

Pro Walk/Pro Bike 2008 Conference Pre-Planner With Session Descriptions



Everyone wants to make the best use of his or her time at a conference. Use this handy pre-planner to determine the sessions or mobile workshops you'll attend during each of the nine presentation periods. (Remember, you must be pre-registered through the on-line system for mobile workshops.) You can learn more about each presentation in the session descriptions on the following pages and on the on-line web site listings (<http://www.bikewalk.org/2008conference/schedulefull.html>). Mark the appropriate box under each period, and carry this page with you during the conference as a quick reminder of your schedule.

Wednesday, September 3, 2008

Period One Sessions (Wed. 10:15 AM - 11:45 AM)

- #1. Sidepaths, Trails, and Trail Crossings (*Fifth Avenue*)
- #2. Federal Funding for Non-motorized Transportation and Recreation and the National Trails Training Partnership (*Cascade II*)
- #3. Complete Streets: The Seattle Experience(*Elliott Bay*)
- #4. Bring SmartTrips Home: Individualized Marketing Training to Increase Healthy Trips (*Grand Crescent*)
- #5. Bikeway Design (*Vashon I & II*)
- #6. Adapting The Bike Sharing Concept to North America (*St. Helens*)
- #7. The Explosion In National and International Cycle Networks (*Cascade IA*)
- #8. Where Do People Bicycle and Walk? (*Cascade IB*)
- #9. Documenting Best Practices In Creating Active/Healthy Communities: Enlisting Public Health Organizations (*Cascade IC*)

Period One Mobile Workshops 9:45 AM – 12:00 PM

- A. High Point: New Urbanism
- B. Road Diets, Lane Diets, Sharrows and Green Bike Lanes

Period Two Sessions (Wed. 1:45 PM - 3:15 PM)

- #10. Adopting and Enacting Complete Streets Policies -- Success Stories (*Fifth Avenue*)
- #11. The Non-motorized Pilot Program: Walk, Bike Benefit (*Cascade II*)
- #12. Locally Grown: Planning A SRTS Program That Fits Your Community (*Elliott Bay*)
- #13. Designing For Bicyclists and Pedestrians (*Grand Crescent*)
- #14. Bicycle Parking: Best Practices (*Vashon I & II*)
- #15. Active Community Environments: Planners, Transportation, and Public Health Working Together...My Oh My! (*St. Helens*)
- #16. Maps and Community Engaged Mapping (*Cascade IA*)
- #17. Making Streets Safer (*Cascade IB*)
- #18. Fringe Urbanism: Untapped Bike/Walk Potential in the Suburbs (*Cascade IC*)

Period Two Mobile Workshops 1:45 PM – 3:15 PM

- C. Complete Streets
- D. Cascade Bicycle Club Headquarters

Period Three Sessions 4:00 PM - 5:30 PM

- #19. What's New In the Upcoming Edition of the AASHTO Guide for The Development of Bicycle Facilities (*Fifth Avenue*)

- #20. Can Green Streets Be Complete Streets Too? (*Cascade II*)

- #21. Trail Building (*Elliott Bay*)

- #22. Encouraging Corporate Cycling Programs (*Grand Crescent*)

- #23. Bikes and Transit: Why & How (*Vashon I & II*)

- #24. Sidewalk Planning (*St. Helens*)

- #25. Assessing the Demand and Value of Cycling Improvements (*Cascade IA*)

- #26. The Underground Railroad Bicycle Route – Diversifying Bicycling Through Innovative Ideas and Partners (*Cascade IB*)

- #27. Sunday Parkways/Summer Streets – Fun and Stealth Ways to Transform You Community (*Cascade IC*)

- #28. Bicycle Parking Implementation Tour (*Meet at Cascade II Foyer:Mobile Workshop Desk*)

Period Three Mobile Workshops (Wed. 3:45 PM – 6:00 PM)

- E. Bike Works
- F. Arterial & Non-Arterial Traffic Calming

Thursday, September 4, 2008

Period Four Sessions 8:00 AM – 9:30 AM

- #29. The National SRTS Program -- Status and Future (*Fifth Avenue*)
- #30. Costco Wholesale Bike2Work Program (*Cascade II*)
- #31. Turning Around Three Communities: Making Flint, Martinsville/Henry County and Spartanburg Great Places to Walk and Bike (*Elliott Bay*)
- #32. Planning Strategically For Pedestrians and Bicyclists (*Grand Crescent*)
- #33. Designing For Seniors (*Vashon I & II*)
- #34. Pedestrian & Bicycle Facilities in Large-Scale Projects (*St. Helens*)
- #35. Crosswalks and Crossings (*Cascade IA*)
- #36. Social Marketing and Community Campaigns Promoting Cycling (*Cascade IB*)
- #37. Working With Youth (*Cascade IC*)

Period Four Mobile Workshops (Thurs. 7:00 AM – 9:45 AM)

- G. Interurban Trail and Aurora Corridor projects
- H. Trail Design – the Chief Sealth Trail (7:30 AM)

Period Five Sessions (Thurs. 10:15 AM – 11:45 AM)

- #38. Revamped Decision Making and Manual Re-Writes: Two of the Four Steps to Complete Streets Implementation (*Fifth Avenue*)
- #39. Paint Is Your Friend (*Cascade II*)
- #40. Reauthorization of the US Highway and Transit Bill: How Will Walking & Bicycling Fare? (*Elliott Bay*)
- #41. Partnering With Public Health (*Grand Crescent*)
- #42. How Safe Routes to School Needs to Protect the Neighborhood Schools (*Vashon I & II*)
- #43. Charlotte's South Corridor Infrastructure Program: Institutionalizing Planning & Design of Light Rail Station Infrastructure for All Modes (*St. Helens*)
- #44. Quantifying the Movement: Counting Bikes, Pedestrians and Mode Splits (*Cascade IA*)
- #45. Cycling In Quebec: From Recreation to Transportation; A New Momentum In Montreal (*Cascade IB*)
- #46. Best Practices in Work Zone Traffic Control that Support Bicycle and Pedestrian Travel (*Cascade IC*)

Period Five Mobile Workshops (Thurs. 10:15 AM – 1:15 PM)

- I. Supporting the 3-Es in a Smaller City – Kirkland, Washington
- J. Redmond, Washington – Downtown and Town Center

Period Six Sessions (Thurs. 1:45 PM – 3:15 PM)

- #47. Bicycle Boulevards in the U.S. and Canada (*Fifth Avenue*)
- #48. University Pedestrian and Bicycle Education: What is Being Taught, and How Can We Provide Better Training for Future Professionals? (*Cascade II*)
- #49. How to Develop and Implement A Successful Bicycle Master Plan (*Elliott Bay*)
- #50. Promoting Your Programs (*Grand Crescent*)
- #51. Kids as Consultants: Going to the Experts to Improve School Travel and Local Government (*Vashon I & II*)
- #52. Working With Local Governments (*St. Helens*)
- #53. Active Living Programs in the U.S. and Canada (*Cascade IA*)
- #54. Addressing Bicycle Capacity Issues on Public Transportation (*Cascade IB*)
- #55. Connecting the Dots: Biking, Public Health & Safety and Economic Development (*Cascade IC*)

Period Six Mobile Workshops (Thurs. 1:45 PM – 3:30 PM)

- K. Colonnade Urban Mountain Bike Skills Park
- L. Seattle Bike Station
- M. Bicycle Friendly Businesses

Period Seven Sessions (Thurs. 4:00 PM – 5:30 PM)

- #56. The 3-Step Process for Transforming Policy Into Projects (*Fifth Avenue*)
- #57. Creating Space for On-Street Bicycle Facilities: Concept to Completion (*Cascade II*)
- #58. A Two-Way Street: Effective State and Local Bike/Ped/ SRTS Coordinators (*Elliott Bay*)
- #59. Building SRTS Into Sustainable School Programs (*Grand Crescent*)

