

BIKE TOWNS

Strategies to get people on bikes for recreation and transportation in towns and small cities. Topics covered include planning for and building infrastructure, policy, bike-share systems, and advocacy methods.

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- **Chair Emeritus, Trees and Trails Committee, Nolensville, TN**





1. Advocate

2. Get Bikes

3. Make Routes

Alabama: Auburn



ROB HAINER/SHUTTERSTOCK

Alabama is not known to be bike-friendly, and, in fact, ranked at the bottom of the annual rankings released by the [League of American Bicyclists](#). But in the past few years, the city of Auburn has made a concerted effort to improve this, by constructing 25 miles of bike paths and an additional seven miles of multi-use paved paths. The City of Auburn champions their efforts through [Bicycle Auburn](#), offering group bike rides through downtown and along the bike paths on a variety of routes for all experience levels. Further outside of the

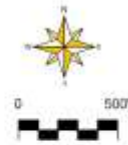
ADVOCATE: Nolensville Trees and Trails Committee



- Originally formed under founding Mayor Charles Knapper, “Trails & Trees”
- Applied for a TDOT Transportation Enhancement Grant using a paid grant writer. (Town was denied numerous times)
- Committee dissolved.
- The Town applied for and was **awarded** a \$250,000 Safe Routes to School Grant in 2007 which has been completed from Nolensville Elementary School to Stonebrook Boulevard creating sidewalks and bike lanes. NES’s excellent Walk to School Day managed by Coach Deborah Russell and partnering with NES administration is a big part of this grant. Mayor Lothers saw the need for assistance in connectivity, trail development, grant writing and Arbor Day planning.
- Mayor Lothers creates Trees & Trails Committee in 2008 with BOMA approval, and serves on the committee.
- May 19, 2008 Official funding request from T & T Committee to County
- August 21, 2008 letter from Mayor Lothers to Bob Richards requesting to be chosen as select community
- October 22, 2008, Trees and Trails Press release for Dec. 2008
- November 3, 2008 first Trail design by Bob Richards
- December 9, 2008 Strategic Planning Session with Bob Richards, Trails
- Feb. 19, 2009 Letter of support request to Representative Casada by Mayor Lothers & Joyce Powers (TDOT Transportation Enhancement Grant)
- 2011- Vice-mayor Lothers becomes chair of T & T, Joyce co-chair...Lothers writes RTP, TDOT Enhancement, Multi-modal, SRTS, and MPO grants...
- Trees and Trails Committee Members Joyce Powers (Budget portions), Ingrid Curry (Maps and Visuals), Beth Lothers (Grant narratives) applied for the following three grants in 2011:
 - Municipal Planning Organization Grant for \$620,000 and was

awarded. This trail includes a trail head/parking lot in the Historic District which connects a pedestrian bridge to the ball park and paves a 10 ft. multi-modal trail that paves graveled portions to NES and connects through the soccer fields, Recreation Center to Town Center. (Kimley Horn is the Engineering Consultant on the project, has surveyed the route and has created preliminary design to be reviewed by Williamson County Parks and Recreation.)

- Recreation Trails Program Grant (portion included in MPO Grant Award)
- TDOT Transportation Enhancement Grant (portion included in MPO Grant Award)
- New SRTS grant 2011 to extend the completed path on Stonebrook Blvd. (Alderman Lothers/Town Engineer Don Swartz) was denied.
- Nov. 1, 2012 Resolution to connect Brittain Downs to Sunset Schools
- School connectivity behind Sunset Elementary and Middle Schools to Brittain Downs subdivision. The developer has provided easement sites, BOMA has approved funding from the WCS Infrastructure fund, and we are awaiting confirmation from William County Schools on location of connection onto their property.
- School connectivity in front of Sunset Elementary and Middle Schools. Originally, the committee was looking at a minor side trail connecting Benington and Winterset Woods subdivisions to the front of the schools. But in the process, the Mayor and staff agreed to initiate the Sunset Road widening project using Road Impact Fees and will include sidewalks and bike lanes



