

The Journey to Platinum

Jeff Olson, Partner
Alta Planning + Design



2012 Bloomington Bike Summit
Bloomington, Indiana - Thursday, May 10, 2012





Our Mission: **design better places to bike, walk, play, and live.**

International expertise, **Midwest offices**

Best technical tools available

1,000+ ped/bike/trail/greenway plans

Implementation: 5,000+ miles of bikeways and walkways

Helped acquire \$100+ million in funding

Transportation, Recreation, Innovation



Bikeway, Pedestrian and Trail Projects



2012 Bloomington Bike Summit

*“Someday we’ll look back on this
and it will all seem funny”*



Human Power is our Passion



The New York Times

“ Cycling is the new golf ”

Wheels and Deals in Silicon Valley

By [ALEX WILLIAMS](#)

Published: December 4, 2005



It's not Easy Being Green



The Package of Benefits

- Health
- Environment
- Mobility
- Economy
- Community
- Safety
- Fun
- Spandex



Breaking Away: Journey to Platinum

- **Shifting Gears** – The Making of Bike Week 2013
- **A Vehicle for Change** – Bicycling and Community Empowerment
- **Town & Gown Synergy** – A Bicycle Friendly IU
- **Gateway Trail System** – A Vision for Mountain Biking in Bloomington.

City of Bloomington, IN

Transportation



Bloomington is a pedestrian- and bike-friendly community committed to the integration of alternative and sustainable forms of transportation. Use the links below to learn more about road and traffic conditions, parking zones and permits, bus services, parks and trails, and other alternative forms of transportation.



Design Guidelines



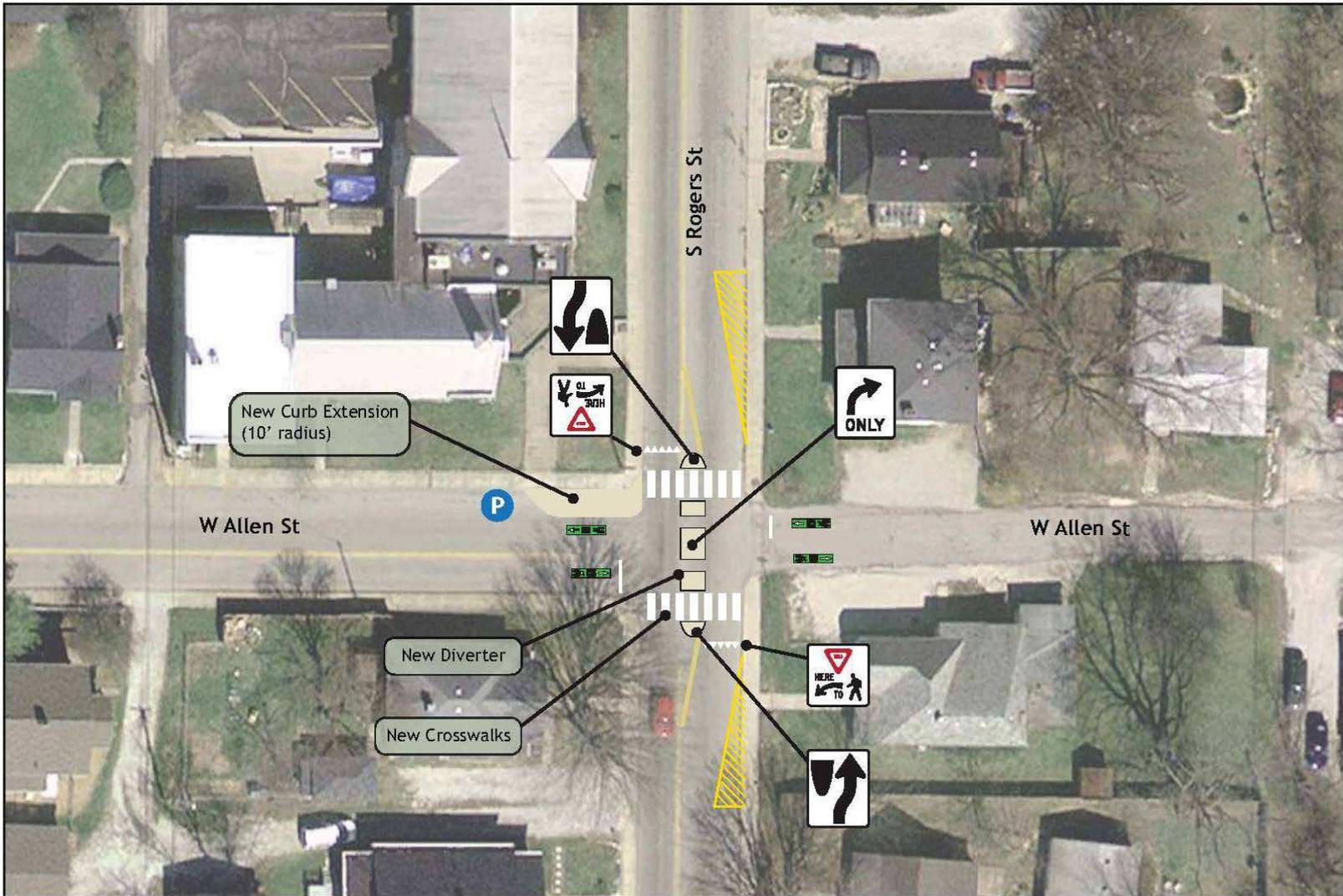
City of Bloomington Bicycle Facility Design Guidelines

