

FHWA's Fostering Livable Communities Newsletter

In This Issue

Introduction	1
Hot Springs, Arkansas Revamps its Complete Streets Policy.....	2
Maintaining Stability and Diversity with Community Cornerstones	3
Health and Transportation – Collaborative Efforts in Ohio Make Big Strides	5
Developing the Aloha-Reedville Study and Livable Community Plan – A 3-Year Story of Community, Local, State, and Federal Partnership	6
2016 Safe Routes to School National Conference to be held in Columbus, Ohio	9
Communities Nationwide Celebrate Biking to School on May 6th, 2015.....	10
DOT Hosts Successful Mayors' Challenge for Safer People and Safer Streets Summit	10
FHWA Releases Environmental Justice Reference Guide	11
FHWA Selects 10 MPOs to Participate in the Bicycle-Pedestrian Count Technology Pilot Program...	11
FHWA Participates in the 2015 National Bike Summit	11
Spotlight on Region 8.....	11
Announcements/New Resources	13

Introduction

The Federal Highway Administration's (FHWA) Fostering Livable Communities Newsletter is intended to provide transportation professionals with real-world examples of ways that transportation investments promote livability, such as providing access to good jobs, affordable housing, quality schools, and safer roads. Starting with this edition, the FHWA Livable Communities Newsletter will expand its content reach to include topics related to Safe Routes to School, Context Sensitive Solutions, and Environmental Justice. The inclusion of these topics creates a more comprehensive understanding of livability. To access additional tools and resources, or to learn more about FHWA's Livability Initiative, please visit FHWA's Livability website or the interagency Partnership for Sustainable Communities (PSC) website. The PSC is a partnership of three Federal agencies: the U.S. Department of Transportation (U.S. DOT), the U.S. Environmental Protection Agency (EPA), and U.S. Department of Housing and Urban Development (HUD). To read past issues of the newsletter, visit www.fhwa.dot.gov/livability/newsletter/. To subscribe to the newsletter, visit [GovDelivery](#).

Have a question about one of the topics you read here? Visit the [FHWA Livable Communities Discussion Board](#).

Creating more livable communities through transportation choices



Hot Springs, Arkansas Revamps its Complete Streets Policy

Jean Wallace, City of Hot Springs, Parks and Trails Director



Figure 1: Public education meeting. (Image courtesy of City of Hot Springs)

The City of Hot Springs partnered with the Arkansas Coalition for Obesity Prevention (ArCOP) and Growing Healthy Communities program to increase residents' access to healthy nutrition and physical activity. Four committees were formed and began meeting in July 2013. One of those committees is focused on walkability, and its members have been actively working to develop a Complete Streets, Low Impact Development plan for Hot Springs. Armed with funding from an ArCOP grant, the Walkability Committee spent the first six months planning and presenting various workshops and seminars to inform and train the community on walkable concepts and methods. They also conducted a walking audit in selected areas of town that helped to identify improvements needed to increase safety and accessibility for walkers, cyclists, and wheelchair users. City staff collaborated with these community volunteers to develop a draft Hot

Springs Complete Streets Policy. As a result of these efforts, and other planning activities, Hot Springs was selected to receive Smart Growth America Technical Assistance program funding. This funding enabled the city to host a workshop and public education meeting to discuss the policy with a diverse group of citizens and community leaders, including representatives from the National Complete Streets Coalition, Smart Growth America, EPA, FHWA Arkansas Division, and Metroplan, central Arkansas' metropolitan planning organization (MPO).

The Complete Streets workshop held in September 2014 focused on both policy development and implementation. Participants critiqued the draft Complete Streets policy and suggested several solution-oriented revisions to strengthen its language. Participants focused on the connectivity, design, context, and implementation components of the proposed policy. The resulting *Technical Assistance Report and Suggested Next Steps* presented the following policy recommendations:

- Provide a more comprehensive and directed vision and purpose statement.
- Reorganize the policy to reflect EPA's "[Ideal Components of a Complete Streets Policy.](#)"
- Incorporate elements of 'best practice' examples in each section.
- Expand the list of design references and guides to ensure best practices and creativity in project planning and design.
- Create performance measures to track progress and ensure accountability.
- Establish long-term funding sources.
- Incorporate statements about context and interagency cooperation.



