

Regional Cooperation and Bike/Ped and Transit Connections

A Regional Models of Cooperation Peer Exchange Summary Report

Location: Salt Lake City, Utah

Date: October 24, 2016

Host Agency: Utah Transit Authority

Peer Agencies: Mid-America Regional Council
Los Angeles County Metropolitan Transportation Authority

Federal Agencies: Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

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14. ABSTRACT This report highlights key themes identified at the "Regional Cooperation and Bike/Ped and Transit Connections" Peer Exchange held on October 24, 2016 in Salt Lake City, Utah. The Regional Models of Cooperation Initiative, which is funded by the Federal Highway Administration (FHWA), sponsored this event.						
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Table of Contents

Foreword	ii
Introduction	1
REGIONAL MODELS OF COOPERATION	1
ORGANIZATION OF THIS REPORT	1
Workshop Overview	2
PEER EXCHANGE DESCRIPTION	2
FORMAT AND AGENDA	2
SUMMARY OF PRESENTATIONS	3
Key Themes and Strategies	5
Conclusion	9
Acknowledgements	10
Appendices	11
A. EVENT PARTICIPANTS	11
B. WORKSHOP AGENDA	12
C. ADDITIONAL RESOURCES	15
D. ACRONYMS	16

Foreword

This report summarizes the presentations, key themes, and recommendations identified at a Regional Models of Cooperation peer exchange on October 24, 2016 in Salt Lake City, Utah. The Utah Transit Authority hosted peers from the Los Angeles Metropolitan Transit Authority (LA Metro) and the Mid-America Regional Council. The purpose of the peer exchange was to share best practices in working across jurisdictions to improve connections between bicycle and pedestrian facilities and transit. Regional Models of Cooperation is a program of the FHWA Every Day Counts 3 (EDC-3) initiative, co-led by the FHWA Office of Planning and the Federal Transit Administration (FTA) Office of Planning.

Introduction

Regional Models of Cooperation

Regional Models of Cooperation is a program of FHWA's Every Day Counts Initiative. Through this initiative, FHWA and FTA work with State departments of transportation (State DOTs), metropolitan planning organizations (MPOs), and other stakeholders to identify innovative technologies and processes that are deserving of accelerated deployment nationwide. Regional Models of Cooperation was selected for accelerated deployment in the third round of Every Day Counts (EDC-3), for calendar years 2015-2016.

Regional Models of Cooperation describes enhanced processes for effective cooperation and communication between State DOTs, MPOs, transit agencies, and other transportation planning partners working across jurisdictions or traditional disciplines. When implemented, these techniques can improve collaboration, policy implementation, technology use, and performance management. Regional Models of Cooperation reaches beyond traditional borders and brings together entities from multiple jurisdictions and disciplines to support common goals in transportation planning, such as congestion management, safety, freight, livability, economic development, and project delivery and efficiency.

Successful implementation of Regional Models of Cooperation in transportation planning can improve decision-making, save time and money through the sharing of resources or data, and help agencies achieve more by working together. Examples of regional cooperation include jointly developing transportation plans and programs, cross-jurisdictional corridor studies, and project planning across MPO and State boundaries. It also includes collaboration between State DOTs, MPOs, and operators of public transportation on activities such as collecting, storing, and analyzing transportation data.

One way in which FHWA and FTA are supporting States and MPOs to help them implement Regional Models of Cooperation is through peer exchange workshops. These workshops bring representatives from multiple jurisdictions within a region together to share experiences and best practices with peers from other regions and move specific, locally-driven priorities forward. The Regional Models of Cooperation implementation effort also hosts webinars and documents case studies and techniques to promote notable cooperation practices in a variety of topic areas.

For more information, please visit the [FHWA Regional Models of Cooperation website](#) and the [EDC-3 initiative summary page](#).

Organization of this Report

This report is a summary of the Regional Models of Cooperation peer exchange workshop focused on connections between bicycle and pedestrian facilities and transit that was held on October 24, 2016 in Salt Lake City, Utah. It is organized in three sections:

1. **Workshop Overview:** An overview of the peer exchange goals, format, and a summary of the presentations.
2. **Key Themes and Strategies:** A synthesis and discussion of 10 key strategies for improving connections between bicycle and pedestrian facilities and transit that emerged during the workshop.
3. **Conclusion:** A summary of lessons learned and next steps.