May 2012

PREPARED BY:
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Madison, WI 53703
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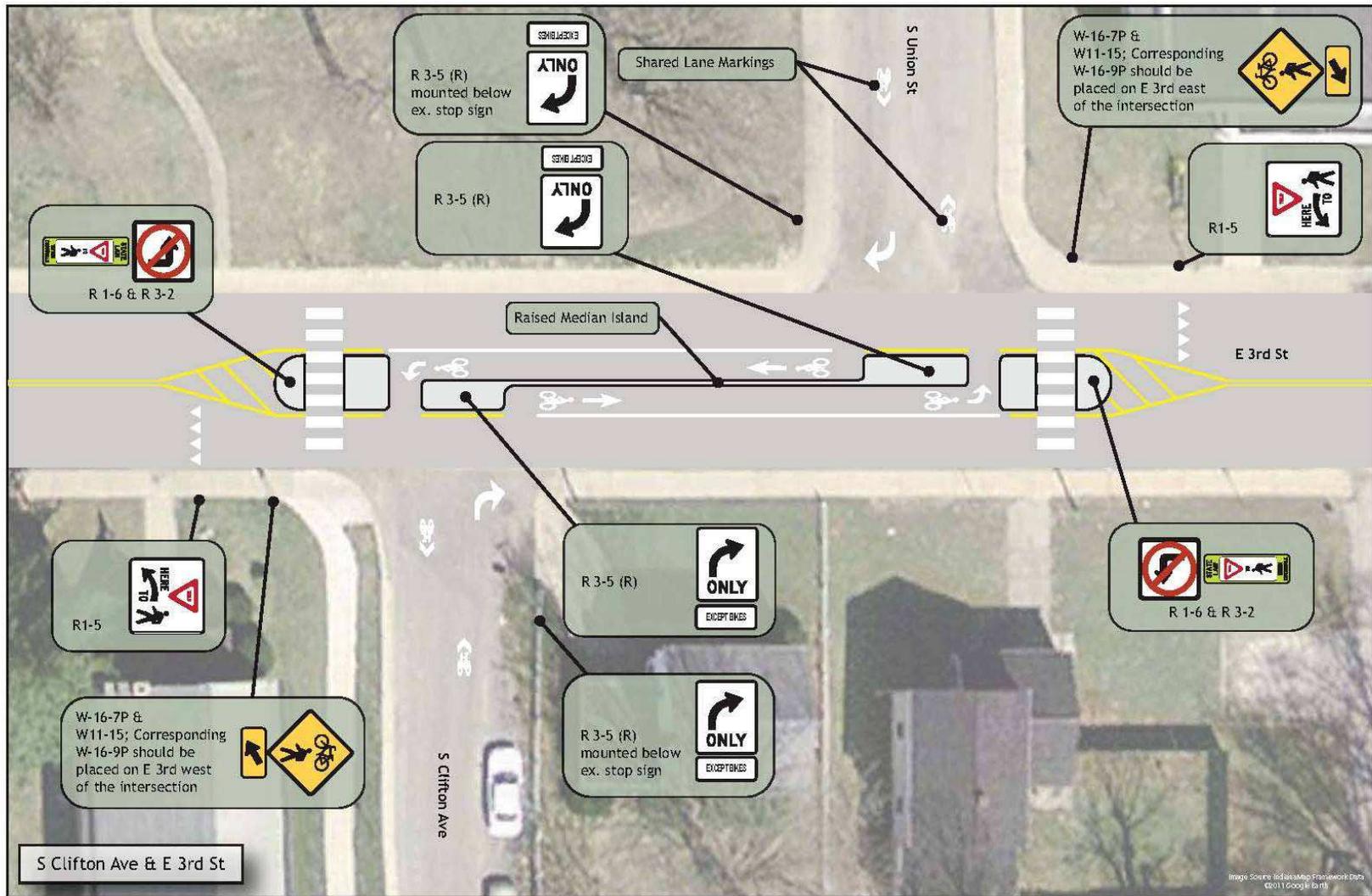
Rogers St - Allen/Covenanter Bike Boulevard

Bloomington Bikeways Implementation Plan

Source: Google Earth Aerial
 Author: SW
 Date: October 2011



2012 Bloomington Bike Summit



IM6 Clifton/Union Neighborhood Greenway: Maxwell Ln to Law Ln

Bloomington Bikeways Implementation Plan

Source: Google Earth, Aerial
 Author: RW
 Date: March 2012

THE CITY OF **BLOOMINGTON**

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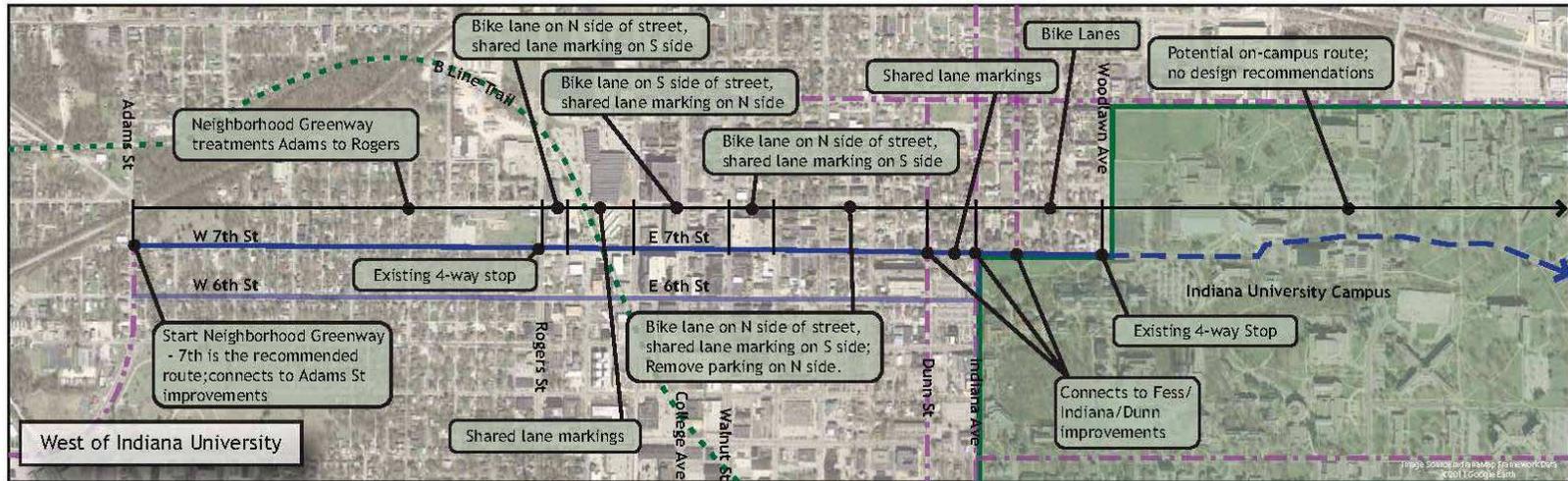
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IM1 7th/Longview: 7th Street - Adams St to Smith Rd; Longview Avenue - Pete Ellis Rd to Smith Rd

