

The Surface Transportation Environment and Planning Cooperative Research Program

STEP

Presents

“STEP and Livability”

Webinar

May 26, 2010

12:00 p.m. to 1:30 p.m.



Webinar Housekeeping Tips

- Asking Questions
 - Designated time at the end of presentation for questions and answers
 - Phone
 - Please state name and affiliation
 - Chat feature
 - If using the chat please send all questions to Felicia Young

Webinar Moderator

Felicia Young

Team Leader, Research and Financial Service
FHWA Office of Human Environment



Welcome and Overview

- Welcome to the STEP Webinar on Livability
- Agenda
- STEP Overview
- Livability Initiatives
- STEP/Livability Resources
- Polling Questions
- Question and Answers

What is STEP?

- Surface Transportation Environment and Planning Cooperative Research Program
- Federally-administered nationally orientated research program
- Improve the understanding of the complex relationship between surface transportation, planning and the environment
- Identify, address and reassess national research priorities for environment, planning and realty

STEP Funding and Legislative Guidance

- SAFETEA-LU authorized \$16.875 million per year for FY2006-2009
- \$14million was available for FY2010
- STEP funding anticipated to be included in the next authorization legislation
- A variety of procurement mechanisms are used to award STEP funds

Who Gets STEP Money?

- State Governments
- Metropolitan Planning Organizations
- Local Governments
- Universities
- Federal Agencies
- Private Sector

Stakeholder Involvement

Outreach and stakeholder feedback are used to refine and implement national research agenda

- Partnerships are formed to leverage funds
 - Federal, State and Local agencies
 - National Cooperative Highway Research Program
 - Future Strategic Highway Research Program
 - Pooled funds and foreign jurisdictions

STEP Emphasis Areas

PLANNING

Congestion
Safety Planning
Freight Planning

Public Involvement, Environmental Justice,
Visualization in Planning
Other Activities That Support State/Local/Tribal
Planning Capacity Building
U.S./Canada & U.S./Mexico Border Planning
National Security, Defense & Interstate Planning

ENVIRONMENT

Air Quality & Climate Change
Water/Wetlands/Vegetation/Wildlife/Habitat/Brownfields
Environmental Streamlining/Stewardship
Context Sensitive Solutions
Bicycle/Pedestrian & Health
Historic Preservation
Noise

REAL ESTATE SERVICES

Real Estate Program Stewardship
Outdoor Advertising Control

SUPPORT TOOLS

Travel Modeling
Geographic Information Systems

STEP Emphasis Areas for Today

- Context Sensitive Solutions
- Public Involvement, Scenario Planning and Visualization in Planning
- Other Activities that Support State/Local/Tribal Planning Capacity Building

Introductions

Shari Schaftlein

Acting Director

FHWA Office of Human Environment

Gabe Rousseau

Team Leader, Livability

FHWA Office of Human Environment



Livability

Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets.

Livability is, “investing in a way that recognizes the unique character of each community.”

U.S. DOT Secretary Ray LaHood

Livable Communities

A livable community is one in which people have multiple, convenient transportation and housing options as well as destinations easily accessible to people traveling in and out of cars.

Livable Communities are where people have access to many different forms of transportation and affordable housing.....”

U.S. DOT Secretary, Ray LaHood



Sustainable Communities Partnership's Principles



**Provide More
Transportation
Choices**



**Coordinate Policies
and Leverage
Investment**



**Promote Equitable,
Affordable Housing**



**Enhance Economic
Competitiveness**



**Support Existing
Communities**



**Value Communities and
Neighborhoods**

FHWA's Livability Initiative

Progress to Date

- Awareness Building
 - CSS Clearinghouse Sponsored a Livability Webinar (Sept. 2009)
 - Let's Talk Planning FHWA/FTA Livability Initiative Training (October 2009)
 - CTE Livability Webcast (Nov. 2009)
 - Let's Talk Planning, Transportation and Land Use Webinar (Feb. 2010)
- Capacity Building
 - Livable Communities Strategic Initiative
 - Livability in Transportation Guidebook

Strategic Initiative:

Strategies for Livable Communities

- The Livability research project was identified as part of the strategic initiative priorities for FHWA R&T Flexible Funds
 - Products
 - White Paper
 - Livability Workshops
 - Toolbox of Training Material
 - Regional Comprehensive Livability Plan
 - Marketing Plan

