

Changes made August 31, 2010

Poster Session A

Tuesday, September 14, 3:15 PM – 4:00 PM

Wednesday, September 15, 9:30 AM – 10:15 AM

Campaigning for Complete Streets

Advocates are increasingly working toward complete streets policies to improve their communities' mobility, safety, and livability. This poster features the Indiana campaign that tied interest in bicycling and walking to the goals of public health organizations and vulnerable road users. The poster will explore strategies and methods to build support for complete streets, develop policies, overcome barriers, and ensure accountability

Authors:

Stefanie Seskin, National Complete Streets Coalition

Kim Irwin, Alliance for Health Promotion

Irene Wegner, AARP Indiana

Quantifying Non-Motorized Demand – A New Way of Understanding Walking and Biking Demand

Many factors influence one's decision to walk or bike when making a trip. Currently there are limited models available to quantify the demand for walking and biking. The first of its kind nationally, the Non-Motorized Demand Model has been used to estimate demand spatially for up to eight types of walking trips and five types of bicycle trips in two urban areas in Tennessee

Authors:

Jeff Hammond, RPM Transportation Consultants

Preston Elliott, RPM Transportation Consultants

Let's Look at a Pilot (NTPP)

Much has been said and written about the Nonmotorized Transportation Pilot Program. Now let's take a look and listen at what the program has accomplished in Columbia, Mo., Marin County, Calif., Minneapolis, Minn., and Sheboygan, Wisc. Representatives from the four Pilot communities will show their stuff: maps and plans, before and after photos, promotional videos, radio jingles, materials, and shots of politicians on bike. Anecdotal patten on the Pilot experience will accompany the show

Author:

Marianne Fowler, Rails-to-Trails Conservancy

The Active Community Transportation Act of 2010

H.R. 4722, the Active Community Transportation Act of 2010 ("ACT Act"), was introduced on March 2 by Rep. Earl Blumenauer (D-Ore.). The bill would establish a competitive grant program for communities to complete gaps in their active transportation networks, enabling residents to shift from driving to walking and bicycling for some short trips. Come learn about the status of the legislation, its history, and what you can do to help ensure its success.

Authors:

Kartik Sribarra, Rails-to-Trails Conservancy

Marianne Fowler, Rails-to-Trails Conservancy

Design Guidelines for Accommodating Bicycle and Pedestrian Travel

This poster will present several approaches that have been followed by public entities to develop roadway design guidelines that are intended to accommodate bicycle and pedestrian travel. These include guidelines developed by New York City, New Jersey DOT and Abu Dhabi (UAE).

Authors:

Bill Feldman, The RBA Group
Michael King, Nelson/Nygaard
Michael Flynn Director, NYCDOT

Community Erosion: How Traffic Flows Like Water

The culture of transportation planning is evolving from moving traffic to building and serving livable communities. The concept that traffic, like water, flows along the path of least resistance is a common analogy. This presentation takes that comparison several steps further by illustrating the many parallels between unhealthy stream bank erosion resulting from high velocity water flows and the erosion of community that occurs along high speed arterial streets.

Author:

Brian Hagerty, Stantec Consulting Services

Seattle-ize Seattle First - Examining a New Clash of Cultures and Values

Copenhagen's bicycle programs is generating a desire for change across the US - yet changing our streets requires understanding the local context of projects. We'll examine current projects in Seattle settings and discuss how a debate on the culture of our streets is shaping three local projects - a trail crossing project near Microsoft, a Seattle street/park conversion, and "lessons learned" in the implementation of more innovative elements of the Seattle Bicycle Master Plan

Author:

Phil Miller, SvR Design Company

Seattle Pedestrian Master Plan: Health and Equity in Outreach and Prioritization

Goals of the Seattle Pedestrian Master Plan are safety, equity, vibrancy, and health. The plan was developed in collaboration with a citizens' advisory group, inter-agency team, and focus groups. A data-driven methodology was developed to prioritize locations for improvements based on demand (vibrancy), equity (socioeconomic/health factors), and corridor function (street types). The plan includes policy analysis, project and programmatic recommendations, and performance measures.

