



Best Practices Report | transportation choice

South Florida Regional Planning Council

Hollywood, FL

2010 Regional Planning

<http://seven50.org/>

South Florida's Broward MPO created a short promotional video about transportation planning to be shown in movie theatre previews

6/30/2015

In partnership with the Palm Beach MPO and South Florida Commuter Services, the Broward MPO produced a short information video about the MPO. The video appeared in select FL cinemas the July 4 weekend, 2015.

View the video: <https://www.youtube.com/watch?v=hBxXBvdEPF4>

The video talks about the purpose of a metropolitan planning organization in long-term transportation planning, and encourages viewers to get involved with the future planning of their city.

Tags

public engagement strategies, transportation choice

Metropolitan Council (MN)

St. Paul, MN

2010 Regional Planning

<http://www.corridorsofopportunity.org>

Twin Cities Highlights

3/20/2014

In the Twin Cities, The HUD grant funded three site-specific pre-development projects along the Green Line (Central Corridor) LRT that will result in over 400 new housing units, of which over 250 (or 62%) will be affordable. Each project is planning for a mix of uses, including green space and a total of at least 67,000 square feet of commercial space.

Energy Efficiency in Small Business the HUD Grant funded a demonstration project to engage small businesses, primarily food-related businesses owned by minority and immigrant entrepreneurs, to make energy efficiency improvements. Energy and other utility costs can threaten the viability of small businesses. The project engaged 40 business owners in just 9 months. A multidisciplinary, professional and culturally competent approach was used by partnering with two agencies – one a consulting firm with expertise in energy efficiency for food service businesses, and the other a trusted and culturally competent community development finance institute that empowers entrepreneurs and community partners to transform low income neighborhood economies from within.

SW LRT Planning Successes Three planning processes or studies were conducted along the SW LRT line, a 15-mile LRT line running from Minneapolis through 4 suburbs, which is in planning phases and expected to be completed in 2018:

A full inventory of housing was conducted as a first step in developing a corridor-wide housing strategy. The analysis provides a baseline inventory of housing and demographic and economic profile that will enhance local and regional housing goals and policies for cities and the county along this corridor

One city along the corridor created a plan and design for a vibrant, interactive pedestrian connection between the proposed Hopkins LRT station and historic downtown Hopkins, located several blocks away from the station. Nearly 50 residents participated in a design process to help formulate the plan.

Another planning process for key TOD opportunity sites focused on engaging the underrepresented East African immigrant community living in Eden Prairie near the terminus of the proposed light rail line. The City of Eden Prairie was particularly interested in getting input from the East African community, looking at development opportunities for local entrepreneurs and small businesses within walking distance of the future Town Center LRT station. A total of over 100 community members attended the four workshops.

Tags

affordable housing creation, equity strategies, private sector engagement, TOD, transportation choice

Rutgers, The State University of New Jersey

New Brunswick, NJ

2011 Regional Planning

<http://togethernorthjersey.com/>

TNJ Local Demonstration Project: North Jersey Partners Regional Workforce Collaboration

9/19/2014

The 'North Jersey Partners Workforce Report' is a TNJ deliverable whose primary objective was to provide the background research necessary for North Jersey Partners to pursue a regional workforce strategy that is integrated with regional transportation and economic development. North Jersey Partners did tremendous engagement around the Workforce Development Symposium (with great support from HUD CBIs), have solid buy-in from a very diverse group of decision-makers, and have continued a process that is likely to impact the region for many years to come.

North Jersey Partners is a regional workforce volunteer collaboration between the Workforce Investment Boards (WIB) within eight study area counties and includes: the Bergen WIB, Essex WIB, Hudson WIB, MorrisSussex-Warren WIB, Passaic WIB, Union WIB, Jersey City WIB and Newark WIB. The partnership was created under the US Department of Labor's Workforce Innovation in Regional Economic Development (WIRED) initiative in 2006, which promoted regional integration of talent development, workforce and economic development activities. Today, North Jersey Partners facilitates peer exchanges and serves as a coalition for advocacy on regional workforce issues.

