

FHWA's Fostering Livable Communities Newsletter

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Introduction

The Federal Highway Administration's (FHWA's) 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. 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 (USDOT), 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](#).

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

Creating more livable communities through transportation choices



Green Infrastructure in the Cleveland, Ohio Opportunity Corridor

Carmen Stemen, Environmental & Planning Specialist, FHWA Ohio Division

The [Cleveland Opportunity Corridor](#) project, announced by Governor Kasich in 2013 as a dual purpose transportation and economic development project, aims to connect I-490 to the University Circle neighborhood. In addition to the transportation benefits it could bring to the Cleveland area, this project opens the potential for new economic development, new jobs, and a new identity for the community. Although the project will bring many benefits, it also has the potential for increased rainwater runoff, which could have negative environmental impacts. To mitigate runoff, project partners are working to incorporate green infrastructure, which uses plants, trees, and soil to absorb rainwater so it does not flow into the existing sewer system. In developing a mitigation strategy, project partners have discovered mutual interests and unexpected benefits.

The Opportunity Corridor encompasses nearly 1,000 acres on Cleveland's southeast side and is anchored by University Circle and the Cleveland Clinic. The 3.6-mile project corridor will connect I-490 to East 105th Street, the gateway to the Fairfax Neighborhood and University Circle. The project involves building a four- to five-lane urban boulevard with traffic signals at several important intersections. The boulevard will include a multi-use path, mid-block pedestrian crossings, minimum travel lane widths, medians for pedestrian refuge, and multiple pedestrian bridges to enhance connectivity. The project is expected to transform an area of Cleveland that has seen minimal investment for many years. The area between I-490 and University Circle has become known as the "Forgotten Triangle" due to the lack of economic activity. The first phase of the \$331 million project will add the multi-use path, mid-block crossings, and pedestrian signal heads, including some Accessible Signal Equipment, to a one-mile stretch of East 105th Street from Chester to Quincy Avenues. Construction is expected to begin at the end of 2014.



Figure 1: Map of the Cleveland Opportunity Corridor (cleveland.com)



Once completed, the project could release an additional 600,000 gallons of rainwater runoff into the sewer system. To address that, sewer officials worked with the Ohio Department of Transportation (ODOT) to take money that would have been used to build a storm sewer, and instead spent it on green projects in the project footprint. Kyle Dreyfuss-Wells, manager of the sewer district's watershed programs, has said that "it would make much more sense to take the dollar value...and find alternative green infrastructure projects in the same [area] so that we could deal with the water in a more sustainable way." ODOT, the [Northeast Ohio Regional Sewer District](#), the city of Cleveland, FHWA, U.S. Environmental Protection Agency (EPA), U.S. Department of Housing and Urban Development (HUD), and other community partners have come together to develop and implement green infrastructure opportunities along and around the Opportunity Corridor project.

The Northeast Ohio Regional Sewer District will use \$650,000 in State money to create a grant program to build green projects near the planned first phase of the Opportunity Corridor. These green projects will positively impact the pedestrian and bicyclist experience by creating shade, reducing runoff, and mitigating summer heat. Additionally, ODOT has agreed to use project funds on green initiatives. Julius Ciaccia, Executive Director of the sewer district [has said](#) "The Sewer District is committed to promoting smart stormwater solutions that consider cost, site, neighborhood impact, available technologies, and water quality. This agreement meets all of those criteria."

The grant program would use State money to encourage private developers to choose environmentally friendly options for managing the increases in rainwater runoff that will result from the project. There will be \$250,000 used in sewer district money to build green infrastructure.

Newtown Pike Extension Preserves Neighborhood Affordability and Improves Livability

Bernadette Dupont, Transportation Specialist, FHWA Kentucky Division Office

The Kentucky Transportation Cabinet, Lexington Fayette Urban County Government, FHWA, and HUD are working together to implement the Newtown Pike Extension project as a sustainable highway corridor that improves transportation and preserves the community. Its success requires project decisions addressing environmental, economic, and social values – the triple bottom line of sustainability.