Workshop Overview

Peer Exchange Description

This workshop focused on cooperative solutions to better connect bicycle, pedestrian, and transit networks and on cooperation in regional multi-modal planning. The workshop brought together agencies from three different regions – Utah, Los Angeles, and Kansas City – who have successfully collaborated on this topic to exchange ideas. The presenters and participants discussed accomplishments, challenges, and lessons learned from a variety of planning and project related initiatives that required cross jurisdictional coordination.

The FHWA Office of Planning, the FTA Office of Planning and Environment, the FHWA Utah Division Office, and FTA Region 8 Office worked together to identify external peers with experience in successfully collaborating across jurisdictions on multimodal planning. FHWA invited the following individuals to present at the workshop and share their stories in order to identify notable approaches and key lessons learned:

- **Laura Cornejo, Deputy Executive Officer of Active Transportation**
Los Angeles County Metropolitan Transportation Authority (LA Metro)
- **G.J. LaBonty, Program Development Manager, and Jen McGrath, Active Transportation Planner**
Utah Transit Authority (UTA)
- **Martin Rivarola, Assistant Director of Transportation and Land Use**
Mid-America Regional Council (MARC)

Workshop participants included representatives from two Salt Lake area MPOs and Utah Department of Transportation (UDOT). The goals of this workshop were to share best practices for working across jurisdictions to connect bicycle, pedestrian, and transit networks and brainstorm how to address challenges to planning and integrating these networks. This report documents the findings from this event.

Format and Agenda

The one-day peer exchange consisted of two parts, described below:

- **Four presentation sessions** during which FHWA, UTA, LA Metro, and MARC delivered presentations. FHWA provided an overview of Regional Models and Cooperation and the three peers shared their experiences collaborating across agencies to improve connections between bicycle and pedestrian facilities and transit.
- **Facilitated discussions** during which the group focused on different topics related to collaborative work, including coordination at the regional scale, collaborating on grants and large projects, and considering social equity implications. The workshop then concluded with a wrap up session in which participants summarized key themes.

The list of event participants can be found in Appendix A and the workshop agenda can be found in Appendix B.

Summary of Presentations

The following sections provide brief summaries of the presentations from the opening remarks and three peer presentations. Please note that the Key Themes and Strategies section provides additional detail about some of the examples in presentations.

Jody McCullough, Community Planner, FHWA Office of Planning, provided a brief overview of the Regional Models of Cooperation program and its relation to multimodal planning. Transportation planning encompasses a number of topics that do not stop at jurisdictional boundaries, such as transit planning, freight coordination, and air quality issues. Coordinating activities across jurisdictions can lead to increased efficiencies in the planning and programming processes, as well as more comprehensive solutions to widespread transportation issues. Regional cooperation can benefit initiatives to connect bicycle and pedestrian facilities and transit by improving communication between agencies whose cross paths, as well as by providing a forum for agencies to combine efforts to improve these networks.

G.J. LaBonty, Program Development Manager, and Jen McGrath, Active Transportation Planner, UTA, discussed a number of collaborative efforts focusing on multimodal planning that agencies in Utah have conducted. Utah's growing population and economy have resulted in an increase in transportation needs. Meanwhile, funding resources are continuously becoming more constrained. The growing demand for transportation and the decreasing funding has served to motivate collaboration across transportation agencies. Utah's four MPOs, UTA, and UDOT worked together to produce a single, unified long range transportation plan for 2015-2040. The plan provides five shared goal areas and identifies priority areas to measure across the State. In order to elevate active transportation to the same level of importance as other networks, the plan provides maps of all the active transportation networks stitched together across the State. By working together to illustrate these networks that span multiple jurisdictions, the agencies are better positioned to identify gaps and improve the system. The plan helped the agencies identify a priority issue: networks lacked active transportation connections to transit that would help solve what is commonly known as "first and last mile" challenges, referring to providing transportation solutions for getting to transit stops ("first mile") and from transit stops to final destinations ("last mile").