Report: https://www.dropbox.com/s/9crj1xjb87wxc8a/NJP_Report_Draft_20141219.pdf?dl=0

Appendices: https://www.dropbox.com/s/ptes25h4xtjey65/NJP_Appendices_Draft_20141017.pdf?dl=0

Tags

economic development, job creation, transportation choice, workforce development and training

Rutgers, The State University of New Jersey

New Brunswick, NJ

2011 Regional Planning

<http://togethernorthjersey.com/>

Together North Jersey's Bloomfield Corridor Plan is a model of regional corridor planning and leveraging investments

3/16/2015

TNJ's Bloomfield Corridor Plan is a best-practice model of regional planning along a corridor and leveraging investments made to address similar challenges with similar solutions while also providing ways for communities to maintain their unique identity. Over 1200 people responded with comments to a survey seeking feedback on Bloomfield Avenue Corridor Use and Perception, and hundreds more were involved in focus groups and town halls. Participants gave knowledge and insight about the use, local preferences, and impacts of Bloomfield Avenue to the region and help to inform the prioritization of actions to improve access, awareness, health and safety along the corridor. The "dotmocracy" maps from this effort are particularly compelling in how clearly they reveal opportunities and challenges. The target locations were identified for their specific challenges, but could easily serve as prototypes for design strategies in other locations.

The plan also leveraged the Urban Street Design Guide developed by the National Association of City Transportation Officials, which many other SCI grantees found useful in addressing their own challenges.

Link to NACTO Urban Street Design Guide: <http://nacto.org/usdg/>

Link to TNJ Bloomfield Corridor Plan is forthcoming (3/16/2015).

Tags

corridor plan, public engagement strategies, transportation choice

Rutgers, The State University of New Jersey

New Brunswick, NJ

2011 Regional Planning

<http://togethernorthjersey.com/>

4 Together North Jersey demonstration projects awarded nearly \$3 million from NJ Transportation Alternatives Program for full implementation

2/20/2015

In February 2015, the New Jersey Transportation Planning Authority (NJTPA) board approved a slate of projects for funding under the NJDOT Transportation Alternatives Program (TAP). TAP provides federal funding for construction of community based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system.

Among the projects funded in the NJTPA region, four projects grew out of the Together North Jersey Local Demonstration Project (LDP) subgrant program (see featured projects below). The TAP grants awarded for these projects total nearly \$3 million that will go directly toward implementing the recommendations of LDP program. According to TNJ director Jon Carnegie, this is "further evidence of the value of HUD's investment in improving conditions in our region."

The four LDP projects funded on a larger scale by federal TAP funding are:

- >Orange City Township, Highland Avenue Station Rehabilitation Project, \$614,000
- >Essex County (Maplewood, Newark, South Orange Village), Irvington Avenue Streetscape Improvements, \$850,000
- >Woodbridge Township, Woodbridge Bicycle Connect Compatible Roadways, \$688,000
- >Passaic City, Market Streetscape Enhancement Project, \$750,000

About TNJ Local Demonstration Projects:

http://togethernorthjersey.com/?page_id=648

About the NJ Transportation Alternatives Program: <http://www.state.nj.us/transportation/business/localaid/alternatives.shtm>

Tags

implementation funding, implementation strategies, subgrants, transportation choice

City of Glens Falls, NY/Community & Economic Development

Glens Falls, NY

2010 Community Challenge

<http://www.agcny.org/>

Glens Falls, NY receives Smart Growth and Sustainable Planning Award

7/3/2013

The City of Glens Falls approved its Downtown Vision and Development Strategy in late June developed with support from HUD's Community Challenge Grant program. The plan identified arts and entertainment as a strong niche for Glens Falls to attract residents and tourists downtown. Well on its way to implementation, the City also approved bicycle and pedestrian recommendations, and is working on inclusionary zoning for workforce housing. Earlier this year, the City received \$500,000 in state economic development funds, which will be used for a mixed-use building with market rate apartments, office space, and parking in an infill location that's currently a parking lot.

<http://www.glensfallsldc.com/>

<http://www.pjscompany.com/projects/view/?project=glens-falls-downtown-vision-development-strategy>

Tags

arts and culture, award, economic development, finance mechanisms, implementation funding, neighborhood/downtown plan, plan adoption, policy change, transportation choice, zoning

City of Glens Falls, NY/Community & Economic Development

Glens Falls, NY

2010 Community Challenge

<http://www.agcny.org/>

Glens Falls, NY, secures funds to implement its vision for downtown

5/1/2014

The repurposing of a large portion of its hospital's surface parking lot with a new multi-use parking structure has already attracted a new mixed-use development adjoining the structure worth \$24 million. In addition to this grant outcome, Glens Falls has leveraged more than \$4 million in public funds to implement its other HUD Challenge grant recommendations, including: \$112,000 (two grants) to support Pruyn's Island multi-use trail development; \$150,000 to support Warren Street and South Street's Brownfield's redevelopment; \$3 million to support the Downtown multi-purpose parking structure; and \$675,000 to support a key downtown anchor- Glens Falls Civic Center.