Authors:

Amalia Leighton, SvR Design Company
Jennifer Wieland, Seattle Department of Transportation
Daniel Goodman, Toole Design Group

Whatcom Smart Trips, Socialdata, and Individualized Marketing

European rates of cycling in a U.S. City - without building cycle tracks? Yes! Your small city can afford to do what Bellingham, Washington did: double bike mode share without a big construction budget. Socialdata invented Individualized Marketing to change transportation behavior by creating a true dialogue with individual people. It

works in the Netherlands and it works here. Whatcom Council of Governments presents exciting results from their 2008 project

Authors:

Ellen Barton, Whatcom Council of Governments
Mary Anderson, Whatcom Smart Trips

Parklets and Bike Corrals: Getting More Out of Your Parking Lane

Portland and San Francisco are experimenting with the removal of curbside auto parking to improve pedestrian's and bicyclist's experience along commercial corridors. This poster describes Portland's successful partnerships with business communities to swap out curbside parking for on-street bicycle parking corrals. It also elaborates on San Francisco's new "Parklets", which extend the sidewalk into the parking lane by building a platform for cafe seating, public seating, and landscaping.

Authors:

Sarah Figliozzi, City of Portland
Andres Power, City & County of San Francisco

The Louisville Experience: Planning an Intermodal Center

Overcoming some of the primary barriers to the use of bicycles and small electric vehicles as transportation is the purpose of multimodal transit centers. Developing these facilities is a simple, manageable place to begin a community's multimodal transportation program. The poster session shows the steps Louisville took to fund, assess, and design their Intermodal Center from the point-of-view of the project team, consisting of agency officials, architect, and Bikestation.

Authors:

Andrea White-Kjoss, Mobis Transportation/Bikestation
Dirk Gowen, Louisville Metro Government
Mark Trier, JRA Architects
Colin Drake, JRA Architects

Pedestrian and Bicycle Plans for Northern Climates

How do snow, cold weather, road salt and sanding, and other normal condition in northern climates influence the development of local, regional, and state bicycle and pedestrian plans? Hear how states and communities from Alaska to Maine have developed bicycle and pedestrian plans that are appropriate for their northern locations, with specific case studies from Anchorage, Alaska; and the Bangor, Maine MPO.

Authors:

Jim Donovan, Broadreach Planning & Design
Lori Eddie Schanche, City of Anchorage, AK

Bike / Ped Organizing 101 – So You Want to Start a Bike and/or Pedestrian Organization?

It takes special people to form a bicycle/pedestrian advocacy organization. It's a calling that presents many opportunities, but poses plenty of challenges, as well. With the mission to help create, strengthen, and unite bike/ped organizations, the Alliance for Biking & Walking has worked with nearly every grassroots organization across the country, including several new organizations during their formation. Get guidance and advice based

on the Alliance's 15-year track record to avoid common pitfalls and build a strong organization that can transform your community.

Authors:

Jeff Miller, Alliance for Biking & Walking
Mark Wyatt, Iowa Bicycle Coalition
Kassie Rohrbach, Walk Oakland Bike Oakland

Median Bike Paths in the USA- Can they Work?

Successful examples of median bike paths both abroad and in the United States will be displayed. The major concerns about such facilities will be identified and the presenters will describe how these can be overcome with effective design. The resulting bike path is appropriate for cyclists of all ages and abilities, and is free of right-turning vehicle hazards, bus stop conflicts and other common conditions on American roadways and is far superior to the more common "side path".