Bloomington Bikeways Implementation Plan

Source: Google Earth Aerial
 Author: BW
 Date: March 2012

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The Competition

- Boulder
- Madison
- Davis
- Greenville
- Columbia
- Odense
- Houten



Burlington, Vermont



NW Arkansas



Mammoth Lakes, CA



Jackson Hole, WY



Dubai & Abu Dhabi



Niagara Falls

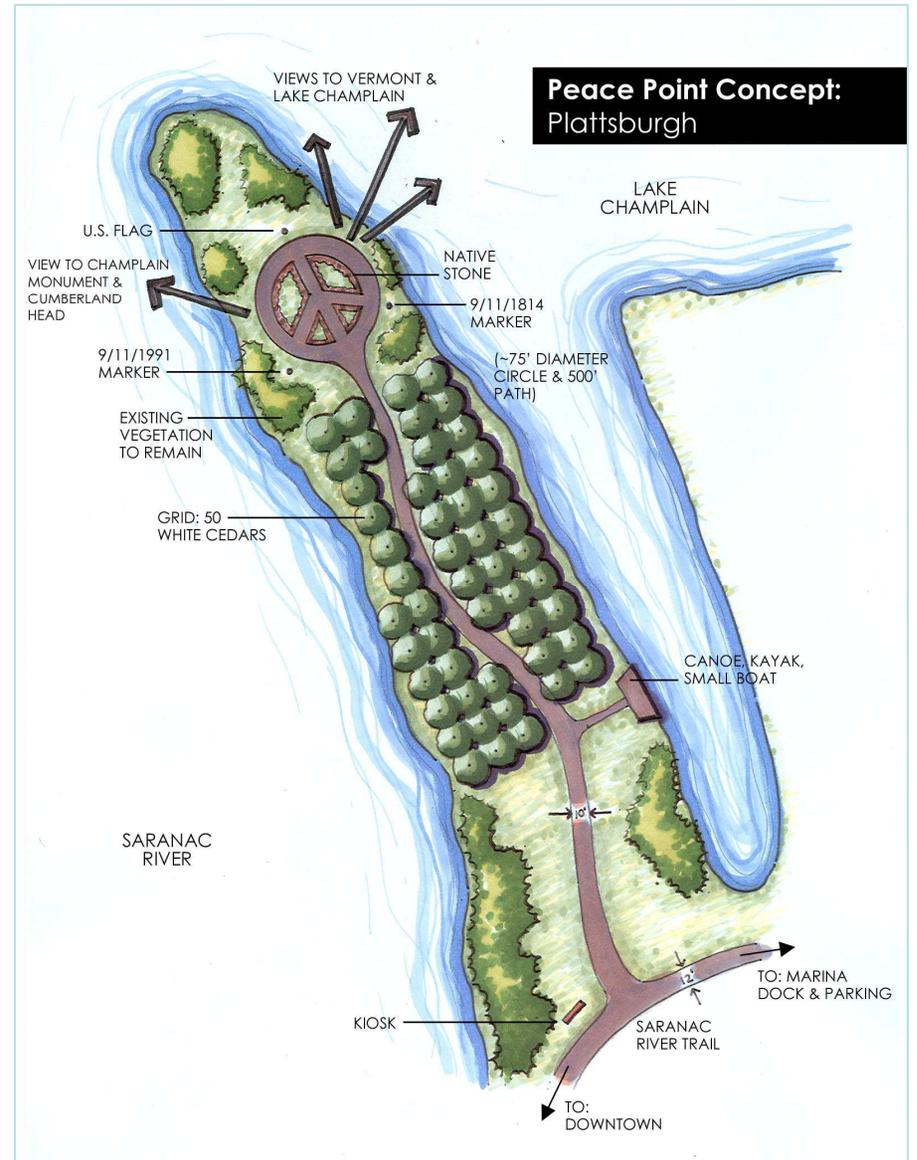
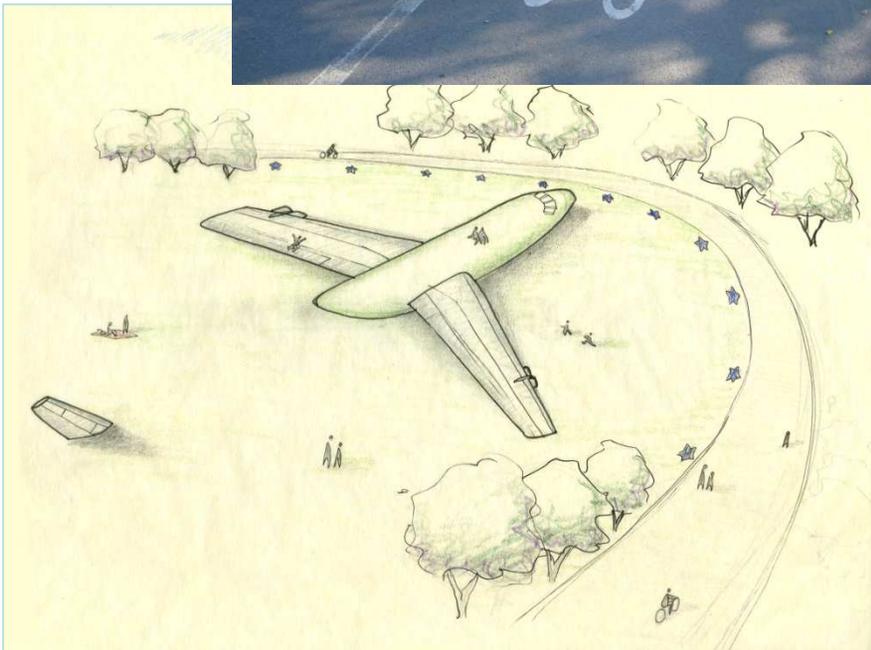


PROJECT MAP\NF PROJECT MAP.dan 11/3/2008 4:00:27 PM



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Saranac River Trail



Bicycle Sharing



What Works?

- **Safe Facility Design**
- **Layers:** Greenways, Complete Streets, Multimodal Connections
- **Balance:** Engineering, Education, Encouragement, Enforcement and Evaluation
- **Projects, Programs and Policies**
- **Teamwork:** Public, Private, Non-Profit
- **Leadership, Staff and Funding**



