Submitted Bicycle and Pedestrian Partnership Council (BPPC) Homework Assignment

Max Rothman

Transportation Disadvantaged Representative

Below is information that Mr. Rothman provided from the ***National Center for Senior Transportation (NCST)***:

- The Pedestrian and Bicycle Information Center has tons of resources on this topic. Here is a link to their Case Study Compendium: http://www.bicyclinginfo.org/case_studies/. This website contains a collection of examples of successful programs across the country and abroad.
- The NCST partnered with ESPA and the Pedestrian and Bicycle Information Center on a 3 part audio conference on pedestrian access to transit. Here is a link to more information about those sessions. http://projectaction.easterseals.com/site/Calendar?view=Detail&id=32081.
- Also, NCST's State Older Driver Safety Coalition in Florida worked on some pedestrian issues as well. You might be interested in contacting some of the people involved in that project, if you haven't already. Here is a link to some more information: http://seniortransportation.easterseals.com/site/PageServer?pagename=NCST2_about_projects_nhtsa_fl.
- Lisa Tucker at NCST is the lead on this project and will be happy to answer any questions that you may have about the coalition's project.

Laurie Koburger

Department of Elder Affairs Representative

Below is information that Ms. Koburger prepared summarizing three communities that she researched. Boulder actually has a video of how they became a bike friendly community.

City	Noteworthy Features	Funding and other Resources Aiding Implementation
Davis, CA	City residents voted to get rid of public school busses many years ago, so many children walk or bike to school. There is a comprehensive local bike map. It is distributed throughout the city, university and local bike shops. The community lowered the fines for cycling offenses to encourage police officers to increase enforcement. The local police officers give always blinking rear lights to people who don't have them. Davis has bike lanes on about 95% of all its arterials and collectors. About 17% of trips are by bike. They have a Bicycle Plan. In February 2005, the Davis City Council established the Bicycle Advisory Commission. To address bicycle issues related to education, enforcement, engineering and encouragement.	Instead of funding school busses, more resources can be allocated to issues relating to bicycling. Bikeways in Davis may be funded from the full range of financial resources available to the city. These resources include the General Fund, Construction Tax, development impact fees, redevelopment monies, Mello-Roos Bonds, and cost participation by other entities. The appropriate funding is applied to the specific project according to the program or programs to which the project belongs. Additionally, bikeway projects may be eligible for State or Federal funding when a bikeway project meets the appropriate program criteria. These funding sources include the newly enacted "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users", or SAFETEA-LU for short, a Federal program that makes funding available for bicycle projects. The State of California has also established dedicated funding for bicycle projects as well. For many years, the California Bicycle Lane Account (BLA) had provided only about $360,000 per year, statewide, for bike projects. As a direct result of lobbying by the California Bicycle Coalition (CBC), this amount was increased to approximately $1,000,000 per year in FY 1999/2000, with a sliding scale that brought it up to $5,000,000 per year by 2004, and annually thereafter. It was actually up to 7.2 million last fiscal year, but despite aggressive lobbying by CBC to keep it at this amount, it appears that it will be going back down to 5 million for the 2006/2007 BTA 006/ 007 fiscal year. To be eligible for TA

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Davis, CA		funds, a local agency must have a current bike plan (as defined in the schedule for each annual application cycle). These plans must address the elements described in Section 891.2 of the Streets and Highways Code. The account is administered by Caltrans and a local match is required. In addition to BTA Funds, another significant funding source for bicycle and pedestrian projects are the "Safe Routes to School" (SR2S and SRTS) programs, which is administered by Caltrans with funding from state and federal sources. VARIABLES IN PROJECT FINANCING AND SCHEDULING Prioritizing bikeway projects in the City of Davis involves a number of variables that include, but are not limited to the following: 1. Bikeway projects are accomplished from a variety of funding sources and combinations of funding sources. Every bikeway project does not compete for funding with all other bikeway projects. 2. Many bikeway projects are undertaken concurrent with a larger project such as a street reconstruction or widening. The priority of the more significant project often determines when a bikeway project will be accomplished. 3. Many identified bikeway projects are closely linked to, or a result of development. These projects are often not needed until development actually occurs, and construction of such projects is dependent upon funding provided by the new development. It is difficult to predict accurately the timing for these projects due to the many uncertainties inherent to the development process. 4. Occasionally, the identification, and subsequent accomplishment of a project occurs so quickly (e.g. due to safety concerns, etc), that programming the project is impractical.