The Newtown Pike is a major north-south arterial that currently empties into downtown Lexington, Kentucky. Congestion and pedestrian conflicts have created the need to reroute traffic away from the downtown area. The Newtown Pike Extension Project will bypass the central business district and connect with the University of Kentucky. The Extension is intended to preserve and enhance the affordability and livability of the surrounding communities while it improves accessibility and efficiency. The project goals are to:

- Reduce automobile congestion;
- Improve traffic flow by drawing unnecessary traffic out of downtown;
- Route vehicles more efficiently to and near the University of Kentucky;
- Improve the pedestrian and bicycle environment;
- Improve the safety of vehicle occupants, pedestrians, and bicyclists; and
- Redesign and enhance the downtown and surrounding areas, without imposing an undue burden on other areas.

The community most affected by the Newtown Pike Extension project is "Davis Bottoms." The community faces mounting development pressure as increasing land values threaten to force out lower-income residents. The goal of this project, however, is just the opposite – to preserve and enhance the neighborhood.



Since its pre-Civil War history, Davis Bottoms has remained one of the poorest neighborhoods in the city. As recently as December 2009, some members of this close-knit community were living in substandard housing.

The project team proposed a redevelopment plan that includes unique methods and strategies to convert highway project impacts into quality of life improvements. With extensive public and stakeholder engagement, the project team has developed a clear vision for a revitalized transportation corridor that addresses the needs of neighborhood residents and the community as a whole.

The redevelopment plan objectives include:

- Mitigation of housing impacts to the low-income community using a Community Land Trust;
- Public health improvements;
- Infrastructure resiliency;
- Enhancing a multimodal transportation corridor that includes buses and walking and biking paths;
- Improved economic conditions;
- Preservation of historical, archaeological, and cultural assets;
- Merging of the established historic neighborhood with evolving sections of the community; and
- Development of mixed-use areas to supply easy access to goods and services.



Figure 2: Davis Bottoms before implementation of the redevelopment plan

Implementation is underway, including the following key project elements:

- Removal of substandard housing and provision of temporary and then ultimately permanent homes to preserve community integrity;
- Installation of storm and sanitary sewers to improve the overall health of the community;
- Construction of a wall that creates a noise and visual buffer between the neighborhood and the busy railroad yard that sits adjacent to it;
- Improvement of the Carver Community Center, an important neighborhood gathering place, including a new roof, insulated windows, and climate control units; and
- Refurbishment of the neighborhood park and baseball field and introduction of new amenities.

The most important element of the redevelopment plan is the Community Land Trust (CLT). An evaluation team concluded that a CLT land stewardship model was the best way to ensure



Figure 3: Construction of housing in Davis Park (Photo courtesy of Bernadette Dupont, FHWA)



long-term, sustainable, and affordable housing for the current, and potentially returning residents, as well as new residents. This is different from the traditional transfer-of-ownership approach to relocations. The CLT will allow all residents to remain in the neighborhood even as land values increase. The Lexington CLT will build approximately 100 single- and multi-family homes in the Davis Bottoms neighborhood, which will be renamed Davis Park. The first rental complex, Davis Park View, will have 14 units (2 single-family rentals, 2 fourplexes, and 2 duplexes), and will be completed in late 2014. The CLT will expand the option of homeownership in Davis Park to some residents for whom renting was previously the only option. This well-planned, mixed-use community will enhance livability while preserving affordability and community character.

More information on the project can be found at www.newtownextension.com. Details about the Lexington CLT can be found at www.lexingtonclt.org.

Federal Region 9 Commentary on “Federal Barriers to Local Housing and Transportation Coordination”

Eric Eidlin, Community Planner, Federal Transit Administration Region 9

Carolyn Mulvihill, Environmental Review Section, Environmental Protection Agency Region 9

Since initiation of the PSC in 2009, Federal partners have been working with State and local agencies around the country to support projects that illustrate the Livability Principles of the Partnership, which include providing more transportation choices, promoting equitable, affordable housing, and coordinating and leveraging Federal policies and investment.