We are *ALL* Pedestrians



Know Your Customers

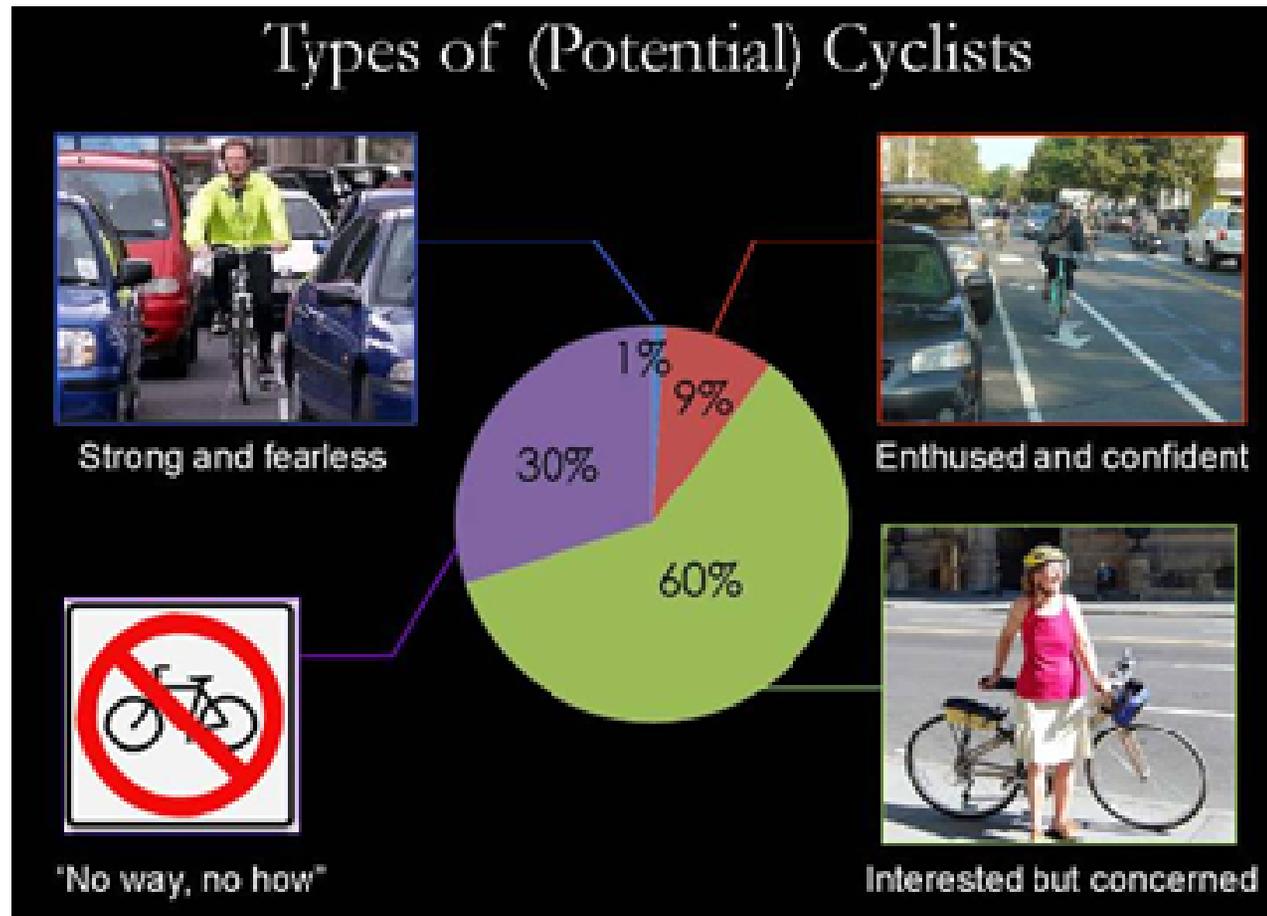


Figure 1: Types of potentialcyclists.

Green Infrastructure



Schematic Greenway Plan

- priority greenway route
- other potential greenway routes
- borough boundary
- 27 water crossing



GREENWAY PLAN FOR NEW YORK CITY / NYC Department of City Planning



Development: Live, Work, Play

LAKELAND GREEN

LAKELAND, TENNESSEE

LAKELAND GREEN BICYCLE AND PEDESTRIAN IMPROVEMENTS

ON-STREET IMPROVEMENTS

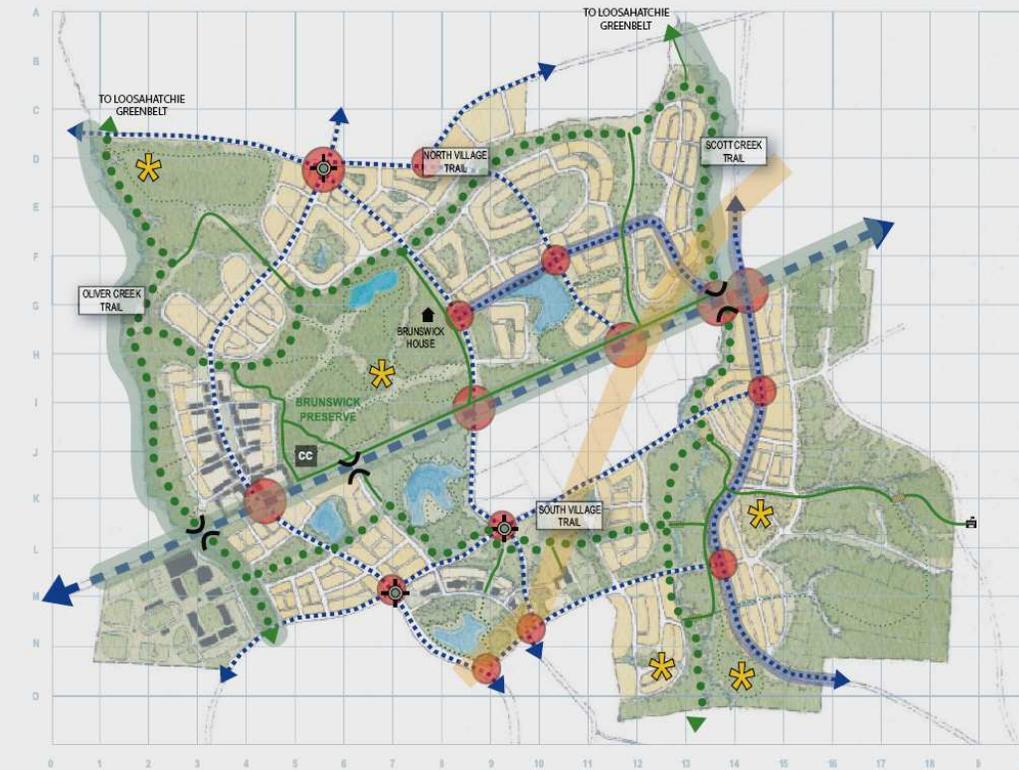
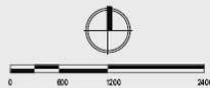
-  Recommended Bicycle Lanes Within Lakeland Green Project
-  Designated State Bicycle Route (Hwy 70)
-  Recommend Changing Thoroughfare Classification to 4 A with Bike Lanes
-  Recommend Intersection Enhancements for Bicyclists

GREENWAY AND TRAIL IMPROVEMENTS

-  100' greenway
-  50' greenway

SHARED USE PATHS

-  Primary Path
-  Connector Path
-  Footpath
-  Roundabout
-  Undercrossing
-  Bridge
-  Utility easement
-  Viewpoint



Note: Trail and greenway line weights are not to scale

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Draft Date: 01-10-05; 0422-Booklet.lndd



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Bicycle Friendly Universities