- #60. Bicycle Zone Analysis: A New Bicycle Planning Tool (*Vashon I & II*)

- #61. Bicycle Education (*St. Helens*)

- #62. Working With Youth (*Cascade IA*)

- #63. Healthy/Active Communities for Older Adults (*Cascade IB*)

- #64. Understanding Tort Liability Challenges (*Cascade IC*)

Period Seven Mobile Workshops (Thurs. 4:00 PM – 6:00 PM)

- N. Seattle Wayfinding for Bicyclists

- O. Elliott Bay Water Taxi

- P. University of Washington Commute Trip Reduction

Friday, September 5, 2008

Period Eight Sessions (Fri. 8:00 AM – 9:30 AM)

- #65. Active Travel and the Environment (*Fifth Avenue*)

- #66. Designing Facilities for Bicyclists (*Cascade II*)

- #67. Bicycling Advocacy (*Elliott Bay*)

- #68. Sidewalk Networks (*Grand Crescent*)

- #69. Designing Intermodal Transit Facilities (*Vashon I & II*)

- #70. Safe Routes to School (*St. Helens*)

- #71. Where Are The Sidewalks: An Inventory of Bicycle & Pedestrian Facilities in Small and Medium-Sized Cities Using GPS and GIS Tools (*Cascade IA*)

- #72. The Common Language of the Broken Bone: Effectively Using Public Health to Inform Design Processes and Bolster Advocacy Positions (*Cascade IB*)

- #73. Cycling Down Under: Encouragement Programs >From Australia (*Cascade IC*)

Period Eight Mobile Workshops (Fri. 7:00 AM – 9:45 AM)

- Q. Bicycle Tour of Seattle Facilities

- R. Safe Routes to School

- S. Bikeability Audit at Meany Middle School (7:30 AM)

Period Nine Sessions (Fri. 10:15 AM – 11:45 AM)

- #74. Statewide Safe Routes to School Programs (*Fifth Ave.*)

- #75. Promoting Programs in Rural Communities (*Cascade II*)

- #76. Level Playing Field At Last: Equal Footing for Bicyclists and Pedestrians in the Highway Capacity Manual (*Elliott Bay*)

- #77. Creating The Master Plan (*Grand Crescent*)

- #78. Signage that Points the Way (*Vashon I & II*)

- #79. Complete Streets Road Design: Audits for Bicycle & Pedestrians (*St. Helens*)

- #80. Bike/Ped Planning In New Zealand, the Middle East, and South Korea (*Cascade IA*)

- #81. Comparing Small Area and Regional Scale Plans (*Cascade IB*)

Period Nine Mobile Workshops 10:15 AM – 11:45 AM

- T. Feet First “re+walk” Walking Audit and Health Impact Assessment

- U. Downtown Sharrow and Bike Lanes

- V. APBP Designing Pedestrian Facilities for Accessibility Field Exercise

WORKSHOP DESCRIPTIONS

PERIOD ONE

Wednesday, Sept. 3, 10:15 - 11:45 a.m.

#1. Sidepaths, Trails, and Trail Crossings (Fifth Avenue)

The AASHTO Bike Guide warns of nine operational problems that occur on pathways immediately adjacent to roadways. Nevertheless, these “sidepaths” remain popular both with the public and elected officials. You’ll learn AASHTO’s guidance on sidepaths with accident statistics and illustrations of the various hazards. Case studies from around the United States will show context-sensitive design strategies that address these operational problems. Then learn how to design trail crossings as they intersect with arterial and non-arterial streets. Guidelines for right-of-way assignment, new innovative crossing signs for motorists and trail users, and specifications for bicycle-friendly ADA curb ramps will be covered.

#2. Federal Funding for Non-motorized Transportation and Recreation and the National Trails Training Partnership (Cascade II)

The Federal Highway Administration’s Transportation Enhancement activities and Recreational Trails Program provide funds to develop transportation and recreation infrastructure for walking and bicycling facilities and to connect communities and promote active living. Explore the opportunities The National Trails Training Partnership (www.NTTP.net) has to enhance training for all kinds of trail related activities.

#3. Complete Streets: The Seattle Experience (Elliott Bay)

This session will reveal the City of Seattle’s experience adopting a Complete Streets Ordinance, and then changing businesses practices in order to implement the policy. You will hear from the planning, design, and operations team at SDOT about new tools, policy and project successes, and the challenges of leveraging funding, and rethinking business practices—all in the name of implementing Complete Streets.

#4. Bring SmartTrips Home: Individualized Marketing Training to Increase Healthy Trips (Grand Crescent)

Individualized marketing programs, such as the City of Portland, OR’s award-winning SmartTrips, influence people to shift from drive-alone trips to healthier trips on foot, by bike or on transit. Programs survey residents to develop customized materials and services that provide encouragement, support, information, and reinforcement to establish new habits and travel patterns. This three-hour workshop will present highlights from a 2-day training program that helps communities start individualized marketing programs.

#5. Bikeway Design (Vashon I & II)

Learn the update highlights from the second edition of the Chicago Bikeway Design Guide Standards and guidelines will be covered for design issues in urban on-street environments, including marked shared lanes, bike/bus lanes, colored bike lanes, bicycle guide signs, bicycle detours, and bicycle accommodation within construction zones. Also learn about a study by The Transportation Association of Canada used to develop new guidelines for bikeway pavement marking scenarios, including bike boxes, shared use markings, roundabouts and bicycle detection.

#6. Adapting The Bike Sharing Concept to North America (St. Helens)

Building upon the wildly successful bike sharing programs in Europe, cities in the U.S. and Canada are working to establish similar programs. A network of bicycle program professionals is sharing information. Learn how Chicago, Vancouver, B.C. and Washington, D.C. are dealing with such issues as how to fund and sustain a bike share program, identify space for stations, and address helmet laws.

#7. The Explosion In National and International Cycle Networks (Cascade IA)

There has been an explosion of activity to create national and international cycling networks: The North Sea Cycle Network was just completed. Quebec’s La Route Verte was unveiled last year. Major progress is being made on Britain’s National Cycle Network and a U.S. Bicycle Route System. Come learn from experts from the UK, US, and Canada on developing these networks, demonstrating their transportation and health benefits, and marketing them in innovative ways.

#8. Where Do People Bicycle and Walk? (Cascade IB)

This presentation will discuss the application of technology to a real-world planning problem and offer a solution applicable to many cities nationwide, using a Portland, Oregon, study that collected GPS data from nearly 2,000 bicycling trips. The use of GPS allows us to answer questions about route choice, traffic, the availability of bike lanes, etc. Also learn how GIS techniques were used identify priority areas for pedestrian improvements. Learn how a regional sidewalk inventory was completed and how areas were scored using crash data, land use, transit data, and demographics.

#9. Documenting Best Practices in Creating Active/Healthy Communities: Enlisting Public Health Organizations (Cascade IC)

The Centers for Disease Control and Prevention (CDC), Emory University, and the DeKalb County Public Health Department together form a nexus of public health interests that influence decisions worldwide.

It’s no wonder the City of Decatur reached out to these partners as they launched a Community Transportation Plan. The much-heralded final plan received accolades from these public health institutions and a Clean Air Award from the Atlanta Regional Commission. This panel session will present lessons learned and strategies to link what we do with the public health community.

MOBILE WORKSHOPS PERIOD 1

Mobile Workshop A:

High Point: New Urbanism

West Seattle’s 34-block, 120-acre High Point neighborhood has proven to be one of the most successful new urbanist neighborhoods in the city’s history; it has attracted regional, national and international acclaim.

Mobile Workshop B:

Road Diets, Lane Diets, Sharrows and Green Bike Lanes

Seattle has installed more than 50 miles of new bicycle lanes and sharrows (shared lane markings) in just two years. The city’s 26 road diets (reducing the number of general purpose lanes) has also attracted national attention. On this mobile workshop you will see the most recent road diets, lane diets, bike lanes, climbing lanes, sharrows, green bike lanes and a bicycle-only left turn pocket.

