



Providence 2011

New England Bike-Walk Summit  
October 7 2011  
Providence Biltmore, 11 Dorrance St, Providence RI

### CALL FOR PRESENTATIONS

Dear Colleagues:

You are invited to submit a presentation proposal for possible inclusion in a session of the 2011 New England Bike-Walk Summit. This one-day event will be held on Friday, October 7, in downtown Providence, RI.

Full proposals – presentation title, abstract (100-200 words), noting which session it is for – are due ~~August 17~~ **deadline extended indefinitely**. Session names and descriptions are found on the following pages. Other information can be found at [newenglandbikewalksummit.org](http://newenglandbikewalksummit.org) (updated as needed).

Timeline:

June 15	Call for presentations issued
August 17	Proposals (session name, presentation title, & abstract) due
September 1	Speakers & moderators selected & notified
September 28	Presentations due to NEBWS organizers (electronically)
October 7	Day of event

Materials should be sent to Eric Weis, [eric@greenway.org](mailto:eric@greenway.org). Questions may be directed to Eric at that address or by calling 401-450-7155.

# **New England Bike-Walk Summit 2011**

Breakout Sessions:

## **Economic Impact of Biking and Walking**

Walking and biking have major implications for our economy. They affect our environment, health care, transportation, recreation, and tourism. The building and maintaining of bike & ped facilities (and bikes themselves) impacts local, regional and national economies. How do we measure and best use this information to make the economic argument for building and maintaining a bicycle-and-pedestrian-friendly infrastructure?

## **Low-Cost Improvements for Bike & Ped Mobility**

While there are many overall changes to infrastructure we would like to see, there are also some simple low-cost improvements that can make a big difference for bicyclists and walkers. Come hear and share ideas for simple things that have an excellent “return on investment” and should be implemented far and wide, especially in these time of fiscal constraint. By working to educate and partner with your state’s DOT and local agencies, a little paint, a few signs, a bit of asphalt, maps, or some bike racks can improve the community and the local economy.

## **Street Design Fundamentals**

Our public roads and streets need to work for all users, both motorized and non-motorized. This session will go over the basic considerations engineers and planners should have in mind to ensure that pedestrian and bicyclist safety and access are included in all transportation projects (sometimes referred to as either Context Sensitive Design or Complete Streets.) Different treatments will be presented for rural, suburban and urban/village center settings. There are fundamental features that should be included in all projects. These include: sidewalks, safe crossings, accessibility features for people with disabilities, bike lanes, bike parking, wayfinding signage and paved shoulders on rural roads.

## **Alliance for Biking & Walking 2012 Benchmarking Report Preview**

In January 2012, the Alliance will release the newest Benchmarking Report comparing policies, infrastructure, funding, safety, and advocacy capacity of all 50 states and the 50 largest cities. Come get a sneak peak of findings from the new report and learn ways you can leverage this great resource to improve biking and walking, policies, and funding for your community and state. Hear about how people and agencies have used the Benchmarking Report to enhance bike & ped mobility in their communities and states, and share your own experiences for others to learn from. This session will also be a forum for providing feedback to the Alliance for Biking & Walking.

## **Bike Sharing**

This fall, Boston will kick off a bike sharing system (Hubway) with 600 bicycles and 61 stations around downtown. This is the first medium-scale system in New England, joining the ranks of Minneapolis, Denver, Montreal, and Washington DC. Join the discussion about how this innovative new form of public transportation can benefit bicycling in New England, and learn why (or why not) bike sharing may work in your community.

## **U.S. Bicycle Route System**

This year, the United States created new sections of the US Bicycle Route System (USBRS) for the first time since 1980, including the sections of US Bike Route One running through Maine and New Hampshire. With leadership from AASHTO and the Adventure Cycling Association, the USBRS will become the largest bike route system in the world. Come learn about US Bike Routes in New England and beyond, and how you can help establish a U.S. Bicycle Route in your state.

## **Emerging Bike/Ped Transportation Design**

More and more people are getting around by biking and walking. Many communities and public agencies are adapting policies that mandate bicycle and pedestrian accommodation in transportation and development projects. And industry design practices are evolving at an ever accelerated rate.

This session will address:

- Review of recent and upcoming changes to current national AASHTO and MUTCD design standards and policies
- Emerging design ideas for bicycle and pedestrian transportation facilities such as the NACTO Urban Design Guide
- Implications of using new ideas that aren't yet adapted as national standards and how you can get approval for their use.
- How changes to the national standards are developed, reviewed and adopted and how you can get involved.

## **Effective fundraising: Raising Your Local Matching Funds**

Most bicycle and pedestrian projects in New England have been 80 to 90 percent federally funded by Transportation Enhancement grants generated by the federal transportation bill. As a practical matter, each municipality or other geographic designation must then raise the remaining amount, either in cash or in-kind support, to fully fund the project. When that local match is put to the ballot, it is likely to fail; consequently, local tax dollars are increasingly *not* on the table for bike & ped facility construction. This session will focus on real-world practical solutions that advocates, municipal staff, planning agencies and NGOs have used to complete project funding.

## **Kids' Programs that Work: Safe Routes and Beyond**

Engaging youth is critical to the bottom line of businesses in our industry, youth leadership is often key to sustaining nonprofit programming, and schools are central components in community planning. Safe Routes to School programs have worked across the country with infrastructure and education improvements, and serving as a catalyst to broader community and regional planning. “Earn-a-bike” programs and other educational and engagement programs are also key to retaining youth involvement and interest in cycling and walking. Come learn about different types of youth engagement programs and how they may fit into your community.

## **Pedestrian Safety Audit (field visit)**

### **Poster session**

Submit your project or idea for the Summit poster session. We hope to focus on signature bike-ped architecture and inspiring projects. Nevertheless, all proposals will be reviewed with an open mind. All Summit sponsors at \$500 or more are invited to provide a poster as well.