



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. The FHWA Livable Communities Newsletter also includes topics related to Safe Routes to School (SRTS), Context Sensitive Solutions, and Environmental Justice. To access additional tools and resources, please visit FHWA's Livability [website](#). 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



A Safe Routes to School Project in Meridian, Mississippi, with Far-Reaching Benefits

Cookie Leffler, State Safety Coordinator, Mississippi Department of Transportation

For years, the Mississippi Department of Transportation (MDOT) has approached its [Safe Routes to School \(SRTS\) program](#) with the philosophy that it can have a greater impact within the community than just creating safe routes to school. If MDOT can make it safer for children to walk and bike to school, the agency will increase multimodal transportation options and improve safety for everyone in the community. This philosophy has come to fruition throughout the State, and especially in Meridian, a city with a [population of just under 40,000](#).

The Meridian SRTS project received funding in 2009 as a partnership between MDOT, Meridian Public Schools, and the city of Meridian with an \$800,000 grant. The project focused on making infrastructure improvements to enhance the safety of children walking to and from three schools: T.J. Harris Lower Elementary School, T.J. Harris Upper Elementary School, and George Washington Carver Middle School. Construction of the project was completed in February 2016.

At the time of the project's beginning, the three participating schools had a total enrollment of 969 students in kindergarten through seventh grade. Of those, 450 students lived within walking distance of the school, but only 150 walked regularly. A lack of sidewalks or signage warning drivers to watch for pedestrians prevented children from walking safely to school. In addition, the schools had to bus 200 children attending a Boys and Girls club located less than a quarter of a mile away because there was no safe route across Gallagher Creek, which separates the club from two of the schools.



Figure 1: Before the SRTS project, children had to walk in the street, here seen looking north across 8th Street on 44th Avenue. (Image courtesy of the City of Meridian)

The original project plans included 7,000 feet of new sidewalk construction, safety signage, crosswalk striping, and a pedestrian bridge over Gallagher Creek. The project partners experienced several challenges, including:

- Steep topography on the east side of the schools,
- Limited space for sidewalks, and
- Determining a viable location for the pedestrian bridge.

Meridian's Department of Public Works was the lead agency for the project and successfully addressed most of these challenges. Through its public involvement process, the city worked with residents, homeowners, and other stakeholders to find a suitable location for the pedestrian bridge and developed a multimodal redesign or "road diet" for 39th Avenue, a key arterial street running through the project area.

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In the end, MDOT and the city of Meridian completed the following project elements:

- 5,600 feet of new sidewalk throughout the neighborhoods surrounding the three participating school;
- A “road diet” on 39th Avenue;
- Construction of a pedestrian bridge over Gallagher Creek;
- Safety signage warning drivers of pedestrians in the neighborhood; and
- Crosswalk striping throughout the project area.

The city considers this project a success, as it increases safety not just for school children but for all residents. During the final inspection, the public works director shared that homeowners who initially were not supportive of the sidewalks began telling him how pleased they were and the benefits they were realizing. This included access to many businesses and amenities such as pharmacies, the post office, discount stores, financial institutions, and churches. The new sidewalks carry pedestrians to 8th Street, a major arterial and the southern border of the school campuses. The project has not just increased safety for young and older residents, it has also improved quality of life and supported the city’s economic development. The Meridian SRTS project shows how modest, multimodal transportation infrastructure improvements can have wide-ranging positive impacts for communities.

