

Nonmotorized Transportation Pilot Program Public Workshop

December 29th, 2006



County of Marin Nonmotorized Transportation Pilot Program Potential Pedestrian Improvements

NTPP funds can be spent on facilities to encourage walking. Below are examples of pedestrian facility improvements.

Sidewalks



Streetscaping

Intersection Improvements



Stairs and Paths

Wayfinding Signage



County of Marin Nonmotorized Transportation Pilot Program Transit Access

Transit Access:

- Curb Ramps
- Bus Stop Pads
- Sidewalk Connections



Transit Access:

- Bicycle Parking-Sidewalk Connections
- Bicycle Network Connections



County of Marin Nonmotorized Transportation Pilot Program Potential Programs

Some NTPP funds will be allocated to transportation programs. Below are types of programs and examples that have been suggested for consideration.

Information Resources

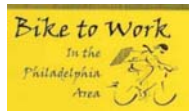
- Bicycling Ambassadors
- Online Trip Planning



BicyclingAmbassadors.org



http://www.radroutroutenier.nrw.de



University of Washington

Incentives

- Bike/Walk to Work
- Employer Incentives

Public Awareness

- Print Campaign
- Walking Maps
- Community Events
- Biking Maps



Burlington, Vermont



Sonoma County



SF Bicycle Coalition & SFDP



Hampshire College
Hampshire.edu



CommunityBicycleNetwork.org

"Free" Bikes

- Community Bicycles

Bicycle Education

- Personal Travel Planning
- Commuting Classes



Portland, Oregon



San Jose, California

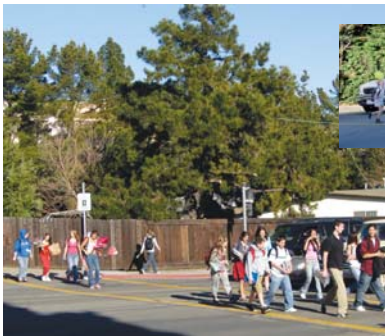


Metropolitan Washington
Council of Governments

County of Marin Nonmotorized Transportation Pilot Program Existing Programs

Some NTPP funds will be allocated to transportation programs. Below are examples of programs that already exist in Marin.

Safe Routes to Schools



Share the Road



www.marinbike.org/Campaigns/ShareTheRoad



Marin Green Business Program

A voluntary partnership to promote businesses that practice environmental responsibility.

Street Skills



www.bicyclesolutions.com

County of Marin

Nonmotorized Transportation Pilot Program

Federal Legislation

Marin County is one of four communities ***nationally*** that has been ***selected*** by Congress ***to participate in a Nonmotorized Transportation Pilot Program*** under Section 1807 of the 2005 federal transportation bill, ***SAFETEA-LU***. Section 1807 ***provides*** for ***\$25 million to*** each of the four communities for fiscal years 2006 through 2009. The legislation states that "The Secretary shall ***establish*** and carry out a nonmotorized transportation pilot program to construct, in the following four communities selected by the Secretary, ***a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers.***

Participating Communities include:

Marin County, California

Minneapolis-St. Paul, Minnesota

Columbia, Missouri

Sheboygan, Wisconsin



Sheboygan County
NON-MOTORIZED TRANSPORTATION PILOT PROGRAM



County of Marin

Nonmotorized Transportation Pilot Program

Data Collection and Evaluation

The program evaluations and data collection plan is a coordinated effort between the four pilot communities, led by the Federal Highway Administration (FHWA), with technical assistance provided by the Volpe Center, an agency of the U.S Department of Transportation.

- Phase 1 is the development of the plan to collect the community-wide "before" behavioral and attitudinal travel survey data and to collect and analyze this data. The before data collection effort is underway, with a contract awarded by the four communities to the University of Minnesota.*
- Phase 2 is the planning for, collection, analysis, and reporting of other, non-survey community-wide data and project specific "before" and "after" data in each community. Methods to collect these data besides surveys (e.g. counts, spatial presentations, modeling, qualitative measures, and other measures of effectiveness) may be used. The design of this effort is underway.*
- Phase 3 is the collection, analysis, and reporting of the community-wide "after" travel survey data (to be conducted in the same manner as Phase 1). This effort is included in the contract with the University of Minnesota. The data will be collected in the Fall of 2010.*
- Phase 4 is the evaluation of the program, which includes synthesizing and analyzing all of the data collected in Phases 1-3 and writing the reports to Congress. A progress report will be provided to Congress in 2007, 2010, and the final report in 2011.*

