Walking and Biking Safety for Tribes: Improving health, safety, and transportation options
MAKING THE CASE:
Benefits of Bike/Walk-Friendly Communities
People Want Safer Streets
What do you think the benefits are?
Safety

- Pedestrian crashes and fatalities are increasing

- Bike crashes and fatalities are steady

Getting more people walking and biking improves safety and health
Researchers compared the relationship between bicycling and walking travel and obesity in 14 countries, 50 U.S. states, and 47 U.S. cities, and found statistically significant negative relationships at all levels.

ENVIRONMENT:

➔ Reduced Air Pollution
➔ Reduced Carbon Pollution
➔ Reduced size of roads and amount of parking
SOCIAL COHESION:

➔ Opportunities for people of all ages and abilities to stay socially connected

➔ Accessible to broad age, income, or ability.
CULTURAL IDENTITY: Tribal Heritage Crossing Trail

OVERLOOKS
#1 - Bad River Band of Lake Superior Chippewa
#2 - Stockbridge - Munsee Band of the Mohicans
#3 - Oneida Nation of Wisconsin
#4 - Menominee Indian Tribe of Wisconsin
#5 - Lac Du Flambeau Band of Lake Superior Chippewa
#6 - Red Cliff Band of Lake Superior Chippewa
#7 - Ho-Chunk Nation
#8 - Lac Court Oreilles Band of Lake Superior Chippewa
#9 - Sokaogon Mole Lake Band of Lake Superior Chippewa
#10 - St. Croix Band of Lake Superior Chippewa
#11 - Forest County Potawatomi
#12 - Lake Butte Des Morts History
#13 - Offering Fire
SAFER COMMUNITIES:

➔ MORE PEOPLE WALKING AND BIKING MAKE WALKING AND BIKING SAFE

➔ Improves safety for people using all modes
ECONOMIC:

➔ Improved safety:
  ✦ Fewer motorists = fewer crashes, and savings on costs for drivers, responders and lost productivity

➔ Healthier people = lower healthcare costs

➔ Savings on transportation costs and parking

➔ Healthier environment

➔ Recommended Book:

  *Bikenomics: How Bicycling Can Save the Economy*, by Elly Blue
Walking and Biking are fun!
INFRASTRUCTURE:
Engineering/Design,
Safety Tips & Laws
ENGINEERING/DESIGN: Crosswalks

Marked Crosswalk:
Indicated by signs, lines or other markings on the surface

Unmarked Crosswalk:
Absence of markings, connected by the corresponding lateral lines of the sidewalk on the opposite sides of such roadways
ENGINEERING/DESIGN: RRFBs and HAWK Signals

➔ Rectangular Rapid Flashing Beacons (RRFBs)

➔ High Intensity Activated Crosswalk (HAWK) Signals
ENGINEERING/DESIGN: Bumpouts

➔ Curb extension that physically and visually narrows the roadway
➔ Increases pedestrian visibility
➔ Reduces crossing distance for pedestrians
➔ Issue for bikes?
ENGINEERING/DESIGN: Neighborhood Traffic Circles

- Reduces speed and cross through traffic
- Does not slow down bikes as much
- Element of bicycle boulevard
ENGINEERING/DESIGN: Roundabouts

- Slow speed merges and one-way traffic around a central barrier
- Replace traffic lights
- Reduces severity of crashes
- Benefit for walkers and bikers?
ENGINEERING/DESIGN: Bike Lanes

→ Stripes, signage and pavement markings that designate portions of the road for exclusive bicycle use
ENGINEERING/DESIGN: Green Lanes

➔ Bike lanes that are painted green

➔ Increases overall visibility, increasing safety at conflict points
ENGINEERING/DESIGN: Buffered Bike Lanes

➔ Bike lanes with a painted barrier zone separating bikes and cars

➔ Reduces stress for people on bikes and in cars
ENGINEERING/DESIGN: Protected Bike Lanes/Cycle Tracks

➔ Bike facility that combines the idea of a separated bike path with on-street infrastructure

➔ Use planters, curbs, parking cars or posts to separate bike and auto traffic

➔ Higher level of security
ENGINEERING/DESIGN: Trails

- Physically separates pedestrians and cyclists from cars

- There are no “bike trails” in Wisconsin, they are all shared used paths
ENGINEERING/DESIGN: Sharrows

→ Bicycle symbol and two chevrons painted on the road

→ Indicates where people should preferably cycle in the travel lane

→ Alerts drivers to share the road
ENGINEERING/DESIGN: Bike Share
Neighborhood streets designed and designated to give people walking and biking priority

Signs, pavement markings, traffic calming, and physical barriers to prevent cut through travel and speeding from drivers
Funding: Transportation Alternatives Program

- 15 M awarded in 2018 for plans and projects.
- Competitive
- Plans recommended for projects
Other Funding Sources

Rolling into general street projects is the best and cheapest way!!!!!

➔ Tribal Budget (Capital Improvement Plan)
➔ Fees (Passes, Registration)
➔ Property Assessments
➔ Private Fundraising
➔ Utility Projects
➔ Business Improvement Districts
➔ Tax Increment Financing (TIF)
➔ Ballot Initiatives
➔ State & Federal Grants (ex: TAP)
➔ Penalties from speeding in school zones
Planning: A Key Step to TAP Funding

A Plan will typically include:

- Mission, Vision, Objectives
- Existing conditions
- Issues / Challenges
- Guest Expert Opinions
- Maps
- Policies: Ex: Complete Streets
- Design Guidelines
- Citizen Survey Results
- Educational Activities, Enforcement recommendations
- Work Program: Timeline for Implementation/Action
- Accountability: Regular Review, Evaluation of Progress
- Updated every 5-10 years
Recognition Programs

Bicycle Friendly America Program
Run by the League of American Bicyclists

➔ Bicycle Friendly Community
➔ Bicycle Friendly State - WI #9

Walk Friendly Communities Program
Run by the Pedestrian & Bicycle Information Center
www.walkfriendly.org
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