



Raleigh Walkability and Bikeability Audit Training

June 21, 2019

Team Member Slide

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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.



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.



Mary Sell

TRIANGLE J COUNCIL OF GOVERNMENTS

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

Regional Partnership



AMTRAK PIEDMONT SERVICE

4-routes daily



Project Timeline

5





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 close-up photograph of a man with dark hair and a beard, wearing a dark t-shirt. He is looking upwards and to the right with a thoughtful or contemplative expression. The background is blurred, showing other people in what appears to be an outdoor event.

“Why is walkability and bikeability important?”

—Training Participant

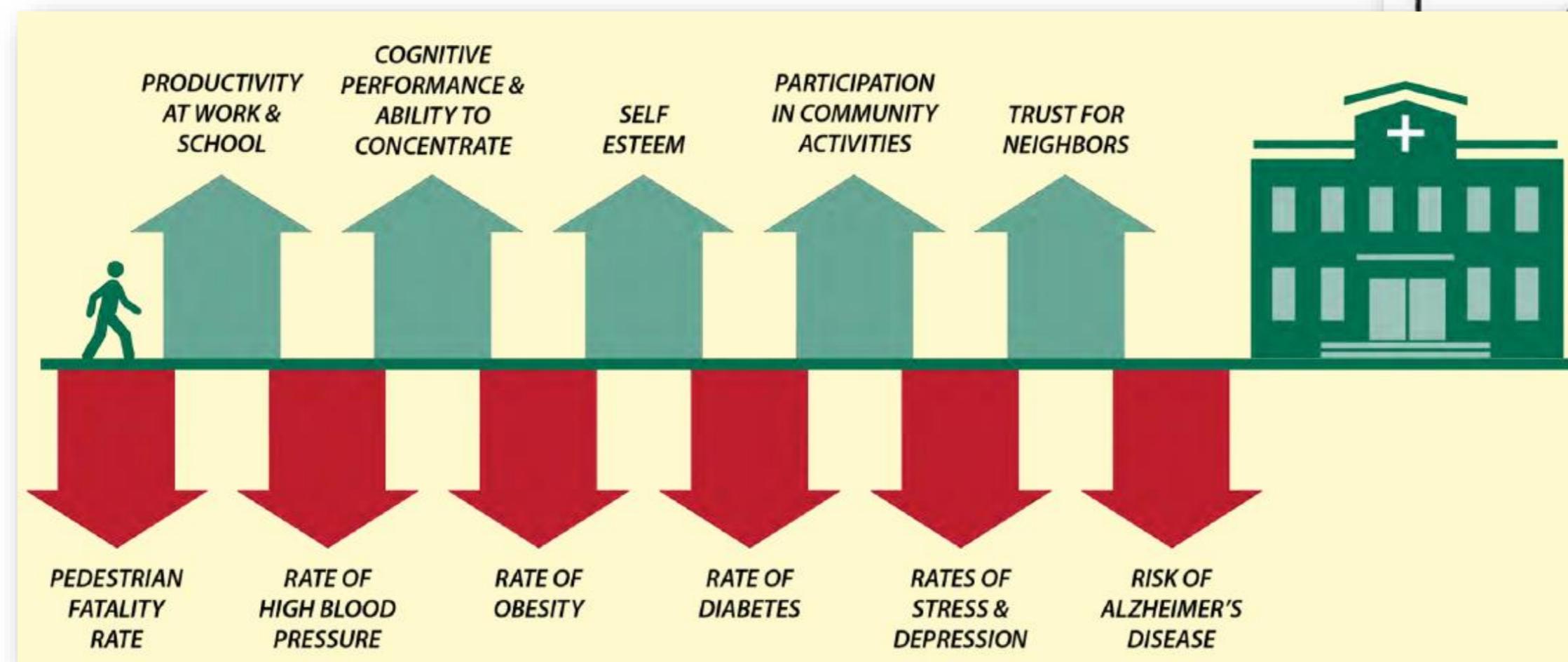
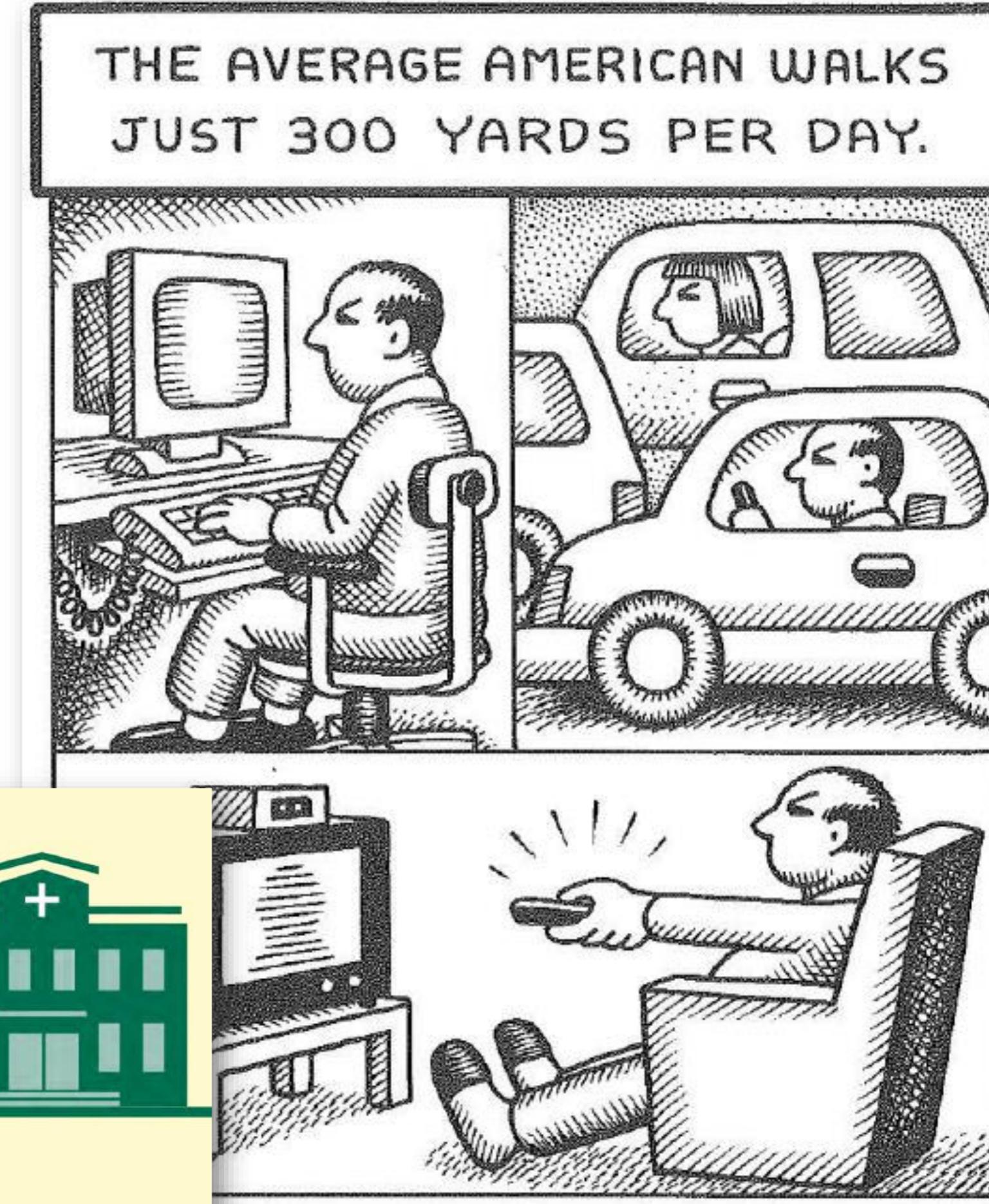
Walkability and Bikeability Audits