In 2015, UTA, the two Salt Lake City MPOs, and UDOT worked together to apply for a Transportation Investment Generating Economic Recovery (TIGER) grant to implement projects that connect bicycle and pedestrian facilities to transit networks across six counties and 26 cities in the Salt Lake City region. In 2016, the group was awarded \$20 million in TIGER funding. Developing the grant application required extensive collaboration to collect and analyze data and agree upon goals and a prioritized list of projects. The group identified over 900 projects that would improve access to transit stations through conducting a study of first and last mile strategies. The study developed a goal of doubling UTA ridership by 2020, identifying how bicycle infrastructure could substantially increase access to transit locations. The study identified specifically how increasing access to bicycle infrastructure would increase access to jobs and other resources. The group narrowed the list of projects to 343 for the grant application by working closely with local partners to select projects that served their priorities. The group will continue to work together to further refine the list, implement the projects, and measure the results in the coming year.

Laura Cornejo, Deputy Executive Officer of Active Transportation, LA Metro, discussed the agency's efforts to launch a bike share program. LA Metro provides transit services for the entire Los Angeles County, an area covering 88 individual cities. Given the vast area the system covers, the agency and its Board identified the need to support active transportation as a means to addressing first and last mile challenges in accessing the transit network. The agency viewed the issue as regional, rather than local, as a regionally oriented bike share program could more comprehensively address gaps in the transportation network. In 2014, the Board adopted a motion to implement a bike share program that would reach across the entire region in order to expand the agency's transportation coverage. The agency approached planning for the bike share program, which included feasibility studies and station siting, in the same way it would approach planning for a transit line. Successful planning required that LA Metro collaborate with numerous cities—including the City of Los Angeles, where the program was piloted in the summer of 2016—on station siting and financing. LA Metro commits up to 50% of the capital

costs and up to 35% of the net Operations and Maintenance costs, as well as owns and manages the equipment. The agency also provides technical assistance to local communities for conducting feasibility analyses, station siting, and grant writing, and other activities. The local communities are responsible for the community outreach about the program, such as contacting affected local businesses and making the community aware of any changes to sidewalks or parking spaces, as well as readying the bike share sites for construction. In the near future, LA Metro will work with three communities to expand upon existing services in downtown Los Angeles.

Equity is a priority for LA Metro, particularly since a large portion of its ridership is composed of individuals from communities of color and low income populations. LA Metro has also worked with local communities and within the agency to ensure that the program addresses issues related to social equity. For example, the agency worked with local law enforcement to identify strategies to successfully deploy bicycles in communities with higher crime rates, to ensure that those communities had equal access to the program. Also, the agency structured the bike share fare system to mimic transit fares. Whereas other bike share programs across the country offer “memberships,” LA Metro’s system offers “passes,” similar to transit passes. The passes include a monthly pass, a flexible pass with an annual fee, and a “walk up” pass. They charge a steady rate for each half hour of use, rather than charging extra for additional use. To address equity, the agency offered 40,000 coupons waiving the annual flex pass amount to rider relief participants. These participants are low income customers. The agency is working to integrate the bike share with its transit fare card, TAP. This would enable the agency to allow users to pay for rides in cash, eliminating the need for a credit card, and have transfer fares to transit; the program would also offer student, low-income, senior, and disabled passes available.

Martin Rivarola, Assistant Director of Transportation and Land Use, MARC, discussed the agency’s efforts to work across 119 local communities, eight counties, and five transit agencies that cross two States in the Kansas City region to update the Regional Transit Vision & Plan. The agency recognized three key challenges to improving transit access: low per capita investment in transit; a low density, sprawling geography; and access to jobs, particularly for low income individuals. The agency looked to ongoing efforts, such as the Metropolitan Transportation Plan, the regional bikeway plan, the 10-year Job Access Plan, which has a specific goal to double the number of jobs accessible by transit, and others in developing its Regional Transit Plan. The plan calls for a number of initiatives to require coordination with local agencies and focus on connecting bicycle and pedestrian facilities and transit. Notably, the plan outlines locations for “Mobility Hubs,” where fixed route transit services meet on-demand and bicycle and pedestrian services. Rivarola emphasized that overcoming challenges in the Kansas City region requires redefining transit as varied mobility services, which include bicycle and pedestrian and on-demand, rather than focusing only on fixed route services. The Mobility Hub pilot areas include recommendations for increased transit service, bike share stations, cycle tracks and bike lanes, employer-provided bikes and bike parking, rideshare priority parking, an inventory of the pedestrian network, and other strategies. Implementing these improvements will require extensive coordination with transit agencies, particularly the Kansas City Area Transportation Authority (KCATA), and local communities. The transit agencies will focus on the mobility related strategies and services, MARC will focus on conducting outreach and engaging stakeholders, and local governments will focus on implementing bicycle and pedestrian improvements and developing associated land use and housing strategies.

