

Repurposing Travel Lanes for Multimodal Projects

... Or ...

Who's afraid of a little congestion?



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Workshop 114: Analyze This!

TRB Annual Meeting 2016

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Introduction

*OMG save me
from congestion!*

Changing the way
people view walking
and biking projects:

- Evaluation tools
- Communications

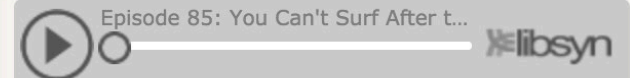




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Yielding to Cars-First Merchants, SFMTA Board Approves Polk Plan As Is

by [Aaron Bialick](#)



Photo: [Frank Chan/Flickr](#)

The SFMTA Board of Directors [voted](#) unanimously [yesterday](#) to approve the [watered-down plan to redesign Polk Street](#) with a protected bike lane along one side of the street for 10 of 20 blocks.



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AS OTHER CITIES BUILD PROTECTED BIKE LANES, BOULDER PLANS A ROLLBACK

September 27, 2015

Michael Andersen, Green Lane Project staff writer



Boulder's Folsom Street on Friday afternoon. Photo: Eric Budd.

Boulder, Colo., will vote Tuesday on whether to become the fourth U.S. city to remove a modern protected bike lane.

RELATED ARTICLES

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Uploaded: Tue, Sep 22, 2015, 4:02 pm

Santa Clara Valley Transportation Authority seeks to reassure critics of bus-only lanes

Transit agency prepares to make decision on controversial Bus Rapid Transit proposal

by Gennady Sheyner / Palo Alto Weekly

With plans for a greatly expanded bus service on El Camino Real speeding toward a decision, several cities along the prominent corridor remain skeptical about the most dramatic proposal on the table: the creation of "bus-only" lanes between Palo Alto and San Jose.

To reassure the critics and add credence to its own analysis of what is known as Bus Rapid Transit (BRT), the Santa Clara Valley Transportation Authority (VTA) on Tuesday released a [new independent review](#) that the



A rendering of the two street configurations: a 'dedicated-lane' proposal versus a 'mixed-flow curb lane.' Rendering courtesy of the city of Palo Alto.

Problem

Everyone complains that pedestrian, bike and public transit projects will increase congestion ... but ...