PERIOD TWO

Wed., Sept. 3, 1:45 p.m. - 3:15 p.m.

#10. Adopting and Enacting Complete Streets Policies -- Success Stories (Fifth Avenue)

Join Barbara McCann, Randy Neufeld, and Wayne Wentz for a virtual tour of states and localities that have enacted complete streets laws. Get the low-down on two recent victories, and learn what it took to win a law in Illinois last year and what is being done to make it stick. See how Seattle sweated the details to create a comprehensive ordinance. Discuss your game plan for getting a policy in place back home.

#11. The Non-motorized Pilot Program: Walk, Bike Benefit (Cascade II)

Get an update on the status of the four-year, federally funded Non-motorized Transportation Pilot Program with insights into actions accomplished by the four Pilot Communities, plans for coming events, and expectations of outcomes. Designed to demonstrate that sufficient funding for networks of connected bicycle and pedestrian facilities can attract significant numbers of trip makers, the program aims to measure mode shift and consequent impacts on climate, energy, congestion and health.

#12. Locally Grown: Planning A SRTS Program That Fits Your Community (Elliott Bay)

SRTS programs can include a wide variety

of activities. How do you plan a program that will address your community's needs and assets? Key steps to program planning will be discussed and a small group activity will provide participants an opportunity to practice using data to plan a program. Participants will leave this interactive session with tools to support their community's efforts and an understanding of how local data collection can have national-level influence.

#13. Designing For Bicyclists and Pedestrians (*Grand Crescent*)

Want bike lanes but there isn't room on the roadway? Trucks preventing ped-friendly intersection design? What does AASHTO say? Theodore Petritsch busts some of the most tenacious traffic engineering myths. You can have complete streets. Beyond just making claims, this presentation provides the latest research supporting flexible design solutions and examples of how they can be applied in your community. Then Tom Bertulis discusses European bicycle planning and development projects, specifically a design philosophy known as the Hierarchy of Measures. Using case studies from various cities, Tom will dispel commonly held myths regarding European design practices. Learn what tools to utilize when building human scaled environments, leading to cleaner, greener cities for all.

#14. Bicycle Parking: Best Practices (see related Mobile Workshop in the next period) (*Vashon I & II*)

APBP Board Member Eric Anderson presents APBP's newly updated Bicycle Parking Guidelines (bicycle rack design selection, indoor parking and on-street parking). Then John Luton covers bicycle parking level of service. Rating bicycle racks and site planning systems is an easy way to assess the performance of installations and technology. A proposed system of grading will be presented for consideration. NOTE: This workshop is followed by a guided field exercise; see Period 3 for Bicycle Parking Mobile Workshop.

#15. Active Community Environments: Planners, Transportation, and Public Health Working Together...My Oh My! (*St. Helens*)

The Washington State Department of Health (DOH) released the Washington State Nutrition and Physical Activity Plan, which called for increasing the number of Active Community Environments (ACE). An ACE is a setting where people of all ages and abilities can be physically active on a routine, daily basis. To be able to create ACEs, we needed to partner with agencies and organizations public health was unfamiliar with. DOH worked with the Office of Community, Trade, and Economic Development, the State Department of Transportation, and other partners to create Active Living Task Forces.

#16. Maps and Community Engaged Mapping (*Cascade IA*)

The workshop will examine an array of bike maps for: commuters, touring cyclists, "neighborhood" cyclists, and others. Differing map conventions & graphic presentation styles will be discussed, with illustrations of good – and not so good – mapping practices. Map making does not have to only be about the map. For six years, Feet First's Neighborhoods on Foot map series has been using the mapping process to engage local communities in walkability issues. Through a context sensitive design process, the maps empower communities and provide a useful resource about their neighborhood. This presentation will discuss ways to engage communities through a mapping process.

#17. Making Streets Safer (*Cascade IB*)

How can we make streets safer for bicyclists and pedestrians? Falon Mihalic presents best practices from Drive With Care, an integrated social marketing campaign that aims to reduce crashes and stigmatize reckless driving. Drive With Care works with police, elected officials, local businesses and community groups to target reckless driving behaviors and make the streets safer for all road users. Then Ranjit Walia introduces the issue of pedestrian safety from a historical perspective and examines how laws and policies have changed over time. This session provides specific recommendations for policy improvements to improve the safety of pedestrians using a legislative approach.

#18. Fringe Urbanism: Untapped Bike/Walk Potential in the Suburbs (*Cascade IC*)

Suburban multifamily housing is an often overlooked housing typology that holds strong potential for achieving smart growth goals in suburbia. Typically located within walking distance of commercial areas, the site design for most of these developments follows a model that discourages pedestrian and bicycle transport. This presentation looks at the specific ways in which regulation, typical development practice, and design culture have shaped the current pattern of suburban multifamily development, and proposes ways in which these elements might shift to create more livable, less congested, and multi-modal suburban communities.

MOBILE WORKSHOPS PERIOD 2

Mobile Workshop C:

Complete Streets

On April 9, 2007, Seattle adopted one of the most comprehensive and sweeping Complete Streets ordinances in the nation; these ordinances are already being implemented throughout the city. Join this workshop for a stroll down one of Seattle's newest and finest complete streets. See new, high density mixed-use commercial/residential developments with newly paved streets and sidewalks, street trees, curb side amenities, transit and bike lanes all in one place.

Mobile Workshop D

Cascade Bicycle Club Headquarters

The Cascade Bicycle Club is one the nation's most successful bicycle clubs with more than 9,000 members. Cascade is operated by a nine-member volunteer Board of Directors, fifteen professional staff, three AmeriCorps interns, and thousands of volunteers. Building membership, developing strategies for successful advocacy, implementing bicycle safety education programs, successful fund raising and club organization are just some of the topics that will be covered when you visit their headquarter building located in northeast Seattle.

PERIOD THREE

Wed., Sept. 3, 4:00 p.m. – 5:30 p.m.

#19. What's New In the Upcoming Edition of the AASHTO Guide for The Development of Bicycle Facilities (*Fifth Avenue*)

The AASHTO Guide for the Development of Bicycle Facilities has for more than 30 years served as our national guideline for bicycle facility planning and design. In the decade since the last version of the Guide was published, tremendous advances have been made in the field of bicycle planning and design, in terms of new research as well as practice. The next edition of the AASHTO Guide is now in draft form and will be published in 2009. Attend this session to hear more about the considerable changes that are in store for this next edition of the Guide.

#20. Can Green Streets Be Complete Streets Too? (*Cascade II*)

As cities and counties continue to develop non-motorized transportation facilities, they are also growing increasingly interested in applying low impact development (LID) to streetscapes. The integration of LID, pedestrian, and bicycling systems will result in a healthier community and environment. This workshop, led by Peg Staeheli of SvR, will explore how green streets and complete streets can work in concert. Ed Cox will add some real-world examples from Sacramento, California.

#21. Trail Building (*Elliott Bay*)

Two recently completed projects in the City of Shoreline (directly north of Seattle) have resulted in economic reinvestment. The projects include a three-mile-long multimodal trail on a transmission corridor, and reconstruction of Highway 99N with transit lanes, sidewalks, and landscaping. We'll discuss process, design, and revitalization. Another planning model is PATH: Planning for Active Transportation and Health, undertaken in Humboldt County, Calif. We'll explore locally-based strategies for incorporating land use, public health, and economic development goals into local and regional transportation planning efforts.

#22. Encouraging Corporate Cycling Programs (*Grand Crescent*)

Have you ever approached and convinced a local, national or international corporation to successfully embrace employee bicycle-commuting as part of their transportation goals? How do you “sell” 100- 100,000-employee companies on accepting, supporting, and embracing bicycle-commuting as an integral part of their mission? You’ll learn some valuable lessons from Cascade Bicycle Club’s landmark TE Grant pilot program. Then learn how Chicago Public Schools - Chicago’s largest employer, with employees dispersed at more than 600 schools and offices – is using commute survey results to shift its staff out of cars and onto feet, bicycles, buses, and trains.