One of the outcomes of the PSC was a report presented in 2011 by HUD and DOT to the U.S. Congress. The report summarized barriers to local coordination of housing and transportation resulting from HUD and DOT statutes and regulations. It also discussed the efforts to address those barriers. Members of the Bay Area Partnership for Sustainable Communities (BAPSC), which includes representatives of HUD, DOT, and EPA saw in this report an opportunity to provide updates and feedback based on regional expertise.

Since the release of the 2011 report, members of the BAPSC found that while some of the barriers had been overcome, most remained unresolved. The group found that local field offices of the Federal agencies and State and regional policies and programs are addressing these barriers and decided to highlight—in a written report—those successes and recommend future actions.

The BAPSC released the resulting report, Federal Region 9 Commentary on “Federal Barriers to Local Housing and Transportation Coordination,” in April 2014. It discusses over 115 policies, tools, and projects that aim to overcome barriers to housing and transportation coordination. Some of the highlighted issues include: 1) barriers to leveraging and aligning DOT and HUD funds, 2) inadequacy of transportation models to accommodate changes in development patterns, and 3) lack of directing HUD formula funding investments to areas that expand access to high-opportunity locations. In each case, the workgroup included specific suggestions or identified a need for additional resources in addressing the barriers. One recommendation in the BAPSC report was for new guidance from HUD and DOT to encourage the coordination of regional transportation plans and transportation improvement programs with HUD-mandated consolidated plans that detail where HUD investments will be made. Another recommendation was for DOT endorsement and support of alternative travel forecasting tools that better support infill and mixed-use development.

The workgroup's intent in producing this report was twofold. First, it aims to provide ideas to Federal, State, and local representatives on overcoming the barriers outlined in the Report to Congress and provoke discussion on this topic so that



Federal, State, and local agencies can work together more effectively. Second, the BAPSC wants to highlight regional best practices that might be informative to future national policy discussions.

Contact Eric Eidlin (eric.eidlin@dot.gov) or Carolyn Mulvihill (mulvihill.carolyn@epa.gov) for more information about the BAPSC.

AARP Livability Fact Sheets Simplify the Components of Age-Friendly Communities

Melissa Stanton, Project Manager and Editor, AARP Education & Outreach, Livable Communities

[AARP Livable Communities](#) has partnered with the [Walkable and Livable Communities Institute](#) to create the AARP Livability Fact Sheet series, a package of comprehensive, easy-to-read livability resources. The fact sheets can be used by community leaders, policy makers, transportation planners, citizen activists, and others to learn what makes a city, town, or neighborhood a great place for people of all ages.

“We’re focusing on the built environment,” explains Jeanne Anthony, project advisor for AARP Livable Communities. “How roadways are laid out, how property is zoned, the availability of sidewalks, and even the presence of street trees all impact a community’s livability.”

Each fact sheet in the 11-part series is a four-page PDF document that can be read online or printed and distributed. Each fact sheet is introduced by a one-page summary. The complete series is housed at aarp.org/livability-factsheets.

“The format is concise and accessible so the fact sheets can serve both experienced professionals as well as people for whom road diets, form-based code, and modern roundabouts are unfamiliar topics,” says Anthony.

Each fact sheet follows the same structure: introduce the subject; address and resolve any myths and misconceptions; and then provide relevant advice, tips, and success stories.

The series covers the following topics:

- **Bicycling** – Half of all trips taken in the U.S. are 3 miles or less, yet only 3 percent of commuting trips are made by bicycle. The bicycle mode share can grow by helping communities embrace bicycling as a healthy and viable transportation option.
- **Density** – Compact, mixed-use communities that are walkable, bicycle-friendly, and transit-oriented are thriving, in large part because that is where baby boomers and young adults want to live. It is time to rethink what defines dense population centers.
- **Economic Development** – A more balanced transportation system that allows people to walk, bicycle, or use public transit in addition to or instead of a car both saves and earns money. Lessons include success stories from Oregon, Florida, California, and elsewhere.