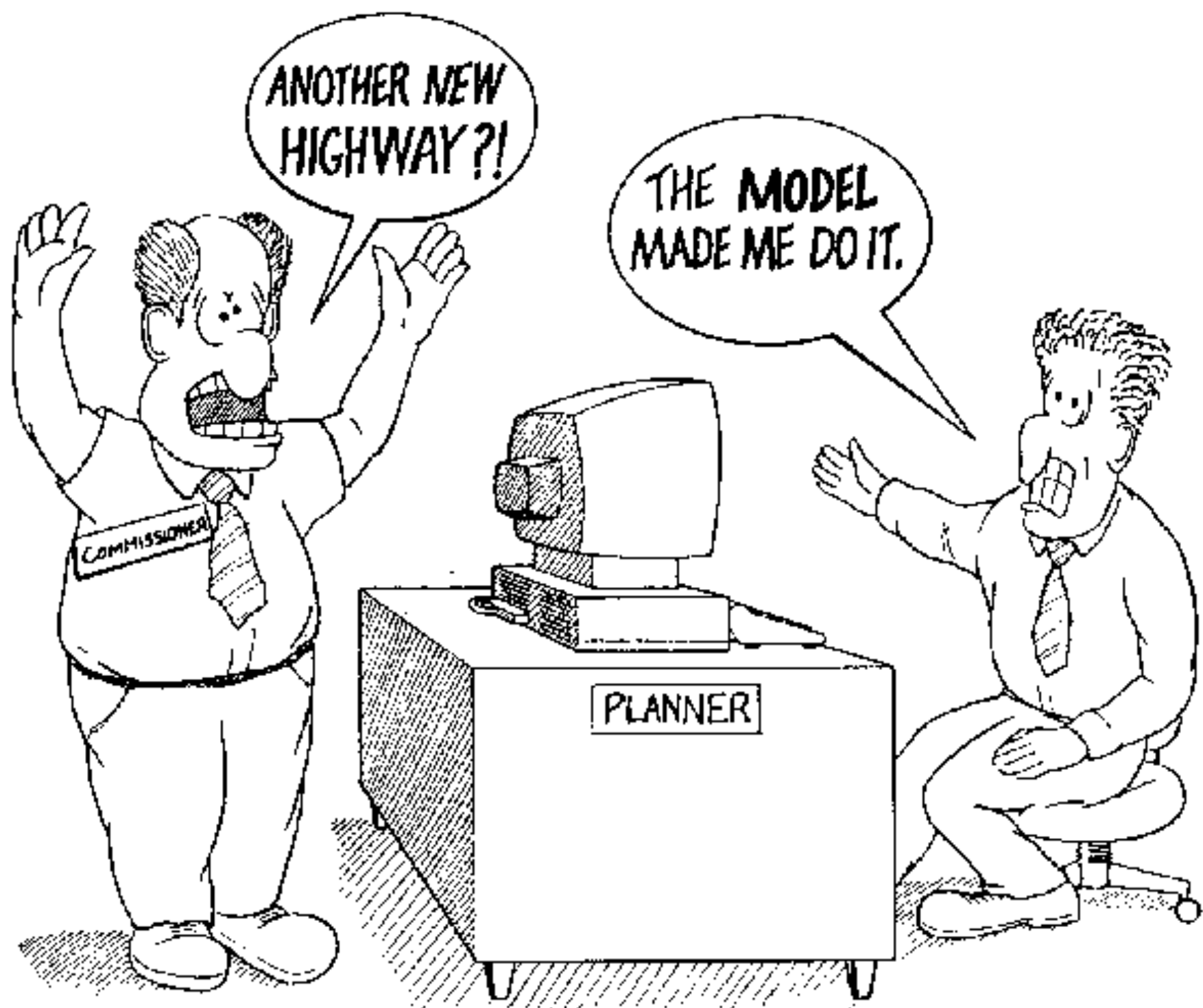
Mayor Vincent Gray's Sustainable D.C. initiative is trying to get commuters to avoid driving. (Photo: Graeme Jennings/Examiner file)

D.C. waging war against drivers

By ERIC P. NEWCOMER • 2/27/13 12:00 AM



- Our **evaluation tools** do not accurately assess the impacts of these types of improvements; and,
- We don't know how to **talk congestion** with residents, merchants, the press and decision-makers.



FLOW Project Objectives

- Define the role of walking and cycling in congestion reduction.
- Develop tools to assess the congestion-reducing potential of walking and cycling measures.
- Increase awareness of the congestion reduction potential of walking and cycling.



Partners

- Rupprecht Consult
- PTV
- FEHRL (Highway Research)
- Walk21
- European Cyclist's Federation
- TU Gdansk
- TU Budapest
- Wuppertal Institute
- Traject
- Polis
- Demonstration cities



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Evaluation Tools

Do we need better evaluation tools?

How can we develop better evaluation tools?

- Microscopic modeling and analysis;
- Macroscopic modeling;
- Transport impact analysis;
- Urban design methods;
- New types of tools?

Talking Congestion

Can we shift the debate → congestion = good?

How do we explain ... when the obvious is wrong?

- Is congestion really so bad? ... The only thing worse than congestion is no congestion.
- Narrowing a lane ***MUST*** increase congestion.

Workshop Questions

How can we improve evaluation tools?

- Identify specific problems with specific tools;
- Develop ideas for improving tools;
- Describe a process for achieving improvements;
- Share results and continuously improve tools.

How can we improve our communications?

- Determine the most important messages and audiences;
- Identify existing and missing resources;
- Develop a process for improving resources;
- Assess how to best share resources.