#23. Bikes and Transit: Why & How (*Vashon I & II*)

This presentation will go into detail about why and how bikes and transit can work together to create a high-functioning transportation system. Presenters offer the perspectives of the advocate, the planner, and the transit agency representative. Topics include: supporting reverse commutes; solving the park-and-ride dilemma; the transit vehicle with racks, hooks, and bike cars; the transit stop, and the world of bike parking for transit agencies. Also, what does success look like: setting goals and objectives, and then integrating measurement and evaluation components.

#24. Sidewalk Planning (*St. Helens*)

This presentation will explain tools developed with the City of Austin to prioritize sidewalk projects. This GIS-based tool facilitates automation of project prioritization, field collection, and Transition Plan compliance. Then learn about Peterborough, Ontario’s Sidewalk Strategic Plan. The plan has evolved since 2006 with refined criteria and a ten-year implementation plan for priority 1 and 2 sidewalks. This project is not sitting on the shelf, but is already being well-used by the transportation and engineering departments.

#25. Assessing the Demand and Value of Cycling Improvements (*Cascade IA*)

Prior to the implementation of additional bike routes, the City of Regina (Saskatchewan, Canada) conducted a needs assessment measuring the use of existing on-street routes and determining the value of planned bikeways to the community. Reliable count information and statistics for pedestrian and bicycle travel is often a stumbling block for planning. You’ll see the assessment used by Regina, as well as new models being developed by Alta Planning + Design to accurately evaluate travel numbers and the associated demands and benefits. Finally, you’ll see the City of Alexandria’s (Virginia) data collection and analysis process for a citywide infrastructure accounting for existing and potential demand.

#26. The Underground Railroad Bicycle Route – Diversifying Bicycling Through Innovative Ideas and Partners

(*Cascade IB*)

Successful partnerships require patience, commitment, time and money, but, as in the case of the Underground Railroad Bicycle Route, the pay-off can be monumental. Learn to build relationships with funders, use partnerships effectively, and achieve sustainable outcomes. This panel will challenge attendees to think about diversity, inspire risk-taking, and demonstrate how innovative partnerships build success. Whether your organization is a small, volunteer effort or a large operation, you will gain easy-to-replicate techniques.

#27. Sunday Parkways/Summer Streets – Fun and Stealth Ways to Transform Your Community (*Cascade IC*)

Internationally known for their success of Cycloviva in Bogota, the model of closing city streets and transforming them into walking and bicycling parks for one day a year, month, or week is spreading across North America. This innovative approach is a great way to get more people walking and biking, and more importantly ask how their community can and should be more bicycle- and pedestrian-friendly. Come for the advice, success stories, and tips from organizers who will inspire you to creating a Sunday Parkway in your community.

MOBILE WORKSHOPS PERIOD 3

Bicycle Parking Implementation Tour

(*Wed. 4:00 p.m. -- 5:30 p.m., Meet at Cascade Ballroom Foyer: Mobile Workshop Desk*)

Mobile Workshop E

Bike Works

3:45 p.m. to 6:00 p.m.

Bike Works has been working for kids, bikes, and community since 1996. With a storefront, fully equipped bike shop, Bike Works’ mission is to build sustainable communities by educating youth and promoting bicycling. The urban riding, bicycle touring, bicycle mechanics, and community programs teach young people how to fix bikes, how to travel by bike, reward them with their own set of wheels, and provide affordable bicycle services to the community. Meet the kids and see the bikes on this fascinating mobile tour.

Mobile Workshop F

Arterial & Non-Arterial Traffic Calming

3:45 p.m. to 6:00 p.m.

Seattle’s award winning neighborhood traffic control program is 30 years old. Since 1978, more than 1,000 neighborhood traffic circles have been installed with a crash reduction factor of over 90 percent! In addition to traffic circles, visit chicanes, speed watch sites, speed humps, speed cushions, curb bulbs and raised crosswalks as part of this mobile workshop. This workshop is a must for traffic calming enthusiasts.

PERIOD FOUR

Thurs. 8:00 a.m. – 9:30 a.m.

#29. The National SRTS Program -- Status and Future (*Fifth Avenue*)

The FHWA’s Safe Routes to School program staff will discuss the implementation of the National SRTS Program, including the most current information available about the \$612 million program and the administration’s perspectives on reauthorization. Learn how SRTS funds are being spent, what important issues are confronting SRTS, and the work of the SRTS Task Force and the National Center for SRTS.

#30. Costco Wholesale Bike2Work Program (*Cascade II*)

This case study looks at how Costco Wholesale and its employees are working together to encourage routine bicycling to and from work. This program shares how a core of volunteer employees can band together to plan, organize, market, and implement bicycle commuting programs in a supportive, positive, and fun environment. Increasing the Bike2Work commuting population will improve participant’s health, reduce commute expenses and compliment a corporation’s “green” initiatives.

#31. Turning Around Three Communities: Making Flint, Martinsville/Henry County and Spartanburg Great Places to Walk and Bike (*Elliott Bay*)

This workshop highlights three very different communities where bicycling and walking are being promoted through projects supported by community foundations and where Bicycle Friendly Communities, Safe Routes to School, and Complete Streets work is combined in unique ways. We will discuss the role of national and local organizations, local funding partners, and the impact on the community of these projects. Spartanburg has three, Flint has two, and Martinsville has one year of experience on which to draw.

#32. Planning Strategically For Pedestrians and Bicyclists

(*Grand Crescent*)

The City of Eugene recently adopted its first Pedestrian and Bicycle Strategic Plan. This plan serves as a guide for how City departments, other agencies, community organizations, and individuals will work together to make Eugene a more walkable and bikeable city. Pedestrian and pedestrian/bike master plans are becoming increasingly popular throughout the United States. Each city or state approaches these plans in their own way; however some practices have been shown to work better than others. Feet First will present results of a national survey of pedestrian and ped/bike plans, and examine what seems to work best for creating walkable neighborhoods.

#33. Designing For Seniors (*Vashon I & II*)

First, learn about *Walk Wise, Drive Smart*, a community-based intervention to improve conditions for safe and enjoyable walking in Hendersonville, NC. The overall intervention includes community education, law enforcement, encouragement of walking, and environmental assessment and modification. Then explore an interactive course titled, "Pedestrian Safety Workshop: A Focus on Seniors." You'll get the details on the structure and content of the workshop, including raising awareness of the pedestrian safety issues facing seniors, and providing seniors strategies for safer walking.

#34. Pedestrian & Bicycle Facilities in Large-Scale Projects (*St. Helens*)

Let's think big! Like integrating a new bike/ped path onto a planned floating bridge across Lake Washington. How do you coordinate with seven local jurisdictions, and make effective connections to other local trails? Or consider a comprehensive countermeasures program to reduce pedestrian injuries and deaths in Miami-Dade County, Florida, looking at a total of 16 different types of education, enforcement, and engineering countermeasures. Coming back to the Pacific Northwest, Olympia, Washington, has learned valuable lessons retrofitting three corridors for bicycle and pedestrians: an industrial waterfront street undergoing redevelopment, a regional corridor that bisected a historic neighborhood, and a major downtown bridge replacement project that became a welcoming pedestrian environment.

#35. Crosswalks and Crossings

(*Cascade IA*)

Review key findings from recent research on driver and pedestrian behavior at uncontrolled crosswalks, then explore a new, Excel-based *Crosswalk Treatment Selection Tool* incorporating best practices in education, enforcement, and engineering countermeasures. Fire departments often resist approving changes they perceive as slowing emergency response time, such as speed bumps, traffic circles, or raised crosswalks. We'll describe a survey of pedestrian crossing and traffic calming treatments that "pass muster" with local fire departments. Finally, you'll see the results of a Québec study that measured the understanding of various methods of operation for pedestrian signals, including the standardized signals in Canada and the U.S.