Figure 2: Complete Streets Policy discussion. (Image courtesy of City of Hot Springs)



City staff, including the Deputy City Manager, City Engineer, and representatives from the Departments of Public Works, Planning and Development, and Parks and Trails, met several more times after the workshop to refine the draft before the city board considered policy adoption.

Several important activities have occurred since the workshop, which have kept the Hot Springs Complete Streets movement forging ahead:

- The American Planning Association designated Historic Downtown Central Avenue as one of the Ten Best Streets in America.
- The Arkansas Coalition of Obesity Prevention’s Growing Healthy Communities awarded the city of Hot Springs a “Blossoming Community” status.
- EPA selected Hot Springs as the host city for its Stormwater Conference in October 2015.
- The 2015 city budget included funding for a Green Infrastructure Plan that will serve as a blueprint and a springboard to stimulate the local economy through natural resource conservation. The EPA defines green infrastructure as the use of “vegetation, soils, and natural processes to manage water and create healthier urban environments.” At the scale of a city or county, green infrastructure refers to the patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water.”
- The City Board unanimously adopted the proposed Complete Streets Policy on February 17, 2015. This policy dedicates 20 percent of the street department’s paving budget to Complete Streets projects and elements.

Maintaining Stability and Diversity with Community Cornerstones

Ryan Curren, City of Seattle Office of Housing, Program Manager

In Seattle, Washington, the Community Cornerstones program is implementing a new model of community development that builds on existing strengths of the Southeast Seattle community. The Community Cornerstones program, funded in part by a 2011 HUD Community Challenge Grant, strengthens community anchors such as affordable residential, commercial, and community space. The program supports existing residents and businesses and welcomes new ones, with a goal of fostering multicultural diversity and equity. By forming a collaborative partnership among residents, community organizations, multiple city departments, financial institutions, and developers, the program aligns and leverages limited public resources to achieve the community’s vision for equitable growth.

Southeast Seattle is the most diverse part of the city; more than 90 languages are spoken, and no neighborhood has had an ethnic or racial majority for over 40 years. The demographics are changing, however, with the introduction of light rail and new interest in private development at station areas. Southeast Seattle received light rail service in 2009 through community-driven planning processes focused around station

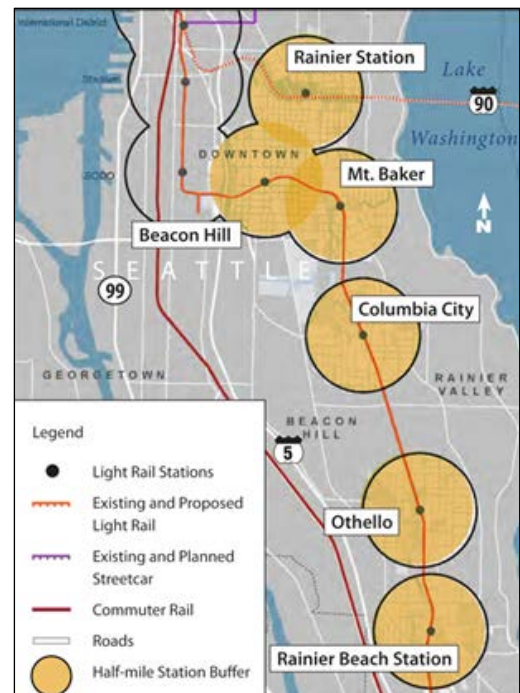


Figure 3: Map of Southeast Seattle light rail stations (Image courtesy of City of Seattle)



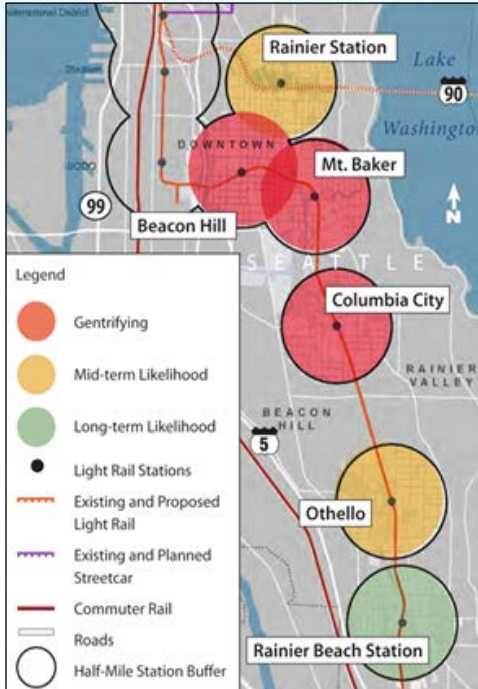


Figure 3: Map of the gentrification levels using Community Cornerstones Gentrification Classifications. (Image courtesy of City of Seattle)

