



Dreaming Big: 2010 Campaign for Active Transportation

Calif. Trails & Greenways Conference
May 31, 2008

2010 Campaign for Active Transportation

*How Congress Can
Help Us Create World
Class Trail Networks*



Presentation Outline



- *What is the AT campaign & how can it benefit trails?*
- *How 2005's victory creating the Pilot Program inspired the campaign*
- *How are communities getting involved?*

**"If you don't know where you are going,
you will wind up somewhere else."**

-- Yogi Berra



2010 Goal

Double federal investment in trails, bicycling and walking

Multi-pronged strategy to include:

- Enhancements program
- Rec Trails program
- Safe Routes to School
- New Active Transportation program
- And more...



2010 Campaign Background

- Victory in Congress - 2005
(SAFETEA-LU)
 - Created Non-motorized
Transportation Pilot Program
 - \$100M: shift to biking & walking
 - Marin, Minn., Sheboygan, Columbia
 - Funds projects & programs
- 

Purpose of the Pilot Project



“To demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.”

Active Transportation Campaign

40 communities @ \$50M = \$2B program



Advocacy of
leadership
communities like
SD critical to
political strategy

What is **Active Transportation**?



**“Active transportation” =
Human-powered travel**

- Create a connected network: Trails, bike lanes, sidewalks
- Good transit connections expand bike-pedestrian mobility

What Active Transportation is NOT

CANINE CONSTITUTIONAL



By David H. Brown

A brisk walk to the park keeps Mayor B in shape between dog shows. The owner, Columbia resident Carter Hadden, got up early

to give her 3-year-old Labrador the regular workout. They typically jog through a Berlin Park.

The best way to get back on your feet? Miss a car payment.