LEGEND

- PROP. PAVED TRAIL
- - - PROPOSED TRAIL PAINT EX. PVMT
- BRIDGE
- EXISTING TRAIL
- EX. SAFE ROUTE TO SCHOOL
- - - PROPOSED SAFE ROUTE TO SCHOOL
- - - FUTURE TRAIL
- - - FUTURE GREENWAY
- WATERWAYS

Small Town Connections Project - Town of Nolensville 2011

Overall Plan Appendix B



Nolensville Park Trail Head



Creek Views from Nolensville Park



Creek Views from Nolensville Park



Approximate location of Pedestrian Bridge (East side) to connect with Historic District



Approximate location of Pedestrian Bridge (East side) continued



Proposed Historic District Trail Head/Parking lot site



Proposed Historic District Trail Head/Parking lot site



Path from Nolensville Elementary School to Nolensville Park



Path from NES to Nolensville Park continued



Existing Trail at Park



Existing Trail at Park to be paved with Multimodal Grant



Existing Bridge to be modified to connect Nolensville Park with Practice Soccer Fields



Trail Grants applied for:

- TDOT Transportation Enhancement Grant – 2005/2006
- Safe Routes to School Grant – 2007 **(awarded)**
- TDOT Transportation Enhancement Grant – 2009
- TDOT Transportation Enhancement Grant – 2010
- Safe Routes to School Grant – 2011
- TDOT Transportation Enhancement Grant - 2011
- Recreational Trails Program (RTP) Grant - 2011
- Nashville Metropolitan Planning Organization (MPO) Grant - 2011 **(awarded)**
- Safe Routes to School Grant – 2013 **(awarded)**
- TDOT Multimodal Access Fund Grant – 2013 (finalist)
- Transportation Alternatives Program (TAP) Grant – 2014, due 11/1/13 (finalist)
- Safe Routes to School Grant – 2014 **(awarded)**
- Nashville Metropolitan Planning Organization (MPO) Active Transportation Grant – 2014 **(awarded)**

Tree Grants applied for:

- Tennessee Agriculture Enhancement Program Grant – 2009 **(awarded)**





CELEBRATE NOLENSVILLE ARBOR DAY

Saturday, April 9, 2011

10:00am...Nolen House to dedicate
Southern Magnolias & meet the mayor

10:30am-12noon...Nolensville Ball Park
parking lot at dog park.

Mulch and label 75+ trees.

Bring gloves, buckets & shovels

Buy seedling trees.

Seedlings \$1 each

(Help increase our urban forest canopy)

Willow Oak

Nuttall Oak

Persimmon

Rain or Shine





Shared Micromobility



Think Regionally

Local Champion





DOCK SYSTEM

REWARDS

- 1. Classic, high-quality equipment
- 2. Often experienced track record of success
- 3. Proven business for users
- 4. Typically public events prominently partnered with City/University
- 5. Well-suited for local operations and transparent operations
- 6. Available even for equipment search

RISKS

- 1. May require up-front government funding and corporate sponsorships
- 2. Expensive equipment and operational costs
- 3. Longer launch timeline
- 4. Less flexibility regarding origins and destinations for the user
- 5. Slower expansion outside of urban core (typically due to finding opportunities)
- 6. Slower to evolve or advance technology of the system



SMART SYSTEM

REWARDS

- 1. Classic, high-quality equipment
- 2. Often, experienced track record of success
- 3. Proven business for users
- 4. Increased opportunity to expand track record for all bicycle
- 5. Public-private partnership (partnered with City/University)
- 6. Well-suited for local operations and transparent operations

RISKS

- 1. May require up-front government funding and corporate sponsorships
- 2. Longer launch timeline, but less than dock systems
- 3. Less flexibility than dockless regarding origins and destinations for the user
- 4. Slower expansion outside of urban core (typically due to finding opportunities)
- 5. Slower to evolve or advance technology of the system



DOCKLESS SYSTEM

REWARDS

- 1. Proven business for users
- 2. Well-suited for local operations and transparent operations
- 3. Increased opportunity to expand track record for all bicycle
- 4. Public-private partnership (partnered with City/University)
- 5. Well-suited for local operations and transparent operations