areas. A [study](#) completed as part of the Community Cornerstones program shows that all station areas are experiencing a degree of gentrification, and some show evidence of demographic trends that are often associated with displacement. Census data collected in these areas from 2000 and 2005–2009 showed that residents’ incomes rose on average, non-white and foreign-born populations decreased, and educational attainment levels among residents increased. For example, the non-white population around the Beacon Hill decreased by 42 percent and the number of residents with a bachelor’s degree or higher increased by 44 percent. As defined in Title 24 of the Code of Federal Regulations, a “displaced person” is defined as any person (family, individual, business, or nonprofit organization) that moves from the real property, or moves personal property from the real property, permanently, as a direct result of acquisition, rehabilitation, or demolition for a federally assisted project. Displacement can weaken the economic and social infrastructure that communities need to prosper and remain viable during periods of change.

The Community Cornerstones program addresses these economic and social challenges by implementing four integrated strategies: Equitable Transit-Oriented Development (TOD) Loan Program; Commercial Stability Strategy; Shared Multicultural Center; and Community Engagement.

Equitable TOD Loan Program

The city and its funding partners deployed \$6.7 million for nonprofit developers to purchase three vacant parcels at light rail stations to build affordable housing and mixed-use developments. The projects will provide 290 units of affordable, mostly family-sized housing, as well as office space, childcare facilities, community meeting rooms, local retail space, and a cultural center.

Commercial Stability Strategy

The community has taken multiple strides to achieve commercial stability in Southeast Seattle. [On Board Othello](#), a coalition of community organizations, business and property owners, and a community development fund, pooled its resources to develop an equitable economic development strategy for the multicultural business district at the Othello light rail station. Culturally competent outreach was critical to building relationships with the business district’s many immigrant- and refugee-owned businesses. A business technical assistance program has served 133 businesses over two years through workshops, one-on-one services, and direct grants to locally owned immigrant and refugee businesses. A retail study, which is summarized in the main Community Cornerstones report, and branding strategy are helping to promote the existing businesses and work with new commercial developments to attract tenants that complement the multicultural character and goods and services currently provided.



Shared Multi-Cultural Center Planning and Community Capacity-Building

Inclusive and culturally competent engagement forms the foundation for strong lines of communication and trust between the program’s institutional partners and historically underrepresented communities. Trusted leaders in these communities engaged with their constituents to form the Multicultural Coalition, which is comprised of twelve immigrant- and refugee-serving community organizations. The Coalition is planning for a shared multi-cultural center. Over 700 participants engaged in five large community events in nine different languages to plan for the [multicultural center](#). The coalition is committed to staying together to formalize its structure and to share programming, resources, and space.



Figure 4: Community Cornerstones logo. (Image courtesy of City of Seattle)

The Community Cornerstones program is an example of an effective collective impact model¹. By improving communications and aligning resources across institutions, the community has developed more comprehensive strategies to address racial and social inequity issues. Helping underrepresented communities become active decisionmakers in community planning and implementation has produced strategies that more effectively reach communities and address their specific needs. The program’s case study, created by the University of Washington, identifies other lessons learned in this process to help strengthen the racial and social equity framework used in other ongoing planning efforts. This information will also advise place-based investment strategies in areas where gentrification and displacement are community concerns.