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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





CHARLOTTE

Why Walkability?

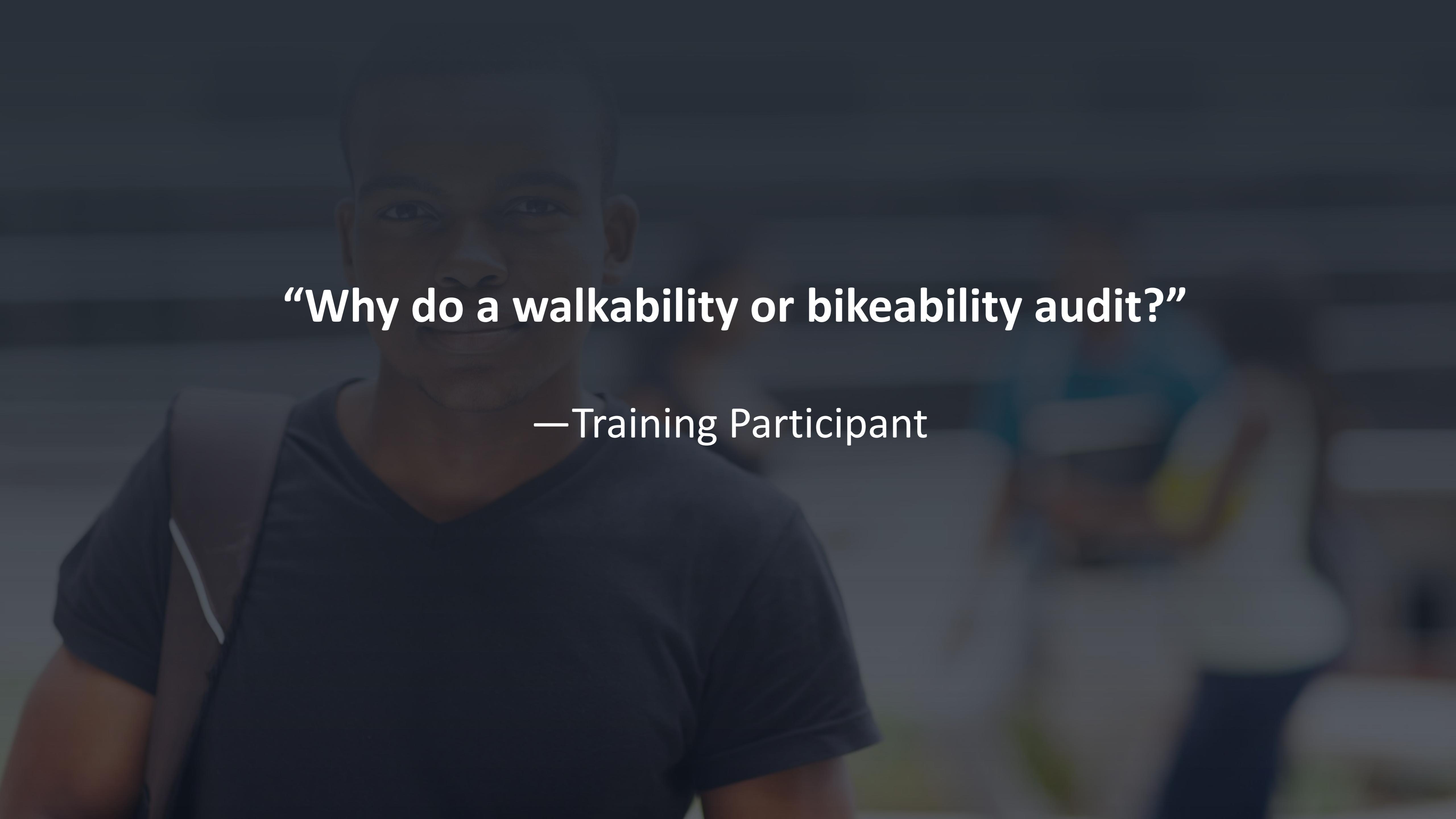
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What would happen if we took just **1 less car trip per day?**

