E Programs & Policies

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PROGRAMS & POLICIES

Expanded Bike to Work Day Programming

Existing Conditions

Glenwood Springs has successfully sponsored past Bike to Work Day events. Past celebrations have met in Centennial Park for free breakfast and the chance to win prizes. Nearby communities have also hosted events. The State recognizes Bike Month in June and holds a variety of events and promotions throughout the month.

Recommendations

Program expansion could include a Mayor's Bike Ride. The ride would show the Mayor's support of bicycling in Glenwood Springs and introduce the Mayor to members of the local community. Extending the annual day to a week of festivities would build on the momentum already begun by past years' efforts. Coinciding the events with National Bike Month in May could further expand commute-related bicycle promotions and happenings. The League of American Bicyclists (LAB) and CDOT provide free print and downloadable resources for distribution during Bike Month and year-round. Numerous towns, cities, and counties across the state already participate. Additional ideas for future programming include:

- Breakfast on the bikeways or energizer stations
- Trail maintenance service days
- Bike-in movies
- Parades and family rides
- Commute challenge contests
- Bike transportation seminars and workshops
- Bike recognition days with discounts or a small gift for participants
- Bike swaps

Potential Partners

LiveWell Garfield County; Glenwood Springs Chamber; Surrounding communities (i.e.- Aspen, Basalt, New Castle, Rifle); Roaring Fork Transportation Authority (RFTA)

References

Colorado Bike Month: http://www.codot.gov/programs/bikeped/information-for-bicyclists/colorado-bike-month; LAB: http://bikeleague.org/content/plan-bike-month-event

Safe Routes to School (SRTS)

Existing Conditions

Elementary and middle schools within Glenwood Springs already participate in Safe Routes to School (SRTS) programming. SRTS non-infrastructure education and encouragement campaigns incentivize school travel beyond car-based trips. Due to grant program restructuring, Colorado's fiscal year 2015 grants are not available for infrastructure projects. Awards during this time period are 100% state funded.

Glenwood Springs' school walking and biking audits, conducted in 2007, examine physical non-motorized infrastructure near schools and their suitability for comfortable and safe travel. Regional efforts have produced a bilingual Safe Routes to School Bicycle & Trail Guide. Garfield Clean Energy Collaborative, an environmental efficiency organization composed of local governmental partners, leads a Bike & Walk to School Challenge. The annual event draws participating schools throughout Garfield County.

Recommendations

Ensure the program is up-to-date by undertaking walk and bike audits for local elementary and middle schools. Although all schools were included in the 2007 report, updating the findings would ensure the audit accounts for new infrastructure.

Launching an evaluation program would help organizers understand the program's outcomes. The program would build upon existing statistics gathered through the Bike & Walk to School Challenge. The Challenge website lists students' calories burned, fuel costs saved, and CO2 emissions reduced.

SRTS efforts come in all shapes and sizes. Other potential SRTS non-infrastructure programming ideas include:

- Updating the SRTS plan
- In-school bicycle and pedestrian training
- After school clubs
- Walking School Bus and/or Bike Train programs
- Student mileage tracking program and free giveaways/prizes

Given the broad array of program options, City staff should identify one or two priority programs to tackle first, based partly on partner availability and interest.

Potential Partners

Roaring Fork School District; Garfield Clean Energy Collaborative; Garfield County; Roaring Fork Transportation Authority (RFTA)

References

CDOT Safe Routes to School: https://www.codot.gov/programs/bikeped/safe-routes

TIPS FOR KIDS

BIKE SAFE!

WEAR YOUR HELMET:
It models good behavior. Helmets should fit snug, be level on your head and should always be buckled firmly under your chin.

RIDE PREDICTABLY:
Look for vehicles and signal to drivers which direction you plan to go before making turns. Ride in a straight line. Avoid the door zone, about five feet away from parked cars.

RIDE WITH TRAFFIC:
Ride on the right, in the direction of traffic. Obey all signs and signals.

LOCK YOUR BIKE:
When you get to school, lock your bike to a bike rack inside the campus. Lock both your front wheel and the bike frame to the rack.

RIDING ON SIDEWALKS:
In Austin, bicyclists are permitted on sidewalks except in the downtown business district. Discuss with your parents whether to ride on the street or sidewalk for your school route.

Ideas for enhanced SRTS programs

Enhanced Bicycle & Pedestrian Counts and Data Collection

Existing Conditions

Manual counts use volunteers or staff to count people passing on bikes or on foot. Automatic counters use technology (such as video detection, pneumatic tubes, inductive loops, piezoelectric sensors, among others) to count bicyclists and pedestrians. Past efforts in Glenwood Springs have used both methods. A part-time employee conducts manual counts. The City has also used video devices, which are later analyzed by a third party. CDOT references two Glenwood Springs count locations, one on the Rio Grande Trail and the other on South Grand, within their report on statewide data collection.

Recommendations

Data collection methods are divided between manual and automatic counting. Based on the City's population, 3-6 counters—automatic and/or manual—may be enough to collect useful data that describes biking and walking levels. Additional counters will help ensure the data's statistical accuracy. Short-term counting sites are usually chosen based on high ridership or walking levels. Continuous data collection sites should represent the area's overall ridership/walking levels, but selected sites should also have moderate activity levels.