Authors:

Michelle DeRobertis, Valley Transportation Authority
Michelle Mowery, City of Los Angeles

Use of the "Three-Legged Stool" to Build an Active Transportation Network

Elected officials, local government staff, and independent advocates form a powerful and stable "three-legged stool" which can achieve transformative change. In Columbia, MO, five-term Mayor Darwin Hindman, public health coordinator Stacia Reilly, and advocate Ian Thomas of the PedNet Coalition provide a case study. Successes include complete streets legislation, a model SRTS program, a \$22 million federal Non-Motorized Transportation grant, and a Bicycle Friendly Communities award.

Authors:

Ian Thomas, PedNet Coalition
Mayor Darwin Hindman, Columbia, MO;
Stacia Reilly, Columbia/Boone County Dept. of Public Health and Human Services.

Advancing Walkability through Neighborhood Action

This presentation will describe 1) the elements of FHWA's A Resident's Guide For Creating Safe and Walkable Communities, 2) how communities have implemented the Guide in diverse settings, 3) the challenges, success stories, and lessons learned from their resident-driven actions to improve walkability, and 4) what additional resources are needed to build successful community-based programs

Author:

Laura Sandt, Highway Safety Research Center, Pedestrian and Bicycle Information Center

Engineering a Neighborhood's Transportation Future

Wicker Park and Bucktown (WPB) are two intersecting neighborhoods located on the northwest side of Chicago. WPB, with Sam Schwartz Engineering, conducted a Master Plan that included a wealth of community input and recommendations that will continue to distinguish WPB as being Chicago's premier non-motorized transportation neighborhood.

Authors:

Carolyn Helmke, Active Transportation Alliance
Todd Fagen, Sam Schwartz Engineering
Jamie Simone, Wicker Park Bucktown Chamber of Commerce

North Carolina Bicycle and Pedestrian Planning Grant Program

NCDOT's Division of Bicycle and Pedestrian Transportation and Greenways Incorporated (a private consulting firm) will describe the North Carolina Bicycle and Pedestrian Planning Grant Initiative. Come and learn about the program, how it operates, what techniques are being used, and what towns are accomplishing to make their communities more pedestrian and bicycle friendly

Authors:

Todd Peterson, Greenways Inc.
Matt Hayes, Greenways Incorporated
John Vine-Hodge, North Carolina DOT, Division of Bicycle and Pedestrian Transportation

Affecting Change: Lessons Learned in Changing the Bicycle and Pedestrian Legislative Framework

The legal and policy framework in states and communities are often found to be rigid and slow to change. This session will review the historical evolution of bike/ped law and will provide insights into changing it. Legislative change can also have unforeseen consequence. If you passed a law did you get what you want? Was it enforceable? This session will provide a retrospective on lessons learned on NJ's recently adopted pedestrian safety bill and its historical underpinnings.

Author:

Ranjit Walia, Alan M. Voorhees Transportation Center

Portland Oregon's Bicycle Plan for 2030

Portland's City Council recently adopted the Portland Bicycle Plan for 2030, which is intended to create a world-class bicycling city. The plan targets new riders who are 'interested but concerned' about safety by strengthening city policies, establishing a dense bikeway network, experimenting with new bikeway types and focusing initially on implementing bicycle boulevards and other "low-stress" facilities. These and other elements will be presented by the plan's principal architects.

Authors:

Ellen Vanderslice, City of Portland
Roger Geller, City of Portland

If We Build It, How Many will Come?

One of the most important questions being asked by communities is how many people will use a bicycle or pedestrian facility if it is built. A major portion of Florida's recent Conserve By Bicycle and Pedestrian Study was the development of a method to predict the number of users who would use bike and ped facilities for recreation and/or utilitarian trips. This presentation discusses the methods, results, and tools developed to address the question, "If we build it, how many will come?"

Authors:

Theo Petritsch, Sprinkle Consulting, Inc.
Dennis Scott, Florida DOT Ped/Bike Coordinator

Cycle Zone Analysis - Evolution of the Model and Lessons Learned

Cycle Zone Analysis was originally developed in Portland to assess existing cycling conditions, determine cycling potential, and identify strategic investment opportunities in cycling. The tool has since been applied in a number of cities and regions of all sizes throughout the United States and Canada. Learn about the evolution of this powerful analysis tool, lessons learned through, and how this can be applied in your community.