3.72  **2.72**
trips/day 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 CO₂** 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 close-up photograph of a man with dark hair and a beard, wearing a dark t-shirt. He is looking upwards and slightly to the right with a thoughtful expression. The background is blurred, showing other people in what appears to be an outdoor event.

“Why do a walkability or bikeability audit?”

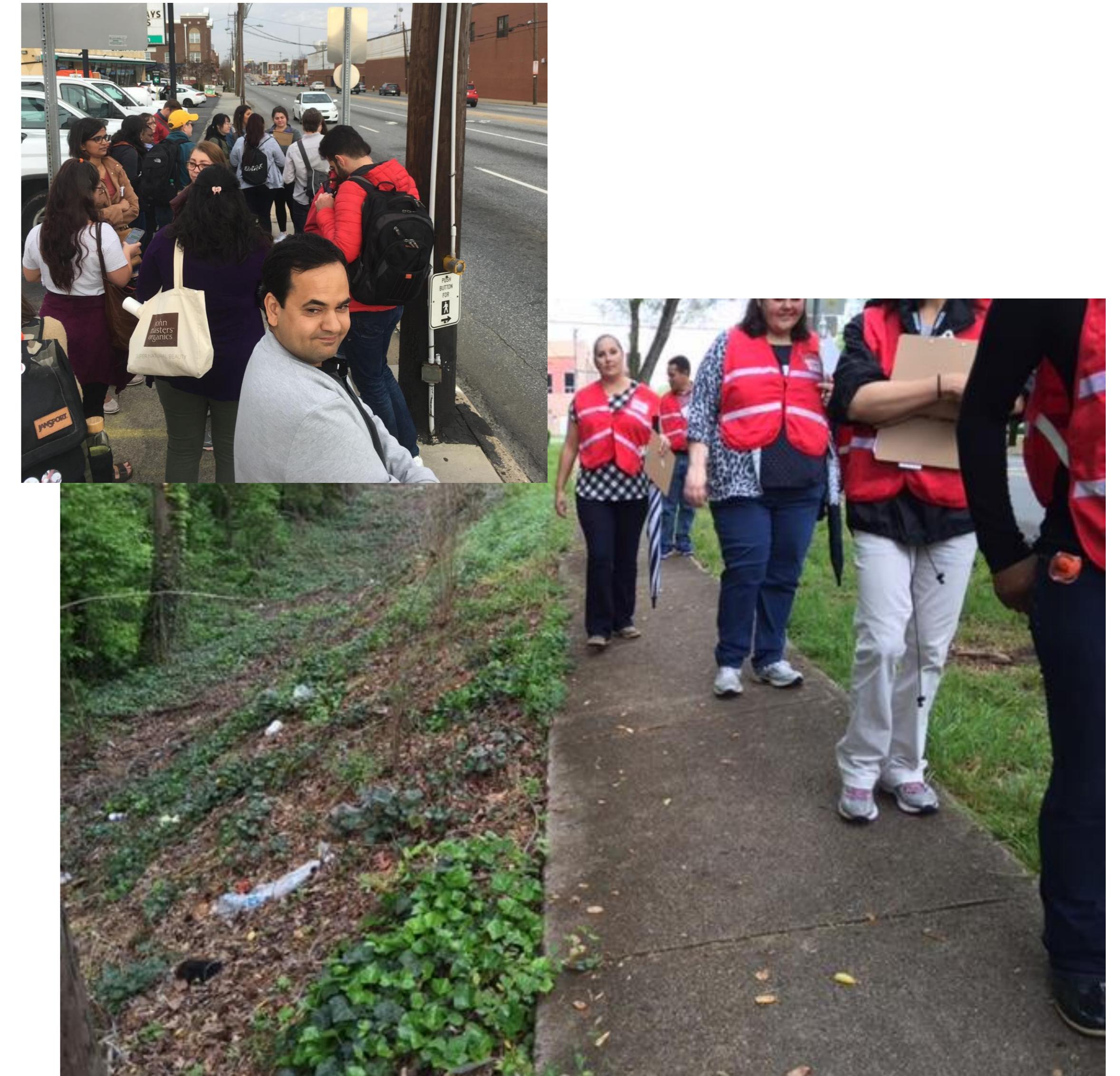
—Training Participant

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 close-up photograph of a man with dark hair and a beard, wearing a grey t-shirt. He is looking upwards and to the right with a thoughtful or questioning expression. The background is blurred, showing other people in what appears to be an indoor training session.

“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.



