

Paula Nye Memorial Bicyclist and Pedestrian Education Grant

National Association of City Transportation Officials (NACTO) Membership



Louisville Metro Government

September 15, 2015



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Louisville Metro Bike/Pedestrian Program Description:

Louisville Metro Government continues to provide Bicycle & Pedestrian efforts in *non-infrastructure* categories of program implementation. The Louisville Bicycle & Pedestrian Program is broken down into “Five E’s,” and “Three P’s” respectively. Both models are nationally recognized models for structuring such programs. The Five E’s are (presented by the League of American Bicyclists Louisville’s Bike Master Plan):

- 🚲 **Encouragement**
- 🚲 **Education**
- 🚲 Engineering
- 🚲 **Enforcement**
- 🚲 **Evaluation**

The Three P’s are (in order presented in the several planning documents such as Seattle’s 2010 Pedestrian Master Plan):

- 🚶 **Projects**
- 🚶 **Policy’s**
- 🚶 **Programs**

- ***Purpose:***

The purpose of this project is to implement and maintain the vital Bicycle & Pedestrian programs and projects which fall under the scope of the Four E’s and Two P’s described above. While capital improvement projects are essential in developing a safe and popular Bicycle & Pedestrian network, the non-infrastructure elements are equally (if not more) important.

For instance, they are the elements which reach out to **educate** the vast population of *non-bicyclists*: the motoring public. When new bicycle and pedestrian facilities are built, the public at large must be educated about how to drive alongside them in order to ensure the safety of *all* road users as well as the efficient operation of the network. This is but one example of countless ways in which these non-infrastructure programs are vital to our efforts to create a bicycle-friendly and walkable Louisville.

- ***Scope:***

As mentioned, this application is for funding of programs in our non-infrastructure project categories. Although the scope of activities included in these Four E’s and Two P’s are extremely broad, a tremendous impact can be made with the relatively small amount of funding requested. In looking over the following (non-exhaustive) project scope for these Four E’s and Two P’s, bear in mind that many projects cross boundaries and serve multiple purposes at once. To give one of numerous examples, programs that **enforce** bicycling and walking very often serve to **educate** the public about issues as well.



NACTO Membership: (New Training Opportunities)

Lead: Louisville Metro Public Works and Assets

Estimated number of people reached: 20 Louisville Metro traffic, planning, and engineering staff along with many more that will benefit from this knowledge gained. Also, 750,000 people who will be affected by the knowledge gained from adding bicycle facilities that meet NACTO's best practices.

Desired Funding: \$4,000

- **NACTO Membership background:**

The National Association of City Transportation Officials

(NACTO) is a 501(c)(3) non-profit association that represents large cities on transportation issues of local, regional and national significance. NACTO views the transportation departments of major cities as effective and necessary partners in regional and

national transportation efforts, promoting their interests in federal decision-making. NACTO

facilitate the exchange of transportation ideas, insights and best practices among large cities, while fostering a cooperative approach to key issues facing cities and metropolitan areas. As a coalition of city transportation departments, NACTO is committed to raising the state of the practice for street design and transportation by building a common vision, sharing data, peer-to-peer exchange in workshops and conferences, and regular communication among member cities. NACTO believes that by working together, cities can save time and money, while more effectively achieving their policy goals and objectives. The role of the city in the social, economic, cultural and environmental life of the United States has never been more important than it is today. The 100 largest metro areas in the US generate 75% of our nation's gross domestic product and are home to 65% of our people. Yet in spite of this critical role, city departments of transportation have historically lacked direct relationships with the US Department of Transportation, and had virtually no meaningful political or technical relationships with each other. Moreover, cities have often been neglected in federal transportation priorities and by state departments of transportation that were traditionally more focused on building major interstates through less populated areas. Since its founding in 1998, NACTO has provided a much-needed forum for the exchange of ideas and best transportation practices among large US cities and helped ensure that cities have a strong voice in federal transportation policy. Your membership in NACTO is an investment in these ideals.



Louisville's separated bike lane on 4th St.