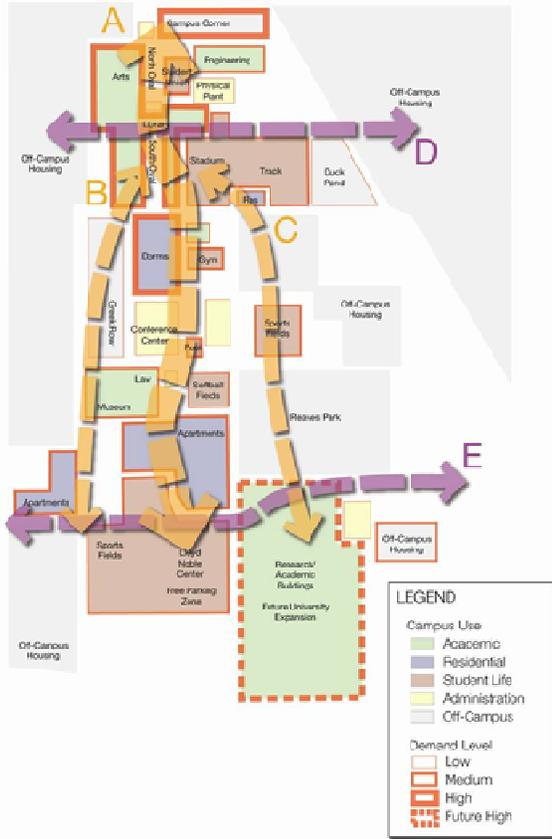


Figure 1. Diagram of bicycle demand on the OU campus showing potential corridors A, B, C, D, and E



University of Oklahoma Bicycle Master Plan

Recommended Bicycle Network

April 2011



Figure 9: View of Sooner Cycle Track to the east of Memorial Library.

Bicycle Friendly Businesses





Complete Streets/GreenStreets

- Balanced for all users
- Gap Closure – Seamless among modes
- Transit Ready
- Context Sensitive
- Contributes to **Healthy Community**
 - Personal health
 - Economic health
 - Ecological health

Trails for All Seasons

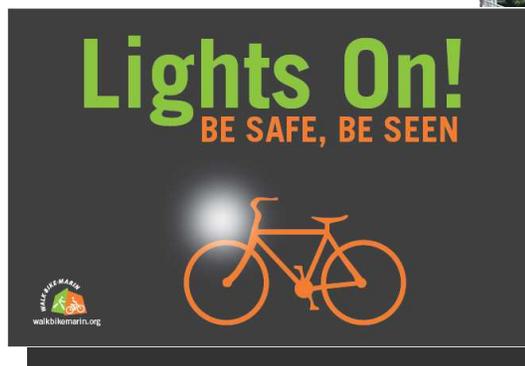
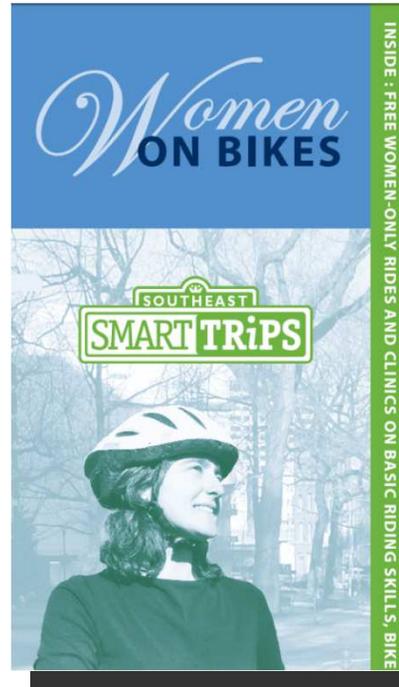


Balance: Policies, Projects, Programs

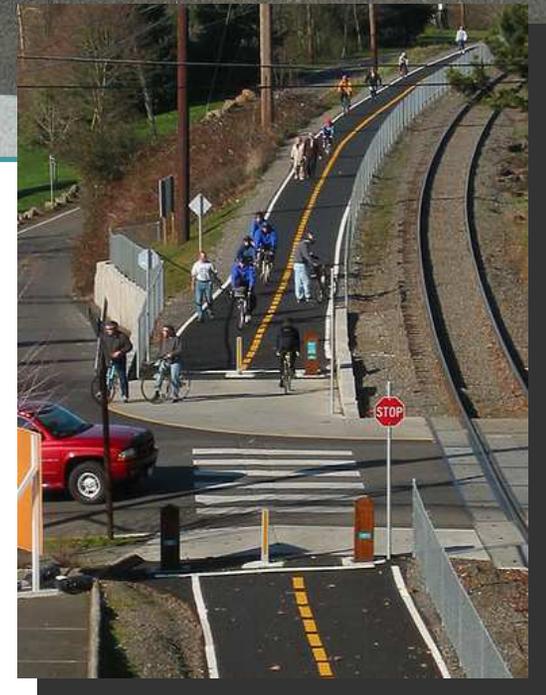
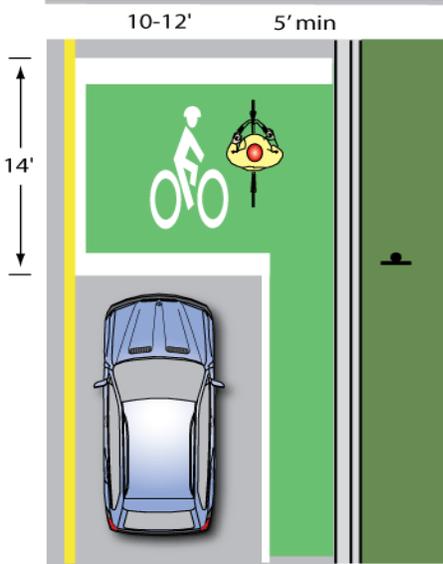