STEP Funded Livability Initiatives

- Livability in Transportation Guidebook
 - WSDOT Community Design Assistance Program
 - CDTC New Visions 2030
- Best Practices on Complete Streets
- Scenario Planning Workshops
- Context Sensitive Solutions

Livability Guidebook

Presented by

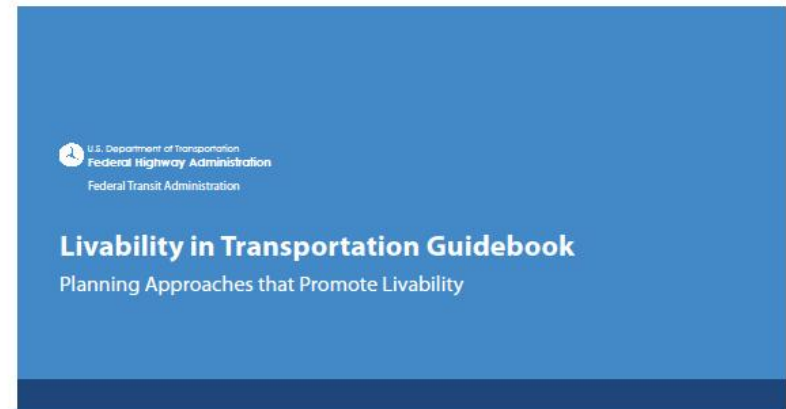
Ken Petty

FHWA Office of Planning



Livability Guidebook

- Fully STEP Funded
- Designed as a General Practitioners Resource and Guide
- For MPOs, State DOTs and others in the Advancement of Livable Community Developments
- Developed with FTA



Livability Guidebook

- The Reason for the Guidebook
 - Planning is no longer a Stand Alone Exercise
 - The Guidebook demonstrates the importance of Linking Land Use and Transportation Planning
 - The Guidebook ties together a wide range of overlapping objectives
 - Walkable Communities
 - TOD
 - Complete Streets
 - CSS
 - Healthy Neighborhoods
 - Smart Growth
 - Sustainability

Livability Guidebook

- The Guidebook is based on a series of urban and rural case studies and strategies that facilitate:
 - Revitalizing Rural Small Towns
 - Better Connecting Downtowns with Neighborhoods
 - Completing Broken Street Networks
 - Investing in Compact Mixed Use Development
 - Maximizing the Efficiency of Existing Transportation Infrastructure
 - Mitigating the Impacts of Climate Change
 - Preserving our Natural and Cultural Resources

New Visions 2030: The Regional Transportation Plan for New York's Capital Region



Chris O'Neill

Sandy Misiewicz, AICP

Capital District Transportation Committee

www.cdtcmpo.org

New Visions 2030

- New Visions first adopted in 1997; major three year update completed in 2007
- Extensive and in depth public outreach in both generations
- New emphasis on transportation investments for creating and sustaining a “Quality Region”
- Emphasizes land use planning

New Visions 2030 Principles

- Plan and build for all modes
- Preserve and manage the existing investment in the region's transportation system
- Develop the region's potential to be a uniquely attractive, vibrant and diverse metropolitan area
- Link transportation and land use planning



New Visions 2030

- Transportation Investments will encourage:
 - Urban reinvestment, infill development
 - Concentrated growth
 - Mixed use, transit oriented development
 - Regional and community quality of life
 - Land use plans and corridor studies



Protection of
urban, suburban
and rural
character

Performance Measures

- Performance measures include:
 - Community Quality of Life
 - Pedestrian, Bicycle, Transit Access
- Trade Offs among performance measures-
highway oriented measures must be balanced against land use and other modes



Public Participation is key to making trade offs and defining community values

Linkage Program

- Implementation program
- Emphasizes link between land use planning and transportation planning
- Regional principles relevant at the local level
- Public participation
- Linkage Forum
- \$4.5 M fed/state/local investment in 65 studies

TIP Funding

- Plans support access to federal transportation funds
- TIP evaluation process considers quantitative and qualitative issues
- Programmed projects support New Visions principles across all competitive fund sources
- Proposed projects of a higher quality

Livable Communities Case Study

Presented By

Paula Reeves, AICP

Manager, Community Design Assistance



Washington State
Department of Transportation

Why Community Design?

