

APPENDIX D

BICYCLE & PEDESTRIAN PROGRAMS IN COMPARABLE REGIONS

D.1 AUSTIN, TEXAS

Austin has historically been ahead of the curve when it comes to bicycle and pedestrian planning. The city had bike lanes in the 1970s and developed an extensive system of greenways throughout the metropolitan region. From 1996 to 1998 Austin developed a bicycle master plan for the city that ranked streets according to their cyclist-friendliness and has enabled the community to improve and expand upon its bicycle network as road maintenance and construction occurs. The plan was mostly street-based, supplemented by the city's greenway system. Since the plan's adoption, the city has installed 1,500 bicycle racks and all of the city buses are now equipped with racks. There is now over 100 miles of on-street facilities, 18 miles of paved multi-use trails and 14 miles of unpaved. The city of Austin has hired a Bicycle and Pedestrian Coordinator and also a Bicycle Engineering Technician. As Austin has had trouble with automobiles parking in its biking lanes, these staff persons are also authorized to ticket offending vehicles.

The city currently spends over \$18 million on their bicycle and pedestrian programs and improvements annually. They have been very blessed to have a bond measure pass that earmarks \$5 million annually for bicycle and pedestrian projects through 2007. In addition, the MPO receives the maximum amount of bicycle and pedestrian funds possible from the federal government. One of the largest bicycle or pedestrian projects the city is currently working on is a sidewalk master plan. The city has established a sidewalk matrix, identifying priority sidewalks that need to be built or repaired. It has recently dedicated an entire construction crew and cement mixer to finishing necessary sidewalks that would have not or will not be built or repaired with normal site construction or redevelopment projects.

As the Texas Department of Transportation owns a number of the roads in Austin, the city has been able to partner with the TxDOT to build a number of bicycle improvements in its right-of-way. Austin is currently working with Capitol Metro to build some routes in its right-of-way and also build a bicycle trail along the proposed north-south commuter rail line on the north side of the city. Austin's proposed rail system offers a unique opportunity for an effective rails with trails facility program and the city has already been making the necessary preparations for such a project.

Because 25,000 University of Texas students ride the bus everyday to get to campus, the University of Texas has initiated a campaign to get more students to bicycle to campus. The effort includes a \$270,000 bicycle hub. This hub will be a stop on thirteen of the sixteen bicycle routes currently serving the campus. Bicyclists will be able to use the bike racks on the buses so that they can bicycle around campus once they reach the bicycle hub. In addition, the hub will offer bike parking; will rent locks, bike lockers, and checkout bicycle repair tools. It is scheduled to be operational before classes begin fall semester 2004. The university is also working to place more bicycle racks around campus and also plans to introduce bicycle parking in its parking garages.



D.2 CARY, NORTH CAROLINA

The League of American Bicyclists certified the Town of Cary, North Carolina in 2003 as one of the nation's original fourteen bicycle-friendly cities. The designation provided the impetus to launch a major educational and facilities improvement campaign. Cary used its annual bicycle improvement budget of \$330,000 to stripe 10 and sign 40 miles of routes. The community has made a commitment to making a network of its roads bicycle-friendly and to link these to their extensive system of greenway paths. The network includes wide outside lanes on a number of streets, striped bike lanes along wider roadways, sign bicycle routes, and multi-use trails.

Cary has also launched a \$20,000 educational program. This program includes a public awareness component, which features public service announcements about bicycle safety and television stories on cycling issues on local stations. The program also incorporated the annual Cary Cycling Celebration. This event had workshops on bicycle maintenance, tricks, safety and a bicycle rodeo for younger children. In addition, there was also a bicycle rodeo for younger children and road tours for all ages. As part of the program, the Town of Cary recently undertook the production of a detailed bicycle map. The map was an enormous success, with all 5,000 copies being distributed in a short period of time. The city planning department has ordered another 5,000 for distribution. For the future, Cary is planning a town-wide bicycle parking inventory this year, and hopes to solve the problem of bicycle parking area shortages in town.

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D.3 CHARLOTTESVILLE, VIRGINIA

Charlottesville finished their Bicycle and Pedestrian Facilities Master Plan in August 2003. Since that time, the city has begun working on expanding its on-street and off-street bicycling and walking facilities. The 2003 Plan recommended a number of changes including adding paved shoulders and bicycle lanes to many of the streets. It also recommended that current multi-use trails be linked to one another and also to the on-street bicycling network.

The city and the Charlottesville Area Bicycling Alliance (CHABA) have also experimented with mixed results at providing a yellow bikes program. The program consisted of a number of specially designated (yellow) bicycles and bicycle racks throughout the city, which could be used by any citizen. The program was run on the honor system and the fact that the bicycles were so obviously designated. The Dave Matthews Band who has supported the yellow bike concept provided start-up money of \$5,000. However, the program ran into theft issues and also problems with keeping the bicycles properly maintained. Charlottesville is currently working to revamp the program, making it more of a checkout system.