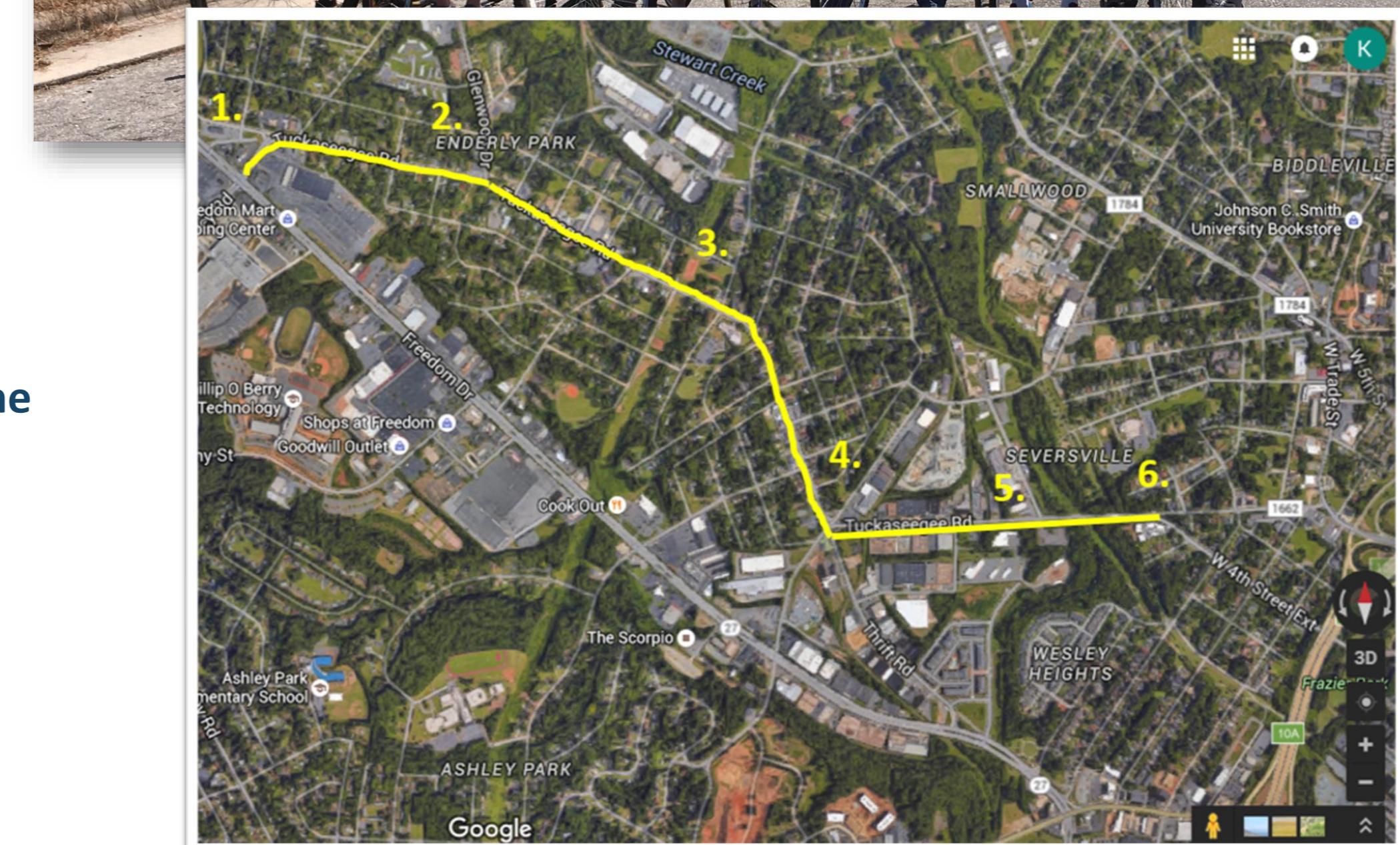
Study the Walking/Bicycling Route

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



Different Toolkits Available

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



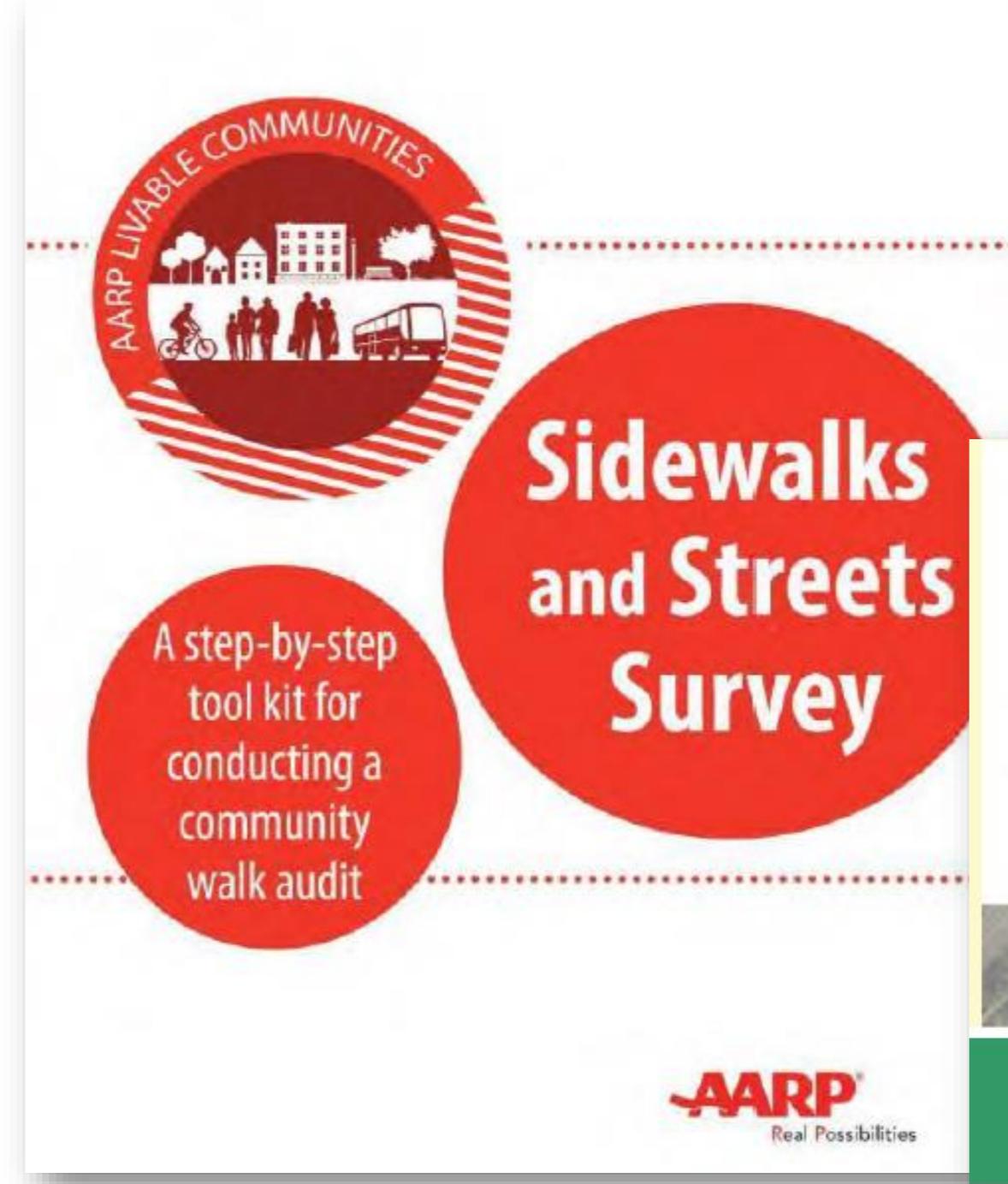
Group Size

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.



Sidewalks and Streets Survey
A step-by-step tool kit for conducting a community walk audit



Bikeability Checklist
How bikeable is your community?
Riding a bike is fun!