-- Sign at a car dealership



Bayshore Bikeway



Inland Rail Trail

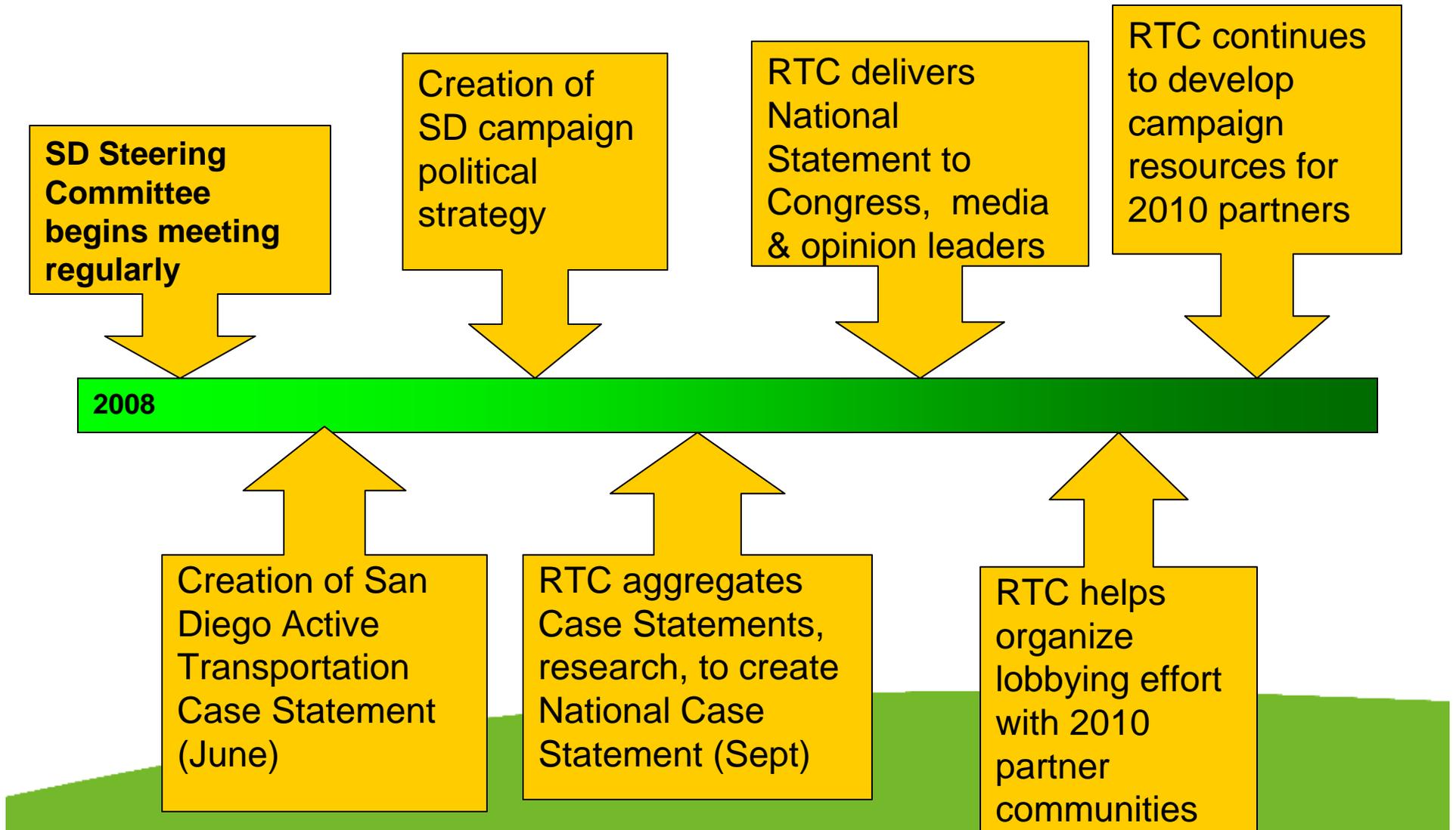


Phase 1 Under Construction

2010 Campaign – How are Communities Getting Involved?

- Approach – build national coalition
- Identify 40-50 communities that could lead the way
- Making the Case for Active Transportation:
 - Mode shift
 - Public health
 - Reduce GG emissions
 - Spur economic development

2010 Campaign Timeline



RTC's Campaign Resources

- Making the Case issue briefs
- Campaign guidance document
- Active Transportation newsletter
- Web resources

The screenshot shows a web browser window displaying the Rails-to-Trails Conservancy website. The address bar shows the URL: <http://www.railstotrails.org/whatwedo/trailadvocacy/2010Campaign.html>. The website features a navigation menu with links for "who we are", "what we do", "where we work", "what you can do", and "news and publications". The main content area is titled "The 2010 Campaign for Active Transportation" and includes a photograph of a cyclist on the Capital Crescent Trail in Bethesda, MD. The page also features a sidebar with links for "trail building", "trail advocacy", "2010 Campaign", "action alerts", "trail funding", "resources", "partnerships", and "rail-trail info". A "Register for Our FREE ONLINE rail-trail NETWORK" section is also visible. The bottom of the page has a green banner with the website URL: www.RailsToTrails.org.

www.RailsToTrails.org

Campaign Roles: Partner Communities

- Form Campaign Steering Committee
 - Build community support
 - Create Campaign Case Statement:
Articulate vision & “make the case” for what SD could do with \$50 million investment
 - Craft political strategy
- 

"Excess eating of sweet and fatty foods, lack of exercise and excess of sleep causes obesity. There is impaired tissue metabolism leading to weakness and degeneration of tissues... leading to death exercise may be protective."

-- Sushruta Samhita, 600 BC



Contact RTC



Campaign Web Page:

<http://www.railstotrails.org/>

Click on 2010 campaign

Western Region Office:

415-397-2220

Laura Cohen, Director, Western Region

laura@railstotrails.org

A solid green decorative bar at the bottom of the slide, which is wider on the right side and tapers to the left.

Next up: Craig Tackabery

Assistant Director,
Marin County Public Works Dept.



Nonmotorized Transportation Pilot Program

*Walking & Biking to 2010
in Marin County*

2008 California Trails & Greenways Conference
May 31, 2008



What is the Pilot Program?

- Component of SAFETEA-LU, the federal transportation bill
- \$100 million allocated to four communities nationwide for bicycle & pedestrian improvements and programs
- Continues through September 2010



Purpose of the Pilot

- *To demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load and represent a major portion of the transportation solution within selected communities*



Program Highlights

- Requires FHWA to develop statistical information on:
 - Motor Vehicle Usage
 - Nonmotorized Transportation Usage
 - Public Transportation Usage
 - Congestion
 - Connection to Community Activity Centers
 - Promotion of Better Health
 - Decreased Energy Usage
 - Promote a Cleaner Environment



