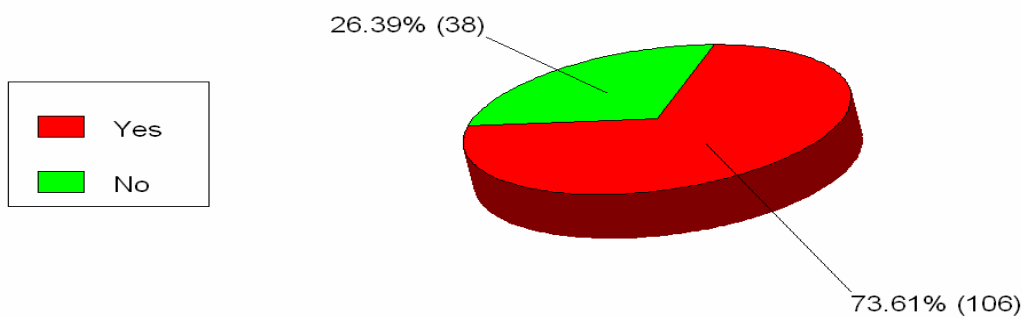


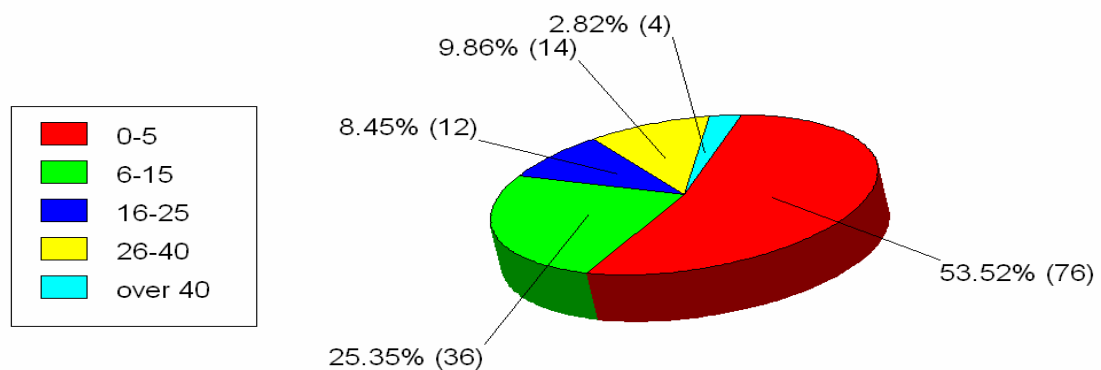
AMPO Bike-Ped Survey Results

This survey was put together in coordination with the National Center for Bicycling and Walking in order to identify a set of best practices that can be modeled by other MPOs. It was sent to all MPOs on April 29, 2003 and received 144 responses, a 42% response rate.

1. Does your MPO assign bike-ped to a specific person or persons?



2. Approximately how many hours per week does your MPO spend on bike-ped issues?



3. Which of the following bike-ped related committees does your MPO have?

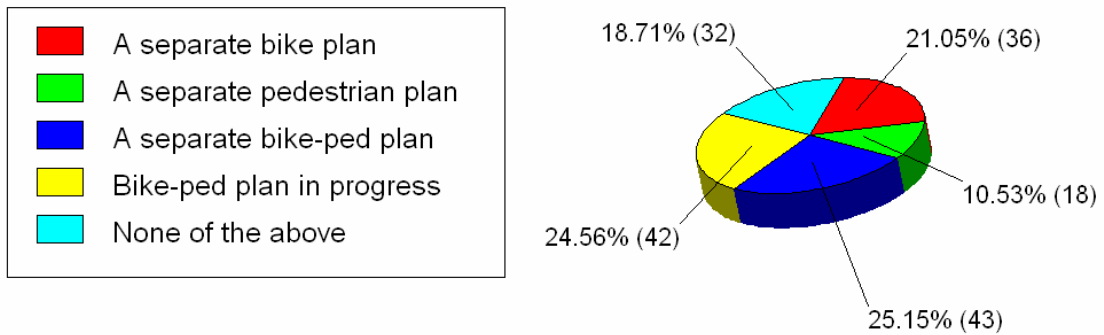


Other:

- ? Ad hoc - project-specific Ad hoc committees Bicycle and Pedestrian Advisory Committee bicycle committee
- ? Bike Ped TIP project selection committee
- ? Bike-Ped Advisory Committee (2)
- ? Bike-ped committee is through local DOT office
- ? Bike-Ped Coordination is Handled by Local Governmental Agencies
- ? Bike-Ped Tech./Citizen Advisory Committee
- ? Bike/Ped rep on CAC
- ? Bike/Ped technical and citizens committee
- ? Citizen reps on both TCC & PC
- ? Citizens bicycle advisory committee
- ? Citizens bike to work advisory commission
- ? City Greenway Technical Review Committee which MPO representative serves on
- ? Combo citizen, tech, policy
- ? Coordinate with bicycle advisory committees of member jurisdictions and other bicycle advocacy groups in the county.
- ? East Coast Greenway participant
- ? Great River Trail Council
- ? Greenways and Trails Plan Steering Committee
- ? Handled by general citizens committee. The meetings are advertised as to topic so bike advocates can attend.
- ? Bike/ped committee coordinated by a non-profit
- ? Local trails group that has expertise in these issues
- ? Participate in statewide bike/ped advisory committee, and coordinate with regional bike nonprofit
- ? Private non-profit advocacy group that evolved from a citizens committee
- ? Stakeholders Advisory Comm.
- ? Study Advisory Committee solely dedicated to completing work on a Bike/Ped Plan
- ? Task Force (2)
- ? Technical Advisory Committee (3)
- ? Transportation Policy Alternatives Committee
- ? Transportation technical committee that addresses bike-ped issues as needed