The agency is committed to expanding the network’s service and reach in order to provide increased access to jobs, particularly where the jobs are growing. The plan’s improvements would result in a 45% increase in morning peak access to jobs and a 112% increase in late evening job access. Late evening access is particularly important for low income populations who might need access to jobs that have late night shift schedules.

Key Themes and Strategies

During the course of the workshop presentations and facilitated discussions that followed, ten key strategies for collaborating across agencies to improve bicycle and pedestrian connections to transit emerged. The first six considerations relate to a broad, region-wide scope, and the next four are more general considerations for collaborative, specific projects.

1. Recognize that Improvement is Everyone's Job

Supporting successful connections between transit and bicycle and pedestrian facilities requires cooperation and commitment on the part of all relevant transportation agencies, from the State to regional and local level. It is important to recognize that collaboration, rather than working alone, is key to building successful projects and networks.

Throughout the workshop, all of the agencies emphasized the importance of understanding that improving bicycle and pedestrian and transit networks is a shared responsibility, spanning geographies and agency types. Developing alternative transportation and transit networks that reach beyond local jurisdictional boundaries requires working together to identify gaps, issues areas, and nodes for connection. For example, Utah's transportation planning agencies created a single map of all the alternative transportation networks in the State, which helped them better identify gaps in the system. Similarly, MARC identified "mobility hubs" across its region where there is additional need for bolstered connections between existing modes of transportation, including fixed route transit, on-demand services, and alternative transportation routes.

2. Lead from the Top

Direction and support from agency leadership is key to bringing bicycle and pedestrian facilities to the forefront of transit and transportation planning efforts.

For example, UDOT's director, Carlos Braceras, has continuously emphasized the importance of transit to the entire agency. He once addressed a conference full of UDOT employees ranging from planners to engineers to maintenance staff, saying that everyone at UDOT was responsible for making UTA successful through increased ridership. The director recognizes that transit plays a vital role in providing transportation to a rapidly growing population in the Salt Lake City region. By elevating awareness across the entire agency, leadership can ensure that all staff know about the importance and value of supporting transit. In the same way, LA Metro's Board provided initial approval and full support of the bike share program from the beginning. This made it easier for the agency to fully develop the program and plan for it beyond the pilot phase.

3. Remember that What gets Measured gets Done

Developing an agency-wide or multi-agency policy that supports connecting bicycle and pedestrian facilities to transit and developing accompanying performance measures provides a framework for agencies to pursue projects and assess progress.

Each of the regions present at the workshop provided examples of how supporting initiatives with data and using performance measures benefited their work to improve connections to transit. For example, MARC illustrated the need for bolstering transit in a particular part of the region by mapping where new jobs occurred, the level of access to transit in the region, and where more transit dependent populations lived. The analysis clearly demonstrated the need for improved transit to connect to an area with a high concentration of jobs. LA Metro approaches its bike share program as an extension of transit, meaning it identifies station locations and measures ridership in the same way it analyzes bus and rail operations.

4. Promote Diverse Benefits

Strengthening connections between bicycle and pedestrian facilities and transit has benefits that cross a wide variety of topics, ranging from economic development to health to social equity.

Understanding these benefits and how they motivate different stakeholders or speak to different communities' values can help agencies build support for projects. For example, Utah's MPOs have found that local communities are supportive of bicycle and pedestrian projects when those projects speak to local values, such as prioritizing family and outdoor activity. Projects that provide recreational opportunities, particularly for families, tend to be very popular in a wide variety of communities, including communities that are politically conservative and historically have not supported non-roadway transportation investments.