Benefits of the Pilot Program

- Reduce Traffic Congestion
- Decrease Greenhouse Gases
- Increase Physical Activity/Fitness
- Improve Safety
- Enhance Quality of Life

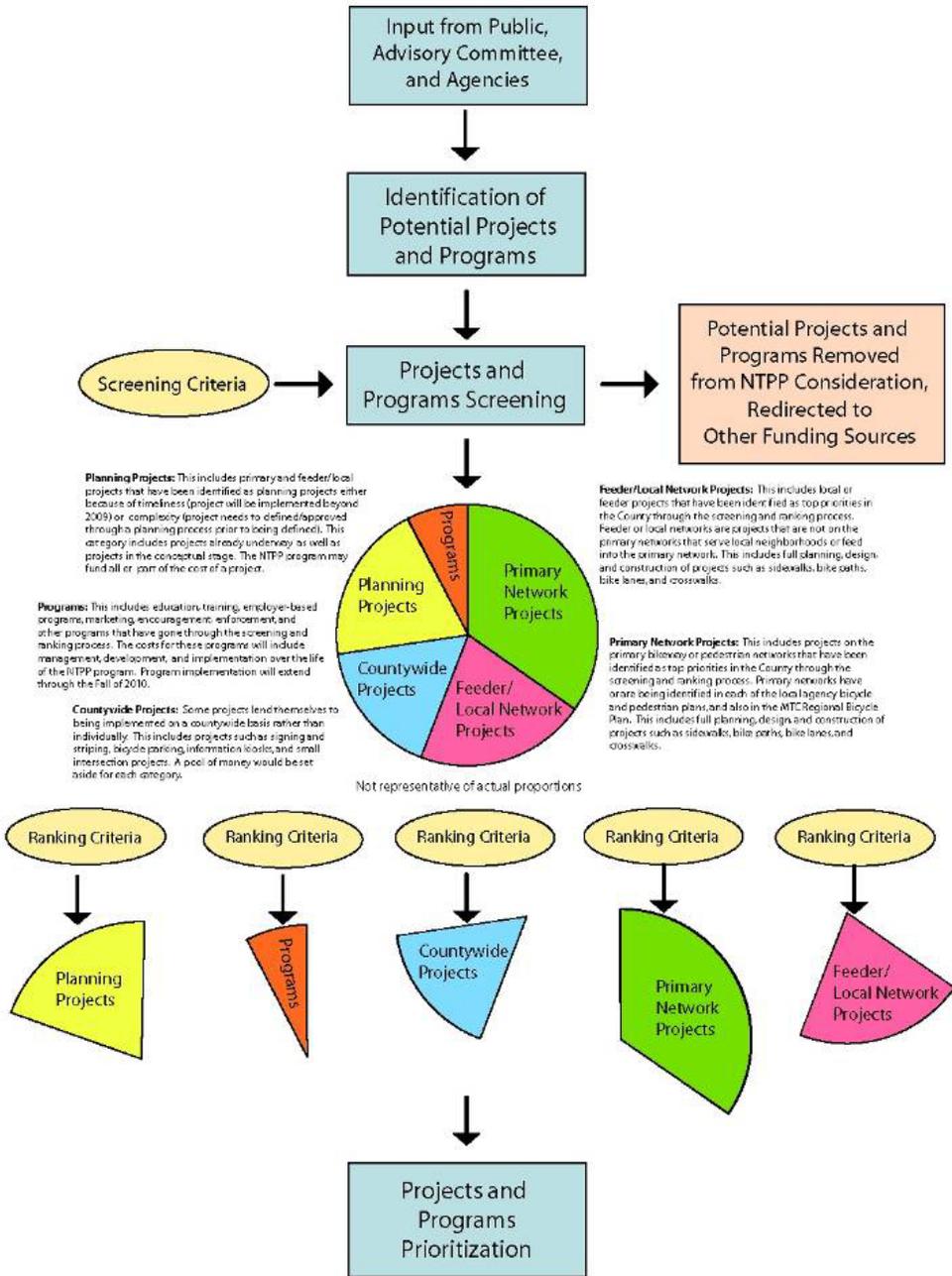


Program Highlights

- Marin received \$25 million from the program, along with Minneapolis, Minnesota; Columbia, Missouri; and Sheboygan County, Wisconsin
- The program targets 'mode shift', or increasing bicycling and walking trips to work, school, and errands