- Develop the most cost effective transportation projects
 - Ensure fewer scope and schedule changes
 - Revitalize vs. mitigate transportation impacts to communities
- Identify partnerships opportunities and resources
 - Transportation, historic preservation, environmental, economic development, utilities, etc..
- Ensure a strong link between goals and transportation investments
 - Outcomes vs. throughput or volume to capacity ratio

WSDOT Highways & Local Programs Division

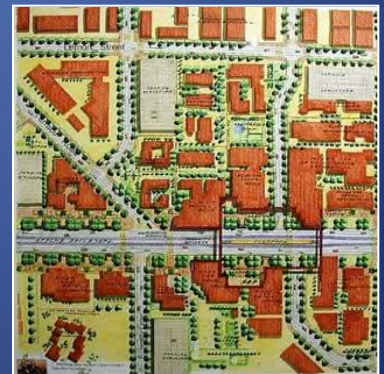
We provide educational, technical, and financial support with federal oversight to local customers to help them achieve their transportation goals...

- We are stewards of federal transportation funding
- We provide technical expertise and services related to federal and state requirements.
- We promote cooperative planning and partnerships.



Our Engineering & Technical Assistance

- Bridge Technical Services
- Community Design Assistance
- Environmental Services
- Pavement Services
- Construction Services
- Traffic Services
- Training

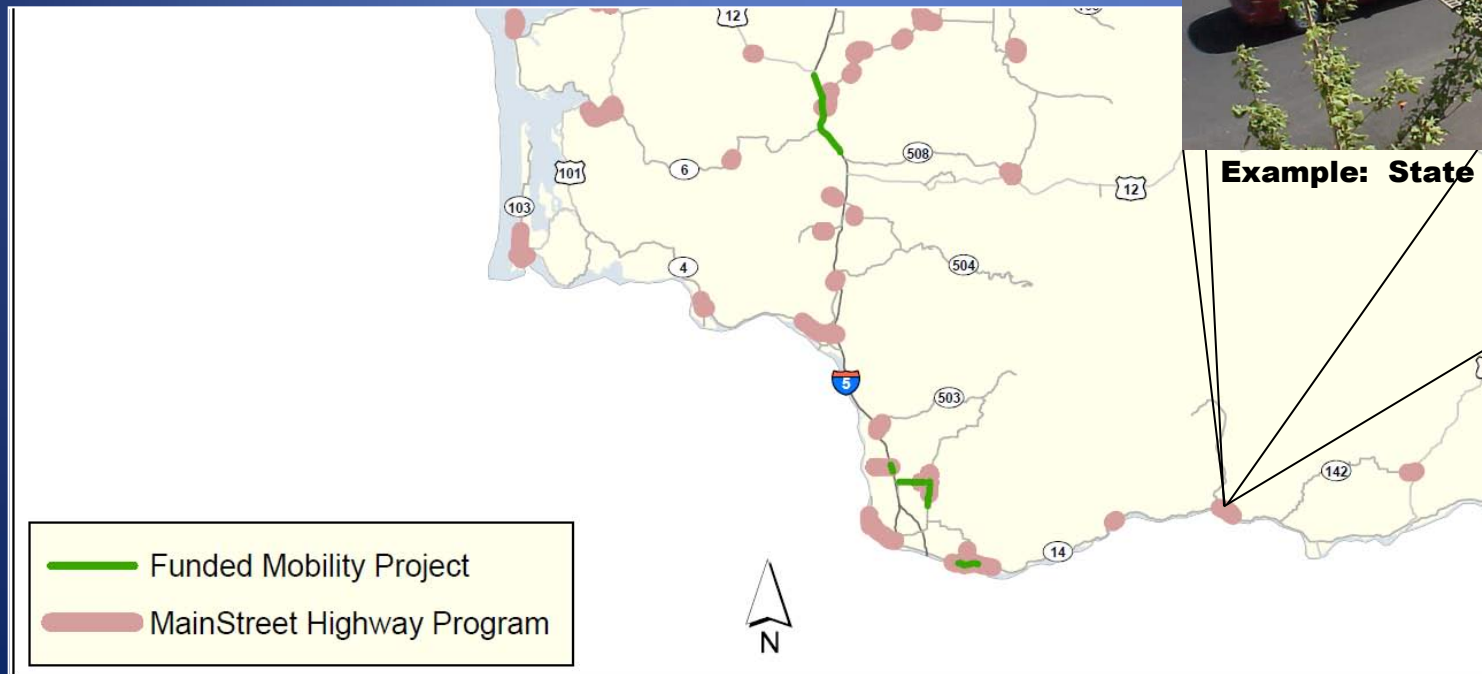


Milestones in State Policy

- WSDOT Livable Communities Policy adopted, 2000
- CSS Executive Order passed, 2003
- Gray Notebook established, 2003
- Design Guidance and Training published, 2005
 - *Understanding Flexibility in Transportation, Washington*
- State Funding for Pedestrian & Bicycle Safety, 2005
- AASHTO Environmental Excellence Award, 2006
 - *Best Organizational Integration of Context Sensitive Design*
- State Bicycle and Pedestrian Plan adopted, 2008
- State Highways as Main Streets research funded, 2009
- Complete Streets Bill (HB 2911), 2009