Authors:

Brian Patterson, Urban Systems Ltd.

Kim Vorros, Alta Planning + Design;

Denver Igarta, City of Portland, OR

Tallulah Falls Railroad Trail and Greenway: Linking Communities Growing Economies

Our Georgia Mountains abounds with unique variety of historic downtowns, museums, and natural areas that are strewn across the map with no extensive non-motorized link to tie them together. This discussion will present the importance of Georgia's mountain railroads with the majority of focus placed upon the Tallulah Falls Railroad's historical context and how its endearing legacy is generating support for widespread bicycle/pedestrian trail planning and development.

Authors:

Chip Wright, Georgia Mountains Regional Commission

Stephanie Harmon, Middle Georgia Regional Commission

Encouraging Austinites to Arrive by Bicycle

While Austin may be known for its green living, live music, and being "weird," only 1% of its residents commute to work by bicycle (American Community Survey, 2006). In order to encourage more Austinites to bike to work, the City of Austin has focused on beefing up its encouragement efforts by incorporating encouragement into each of the four other components of bicycle-friendly policies: enforcement, evaluation, engineering, and education. By focusing on audience-based marketing and creative methods for outreach, the City of Austin wants its residents to know that bicyclists are not second-class citizens and that they are encouraged to use bicycles as a mode of transportation.

Author:

Nadia Barrera, City of Austin, TX

Pedicabs in America

Cities built for pedestrians and bicyclists assume everyone is capable of walking or biking. Many people are at times inconvenienced by walking or riding a bicycle. Cycles they are able to "ride" but don't have to pedal are a convenient alternative. These are pedicabs. Pedicabs are becoming more prevalent in American and European cities. This presentation will cover the history and prospects for the use of pedicabs in modern cities, and the vital role they serve for the mobility impaired.

Authors:

Steve Meyer

Peter Meitzler, past president of the New York City Pedicab Owners Association

Roadway Intersection Characteristics and Pedestrian Crashes

Pedestrian crash data and pedestrian volume estimates were used to analyze pedestrian crash risk at 81 intersections along arterial and collector roadways in Alameda County, California. There were more pedestrian crashes at intersections with more right-turn-only lanes, more non residential driveways within 50 feet, more commercial properties within 0.1 miles, and more children living within 0.25 miles. There were fewer pedestrian crashes at intersections with raised medians.

Author:

Robert Schneider, University of California-Berkeley SafeTREC

Quantifying the Cycling Benefits of "Green Wave" Traffic Signal Modifications

A "Green Wave" is a traffic signal modification that accommodates bicyclists' progression to minimize lost momentum and delay at signalized intersections. This study shows the effects of this innovative bicycle facility enhancement on bicyclist speed and travel time in San Francisco. Green Wave design and implementation considerations are also addressed.

Author:

Luis Montoya, San Francisco Municipal Transportation Agency

CHCNGA/TPO Evaluation and Response to the Chattanooga Climate Action Plan

This presentation serves as the CHCNGA/TPO's response to the Chattanooga Climate Action Plan. A Peer Cities Review was conducted to be able to gauge how Chattanooga matches up with similar Southeastern cities concerning reducing greenhouse gas emissions. Parking amenities, transit, and sidewalk information were researched for each peer city. Potential actions that were made in the Chattanooga Climate Action Plan for the Transportation recommendations are further explored and expanded.

Author:

Betsy Shutters, Chattanooga Hamilton County Regional Planning Agency

Realizing the Bikestation DC

Planning and implementing a bicycle parking facility at a multi-modal center in the Nation's capital. The poster will describe the planning, design and implementation of the Bikestation DC at Union Station. Bikestation Washington, D.C., which houses over 100 bicycles in 1,600 square feet of free-standing modern glass and steel design provides secure bike parking for members. The facility also provides a changing room, lockers, bike rental, bike repair and retail sales.