Health and Transportation – Collaborative Efforts in Ohio Make Big Strides

Caitlin Harley, Creating Healthy Communities, Ohio Department of Health, Healthy Places Coordinator

Julie Walcoff, Ohio Department of Transportation, Bicycle Pedestrian and Safe Routes to School Program Manager

Kate Moening, Safe Routes to School National Partnership, Ohio Advocacy Organizer

Ohio’s efforts to integrate health and transportation are well underway. The Ohio Departments of Health (ODH) and Transportation (ODOT) and the [Safe Routes to School National Partnership](#) (SRTSNP) have been working together to help communities develop strategies and implement projects and policies that improve Ohioans’ access to bicycling, walking, and public transportation.

Active transportation is part of [Ohio’s Plan to Prevent and Reduce Chronic Disease: 2014-18](#), administered by ODH and the [Ohio Chronic Disease Collaborative](#). One of the strategies in this plan is to increase the number of communities involved with Safe Routes to School—an initiative that both ODOT and ODH support. Each of the nearly 200 school travel plans developed in Ohio since 2013 included input from a health representative. As the program matures, so does the manner and extent to which health and transportation must work together.

¹ The *Stanford Social Innovation Review* defines a collective impact model as the commitment of a group of important actors from different sectors to a common agenda for solving a specific social problem.



One example of health and transportation officials collaborating is the development of the Columbus Public Schools Travel Plan. The Plan incorporated input from a steering committee representing ODOT, ODH, the Mid Ohio Regional Planning Commission (MORPC), the City of Columbus, and many others. This School Travel plan also incorporated the results of a [Health Impact Assessment](#) (HIA). The Centers for Disease Control defines a HIA as a process that helps evaluate the potential health effects of a plan, project, or policy before it is built or implemented. [Columbus Public Health](#) conducted the HIA, which aimed to determine which of the 90 schools in Columbus would benefit most from improved infrastructure and targeted programming. The school travel plan, which includes all 90 schools while giving priority to those most in need, fulfills the application requirement to request Safe Routes to School funding for safer crossings, education, and “road diets” that reduce the number and size of travel lanes to make room for pedestrian and bicycle facilities, while improving safety for all.

The [Creating Healthy Communities Program](#) (CHC) at ODH funds active living strategies to increase physical activity and reduce the risk of chronic disease for Ohioans in 23 counties. These strategies include HIAs, Safe Routes to School, multi-use trails, active transportation plans, and Complete Streets policy development. The Summit County CHC program, for example, partnered with local transportation officials and the school district to install a community walking trail in Springfield Township. In 2015, the township will have exercise stations and benches added to the trail, and the exercise stations will be incorporated into Springfield Township students’ physical education classes.



Figure 6: Walking school bus at Louisa May Alcott Elementary School in Cleveland. (Image courtesy of ODOT)



Figure 5: Walking trail. (Image courtesy of ODOT)

Advocacy groups also play an important role by creating a forum where the health and transportation sectors can meet, develop relationships, and identify commonalities. The [Ohio Safe Routes Network](#), established by the SRTSNP through a [Robert Wood Johnson Foundation](#) grant, has over 400 members who represent transportation, health, education, government, and community sectors. The network partnered with the Ohio YMCA to develop and deliver a series of active transportation training programs that incorporate active transportation planning and policy into the community planning process.

Leaders at ODOT, ODH, and SRTSNP Ohio are institutionalizing their collaboration through regular meetings, information sharing, and joint research with the ultimate goal of improving health outcomes and access to transportation for Ohioans.

Developing the Aloha-Reedville Study and Livable Community Plan: A Three-Year Story of Community, Local, State, and Federal Partnership

Mike Dahlstrom, Washington County Department of Land Use and Transportation, Project Manager and Senior Planner

Satvinder Sandhu, PE, FHWA, Oregon Division Office, Local Programs Manager



The Aloha and Reedville communities in Washington County, Oregon experienced significant changes in the last 20 years and recognized the need to better accommodate a growing population and an increasing demand for urban-style amenities. To do so, the county’s Departments of Land Use and Transportation and Housing Services embarked on a three-year community planning effort to produce the [Aloha-Reedville Study and Livable Community Plan](#). Using a combination of unique community engagement strategies and funding through Federal, regional, and local grants, the two agencies developed a set of recommendations for Aloha and Reedville that have produced, and will continue to produce, positive, equitable, and lasting impacts on residents for years to come.