5. Prioritize Equity

Strengthening bicycle and pedestrian connections can result in important equity improvements. These facilities provide a low cost mode of transportation for communities. However, vulnerable populations may not have access to bicycle and pedestrian facilities or be able to access bike share programs due to logistical and other constraints. Prioritizing equity when developing a bicycle and pedestrian network is key to developing a transportation system that serves all communities.

LA Metro has tackled this issue head on by identifying a variety of ways in which it can make its system more equitable. A large portion of the agency's customer base is low income, so ensuring that the bike share system would be accessible was a natural goal. All of the three presenting regions discussed the challenges that agencies face in making bike share systems more accessible. For example, bike share systems typically require that customers have credit cards, which many low income individuals do not have. Furthermore, many systems are difficult to link to fixed transit fare systems, meaning customers cannot take advantage of transfer fares. LA Metro is developing a TAP card that customers could use across the transit and bike share system, meaning they would be able to access transfers and pay for the service using cash. In addition, the integrated card will provide senior citizens, low income groups, and other groups with special rates to access the bicycles more easily. While other cities cite concern about customers not returning bicycles if they do not have to provide credit card information, LA Metro has found that the theft rate for the bicycles is very low, particularly since the bicycles are easily recognizable and are much heavier than a typical bicycle. The agency is specifically targeting low income populations and communities of color with outreach and educational materials about the system. Finally, LA Metro offers a discounted fare structure for low income individuals who sign up using a particular coupon. These types of measures are necessary for developing systems that are accessible to vulnerable and disadvantaged populations.

6. Redefine Transit

Defining active and alternative transportation networks as transit networks, rather than as recreational facilities, can create stronger, more efficient outcomes for all users. Redefining transit to include bicycling, walking, and on-demand services can help increase the funding available for improvements of bicycle and pedestrian networks as well as expand the transportation network.

Kansas City has broadened its view on transit by emphasizing the importance of on-demand services. The Kansas City region is spread out geographically and has a large amount of low density development, so providing comprehensive fixed route service can be challenging and costly. MARC and local transit agencies had sought out alternative solutions to providing public transportation. The Kansas City Area Transportation Authority is partnering with Bridj, a private on-demand service, to launch a pilot program using 14-passenger vans on semi-fixed routes. These type of partnerships make it possible to greatly expand the reach of a public transportation network without the same costs and operational needs as traditional services.

LA Metro and UTA have also worked to redefine transit to include active modes. Both agencies have presented the benefits of bicycle network expansion in the context of expanding the transit network and providing a solution to first and last mile problems, rather than strictly viewing bicycle infrastructure as recreational facilities. In addition, LA Metro treats the planning and operations of its bike share system the same way it would a bus or rail system. The more decision makers view bicycle and pedestrian networks as key assets of a transit networks, the more they will see the value in making investments to expand bicycle and pedestrian facilities.

7. Account for Incubation Periods

Establishing strong working relationships across agencies does not happen overnight. Allowing for an incubation period in which stakeholders can set the stage for collaboration and learn about each other's needs and priorities before applying for a large grant or conducting a large project will benefit the process in the long run.

The group discussed strategies agencies can use to build relationships with stakeholders, both who support bicycle, pedestrian, and transit initiatives and those who do not. In Utah, UDOT and its partners invite stakeholders on tours and to events that showcase successful initiatives. One such tour geared at reluctant supporters of bicycle and pedestrian initiatives visited a city in Colorado with extensive bicycle infrastructure. Participants paid for the tour individually. The event demonstrated the value of these types of projects to stakeholders who typically did not support it. These types of events can help build relationships and support for improvements to bicycle and pedestrian infrastructure. Furthermore, the partners in Utah had initially discussed applying for the TIGER grant one year earlier, but decided to wait in order to complete a study of first and last mile strategies, which contained data that proved a vital component of the TIGER application. The partners faced a difficult challenge in preparing the TIGER grant application – they learned with short notice that the application due date had been moved up by more than a month, leaving them with significantly less time to finish the application. Since strong working relationships with local communities already existed, the partners were able to host meetings with relevant local jurisdictions and come to consensus about the projects to include in the application over a short period of time, approximately six to eight weeks. It would have been much more difficult to pull together the application without prior communication about needs and priorities, as well as strong staff level relationships. Allowing relationships and projects to build over time results in robust, more reliable outcomes.