About AARP Livable Communities:

As many as 10,000 baby boomers turn 65 every day, and that rate will continue until 2030, by which time more than 70 million people, or nearly one in five Americans, will be 65 or older.

AARP is working to raise awareness among elected officials, policy makers, community leaders, planners, citizen activists, and the general public about the need for neighborhoods, towns, cities, counties, and States to foster age-friendly, livable communities that work for people of all ages.



- Form-Based Code – By using physical form as an organizing principle for zoning rather than the separation of land uses, form-based code offers a powerful alternative to conventional zoning.
- Modern Roundabouts – Roundabouts, which are circular intersections that move traffic counterclockwise around a central island, can help reduce traffic-related deaths and injuries.
- Parking – The average American household has 1.9 vehicles, and finding a place to put them when not in use consumes land, time, and money. This fact sheet offers suggestions for a better approach to parking.
- Revitalization Without Displacement – As communities throughout the U.S. are redeveloped to become more walkable and livable, the efforts risk displacing current and often longtime residents and businesses. This fact sheet offers strategies to keep that from happening.
- Road Diets – Supersized, multi-lane roadways are fast-moving, unattractive, and often impossible to cross. To protect pedestrians and drivers, many communities are putting their roads on "diets" by reducing street widths and vehicle lanes.
- Sidewalks – As public spaces, sidewalks are the front steps to a community. It makes little sense that, in so many neighborhoods, sidewalks are rare or non-existent.
- Street Trees – To quote a Chinese proverb, "The best time to plant a tree was 20 years ago. The second best time is now." This fact sheet explains why tree-lined streets matter.
- Traffic Calming – Streets designed for fast-moving traffic undermine the ability of people to interact and get around regardless of their mode of transportation. Smarter transportation design moves traffic while keeping communities safe and connected.

AARP Livable Communities publishes a [resource-filled website](#) and [free monthly e-newsletter](#). Follow the team on Twitter via @LivableCmnty.

Breaking Through the Barriers—PSC Success Hawaiian Style

Elizabeth Fischer, Transportation Planner, FHWA Hawaii Division

Ramona Mullahey, Senior Analyst, HUD Honolulu Field Office

Asia Yeary, Hawaii Clean Energy & Transportation Lead, Air Division, EPA Honolulu

"He wa'a he moku, he moku he wa'a."
 "The canoe is our island, and the island is our canoe."

Living on an island chain 2,500 miles from North America requires creativity and resourcefulness on all levels. The Hawaiian proverb above is a core reason why the PSC is successful in the Pacific – everyone has to work together and share resources. Hawaii imports 90 percent of its energy and 85 percent of other commodities. Housing costs are among the highest in the nation, resulting in the State having the largest multiple-income, multi-generation homeless population in the country. On Oahu alone, there are 11 major languages spoken in addition to English, each of which has its own media outlets. While these circumstances could be perceived as challenges, the Hawaii PSC uses them as opportunities as it innovates and collaborates to care for the whole community.

EPA, HUD, and FHWA each have offices in Honolulu which serve not just Hawaii, but also the three Pacific Territories, an area twice the size of the lower 48 States. The goals of the PSC in the region are to: 1) leverage public and private resources; 2) assist the State of Hawaii as it focuses on sustainable solutions for housing, transportation, and environment;

Federal Highway Administration: www.fhwa.dot.gov/livability
 Partnership for Sustainable Communities: www.sustainablecommunities.gov/



and 3) ensure that Federal investments in Hawaii's built environment support mobility options, livability, health (physical, mental, community), connected communities, access to jobs, resiliency, and adaptation for the future.

Imagine a spider web. That is the complexity of the network with whom the Hawaii PSC collaborates to further programs in the community. Rather than focusing on the specific programs of each agency, the Hawaii PSC identifies how those programs, their funding streams, and the opportunities they offer the community can be linked with each other and those at the State and local levels.