NTPP Project and Program Identification and Ranking Process



Project Example

Tennessee Valley/Manzanita Pathway

Project Number: 2635/2637



LOCATION

Generally along Coyote Creek and Tennessee Valley Road between the Tam Valley Community Center and the Mill Valley/Sausalito Path (Route 5) with a spur to the Manzanita Park and Ride lot. (Tam Valley)

COST

\$2,800,000 (estimated)

FUNDING SOURCES

NTPP \$2,800,000

COMPLETION DATE

Fall, 2009 (projected)

PROJECT DESCRIPTION

This project will provide a Class I pathway along Coyote Creek from the Mill Valley/Sausalito path to a signalized crossing of Shoreline Highway at Tennessee Valley Road. Once across Shoreline Highway, the path will continue along Tennessee Valley Road to Marin Avenue. A spur path near the Frantoio Restaurant will connect this path with Shoreline Highway near the Manzanita Park and Ride lot. A new bicycle/pedestrian bridge will be constructed on the west side of Shoreline Highway over Coyote Creek to connect the path to Tam Junction.

POINTS OF INTEREST

The path will provide a link from Tam Valley to the North/South Greenway (Mill Valley/Sausalito Path), including connections to Marin Avenue (the primary cyclist and pedestrian access to the upper valley), Tam Valley Community Center, and Tam Junction commercial strip. The eastern portion of the path is also a key portion of the community-envisioned Tam Valley Loop.

STATUS

Design and environmental review is under way.

ABOUT WALKBIKEMARIN

WalkBikeMarin is an initiative by the County of Marin to help make Marin more healthy, livable, and environmentally sustainable by encouraging walking and bicycling as everyday transportation. This initiative was catalyzed by a recent \$25 million federal grant to fund the Nonmotorized Transportation Pilot Program (NTPP).
Revision Date: 12/3/07

View east towards Shoreline Highway. The path will cross the highway at a new signalized crossing at Tennessee Valley Road.



Looking west, the existing path, which is subject to tidal flooding, will be raised and widened. Intersecting from the left will be a connecting path to the Manzanita Park and Ride lot.



Looking southwest along Coyote Creek, just west of Shoreline Highway. The new path will follow the creek to the Tam Community Center.



The path will provide an all-weather connection for Tam Valley residents to access the Tam Junction commercial area.

For questions, please contact Pat Echols, Marin County Department of Public Works, pechols@ca.marin.ca.us or 415-499-7026.

Project Example

Commuter Bike Connection

Project Number: 1502



LOCATION

From Redwood Boulevard to Highway 101 right of way (portion constructed in 1999/2000), along the south side of South Novato Boulevard on-ramp to southbound US Highway 101, then adjacent to Highway 101 (west/ southbound side) approximately 3,000 feet connecting to an existing Class I bike path between the Pell Office Complex parking lot to the Inn Marin parking lot to the existing Inn of Marin access to Enfrente Road, all within the Novato City Limits.

COST

\$ 1,850,000 (Construction)

FUNDING SOURCES

NTTP \$ 1,400,000; Development Impact Fees \$ 307,834; BAAQMD Grant \$ 104,774; and Restricted Revenue \$ 37,392.

COMPLETION DATE

Fall, 2009 (estimated)

PROJECT DESCRIPTION

This project will construct a Class I path to connect the existing path along South Novato Boulevard path with Enfrente Road along the west side of Highway 101. The new path will connect to the existing Class I bike path between the two parking lots and the southern portion of this route will traverse the Inn of Marin parking lot, while the existing path connection to the Pell Office complex at 504 Redwood Boulevard will be maintained.

The path will provide a key connection on the North/South Bikeway, linking Novato with central and southern Marin communities. The only current alternatives in this corridor are cycling on the southbound freeway shoulder between the Highway 37/101 ramp and the Entrada Drive exit, a very steep climb up Redwood Blvd./Palmer Drive, or a one mile detour via Sunset Parkway.

The southbound connection between southern Novato and Ignacio involves riding on the shoulder of the freeway. The proposed path will be on the side of the hill to the right.



The freeway shoulder is open only to southbound riders. Northbound riders must take a circuitous route to the west.

For questions, please contact Julian Skinner, Senior Engineer, City of Novato, Department of Public Works, jskinner@ci.novato.ca.us or 415-899-8961.