The population in the Aloha-Reedville region, which totals more than 50,000 residents, is younger, earns less, has a higher poverty rate, and is more cost-burdened for housing and transportation on average than the rest of the county. To address these trends, the study focused on strategies that would enhance and improve housing conditions, redevelopment opportunities (both public and private), and transportation facilities.



Figure 7: Materials from meeting in a box. (Image courtesy of Washington County)

The project team used a range of engagement strategies including online interaction (e.g., a project website, surveys, and comment opportunities—all in English and Spanish), community events (e.g., open houses and workshops), presentations to organizations, and media outreach (e.g., print and broadcast coverage). The county created a Citizen Advisory Committee (CAC) to reflect the cultural diversity of the communities and serve as a conduit to a broad range of constituencies. Additionally, all CAC meetings, Technical Advisory Committee (TAC) meetings, and Leadership Coordinating Committee (i.e., elected and appointed leaders) meetings were open to the public with opportunities to provide comment.

To engage a broad audience, the project team developed a number of unique tools. One such tool “[Meetings in a Box](#)” offered English- and Spanish-speaking community members the opportunity to host discussions on their own time with friends and neighbors regarding community issues. Following these discussions, hosts returned comment cards, maps, and other relevant information to the study team.



Figure 8: Community members playing the Built Game. (Image courtesy of Washington County)

The “Built Game,” available in English, Spanish, and Somali, allowed participants to experience community planning by working through basic planning considerations, discussing key values, and eventually developing a community plan.

The project team engaged more than 220 high school students over the course of the project, providing exercises to assess their aspirations for and perceptions of the community.

A study area floor map—used in CAC and TAC meetings, at schools, in organization meetings, at community celebrations, and in parking lots—was a popular tool among participants.

CAC members facilitated community discussions by hosting tables at park concerts,



football games, community celebrations, and neighborhood activities such as a winter coat drive and a free document-shredding event.

The planning effort placed a great deal of emphasis on involvement by historically underrepresented communities. The [Center for Intercultural Organizing](#) (CIO), a regional advocacy firm, created a cohort of nonprofits that serve many immigrants and communities of color in the county and region. The cohort, called [Aloha Unite](#), comprised five nonprofits that contacted more than 1,200 community members and collected more than 600 surveys. The work of CIO and Aloha Unite provided county organizations, including recently elected leadership, insight into the perspectives of traditionally underrepresented communities.



Figure 10: Community members discuss plans using a study area floor map. (Image courtesy of Washington County)

CIO also initiated a Leadership Development program through which more than 20 attendees learned about the rights and opportunities to provide input, basic land use planning, and strategies to address county growth issues. Several members from traditionally underrepresented communities provided testimony at a Washington County Board of Commissioners meeting.

These community outreach and empowerment activities greatly influenced the development of the Aloha-Reedville Study and Livable Community Plan throughout the project's phases. The project occurred in three main phases in roughly one-year increments. Phase I focused on understanding current conditions—such as identifying infrastructure deficiencies, conducting open space assessments, and running housing market analyses—building community awareness, and soliciting community input. These efforts resulted in the [Existing Conditions Report](#).

Phase II, using the Existing Conditions Report as a baseline, focused on drafting future economic, employment, transportation, and housing scenarios. The project team vetted these scenarios multiple times with the community (i.e. CAC subcommittees), partner jurisdictions, and service providers to test their feasibility and any barriers to implementation.

Lastly, Phase III addressed various grant requirements, including deliverables such as a [Redevelopment Suitability Plan](#) and a [Housing Equity and Opportunity Strategy](#). In Phase III, the project team also worked with FHWA and the University of North Carolina to develop project-specific performance measures.

The CAC and community members ensured the benefits and burdens of the study's final recommendations were shared equitably, to the extent possible. The project team coordinated project outcomes with other local, county-wide, and regional planning efforts by communicating, planning, and implementing efforts together. The result is a final plan that describes the goals,



Figure 11: Aloha Unite meeting presentation. (Image courtesy of Washington County)



objectives, and vision statements of the project, provides a synopsis of existing conditions, and lists 114 community-supported recommendations. The plan also includes information regarding which agency is leading, or will lead, implementation for each recommendation.