Current activities include the following:

- **Age-Friendly Cities:** Honolulu is a World Health Organization–AARP partner community for the global Age-Friendly Cities and Communities initiative. The goal is to make Honolulu a great place for healthy, active living for people of all ages. The PSC Partners are providing expertise in key areas such as transportation, where coordinating community changes are necessary to achieve an age-friendly environment. These areas include: pedestrian safety; walkability; housing affordability; access to social services, health services, and transportation; and enhanced communication and social involvement.
- **Bikeshare Hawaii:** Bikeshare has gained momentum over the last few months and reached key milestones. For example, Honolulu released the [Honolulu Bikeshare Organizational Study](#) in June 2014, and the governor of Hawaii and mayor of Honolulu both stated their intention to ensure that a bikeshare system be operational by the end of 2015. Honolulu's mobility challenges are different from those found on the mainland because of Oahu's particular characteristics. These include geographic constraints caused by the ocean and mountains, high transit use that leads to urban bus system capacity issues, cultural reliance on cars, and rapid urbanization. Inherent limitations on developable land coupled with high real estate costs make capacity expansion an unsuitable solution for congestion problems. Instead, the solution is to shift modes and develop a more sustainable transportation system. Bikeshare stations and accompanying cycle tracks will help encourage the shift.
- **Commuter Benefits:** Commuter benefits and a tax-savings option for employers and employees can both help to reduce traffic congestion. While Federal employees have long been able to take advantage of these benefits, few local or State agencies or private companies have done so in Hawaii. To increase participation, the PSC is promoting commuter benefits through a stakeholder network of State and local agencies and non-profit organizations.
- **Federal Partners:** With the assistance of the Federal Reserve Bank, the PSC is also facilitating a series of conversations with other Federal agencies based in Hawaii to educate them on the PSC and encourage future partnerships and collaboration. In some cases, there are opportunities to build on existing relationships. For example, the National Oceanic and Atmospheric Administration and the Federal Emergency Management Agency are partnering to support community resilience, and the Department of Veteran Affairs, Department of Labor, and Department of Agriculture are working together to foster rural job access. At a recent discussion, the group discussed the concept of community hubs for services and/or food security. This idea incorporates the principles of the PSC as it addresses long-term community resilience and sustainability planning and builds on an infrastructure of local support.

As a local team, and with regional and national management support, the Hawaii PSC is facilitating the dialogue on sustainable communities across all levels of government and sectors. Its vision and goal is to leverage everyone's resources to assist State and local stakeholders as they focus on holistic resiliency and sustainability. The Hawaiian proverb, "Malama Kai. Malama Aina. Malama Pono." means that the people of Hawaii care for the ocean, the land, and each other. By leveraging resources from State, local, and Federal partners the Hawaii PSC is fulfilling this proverb and better serving the public.



FHWA Texas Division Hosts 5th Annual Livability Summit in El Paso

Kirk Fauver, Environmental and Transportation Planning Coordinator, FHWA, Texas Division

The FHWA Texas Division organized and hosted the El Paso Livability Summit on August 21, 2014 in conjunction with the PSC (HUD/DOT/EPA) in Region 6. This was the fifth Livability Summit held in the State of Texas over the past five years. Approximately 110 participants attended this free one-day event including EPA Region 6, the El Paso Metropolitan Planning Organization (MPO), Texas DOT (TxDOT), and HUD.

Other participants included the city of El Paso, Sun Metro regional transit authority, University of Texas–El Paso researchers and students, Texas Transportation Institute at Texas A&M, private consultants, bicycle and pedestrian advocates, the Regional Mobility Authority for El Paso, Housing Authority of the City of El Paso, and the Chihuahan Desert Chapter of the U.S. Green Building Council.



Figure 4: Photo of the El Paso Livability Summit at the TechH2O Center (Photo Credit: Kirk Fauver)

Topics covered during this event included implementation of complete streets within El Paso, development of a new bus rapid transit program, and implementation of a new bike share program successfully funded under the Federal Congestion Mitigation and Air Quality funding program. The Housing Authority of the city of El Paso also highlighted a new model for affordable housing as part of the Leadership in Energy and Environmental Design (LEED) certified platinum-rated Paisano Green Community.

