

Bike! Walk! Northwest Georgia March 2, 2006, Minutes

Attending: David Kenemer, Bill Moll, Noaleen Ingalsbe, Mike Carver, Peggy Moore, Joe Anderson, Peter Cervelli, Tim Jones, Linda Jennings, Joey Davidson, David Howerin, David Senecal, Diane Smith

Minutes: The minutes of the February meeting were approved as submitted.

Walkable/Bikable/Livable Communities Workshop

Northwest Georgia Public Health wants to know if communities in District 1-1 (Bartow, Catoosa, Chattooga, Dade, Floyd, Gordon, Haralson, Paulding, Polk, Walker) are interested in a Walkable/Bikable/Livable Communities Workshop. If there is enough interest NGPH would host a workshop and if there is enough interest, possibly two – one northern and one southern one. We would like to see interested communities send a team of people to the workshop. If you know someone who might be interested please contact Diane at dbsmith6@dhr.state.ga.us or 706-802-5251. For more information about the agenda visit www.walkable.org

Dan Burden is the planned instructor for the workshop. Dan has been a leader in cycling and pedestrian issues for many years in Florida and other areas of the country. A possible workshop agenda is attached.

Safe Routes to School (SR2S) www.saferoutesinfo.org

A team of folks worked on a SR2S survey tools for use with parents, school administrators, and students. After we test these tools they will be available to everyone.

We will test a "walkability" assessment tool on March 7th at 7:30 AM at Anna K. Davie Elementary School in Rome.

PEDS Training

Bill Moll talked to Sally Flocks, CEO President of PEDS. (www.peds.org) PEDS wants to hold a program on grassroots efforts to make walking programs work. Bill encouraged her to consider holding the program in Rome. Watch for developments.

Tour de Georgia

Expos - April 19, 2006 in Rome 12:00 PM – 7:00 PM

April 20, 2006 in Chattanooga

We will have a table at both Expos and need volunteers. two people each for two shifts per Expo are required for good coverage. Peggy Moore and David Kenemer volunteered for the afternoon schedule in Rome.

The Health booth requires some activity for each of the tables. Ideas include rigging a bicycle up to generate power to run something such as a lightbulb or display cadence as our interactive activity. David Kenemer suggested having a contest or drawing with a prize such as an IPOD to get people's name and contact information. Contact Bill Moll (706-859-7726 or WHMoll@AOL.com) if you can volunteer on either day.

Map

- See version Map_p1_v4.ppt recently sent out. Please proof and send comments to Bill Moll as soon as possible. Final version 0.7 should be ready for our April meeting.
- To build recognition for the Bike! Walk! Northwest Georgia group, the plan is to send maps to elected officials, business leaders, etc with a letter of introduction. Joe Anderson will draft a letter.
- CVRDC will get quotes for printing the map
- The needed quantity isn't known – 4,000 is probably too many and 100 too few.

Not for Profit Status

- At the organization meeting in November, the nature of the group was discussed. It was decided to start with an informal advisory group and form a separate organization later to raise money to help implement recommendations. Patrick Cleary and Bill Moll will draft a proposal to form such a group and explore applying for 501(c)3 status

Website

- The domain names need to be reserved now to avoid domain-squatters
- A professionally developed website will cost \$5,000 to \$8,000
- Peter Cervelli and David Kenemer will draft a proposal to submit to DOT for use of funds on website development.

Bike, Walk, Run, Volunteer Announcements

- March 4 Tour de Alpine Benefit ride
- March 7, 2006, Ride to the Capital
- April 1, 2006, Breakfree Ministries Ride
www.atlbike.org
- April 19 & 20 the Tour de Georgia
- May 20, 2006 Twisted Ankle Marathon
For more info or to volunteer contact Linda Jennings

The meeting was then adjourned.

Agenda for a Walkable Community - One Day Course



Instructor: Dan Burden
Instruction Time: 6:35

8:00 Registration
8:20 Introductions, acknowledgements and logistics
8:30 Startup of course
12:00 Lunch
4:30 End of Session

Overview - *Want to know what you are getting into?* This highly visual, information rich course addresses the remaking of towns from auto congested, angry and uncivil space into peaceful, economical successful, viable village centers, neighborhoods, towns and regions. The presentation illustrates dozens of successful towns and cities of all sizes. It shows how they changed their town planning, roadway design and funding decisions from reactive to proactive, achieving livability and financial success. Instead of chasing congestion, towns like Toronto, Vancouver, Miami Beach, Ft Lauderdale, Ft Collins, Seattle, Palo Alto, Sacramento, Kirkland, Redmond, Bellevue, East Lansing and Corvallis are absorbing and converting auto trips, focusing on place making rather than better ways to store cars in long queues and parking lots.

The presentation is technically rich, balanced with philosophy, passion and reverence for basic town and street making principles.

