

Roanoke Valley Area METROPOLITAN PLANNING ORGANIZATION

Roanoke Valley Area Regional Pedestrian Plan DRAFT GOALS, STRATEGIES AND PERFORMANCE MEASURES

4-10-14

Goal 1

Improve SAFETY for pedestrians. More people are seen walking in the Roanoke Valley because they feel safe due to new infrastructure which makes walking safer for people.

Strategies

1. Construct sidewalks and greenways on identified corridors to provide safe walking alternatives where none currently exist but are warranted.
2. Maintain sidewalks and greenways.
3. Install pedestrian amenities such as crosswalks, pedestrian signals, lighting signage, and curb ramps along identified corridors and particularly in multimodal centers and districts.
4. Support safe routes to bus stops by providing pedestrian infrastructure at bus stops and leading to bus stops that is accessible for people with disabilities.
5. Promote safe routes to school programs by promoting them within schools and with infrastructure improvements.
6. Reinstate crossing patrols at schools.
7. Utilize and implement the Multimodal System Design Guidelines during project development.
8. Outreach & education campaign to inform pedestrians and drivers about laws, use of the road, etc.
9. Identify and address crime issues (real and perceived) preventing people from walking.

Related measures calculated yearly

- Total Number of Crosswalks
- Total Number of Pedestrian Signals
- **Linear feet** of public walkways (sidewalks and paved greenways) constructed in Multimodal Centers
- **Linear feet** of public walkways constructed in Multimodal Districts
- **Linear feet** of public walkways that provide a connection between Multimodal Districts
- (2.10) Annual pedestrian fatalities
- (2.11) Annual pedestrian injuries

Goal 2

Enable INDEPENDENT MOBILITY, particularly within Multimodal Centers and Districts, where people do not have to rely on vehicles to get from one place to another. Walking ~~within Multimodal Centers and Districts~~ is an easy decision because it is a pleasant experience.

Strategies

1. Provide walking infrastructure within Multimodal Districts and Centers between primary residential, employment, and commercial destinations as well as to bus stops.

2. Prioritize new construction and maintenance investments based on density of users.
3. Implement recommended pedestrian improvements.
4. Coordinate pedestrian plan with plans for other modes – bike plan, transit plan, and highway plans.

Related measures calculated yearly

- **Linear feet** of public walkways (sidewalks and paved greenways) constructed in Multimodal Centers
- **Linear feet** of public walkways constructed in Multimodal Districts
- **Linear feet** of public walkways that provide a connection between Multimodal Districts
- **Total linear feet of public walkways in the urban area.**
- Total number of curb ramps

Related measures calculated during LRTP update (every 4 years)

- Opinion survey of RVARC staff, TTC and MPO stakeholders by Multimodal Center and District

Goal 3

Create a region where ACTIVE LIFESTYLES are the norm because our land use decisions and investment in pedestrian infrastructure complement each other and enable a natural tendency for people to walk every day. As a result, people feel healthier, more socially-connected and happy living and working in the Roanoke Valley.

Strategies

1. Implement multimodal system design guidelines in project development.
2. Revision of subdivision/zoning ordinances to encourage and where possible require pedestrian connections.
3. Line item in local budgets and CIP for pedestrian improvements (should be part of normal budget and not considered as an extra or special project)
4. Offer incentives for new and existing businesses to install pedestrian facilities
5. Create a bike sharing program
6. Develop car sharing program
7. (CEDS) Direct investment to unused or underused properties and reduce the need for Greenfield development.
8. (CEDS) Invest in infrastructure to increase the intensity of use in already developed areas, particularly areas within or near multimodal districts.
9. (CEDS) Pursue revitalization of blighted areas.
10. (CEDS) Pursue redevelopment of brownfields and grayfields where appropriate and feasible.

Related measures calculated yearly

- Number of localities in the MPO area that contain language in their land development ordinances that include requirements for building pedestrian facilities in places where it is conceivable that people will need or want to walk **along public roadways or to provide a connection with adjacent land parcels.**
- (3.2) Number of pedestrians by location
- (3.3) Number of greenway users by location

Related measures calculated during LRTP update (every 4 years)

- Opinion survey of RVARC staff, TTC and MPO stakeholders by Multimodal Center and District
- (8.1) Number and percent of residents who walk to work

Goal 4

~~BUSINESSES ARE THRIVING~~ Increase BUSINESS in Multimodal Centers and Districts; they are enjoyable places to work and patronize in part because they are in attractive well-connected walkable environments.

Strategies

1. Adjust zoning ordinances to require pedestrian friendly building/site design (focus on the front door not the parking lot) that reflect the desirable land development setbacks of the corresponding street's identified multimodal corridor type as outlined in the Multimodal System Design Guidelines.
2. Promote complimentary land uses to allow trip chaining without having to use auto to travel between destinations.
3. In Multimodal Centers, eliminate minimum parking requirements and lower maximum parking space requirements.
4. In Multimodal Districts, lower minimum and maximum parking requirements.
5. Encourage/require provision of pedestrian amenities (benches, wayfinding, bus shelters, sidewalks) in multimodal centers and districts.
6. Create car-free streets where heavy pedestrian activity exists for shopping, dining, and entertainment.

Related measures calculated as data is available

- Number of businesses in Multimodal Centers and Districts
- Number of employees in Multimodal Centers and Districts

Goal 5

Clean the ENVIRONMENT by walking for more trips and driving less. The Roanoke Valley is an attainment area for air quality, and we want it to remain as such even as we continue to grow in population. Consequently, as more citizens walk to accomplish everyday tasks, they are able to enjoy the Valley's beautiful environment. ~~The Roanoke Valley has a BEAUTIFUL and CLEAN ENVIRONMENT that feels good to citizens because we are enjoying it more by spending time walking outside and contributing to its detriment less because we are walking for more of our trips.~~

Strategies

1. Continue participation in Ozone Early Action Plan.
2. Support and encourage walking for transportation.
3. Outreach/education campaign to employers to encourage walking.
4. Outreach/education campaign to the public to encourage walking.
5. Plant trees within multimodal centers and districts and along identified corridors.

Related measures calculated yearly

- (9.1) Annual # of days when ozone levels were above 8-hour standard

Related measures calculated during LRTP update (every 4 years)

- (8.1) Number and percent of residents who walk to work