Author:

Chris Holben, DC Department of Transportation

Assessing the Health Impacts of Driving on our Communities: A Case Study from San Francisco

The San Francisco Department of Public Health, in collaboration with an interdisciplinary research team and community stakeholders, is conducting a health impact assessment of a proposed policy to charge a fee to drive in certain areas of San Francisco, California. We will describe our framework, methods and preliminary findings, including our approaches to estimating policy impacts on walking, biking, air pollution, noise, and traffic injuries, and implications for policy recommendations.

Author:

Megan Wier, San Francisco Department of Public Health

Poster Session B

Wednesday, September 15, 3:15 PM – 4:00 PM

Thursday, September 16, 9:30 AM – 10:15 AM

Predicting Non-motorized Trips at a Regional Level

Louisville (KY) Metro Government recently pioneered the use of corridor-based bicycle and pedestrian trip prediction techniques to ultimately support CMAQ and Transportation Enhancement fund expenditures. Numbers of bicyclists and pedestrians were predicted for each segment of an extensive study network, based on the characteristics of the segments and their surrounding areas, as part of Louisville Metro's bicycle and pedestrian master planning process.

Authors:

Dirk Gowin, Louisville Metro Government

Theo Petritsch, Sprinkle Consulting, Inc.

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Author:

Marianne Fowler, Rails-to-Trails Conservancy

The Active Community Transportation Act of 2010

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Authors:

Kartik Sribarra, Rails-to-Trails Conservancy

Marianne Fowler, Rails-to-Trails Conservancy

Complete Streets Experience in the Atlanta Region

Metro Atlanta is taking first steps towards complete streets, and this poster session will highlight examples of local and regional efforts from the City of Decatur and ARC. The City of Decatur uses several tools including Street Typology, Multi-modal LOS and latent demand scores. ARC is integrating the principles of complete streets through Lifelong Communities program, Livable Centers Initiative and implementation of 2007 Regional Bike Ped Plan.

Authors:

Lyugov Zuyeva, Atlanta Regional Commission

Amanda Thompson, City of Decatur, GA

Bicycle Parking Best Practices What, where, and how much bicycle parking is needed?

The Association of Pedestrian and Bicycle Professionals has released the Bicycle Parking Guidelines, 2nd Edition, exhaustive state-of-the-practice guidance for all things bicycle parking. Former City of Oakland, CA staff help answer the “how much” question with research into bike parking requirements and parking rates. City of Chicago staff describe the program that has allowed them to install over 12,000 racks citywide.

Authors:

Eric Anderson, City of Berkeley, CA
Jennifer Donlon, Alta Planning + Design
Christopher Gagnon, City of Chicago DOT Bicycle Program

Success Strategy for Non-Infrastructure TE Project

This poster will outline AlaBike projects including the hurdles encountered to gain approval of a non-infrastructure DOT Transportation Enhancement (TE) grant. By documenting the step-by-step progression that was recently followed in Alabama, noting the difficulties and resolutions from several points of view, the viewer may learn from our experience, what type of non-infrastructure projects state DOTs can fund.

Authors:

Janie Miernik, Alabama Bicycle Coalition
Jo Somers, PE, City of Huntsville, AL

Bikeway Priority Index (BPI) - An Objective GIS-Based Tool To Assess Investments

The Corporation of Delta is a suburban community in Metro Vancouver, BC. Delta's Bicycle Master Plan includes approximately 180 km of planned bicycle routes, which would require significant time and money to complete. To help staff and politicians prioritize investments in cycling infrastructure, they required an objective, systematic tool that they could use on an ongoing basis. This presentation describes the methods and results of the GIS-based Bikeway Priority Index.

Author:

Brian Patterson, Urban Systems Ltd.