While the Aloha-Reedville Study and Livable Community Plan does not tackle every issue in the community, there is evidence that it addresses the most important and pressing issues. Both communities are unincorporated, so concerns regarding governance persist. Communities adjacent to Aloha and Reedville are also growing, which could present congestion problems and increase competition for retail development. However, a statistically valid random sample survey conducted at the outset and conclusion of the project revealed the community's priorities were consistent over time. This means the plan likely addressed the most pertinent and salient community-identified problems.

On June 3, 2014, the Washington County Board of Commissioners concluded the three-year planning process and prepared for implementation. The commissioners implemented several of the 114 recommendations as changes to the Washington County Community Development Code. For example, farmers markets are now permitted in all non-residential land use designations. Several studies and pilot projects are underway, including plans for a bike-/auto-sharing system. Additionally, there is now dedicated funding for projects such as the Beaverton Creek pedestrian and bicycle path, as well as park land acquisitions and facilities improvements. The county is also pursuing grants to implement other projects like street crossing improvements and redevelopment of the Aloha Town Center.

The Aloha-Reedville Study and Livable Community Plan demonstrate the many ways in which planners can engage traditionally underrepresented communities. By working with agencies and organizations that already serve such populations and by creating tailored outreach and engagement tools, Aloha and Reedville reached a wide variety of community members and successfully incorporated their ideas in the plan's recommendations.

For more information, contact Mike Dahlstrom at mike_dahlstrom@co.washington.or.us or Satvinder Sandhu at satvinder.sandhu@dot.gov.

2016 Safe Routes to School National Conference to be held in Columbus, Ohio

Mark your calendars for the fifth Safe Routes to School National Conference in Columbus, Ohio which will take place April 5-7, 2016 at the Hilton Columbus Downtown.

The event is sponsored by the [National Center for Safe Routes to School](#) and the [Safe Routes to School National Partnership](#) and hosted by the [Mid-Ohio Regional Planning Commission](#). Safe Routes to School is a national and international movement to create safe, convenient and fun opportunities for children to safely bicycle and walk to and from schools, and it can also play a critical role in providing more physical activity and enhancing traffic safety.

The conference brings together program representatives, state departments of transportation, planners, elected officials, and community members to provide an opportunity for individuals, agencies, and organizations involved with Safe Routes to School to network, engage in educational opportunities, become inspired, and form partnerships to enhance their Safe Routes to School work.



The last Safe Routes to School National Conference, held in Sacramento, California, had more than 600 participants in attendance, and was a resounding success. More about the 2016 conference will be available soon at www.saferoutesconference.org. A call for abstracts will be announced in September.

Communities Nationwide Celebrate Biking to School on May 6th, 2015

Thousands of children, parents, school officials and community members across the country will be biking to school on May 6, 2015 for the fourth annual National Bike to School Day. This is a great opportunity to join a local event or even start one. To see who is participating in your area visit the [Who's Biking page](#). Many events are registered in the weeks leading up to May 6th.

Last year, more than 2,220 events registered for the third annual National Bike to School Day on <http://www.walkbiketoschool.org> – a thirty percent increase from the previous year. Every year Bike to School Day registration sets new records and 2015 is expected to be the biggest celebration yet.

Bike to School Day is a national event that gives communities across the country the opportunity to join together in bicycling to school on the same day. The event is part of the movement for year-round safe routes to school and encourages bicycling to school as a healthy way for kids and families to make their school commute. National Bike to School Day joins the excitement surrounding National Bike Month, led by the League of American Bicyclists each May, and builds off the 18 years of success of International Walk to School Day.

Communities participate in Bike to School Day for a variety of reasons that range from serious to fun. Events bring attention to safety needs, promote physical activity, help build a sense of neighborhood and inspire school spirit. For the second year in a row, the National Center will be teaming up with [Schwinn's Helmets on Heads](#) program for the National Bike to School Day Helmets on Heads Bike Share Giveaway. This giveaway will provide 10 bikes and 20 helmets to 10 schools and community organizations that register their event at [walkbiketoschool.org](http://www.walkbiketoschool.org). Also, new this year, registered schools will be entered into a drawing for two [Sportworks](#) bicycle racks. For more giveaway details, event ideas, and event registration visit www.walkbiketoschool.org.