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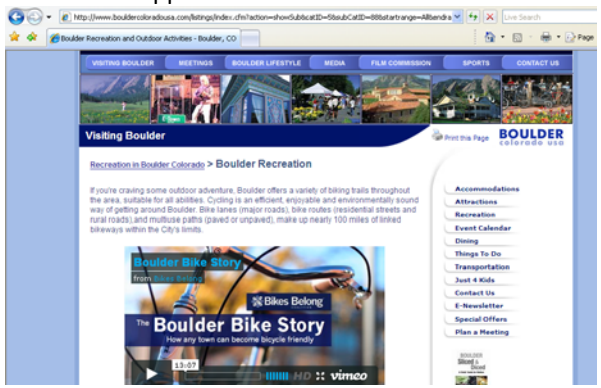
Davis, CA		In the last ten years alone, the city has spent well over 14 million dollars just on bicycle projects. The city has recently spent $7.4 million dollars completing a bicycle undercrossing of a two lane county road, six lanes of Interstate 80, and two sets of railroad tracks. The year before that, they spent $3.2 million dollars on a bicycle overcrossing of I-80 at the other end of town. Davis budgets about $100,000 per year for bike path maintenance, and has just initiated another bicycle undercrossing project of a major arterial. The community is great at trying experimental facilities such as bike detectors, signal heads and bicycle-only roundabouts.
Boulder, CO	Boulder Website includes a video on the Boulder Bike Story which depicts the development of Boulder as a bike friendly community. http://www.bouldercoloradousa.com/listings/index.cfm?action=showSub&catID=5&subCatID=88&startrange=All&endrange=All&substart=A&subend=G Since 1989, Boulder has added 1 mile of bike trail per year. The growth and development of the multi-use trails has been foot by foot, not mile by mile. Boulder has 74 underpasses for multi-use trails 95% of streets have bike lanes. The major traffic corridors are designed to work for all modes of transportation. Innovation and creativity helped create the interconnectivity of the trails. One bike lane actually goes through the Target parking lot.	Open Space Tax. Instead of building bigger roads, the community committed to move people through alternate means. In 2008, 46% of the transportation dollars went to bike related purposes. Part of the multi-use trails were developed as part of the flood mitigation system. They helped build the trail in the land associated with the creek beds. Provided flood mitigation and recreational opportunities. 

City	Noteworthy Features	Funding and other Resources Aiding Implementation
	They have both off street and on-street biking accommodations. This helps make it much more comfortable for beginning cyclists. 75% of children walk or bike to school	
Madison, WI	A Four-Year Bicycle Registration costs only $10.00 and is a good way to help protect your important means of transportation, recreation and exercise.	FUNDING One of the most important ways in which the Madison Area MPO supports bicycle transportation is through its criteria for selecting projects to be funded with Federal Surface Transportation Program (STP) – Urban funds. The STP provides flexible funding that can be used for a wide variety of transportation projects. A portion of STP funds, called STP – Urban, is designated for urban areas. Large urbanized areas (population over 200,000) such as Madison receive a direct apportionment of funds. In 2006, the Madison urban area received $6.2 million. Federal rules provide MPOs with the responsibility to coordinate and approve priority project listings for use of these STP – Urban funds. The Madison Area MPO's scoring criteria for selecting STP – Urban projects from applications submitted by local units of government in the urban area and Dane County favors multi-modal projects and those that support the region's goals of compact land use and environmental preservation. Projects that include accommodations for bicyclists, pedestrians, and/or transit users, have a high degree of multi-modal use, support compact land use, and reduce environmental impacts of the transportation system receive extra points and are thus more likely to be funded. WisDOT Policies Supporting Bicycling WisDOT has established a vision to "establish bicycling as a viable, convenient, and safe transportation choice throughout Wisconsin" bicyclists' Wisconsin and has established a policy that bicyclists needs should be considered in virtually all transportation projects. WisDOT recently adopted a Community Sensitive Design (CSD) program that reinforces this vision and calls for greater citizen participation and additional flexibility in roadway design standards. For projects designed under CSD, it is assumed that bicycle and pedestrian accommodations will be incorporated. Procedure 11-45-10 of the WisDOT Facilities