Tags

brownfields/land recycling, implementation funding, mixed-use development, transportation choice

City of Glens Falls, NY/Community & Economic Development

Glens Falls, NY

2010 Community Challenge

<http://www.agcny.org/>

NY Governor Cuomo Announces \$70 Million in Funding for 68 Bicycle and Pedestrian Projects; \$480,000 to Glens Falls School Bicycle and Pedestrian Improvements

10/27/2014

The City of Glens Falls has been allocated \$480,000 for the Fire Road, Crandall Park and Kensington Road Elementary School Bicycle and Pedestrian Improvements.

Ed Bartholomew stated that today's announcement represents an important collaboration by the City of Glens Falls with Glens Falls School District, YMCA and the Adirondack Glens Falls Transportation Council which has resulted in a substantial and important safety project going forward..

This project recommended by the recently concluded "City's Community Challenge HUD Grant" will greatly enhance safety for bicyclists, pedestrians who walk, and ride in the Kensington School, Crandall Park YMCA / Fire Road area.

The improvements include new sidewalks, multi-use path and raised crosswalk along Kensington Road, Jerome Avenue and Fire Road in the City of Glens Falls, thus formally connecting several major and important pedestrian generators including an elementary school (K-4), YMCA and significant public park facilities with separate accommodations for pedestrians and bicyclist of all ages;

The estimated Project cost is \$575,000 to \$600,000 with 80% going from state funding and 20% from local matching funds.

Tags

implementation funding, implementation strategies, performance metrics, transportation choice

Buffalo-Niagara Medical Campus' GoZone and Green Commons**6/2/2014**

The Buffalo Niagara Medical Campus is home to a thriving medical community, cutting-edge research, world-class health care facilities and both established and emerging private sector companies. It is comprised of nine major member institutions, including Kaleida Health, University at Buffalo and Roswell Park Cancer Institute, and over 70 additional organizations all located on a 120 acre urban Campus adjacent to Downtown Buffalo. In 2001, a 501 c-3 called BNMC, Inc. was formed to: coordinate planning and development for the Campus; to ensure collaboration between Campus members, and; to ensure that the Campus produces positive impacts on its surrounding communities and on the region as a whole. Since its founding, BNMC, Inc. has morphed into a growing enterprise with an ambitious vision to create a replicable Campus model that integrates sustainable energy, healthy food, entrepreneurship, housing development, workforce development and sustainable transportation systems. BNMC extensive involvement and expertise in sustainable initiatives has made them an invaluable member of the One Region Forward Steering Committee, as well as the Transportation & Mobility and Climate Change Working Groups.

One of BNMC, Inc.'s primary responsibilities is the management of the Campus' parking and transportation system for both patients and visitors and employees and students. BNMC's goal is to create an efficient and friendly parking system for patients and visitors so as to make the Campus experience as pleasant as possible, and to develop a multi-modal transportation system that provides employees with both parking options and with healthier, greener and more affordable commuting choices – such as carpooling, Metro Rail and Bus, shuttles, bicycling and walking. A major objective of this system is to increase the number of employees who are choosing these options over driving alone, so as to:

Ensure ample parking opportunities for patients and visitors on the rapidly developing Campus;

Reduce space needed for employee parking to reduce construction costs and to increase the amount of land that can be developed into economically productive uses;

Reduce traffic congestion on and around the Campus;

Improve the quality of life and economic well-being of residents and companies in surrounding neighborhoods;

Improve access to emerging job opportunities for all socioeconomic levels;

Encourage active and healthy lifestyles; and

Reduce greenhouse gas emissions.

To accomplish this objective, BNMC, Inc. has implemented successful transportation demand management (TDM) strategies through its GO BNMC initiative. These strategies revolve around charging market-rate parking pricing, increasing awareness of alternative commuting options through marketing and advocacy efforts, encouraging the use of these options through incentive programs, and improving access to these options through policy changes and service and infrastructure enhancements. Because BNMC cannot accomplish this objective without taking a regional approach to its transportation challenges, a GO BNMC Transportation Management Association (TMA) was formed in 2012. The GO BNMC TMA is comprised of local and state planning agencies, transportation service providers, and transportation advocacy organizations. Together, these groups help guide the BNMC TDM efforts and collaborate on planning and infrastructure projects that increase access to alternative transportation options. In only three years of implementation, the TDM strategies have been able to increase the number of employees who are choosing these options by nearly 5%.