8. Bundle Needs and Broaden Funding

Identifying projects that can be combined and implemented across a network or region can help build regional support, since more local constituents are involved and have a sense of ownership. This can also help agencies obtain additional funding, since the projects have larger budgets and greater regional benefits.

In Kansas City, MARC and KCATA worked together to create a new committee responsible for apportioning Surface Transportation Program funds for regional transit, which was composed of local government officials for areas with access to transit. The committee members felt more involved and therefore more invested in transit across the region than they had before. Also, they found that having the set-aside of transit associated funding has been beneficial because it ensures certain funding for these types of projects. However, the workshop group also discussed how set-asides can sometimes work against transit and/or bicycle and pedestrian initiatives because having a set-aside puts a “mental” limit on the amount of funding for these types of projects.

In Utah, the TIGER grant, which combines more than 300 projects all related to the bicycle and pedestrian and transit network in the Salt Lake City region, is an illustrative example of the benefits of bundling needs. The application shows how together these projects will create a comprehensive, connected network for bicyclists, pedestrians, and transit riders, thus multiplying the benefits of any single project by expanding the reach of the network.

9. Identify Project Champions

Large grant applications, projects, and initiatives benefit from a “project champion” who leads the effort and ensures that it continues to move forward.

The group emphasized that collaborative, large scale initiatives require a leader who is able to keep momentum going. Such leadership is important at the regional, State, and local levels. In Utah, UTA staff played a major role in developing and completing the TIGER grant for the region. Furthermore, in selecting projects, the applicant partners made sure to seek projects that already had support and a “project champion” at the local jurisdictional level, knowing that this type of leadership would be vital to seeing through implementation. In some cases, this support came from public works departments.

10. Tap into Local Priorities

Pursuing projects based on local priorities and in partnership with supportive local agencies better ensures local support for projects. These types of projects often have a domino effect– as municipalities develop different projects and programs, neighboring municipalities will likely want to get on board!

All three presenting regions recognized the importance of working within local priorities. As mentioned above, local buy-in was crucial for the success of the TIGER grant. Utah representatives are confident that they will be able to implement the projects identified in the grant, because they specifically selected projects that local communities had prioritized. They also discussed how providing local communities with technical assistance to help understand their needs and conditions was an important step in creating the project list. Similarly, LA Metro is only working with communities that have active support for the agency’s bike share system in order to better ensure successful implementation. Finally, in Kansas City, MARC suggested that one way to encourage local communities to get on board with bicycle and pedestrian improvements was to encourage competition among them. Illustrating which areas have connected, successful networks and which places need improvements will motivate communities with “gaps on the map” to prioritize such facilities.

Conclusion

Enhancing connections between bicycle and pedestrian and transit facilities can bring varied benefits to transportation systems, including: broadening the reach of transit systems, increasing access to different modes of transportation, promoting the health benefits of active transportation, and providing opportunities for transportation for communities with limited access to automobiles. Determining *what* improvements are needed and *how* these improvements will happen requires coordination across agencies at the planning and project level. At the planning level, coordination across agencies in a region can better help identify gaps and opportunities for project partnerships. At the project level, agencies often have to coordinate because the right of way and bicycle and pedestrian infrastructure is managed and maintained by multiple organizations.

Participants of this workshop identified 10 key strategies that agencies can employ to improve connections between bicycle, pedestrian, and transit infrastructure. These strategies range from broad considerations, such as gaining support from agency leadership and other agencies, measuring needs and outcomes, prioritizing equity concerns, promoting the varied benefits of bicycle and pedestrian and transit modes, and redefining transit to include biking, walking, and on-demand services. The remaining strategies relate more closely to project level work. They include allowing for projects (and relationships) to develop slowly over time, bundling needs and projects in order to obtain larger amounts of funding, identifying project champions who will keep the momentum going, and selecting and implementing projects based on local priorities. These ten strategies provide a wide variety of ideas and methods a region can pursue when aiming to collaborate on initiatives to improve connections between bicycle and pedestrian and transit facilities.

The Federal Highway Administration and Federal Transit Administration look forward to continuing to support efforts to connect transit and bicycle and pedestrian facilities through regional collaboration.