Maximizing Mobility Options - First & Last-Mile Strategies

The purpose of this presentation is to identify cost-effective strategies to increase transit use and reduce automobile trips in the City of Los Angeles. The study focuses on strategies that help to enhance overall mobility and solve what are known as “first mile/last mile” barriers. The difficulty of traveling to and from one's "front door" and the nearest rail/bus stop is often challenging due to geography, street network, and car culture.

Author:

Adina Ringler, Nelson/Nygaard Consulting Associates

Bring SRTS Programs to Scale with a Training Workshops and Mini-Grants Program

Poster will present a model for disseminating Walking School Bus program “best practices” through training workshops combined with mini-grants. The model was tested in 2009, when Missouri's SRTS office and PedNet coordinated ten one-day workshops and awarded 18 mini-grants worth a total of \$25,112. The return on this very modest investment will be presented – a truly staggering SRTS benefit in terms of events, programs, infrastructure improvements, and community support.

Authors:

Ian Thomas, PedNet Coalition

John Schaefer, PE State of Missouri Safe Routes to School (SRTS) Coordinator

Squeezing Bike Lanes Into Narrow Streets

Philadelphia has over 200 miles of streets with bike lanes plus many trails, but few bicycle facilities extend into Center. To extend the bicycle network to where most attractions are located, the city removed a traffic lane from each of two 26' wide one-way streets and added a bike lane. Our analysis demonstrated that the lane reduction had little impact on motor vehicle traffic while greatly improving bicycle LOS.

Author:

Charles Carmalt, City of Philadelphia

Greenville Hospital System Swamp Rabbit Tram Trail - Creating a Healthy Community

The Swamp Rabbit Trail is a 20+ mile shared-use path that runs along a rehabilitated railroad bed, is flanked by endangered species and wetlands, crosses multiple jurisdictions, and connects destinations formerly only accessible by a 30 minute car trip. Learn how Ty Houck, Director of Greenways for the Greenville County Recreation District, pooled resources together to effectively market and promote the trail, coordinate with other municipalities, and build a sustainable-model trail.

Authors:

Ty Houck, Greenville County Recreation District

Brian Graham, Greenville, SC

Blake Sanders, ASLA

Multimodal Trip Planners: Using Online Technology to Promote Walking and Biking

This poster session will focus on interactive online trip itinerary planning utilities for walking and biking. While major commercial online mapping services focus primarily on driving, there is growing demand for routing utilities for non-motorized travel. This presentation will feature work being done by open-source software developers to create online utilities for walking and biking, and how these products can be deployed at low cost in local communities.

Author:

David D. Emory, AICP is urban planner and advocate based in Atlanta.

Neighborhood Parks and Active Living - Predictors of Park Use

This study examines predictors of park use among adults in Atlanta, GA from a public health perspective. Park users report higher levels of physical activity, which includes walking and biking, than non users. Interventions such as improving perceptions of park safety and programming and facilities that are accessible to diverse users, including those with health conditions, may increase park use and thus physical activity.

Author:

James Dills, Centers for Disease Control and Prevention

Bicycling as Transportation on Federal Lands: Case Studies from New York and Oklahoma

This poster presentation will describe the promotion of bicycling for transportation (as opposed to recreation) on federal lands. Charlotte Burger (U.S. DOT, Volpe Center) will describe the Paul S. Sarbanes Transit in Parks Program. Case studies that highlight recommended bicycle interventions at the Gateway National Recreation Area (NY), and the Wichita Mountains Wildlife Refuge (OK) will be discussed as a means to connect communities and public lands through non-motorized travel.

Author:

Charlotte A. Burger, U.S.DOT/Volpe Center

How Do Cyclists Perceive Sidepaths?

This presentation presents the results of a Florida Department of Transportation study to quantify how bicyclists perceive the level of accommodation (LOS) of shared use paths adjacent to roadways, sometimes called "side paths". The result of this effort was a user validated model that can be used to compare the level of accommodation perceived by cyclists on side paths as compared to on the roadway.

Author:

Theo Petritsch, Sprinkle Consulting, Inc.