Another major transportation project being undertaken by the BNMC is the creation of an Integrated Mobility Hub as part of a larger development project known as the BNMC Green Commons. The Green Commons, which involves the adaptive reuse of three historic structures located in the heart of the Campus, will become a physical manifestation of and demon

Tags

private sector engagement, transportation choice

City of Providence

Providence, RI

<http://www.providenceri.com/planning/transportation-corridors-to-livable-communities-0>

2010 Community Challenge

Providence Business News: 'Rapid bus' lines part of new development districts**4/21/2014**

Providence is encouraging transit-oriented development in two neighborhoods most residents may not associate with transportation the city's first two transit-oriented development districts or potential growth.

The Trinity Square neighborhood in Upper South Providence and the northern section of North Main Street at the Pawtucket line are singled out districts in its ongoing zoning rewrite.

Neither are in particularly high-demand areas of the city, nor are they along the route of the proposed Providence streetcar line intended to foster new development.

Instead they are along the R-Line, the "rapid bus" project the R.I. Public Transit Authority is fashioning this spring from the existing routes 11 and 99 bus lines between Cranston and downtown Pawtucket.

Featuring specially painted buses, signs and shelters, the R-Line will reduce trip times along Broad Street and North Main Street utilizing smart stoplights that detect their approach and stay green.

Although much more modest in appearance than the streetcar, the R-Line is expected to serve 10,500 passengers per day, more than three times as many as the streetcar in its first year.

The new transit-oriented development zoning overlay districts the city proposes for Trinity Square and North Main Street would allow new building heights up to 70 feet instead of 45 feet in the base Commercial-2 zones where both are located.

Developers would also be freed from parking minimums in the overlay districts for new residential units and the first 5,000 square feet of commercial construction would also be exempt from providing off-street parking.

By easing these zoning restrictions, which make new projects more costly, city officials hope the areas will see growth.

<http://pbn.com/Rapid-bus-lines-part-of-new-development-districts.96574?page=1&>

Tags

TOD, transportation choice

Shelby County Government

Memphis, TN; AR; MS

2011 Regional Planning

<http://www.midsouthgreenprint.org/>

As of August 2015, 13 municipalities in 3 states have adopted Shelby County Greenprint (Trail) Plan

8/11/2015

In August 2015, Germantown, Olive Branch and Walls, MS became the latest municipalities to adopt Greenprint 2015/2040. Greenprint is a regional plan that recommends the establishment of 500 miles of greenway trails and 200 miles of bicycle lanes in the Memphis area by the year 2040. More than 4,000 local residents, organizations, businesses and agencies gave input on the plan, which was developed over a three-year period by the Memphis-Shelby County Office of Sustainability and a consortium of more than 300 people representing more than 80 organizations and jurisdictions. Funding for the plan was provided by a \$2.6 million grant from the U.S. Department of Housing and Urban Development.

<http://us8.campaign-archive2.com/?u=8b25c6dafd917596bbc5d7b6b&id=214746dd5e&e=edc31e53e6>

As of August 2015, the complete list of municipalities that adopted was:

Shelby County, TN; City of Germantown, TN; City of Lakeland, TN; City of Memphis, TN; City of Millington, TN; Town of Arlington, TN; City of Piperton, TN; DeSoto County, MS; City of Hernando, MS; City of Olive Branch, MS; Town of Walls, MS; Crittenden County, AR; City of West Memphis, AR. Also at that time, 47 local organizations endorsed the Greenprint Plan.

The current list of adopting municipalities and endorsing organizations can be found here: <http://midsouthgreenprint.org/progress/support-for-the-plan/>

Tags

green infrastructure, plan adoption, transportation choice

Capital Area Council of Governments

Austin, TX

2010 Regional Planning

<http://www.sustainableplacesproject.com>

CAPCOG estimates \$296M saved annually by residents as part of downtown urban rail system proposal

4/4/2014

The City of Austin examined growth scenarios in case study areas around a proposed downtown urban rail system (funded by grant). The case studies were in high-growth zones that would develop with or without rail. Even with similar growth patterns, the per-capita transportation cost savings and the value added to each property by the rail investment were large: 25K new transit trips a day could amount to \$296M saved annually by residents in the case study area by 2030 through reductions in the VMT. It could also mean up to \$18.5M in affordable housing fee-in-lieu generated by downtown development. See full study as part of grant final report.