- ? We have a combined tech and advisory committee on which both technical staff and citizens serve

4. Does your MPO have any of the following?



5. If you have a bike-ped plan in progress, please describe it here:

- ? "Strategic Plan" geared towards maximizing existing resources. Comprehensive in nature; includes Vision statement, goals and objectives but the real focus in on the strategies and actions section were planning activities are prioritized, implementing agencies identified, and specific tasks included in the UWP.
- ? Beginning update of current plan.
- ? Bicycle and pedestrian elements are integral components of the 2025 Long Range Transportation Plan. These elements use latent demand, bicycle level of service, and pedestrian level of service to identify priorities based on cost and need. Future highway conditions, such as traffic volume, number of lanes, and the addition of bike lanes and sidewalks, will predict future level of service for these modes. Adoption by local governments is planned for the final phase of the plan.
- ? Bicycle Plans in progress for our two largest centers in Wilmington and Newark
- ? Bike-ped plan being developed by city parks & recreation department in consultation with MPO and state DOT. Plan utilizes recent transportation enhancement project as focal point.
- ? Bike/Ped plan update is in progress. It includes and addresses numerous issues; surveys indicating public support for bike/ped facilities, recommendations for changes in municipal policy, various types of improvement projects (approx. 35), bike safety and education issues, as well as sidewalk and road designs.
- ? Cities develop ped programs.
- ? Countywide bike-ped task force is coordinating past plans with current efforts and funding sources.
- ? Countywide non-motorized plan that builds on what the local municipalities have in their recreation and trail plans. Emphasis is on consistency, continuity and linkages
- ? Developing a regional level combined ped bike plan that will focus on policy, infrastructure, and safety. Each of one of our three main sub regions have either completed one or is working on a sub regional ped bike plan now. These will be included in the overall ped bike plan.

- ? Developing a systems needs analysis to provide a mid- to long-term independent sidewalk projects. This will support the City's ongoing sidewalk construction program and support a decision on whether to increase funding beyond recent significant funding increases. MPO staff has done this work for the City of Greensboro, where a majority of the MPO area roadway system and population (66% of total area) resides.
- ? I will address a bike/ped level of service, create a bike/ped suitability map, show existing, planned and conceptual bike/ped facilities and routes.
- ? Identifies and make recommendations on numerous inter-related problems. Bike section: Addresses existing streets---State laws/local ordinances; law enforcement, education and training; advocacy; public roles; establishes criteria; Miss. River Trail route; bike on bus; establishes regional bike routes; injuries/fatalities; Ped section: reviews walkability and analyzes 200 intersections
- ? It is part of the MPOs Regional Transportation Plan update.
- ? It is stated on our Regional Transportation Plan- to establish regional network of pedestrian and bicycle facilities including, lanes, routes and paths.
- ? It's not really separate. It's part of the overall transportation plan.
- ? Local bike/ped plans have been completed for 90% of the MPO's local government members. We are now consolidating those plans on a regional basis and highlighting bike/ped facilities of regional importance for adoption in the LRP.
- ? Multiple projects that include new trail design and routing
- ? Non-motorized transportation planning is addressed in a specific section of the Regional Transportation Plan (RTP).
- ? Original bike plan adopted in 1979, update in -progress.
- ? Our area is in the process of developing a regional greenway plan that addresses alternate transportation. The plan does not however deal with specific urban pedestrian issues.
- ? Our Bicycle and Pedestrian Plan is a two-year project. We have just completed a bicycle suitability map as part of the Plan and are in the process of distributing it. We also conducted a bicycle and pedestrian awareness survey, completed a sidewalk inventory for towns and villages in the MPO (we did not complete a conditions analysis), and analyzed bike/ped accident data. The above sections of the plan are part of our Existing Conditions analysis. We will be moving into the Issues portion of the Plan and then the Recommendations/Implementation portion between spring and late fall of this year. We anticipate having our final document in Nov/Dec 2003.
- ? Regional Trails Initiative to identify on a comprehensive basis opportunities and strategies to connect, expand, and improve multi-use trail system in 9-county region.
- ? Revising the existing bike plan to include multiple users considerations, way finding and destination information.
- ? RIDOT has a statewide bike plan but it is not subject to formal MPO approval.
- ? Segways are being addressed by one local government. The legality of Segways using sidewalks and/or Bicycle Lanes is now the issue of the day.
- ? SLATS has hired a consultant to update our Bicycle and Pedestrian Plan. Plan to be completed by end of 2003.
- ? The Bike/Ped plan is a part of LRP and not separate.
- ? The City is developing a citywide bike route plan/map; the County and City recently hired a consultant to complete an area-wide non-motorized plan.
- ? The City of Sioux Falls has a bicycle plan, but not the MPO area.
- ? The current Bike Plan is being evaluated as part of the Long Range Transportation Plan (LRP 2030) update. The LRP update will be completed later this year
- ? The Greenways and Trails Comprehensive Plan will identify existing conditions, future conditions, facility design guidelines, project prioritization criteria, survey results/public comment, goals, objectives, and recommended implementation measures. Due later this year.
- ? The plan seeks to identify a regional level network of facilities, recommends implementation strategies and project priorities, and suggests an annual funding target for the exclusive use of bike/ped projects.

