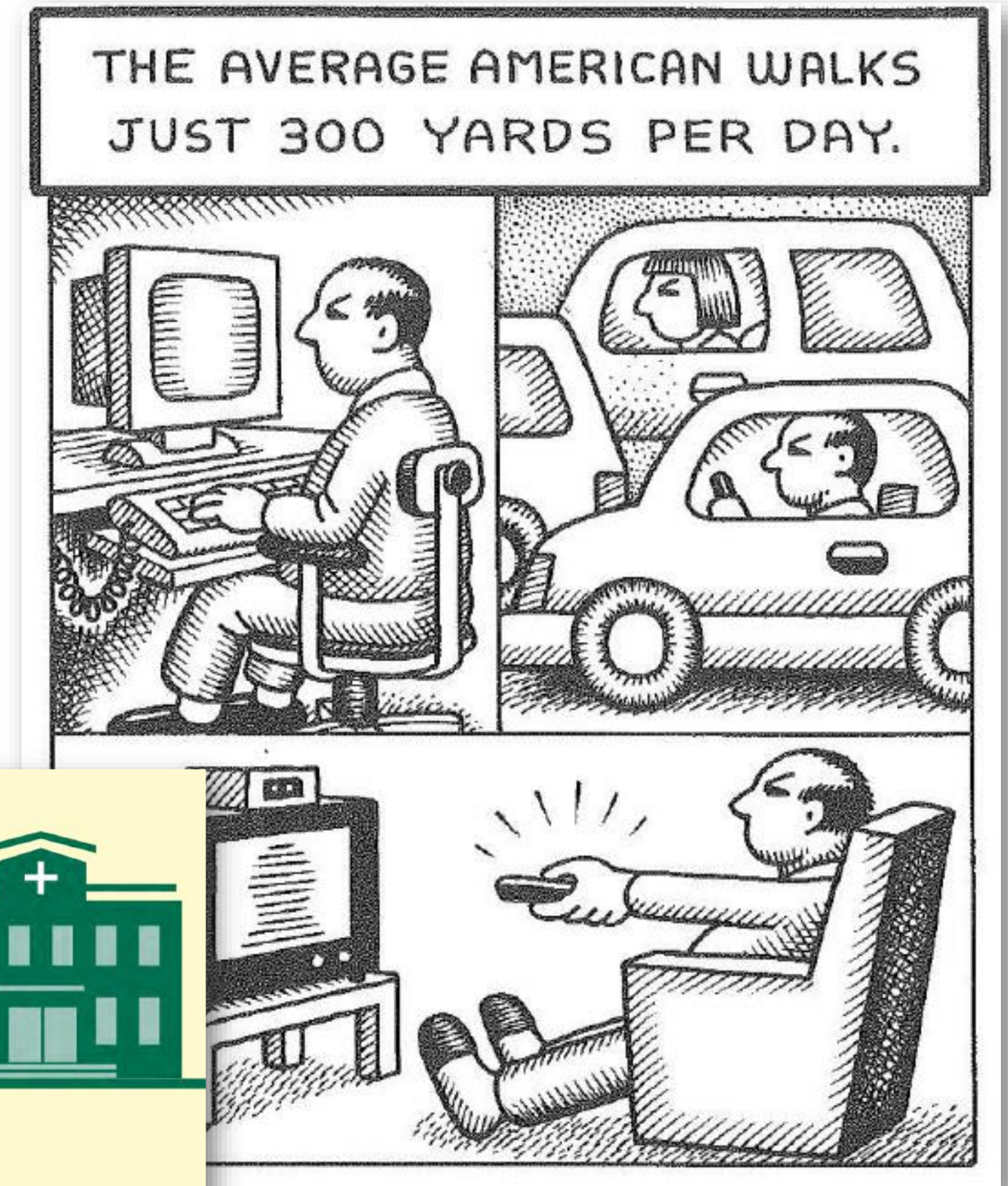


# Walkability and Bikeability Audits

## Importance

There are many important benefits to improving walking and bicycling conditions in our cities and towns:

- ✓ Public Health and Health Equity
- ✓ Reduce Crashes and Deaths
- ✓ Community Trust and Activity
- ✓ Productivity at Work and School
- ✓ Environmental Impacts





What would happen if we took just **1 less car trip per day**?