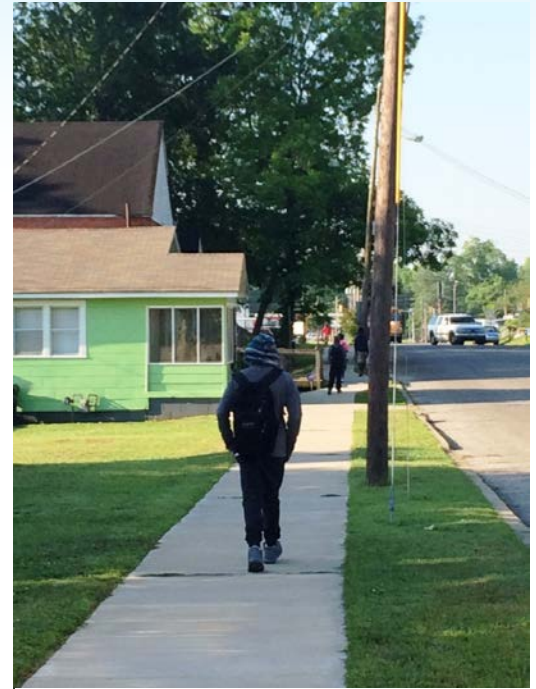


Figure 2: After project completion, children can walk on sidewalks, here seen looking south on 44th Avenue near 8th Street. (Image courtesy of Mississippi Department of Transportation)

Balancing Nature and Commerce Workshop to Benefit Rural Revitalization

Katie Allen, Director, Conservation Leadership Network, The Conservation Fund

Located along Highway 27, the city of Fort Oglethorpe, Georgia was once on a main thoroughfare for travelers going from Northwest Georgia to Tennessee. The route passed through the scenic [Chickamauga-Chattanooga National Military Park](#), the site of the Civil War Battle of Chickamauga, and the charming historic town at its gateway. To accommodate heavy traffic, Highway 27 was rerouted in 1986 to bypass the battlefield, going around the outskirts of the city and dramatically reducing the number of downtown visitors that had been driving the local economy of this small town. Since the late 1980s, this historic area along LaFayette Road has steadily declined and is now an underutilized roadway through downtown Fort Oglethorpe. Today, LaFayette Road is the most heavily used entrance to the battlefield, but it is hardly a grand gateway. A vacant bowling alley, fast-food restaurants, and strip malls are some of the sights visitors see before they enter the park.

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In 2011, eight agencies came together with the shared vision of changing the trajectory of Fort Oglethorpe's downtown from declining to vibrant and thriving once again. The partnership included:

- Northwest Georgia Regional Commission
- Fort Oglethorpe Downtown Authority
- Historic High Country Regional Tourism Association
- City of Fort Oglethorpe
- 6th Calvary Museum
- National Park Service's Chickamauga-Chattanooga National Military Park
- Georgia Department of Community Affairs
- Appalachian Regional Commission

Representatives of these entities formed a team to attend [The Conservation Fund's Balancing Nature and Commerce](#) annual national workshop in Shepherdstown, West Virginia, which ultimately became the defining catalyst for transformation.



Figure 3: Members of the Fort Oglethorpe team at the Balancing Nature and Commerce workshop. (Image courtesy of The Conservation Fund)

Since 2000, [The Conservation Fund](#) has offered an annual opportunity for gateway communities that neighbor public lands to form diverse teams of stakeholders and attend a three-day intensive action planning workshop. The workshops focus on the economics, community character, natural resources, and partnership building skills necessary for creating sustainable communities. [This video](#) provides a brief overview of The Conservation Fund's Balancing Nature and Commerce workshops.

During their time at the workshop, the Fort Oglethorpe team participated in expert-led sessions on topics related to rural transportation planning, asset-based economies, and strategic conservation planning. The team began to develop a strategy to achieve a collaborative goal to capitalize on the one million visitors each year to the Chickamauga-Chattanooga National Military Park to ensure the \$50 million of tourist spending stays and grows within the local economy. To do so, the team agreed they needed to create a stronger partnership and physical linkage between the city and battlefield to promote cultural and heritage tourism. Fort Oglethorpe's transportation infrastructure plays a key role in the success of this approach. Each member of the team committed to take back any lessons learned to share with city decisionmakers in order to gain support for a plan to revitalize the downtown.