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		Development Manual indicates specifically that bicycle facilities are to be provided on state roadways when the roadway is on an officially designated bike plan or 25 or more bicycle trips a day are anticipated during the peak season and the current motor vehicle traffic volume on the roadway exceeds 1,000 vehicles a day.
Madison, WI	Registration is required by Law: City of Madison Ordinance 12.78(2) requires all bicycles used by Madison residents to be registered. Failure to do so could result in a fine and fees of around $50. City of Madison Ordinance 12.78(2)(d) requires bicycle dealers to register bicycles at time of sale.	Dane County Policies Supporting Bicycling It is the policy of the Dane County Highway & Transportation Department to provide paved shoulders (4- to 5-feet wide where possible) on all rural county trunk roadways with an average daily traffic of 1,000 vehicles or more when they are resurfaced or reconstructed. For improvement projects on county roadways through or adjacent to cities and villages, the county has a policy to share in one-half of the costs of a widened roadway section or bridge available for bicycle use. The department also supports bicycling through its “Bicycle Paths” grant program, which funds bicycle projects by local municipalities. A total of $65,000 was available in 2006. A 25% local match is required and no more than 50% of the total available funds may be allocated to any one municipality. The department also financially supports the printing of the Dane County Bicycle Map prepared by Madison Area MPO staff.
	UW requires faculty, staff, and students to register their bicycles: The UW requires all bicycles on campus to be registered with the City of Madison. The City is cooperating with UW Transportation Services to provide this service to the UW. The money paid for registrations purchased through the UW will go towards bicycle safety and enforcement on the UW campus. For more information, call 263-1034.	Congestion Mitigation and Air Quality (CMAQ) Program CMAQ was created in 1993 to encourage transportation alternatives that improve air quality. It includes efforts to enhance public transit, construct bicycle and pedestrian facilities, improve traffic flow and promote vehicle and fuel technologies that decrease emissions. Since 1993, $45.4 million in federal CMAQ awards have been invested in 70 bicycle-pedestrian facilities throughout the southeastern Wisconsin 11 county ozone non-attainment and maintenance area. Local Transportation Enhancement (TE), Bicycle and Pedestrian Facilities Program (BPFP) and STP-Discretionary (STP-D) programs
	Bicycle Parking in Madison On March 1, 1988, the Madison Common Council passed an ordinance	In Wisconsin these programs have been collectively funded under the Statewide Multi-modal Improvement Program (SMIP). The TE

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	requiring the provision of off-street bicycle parking for new developments, expansion of existing developments, and changes in use that would require additional parking. For expansions or changes in use, bicycle parking is required based only on the extra amount needed by the addition or change in use, not for the entire development. The number of bicycle parking spaces required for a development is determined by the Zoning Administrator based on guidelines included in the ordinance. Bicycle parking facilities are required in all districts, including the Central Area. The purpose of this ordinance is to provide adequate and safe facilities for the storage of bicycles. The size of each bicycle parking space is specified as at least two feet wide by six feet long with an access aisle of five feet and a vertical clearance of at least six feet. Many commonly marketed bicycle parking racks have spaces narrower than two feet, these racks are unacceptable.	program promotes projects that “enhance” the surface transportation system. There are 12 federally eligible categories, with bicycle and pedestrian categories typically making up almost two-thirds of Wisconsin projects awarded. The STP-D program funded projects such as bicycle and pedestrian facilities that foster alternatives to single-occupancy vehicle travel. Up until 1995, there was also a small Bicycle and Pedestrian Facilities Program (BPFP) that was primarily used to fund bicycle planning related activities. Funding for the STP-D program was eliminated in the 2003-05 and 2005-07 state biennial budgets. Funding for the STP-D program was revived for the second year of the 2007-09 state biennial budget, then converted to a revived and modified version of BPFP. Since 1993, $72.3 million in federal funds have been committed to 320 projects through SMIP related programs. Safe Routes to School (SRTS) Program.
Madison, WI	Walking is an important mode of transportation and is also a healthful recreational activity that is available to people of all ages and socioeconomic levels. Prevention Magazine picked the City of Madison as the number 1 "walking city" in the country for 2007. Criteria included: • Percentage of population that walks for exercise • Parks per square mile • Points of interest per square mile -Prevention Magazine.com, "The Best Walking Cities of 2007" Bike Box -- May 18, 2010 installed the first red bike box as a demonstration project. A Bike Box (or Advanced Stop Line) is an intersection design treatment that allows bicyclists to move in front of motor vehicles that are stopped at signalized or stop-controlled intersections. It consists of an advanced stop bar for motorists, a bike lane for approaching bicyclists and an attached special waiting area for bicyclists. Bike boxes are used to make bicyclists more visible at	The most recent federal transportation act, SAFETEA-LU, added a new bicycle and pedestrian program called Safe Routes to School (SRTS). The program addresses a long-term trend away from children bicycling and walking to school to being transported by car or bus. The trend has not only been part of the increasing levels of traffic congestion and air pollution, but also linked to child health and obesity problems. SRTS is an effort to reverse these trends by funding bicycle and pedestrian infrastructure, planning and promotional projects. Projects must be within two miles of a kindergarten to 8th Grade school. Unlike most federal programs above, SRTS are 100% federally funded. The first SRTS funds were used for two projects submitted with the 2006 TE applications. The first competitive statewide cycle began in 2007. The result was 49 projects funded for $4.9 million. See document "Economic Impact of Bicycling in Wisconsin. Also, City of Madison, Wisconsin Mayor's Platinum Bicycling Committee Report Making Madison the Best Place in the Country to Bicycle, April 2008. See also Funding for bicycle and pedestrian facilities in Wisconsin.