The course plays well in small places like Crested Butte, or Grand Junction, Colorado, mid-sized towns, such as Kirkland, Bellevue and Redmond, Washington, as well as large metropolitan centers such as Atlanta, Honolulu, Los Angeles and Dallas. Most important, the course offers case studies, solutions, numbers, visions, hope, direction, contacts and sound methods for rebuilding towns and place.

In three years this course has successfully motivated men and women in 640 communities in more than 40 states, three Canadian provinces and other international markets. Engineers, planners, architects, landscape architects, developers, politicians, citizen advocates, ADA specialists, retailers, neighborhood leaders, administrators and environmentalists each embrace the principles and content of the message. Although first developed in growth driven Florida, the course has picked up and assimilated ideas, concepts and issues at the center of smart growth, sustainable land use, as well as transportation, bicycling, transit and related community hot buttons.

This is a course worthy of all people who believe it is time to rebuild America, neighborhood by neighborhood. It is a course for those who wish to return cities to their original greatness through hard, disciplined, inspired, team driven work. This course celebrates men and women who are performing Herculean efforts to build fun, responsible, socially and financially responsible public works and private projects.

Morning

Part 1 Defining a Walkable/Livable Community. Basic elements and building blocks. New ways to measure success. Cities, neighborhoods, commercial districts and special places -- social and civil behavior. Contrast between traditional and conventional patterns of development. Social, environmental and health impacts of conventional sprawl. Sprawl and conventional dysfunction costs to our neighborhoods, lifestyles, property values, commerce. Effects of sprawl on children, elders and disabled people. The importance of parks, public space, and other places for association. The five building blocks of a successful community. The urban village as the solution to new and old neighborhoods -- small, connected and mixed.

Part II The Building Blocks --Neighborhoods, Parks, Housing, Villages, Placemaking. Saving the Strip. The role of mixed use, mixed income, affordable housing and density. Converting sprawl to real place. Placemaking. The elements of a successful strip street conversion. Three stages of converting dead and decaying strips into lively urban village centers.

Part III Guide to Building Healthy Streets. The street pattern, conventional vs traditional streets. How our street designs became unhealthy. The designer's role to define and set appropriate speeds and behavior. Tools for altering behavior. The role of trees, trails, alleys, lanes, streets, avenues, boulevards and parkways. Road Diets and other successful street conversions. Reducing the number of lanes while improving efficiency, capacity and safety. Setting the right dimensions, handling fire, bicycle and pedestrian access, increasing resident safety. The design vehicle, proper curb radii and centerline radii. Meeting the needs of fire, sanitation, maintenance vehicles.

Afternoon

Part IV-A Engineering and Reinventing Intersections -- Geometrics. The building blocks of successful intersections. Finding the right design for a neighborhood or downtown. The use of conventional designs, tee-intersections and roundabouts. Keeping the traffic in motion at conflict points using new sets of tools. The role of medians, channelization, curb radii, curb extensions, bus pullouts. Other geometric issues.

Part IV-B Engineering and Reinventing Intersections. – Operations. The new tools for helping pedestrians and bicyclists navigate simple and complex intersections. Crosswalks, special markings, stop bars, signal head placement, advance stop bars, signing, flashing crosswalks, tee intersections and roundabouts.

Part V MidBlock Crossings. Access management, converting five lanes to four, plus median. Informal pedestrian crossings and formal crossings. The safety, efficiency and aesthetic benefits of medians and access management. The cost of medians versus scramble lanes. Building stakeholder support for medians. Special crossing designs, half signals, the Bellevue Crossing, refuge islands and other midblock crossing designs.

Part VI ADA Accessibility. Meeting the real versus perceived needs of mobility and visually impaired people. Corner cuts, islands, maintenance practices, maintaining access, operations. Basic designs and advance support for neighborhoods and downtowns. Building maintenance-free ramps, cross slope, continuous passageways. Overcoming common mistakes, debunking myths.

Part VII Traffic Calming. What is and is not traffic calming. Common myths and mistakes. The three stages of traffic calming. Popular tools. Cost effective solutions. Vertical deflection tools, horizontal deflection, the uses of gateways, controlling speed and traffic flow through neighborhoods. Sampling the best traffic calming practices in North America. Maintenance, operations, ownership, public participation and public process. The role of mini-circles, roundabouts and other tools to slow and control speed while improving trip times through neighborhoods.

Part VIII Implementation and Public Process. Gaining popular consensus, collaboration and ownership for rebuilding towns, neighborhoods and streets. Creating a vision through effective public process. Short term and long term solutions. Building model projects, overlay districts, funding choices. Turning the public works director, traffic engineer, town planner and city council into heroes. Overcoming NIMBYism, and avoiding bloodletting. Finding the courage to face the future.