DOT Mayors' Challenge for Safer People and Safer Streets Summit is a Success

The DOT Mayors' Challenge for Safer People and Safer Streets Summit on March 12 attracted over 100 participants to DOT. The Summit brought together participating cities to network and learn more about Challenge activities. U.S. DOT staff shared resources and tools available to help cities with Challenge activities: Complete Streets and appropriate design, access for people of all ages and abilities, data needs, connected networks, safety laws and regulations, and safety education and enforcement. Deputy Administrator Nadeau moderated a panel on “Building the Political Will and Public Support” for walking and biking, and FHWA staff helped moderate sessions relating to safety and data.



FHWA Releases Environmental Justice Reference Guide

The FHWA developed the [Environmental Justice Reference Guide](#) to provide practitioners a single reference document to help them ensure compliance with environmental justice (EJ) requirements. The document provides information on the origins and evolution of EJ, FHWA's implementation of EJ, and definitions and concepts for practical application.

FHWA Selects 10 MPOs to Participate in the Bicycle-Pedestrian Count Technology Pilot Program

The FHWA Office of Planning, Environment, and Realty (HEP) recently announced awards to ten MPOs as part of the Bicycle-Pedestrian Count Technology Pilot Program. Award recipients will receive funds to purchase automatic counters that will collect counts at various locations within the MPO planning area during a one year period. Participants will have access to technical assistance opportunities sponsored by HEP. Recipients will provide insights on experiences and report initial data by December 2015 and complete the projects sometime in the Spring of 2016. MPOs in Rhode Island, New York, Virginia, Puerto Rico, Florida, California, Indiana, Ohio, Wisconsin, and Tennessee were awarded funding.

FHWA Participates in the 2015 National Bike Summit

[The League of American Bicyclists' National Bike Summit](#) was held in Washington, DC from March 10-12, and attracted approximately 700 attendees. FHWA led an open house listening session on bicycle and pedestrian programs and research, including funding, infrastructure design, performance measures, data, and strategic agenda development. Participants shared ideas and learned about DOT and FHWA programs. FHWA also held a workshop on the bicycle and pedestrian strategic agenda. Participants provided input on data, training, and research needs, and ladders of opportunity to ensure access for all ages, abilities, and socioeconomic groups.

Spotlight on Region 8

Region 8 (Colorado, Nevada, North Dakota, South Dakota, Utah, and Wyoming) reported multiple recent livability-related updates. Here are some highlights from the region:

- **North Dakota “Land Use and Transportation Basics for Small Communities” Workshop** – Many small communities in western North Dakota have experienced significant growth since 2008 due to renewed energy exploration in the region. In some cases, these smaller communities have nearly doubled their populations since the 2010 census and are ill-equipped to handle the increase. The FHWA North Dakota Division and the Resource Center, at the request of the North Dakota DOT, developed a workshop for these communities that described numerous planning-related tools useful for developing land use and transportation plans that can address significant growth. The workshop included discussions by communities and counties that have created long-range transportation plans as well as information on general planning concepts. The workshop took place in January 2015.
- **Community-Oriented Tool Emphasizes Need for Equal Access to Opportunities in Denver** – [The Denver Regional Equity Atlas](#) is a tool to help raise awareness among a wide range of stakeholders about the benefits and opportunities that a robust public transportation network can create. This interactive tool allows users to create



maps of the region's major trip origins and destinations in relation to the current and future transit network and generate reports on demographic, economic, and other data of the region or particular communities. The atlas emphasizes the need to ensure access to opportunity for everyone in the region and especially for the region's most economically disadvantaged residents.