New Initiative: Proposed Main Street Highways Program

State Highways that provide both local access and regional mobility



Example: State Route 14 – Bingen

WSDOT Resources

WSDOT's Community Design and Bicycle and Pedestrian Websites

<http://www.wsdot.wa.gov/TA/Operations/LocalPlanning>

<http://www.wsdot.wa.gov/Bike>

<http://www.wsdot.wa.gov/Walk>

Washington's Safe Routes Website

http://www.wsdot.wa.gov/bike/Safe_Routes.htm

Contact WSDOT Community Design Assistance:

Paula Reeves

Manager, Community Design Assistance

Reevesp@WSDOT.WA.GOV

360-705-7258

Ian Macek

Bicycle and Pedestrian Coordinator

Maceki@WSDOT.WA.GOV

360-705-7596

Charlotte Claybrooke

Safe Routes to Schools Coordinator

ClaybrC@WSDOT.WA.GOV

360-705-7302

Ed Spilker

Scenic Byways Coordinator

Spilker@WSDOT.WA.GOV

360-705-7387

Best Practices Manual on Complete Streets

Presented by:
Barbara McCann
Executive Director
National Complete Streets Coalition



NATIONAL
COMPLETE STREETS
COALITION

let's complete america's streets

Best Practices Manual

A Joint project of the
American Planning
Association and the
National Complete
Streets Coalition