RISKS

- 1. Often, less durable bicycle
- 2. Unpredictable behavior of individuals and depends on user ID (often parking behavior)
- 3. Less predictability of bicycle availability at core origin
- 4. Slower expansion as success and success rate (less of greater capacity)
- 5. Less transparency of operational practices
- 6. May require more and a larger number of bikes

Studies & Planning



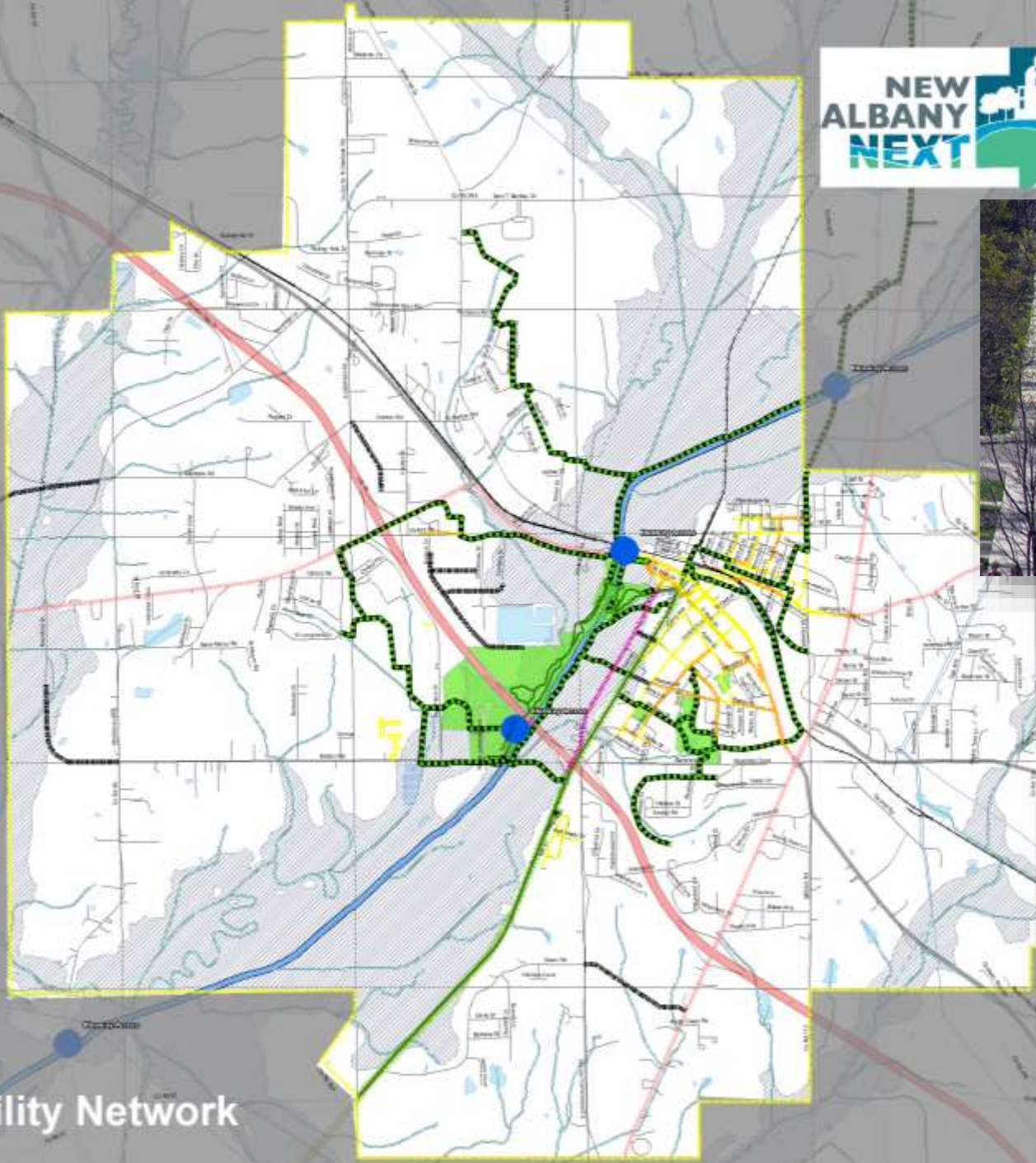
Funding

Fees & Rev Share





- Water Access
- Bike Lanes
- Greenway
- Sidewalk
- Street
- <all other values>
- Greenway
- Greenway-Tanglefoot Trail
- Sidewalk
- Parks - Recreation
- Flood Zone