Acknowledgements

The Regional Models of Cooperation program extends a thank you to LA Metro and MARC for attending the workshop and sharing their experiences with their peers in Utah. In addition, the program thanks the workshop participants, including representatives from UTA, Utah's MPOs and UDOT for their valuable contributions to discussions about collaborating on bicycle and pedestrian connections to transit. The program would also like to thank UTA for providing meeting space for the workshop at its offices in Salt Lake City.

Appendices

A. Event Participants

First Name	Last Name	Organization
Julie	Bjornstad	WFRC
Laura	Cornejo	LA Metro
Heidi	Goedhart	UDOT
Andrew	Gruber	WFRC
Scott	Hess	WFRC
Kristin	Kenyon	FTA Region 8
G.J.	LaBonty	UTA
Ivan	Marrerro	FHWA Utah Division
Alexandra	Markiewicz	US DOT Volpe Center
Jody	McCullough	FHWA Office of Planning
Jen	McGrath	UTA
Callie	New	WFRC
Angelo	Papastamos	UDOT
Eric	Pihl	FHWA Resource Center
Martin	Rivarola	MARC
Shawn	Seager	MAG
Matt	Sibul	UTA
Jacob	Splan	UTA

B. Workshop Agenda

Regional Models of Cooperation Peer Exchange Workshop: Bike/Ped and Transit Connections

Monday, October 24, 2016

Utah Transit Authority Offices
669 West 200 South
Salt Lake City, Utah 84101

Host and Organizers

The Utah Transit Authority will host this workshop with support from the FHWA Office of Planning, FTA Office of Planning and Environment, and FHWA Resource Center.

Purpose and Goals

The Regional Models of Cooperation (RMOC) initiative of FHWA's Every Day Counts 3 (EDC-3) program promotes innovative, collaborative processes that bring together entities working on common goals across jurisdictional boundaries. This workshop focuses on cooperative solutions to better connecting bike/ped and transit networks and on cooperation in regional bike/ped and transit planning. The workshop brings together agencies from three different regions who have successfully collaborated on this topic to exchange ideas – exploring keys to successes and discussing how to overcome challenges in a number of topic areas related to multimodal planning at a regional or network scale.

The goals of this workshop are to:

1. Share best practices for working across jurisdictions to connect bike/ped and transit networks
2. Brainstorm how to address challenges to planning and implementing integrated bike/ped and transit networks
3. Produce a summary report with examples for peers nationwide
4. Lay the groundwork for a national webinar on this topic, which will draw from the presentations and discussions during the workshop

Format

The peer exchange workshop will consist of presentations from peer agencies in Utah, Los Angeles, and Kansas City, and facilitated discussions on focus topics related to connecting bike/ped and transit networks. Peer presenters will share information and relevant experiences and provide an opportunity for questions.

Peers:

- **Jen McGrath, Active Transportation Planner + GJ LaBonty, Manager – Program Development**
Utah Transit Authority
- **Laura Cornejo, Deputy Executive Director of Active Transportation**
LA Metro
- **Martin Rivarola, Assistant Director of Transportation and Land Use**
Mid-America Regional Council

Agenda

Time	Session
8:00 – 8:30	Registration
8:30 – 9:00	Welcome and Overview Speakers: Matt Sibul, Utah Transit Authority and Ivan Marrero, FHWA Division Administrator
9:00 – 9:15	Regional Models of Cooperation Overview Presentation Speaker: Jody McCullough, FHWA Office of Planning
9:15 – 10:00	Utah Presentation Speaker: Jen McGrath, Active Transportation Planner and GJ LaBonty, Manager – Program Development
10:00 – 10:45	LA Metro Presentation Speaker: Laura Cornejo, Deputy Executive Director of Active Transportation
10:45–11:30	Mid-America Regional Council Presentation Speaker: Martin Rivarola, Assistant Director of Transportation and Land Use
11:30 – 12:15	Lunch/Break Utah Transit Authority will provide a catered lunch.
12:15 – 1:00	<p>Facilitated Discussion: Coordinating Bicycle and Transit Planning at the Regional Scale</p> <ul style="list-style-type: none"> • Focus on the coordination process • Discuss importance of political support at the local level and ROW issues • Discuss maintenance activities and condition data <p><i>Potential Discussion Questions</i></p> <ul style="list-style-type: none"> • <i>What have you found to be the biggest benefits of working together on bike/ped and transit connections at a regional scale?</i> • <i>What are the most useful/successful methods you have used to coordinate across agencies? What challenges do you face coordinating?</i> • <i>What are some strategies you have used to gain political support for collaborative, multimodal projects?</i> • <i>How have you collaborated on cross-jurisdictional issues related to the ROW ownership and operations/maintenance responsibilities?</i> • <i>How does planning for maintenance factor into multimodal projects?</i> • <i>How does planning for collection of conditions data factor into these projects?</i> • <i>What advice would you have for agencies that are struggling with bike/ped and transit connections and that want to improve cooperation in their region? How to get started? What to watch out for?</i>
1:00 – 1:10	10 minute break