Complete Streets: Best Policy and Implementation Practices



Barbara McCann and Suzanne Rynne, Editors

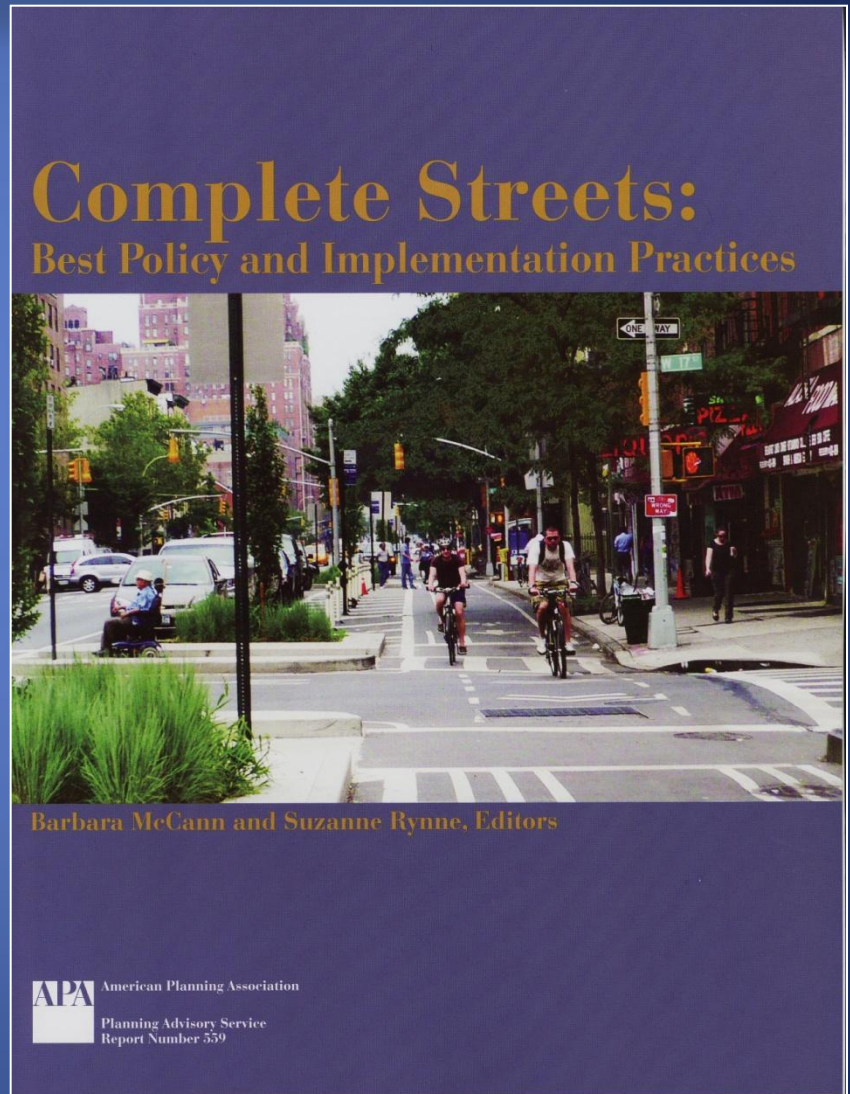


American Planning Association

Planning Advisory Service
Report Number 559

Best Practices Manual

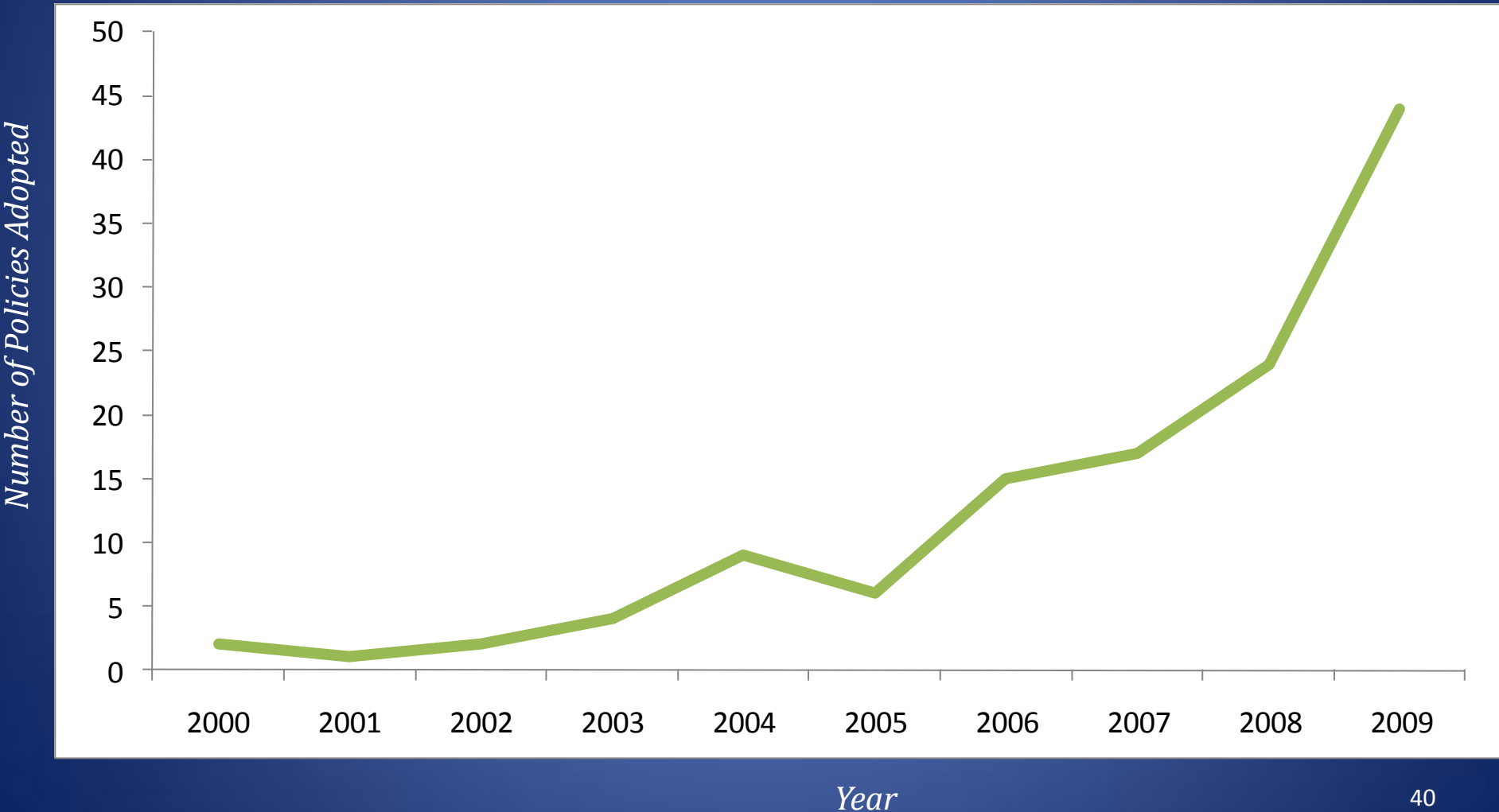
- 30 case studies
- Policy adoption
- Points of Intervention
- Making the Transition to Complete Streets
- Costs
- Design
- Lessons learned