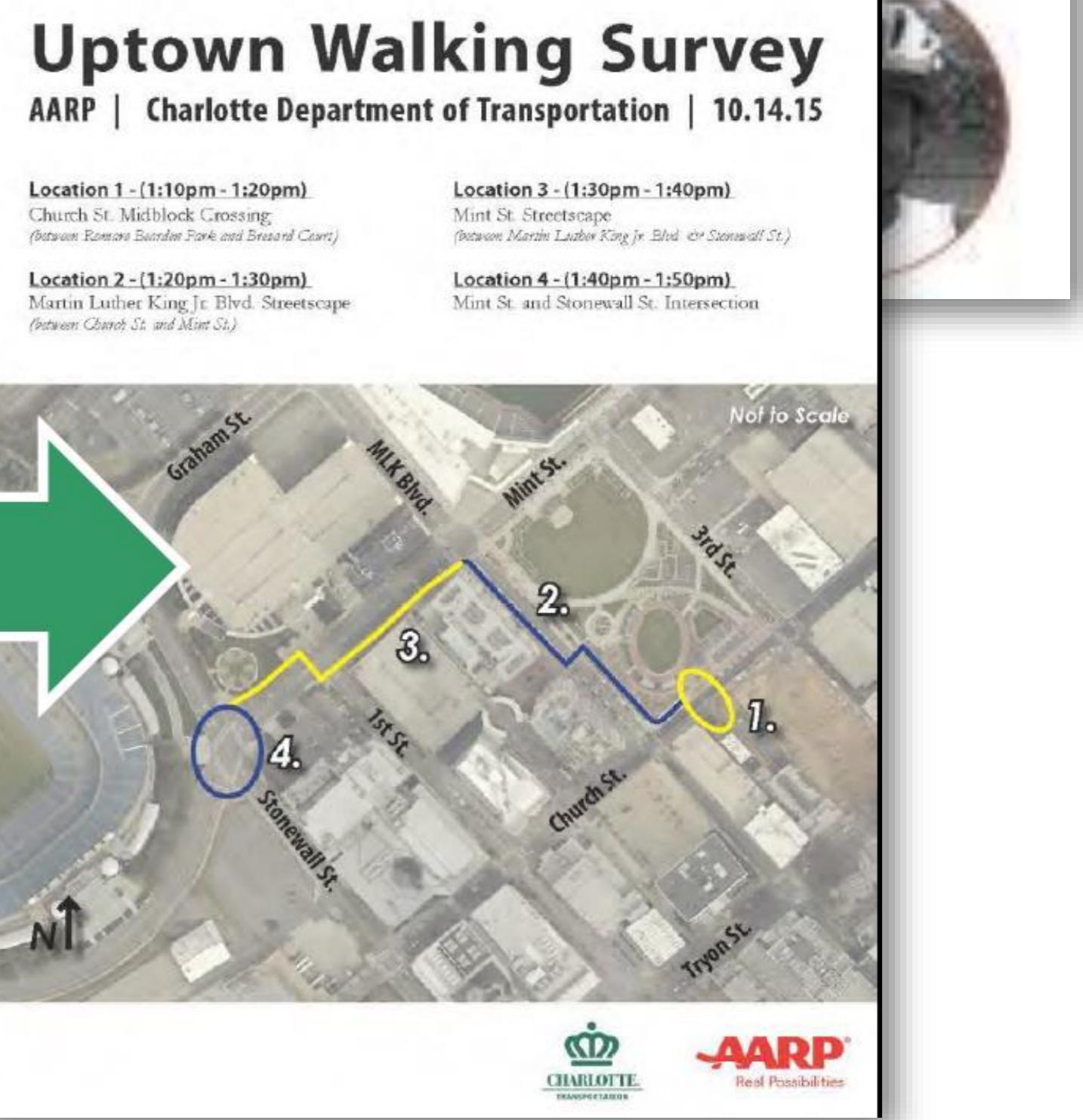
Uptown Walking Survey
AARP | Charlotte Department of Transportation | 10.14.15

Location 1 - (1:10pm - 1:20pm)
Church St. Midblock Crossing
(between Romare Bearden Park and Brevard Court)

Location 2 - (1:20pm - 1:30pm)
Martin Luther King Jr. Blvd. Streetscape
(between Church St. and Mint St.)

Location 3 - (1:30pm - 1:40pm)
Mint St. Streetscape
(between Martin Luther King Jr. Blvd. & Stonewall St.)