#36. Social Marketing and Community Campaigns Promoting Cycling

(*Cascade IB*)

How does an organization implement a successful citywide education campaign while at the same time creating community buy-in? The Seattle By Cycle program will serve as the example. This program, based on the City of Portland's SmartTrips program, was launched this year with goals of increased use of bicycling and improved safety of bicyclists throughout Seattle. Then two members of Seattle's Active Living by

Design partnership will tell you about their communications toolkit, taking what they've learned from national experts about cause-related communications techniques and illustrating what's worked, what's easy, and what to skip.

#37. Working With Youth (*Cascade IC*)

The Marin County Safe Routes to Schools program has developed a program that empowers youth to become leaders for their peers. The students develop and conduct surveys, do walk audits, create assemblies and promote contests and events that encourage more walking and biking. The Buddy-Up & Bike to School program gathers the kids already cycling to school, asks why their friends aren't biking with them, and dismantles those barriers one friend at a time. When contemplating a Safe Routes to School pilot project in Chicago's southern suburbs, Chicagoland Bicycle Federation staff knew they needed strong regional partnerships to ensure success. The champions that emerged were not the usual suspects, and didn't fulfill the usual roles. Programs like these often take some funding. You'll learn how to prepare competitive Safe Routes to School grant applications with a planning process that includes Safe Routes to School workshops and bringing in key stakeholders.

MOBILE WORKSHOPS PERIOD 4

Mobile Workshop G

Interurban Trail and Aurora Corridor Projects 7 a.m. to 9:45 a.m.

This workshop will focus on the recently completed Aurora (Hwy 99) and Interurban Trail projects in Shoreline, just north of Seattle. These projects together have become a focus of community identity, pride, and economic redevelopment. Visit the trailhead, two new bridges, public art, Business Access-Transit lanes, sidewalk features, medians, landscaping and other features of this complete, multimodal corridor project.

Mobile Workshop H

Trail Design – The Chief Sealth Trail

7:30 a.m. to 9:45 a.m.

Seattle's newly completed Chief Sealth Trail along a power line corridor is a contemporary example of the latest thinking in trail design. Built with recycled fill from a nearby light-rail project, this tour features detailed information on intersection geometry, assignment of right-of-way, ADA crossings, and trail signing. Participants will receive sample construction plans for intersections and other relevant materials that were developed in conjunction with Seattle's newly adopted Bicycle Master Plan.

PERIOD FIVE

Thurs., 10:15 a.m. – 11:45 a.m.

#38. Revamped Decision Making and Manual Re-Writes: Two of the Four Steps to Complete Streets Implementation

(*Fifth Avenue*)

Ready to roll up your sleeves and understand

what it takes to implement the vision of complete streets? Join seasoned professionals to hear how it was done in Oregon, with one of the longest-standing complete streets policies, and in Massachusetts, with its award-winning complete streets design manual. Participants will get a chance to try out some of the new decision-making techniques now in use.

#39. Paint Is Your Friend (*Cascade II*)

San Francisco was the first city to paint the current version of shared roadway markings - or "sharrows" - on a widespread basis. The city has 1000 markings covering ~25 miles of roadway, with plans for 80 miles more. Then, in response to three "right-hook" crashes on popular bikeways, Portland, Oregon, designed and implemented treatments at 14 intersections to maintain cyclist's comfort while increasing their safety in bikeways. The design comprises colored bicycle boxes, colored lead-in and egress lanes, and accompanying signing. We'll focus on the design and initial results of these treatments.

#40. Reauthorization of the US Highway and Transit Bill: How Will Walking & Bicycling Fare? (*Elliott Bay*)

The reauthorization of SAFETEA-LU, the Federal transportation legislation, is under way. By all accounts, this will be the most significant rewrite of our national transportation policy and program since the start of the Interstate era in 1956. So, it's appropriate and timely to consider the role of bicycling and walking in our transportation system. A panel of transportation leaders will get things going with some comments on challenges and opportunities, but the real gist of this meeting is to hear your thoughts and ideas on what should be in this new transportation legislation.

#41. Partnering With Public Health

(*Grand Crescent*)

Public health practitioners help shape land use and transportation decisions, creating safer, healthier communities. Participants will learn how to leverage existing resources into sustainable partnerships that address issues of the built environment. Learn how the California Department of Public Health grew a cadre of in-state experts who now push a public health agenda in their communities' planning and transportation decisions. Consideration of related safety elements in program and promotion development is also critical. Learn about injury and violence data and approaching these issues from a public health perspective in King County.

#42. How Safe Routes to School Needs to Protect the Neighborhood Schools

(*Vashon I & II*)

Safe Routes to School programs get kids walking and bicycling, but many school districts are building massive new schools on the outskirts of communities, forcing parents to drive long distances and school districts to bus kids to school. Many school

districts make these decisions using outdated principles and without public or government influence. Learn how this trend can change through national, state and local education, advocacy and coalition-building.

#43. Charlotte's South Corridor Infrastructure Program: Institutionalizing Planning & Design of Light Rail Station Infrastructure for All Modes (*St. Helens*)

Charlotte, North Carolina, committed \$50M to infrastructure improvements in the city's new light rail corridor. This program constructed new and improved facilities for pedestrians and bicyclists throughout seven suburban stations areas. It was a tightly coordinated, multi-agency collaborative effort from inception to implementation. The intensive and collaborative planning and design process established and institutionalized priorities and new multi-modal design objectives to achieve a balanced selection of transit-supportive infrastructure projects.

#44. Quantifying the Movement: Counting Bikes, Pedestrians and Mode Splits (*Cascade IA*)

We need good data. At this workshop we're going to get it. In addition to real world data collection, we'll look at creative methods to quickly and cheaply measure mode splits and bike and pedestrian travel characteristics in cities, neighborhoods and at destinations. With your help, we'll develop an action plan for coordinating our work with data tools beyond this conference.

#45. Cycling In Quebec: From Recreation to Transportation; A New Momentum In Montreal (*Cascade IB*)

The Cycling Policy (1995) and the Route verte project have greatly increased the popularity of recreational cycling and cycle touring. In 2008, in reviewing its policy, Quebec turned to the use of the bicycle as a means of transportation rather than recreation. Does that mean that the past 10 years were a waste of time and money? Quebec's strategy proves otherwise, and we'll explain why. Meanwhile, cycling in Montreal has gained a new momentum since 2002. It is best illustrated by the opening last fall of a bike path that crosses the busy downtown area. Our presentation will answer questions such as: How can such a change happen? Who are the actors involved? Can this type of change happen in my city?

#46. Best Practices in Work Zone Traffic Control that Support Bicycle and Pedestrian Travel (*Cascade IC*)

Maintaining safe and efficient travel mobility during construction operations ensures continuity and safety for all roadway users. Though the Manual of Unified Traffic Control Devices (MUTCD) offers guidance on accommodating bicycle and pedestrian travel through work zones, functional routes for these users during construction operations are often deficient. This presentation offers criteria to evaluate when

an accessible route must be maintained and guidance for signing detours when closures are necessary.

MOBILE WORKSHOPS PERIOD 5

Thurs., September 4, 10:15 a.m. to 1:15 p.m.

Mobile Workshop I:

Supporting The 3-Es in a Smaller City – Kirkland, Washington

Located on the east side of Lake Washington, Kirkland is renowned as a center of innovation for promoting walking and bicycling. A sustained, multi-year effort is yielding spectacular results as more people walk and bicycle, and crashes have been reduced. Road diets, bike lanes, crossing flags and mixed-use high-density development are part of this mobile workshop. An important feature will be a presentation about Kirkland's cutting edge education and enforcement programs and how they have involved the community to gain their support and participation..