- **Denver Sustainable Communities Initiative Maximizes Benefits of Transit Investments** – HUD awarded the Denver region \$4.5 million to support planning and implementation activities throughout the region. With this grant, the [Sustainable Communities Initiative \(SCI\)](#) hosts a partnership of government, public, and private sector organizations that implement [Metro Vision](#), the regional plan, while leveraging the multi-billion dollar [FasTracks](#) transit system expansion. The goal of the SCI is to align investments, programs, and policies to maximize the benefits of the region's investment in transit. Achieving this goal will result in a region with:
 - Greater access to job opportunities.
 - Lower combined transportation and housing costs.
 - Reduced consumption of fossil fuels and strain on natural resources.
 - Development of mixed-use, pedestrian, and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car.
- **Interagency Collaboration to Produce Regional Plan for Sustainable Development** – [The Western Greater Yellowstone Consortium \(WGYC\)](#) is a group of local government bodies and partners working to cultivate and maintain effective, collaborative relationships. The consortium's goal is to improve cross-boundary communications that will lead to the development and implementation of sustainable policies. In February 2012, the WGYC launched its Sustainable Communities project with a \$1.5 million HUD grant to develop regional plans and conduct studies that will aid in sustainable resource management, economic development, housing choices, and transportation availability. The final product will be a [Regional Plan for Sustainable Development](#) that incorporates the findings and plans of many studies related to economic and community development, including the following: The Greater Yellowstone Framework for Sustainable Development, a Comprehensive Resource Plan and Sustainability Strategy, and a Model Development Code. Preliminary products include the [Multi-modal Transportation Assessment Final Report](#) and the [Regional Index of Sustainability Indicators](#).



Announcements/New Resources

- FHWA prepared a [Summary of Federal Highway Administration Pedestrian and Bicycle Research and Program Activities](#), a report for the annual Transportation Research Board (TRB) conference held in January that describes recent, ongoing, and upcoming pedestrian and bicycle research efforts and related activities.
- FHWA published [A Resident's Guide for Creating Safer Communities for Walking and Biking](#), which provides information, ideas, and resources to help residents learn about issues that affect walking and biking conditions in their communities.
- Advocacy Advance, a partnership between the *Alliance for Biking and Walking* and the League of American Bicyclists, released [How Communities are Paying to Maintain Trails, Bike Lanes, and Sidewalks](#), which examines the technical and political challenges communities face in trying to fund maintenance of trails, bike lanes, and sidewalks.
- [AARP Livable Communities Disaster Recovery Tool Kit](#) – This tool kit is designed to help communities prepare for, protect against, respond to, recover from and mitigate hazards nationwide by providing policy information, tools and resources to support the types of recovery work that lead to greater community resiliency and future preparedness.
- [Business Engagement in Building Healthy Communities: Workshop Summary](#) – The Institute of Medicine released this summary of the July 2014 workshop on the role of business in improving population health beyond the usual worksite wellness and health promotion activities, including designing the built environment with active transportation in mind.
- [Close to Home: A Handbook for Transportation-Efficient Growth in Small Communities and Rural Areas](#) – This handbook from TRB's National Cooperative Highway Research Program provides insights into the relationship between a small/rural area's existing development patterns and changes in daily driving after hypothetical new growth.
- [Crowdsourcing Pedestrian and Cyclist Activity Data](#) – This Pedestrian and Bicycle Information Center white paper reviews existing crowdsourced bicycle and pedestrian data resources and tools; discusses potential planning implementations of crowdsourced data for bicycle and pedestrian projects; and provides examples of how crowdsourcing is being used to inform decision-making.
- [Healthy Communities Assessment Tool \(HCAT\)](#) – This tool—developed by HUD and San Diego's MPO, SANDAG—provides an understandable way to evaluate community health. The HCAT ranks the social, physical, and economic environment of neighborhoods based on health indicators, including commute mode share, household transportation costs, pedestrian connectivity, and transit accessibility.
- [Indianapolis Cultural Trail Case Study](#) – The Context Sensitive Solutions Clearinghouse and the Pedestrian and Bicycle Information Center conducted a case study on the linear park and trail system known as the Indianapolis Cultural Trail that runs through the heart of downtown and connects to five cultural districts and neighborhoods.
- [Two New Resources from the National Complete Streets Coalition](#) – These [two resources](#)—Safer Streets, Stronger Economies and Evaluating Complete Streets—provide valuable information on the benefits of complete streets projects and how to measure them.
- [Socioeconomic, Health, and Human Factors](#) – The Transportation Research Record: Journal of the Transportation Research Board contains 14 different articles on the socioeconomic, health, and human impacts of transportation covering a wide variety of topics and geographic areas.
- [Strategic Agenda for Pedestrian and Bicycle Transportation Webinar](#) – FHWA hosted a webinar on the ongoing *Strategic Agenda for Pedestrian and Bicycle Transportation* project on March 5, 2015.