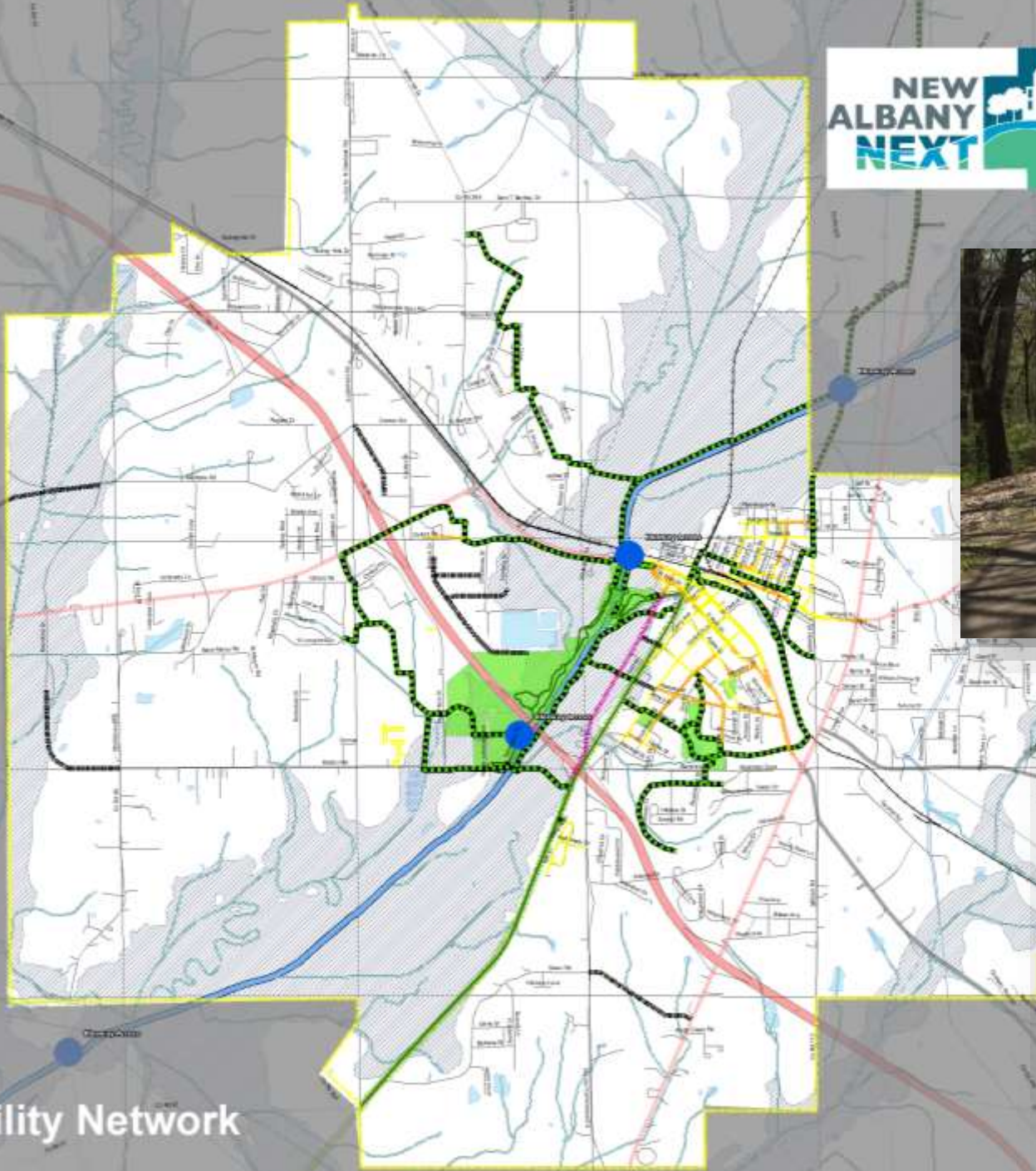


Downtown

New Albany Future Mobility Network



- Water Access
- Bike Lanes
- Greenway
- Sidewalk
- Street
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- Greenway
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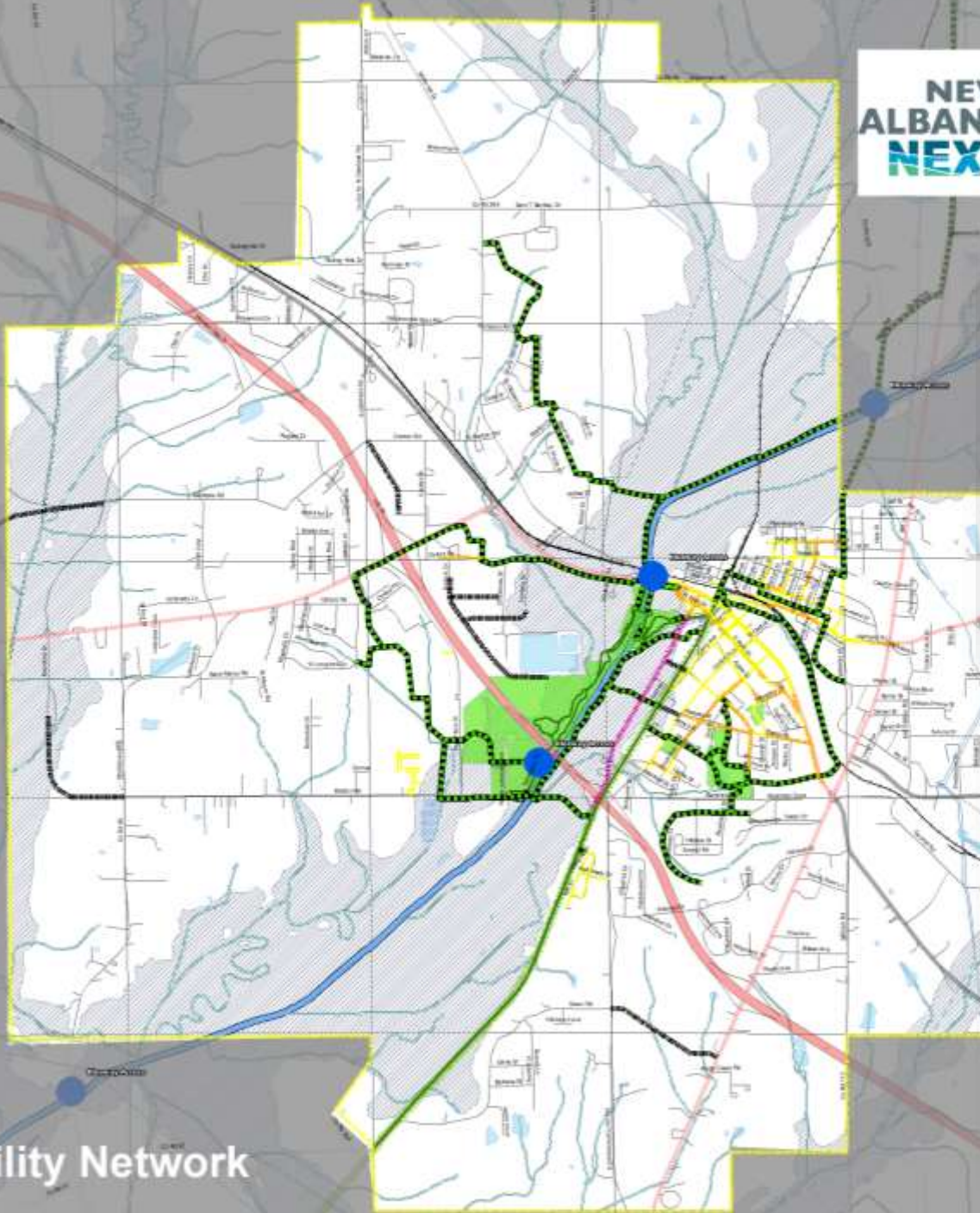