Complete Streets Policies

US Jurisdictions with Policies: 131
Policies Adopted Since 2005: 100
Policies in 2009: 42

Complete Streets Policy Adoption



Change plans & process

- Successful implementation reaches beyond the initial document to include changes to:
 - Procedures
 - Zoning codes
 - Plans
 - Subdivision ordinances
 - Standards
 - Manuals

Changing plans & process

- New plans:
 - Decatur
- Subdivision ordinances:
 - Columbus, Rochester
- Rewriting Manuals:
 - Roanoke, VA, Massachusetts
- Changing procedures:
 - Virginia, Seattle, Charlotte



Be an Opportunist

- Be Opportunistic:
 - Assess the needs of all users for every project
 - Take every opportunity to make small improvements
- Be Incremental:
 - Organize a retrofit program around repaving and rehabilitation
 - Begin to plan ahead for larger ‘fixes’

Cheyenne Blvd. *Before*



Cheyenne Blvd. *Before*



**Complete Streets through
resurfacing:
7-10% of network each year**

Cheyenne Blvd. *After*



Cheyenne Blvd. *After*

Speed (85th Percentile)

- **Posted: 35 mph**
- **Before: 41 mph**
- **After: 36-39 mph**



Measure Results

Measure outcomes to
build support and learn
what is working

Measure Results

- Before-after road diet studies:
 - New York
 - Seattle
 - Colorado Springs
 - Charlotte
- Charlotte: two-hour congestion analysis, multi-modal LOS
- New York Sustainable Streets measures
- Redmond Mobility Report Card