After returning to Fort Oglethorpe, the team quickly garnered support for a revitalization effort by connecting economic development to safeguarding the unique, historic town charm. This effort helped conserve and celebrate the surrounding natural, historical, and recreational assets of the town. In 2013, the team applied for a \$3 million grant to improve 0.8 miles of LaFayette Road just north of Chickamauga Battlefield. Awarded in 2014, the grant is provided by the [Appalachian Regional Commission](#), a regional economic development agency that represents a partnership of Federal, State, and local government. Planned improvements will enhance multimodal access and calm traffic with the installation of bicycle lanes, crosswalks, new sidewalks, streetlights, and a landscaped median in the center of the five-lane roadway. The Federal Highway Administration Georgia Division Office is now involved in the grant implementation, and the Georgia Department of Transportation will oversee the construction, which is currently in the engineering phase. The city is eagerly awaiting to put the project out for bid in late 2018.

"This project will be a game-changer for Fort Oglethorpe and for Chickamauga Battlefield," said Gretchen Corbin, then commissioner of the Georgia Department of Community Affairs. By enhancing the gateway to the Chickamauga-Chattanooga National Military Park, the project will benefit local residents and the city's tourism economy.

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Watch for Me NC: Fostering the Role of Law Enforcement in Pedestrian and Bicycle Safety

Laura Sandt, Director, Pedestrian and Bicycle Information Center; Senior Research Associate, UNC Highway Safety Research Center



Figure 4: Law enforcement officers participate in hands-on exercises about bicycle safety. (Image courtesy of the Pedestrian and Bicycle Information Center)

Having safe and secure places to walk and bike is vital to encouraging active, vibrant communities. In addition to roadway design and engineering, education and enforcement are critical to creating safer streets. Many communities are looking for ways to leverage the strengths of law enforcement in plans to improve pedestrian and bicycle safety.

The [Watch for Me NC](#) program aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted

approach of public education and law enforcement in partnership with local communities across North Carolina. The program has been in place since 2012 and currently includes more than 55 law enforcement agencies from 32 communities across North Carolina, and serves as a model for other cities and States across the nation. The program was initially supported with \$451,370 in funding over four years from the National Highway Traffic Safety Administration (NHTSA), and subsequently by North Carolina's Department of Transportation (NCDOT) and the Governors Highway Safety Program (GHSP).

The Watch for Me NC program involves two key strategies: 1) high-visibility enforcement of pedestrian, bicycle, and motorist laws, and 2) public engagement and outreach regarding pedestrian and bicycle safety issues. Both approaches rely heavily on coordination and communication between program partners, as well as interaction with the public. Participating Watch for Me NC communities receive advanced trainings on pedestrian and bicycle law enforcement and other best practices related to context-based approaches to improve safety for vulnerable road users. The law enforcement training course delves into laws and regulations and includes field exercises for officers to practice targeted operations aimed at improving driver compliance with pedestrian yielding laws. Participating communities also receive technical assistance, paid advertisements, and educational materials to help support their community engagement activities.



Figure 5: Watch for Me NC poster, one of several program outreach materials. (Image courtesy of NCDOT)

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Participating communities routinely submit information to help with the overall program evaluation. The themes and lessons learned emerging from the program evaluation process include:

- **Establish or strengthen partnerships:** Building partnerships early in the process of an outreach and enforcement campaign can provide officers with needed reinforcement and support from the advocacy community, other municipal or regional departments, and the courts that process the citations. This can be initiated by engaging and collaborating with a wide range of partners to develop goals and plans, recruit help, and involve the greater community, including advocates, local businesses, the media, and the legal community.
- **Take a balanced approach:** Though pedestrians and bicyclists are among the most vulnerable roadway users, enforcement efforts should aim to engage everyone rather than simply target one group. Taking a balanced approach entails using various methods, beyond just relying on tickets. Effective enforcement programs can include community outreach efforts, helmet giveaways, group bike rides, “Good Ticket” programs, progressive warnings, distributing bike lights in lieu of citations, and ticketing dangerous offenders, among other approaches.
- **Play the long game:** Enforcement programs take time to foster and require a long-term effort. Communities will need to regularly monitor safety behaviors and issues to see sustained safety improvements, especially as communities and roadway environments change. Building pedestrian and bicycle safety goals, performance measures, and law enforcement activities into State plans, local agency strategic enforcement plans, or other transportation plans and policies can sustain momentum. This will also ensure coordination with other efforts as part of a comprehensive approach.