Next Steps

- Project design and program development/ implementation begins Summer, 2007
 - Countywide project category ideas solicited, prioritized, and implemented Summer-Fall of 2007
 - Project specific surveys initiated 2007-08
 - Construction of major capital projects begins Summer, 2008
- 

Next Steps (cont'd)

- Construction of infrastructure completed by the end of 2009
 - Second travel habits survey conducted Fall 2010
 - Reports submitted to Congress:
 - Fall 2007 (interim)
 - Fall 2010 (interim)
 - Spring 2011 (final)
- 

WALK·BIKE·MARIN

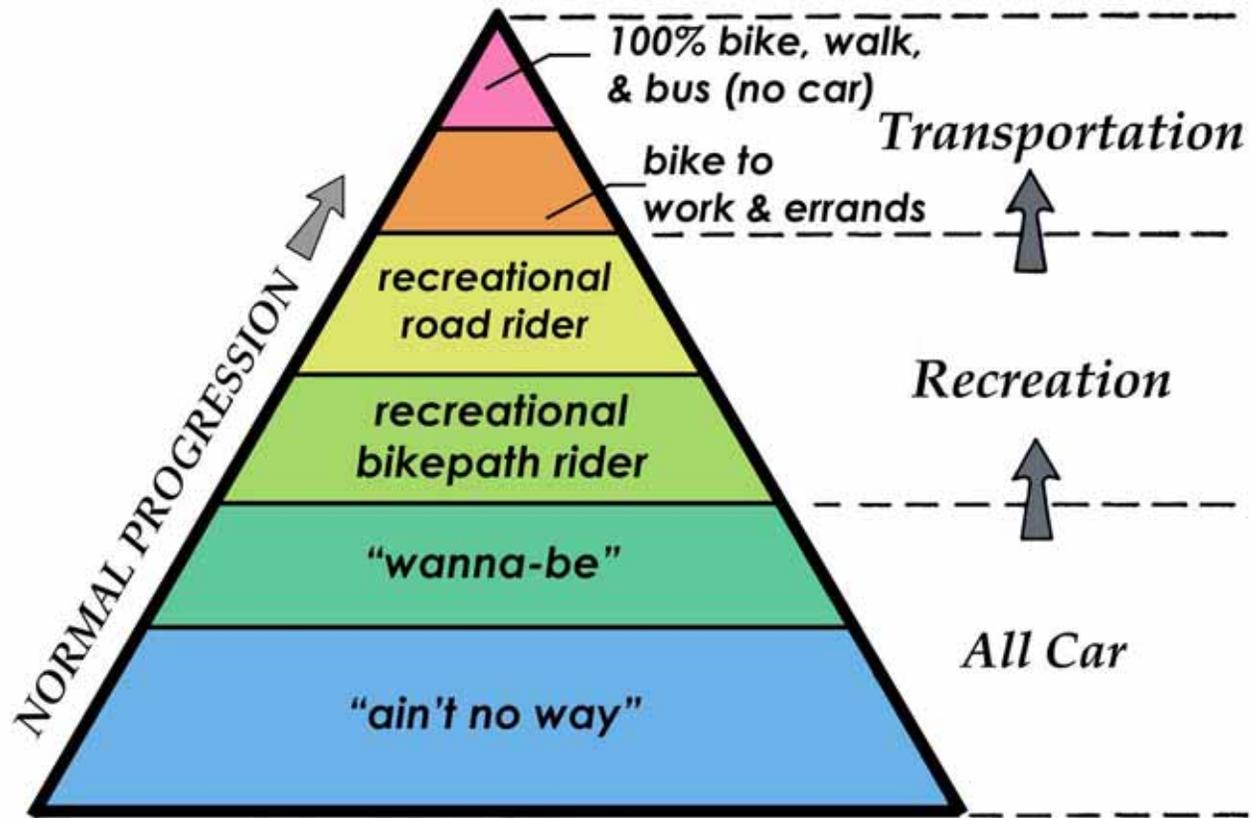


www.walkbikemarin.org

Craig Tackabery

ctackabery@co.marin.ca.us

A Role for Recreational Oriented Trails in Transportation



RECREATIONAL TRAILS PROGRAM (RTP)