Redmond Washington



2009 Mobility Report Card

Redmond's Transportation Performance Monitoring System



15670 NE 85th St. • PO Box 97010 • Redmond, WA • 98073-9710

GO figure

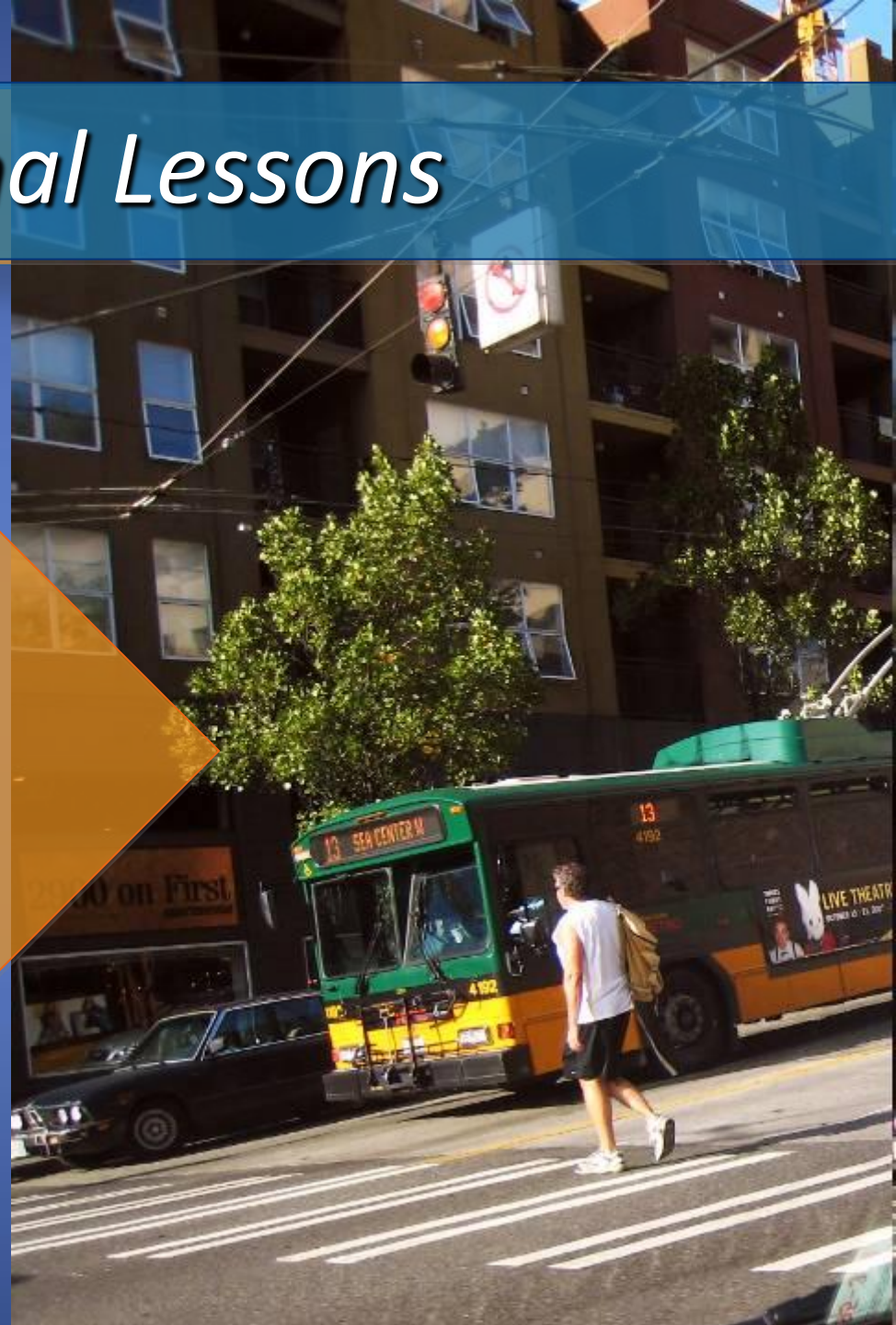
Numbers at your fingertips

How Much/Many?	Of What?	Trend
7,729	Students riding the bus to school	↓
862	Traffic collisions	↔
38	Collisions involving pedestrians or bicyclists	↔
7.6%	Traffic growth for selected intersections since 1996	↑
31%	AM commuters traveling by non-single occupancy vehicle (2007)	↑

Data for 2008 unless otherwise noted. Log on to www.redmond.gov/intheworks/redmond2022/implbenchmark.asp for more information about the above figures

Final Lessons

Resistance fades with
success



Available from:

- www.planning.org
- www.completestreets.org



Scenario Planning

Presented by
Fred Bowers
FHWA Office of Planning



What is Scenario Planning?

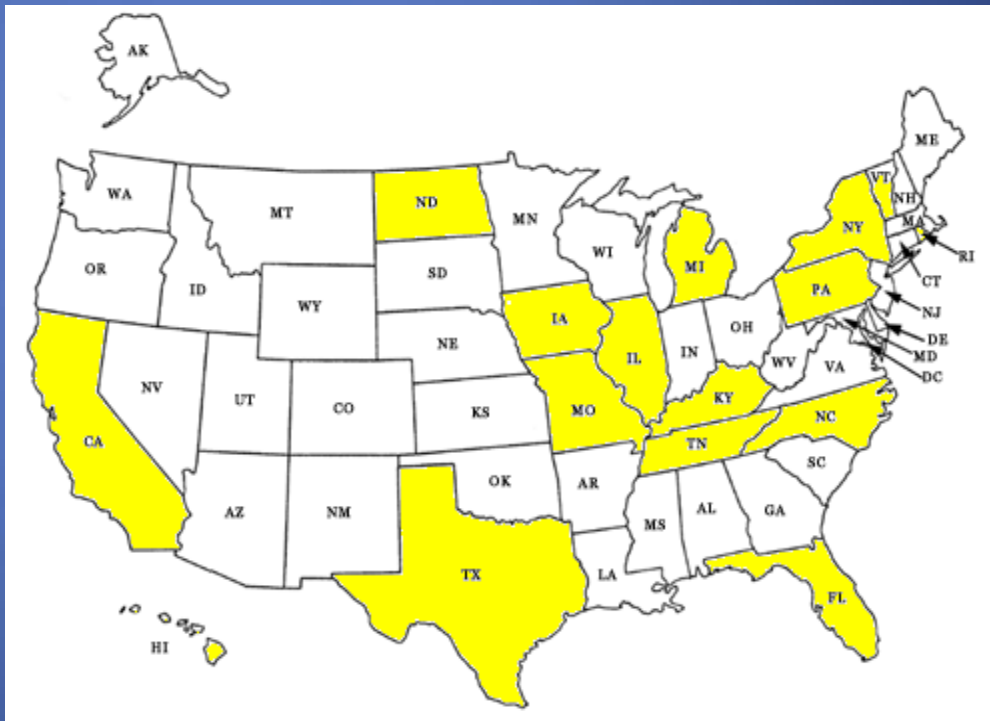
Scenario planning, is a process that forecasts the consequences of investing in different modes of transportation, development locations and funding strategies. When combined with visualization, citizens can really begin to see what the future holds.