**3.72** trips/day  **2.72** trips/day

- **500,000 fewer car trips** on the road every day.
- Save **\$1.3 Billion every year** in fuel costs, vehicle maintenance, and time spent in traffic. *(That's over \$4,200 per household!)*
- Prevent **717,000 tons of CO<sub>2</sub>** and **1,800 tons of VOCs** (volatile organic compounds) from leaving our tailpipes each day
- **83 more hours per year** to spend with friends and family
- **Lower blood pressure and obesity rates**
- **More productive and energized at work and school**
- **Fewer pedestrian deaths**

CDOT. One Less Trip Study. 2016)



A young man with a backpack is in the foreground, looking towards the camera. He is wearing a dark t-shirt. In the background, a crowd of people is visible, including a person in a white shirt and blue pants. The image is dimmed to serve as a background for the text.

**“Why do a walkability or bikeability audit?”**

**—Training Participant**



# Walkability and Bikeability Audits


## Primary Purpose

Systematically gather information on the condition of the built environment (streets, crossings, land use, etc.) and how people (walkers, bikers, drivers) interact with their surroundings.

- ✓ Opportunity for Shared Experience and Interaction
- ✓ Identify Specific Problems
- ✓ Measure Perception vs. Reality
- ✓ Tools to Develop and Advocate for Creative Solutions
- ✓ They're Fun!





A young man with short dark hair, wearing a dark blue t-shirt and a brown backpack, is looking directly at the camera. In the background, a person wearing a blue and white striped shirt is walking away. The image has a dark, semi-transparent overlay.