Mobile Workshop J

Redmond, Washington – Downtown and Town Center

Located just 20 minutes from downtown Seattle, Redmond is known for its natural beauty with 34 parks and more than 25 miles of trails. This workshop will focus on Redmond's efforts to create a vibrant mixed-use, pedestrian and bicycle friendly downtown through innovative development and supporting infrastructure. Downtown has also seen mixed-use, transit oriented development take shape over the past 10 years, including a new town center that integrates retail, office and hotel.

PERIOD SIX

Thurs. 1:45 p.m. – 3:15 p.m.

#47. Bicycle Boulevards in the U.S. and Canada (*Fifth Avenue*)

"Bicycle Boulevards" are low-volume/low-speed streets specifically modified for bicycle travel. They are often streets in residential neighborhoods and they typically include diverters to eliminate "cut through" motor vehicle traffic. In this session, experts on this particularly useful bikeway will discuss Bicycle Boulevard research, design, and will provide many examples from the Northwest.

#48. University Pedestrian and Bicycle Education: What is Being Taught, and How Can We Provide Better Training for Future Professionals? (*Cascade II*)

Educating future professionals about pedestrian and bicycle issues at the university level is essential for developing institutional knowledge and support for non-motorized transportation. This panel will address historical development of existing graduate pedestrian and bicycle courses, departmental support for teaching pedestrian and bicycle transportation, enhancing multi-disciplinary partnerships, trends in student interest, and key topics taught to students. Speakers will

discuss ideas for improving university-level pedestrian and bicycle education.

#49. How to Develop and Implement A Successful Bicycle Master Plan

(Elliot Bay)

Using Seattle's widely acclaimed Bicycle Master Plan as a model, participants will learn how to involve stakeholders, hire a consultant, determine plan content, develop funding, move quickly toward implementation and evaluate the success of the plan.

#50. Promoting Your Programs

(Grand Crescent)

Québec's 4000 Km Route Verte was officially opened in summer 2007, marking the conclusion of one of the most important awareness campaign among cycling community and the general public. Learn how it was done. This session will also cover how to reach journalists in an age of media consolidation and downsizing within the newsroom. Finally, participants will learn about the City of Santa Rosa's (CA) social marketing tools and how to use of non-traditional techniques to reach ethnically diverse audiences.

#51. Kids as Consultants: Going to the Experts to Improve School Travel and Local Government (*Vashon I & II*)

This session will review a number of recent innovative projects that have engaged youth in improving their communities through a local SRTS project in Garfield, NJ; a New Jersey DOT led Urban SRTS demonstration project targeting Camden, Newark and Trenton; a project to create a youth action council in Flint, MI; and Michigan's social media outreach to youth in its SRTS program.

#52. Working With Local Governments

(St. Helens)

Learn how Olympia, WA, over 25 years has overcome lax planning, inadequate non-motorized transportation, and a decaying downtown to become a model of progressive planning and improving urban design. Participants will learn how to infiltrate local government to influence your community's bicycling and walking future. In addition, Arizona examples will highlight practical things you can do at the local level to get to "yes". Learn about hands-on tricks, tools, examples and lessons learned from thirty-plus years of working for bicycling and walking.

#53 Active Living Programs in the United States and Canada (*Cascade IA*)

This session examines how active living can be promoted in a variety of locales. Ypsilanti, Michigan, advocates used the state's Promoting Active Communities (PAC) Program to incorporate active living into this community culture. In Minnesota's "Arrowhead" region, regional planners and public health professionals developed an Active Living Vision, principles, and model policy statements. Local communities use these as guides. Learn how a rural Ontario

community plans for active transportation and cycling, builds partnerships and applies AT principles tailored to meet needs unique to a rural environment.

#54. Addressing Bicycle Capacity Issues on Public Transportation (*Cascade 1B*)

The growth in bicycling has spawned the problem of capacity issues when cyclists try to take bicycles with them on buses, light rail and commuter trains. Development of three-position bicycle racks for buses, folding bikes and bicycle shuttles are three different ways of addressing this issue. This panel features a discussion involving King County Metro Transit, Microsoft, and WestStart highlighting programs initiated to more effectively address bicycle capacity needs.

#55. Connecting the Dots: Biking, Public Health & Safety and Economic Development (*Cascade 1C*)

Underserved, urban neighborhoods often experience high degrees of economic and health disparities as well as unequal opportunities for active living, all contributing to increased rates of obesity and chronic diseases. This session will explore how two community-based bicycling distribution and maintenance centers in culturally diverse communities of Orlando and Denver, are positively crime prevention, economic development and public health and influencing long term environmental and policy changes.

MOBILE WORKSHOPS PERIOD 6

Thurs., September 4, 1:45 p.m. – 3:30 p.m.

Mobile Workshop K

Colonnade Urban Mountain Bike Skills Park
I-5 Colonnade is the first ever urban mountain bike skills park. Part of a larger City of Seattle park, the mountain bike skills park was funded and constructed by the Backcountry Bicycle Trails Club (BBTC). The limestone loop offers more than a half-mile of tight'n'twisty cross-country trail with intermediate and advanced options. Located under an elevated freeway, this is also a neighborhood revitalization project that demonstrates how citizens, working with local transportation and parks agencies, can transform what was "throw-away space", into a cherished neighborhood amenity.

Mobile Workshop L **Seattle Bike Station**

Bikestation Seattle is a one-stop transportation center that offers the public a variety of mobility choices and amenities to encourage travel trips that improve air quality, reduce traffic and parking congestion, and enhance the community's livability. Bikestation Seattle is managed and operated by the Bicycle Alliance of Washington. Bikestation provides 24/7 bike-parking access for members. Located a mile south of the Westin Hotel, participants will take the free downtown Metro bus to the Bikestation, which is located across the street from the Bus/Amtrak/Light Rail transit hub.

Mobile Workshop M

Bicycle Friendly Businesses

Promoting bicycling is good business. Meet with downtown business leaders who are promoting bicycle commuting for their employees. Find out what motivates them to invest in bicycle facilities. Visit end of trip facilities – showers, lockers, parking – at downtown office locations.

PERIOD SEVEN

Thurs. 4:00 p.m. – 5:30 p.m.

#56. The 3-Step Process for Transforming Policy Into Projects (*Fifth Avenue*)

What steps are involved in translating high-level policy goals into prioritization criteria for non-motorized projects and real project lists? How can GIS and other technology be used to streamline the development and maintenance of prioritized project lists? What are the hurdles involved in using consistent criteria and how can they be overcome? This presentation presents a practical look at how to create a transparent and easy-to-implement method for project prioritization.

#57. Creating Space for On-Street Bicycle Facilities: Concept to Completion (*Cascade II*)

Based on the Seattle experience, this technical workshop will demonstrate how to reduce lane widths and/or the number lanes to create space for bicycle lanes/climbing lanes and sharrows; and improve pedestrian safety. Presented by, Carol McMahan, Peter Lagerwey and Steve Erickson of the Seattle Department of Transportation, participants will learn the entire process from idea to analysis, design and implementation. Addressed will be capacity, safety and traffic diversion issues.

#58. A Two-Way Street: Effective State and Local Bike/Ped/SRTS Coordinators (*Elliott Bay*)

This session offers insights into working with -- or striving to become -- a State (or local) Bicycle, Pedestrian, or Safe Routes to School coordinator. What do they do? How can you help them? How can they help you? Can you make a living -- or a difference -- as one? Learn how local communities established this program/position.

#59. Building SRTS Into Sustainable School Programs (*Grand Crescent*)

Embed SRTS programs into school educational programs by: - Creating quality state standards-aligned curriculums, including a GIS-based mapping curriculum -- Developing student/teacher-friendly web-based program support/reporting tools - Providing regional purchasing and secure underwriting for student incentives -- Matching parents with "schoolpools" to improve school traffic flow and air quality -- Moving from pilot projects to embedded educational curriculum -- Addressing the perception issues of students, parents and schools -- Modifying programs for special needs students.