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	intersections and to reduce the risk of conflicts between bicyclists and motorists. Bike boxes have been adopted primarily in Europe, with some applications in North America. At a bike box, when the traffic signal is yellow or red, motorists must stop behind the white stop line behind the bike box. When the light turns green, motorists may move through the intersection as usual, with bicyclists going first. After about 100 feet, bicyclists have had a chance to get into their bike lane or turn and motorists will be able to pass safely. Madison already has some bike boxes, which are not colored. These bike boxes are outlined in white paint. The coloring helps drivers to be more aware of the bike box and of bicyclists on the road. It is an indication that bicyclists have rights and responsibilities on public roads, similar to other vehicle operators. Green is a popular color to use for bike boxes, but other colors may be used. In this case, Madison is piloting red as it is the exclusive color used in the Netherlands and Amsterdam, the bicycle capital of the world. Red is also a natural aggregate used in red-colored concrete and potential future use in red asphalt. The subject intersection is one of the City's busiest for bicycles and motor vehicles. It is a junction point for the Isthmus/Capital City Path and connections between downtown and the near east side.	
Madison, WI	Bike Boulevards -- a corridor where bicycles have preferential status. No through motorized traffic is allowed. A combination of signs and traffic calming devices are used to limit automobile traffic. Typically, a bicycle boulevard would have few traffic signals or sings causing the bicyclists to have to stop. Bicycles are thus provided a long linear stretch for quick and efficient travel. Bicycle boulevards tend to work best on grid street systems, where alternative parallel routes exist for motorized traffic.	

Patricia Northey

Florida Association of Counties Representative

Below are ideas provided to Ms. Northey by Chris Bowley, Growth Management Director for the City of Deltona:

- Design pedestrian facilities with the natural topography to minimize impacts to the environment. Create facility widths that vary to use the environment as enhancement/amenities. Use floodplains where possible.
- Place more money in base and sub-base on the facility, so that it lasts the test of time. Asphalt can be replaced over the years.
- Market the pedestrian facility to gain community support, prior to development. This enhances the potential for public-private partnerships for funding.
- Incorporate an "adopt-a-segment" program that corporations and businesses can pay for an maintain. This also applies to trailheads. Allow for corporate signage in keeping with facility signage.
- Think in terms of long-term maintenance. Therefore, build a simple facility that can be easily maintained over a long period of time and that maintenance is affordable in any budget period.
- Provide lots of shade and water fountains.
- Make any facility as ADA compliant as possible.
- Provide a strong quality assurance/quality control process for facility construction.