Manual Counters:

Continue following National Bicycle & Pedestrian Documentation (NBPD) project guidance to conduct manual counts on standardized days. Conduct counts during two hour peak periods (7-9am; 4-6pm). The NBPD website includes free counter training resources and calculators to extrapolate data. Extrapolation enables counters to estimate annual average daily bicyclists (AADB) and annual average daily pedestrians (AADP).

Automatic Counters:

More research is needed to understand potential money saved by purchasing the City's own counters versus hiring a data collection company to study video-captured data. Automated efforts should include short duration as well as continuous counts. Short duration bike counters often consist of pneumatic tubes. Infrared sensors count pedestrians. Short duration counts should be no shorter than seven days and preferably 14 days. Continuous counters collect data over 365 days. Glenwood Springs should use at least two continuous automatic counters--one for pedestrians and one for bicyclists. Continuous bike counters are often inductive loops installed in the pavement or thermal sensors placed overhead. Continuous pedestrian counters use passive infrared ("pyroelectric") technology.

Enhanced counting may require manual counts on an annual basis

Potential Partners

Garfield County; Colorado Department of Transportation (CDOT)

References

NBPD: http://www.bikepeddocumentation.org

OTHER ITEMS OF INTEREST

Walking and Biking Summer Events

Glenwood Spring's plethora of summer events mean plenty of opportunities to hold free community walks and bike rides. Events can leave from a central location, preferably near transit, and travel to outdoor concerts at Two Rivers Park or to other attractions. The walks and rides will show residents the proximity of these locations to the downtown area. Residents who are offered fun opportunities to see their city on foot or by bicycle may be more likely to use these modes of transportation in other situations.

Noteworthy Examples:

Bike Denver Summer Solstice: (http://www.bikedenver.org/rides-events/other-rides/summer-solstice/); Portland By Cycle: (https://www.portlandoregon.gov/transportation/44099)

Bicycle Training for the Glenwood Springs Community

Bicycle trainings introduce new or would-be bicycle users to safe bicycling skills and low stress routes. Educational opportunities can use a wide range of formats from traditional courses to themed workshops. The City can host or support courses applicable for a variety of learners including:

- League Certified Instructor (LCI) training
- Women-focused/women-led courses
- Elderly riders
- Adaptive bicycle riders
- Commuting
- Families
- Law enforcement officers

Noteworthy Examples:

Bicycle Colorado Safety Education for Adults: (http://bicyclecolorado.org/learn/adult-bike-safety/); League of American Bicyclists LCI Program: (http://bikeleague.org/content/become-instructor)

Continuing Education for City Staff

City staff who have access to the latest in innovative non-motorized planning theories and methods become better equipped to serve their city. Free and paid webinars offer participants a chance to exchange ideas and learn about others' best practices without needing to travel. Inter-agency webinars or in-person brown bag lunch series allow City departments a chance to brainstorm and learn about partnership opportunities.

Noteworthy Examples:

The Initiative for Bicycle & Pedestrian Innovation from Portland State University (IBPI): (http://www.pdx.edu/ibpi/); Association for Pedestrian & Bicycle Professionals (APBP): (http://www.apbp.org/?page=Webinars); FHWA: (http://safety.fhwa.dot.gov/ped_bike/ped_focus/webinar.cfm); Portland Bureau of Transportation (PBOT) Lunch and Learn Series: (https://www.portlandoregon.gov/transportation/article/144945)

Bicycle Parking Request Form

Bicycle rack request forms let private citizens and businesses ask their city for new or replacement bicycle parking facilities. End-of-trip facilities are an important factor in encouraging bicycle trips, since secure parking areas can deter thieves. Bicycle-friendly cities respond to bicycle parking requests in a timely fashion. Installing additional facilities shows the city's support for bicycling. These cities add additional parking based on latent and existing demand. Popular locations for bicycle rack siting include:

- Commercial areas
- Elementary, middle, and high schools
- Colleges and universities
- Civic places (i.e.- library, post office)
- Parks and recreational spaces

Noteworthy Examples:

City of Chicago Bicycle Parking Request Interactive Map: (http://bikeparking.chicagocompletestreets.org/page/about)

Group Walks and Rides for Older Adults

Bicycle and pedestrian networks allow seniors to experience more independent mobility rather than relying on paratransit and family members for rides. Tricycles, adaptive bikes, and electric-assisted bicycles can make bicycle riding accessible and more efficient.

Senior specific bicycle courses offered through community centers, senior living centers, park districts, townships or some other source introduce seniors to bicycling for fitness or transport in a low-stress, controlled and personable setting. Guided walks let Seniors explore their neighborhood or revisit well-loved routes. Walks and rides should begin and end near public transit or paratransit facilities for greater accessibility.

Noteworthy Examples:

Sacramento "Neighborhood Walks" Program: (http://www.nhtsa.gov/PEOPLE/injury/olddrive/FromTheField-ActiveAging/pages/Sacramento.htm); Walk Kit: How to Start a Walking Program: A Guide for Local Program Coordinators: (http://www.caactivecommunities.org/wp-content/uploads/2011/03/walk_kit_v4.pdf)