Programs

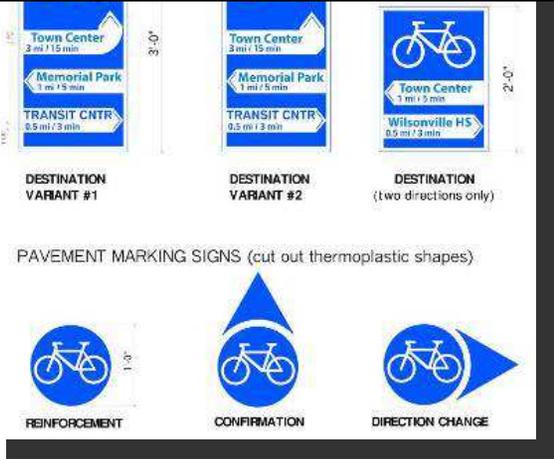
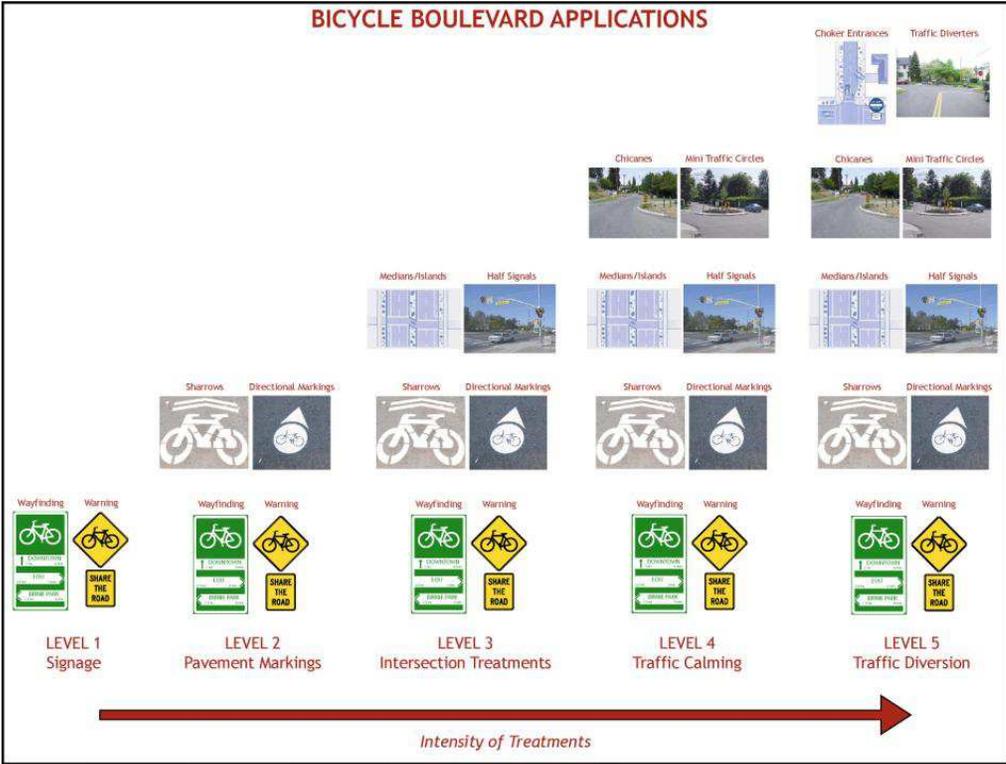
- Education
- Encouragement
- Enforcement
- Evaluation/Policies
- Safe Routes to Schools
- Smart Trips



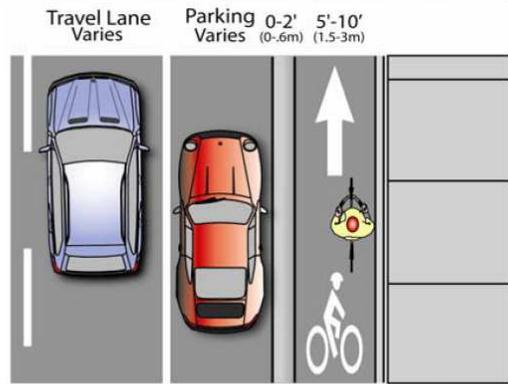
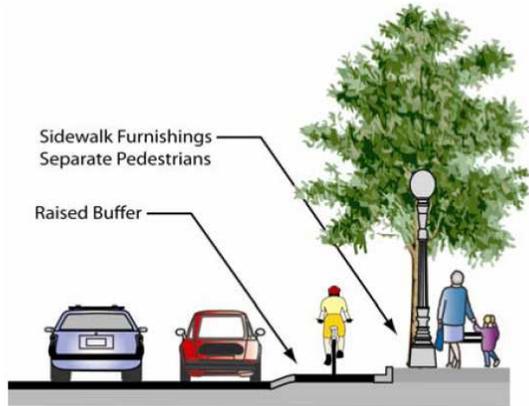
Innovative & Cost Effective Solutions



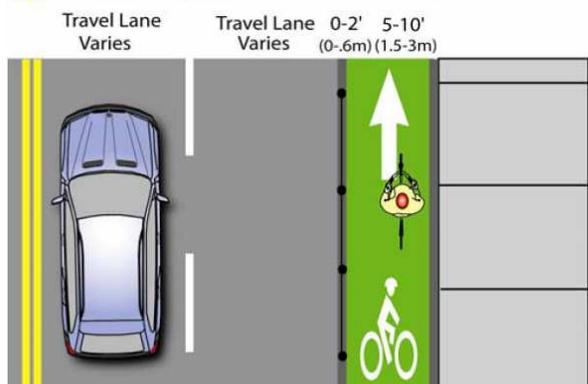
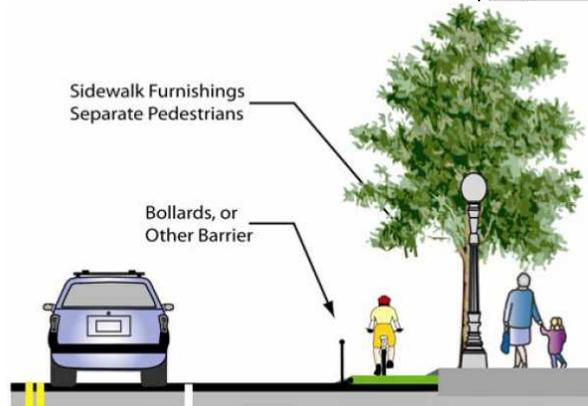
Context Sensitive Solutions



Quality Implementation



Example Section Design for Cycle track with On-Street Parking



Example Section Design of a Cycle track without Parking

6.3 Bike Box

Design Summary

Designations:

- Should be 14' deep to allow for bicycle
- As recommended by the MUTCD, a sign should be present to prevent 'right turn on red' and indicate where to stop for the motorist.
- Only a right angle extension to a bike lane intersection. The bike box allows bicyclists to clear the traffic queue on a red light and start signal turns green. Motor vehicles stop at a white stop line at the rear of the bike box.
- When combined with dashed lines through the intersection in light situations to remind vehicles to be careful, the bike box allows bicyclists to clear the traffic queue on a red light and start signal turns green. Motor vehicles stop at a white stop line at the rear of the bike box.
- Should be located at signalized intersections only. Right turn on red should be prohibited. On a two-lane street, a bike box also facilitates left turning movements.

10-12' 5' min

14'

Recommended Design

For the Development of Bicycle Facilities Design Manual (Chapter 1000) Supplement

Open

Text here



NACTO Cities for Cycling Design Guide

FOR CITIES FOR CYCLING NACTO
National Association of City Transportation Officials
Connecting city transportation leaders and promoting an urban transportation agenda.

Home Press Room About NACTO Best Practices Federal Policies Publication & Links Contact Us

Cities for Cycling is a project of the National Association of City Transportation Officials to catalog, promote and implement the world's best bicycle transportation practices in American municipalities.

Bicycling is good for cities. Providing safe, comfortable, convenient bicycling facilities is a cost-effective way for American municipalities to improve mobility, livability and public health while reducing traffic congestion and CO2 emissions.

Cities for Cycling focuses on implementing world-class bicycle transportation systems through design innovation and the sharing of best practices. American municipalities are increasingly pioneering new designs and adapting international best practices to local conditions. To assist this local-level leadership, the Cities for Cycling project works to share and promote state-of-the-art practices that ensure safe traffic conditions for all modes of travel.