Location 4 - (1:40pm - 1:50pm)
Mint St. and Stonewall St. Intersection



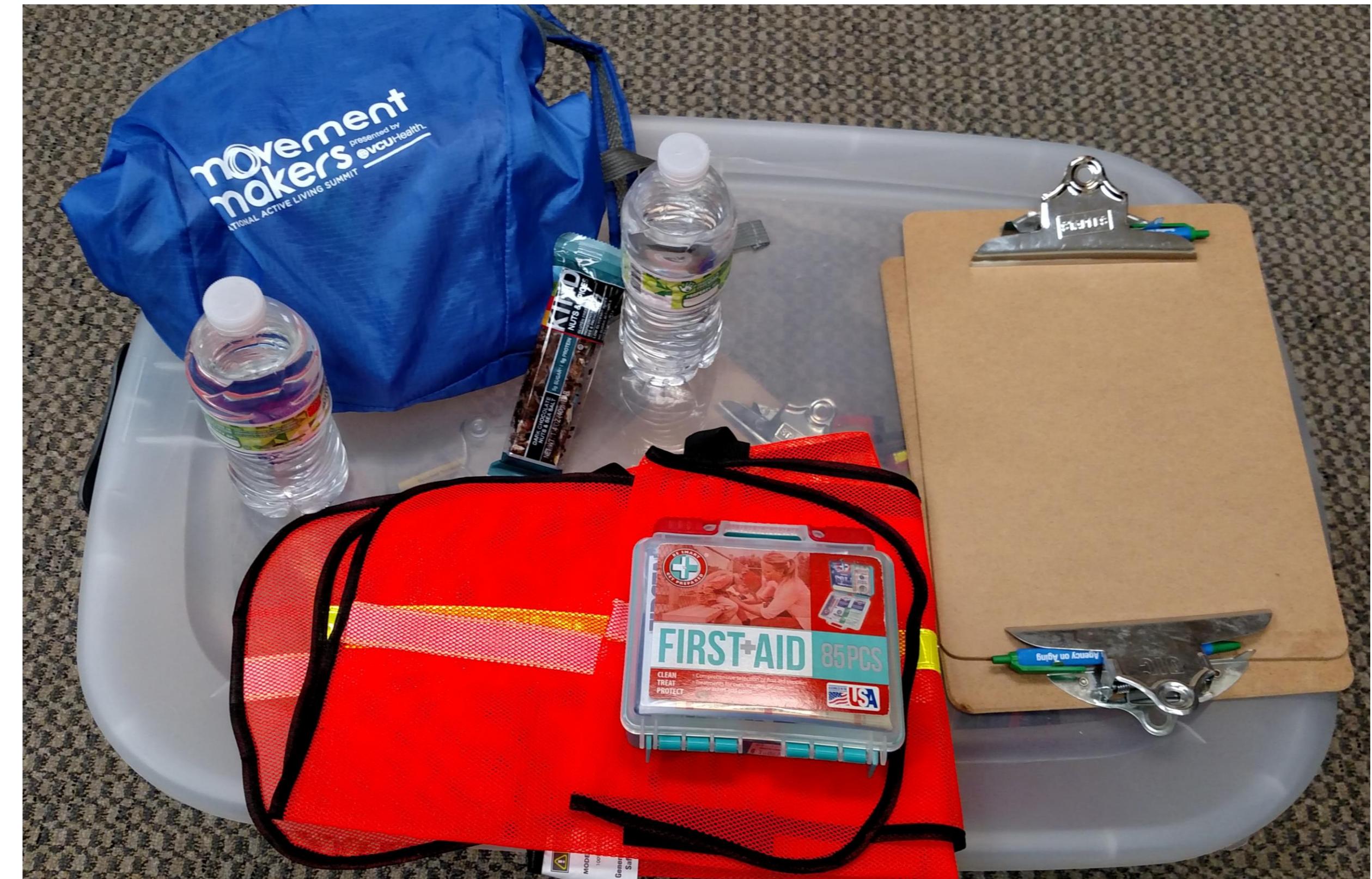
Aerial map of the Uptown area showing the survey route. The route is marked with a yellow line and numbered 1 through 4. A green arrow points towards the route. The map includes labels for Graham St., MLK Blvd., Mint St., 3rd St., 1st