During the El Paso Livability Summit, the Texas Transportation Institute and El Paso MPO coordinated a 75-minute workshop focusing on regional mobility needs as part of the development of a new multimodal transportation plan for El Paso. The results of this workshop will be used for the next long-range metropolitan transportation plan update for the El Paso MPO.

The presentations, agenda, and program materials from the El Paso Livability Summit may be found at the following El Paso MPO web-link: http://www.elpasompo.org/announcements/LivabilitySummit/ElPasoLivabilitySummit_FINALAGENDA.pdf.

For more information contact Kirk Fauver at kirk.fauver@dot.gov.

Pro Walk/Pro Bike/Pro Place Conference

Dan Goodman, Transportation Specialist, FHWA Office of Human Environment

At the September 2014 [Pro Walk/Pro Bike/Pro Place Conference](#), USDOT Secretary Foxx announced a new USDOT initiative, “Safer People, Safer Streets,” which will enhance pedestrian and bicyclist safety. USDOT also released an [Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities](#). The plan includes detailed information on ongoing and planned activities that are part of the “Safer People, Safer Streets” initiative. To begin the 18-month campaign, USDOT field offices in each State will conduct safety assessments. Ultimately, the initiative will produce multiple resources to help communities build streets that are safer for people walking, bicycling, and taking public transportation.

During the conference, FHWA staff facilitated annual meetings for State DOT bicycle and pedestrian coordinators, Safe Routes to School coordinators, and Transportation Alternatives Program coordinators. FHWA staff also led and participated



in presentations and panel discussions on the “Safer People, Safer Streets” initiative, bicycle facility design, funding, statewide planning, data, networks, and other topics. For more information please contact Dan Goodman at daniel.goodman@dot.gov.

Spotlight on Region 2

Region 2 (New York, New Jersey, Puerto Rico, and the Virgin Islands) reported multiple recent livability-related updates. Here are some highlights from the region:

- **Designing a Strong and Healthy New York Coalition Annual Conference on Healthy Community Development** – Local staff from EPA and HUD presented on “Opportunities for Federal Investments in Healthy Community Development” at the [Designing a Strong and Healthy New York Coalition Annual Conference on Healthy Community Development](#), held in Rochester, New York. This year’s theme was Economic and Infrastructure Strategies to Reduce Obesity Disparities. The conference focused on innovative, replicable, and sustainable solutions for healthy community development as well as economic and infrastructure strategies to reduce obesity and chronic disease by creating more equitable communities. Participants included public and private healthcare providers, universities, community-based organizations, private organizations implementing social and public health initiatives for employees, and other public health stakeholders.
- **Improving the Long-Term Resilience of the Regional Transportation System** – FHWA is working with New York, New Jersey, and Connecticut State DOTs, four MPOs, and other planning partners in the region on a research project to improve the long-term resilience of the New York-New Jersey-Connecticut region’s transportation system. FHWA staff from all three States and HUD grant managers are actively coordinating field support on multiple levels. The project will include:
 - An analysis of the impacts of recent storms on transportation infrastructure in the area
 - A gap analysis and identification of lessons learned from Hurricane Sandy
 - Development of a region-wide, multimodal transportation vulnerability assessment
 - Engineering-based assessments of options for improving resilience for a representative set of up to 10 transportation assets.
- **Hoboken Green Infrastructure Strategic Plan** – HUD, EPA, and New Jersey State representatives are sharing implementation resources for the [Hoboken Green Infrastructure Strategic Plan](#), which seeks to develop place-based stormwater management and flood control strategies and identify implementable climate adaptation action steps for Hoboken, New Jersey that also may be applied to other flood-prone areas throughout the region and State. The underlying goal of the project is to demonstrate how such strategies can help create a more resilient transit system and transit-oriented community. The project identifies the following objectives:
 - Develop implementable place-based stormwater management strategies in support of climate adaptation action steps.
 - Develop a framework for green infrastructure, including cost-effective, long-term solutions to update the aging system and integrate source controls into the design and construction of public improvement, private development, open space, and right-of-way projects.
 - Focus on how these measures can improve the resilience of Hoboken’s transit infrastructure.
- **New York City Releases Vision Zero Action Plan** – The [Vision Zero Action Plan](#) lays out a comprehensive roadmap to drastically reduce traffic-related deaths for all modes of transportation on New York City streets. An interagency



task force has spent the past month developing new strategies to make streets safer, ranging from lowering the citywide speed limit to increasing enforcement against speeding and failure to yield to pedestrians.

