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. Pucher, J., et al., 2010 - Walking and cycling to health: A comparative analysis of city, state, and international data, American Journal of Public Health, published online ahead of print.
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

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: Neighborhood Greenways

→ 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
Jessica Wineberg
Deputy Director
Wisconsin Bike Fed
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414-255-0376
You Can Create a Walk and Bike Friendly Community

Community leaders and members have the power to work together on an issue to turn their ideas about a walking and bike friendly community into reality. Community connections, safety, health, connection to nature and mobility options for all ages and incomes are just some of the benefits of including bike and ped accommodations in road designs.

Getting Started

1. Gather Interested Stakeholders
   - Find out if you have Bicycle Pedestrian committee.
   - Do they regular meetings? Do they have a Bike Ped Master Plan? If you do, go to their meetings and make your concerns known.
   - Build a constituency of other like-minded people who are also concerned with a particular intersection or stretch of roadway.

2. Define the Problem
   - Make a list of your concerns together.
   - Determine who else might be considered about these problem(s).

3. Organize to Take Action
   - Select a name, pick a meeting time and place, select a communication tool i.e. Google account
   - Develop an action plan
   - Pay special consideration to the question of if a bike/ped plan for the community is a key action step. They can be self funded or supported by Transportation Alternatives Program (TAP). The Bike Fed offers bike/ped planning services on a fee basis.

Community Outreach Ideas:
   - Send a letter to your council person(s) introducing yourself and telling them you’ll be working on these issues in their district, making yourself known as a resource.
   - Use a Facebook page as a way to let people find out about events and news.
   - Hold an event: happy hour, walk, ride to get to know your neighbors!
   - Organize a safety audit. A safety audit is when a group picks a corridor that they’d like to improve, and focuses on documenting all the problems and issues block by block. This information is useful to city planners and can help you figure out where to concentrate efforts. Invite your neighborhood planner and councilperson to this!
● Participate in other group’s events. There are most likely some community festivals or farmers markets going on. These are great opportunities to get the word out, as well as offering something fun and interesting to the festival.

● Surveys are a great way to find out information about the community’s priorities and get the word out about your organization.

● Website. While not totally necessary, it is a good idea to have a place where people can find out the basics about the group, meeting times, issues, etc.

Action Item Ideas

**Short Term**
Review local plans, review paving and construction schedule, review development projects, add a bike rack at a business, paint crosswalks, fill potholes. etc.

**Medium Term**
Add bike corrals, add bike lanes & sharrows that don’t require a road redesign, add wayfinding with mileage and destinations, etc.

**Long Term**
Add protected bike lanes, use road transformations with curb bumps, traffic circles, and narrower lanes to reduce traffic speed, add sidewalks, enhance crosswalks with flashing lights, ladder style painting or raised surface, improve lighting on streets or add lighting to trails, create trail connections, etc.

Secure Funding

Rolling bicycle and pedestrian accommodations into larger road projects is the most cost effective way to build them. However, Transportation Alternatives Program (TAP) is a DOT funding program dedicated to bike/ped projects and plans.

The DOT is mandated to set aside a percentage of their federal funds for a program called Transportation Alternatives Program (TAP) to support walk, bike, and safe routes to school projects and plans. The DOT indicates there will be another round in Fall 2019.

Community grants and health systems and departments are also good sources.

Additional Suggested Readings and Resources

● Growing Safe Routes to School in Indian Country ([webinar recording](#) and [publication](#))

● [WisDOT’s draft ADA Transition Plan](#)

● [WisDOT’s Facility Development Manual (FDM) Section 11-46 is focused on bike and pedestrian accommodations](#)

● [Bike Event Toolkit](#) The Governor’s Bicycle Coordinating Council developed and is promoting in partnership with Bike Fed
For help in creating a community where people can safely walk or bike as well as drive, please be in touch with the Bike Fed. We offer education, encouragement, training, and planning services to communities across Wisconsin.

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