Chief Grady T. Carrick

Department of Highway Safety and Motor Vehicles Representative

Below is information that Chief Carrick was provided by Leah Walton; Pedestrian Program Manager for the National Highway Traffic Safety Administration (NHTSA) as well as information he researched from the North Carolina Department of Transportation.

Correspondence from Leah Walton

We have been working hard on developing the NHTSA Pedestrian Safety Training for Law Enforcement, a computer-based training to be used for continuing education credits (pending approval) or as a homework option in police academies.

We are in need of 30 police officers, preferably street officers, to pilot test the training. The training is 6 modules and can be completed in roughly 2 hours. We are looking for feedback on the usability of the computer-based training, any technical issues (links not working, glitches with the software) and overall impressions of the training effectiveness.

If you know of any officers or law enforcement agencies that may want to participate please email me the contact information (name, address, phone, email) of the officers as soon as possible. The pilot test period will run from August 5th – August 19th. The contractor will send the police officers the computer-based training software, forms for comments, directions, and will follow up to collect comments.

North Carolina Department of Transportation

North Carolina Department of Transportation: Safety Education (web page) located at:
http://www.ncdot.gov/bikeped/safetyeducation/default.html

The Division of Bicycle and Pedestrian Transportation (DBPT) within the North Carolina Department of Transportation is geared toward improving the safety of North Carolina's millions of bicyclists and pedestrians. This section includes information on the DBPT's current safety and education efforts and provides downloadable resource materials, guidebooks, and other handouts with key messages for children, parents, adults, teachers, and other targeted audiences.

North Carolina Department of Transportation: Safety Education Materials (web page) located at:
http://www.ncdot.gov/bikeped/safetyeducation/materials/

This web page includes safety materials and education programs that are available through the Division of Bicycle and Pedestrian Transportation. Materials are organized by the targeted age level for which they are most appropriate. Within each age level, you can find an assortment of pamphlets, handouts, tests, curriculum, information sheets, posters, videos and other miscellaneous items.

Jo Penrose

Department of Community Affairs Representative

Below is information from Ms. Penrose on best practices in bicycle and pedestrian planning from the following agencies:

- Metropolitan Washing Council of Governments, ***Bicycle and Pedestrian Plan for the National Capital Region***, October 2010, 246 pages. This plan covers the general elements of bicycle and pedestrian planning, such as level of service, design, and integrating walking and bicycling with public transit.
- Atlanta Regional Commission, ***Bicycle Transportation and Pedestrian Walkways Plan***, September 2007, 89 pages. The document introduces latent demand analysis as a method for siting bicycle and pedestrian facilities. This analysis is based on the proximity and mix of origins and destinations. These are highest in urban areas, and also in areas with a high concentration of poverty and minority communities.
- Denver Regional Council of Governments, ***Guidelines for Successful Pedestrian and Bicycle Facilities in the Denver Region***, July 2010, 20 pages. Guidelines are provided for local governments to consider in designing non-motorized transportation facilities.
- North Carolina DOT, ***Pathway to Prosperity, the economic impact of investments in Bicycle Facilities***, July 2004, 95 pages. This is a case study of the impacts of having bicycling facilities, such as greenways, available in tourist-oriented area. The research determined that the economic impact of bicycling visitors is significant. A conservative estimate of the annual economic impact is $60 million, with 1,400 jobs created/supported per year. This compares favorably to the estimated $6.7 million of federal, state and local funds used to build the infrastructure.

Thomas Hawkins, Jr.

Florida League of Cities Representative

Below is information from Mr. Hawkins on two documents related to roadway and community design.

- The first is the Institute of Transportation Engineers proposed recommended practice on Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. This document includes an important innovation in that it designates roadways based on their urban context in a community rather than based on their functional classification in the larger roadway network. This file is available at https://files.me.com/wthomashawkins/vvaspz.

- The second is the SmartCode v9.2. This document is a model land development code with two important innovations. First, it encourages community design and organization based on the transect model. As opposed to use based zoning, the transect model organizes zoning districts based on degree of urbanity. Second, the SmartCode includes standards for block size in new subdivision and development. This file is available at https://files.me.com/wthomashawkins/fgqxal.

Jim Wood

Florida Department of Environmental Protection Representative

Below is information from Mr. Wood on three examples from outside of Florida related to integrating trails into the transportation planning process.