#60. Bicycle Zone Analysis: A New Bicycle Planning Tool (*Vashon I & II*)

In response to three "right-hook" crashes on popular bikeways, Portland designed and implemented treatments at 14 intersections to maintain cyclist's comfort while increasing their safety in bikeways. The design comprises colored bicycle boxes, colored lead-in and egress lanes and accompanying signing. The project also involves an education campaign, coordination with police on enforcement, and a robust evaluation program. This presentation focuses on the design and initial results of its effectiveness.

#61. Bicycle Education (*St. Helens*)

Cycling Solutions provides cycle training to 14,500 school children across England's Merseyside urban area. The program is being adopted elsewhere in Britain, and could be replicated abroad. Cascade Bicycle Club Education Foundation and Group Health run bike safety programs in three Seattle school districts serving over 10,000 3rd to 5th graders. The Vancouver BC Cycling Training for the School Community (CTSC) program offers cycling skills and activities for school staff as Professional Development. As a result, students have adult bicycling role models to follow.

#62. Working With Youth (*Cascade 1A*)

Youth must help create programs targeting youth; and active transportation programs should be fun, safe, and serve their needs. Learn keys to developing, implementing, and sustaining youth walking and biking programs. For many high school students, getting a license is a major achievement. That makes them a tough audience for Bike to School programs. But it's vital to challenge students' travel norms. Help Cascade Bicycle Club and YMCA Earth Corp evaluate their first high school BTS month -- what worked, what didn't, and how to strengthen the program.

#63. Healthy/Active Communities for Older Adults (*Cascade 1B*)

Walking offers many benefits for older adults including improved health, finances, as well as social benefits. Environmental changes alone may not increase walking among older adults, especially among low-income, culturally diverse seniors. This panel will describe successful community initiatives that increased the number of older adult walkers and the number of steps walked. The walkers then became advocates for pedestrian accommodations and programs.

#64. Understanding Tort Liability Challenges (*Cascade 1C*)

Too often proposals to encourage and promote bicycling and walking are met with resistance on the grounds that proposal implementation will incur undue liability risks. This panel presentation will provide attendees with sufficient knowledge to address such concerns. A primary aim is to encourage bicycle and pedestrian advocates, planners, and engineers to consult with their staff attorneys to address such concerns.

MOBILE WORKSHOPS PERIOD 7

Thursday, Sept. 4, 4 p.m. – 6 p.m.

Mobile Workshop N

Seattle Wayfinding for Bicyclists

Seattle is installing more than 200 miles of signed bicycle routes. Using the new MUTCD guidelines and the experiences of Chicago and Portland, the Seattle Bicycle Program has developed cutting-edge designs and protocols for installing bicycle wayfinding signs. Never an easy task, Seattle developed its wayfinding system in close cooperation with area bicycle groups and enthusiasts as part of the new Seattle Bicycle Master Plan.

Mobile Workshop O

Elliott Bay Water Taxi

This “mostly for fun” mobile workshop, takes participants on a 12- minute ride across Elliott Bay to Seacrest dock in West Seattle. Once at Seacrest dock, stroll down the shoreline on the Alki Trail, with spectacular views of the Olympic Mountains and downtown Seattle. Experience the mix of bicyclists, walkers, joggers, skateboarders, roller bladders and baby strollers. Round trip on the Water Taxi is four dollars. A camera is a must.

Mobile Workshop P

University of Washington Commute Trip Reduction

The University of Washington’s Commute Trip Reduction Program has proven to be one of the most successful in the country and one that has attracted regional and national attention. Central to the success of the program is the U-PASS, which offers full fare coverage on city Metro buses, the Sounder commuter train, discounted parking for car pooling, and subsidized vanpool fares. Also important to the success of the program is an ambitious and concerted effort to promote bicycling and walking.

PERIOD EIGHT

Fri. 8:00 a.m. – 9:30 a.m.

#65. Active Travel and the Environment (Fifth Avenue)

This panel reviews the latest Seattle area based research, highlighting how walking and cycling behaviors are associated with features of the urban and suburban environment. Supported by the CDCs and NIH, the research projects involve multidisciplinary teams of urban and transportation planners and health professionals. Physical activity and travel data are based on accelerometry, GPS, and travel diaries. Land use and transportation data come from multiple sources integrated in GIS.

#66. Designing Facilities for Bicyclists (Cascade II)

Traditional on-street bicycle lanes leave cyclists uncomfortable in intense urban environments. To promote cycling and encourage people to bicycle, the New York City DOT created innovative design

treatments that go beyond the AASHTO and MUTCD safety focus to address cyclists’ safety and comfort. At the national level, there is a budding movement to make separated bikeways -- like those in Amsterdam and Copenhagen -- an option for improving bicycling access in North America. This presentation discusses an ITE-sponsored effort to get North America caught up to best international practices.

#67. Bicycling Advocacy (Elliott Bay)

Securing pro-bicycle and pro-pedestrian funding and policies means understanding political power and having the will to use it. In this session, Cascade Bicycle Club advocacy staff show how to make change by leveraging our biggest asset: people. Making suburban communities safe and fun places to bicycle means adopting bicycle-friendly policies and plans. Residents who know how to affect change in the political arena can help make this a reality. Participants will learn to identify community advocates, lead them through the advocacy process, and empower them to create change.

#68. Sidewalk Networks (Grand Crescent)

Sidewalks are fundamental to our transportation system. But those who build and maintain sidewalks may not build and maintain roads. The result: many communities have fragmented sidewalk networks. This session will explore policy issues and best sidewalk financing, construction, and maintenance practices. How can cities encourage alternative transportation modes in new private developments? As an example, the San José (CA) Transportation Impact Policy encourages bikeable, walkable, and transit-friendly communities by exempting private developments from traditional motor-vehicle-oriented Level of Service methodology in exchange for pedestrian, transit, and bicycling improvements.

#69. Designing Intermodal Transit Facilities (Vashon I & II)

This session starts with the San Francisco Bay Area MPO’s efforts to find latent demand for long-term bicycle parking and bicycle stations. They identified best locations to serve current and future cyclists. And, as shown in Kelowna (BC), an effective transit system can be an active and healthy community’s backbone. Finally, a look at a higher-density, transit-served housing community (Austin, TX) and the results of observed transit ridership and pedestrian and bicycle facilities. The presentation also proposes changes to the Austin approach.

#70. Safe Routes to School (St. Helens)

Minnesota’s Arrowhead Regional Development Commission (ARDC) received Safe Routes grants for nine communities and completed three community plans. ARDC also facilitated community-wide planning and implementation. New analysis of the National SRTS Program Tracking Database provides insight into school locations, school

travel, parental attitudes, and Safe Routes to School program outcomes. The Solano (CA) Transportation Authority (STA) and Alta Planning + Design developed the STA’s Safe Routes Plan. Using it as an example, presenters will discuss their experience developing a “best practices” SRTS Plan for 25 schools.

#71. Where Are The Sidewalks: An Inventory of Bicycle & Pedestrian Facilities in Small and Medium-Sized Cities Using GPS and GIS Tools (Cascade IA)

Communities across the United States continue to show an interest in bicycle & pedestrian facilities. A dynamic record of existing bicycle and pedestrian facilities is vital to providing quality maintenance and identifying future opportunities for bicycle and pedestrian transportation. Connections with other transportation modes and integration with the local landscape can be identified and appropriate funding requirements can be developed. An inventory using off the shelf GPS/GIS solutions has been developed, providing information for future planning and existing maintenance needs.

#72. The Common Language of the Broken Bone: Effectively Using Public Health to Inform Design Processes and Bolster Advocacy Positions (Cascade IB)

This panel presentation will engage professionals from the public health, design and advocacy arenas to discuss the opportunities and challenges of effectively using public health research to inform the creation of a bicycle and pedestrian friendly cityscape. Panelists will discuss recently completed Health Impact Assessments, the on-going Seattle Pedestrian Master Plan, and how Seattle and Washington State are using health as a foundation for making smart planning and design decisions.