Cities for Cycling is pleased to present a sampling of **Design Resources for Urban Bicycle Transportation** that have been developed by and for leading bicycling cities.

More detailed Emerging Best Practices Sheets highlight a few of the engineering techniques being deployed by NACTO members to make bicycling safer, more comfortable and more convenient. The dissemination and fine-tuning of these designs will prove to be key elements in unleashing the potential of American cities to achieve world-class levels of bicycling.

Emerging Best Practices Sheets

- **Bike Boxes**
- **Bicycle Preferred Streets**

PROTECTED BIKEWAY/CYCLE TRACKS

Description
Application
Advantages
Disadvantages
Design Considerations
Implementation Challenges
Example Cities

New York, NY **Portland, OR (Brian**

Description
A bicycle exclusive facility that provides physical separation from motorized vehicle traffic within the right of way. Cycle tracks can either incorporate bicycle-only signal phases at intersections (for 100% separation) or utilize "mixing zones" to merge bicycle and motor vehicle traffic. Combines the user experience of a separated path with the on-street infrastructure of a bike lane.

Application

A Bike and Walk Friendly Action Plan



Intro/Overview

This Bicycle and Walk Friendly Community Action Plan is intended to provide a guidance for the City of Barnwell to establish a more "bike-friendly" and "bike-friendly" community through improved safety, access/mobility, and recreation options for walking and biking in Barnwell, and programs, policies and improvements to the community's bicycle and pedestrian infrastructure. These elements provide benefits to residents across the spectrum of age, economic status, physical ability, neighborhood location, and daily activity. Improved access and mobility for pedestrians and bicyclists will offer Barnwell's residents, workers, students, and visitors new opportunities to connect, work, play, shop, and exercise.

This Plan has been developed using the "6 Es" approach with an intent to provide action steps in each arena that each community can take towards becoming more bicycle and pedestrian-friendly. The National Bicycle Friendly Community program and the Walk Friendly Community program recommend a multi-faceted approach based on the following five "Es": Engineering, Education, Encouragement, Enforcement, and Evaluation. For the purposes of this Plan, a sixth "E", Equity, is included in order to fulfill the goals and vision of this Plan.

Goals/Objectives

The following goals and objectives are comments provided by workshop participants on issues and opportunities for making Barnwell a more walkable and bikeable community.

1. Enhance connections to schools.
2. Improve connections to Barnwell parks and enhance active recreation opportunities.
3. Improve Pedestrian and Bicycle Safety.
4. Provide safe bike/ped access to public/social services (e.g., DHEC clinic, Generations Unlimited, Senior Center, etc.).
5. Provide sidewalks on key corridors.
6. Develop a shade tree program.
7. Address health issues related to physical inactivity, especially childhood obesity.
8. Increase bicycle and pedestrian safety education and awareness.
9. Build upon local interest in cycling and walking.
10. Prioritize Safe Routes to Schools programming.
11. Enhance Programming and Utilize Local Partners.
12. Address motorist speeding issues, especially near the lake.
13. Enhance security and perception of safety of walking and biking routes.
14. Increase loose animal enforcement: dogs are a danger to bicyclists and pedestrians.

Priority Projects Overview

- ### Sidewalks
- Prioritize pedestrian improvements along Highway 278/Ellenton St.
 - Construct sidewalk connections to schools and parks
 - Work with SCDOT, LSCOG, the school district, and the local CIP to obtain funding for sidewalk development
- ### Intersections
- Intersection Improvements to provide safe bicycle and pedestrian access to Fuller Park
 - Work with SCDOT to implement priority curb ramp installations, as identified within the recommendations of this plan
 - Work with SCDOT and LSCOG to program study and implementation of improvements
- ### Bikeways and Greenways
- Development and implementation of a bike route/walking route way-finding system (in coordination with existing signage)
 - Study and implement the proposed greenway, with a connection between Fuller Park and Lemon Park serving as the first priority
 - Work with SCDOT and Public Works to implement bike lane and sharrow projects as part of resurfacing or restriping projects, with particular attention to Jackson Street, Allen Street, and SC 3
 - Construct the proposed greenway along the northern section of the Levee
 - Develop the proposed greenway/multi-use path connection between the Gurney-Butler Middle School and Lemon Park
 - Develop a corridor streetscape and pedestrian safety plan for Dunbarton Road, including street trees, sidewalk gap closure, access management, pedestrian refuge islands, and pedestrian scale lighting
 - Develop a mountain bike skills park as a bicycling encouragement tool for local residents and as a regional attraction for visitors
- ### Improve Bicycle Parking
- Provide short-term (intended for visitors, customers, messengers, etc.) and long-term (intended for employees, students, residents, commuters, etc.) bicycle parking at key destinations in Barnwell.

Program, Policy, and Evaluation Recommendation Excerpts

Safe Routes to School
Purpose: Promote physical fitness and health by helping children walk and bicycle to school; improve school traffic safety through physical improvements and programs; reduce school transport costs.

Achieve Walk- and Bicycle-Friendly Community Status
Purpose: Recognize accomplishments towards improving walking and bicycling conditions. The League of American Bicyclists leads the Bicycle Friendly Communities (BFC) award program.

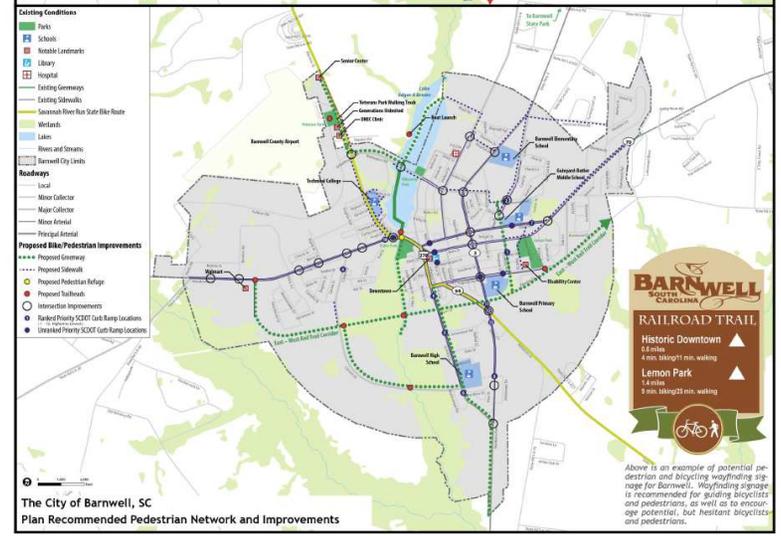
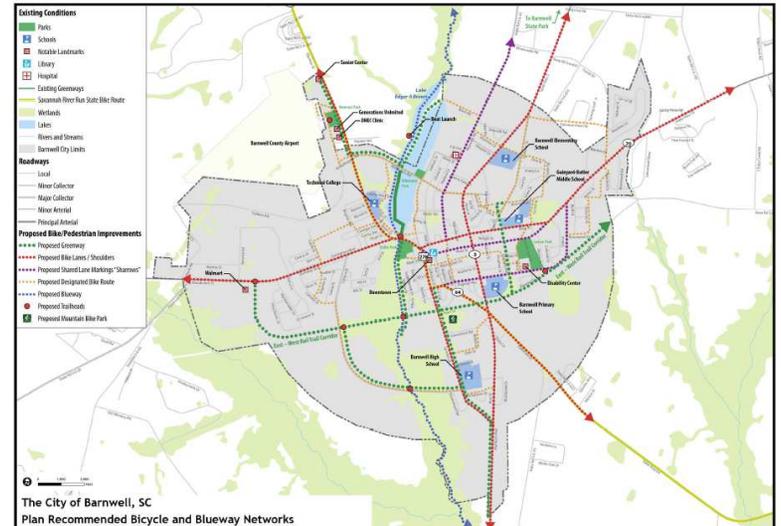
Walking/Running/Bicycling Maps and Tours
Purpose: Encourage walking and biking by providing route and facility information and highlighting walking and bicycling destinations.