Charlottesville is nationally known for two pedestrian/bicycle amenities: their extensive privately-funded greenbelt trail system and their historic downtown pedestrian mall. The pedestrian mall was built in 1976 on East Main Street. The mall currently includes 130 shops and 30 restaurants and has been a major boon to the downtown area. The success of the mall is in large part attributable to the close proximity of the University of Virginia and Charlottesville's popularity as a major tourism destination for Thomas Jefferson's home, Monticello. However, the pedestrian mall's success is due in large part to careful planning and implementation of the project. The downtown area includes destination centers such as frequent concerts and events, hotels, and the University of Virginia. Reasonably priced parking is also readily available as is a free trolley from the University. All of this creates a vibrant street life, complete with street performers, outdoor cafes and art exhibits. The mall is within cycling distance from the University and provides a safe pedestrian connection through a portion of downtown.



Also nationally renown is Charlottesville’s greenbelt trail system, the Rivanna Trail, which now encircles the city completely and is nearing completion. Operated by the Rivanna Trail Foundation, the trail is mostly unpaved and passes over a number of privately owned properties. The greenbelt functions not only as a wonderful recreational amenity, but also as a potential transportation route for those wanting to walk to work or shopping in safety. The trail was recognized as a National Recreation Trail in 2002, which could mean federal funding for the project in the future. Although one of the best urban trail systems in the nation, the route is not yet completed and most is not open or easily usable for bicycling.

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D.4 CHATTANOOGA, TENNESSEE

Chattanooga has aggressively pursued implementing their bicycle and pedestrian plans with the backing of supportive Mayor Bob Corker. Since the Urban Areas Bicycle Facilities Master Plan was approved in 2002, the metropolitan area has recently striped thirty miles of bicycle lanes and has added bus racks to the entire fleet of city buses. The city has added forty bicycle racks downtown to encourage commuters to bike to work. The bicycle plan details levels of priority for all proposed bicycle facilities improvements. The plan has also led to the city’s current process of inventorying all the roads and their level bicycle-friendliness. The level of spending on pedestrian and bicycle improvements is not set, but it depends on the current administration and on the number of projects proposed annually. Last year the League of American Bicyclists recognized Chattanooga’s efforts certifying the city as a bicycle-friendly community.

In addition to facilities improvements, the city has initiated a bicycle safety and awareness effort. All Bike Task Force members have been certified as instructors by the League of American Bicyclists and are now training employees at major employers in the area so that they can train their coworkers in bicycle safety and technique. The city has also kicked-off Bike2Work Summer –a program to encourage downtown commuters to bicycle to work. The program has special events each Friday, prizes and a bicycle buddy program.

Perhaps the most important part of Chattanooga’s bicycle plan has been creating a culture of bicycle planning. The city has institutionalized the process of including bicycle transportation in each aspect of its planning process. This enables the city to take advantage of road construction projects and use them as opportunities to better the bicycle path network. However, of the ten Chattanooga metropolitan municipalities, only Chattanooga and Red Bank have worked on their bicycle networks. The other municipalities have waited for Tennessee’s upcoming multimodal plan, hoping for state money for bicycle facilities improvement projects.

Initiated by Mayor Bob Corker, Chattanooga has extensively redeveloped its downtown waterfront area, building a twelve-mile paved and extensively landscaped Tennessee Riverpark Riverwalk trail. The entire trail is handicapped accessible and includes the longest pedestrian bridge in the world. This greenway project has lead to the development of a massive greenway development plan for the city. A number of projects are currently underway that will combine to create a greenway system linking the downtown Riverwalk with large areas of the metro area. Multipurpose North Chickamauga Creek and South Chickamauga Creek Trails will eventually connect a number of residential areas to downtown as soon as all right-of-ways can be purchased. These two trails are to be ten feet wide asphalt multipurpose trails. The cost for the asphalt trails is currently estimated at \$200,000 per mile versus over \$1 million per mile for the Riverwalk. A separate one-mile multipurpose trail, University Greenway, will connect downtown and the riverwalk greenway to an elementary school and the university. The trail will only cost between \$1.5 million and \$2 million and is expected to be a very popular

transportation alternative to driving in downtown traffic. The city of Chattanooga has contracted with the Trust for Public Lands to help it acquire the necessary land and easements for all the proposed greenways.

Chattanooga Greenways Program: http://www.tpl.org/tier3_cd.cfm?content_item_id=1179&folder_id=670

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D.5 GAINESVILLE, FLORIDA

The City of Gainesville has had a large number of successful projects and has received both statewide and national recognition for their bicycle and pedestrian facilities improvements and programs. This past year the League of American Bicyclists awarded the silver designation to the city for its efforts. Local leaders also signed an action plan committing to supporting bicycling within city policies. The city has been recognized for its success with the Florida program “Share the Road” which promotes bicycle awareness through various media outlets, and by Bike Florida, Inc., which has held a number of its annual bike rides through the city. FDOT granted Gainesville a 402 Grant to print bicycle maps for the city. They are currently reapplying for this funding to update and reprint the map.