St., Stonewall St., Church St., Tryon St., and a North arrow. The AARP logo is visible in the bottom right corner.

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



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“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



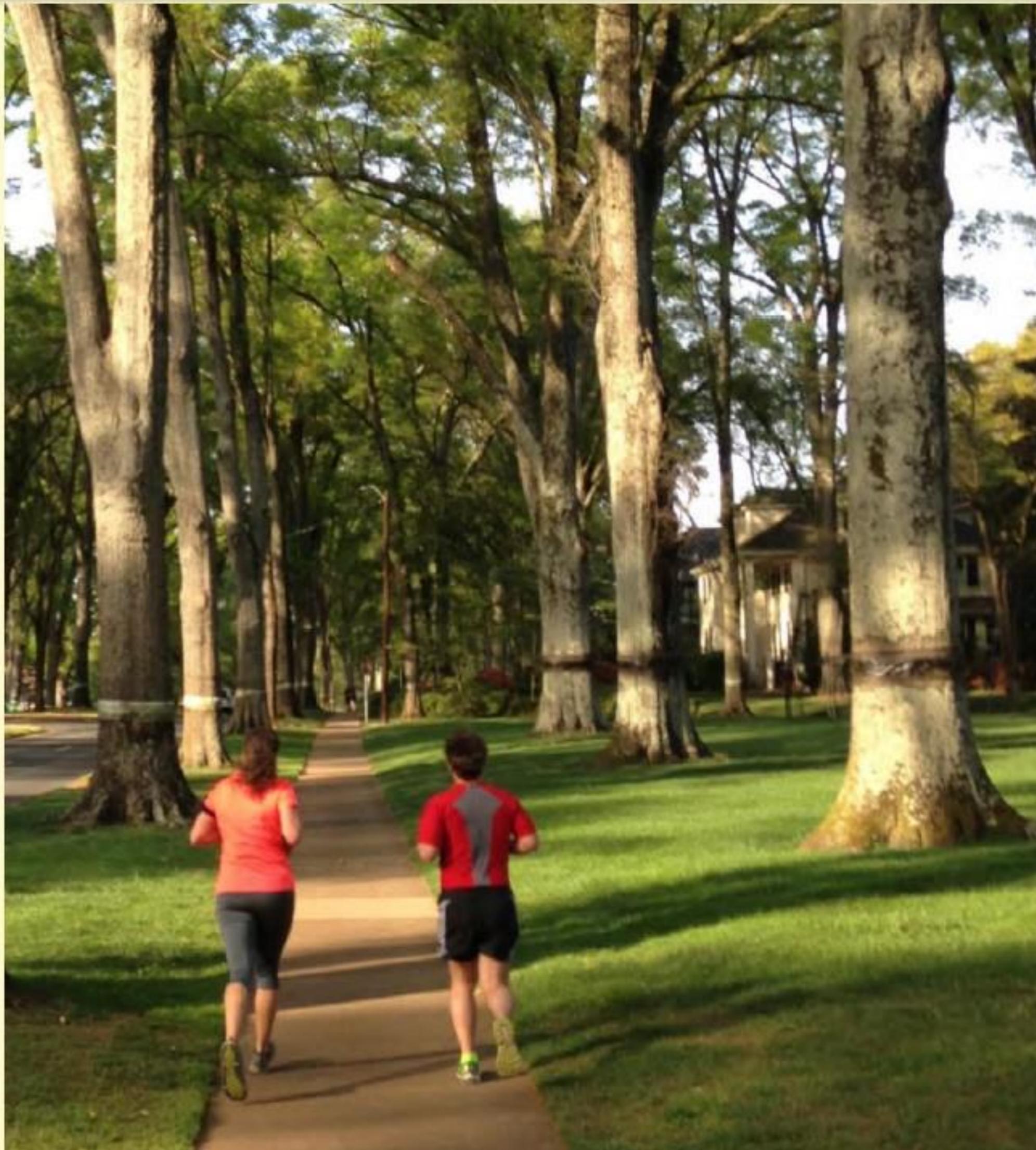
The “Golden Triangle”



