



Below are the goals and comments we received from the attendees of our Bike Summit II on February 12, 2009 in the area of evaluation:

Evaluation Goal: Produce a specific plan to improve the safety of users (cyclists, motorists, and pedestrians) who share our transportation infrastructure.

Strategy:

- Acquire bicycle and pedestrian accurate crash statistics
- Analyze crash data
 - Determine dangerous roads/intersections
 - Determine cause of accidents
- Work with Encouragement team to promote data through a “Share the Road” campaign to decrease bicycle/pedestrian with motor vehicle crashes. (LAB)

Evaluation Goal: Develop and implement a comprehensive, area-wide master plan for the bicycle and pedestrian network.

Strategy:

- Evaluate the current condition of the B & P network infrastructure
- Survey cyclist behavior to help determine where and what type of new facilities should be implemented (LAB)
- Use trip counters along major bicycling corridors, trails and destinations (LAB)
- Integrate the development of the cycling network into larger land use planning and development projects and plans (LAB)
- Develop a bicycle and pedestrian master plan
 - Origin/Destination studies
 - Produce a specific plan to improve the safety of users (cyclists, motorists, and pedestrians) who share our transportation infrastructure
 - Develop and implement a comprehensive, area-wide master plan for the bicycle and pedestrian network
 - Consider cost/benefit when developing priorities
 - Prioritize routes based on needs and impact
- Continue to integrate bicycle and pedestrian facilities into the transportation network
- In planning, make sure all groups are at the table so their interests are heard
- Traffic studies for new developments must include bike traffic
- Planning Bike Lanes – through retrofit/repaving/engineering (future design)
 - Vision
 - Resources
 - Initiatives Programs
- Reusing the inter-urban

- Connection of bike facility to existing infrastructure
- Use stream ways & existing railways as a means of connecting bike network
- Suburban connections – connect the downtown “spokes” in outer areas
- What areas could highly benefit from greater bike commute to cut down on auto congestion?
- Parked car barriers – where would this work? (Main, Frankfort, Bardstown, etc.)
- Engage railroad participation to open up opportunity
- Utility right-of-ways
- Work with neighborhood HOA or groups to improve conditions & traffic calming devices
- Overall bike lane connectivity
- Choose what roads are main driving & which are optional & more
- Build on improving existing routes from center & focus on linking to these routes
- Transportation network for bikes modeled after motor vehicle network
- Integrate bike & ped. facilities into transportation network
- Find opportunities to use utility corridors/easements

Evaluation Goal: Ensure that planning and evaluation for all five ‘E’s is ongoing and continues into the foreseeable future

Strategy:

- Create and evaluation tool which helps E-teams determine if they are still reaching their goals.
- Determine if the Bike Summit II empowers participants to guide Louisville towards a bicycle friendly community? If so, how? If not, why not?
- Create a plan to prioritize goals and strategies.

Comments from bike summit attendees:

- Ensure that planning and evaluation for all five E’s is ongoing and continues into the foreseeable future
- Opportunity for interactive feedback from public on evaluation strategies
- Evaluate safety of existing routes
- Talk to business associations in neighborhoods to develop bike-friendly locations
- Data Collection (types of usage, volume, etc.)
 - Measurable outcomes/benchmarks
 - Reporting of all bike accidents – auto insurance companies reporting, hospital reporting
 - Accident GPS recording – bring law enforcement up to speed
 - Collect data on bike usage patterns
 - GPS volunteer program for origin/destination studies
- Evaluate best practices for secure bike parking – effective use of space
- Find opportunities to acquire user data
- Traffic modeling

- Studies of traffic violations
 - Running red lights
 - Illegal turns
- Establish baseline data
 - Improve evaluation
- Set outcome indicators (related to baseline)
 - Measurable