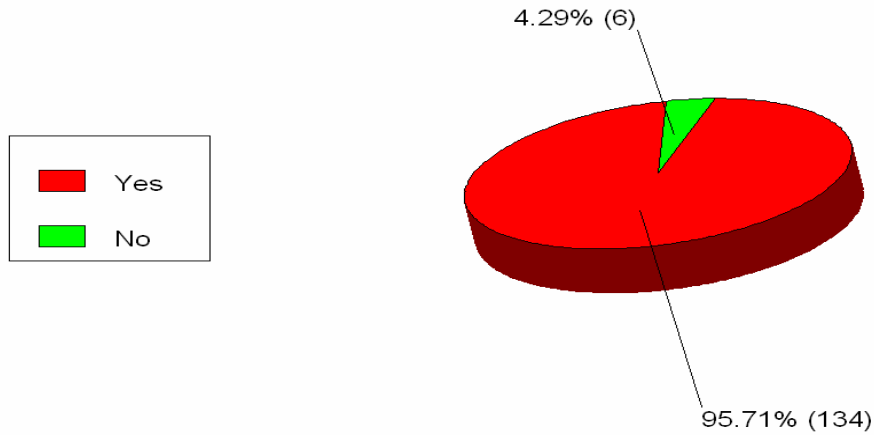
- ? The Regional Transportation Plan has a chapter that contains the area's bike and pedestrian recommendations.
- ? The update of the regional bicycle & pedestrian plan is underway. The major focus is completing the multi-use trail system and identifying new sections and ways to access the system. Extensions of the on-going trail projects will also be addressed. The work program for the plan update also allocates time to finding safe routes to the bicycle network.
- ? The Washington Regional Bicycle and Pedestrian Plan will consist of the following elements: 1. A statement of shared policies and principles, meant to guide highway and community development in the region to make it more bicycle and pedestrian-friendly. 2. A data chapter describing the state of bicycling and walking in the region and long-term trends. Drawn from US Census data on means of transportation to work, cordon counts of bicycles entering the core of the region, the COG Household Travel Survey, and surveys of participants in the regional Bike to Work Day. 3. A list of top priority unfunded bicycle and pedestrian projects chosen by the bicycle and pedestrian subcommittee and endorsed by the Transportation Planning Board on an annual basis. 4. A queryable, on-line database of all bicycle and pedestrian projects in the region, drawn from agency and jurisdictional bicycle and pedestrian plans. Local bicycle and pedestrian coordinators and project managers will be able to update the database directly using a password-protected intranet. 5. A chapter describing the long-term shape of the regional bicycle and pedestrian network, based on projects in the regional database. 6. Maps of the priority projects and the major elements of the thirty-year network. 7. A links page to, among other things, the AASHTO guidelines to bicycle and pedestrian facility design. 8. As a second phase, an ARC/IMS application which will enable the public to make customized maps of bicycle and pedestrian projects based on their queries to the on-line database. Examples could include all funded or unfunded projects in a particular jurisdiction, or projects exceeding a certain length.
- ? This is a policy oriented plan. See www.solesandspokes.com for details. The Soles and Spokes Plan has the following goals; Report on the regional context and existing conditions for bicycle and pedestrian transportation in northeastern Illinois and identify gaps in the data regarding these existing facilities. Update and overhaul the existing CATS database of pedestrian and bike facilities in the region. Identify the best practices for bicycle and pedestrian transportation nationally and detail how and where the ideas would be effective in northeastern Illinois. Based on existing conditions and appropriate best practices, develop regional goals and objectives for bicycle and pedestrian transportation as well as propose programs, policies and projects for meeting these goals; Recommend strategies and policies for implementing these goals, including identifying funding sources; Develop a project development and implementation “toolbox” for voluntary use by local, regional, and state agencies. Identify the roles different agencies and organizations can play in the implementation of the regional bicycle and pedestrian transportation plan, with the goal of further integrating bicycle and pedestrian planning into the community planning and transportation planning processes. Combine the above work into a regional bicycle and pedestrian transportation plan for final adoption with appropriate public involvement.
- ? To serve as input to the LRTP and for local governments consideration and incorporation into local comp plans.
- ? Update of Bike/Ped Element (1996) of 2025 Long-Range Transportation Plan.
- ? Updating the original plan indicating a bike ped network. Adding new route miles based on transportation enhancement funding. Updating maps with new GIS software
- ? Using the bike route feasibility study, we are putting together a Regional Master Bike Plan for San Antonio and Bexar County. We will ask the City Council and County Commissioners Court to adopt it as their own.
- ? Very extensive, not fiscally constrained
- ? Washington County has a bike-ped committee and plan which is incorporated into the MPO planning process
- ? We adopted a regional bikeway plan in 1994 and incorporated it into the 2020 Transportation Plan. We are updating the 2020 Plan to 2030, and will update the bikeway (recreational trail) plan along with it, and add a specific pedestrian component. Your questions couple bicycling and walking, and our activities have been bicycle oriented.