DC Experience with the Rectangular Rapid Flashing Beacon and HAWK Hybrid Pedestrian Signal

In the last two years the DC Department of Transportation has installed a HAWK Hybrid pedestrian signal and a Rectangular Rapid Flashing Beacon (RRFB) at uncontrolled marked crosswalks to improve pedestrian safety and access. This poster session will present research and observational study data on the performance of these two new devices.

Author:

George Branyan, DC Department of Transportation

Measuring, Mapping, and Advocating for Walkability with the Pedestrian Environment

The Pedestrian Environmental Quality Index (PEQI) is an observational survey which quantifies physical street and intersection factors that affect walking. The San Francisco Department of Public Health designed the PEQI to be accessible to community members, and to facilitate mapping the data to inform pedestrian planning needs. The PEQI has been used around the country for planning and local advocacy efforts; this presentation will share three unique case studies.

Author:

Cyndy Scully, San Francisco Department of Public Health

Guiding Metropolitan Growth through Development Economics

This presentation contains insights into the motives of the development community and how those motives can be used to guide the development of more sustainable communities. It discusses two major points: How do you get developers to develop where and how you want them to? What are the real transportation costs and economic impacts of developing beyond the urban area?

Author:

Bruce Landis, Sprinkle Consulting, Inc.

Developing Suburban Multi-modal Transportation Plans 101

Learn how to develop a non-motorized, multi-modal transportation plan for your suburban community. This session will cover the basics of constructing a plan including the key components in plan, how to engage community members and municipal leaders, how to gather the necessary data from residents and in the field, and how to transform your hard work into a living document. The presentation will draw from planning experiences throughout the Midwest.

Author:

Katie Tully, Active Transportation Alliance

My CEO Rides A Fixie: Leveraging the Private Sector to Create a Better Community Through Bicycling

We all know that bicycling is a low-risk, high-return investment—but do our business leaders? This presentation will highlight success stories in catalyzing strong business support for mainstreaming a community of bicycling. We'll pull back the curtain on Cascade Bicycle Club's popular commute challenge, illustrate lessons from the Green Bike Project and show how Cascade's Bike Business Forum has built business support for a regional bicycling agenda.

Author:

John Mauro, Cascade Bicycle Club

Sharing Electric Bikes-Proof of Concept on UT-Knoxville Campus

Bike sharing systems and electric bikes (e-bikes) have independently gained popularity over the past several years, each addressing separate barriers to bicycling. This study investigates a proof-of-concept e-bike sharing system on University of Tennessee-Knoxville's campus. The study focused on overcoming technical and operational challenges unique to a shared e-bike system, particularly range and battery recharging issues. This study also investigates the market for such a program.

Authors:

Christopher Cherry, University of Tennessee-Knoxville

Stacey Worley, University of Tennessee-Knoxville

David Jordan, University of Tennessee-Knoxville

Adult School Crossing Guards: An Assessment of Work Conditions

The presence of highly qualified and well trained crossing guards is a critical component of an effective local Safe Routes to School program. This poster will focus on various hazards, training issues, and other working conditions facing adult school crossing guards and how inclusion in local programs can help enhance Safe Routes to School efforts while ensuring the continued presence of highly qualified and well trained crossing guards.

Author:

Sean Meehan, Alan M. Voorhees Transportation Center at Rutgers University

Walk It Bike It to School in Connecticut

This presentation will profile the Walk It Bike It to School program in Connecticut. We will discuss the origins of the Walk it Bike it Campaign, how schools apply to the program, activities that the schools engage in, and the services provided to those schools. Emphasis will be placed on recruiting and selecting schools for the program and generating creative solutions for those schools once chosen

Author:

Addressing Barrier Walking and Bicycling to School Policies

Schools and school districts are key partners in Safe Routes to School programs and can play a big role in establishing a culture of bicycling and walking to school. Unfortunately, while SRTS programs are flourishing in many communities, some locales are discovering barriers due to school policies. This poster will provide an assessment of the existing policy landscape focusing on urban form and liability concerns and provide examples of model walking and biking to school policies.