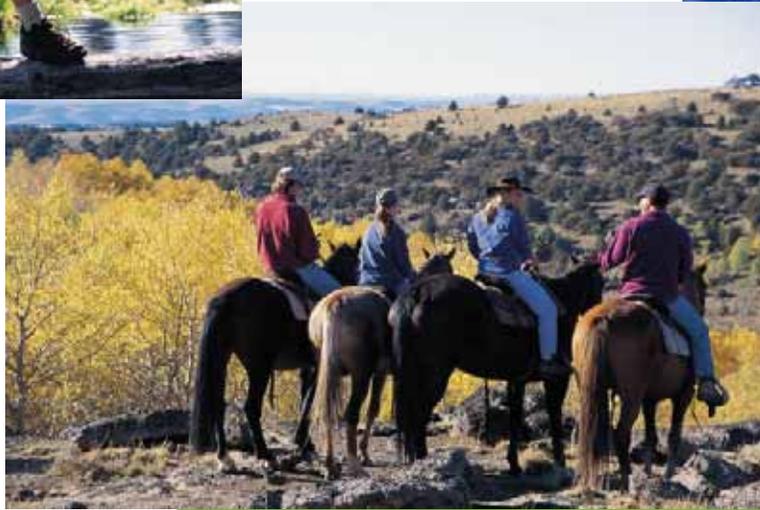
Reauthorization



The RTP's Purpose



To develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.





RTP Funds

From the Federal Highway Trust Fund

Represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use.

Fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.



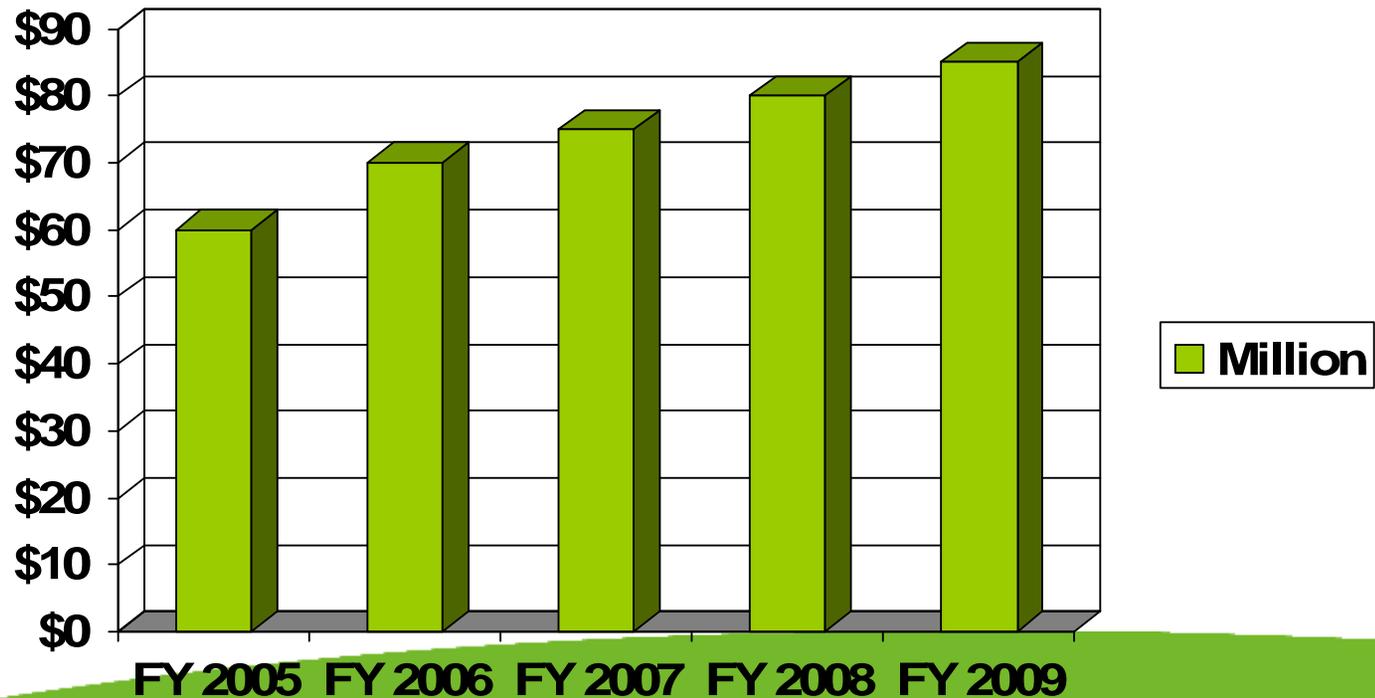
RECREATIONAL TRAILS PROGRAM (RTP)