- ? We are about to launch a bike-ped plan and set up a technical committee. Several urban areas within the MPO are getting active in this area and we'll take the lead as the catalyst to try to link as many segments together as possible
- ? We are beginning a Mobility or Multi-Modal Study that is considering all travel modes. We see a need to address our current policies and the interface between modes.
- ? We are currently making an inventory of our sidewalks and state bike routes in order to devise areas for potential bike routes. We are also reviewing our subdivision regulations for when sidewalks would be required by developers.
- ? We are in the beginning stages of updating our long range transportation plan which will include an update to our bike plan and development of a pedestrian element
- ? We are outlining a countywide network of bicycle and pedestrian facilities as well as developing new criteria for selecting projects as well as a new approach to funding such facilities.
- ? We are plans from local, state and private interests. A map will be the final product.
- ? We are trying to develop a more comprehensive bike-ped plan as part of our MTP update.
- ? We are updating our current Bike/Ped plan to coordinate new routes with new road projects and improve the links between bike routes and transit routes.
- ? We are updating the last plan, adopted by the MPO in 1996. Our area is larger and new routes will be added. The main significance is that listing of a roadway in the plan helps to ensure that wide shoulders for bike lanes are incorporated in any widening improvements.
- ? We have a Bike-Ped Plan complete with the exception of adopting it. There seems to be some questions in terms of liabilities that no one wants to answer or take on. We are implementing many of the elements within the plan but can't seem to get it officially adopted.
- ? We have a Regional Non-Motorized System Plan as part of our LRP; It includes a set of policies, investment strategies and a regional non-motorized GIS inventory of existing and proposed routes which we use to develop a system map which identifies existing and proposed facilities within the region. To my knowledge we were one of the first MPOs nationally to develop a regional non-motorized GIS system, which is been in place for nearly 10 years and has been the core of our non-motorized planning activities. There is, at this time, a heavier emphasis in the System Plan and inventory on bicycle facilities and off road pathways wherever they exist. Although generally inclusive of numerous pedestrian issues, lack of available inventories and existing data for sidewalk information among our 78 jurisdictions makes development of such a peds plan more difficult, however, we are integrating and digital sidewalk files available from local governments into the GIS and database and will continue to expand sidewalk data with our own inventories as time permits. However, our heavy orientation to addressing pedestrian issues is reflected in the plan, and we have directly trained over 800 local planners, engineers, elected officials and citizens over the past four years in walkable communities, bicycle and pedestrian safety and traffic calming issues, along with doing community walking and bike safety audits in all of the major governmental units in the region. All of these elements are reflected in our plan, which was just adopted on March 26. Another significant point is that the plan specifically ties these types of activities and strategies to our Congestion Management System and to our new standing regional Management and Operations Task Force, so it is anticipated that these issues will be part of future corridor management and operations plans and strategies.
- ? We have a separate "greenways" plan, which encompasses bikes, peds, and other recreational uses.
- ? We have completed our Bike Plan (April 2000) and are working on a Pedestrian Plan. We are approaching the Pedestrian Plan initially from the ped safety direction with an analysis of pedestrian accidents. We expect that this analysis will help us to focus our efforts on major safety issues. We expect that the Final Plan will largely be a Policy Plan and not a facilities plan.
- ? We have designated bike lanes and basically have a no bike on truck routes through design standards.
- ? We have just started phase 2 of our bike-ped plan. Phase 1 was a policy plan and phase 2 will be facilities specific plan with roadway analysis resulting in a countywide map distributed to the public.
- ? We have land use plans that identify potential bike path routes as well as a map for existing bike routes. The bike path plan in program is intended to be a comprehensive document for design,

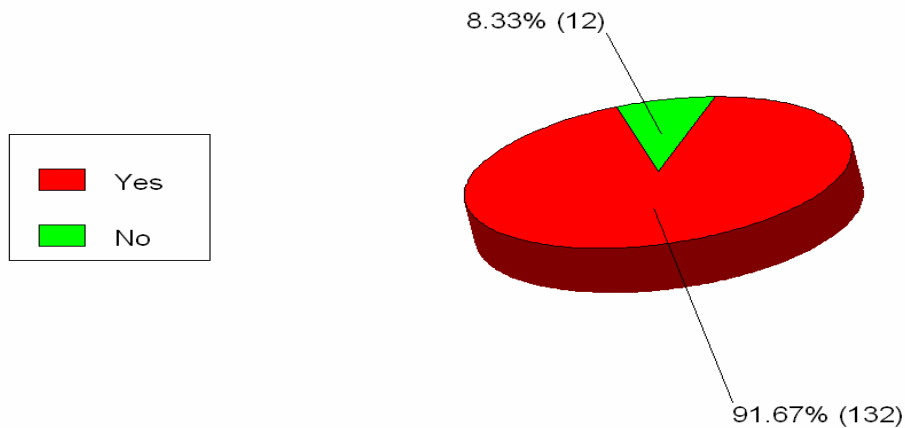
route locations, prioritization, etc., which will enhance our Long Range Transportation Plan. Once completed, the bike-ped plan will be reviewed and adopted by the local government and the MPO.