- **Main Street Revitalization for Economic and Fiscal Health** – Regional staff from EPA and the U.S. Department of Agriculture Rural Development participated in [Smart Growth America’s Building Blocks for Sustainable Communities Technical Assistance Workshop on Planning for Economic and Fiscal Health](#) in Queensbury, New York. This technical assistance workshop provided an important opportunity for town officials and members of the public to engage with State and Federal stakeholders and continue discussions regarding Main Street revitalization. Since the workshop, the town has contracted with a local consulting firm to review the Main Street zoning requirements, provisions of the town’s zoning ordinance related to the Main Street Design Standards, and the Building Blocks Next Steps Memo.
- **The Power of Creative Placemaking** – Regional partners participated in the [Creative Placemaking Leadership Summit](#), a special event on the power of creative placemaking in New Jersey communities. The summit was organized by HUD Regional Planning grantee, [Together North Jersey](#), in partnership with [The National Consortium on Creative Placemaking](#), [ArtPride NJ](#), the [New Jersey State Council on the Arts](#), and the [North Jersey Transportation Planning Authority](#). The summit included peer-learning workshops focused on how to better integrate arts and culture in community plans; how artists and other creative professionals can play bigger roles in leading creative placemaking efforts; and how to better integrate arts, land use, transportation, and economic development.



Announcements/New Resources

- [Partnership for Sustainable Communities: Five Years of Learning from Communities and Coordinating Federal Investments](#) highlights five years of progress in providing communities with affordable housing, efficient transportation, and economic growth.
- The [Partnership for Sustainable Communities](#) compiled a [list of tools](#) to help communities assess, plan, and design sustainable communities.
- The U.S. Environmental Protection Agency (EPA) announced the [availability of funding](#) to eligible entities who wish to develop an area-wide plan for brownfields assessment, cleanup, and subsequent reuse.
- [Integrating Equity in Bike Advocacy](#), a publication from the League of American Bicyclists, is the first report on the organization's internal equity assessment and change process.
- The Transportation Research Board is cosponsoring the [Moving Active Transportation to Higher Ground: Opportunities for Accelerating the Assessment of Health Impacts](#) on April 13-14, 2015 in Washington, D.C. The conference will bring together professionals in the fields of transportation, urban planning, public health, health care, and health economics to explore the state of the art and state of the practice on quantifying the public health outcomes of active transportation.
- The [American Public Health Association Transportation and Health eNewsletter](#) is a monthly resource for updates, events, and reports regarding transportation, health, and equity issues.
- The Alliance for Biking and Walking released the [Bicycling and Walking in the United States: 2014 Benchmarking Report](#), featuring data from all 50 States on bicycling and walking levels, demographics, safety, funding, policies, infrastructure, education, public health indicators, and economic impacts.
- [FHWA Human Environment Digest](#) shares the latest information from a range of Federal and non-Federal sources, addressing transportation and its relationship to the human environment.
- [FHWA Livable Communities Discussion Board](#) is an online public forum for users to participate in discussion threads and engage with colleagues on questions and ideas related to livable communities.
- The Transportation Research Board's [National Cooperative Highway Research Program \(NCHRP\) Report 770: Estimating Bicycling and Walking for Planning and Project Development: A Guidebook](#) contains methods and tools for practitioners to estimate bicycling and walking demand as part of regional, corridor, or project-level analyses.
- [Sustainable Transport Bulletin](#) is about equitable and sustainable transportation worldwide.
- [Guide to Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes](#) is a Strategic Highway Research Program (SHRP 2) project designed to help planning, programming, and operations managers to apply the concept of travel-time reliability to balance investment in programs and projects.