**“How do you do a walkability or bikeability  
audit?”**

**—Training Participant**

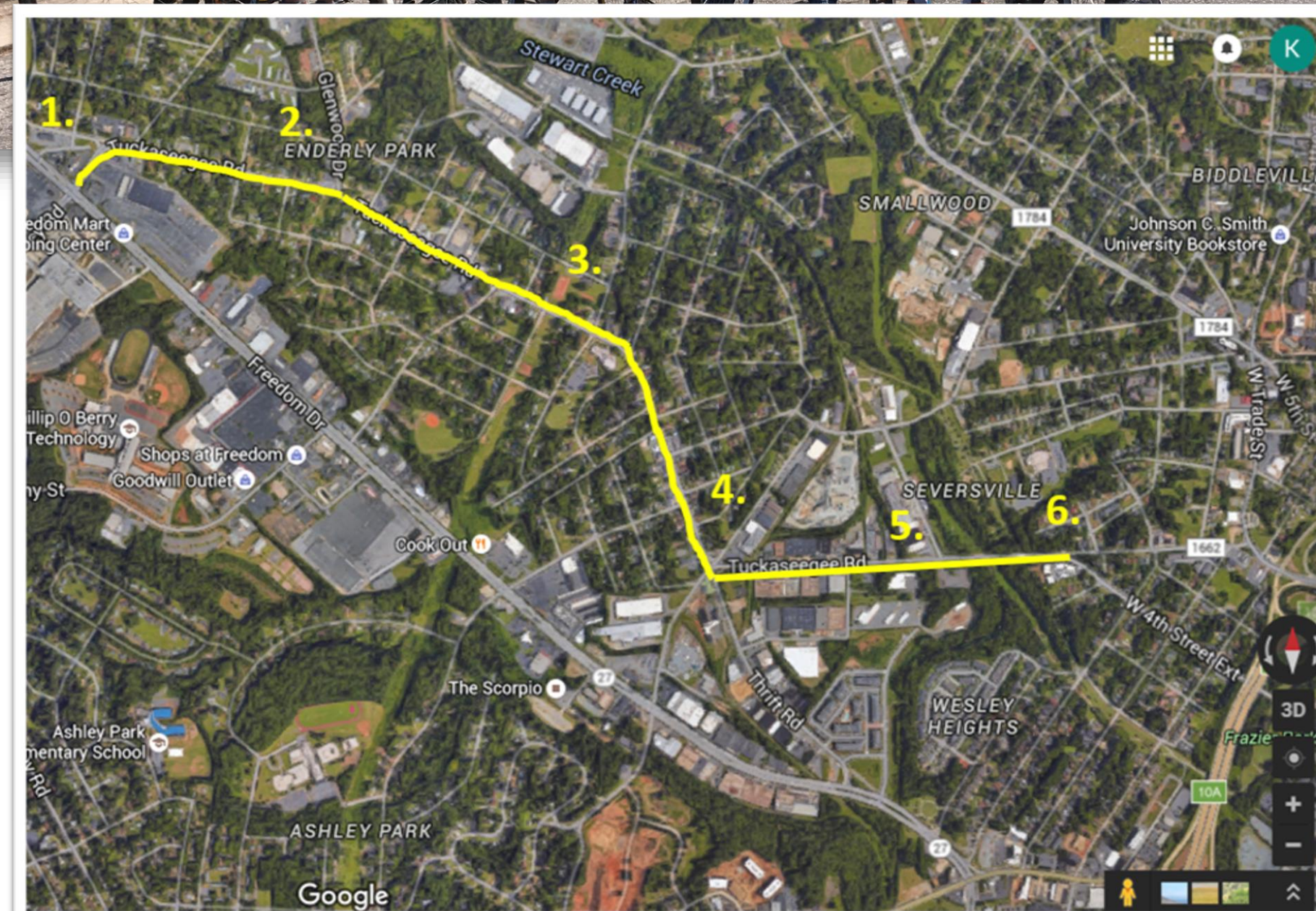


# Walkability and Bikeability Audits

## Setting Up Audits

The audit is a mix of in classroom education and in the field analysis of the built environment.

- ✓ **Build the Right Audience**  
Include a diverse group of attendees, advocates, decision makers, health, engineers, public works, planners, landowners, school officials, etc.
- ✓ **Study the Walking/Bicycling Route**  
Pick a safe, accessible route, but try to showcase a diversity of street environments so that areas that need attention and changes are seen.
- ✓ **Encourage Participants to Get Out of Their Comfort Zone**  
This creates the critical conversations, learning and discovery that a traditional meeting environment usually does not produce.





# Walkability and Bikeability Audits

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## Different Toolkits Available

There are several levels of checklists and toolkits available for guiding participants through the audit



## Group Size

Groups of 4 or more should conduct the audit. Larger groups may tend to leave some participants out of the critical input.



## Provide Follow Up and Next Steps

Encourage the group to continue to engage and discuss actions to be taken in the near and long term to address issues discovered along the route.