- ? Will be part of Comprehensive Plan prepared by MPO for Urban Area. Not started yet. Other corridor specific plans have been done or are underway

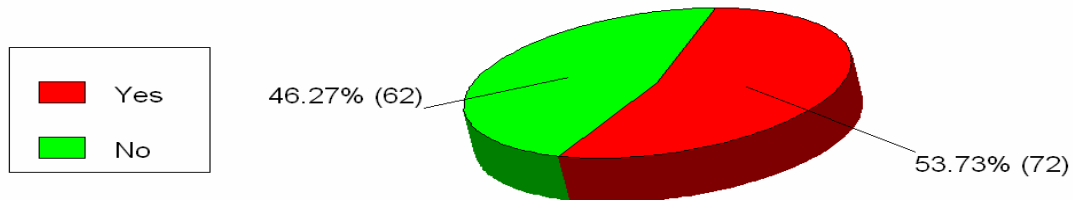
6. Are bicycling and walking addressed in your LRP?



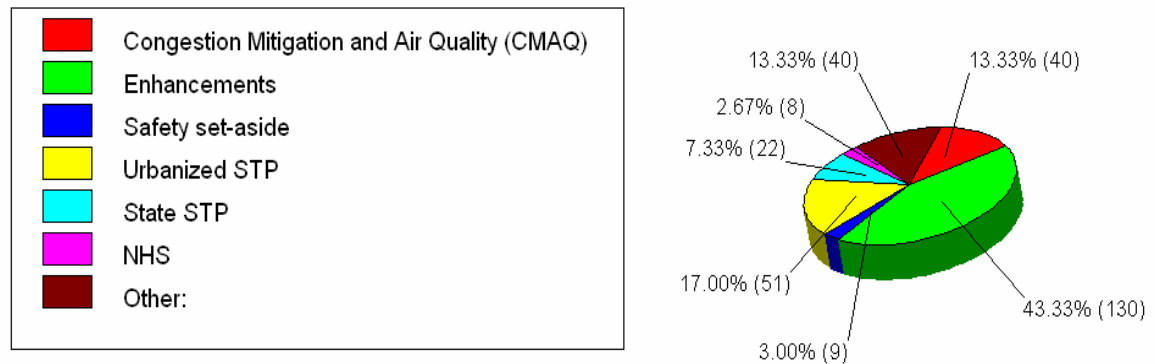
7. Are bicycling and walking part of your TIP?



8. Has your MPO's bike-ped plan been endorsed or adopted by local governments in your MPO's area?



9. What funds has your MPO used in the past three years to fund bike-ped accommodations?



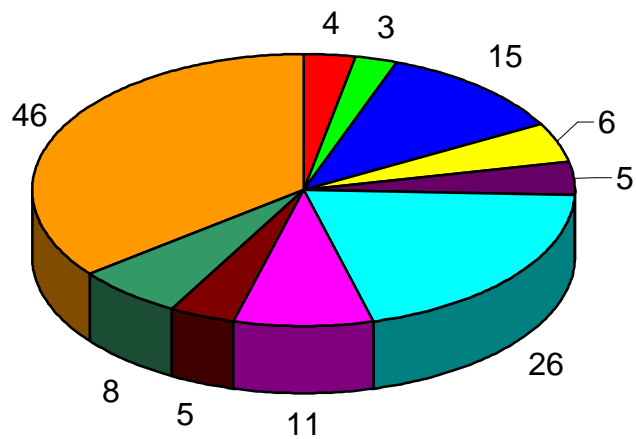
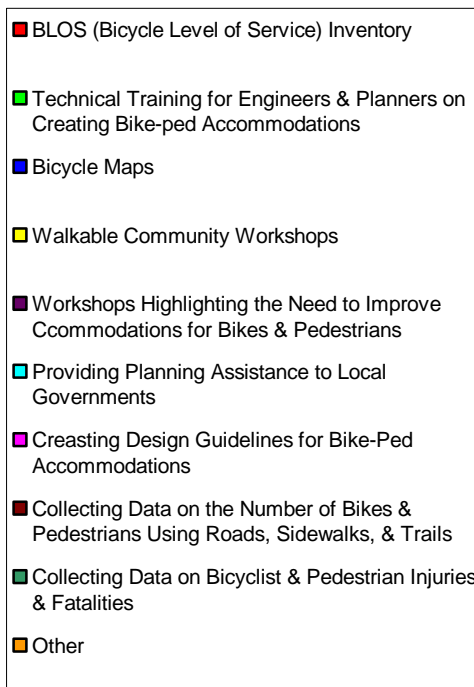
Other:

- ? Access to Transit
- ? bike/ped accommodations added to highway projects
- ? City General Fund
- ? Demonstration, NRT - National Recreational Trails, NPS - National Park Service, BD - State/local bond
- ? Discretionary federal appropriations
- ? Federal Highway Planning funds
- ? HPP
- ? local (2)
- ? Local funds (non-match)
- ? Local General Fund Appropriations

- ? Local match, state dept of resources grants
- ? Local RRIF Local sales tax
- ? Local SDCs, assessments
- ? Local transportation sales tax
- ? None of the above
- ? Outdoor Recreation and Land Water Conservation funds Parks & Recreation funding
- ? Public Lands Discretionary
- ? Public Lands Funds, Local Gasoline and Local Sales Taxes
- ? Recreational Trail Program and General Funds
- ? Recreational Trails Program (RTP)
- ? RTIP Sales Tax based funding (TDA)
- ? State
- ? State funds for facilities and non-motorized training grants
- ? State Dedicated Funds
- ? State Department of Natural Resource Grants
- ? State gas tax
- ? STP-U has funded projects with bike or ped elements. PL money is used to cover staff time. We conduct a small fundraiser to support our Bike to Work effort.
- ? TDA article 3, CA Safe Routes to School, Bicycle Transportation Account
- ? Trails

10. Which of the following programs and projects have you conducted over the past three years?

(Note: there was a glitch in the survey that prevented respondents from selecting multiple answers – therefore the results to this question don't mean much)



Additional Comments:

- ? A major focus is on bike/ped safety instruction in elementary schools in conjunction with the School Board.
- ? Again, the issue of Segway use on existing and proposed routes whether sidewalks or bicycle lanes specifically designated as such. If a community addresses the problem of multimodal development and include Segways, bicycle lanes, and sidewalks, you have a minimum paved width for two-way traffic that is approaching twenty five to thirty feet!!!
- ? On-road pavement markings for "dedicated bike lanes" cause a problem by implying to the uneducated motorist that bicycles should be restricted to that section of pavement. This leads to conflicts when cyclists need to make left turns. Again education and understanding is the basis for solving this problem. I believe it would be better to provide enough shoulder to accommodate bicycles and provided signage to mark routes and remind cyclist and motorists to share the road.
- ? Bicycle/Pedestrian planning is conducted by the Local County Governments. The MPO passes through Federal Planning funds to support each of these programs.
- ? Currently, bicycle projects are part of engineering on larger scale roadway projects, but can be included in the TIP as a separate funded project.
- ? For LRTP and TIP - MPO Policy is that all widenings and/or new location roadway upgrades include the extra wide outside lane to accommodate cyclists. MPO Policy that all roadways identified in Bike-Ped Plan and all subsequently upgraded roadways be signed with "Share the Road" signs. MPO Policy that all widenings and new location roadway upgrades include the addition of sidewalks that meet the design standards of the Americans with Disabilities Act.
- ? Funding constraints limits the ability to implement both bicycle and pedestrian projects. Although federal aid provides up to 80% of the costs, the local community is required to fund the remaining 20%, whereas for other highway projects, the state will contribute at least 10%.
- ? I believe our focus needs to be on education and outreach to cyclists and motorists. Motorists need to respect the rights cyclists have to the road. Cyclists need to follow the rules of the road to earn that respect. We should make every effort to achieve this mutual understanding before investing significant public dollars into cycling infrastructure.
- ? I don't believe that having a separate bike or ped plan is as important as integrating the improvement of those systems with other elements of a regional plan. We've integrated improvements to these systems with our land use and transit strategies that we hope will lead to more effective implementation of all of the strategies.
- ? I'm also concerned with the number of off road facilities/paths that are proposed. What troubles me is that these facilities imply to the uneducated motorist that bicycles belong on the bike path and have no business on the road. I think the cycling public would be better served if an education component was included with any proposed off road facility.
- ? In 1999 the Lee MPO asked FDOT to set aside \$500,000 annually from its share of district wide STP and state funds for bike/ped retrofits on state highways where no major road improvements are planned or programmed. In 2000, the annual set aside was increased to \$1.5 million. Till to date, FDOT has programmed bike ped boxes of \$1/2 million in 2004/05, none in 2005/06 (financial constraints), and 1.5 million each in 2006/07 and 2007/08 in Lee County.
- ? In the south where the temperature often hits 100 degrees and above it is not easy to implement a bike-ped plan. People just do not use these forms of transportation on a regular basis. Our core

downtown is pedestrian friendly and some key neighborhoods are, but for the most part the area is auto king.