<p>1:10 – 1:55</p>	<p>Facilitated Discussion: Working Together on Grants or Large Bike/Ped and Transit Projects</p> <ul style="list-style-type: none"> • Highlight importance of continuous/long term collaboration in pulling together grant materials for applications and implementing large grants/projects • Discuss strategies to leverage funding sources collaboratively <p><i>Potential Discussion Questions</i></p> <ul style="list-style-type: none"> • <i>How did existing partnerships help in identifying potential grant-worthy projects? How did they translate into developing a grant application?</i> • <i>What methods of communication did you find useful when pulling together grant materials and/or implementing a large grant or project? Informal or formal? Any noteworthy approaches?</i> • <i>What are some of the challenges to working together on these types of projects and how did you overcome them?</i> • <i>What are some strategies for transitioning from the grant development phase to implementing the grant?</i> • <i>What are some strategies you have used to leverage different funding sources? How have you worked together across agencies to obtain funding?</i>
<p>1:55 – 2:05</p>	<p>10 minute break</p>
<p>2:05 – 2:50</p>	<p>Facilitated Discussion: Social Equity Considerations in Bike/Ped and Transit Planning</p> <ul style="list-style-type: none"> • Discuss difficulty expanding bike/ped facilities in low-income and vulnerable communities, as well as strategies to fill those gaps • Consider role of community engagement process <p><i>Potential Discussion Questions</i></p> <ul style="list-style-type: none"> • <i>What are some of the challenges you have faced connecting bike/ped and transit networks in low-income and other vulnerable communities?</i> • <i>What are some strategies to successfully fill in those gaps in the network? What are some examples of analysis methods that help identify gaps?</i> • <i>How have you successfully engaged different types of communities in conversations about transportation and planning efforts related to multimodal planning?</i> • <i>What are some examples of the different types of needs related to transit and bike/ped facilities that are more prevalent in low-income and vulnerable communities?</i> • <i>Have you found differences in community values or cultures that make it easier or more difficult to plan for effective bike/ped and transit connections in specific types of communities? Have you been able to devise ways of accounting for these differences in planning processes?</i>
<p>2:50 – 3:00</p>	<p>10 minute break</p>
<p>3:00 – 3:30</p>	<p>Key Lessons for Peer Agencies / Wrap up Speakers: Matt Sibul, Utah Transit Authority and Jody McCullough, FHWA Office of Planning</p>
<p>3:30 – 5:30</p>	<p>Field Trip/Site Visit via Bike Share to Third North Bridge</p>

C. Additional Resources

Regional Models of Cooperation Initiative

[Regional Models of Cooperation](#)

[Every Day Counts](#)

Multi-Modal Planning

[FHWA Bicycle and Pedestrian Resources](#)

Peer Presentation Resources

[LA Metro Bike Share](#)

[MARC Regional Transit Plan](#)

[Utah TIGER Grant Application](#)

[Utah's Unified Transportation Plan](#)

D. Acronyms

DOT	Department of Transportation
EDC-3	Every Day Counts
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
KCATA	Kansas City Area Transportation Authority
LA Metro	Los Angeles County Metropolitan Transportation Authority
MARC	Mid-America Regional Council
MPO	Metropolitan Planning Organization
TIGER	Transportation Investment Generating Economic Recovery
UTA	Utah Transit Authority
UDOT	Utah Department of Transportation