View the case studies here: <http://www.capcog.org/divisions/community-and-economic-development/prosperous-places-program>

Tags

affordable housing creation, cost savings, FHEA, transportation choice, VMT

Salt Lake County

Salt Lake City, UT

2010 Regional Planning

<http://envisionutah.org/wasatch-choice-2040>

Wasatch Front created an incredible GIS overlay of all transportation in their district

7/20/2012

To support the planning and other processes that the Wasatch Front Regional Council is responsible for, they maintain a number of data sets. The data produced by WFRC is used as inputs to the planning process or is generated by it. These data may be accessed in the sections below. GIS data are also available in shapefile format. If the data you desire are not listed below, contact the WFRC staff.

http://www.wfrc.org/new_wfrc/index.php/resources/data

<http://www.arcgis.com/explorer/?open=e96a4910e6ef49a2a5515b1c21f7ea31&extent=-12571026.8715768,4929071.5,-12347495.3284232,5063413.4>

Tags

federal and state alignment, performance metrics, public engagement strategies, public transit, transportation choice, VMT

City of Richmond, VA

Richmond, VA

2010 Community Challenge

<http://hullstreet360.com/>

Richmond begins implementation of SCI grant by pursuing \$36 million Hull Street Road plan; includes bike path, sidewalks and landscaping

11/4/2015

Richmond officials are advancing a \$36 million plan to add sidewalks, a bike path and landscaping along a 2.3-mile stretch of Hull Street Road. The plan, still in its early stages, came before the city's Urban Design Committee for a first review in November 2015.

In planning documents, officials write that the plan will make the road look more pleasing through landscaping and other enhancements, and also safer for cyclists, pedestrians and motorists by including new turn lanes, medians and crosswalks. Currently, sidewalks along Hull Street Road end just west of Southside Plaza.

The city said it plans to seek final approval for the project in October and construction could begin in the fall of 2018.

Broadly, the plan follows recommendations made in the Hull Street Corridor Revitalization Plan, an SCI-funded planning document which the city developed cooperatively with Chesterfield County through a series of public meetings in 2013.

http://www.richmond.com/news/local/city-of-richmond/article_a6432ad1-fcd7-55b8-accf-f4aad8997b4c.html?

Tags

corridor plan, implementation funding, implementation strategies, transportation choice

Chittenden County Regional Planning Commission

Winooski, VT

2010 Regional Planning

<http://ecosproject.com/>

Chittenden County, VT reworks transportation funding criteria to include fixed increases for multimodal projects over the coming decades

6/30/2014

Chittenden County RPC has established a system where a higher percentage of new transportation needs funding will be used on multi-modal projects (5% increase per five year for the next 25 years – with a corresponding decrease in new roadway projects), and more closely ties land use and transportation planning together (in FY13 \$250,000 was put into land use/transportation zoning improvement projects focused on walkable communities in our municipalities).

Tags

public transit, transportation choice

City of Burlington, Vermont

Burlington, VT

2010 Community Challenge

<http://www.burlingtonvt.gov/PlanBTV/>

Burlington hopes to replicate their own Public Engagement Strategy in other neighborhoods, as they seek to capitalize their gigabit internet service.

3/14/2014

The city will use the Public Investment Action Plan (PIAP) process in its South End Neighborhood as well, where new street grids will be established within the Rail Yard Enterprise area in conjunction with the EPA and U.S. DOL and will also resurrect the Champlain Parkway project which will divert truck traffic from residential neighborhoods. The South End is also the home of Dealer.com, one of Burlington's fastest growing businesses with over 800 employees. Dealer.com and other Burlington businesses also hope to benefit from the new BTV Ignite New England's Gigabit City initiative that is dedicated to aligning Burlington Telecom's powerful gigabit infrastructure (100 times faster than the national average) as a tool, testbed and accelerator for economic, educational and community benefit.

<http://btvignite.com/>

Tags

broadband internet, neighborhood/downtown plan, private sector engagement, transportation choice

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

Governor Inslee announces winners of 2014 Governor's Smart Communities Awards, including the Puget Sound Regional Council

5/29/2014

Sixteen cities, five counties, two ports and one school district receive awards for smart growth planning

OLYMPIA – Governor Jay Inslee today announced winners of the 2014 Smart Communities Awards. Now in its ninth year, the program recognizes achievements by local leaders who promote smart growth planning and projects that contribute to quality of life in Washington state.

"These projects help create and sustain a thriving economic climate and strengthen our ability to lead in the global economy," said Gov. Inslee. "Washington is a great state in which to live and do business thanks to these examples of leadership and innovation in community planning and development."

2014 Smart Communities Award winners are:

...

The Puget Sound Regional Council and the Growing Transit Communities Partnership for its strategy to attract growth and provide more housing choices near transit and improve equitable access to economic opportunity

<http://www.governor.wa.gov/news/releases/article.aspx?id=271>

Tags

award, equitable development, housing plan, TOD, transportation choice