- ? We have created a bicycle facilities map, conducted a two-day traffic calming workshop, mapped bike and ped traffic collisions in the region, developed pedestrian design guidelines and will be developing bicycle facility design guidelines. I routinely advise local agency staff on bicycle and pedestrian planning and design matters.
- ? Just attended the pilot program "Active Living Workshop" sponsored by the National Center for Bicycling & Walking, available by a grant from the Robert Johnson Wood Foundation. Great experience on who to involve in bicycle and ped planning if the end result desired is to get folks moving and using alternate forms of transportation.
- ? Need technical training workshop for engineers/planning professionals
- ? Staff has attended (but not conducted) technical training on creating bike-ped accommodations; we have conducted and completed the development of a bike map; we have participated in walkable community workshops (have not conducted though); as part of the bike/ped plan we will include general design guidelines for bike-ped accommodations; our survey assisted in determining how many bicyclists and pedestrians use roads, sidewalks, trails, etc.; we have collected bike/ped injury and fatality data for Onondaga County.
- ? Our standing non-motorized Task Force consists of about 60 members representing local governments and transportation agencies, user groups and advocates, transportation agencies, parks and recreation staff and a number of private consultants and others. Our new standing Management & Operations Task Force also has about the same number of folks on it, and a number of interlocking individuals between both groups, but also includes representatives of enforcement and education agencies and others. Both groups were extensively involved in developing the Long Range Plan and assuring that both concepts were integrated throughout the document and that the issues are considered in both areas.
- ? Our 1994 Bikeways Plan paved the way (pun intended) for spending \$100s of thousands of TE dollars plus local dollars, building scores of miles of bikeways (mostly separated) in Northwest Indiana. It's a plan that's being implemented, with some trail corridors being completed and many connections being built.
- ? Our area is blessed to have a number of bike, pedestrian and beautification resource groups and advocates that coordinate well with the MPO and local government to address walkability and bikeability issues.
- ? Our Bicycle and Ped. Plan is a component of our long-rang transportation plan. We do not produce a separate document regarding bicycles and peds.
- ? Our Long Range Plan is in draft form, and will be considered an interim plan until 2005 when 2000 census data will be incorporated more fully in the data and plan process.
- ? Our MPO area is small and there is not a great need as yet for bike and pedestrian facilities, however, we are devising a plan to put into place in hopes that if we create a facility over time people will see it as a viable option.
- ? Our MPO is planning to form a separate bike/ped technical committee and conduct "walkable communities" workshops later this year.
- ? Our MPO Policy Board adopted the US DOT Policy for Integrating Bicycling and Walking into the Transportation Infrastructure as a goal in 2001.

- ? Our separated paths are mostly on abandoned RR ROW, and some on utility ROW. Some communities have built some useful and pleasant amenities. We're developing a bikeway map on our website, where one can see the regional routes and zoom in and see the detail of exactly where the routes go, and what's nearby. See the bike map demo under "what's hot" at www.nirpc.org.
- ? Our state DOT has adopted a policy to incorporate bike/ped facilities in all new federally funded highway projects, but several issues remain unclear regarding who is responsible for the cost of those facilities. Until this question is resolved there will be some difficulty in persuading all of our local governments to adopt a specific map of future bike/ped facilities.
- ? Plan Implementation: The City of Jacksonville requires the installation of sidewalks in accordance with the adopted plan at the site development stage (site plan) and upon subdivision of a parcel. The City annually designates a portion of their Powell Bill funding to install sidewalk/trail facilities along corridors within densely populated residential areas and adjacent to school facilities.
- ? Our MPO has provided technical training, currently in production of a bike map, sponsored workshops that highlight the design needs for peds and bikes, provided input to local governments and collected various data on bicycle usage.
- ? Received NHTSA Bicycle Safety Grant -- MPO working with Tulane University to establish bicycle safety culture on campus. Replicable tool for all universities.
- ? Since my responsibilities include transportation funding administration, some of the time I spend assisting local agency with implementing bike and ped projects gets charged to those work elements. The hours spent on bicycle and pedestrian issues probably are understated as a result.
- ? Systematic bicycle planning has not yet been conducted, however initiating this will be a priority over the next few years.
- ? The Abilene MPO works primarily with the City of Abilene in its bike-ped planning activities. Requests for bike-ped funding through the transportation enhancements program have been approved by MPO Board and submitted but not selected for funding through statewide selection process.
- ? The Bicycle LOS analysis was done as part of the bicycle plan. The plan also includes design guidelines. The MPO has produced and distributes a county bike map. The MPO has also assisted in organizing Effective Cycling courses for planners and engineers.
- ? The City DOT Transportation Planning Division staffs both the MPO and the City transportation planning functions. There is some cross-over on current pedestrian planning work.
- ? The City of Madison has a full-time Bicycle Coordinator and full-time Bicycle Safety Educator. The Educator position is partially funded each year through STP-Urban funds. The County partially funds the Coordinator, who works with suburban communities upon request. The Educator also assists suburban communities. These two positions have reduced the need for the MPO to spend on bicycle issues, aside from preparation of the regional bike plan and some planning assistance to local communities.
- ? The City of Madison has a Ped/Bicycle Committee, which makes recommendations to the City Council. As a result, a separate MPO Ped/Bike Committee hasn't been seen as necessary.
- ? The Jacksonville MPO, City of Jacksonville and Onslow County adopted a Pedestrian Circulation Plan in 1999. This plan identifies the location of existing and future pedestrian facilities such as

sidewalks, multi-purpose trails/greenways, and water/canoe trails within the Jacksonville Urbanized Area.