Speed Limit Enforcement
Purpose: Reduce vehicle speeding. Speeding vehicles endanger people walking and biking. Law enforcement agencies can enforce speed limits on designated bikeways near schools, and in response to cyclist complaints.

Pedestrian and Bicycle Counts Program
Purpose: Gather important information about walking and bicycling rates. Baseline and post-construction user counts can be performed through this coordinated annual count process for maximum efficiency.

Police Officer Bicycle Training
Purpose: Educate law enforcement officers on bicycle laws and safety. Police education courses can help officers improve public safety and enforce existing laws more effectively by providing them with the training they need.

<p>Project Team</p> <ul style="list-style-type: none"> Alta Planning and Design Wilbur Smith Associates Sprague and Sprague 	<p>Stakeholder Team</p> <ul style="list-style-type: none"> City of Barnwell Lower Savannah COG SCDOT Anytime Fitness Barnwell Police Department Barnwell Public Schools Generations Unlimited Barnwell State Park 	<p>Project Contact</p> <p>Lynn Cox City of Barnwell Development Association E: lscoc@cityofbarnwell.com P: 803-541-6555</p>
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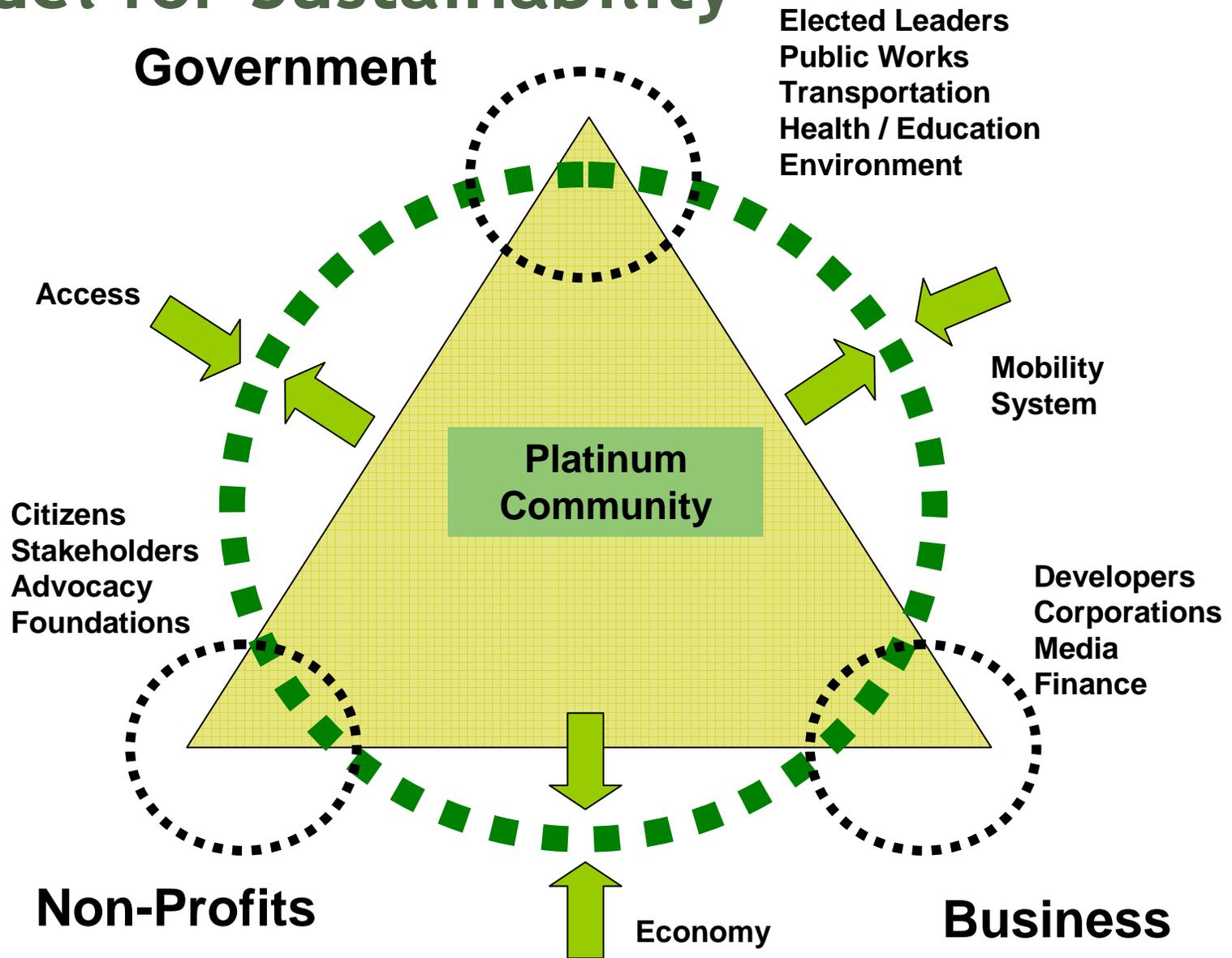
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Platinum is Possible in Bloomington!

- **Innovation, fun, and quality of life**
- **BOTH** Trails and on-street facilities are essential
- **Demographics** major trends for live, work and play communities
- **Innovative facilities:** cycletracks, neighborhood greenways, traffic calming, bicycle sharing
- Improve **safety, education, enforcement, and evaluation**
- Air quality, sustainability, economic development, public health. . .**every home is a trailhead**



A Model for Sustainability



We CAN Do It
Here!



We CAN Do It
Here!



We Can Do It
Here!



It's Never Over...





Jeff Olson, R.A. - Partner
www.altaplanning.com
Transportation, Recreation, Innovation

THANK YOU



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