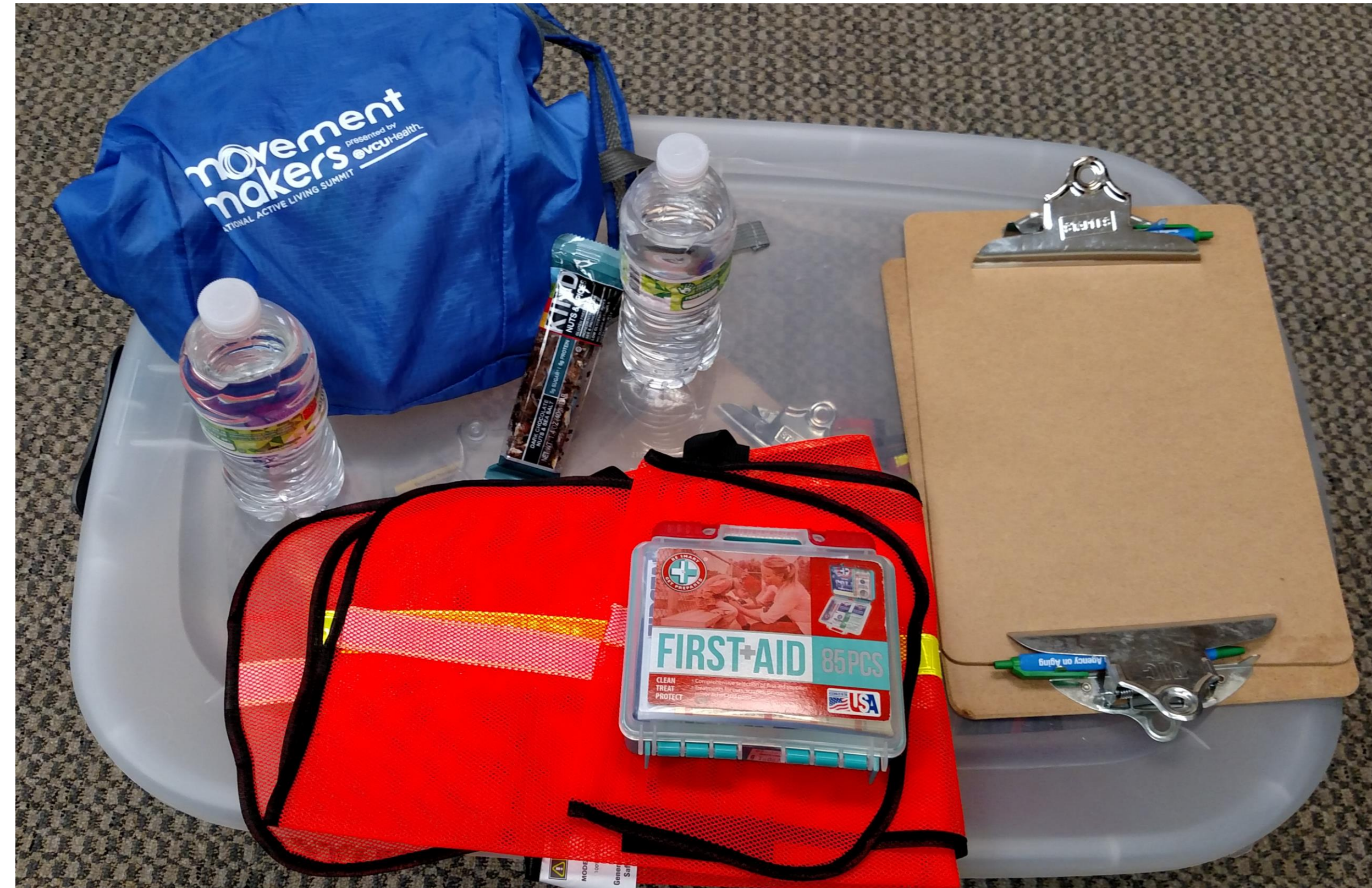


# Walkability and Bikeability Audits

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## Essential Tools

- ✓ Clipboards
- ✓ Audit Sheets
- ✓ Pens
- ✓ Camera/Phone
- ✓ Safety Vests
- ✓ First Aid Kit
- ✓ Water and Snacks
- ✓ Sunscreen/Umbrella/Hat
- ✓ Business Cards





A young man with short dark hair, wearing a dark blue t-shirt and a brown backpack, is smiling at the camera. The background is blurred, showing other people in a public space.

**“So how do you measure walkability?”**

**—Training Participant**



# The “Golden Triangle”





# The “Golden Triangle”

- **Horizontal**

- Wide buffer from moving cars
- Wide sidewalks
- Street furniture
- Café seating
- Short blocks
- Frequent crossings
- *On-street parking*

- **Vertical**

- Street trees
- Sense of enclosure
- Permeable
- Windows, doors, and awnings

**NOT**

**Parking lots and blank walls**





# The “Golden Triangle”





# The “Golden Triangle”

- **Horizontal**

- Wide buffer from moving cars
- Wide sidewalks
- Short blocks
- Frequent crossings

- **Vertical**

- Street trees
- Sense of enclosure
- Permeable
- Trees and porches

***NOT***  
**garages and driveways**





# What contributes to walkability?

It's about more than sidewalks... It's about creating **GREAT PLACES**





A young man with short dark hair, wearing a dark blue t-shirt and a brown backpack, is smiling at the camera. The background is blurred, showing other people in a public setting.

**“So how do you measure bikeability?”**

**—Training Participant**



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**CONNECTION**



**WALK \* RIDE \* BIKE**

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**THANK YOU!**