Louisville Metro Government has hosted several pedestrian facility design courses, but did not provide staff with bicycle facility design courses until Metro became a member with NACTO. Thanks to last year's Paula Nye Memorial Grant for providing Louisville Metro's NACTO annual membership Louisville has benefited from direct peer-to-peer exchange with city transportation officials which have led to the development of new urban design standards that have been implemented in Louisville. It was through this opportunity Louisville gained critical knowledge about several treatments including buffered bike lanes, floating bus stops, separated bike lanes and other complete street designs. Since the training Louisville installed its first

buffered bike lanes which helps connect the University of Louisville it's Health Science Campus through Old Louisville, as well as, other destinations such as Jefferson Community & Technical College, and downtown Louisville.

- **NACTO Membership 2016 Scope:**

Membership benefits include:

- Improved communications and bi-lateral dialogues between city staff working on a variety of transportation issues;
- A forum to learn best street design and transportation practices from around the US and for peer-to-peer exchange of innovative policies and ideas;
- Membership on Urban Bikeway Design Guide and Urban Street Design Guide review committees;
- Some travel support for NACTO events and other project-related travel;
- Regular updates on NACTO projects and events; and
- Participation in annual meeting with US Secretary of Transportation in Washington DC (open to full members only)

Conferences:

- All NACTO Members are invited to participate in NACTO's Designing Cities Conference. The annual conference, which is hosted each fall in a NACTO member city, highlights the progress that cities are making towards implementing world-class streets and gives transportation officials an interdisciplinary forum to discuss the latest trends in the field.
- In 2012, NACTO held its first Designing Cities conference in New York City, which was attended by over 400 transportation officials from around the United States. In 2013, the conference traveled to Phoenix, AZ and in 2014, the event will be held in San Francisco.
- Preference for travel scholarships to all conferences is given to NACTO members and affiliates.

Urban Street Design Guide:

- All member cities have a representative on NACTO's Urban Street Design Guide Steering Committee. The committee meets regularly to discuss topics related to the

NACTO Member Cities

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Guide, to field opportunities to present and disseminate the guide nationally, and to review potential revisions and updates.

Workshops

- In the interest of moving projects from plan to implementation, NACTO hosts on-site workshops in cities to reimagine specific corridors. These projects take the Urban street Design Guide off the page and into reality, using the principles of the Guide to forge a great street redesign.

Virtual Design Charettes

- Charettes focus on specific projects that are in design, using NACTO's peer-to-peer network to evaluate and critique a proposed project. This exercise typically focuses on select topics that are highlighted in the Urban Street Design Guide, such as complete street transformations, shared streets, and other key issues.

Louisville plans to expand the bicycle network so half of Louisvillians will have front-door access to a bicycling network that will take them to destinations within two miles exclusively on low-stress streets, bike lanes, and trails-protected from high speed traffic by 2018. This expansion will require best practices to ensure safety for all road users especially as bicycle facility design continues to emerge. Recently, a newly adopted "American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities," or a modification thereof, is being used by many States and localities as the design guide. However, designing bicycle facilities often requires not only the use of the AASHTO guide as well as other documents, but also the application of engineering judgment where specific information is not provided. NACTO through its Cities for Cycling Road Shows and other resources will assist in learning how to apply the existing bicycle facility standards and how to deal with other technical issues involved with implementing more innovated bicycle facility improvements.

As of August 20, 2013 the Federal Highway Administration released a memorandum expressing the support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop non-motorized transportation networks, particularly in urban areas.

NACTO Membership Evaluation Plan

Louisville Metro Government
September 18, 2015



One evaluation metric will be based on knowledge gained through the NACTO Urban Bikeway Design Guide Trainings. The other evaluation metric will be the number or miles of bicycle facilities installed through the use of the NACTO Urban Bikeway Design Guide Trainings. Over the past three years Louisville installed over 70 miles of bicycle facilities.

Estimated Budget:

Project Elements	Estimated Budget
➤ NACTO Membership	\$4,000
Total Project	\$ 4,000