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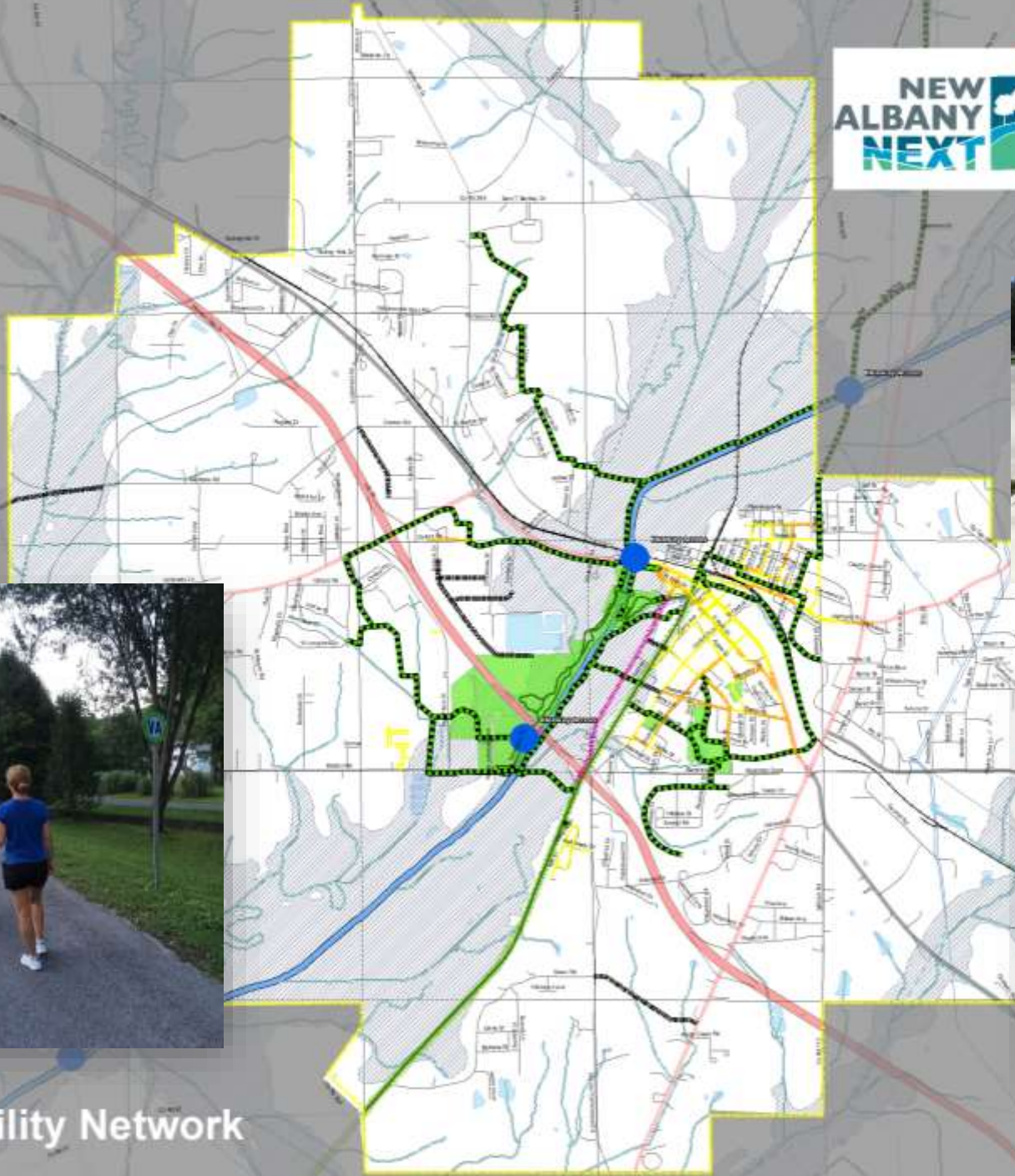
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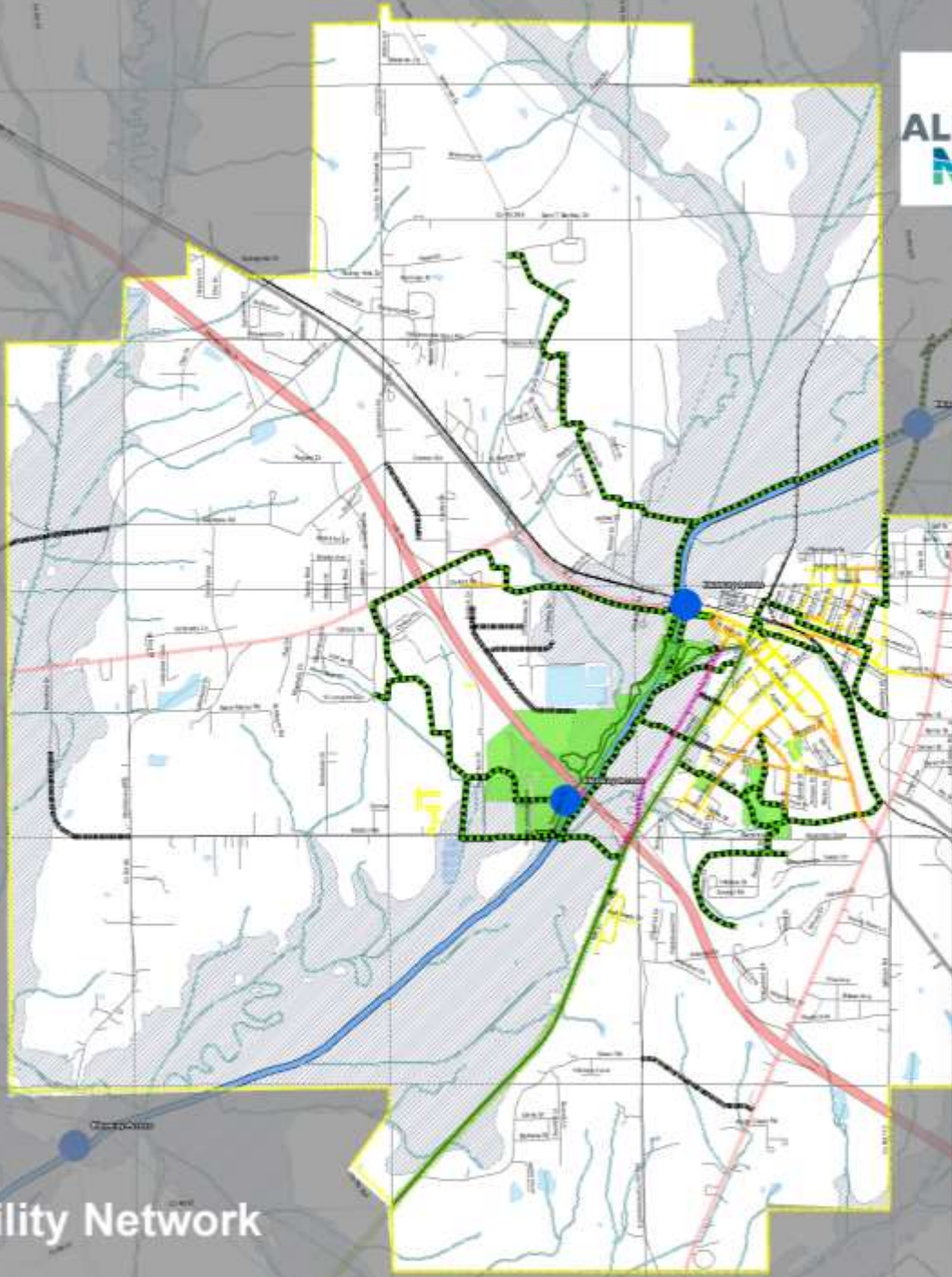
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Downtown

New Albany Future Mobility Network



716 Dillion Dr
Hafersville, TN 37135

Twice Daily 7216

615-313-3600

Open 24 Hours

BIKE TOWNS

The background features a light gray line-art illustration of a town. It includes a house with a bicycle, a shop with a sign that says 'SHOP', a post office with a sign that says 'POST', a school building, a church, a bank with a dollar sign, a car, and various trees. A large dashed-line rectangle is drawn over the scene, with a smaller dashed-line rectangle inside it, suggesting a designated area or route.

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