Author:

Leigh Ann Von Hagen, Alan M. Voorhees Transportation Center at Rutgers University

An Integrated Approach to Bicycle and Pedestrian Education

Advocates have developed many examples of bike/ped curricula for schools, but most are designed to be stand-alone instructions that are difficult to insert into daily lesson plans, and few are tied to statewide learning standards. Active Transportation Alliance addresses this challenge through the Walk Across Illinois program, offering teachers core subject curricula that incorporate a bicycle and pedestrian focus. This presentation showcases this integrated approach to bike/ped education.

Author:

Heather Schady, Active Transportation Alliance

Activevalley Initiative

The Activevalley Initiative focuses on the grass roots efforts of both public and private partnerships to develop bicycle and pedestrian initiatives such as the Bike to Work Day event, Safe Routes to School, and a Safe Cycling Campaign. Marketing efforts began with promotional t-shirts, flyers, car magnets and safety items, and has since forth evolved to include a state of the art website, as well as television and radio advertisements, and mobile safety booth.

Julio Portillo, River Valley Regional Commission

Get it in Gear! Kick-Starting a Cycling Revolution in Newark, New Jersey

Despite no existing bicycle infrastructure and exceptionally low cycling rates, Newark, New Jersey, now strives to become a model for progressive bicycle design and planning. With the development of a bicycle master plan beginning in 2010 and implementation of New Jersey's first cycle track in 2011, Newark will be a fascinating case study in cycling potential.

Authors:

Douglas E. Adams, AICP, Sam Schwartz Engineering

Alfred G. Meyer, AICP, Sam Schwartz Engineering

David Lustberg, LLA, Newwork/Arterial

Comprehensive Bicycle and Pedestrian Education in Public Schools

In Ashville 1980 at the first Pro-Bike, Roger & Sharon DiBrito shared the Montana Bicyclist Training Program; in-school, on-bike, on-street, 4th grade. Using the research of Dr. Ken Cross, countermeasures developed by Dr. Don LaFond, images from the lens of Dan Burden and the wit of John Williams, public school teachers put together a program that has evolved to "Journeys From Home".

Authors:

Roger & Sharon DiBrito, Journeys from Home
Kathy Aragon, Montana SRTS Network Director

On Your Side, Where You Walk or Ride! Advocacy in New Jersey

The History of the New Jersey Bike & Walk Coalition. At the ripe old age of 18 months, we have already held our 1st State Wide Bike Summit and have set strong goals to finish out our 2nd year.

Authors:

Mike Kruimer - New Jersey Bike & Walk Coalition (NJBWC)
Jim Nicholson- NJBWC Chairman
Mike Dannemiller - East Coast Greenway Alliance - NJ
Paige Hiemier – NJBWC

Connecting Cities From Maine to Florida, The East Coast Greenway!

The East Coast Greenway connects 14 States, 25 major Cities, and 30 million people with 3,000 miles of off road trail system from Calais, Maine to Key West, Florida. The Urban answer to the Appalachian Trail, we are accessible to all. We are 25% complete off road with a complete "travel route" for all to use now. It WAS a bike ride of a life time, ask us how we did it.

Authors:

Anne Kruimer - East Coast Greenway Alliance (ECGA)
Mike Kruimer - ECGA NJ Chairman
Mike Dannemiller - ECGA NJ Trails Coordinator
Mike Oliva - ECGA Mid-Atlantic Trails Coordinator

Proposed Routes for the U.S. Bicycle Route System

Wondering where the U.S. Bicycle Routes are being developed? When the American Association of State Highway and Transportation Officials (AASHTO) approved the national corridor plan, a group of states jumped on board and began developing routes. Here's your chance to see who those states are and where the proposed routes go. This poster is a series of maps that illustrate the roads and trails that are being knitted into the national system.

Author:

Ginny Sullivan, Adventure Cycling