FHWA's Scenario Planning Program is completely STEP Funded



FHWA Scenario Planning Program

- **Between 2004 and 2009**, FHWA sponsored **16** scenario planning workshops in **16** states. **Two** workshops are planned in **2010**.
 - California
 - Florida
 - Hawaii
 - Iowa
 - Illinois
 - Kentucky
 - Michigan
 - New York
 - Missouri
 - North Carolina
 - North Dakota
 - Pennsylvania
 - Rhode Island
 - Texas
 - Tennessee
 - Vermont



Locations of previous workshops are highlighted in yellow

Scenario Planning Using Visualization



Photo Montage for Public Involvement



Example: Envision Utah



The statewide “Envision Utah” process conducted public values research

With over 200 workshops involving more than 20,000 residents to decide their own future

Since the completion of the vision several years ago, they have continued to partner with the participating communities

They continue to monitor and steer the rural and urban growth into patterns that the residents themselves desire

Next Generation Scenario Planning

- Traditional scenario planning efforts focus on growth-related issues or transportation investments
- Next generation scenario planning efforts focus on a broader range of issues, such as:
 - Uses of alternative energy
 - Climate change
 - Economic shifts
 - Technological innovation
- Next generation scenario planning efforts also use innovative methods to communicate with the public



Source: Chicago Metropolitan Agency for Planning

Context Sensitive Solutions.Org

Presented by

Keith Moore

FHWA Office of Project Development and
Environmental Review

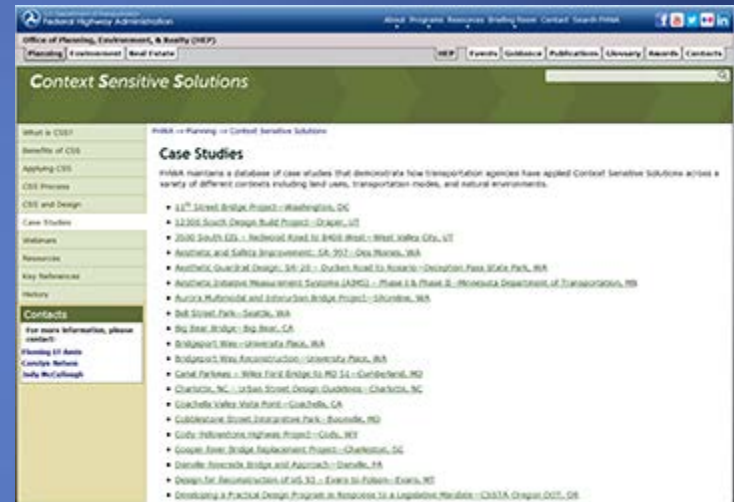


Context Sensitive Solutions (CSS) and Livability

- Community livability is enhanced by transportation projects that are based on a collaborative, interdisciplinary approach that involves all stakeholders.
- Using CSS principles and intents can help in the delivery of Livability and Sustainability goals

CSS Research Highlights

- **CSS Clearinghouse**
 - Building a Community of Practice through
 - <https://www.fhwa.dot.gov/planning/css/>
- **CSS Webinar Series**
- **CSS National Dialog**
- **CSS in Designing Major Urban Thoroughfares for Walkable Communities**
<http://www.ite.org/css>



Livability Resources

- STEP Website
 - www.fhwa.dot.gov/hep/step
- FHWA Livability Website
 - www.fhwa.dot.gov/livability
- DOT Livability Website
 - www.dot.gov/livability
- Context Sensitive Solutions
 - www.fhwa.dot.gov/planning/css/

Questions and Answer Session

- The discussion is open to questions
 - Via phone
 - Via chat feature

For Additional Information

If you have general questions about STEP or this webinar, contact Felicia.Young@dot.gov

STEP emphasis contacts:

www.fhwa.dot.gov/hep/step/contacts.htm

Livability Information

Gabe.Rousseau@dot.gov