(1) New Jersey Trails Plan (2009)

http://www.state.nj.us/dep/parksandforests/natural/trail_plan.htm

Excerpt from "Trails and Transportation" section, Chapter 3, Trails Plan Context, pages 25-32:

…With the enlightened realization and acceptance of the fact that bicycling and walking are efficient, egalitarian, healthy and non-polluting forms of transportation, there has been increasing recognition that these modes have the potential - and are used more and more - for utilitarian as well as for recreational purposes. The use of trails as a transportation alternative to vehicle use helps to reduce the state's reliance on fossil fuels and can become part of New Jersey's strategy to meet climate change objectives.

The link between trails and transportation is growing stronger, especially in New Jersey. The legislation establishing the Trails Council explicitly stipulates that the Council exists to provide guidance to both NJDEP and NJDOT. Since the Council's inception, NJDOT has participated in and supported the activities of the NJDEP Trails Program and the Trails Council. In fact, through its Pedestrian and Bicycle Program, NJDOT has provided funding for this Plan update. Since 1990, federal transportation funding legislation has provided two major funding programs for trails: Transportation Enhancements administered in New Jersey by the NJDOT, and the federal Recreational Trails Program funds, administered by NJDEP. In New Jersey, other state transportation funding programs have also been used for trails funding when it was demonstrated that these facilities could serve a "transportation" function. Given this strengthening relationship, the Plan update recognizes, accepts and promotes the dual function of trails in providing for both recreation and transportation.

(2) Tennessee Greenways and Trails Plan (2008)

http://www.tn.gov/environment/recreation/plan/gt_plan2008.pdf

Excerpt from "Alternative Transportation", pages 19-20:

Actions

1. The Transportation Enhancements (TE) Program is a key funding source for pedestrian and bicycle paths within TDOT. TDEC and TDOT should continue working together in partnership with local governments to promote the TE program.

2. The Safe Routes to Schools (SRTS) Program is a key program within TDOT to improve child safety when walking and bicycling to school. TDEC and TDOT should continue working together in partnership with local governments to promote the Safe Routes to Schools Program throughout Tennessee.

3. Include the representatives of the Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) as members of the Commissioner's Greenways and Trails Advisory Council to provide information and increase their understanding and knowledge of greenways and trails.

4. Provide technical assistance to communities on greenways and trails system planning and encourage local governments to apply for TE Program grants to develop interconnecting trail systems.

5. Partner with the ECD and the Development Districts to add greenway and trail planning as an important component of any future local government planning efforts.

(3) California Recreational Trails Act and Plan

Act: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=05001-06000&file=5070-5077.8

Plan: http://www.parks.ca.gov/pages/1324/files/ca%20rec%20trails%20plan.pdf

Excerpt from the Act:

5071.7. (a)(1) In planning the system, the director shall consult with and seek the assistance of the Department of Transportation. The Department of Transportation shall plan and design those trail routes that are in need of construction contiguous to state highways and serve both a transportation and a recreational need.

George S. Lovett

FDOT District Five Director of Transportation Development

Below is information from Mr. Lovett on three examples from outside of Florida related to integrating context sensitive design and bicycle/pedestrian planning into the overall transportation planning process.

- PENNDOT has developed a Smart Transportation Guidebook to direct the "planning and designing highways and streets that support sustainable and livable communities." This document was developed to implement change at PENNDOT to incorporate context sensitive transportation solutions (CSS). The contents of the guidebook are to be used for all projects. I understand that it has been effective to get CSS principles integrated into planning and design.

- Michigan has some pedestrian facilities on limited access facilities. I am not sure how prevalent is this practice. There is a fence to separate the bike/ped facility from the roadway. I know that Florida has a statutory provision prohibiting bike/ped features on the interstate. But, apparently, Michigan does not.

- Finally, I read an article some months ago about bike/ped facilities being added to existing roadways. Many cities and counties are working on adding this features immediately, not just waiting until the next reconstruction project. Of particular note was the fact that both Los Angeles and New York have aggressive programs to spend between $900 million and $1 billion dollars for bike lanes in the urban areas and supporting facilities (i.e., bike lockers, showers, etc). This significant commitment of funds is an effort to quickly advance bike friendly urban roadways. What could Florida accomplish with a $1 billion commitment to promote safe biking in our urban areas?