#73. Cycling Down Under: Encouragement Programs From Australia (Cascade IC)

This presentation describes a \$4 million State funded program, managed by Bicycle Victoria (BV), to increase the number of children walking and cycling to school. A survey of school communities identified reasons children did not cycle to school. BV prepared strategies to offset the negatives. The session will also describe two community based cycling programs. One is for women wanting to return to cycling for reasons of transport, recreation, exercise or health. The second is sponsored by a welfare organization that aims to increase the participation by groups who are under-represented in physical activity.

MOBILE WORKSHOPS PERIOD 8

Thursday, Sept. 4, 7 a.m. – 9:45 a.m.

Mobile Workshop Q

Bicycle Tour of Seattle Facilities

See it all with this two and three-quarters hour tour of Seattle’s latest and most

innovative bicycle facilities. You will see road diets, lane diets, bicycle lanes, green bicycle lanes, climbing lanes, trail crossings, trail with rail, wayfinding and regulatory signing, bike racks, and bicycle-only left turn pockets on this mobile workshop. Participants must be comfortable riding in traffic; helmets are required.

Mobile Workshop R
Safe Routes to School

Time: 7:30 a.m. to 9:45 a.m.

Seattle's new safe routes to school program is already producing results as improvements are made throughout the city. This workshop is a must for any delegates from communities looking to quick-start a comprehensive, neighborhood-based safe routes to school program. You will see new school zone signing, flashing beacons, crosswalk improvements and sidewalks. Also featured will be an overview of the mini-grant program that serves to promote Safe Route events, create incentives programs to encourage walking and bicycling, and purchase new safety gear for school patrols.

Mobile Workshop S

Bikeability Audit at Meany Middle School
7:30 a.m. to 9:45 a.m.

Participate in a bikeability audit and learn how to identify needs for safe bicycling to school. The audit will consist of 1) a pre-audit time to be briefed on the process and learn how to use the assessment tool; 2) an audit for bicycle facilities, signage, pavement markings, traffic control devices, motorist behaviors, bicyclists behaviors; and 3) post-audit discussion to share findings and identify solutions using the 4 E's of safe routes to school.

PERIOD NINE

Fri., 10:15 a.m. – 11:45 a.m.

#74. Statewide Safe Routes to School Programs (*Fifth Avenue*)

The Center for Safe Routes to School in Washington State is a cooperative project of the Bicycle Alliance and Feet First. Combining the best of the internet, professional networking, and the grass-roots expertise, the Center has helped Washington State take safe routes to a new level. Join this session to learn how the Center works, what it offers, and how to create one for your state.

#75. Promoting Programs in Rural Communities (*Cascade II*)

This session shows how to make bicycle transportation encouragement strategies work in a rural Northwest Washington setting, which techniques can be adapted from cities, and which are best avoided. The session will also show how a rural Ontario community has been planning for active transportation and cycling, the partnerships that have developed and how planning principles can be tailored to meet the needs and issues unique to a rural environment.

#76. Level Playing Field At Last: Equal Footing for Bicyclists and Pedestrians in the Highway Capacity Manual (*Elliott Bay*)

For the first time ever, the next edition of the Highway Capacity Manual will treat the bicycle and pedestrian modes equally with the auto and transit modes. This historic breakthrough includes newly developed user-based bicycle and pedestrian analysis tools. As a result, bicycle and pedestrian professionals and advocates can more easily demonstrate the true multimodal effects of planned roadway projects and create truly complete streets in the process.

#77. Creating The Master Plan (*Grand Crescent*)

This session will cover the planning processes Scottsdale (AZ) and Washington DC used to plan for alternative modes. Scottsdale integrated individual modal plans into a comprehensive Master Plan, increasing non-car modes' funding to 33 percent of the budget, formalizing a Complete Streets policy, providing mode split targets, and institutionalizing bicycling in the community. The District of Columbia recently completed a pedestrian master plan using innovative public outreach and analysis methods. The team conducted a neighborhood sidewalk inventory and proposed far-reaching policy recommendations.

#78. Signage that Points the Way (*Vashon I & II*)

Based on MUTCD conventions, Seattle has developed an integrated wayfinding system for on-street routes and regional trails that allows for local character with regional application. Participants will learn the latest thinking in bicycle sign system design, receiving information on the process from system design to maintenance strategy.

#79. Complete Streets Road Design: Audits for Bicycle & Pedestrians (*St. Helens*)

The League of Illinois Bicyclists presents their Complete Streets road-building agency audit program, using a new scoring method to rates road designs on how well they accommodates those biking or walking along or across the street. Early results show the methodology effectively rates agency policies, independent of road classification and adjacent land use. Then Professor Marc Schlossberg from the University of Oregon demonstrates a software tool aimed at community members gathering data for Complete Streets assessments.

#80. Bike/Ped Planning In New Zealand, the Middle East, and South Korea (*Cascade IA*)

Many people focus on specific facilities and programs to encourage walking and cycling, ignoring the broader range of tools. This presentation from New Zealand introduces approaches like the "hierarchy of treatments" and "road danger reduction." Next, a report on Dubai, UAE and Doha, Qatar, with their ambitious bicycle master plans with

hundreds of kilometers of new bikeways and major increases in bicycle commuting. Finally, a study of bike commuting in Korea examines the relationship between bicycle infrastructure (lanes and paths) and bicycle commuting in Seoul, Korea. Research from 25 KU (an autonomous district) across the Seoul, sheds light.

#81. Comparing Small Area and Regional Scale Plans (*Cascade IB*)

This presentation focuses on pedestrian issues in a commercial strip environment. The emphasis is on improving safety in the short-term while developing a long-term vision for sustainable redevelopment. The Atlanta Regional Commission (ARC) focused its 2007 Bike/Ped Plan on regionally significant roadways that were strategic funding priorities. ARC staff and consultants crafted policies with public input and tools like the Bicycle and Pedestrian Level of Service models, to guide non-motorized facility investments.

#82. Promoting Walking and Biking through Friendly Competition

Since 2003, the University of Washington has successfully promoted walking and bicycling using two month-long annual events. Ride in the Rain occurs in the winter, with teams competing for numbers of new riders, trips, and rides in the rain. In spring, the WalkIn campaign gets teams on their feet for trips to work, meetings, errands, and for exercise. Come learn about their success using friendly competition to promote active transportation.

MOBILE WORKSHOPS PERIOD 9

Friday, Sept. 5, 10:15 a.m. to 11:45 a.m.

Mobile Workshop T

Feet First "re+walk" Walking Audit and Health Impact Assessment

Join Feet First, the region's leading pedestrian advocacy organization, in conducting a review of their Beacon Hill "walking audit". Participants will also be given information on how to conduct walking audits in their own communities.

Mobile Workshop U

Downtown Sharrows and Bike Lanes
10:15 a.m. to 11:45 a.m.

Join in this walking tour to observe three unique bicycling facilities, including climbing lanes and sharrows. All participants will receive Seattle's guidelines for installing bike lanes, sharrows and green bike lanes.

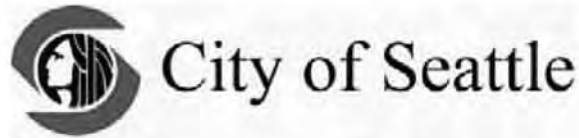
Mobile Workshop V

APBP Designing Pedestrian Facilities for Accessibility Field Exercise

10:15 a.m. to 11:45 a.m.

Geared toward pedestrian and engineering professionals who design, review, and implement accessible pedestrian environments. Learn to identify barriers to accessibility in the built environment and identify and prioritize accessibility improvements; become familiar with the general tools used in accessibility evaluations.

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Westin Seattle Floor Plan