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

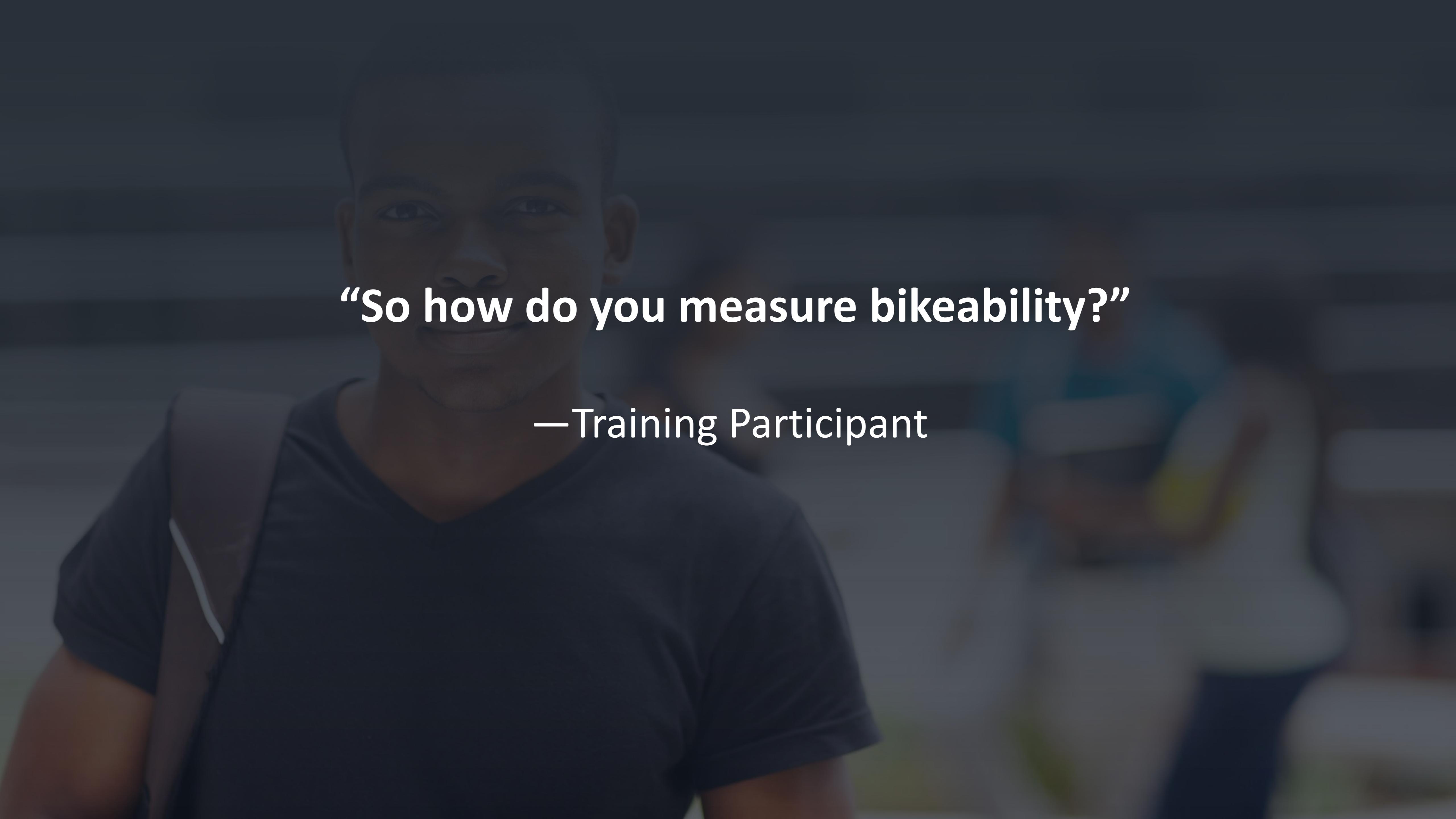
NOT
garages and driveways





What contributes to walkability?



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“So how do you measure bikeability?”

—Training Participant

Make the
CONNECTION



WALK • RIDE • BIKE

THANK YOU!