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

Enacted August 10, 2005 as Public Law 109-59

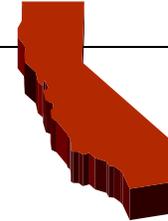
Nationwide



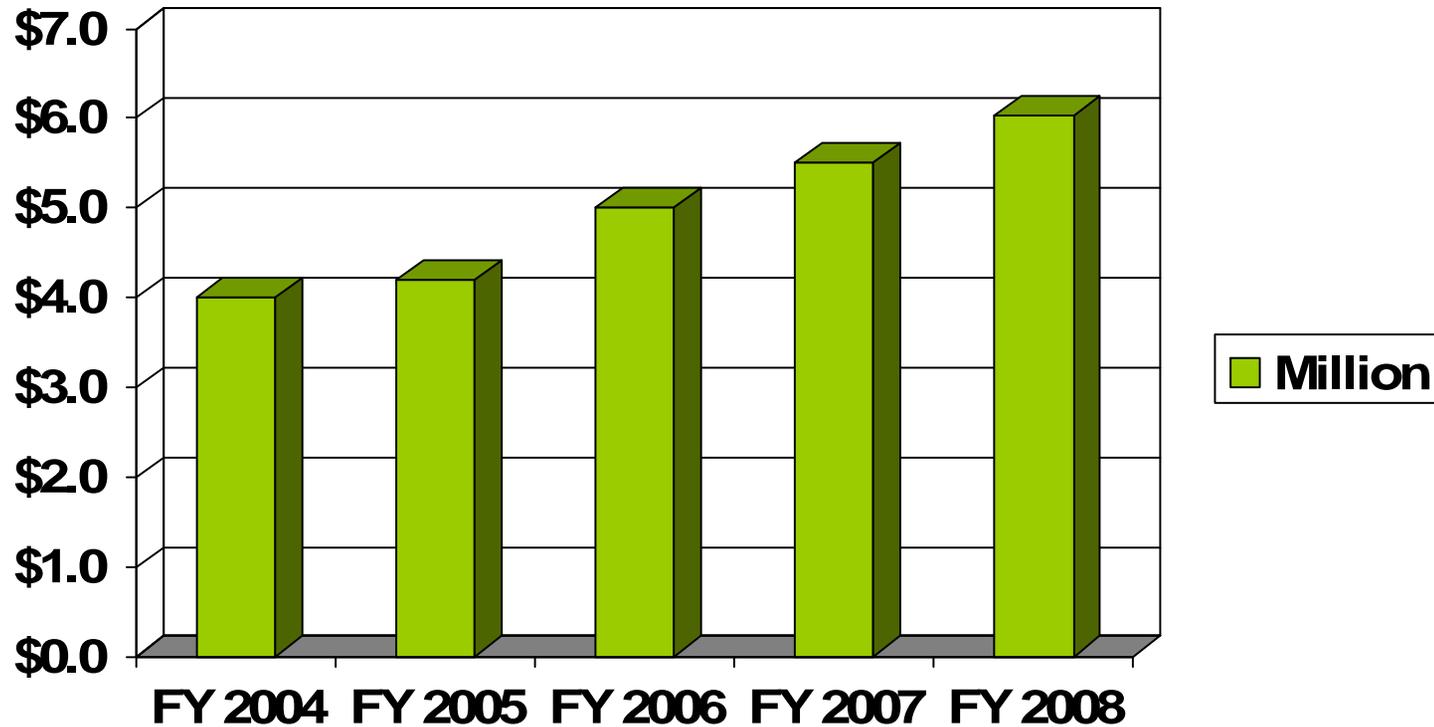
RECREATIONAL TRAILS PROGRAM (RTP)

Statewide

Allocations for CA



For Project Funding and Administrative Costs



RECREATIONAL TRAILS PROGRAM

Reauthorization

For Information on RTP Reauthorization,
contact the American Recreation Coalition

U.S. Mail

1225 New York Ave. NW, Suite 450
Washington, DC 20005-6405

Phone: 202-682-9530

Fax: 202-682-9529

E-mail: Derrick Crandall

dcrandall@funoutdoors.com

Or view their website at

<http://www.funoutdoors.com/arc/about>