- ? The Lee County multi-agency bicycle and pedestrian Crash Analysis System Evaluation (CASE) is intended to improve bicyclist and pedestrian safety through collaborative data management and countermeasure development. Ongoing program funded by a FDOT grant, has been successful in mapping bike/ped crashes and counter measure evaluations.
- ? The local govt. helped to fund the acquisition of a rail corridor, which was pending sale and/or abandonment. This was done to serve as a rail-to trail conversion. The enhancement application was approved, so we have 3.2 million available to do this.
- ? The MPO being new, and of minimal resources, does not have an in-house bicycle program, we rely on the county program to plan and recognize those needs, we incorporate their plans in our long range plans and we recognize projects in the TIP if a project is funded through various means.
- ? The MPO seeks to routinely include sidewalks in state road improvement projects. The City includes sidewalks in its road projects. The City has an aggressive sidewalk retrofit program targeted to high need locations with over 30 miles of independent sidewalk projects planned for construction over the next 3 years or so. Additionally, the City and County are developing multi-use trail networks with the support of the MPO.
- ? The MPO's bike/ped plan is one of various elements of the MPO's long range transportation plan; includes a financially feasible bike/ped plan that includes both 2010 and 2020 cost feasible components.
- ? We are currently involved in developing a 4.5 mile extension of a rail-trail. An application for Enhancement funds has been submitted to the state DOT. Because the new section will pass through three towns, the GBRPA will coordinate the design of the project.
- ? We are developing a new funding approach. Currently we set aside 12.5% of our XU funds specifically for bicycle/pedestrian projects. We are working towards requiring a local match of 50% to better leverage these funds and are working with the local communities to apply for and acquire state and other grants to be used as the 50% match.
- ? We are stepping back and re-evaluating our transportation objectives. Commuter bicyclist and recreational bicyclist have different needs and paths they want to take. The same issue is developing for Segways. Pedestrian issues are more flexible, but still challenging. When you combine the three together and then add to a major arterial plan - - - you have new issues.
- ? We are working on implementing items of our bicycle plan including a bicycle rodeo and bike to work day.
- ? We are working with a local nonprofit and the state bike/ped advisory committee to develop a schools outreach program. Ideally I'd like this to be similar to that run by the Bike Transportation Alliance in Oregon.
- ? We are working with Mn/DOT, counties, cities, regional parks implementing agencies, and other state agencies to develop a regional inventory of existing bikeway facilities and candidate facilities that would form the basis of a regional bikeway plan that will be incorporated into our next LRP.
- ? We at the West Florida Regional Planning Council provide staff services to 3 MPOs; Pensacola, Fort Walton Beach, and Panama City. The Council has 1 fulltime bike/ped planner who works in all 3 urbanized areas, so you might pro-rate her time as 33% per MPO.

- ? We continue to look for opportunities to upgrade our bicycle and pedestrian facilities.
- ? We have a very extensive Bike/ped (Mixed use) Trail plan and have probably 40-50 miles of trail open.
- ? There has been a large interest in developing statewide design guidelines, so we will participate in that effort at a higher level when this activity gets funded. Our non-motorized GIS databases have been coded to include Michigan's standard linear reference system, which will facilitate integration with the state's extensive statewide Safety, Congestion, Bridge, Pavement, Intermodal & Public Transit management systems databases and GIS layers. This will facilitate development of a regional Bicycle Level of Service analysis and addition of user data and which also should permit us to access crash records.
- ? We have conducted a pilot BCI study of a University. We have held walkability workshops, and just recently a Safe Routes To School Workshop. A map is planned next.
- ? We have funds budgeted to begin a bicycle traffic count program this year.
- ? We have put a tremendous amount of staff effort into promoting Bicycling to Work since the adoption of our Bike Plan. Our rationale for this is that our town engineers were resistant to consider bicyclist's needs because they did not see people biking very often. We are trying to create a visible biking population.
- ? We have two funded bike-ped projects at this time on the TIP. Both Rail-Trails and both funded with Enhancement dollars.
- ? We recently received a comment during our TIP comment period from a bicycle advocacy coalition group in Columbus, Ohio, that under February 2000 Design Guidance, MPOs are required to include accommodations for bicycles and pedestrians in all transportation improvements. They requested that funding for our TIP be withheld on all projects that do not include bicycles or pedestrian facilities. As a compromise we will have FHWA give us an interpretation of the Guidance before ODOT and our local governments. Based on that interpretation, we will form a committee to address the implications of the guidance.
- ? We wrote a draft set of bike policies based on the federal guidelines and are currently having conversations with our TAC about them.
- ? We've also had a "Bike Friendly Community" campaign and had 3 cities join up
- ? While we have not created in specific user inventories or surveys, we have worked with both local governments, Michigan State University student volunteers and others to design some specific user survey and counting activities, even though we have not collected this type of info directly. However, we have done several random public opinion polls and other surveys, which also address bike/ped issues and needs.
- ? With 180+ local units of government under its jurisdiction and the relatively short average distance of ped and bike trips, the Metropolitan Council has typically promoted and assisted bike and ped planning and implementation at the local (city and county) level through our local comprehensive plan review authority.
- ? Worked with the Stark County Park District and adopted their very comprehensive trail plan into our LRP.

- ? Working to change culture to routine accommodation with local implementers (Public Works and Planning Depts)