The MTPO recently amended its Bicycle Master Plan with the adoption of the Alachua Countywide Bicycle Master Plan Addendum in June 2004. Current city policy is to add either bicycle lanes or off-street paths on all new roads as much as possible. A number of streets already have in-street bike lanes. In addition, because much of the city is under a Transportation Concurrency Exception Area (TCEA), new development in this area must improve multimodal transportation. Because of this, the center of the city has seen a lot of new sidewalk construction where there was none. They have also seen a number of new bicycle trails built because of these requirements. Both the City of Gainesville and Alachua County’s current policies require installation of bike, pedestrian and transit shelter facilities as requirements/mitigation for various development projects.

Gainesville also has an extensive trail system that is regional in its vision. Routes primarily in urban areas such as the Downtown Connector Trail that links to the Hawthorne-Gainesville Trail are traveled by a number of commuters, because these two trails as well as several others run close to the University of Florida and Shands Hospital, both major employment centers in the region. The city has recently set up a committee that is looking at connecting all of the trails on a regional basis. The next two major projects are the Archer Road Rail/Trail and the Hull Road North Extension Bike/Ped Trail.

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D.6 MADISON, WISCONSIN

Madison, Wisconsin is one of the most progressive communities in the United States when it comes to bicycle and pedestrian transportation. The community devotes enough money each year to employ two full-time bicycle safety and promotion coordinators. Dane County also devotes 2.5 percent of its \$800 million budget for pedestrian- and bicycle-related projects. Local neighborhood plans have gotten increasingly more detailed in their inclusion of pedestrian and bicycle needs. The MPO is currently working on consolidating all of these neighborhood pedestrian and bicycle plans into a grid network of routes. Over time these neighborhood plans have become more and more detailed and are becoming the building blocks for planning comprehensively. The MPO expects that since the



neighborhood plans area featuring more detailed pedestrian and bicycle planning, this will in turn lead to better access to neighborhoods and foster connectivity for cyclists and pedestrians across the city.

A populace that supports alternative forms of transportation makes much of this possible. In the central core census tracts of Madison, 30 percent say they walk or ride as their primary means of transportation to and from work. This percentage increases closer to the University of Wisconsin campus, where 65 percent of residents consistently walk or ride. These residents work closely with the city to improve bike pathways through the Bicycle Federation of Wisconsin (BFW). The BFW has partnered with Dane County to apply for federal funding offered under an ISTEA transportation enhancement grant for bicycle safety programs targeting college and middle school students and bicyclists. This powerful advocacy group is also currently working with the city to add a system of informational and wayfinding signage to the city's bicycle pathway network. According to BFW, this program is the first of its kind in the nation in that it is more than the usual directional sign system. The system includes a number of kiosks placed at important locations along Madison's extensive bike path system. These will include directional information, a local map, directions to local businesses, and cyclist etiquette tips.



Final design for Madison's new pike path informational kiosk system http://www.bfw.org/new_bfw/projects/frame%20with%20icon.jpg

The City has also recently experimented with much success using in-street "yield to pedestrian" signs. The signs are placed in the road itself in order to make motorists more aware of the possibility of needing to stop for a pedestrian. The signs are uniquely designed to be driven over by cars and not be damaged. They are made out of high impact plastic and will reorient back to the correct direction of traffic after having been impacted. The city has placed the yield signs at popular pedestrian crossings and has seen a significant increase in pedestrian safety.



In-street yield sign in Madison at a popular pedestrian crossing <http://www.walkinginfo.org/rd/devices.htm>

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D.7 ORLANDO, FLORIDA

Orlando, Florida was rated the worst city for bicycling in 1990. The city determined to improve its bicycle infrastructure significantly, and by 1993 had a Bicycle Master Plan. Eleven years after receiving such an undesirable designation, Orlando had 148 miles of bicycle facilities with plans to have 227 by the year 2006. In addition, the city agreed to spend \$11.7 million on facilities improvements through 2010. Most of the bicycle improvements undertaken so far consist of narrowing streets to ten or eleven feet per lane to accommodate bicycle lanes. Each road-resurfacing project is considered an opportunity to improve the bicycle transportation network. In addition, the city requires that all new developments have a proportional amount of bicycle racks for those living or working there.

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D.8 HONORABLE MENTIONS

- Raleigh, North Carolina. Raleigh completed their initial bicycle plan in 1991. They are currently still working on their plan and developing future projects. The community has 40 miles of trails and three miles of bike lanes. The city does not employ a full-time bicycle coordinator. Contact: Kenneth Withrow 919-807-8513.
- Duval County, Florida. Duval County is a major success story for bicycle education programs in Florida. Contacts: Judy Hitzing: 904-720-1670 or hitzing.j@educationcentral.edu; Paul Streeter: 904-390-1407 or streeter@educationcentral.org.