To learn more about participating communities and how they formed partnerships; implemented education and enforcement activities; and the outcomes and lessons they experienced, visit the [Watch for Me NC webpage](#) and [partner community profiles](#) page.

City of Boston Releases Go Boston 2030 Action Plan after Two-Year Public Engagement Effort

Alice Brown, Director of Water Transportation, Boston Harbor Now (formerly Project Manager for Go Boston 2030, City of Boston)

In 2014, the city of Boston had a newly elected mayor, Marty Walsh, and was experiencing unprecedented population growth and demographic change. The city of Boston undertook several planning initiatives to develop a fresh, community-driven vision as it prepared for the 400th anniversary of the city’s founding in 1630. [Go Boston 2030](#) focused on transportation, while other plans concentrated on expanding housing opportunities, improving racial equity, supporting aging populations, preparing for climate change, designing 21st century schools, and fostering arts and culture.

The two-year process was designed to foster a dialogue about transportation and its role in improving equity, economic opportunity, and climate responsiveness throughout the city. The public engagement began in the winter of 2015 with a campaign that asked, “What’s your question about getting around Boston in the future?” This effort gathered 5,000 questions that reflected the demand for more options for crossing the city, the need to improve the real and perceived safety of roadways, and the desire to have more consistent travel times. The Boston Transportation Department (BTD) synthesized the collected questions and shared them with the public at an interactive Visioning Lab before eventually distilling them into goals and targets.

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A similar process of listening and learning took place in the development of an extensive list of possible projects and policies:

- A mobile-friendly online platform invited participation via computer, tablet, or smart phone with a low barrier to entry for people with less time and access to mobile technology.
- A team of street ambassadors toured the city with a bike trailer and collected ideas at 21 neighborhood locations and events reaching and conversing with people who were unaware of the process.
- Planners created a series of roundtable events with geographic diversity among the seated attendees to ensure solutions were developed by groups of strangers met the needs of the whole city.



Figure 6: A member of the street team discusses a proposed project idea at the "Idea Bike." (Image courtesy of Go Boston 2030)

This phase of the process also meaningfully connected BTD staff with constituents by pairing 10 city officials with 10 residents who demonstrated their unique transportation needs--with children, limited mobility, or vision impairment. While accompanied by the city officials during a regular trip, these residents shared their ideas for safer bike connections, street festivals, and better pedestrian signals.



Figure 7: Exhibit of projects and policies at the Boston Public Library in March. (Image courtesy of Go Boston 2030)

BTB released the completed [Go Boston 2030 Vision and Action Plan](#) on March 7, 2017. The report includes 57 projects and policies designed to guide policy making and capital spending for the next 15 years, as well as a set of goals and targets organized around nine themes including Access, Safety, and Reliability. Data visualization and analysis of existing and projected conditions are balanced by documentation of the community process and quotes gathered from the public while the plan was being shaped. More than a simple document publication, the structure of the release day itself reflected the kind of public engagement and community focus that underscored the entire planning process. On the day of the event, the plan was available in print and online, shared on social media, and exhibited at the Boston Public Library. Visitors could participate by identifying project ideas they had contributed to, commenting on how they would implement policy ideas, or listening to pop-up talks from partner organizations that had collaborated with the BTB team during the planning process. A panel discussion in the evening brought together transportation officials from other cities to talk about the challenges of implementation in a candid conversation with locals.

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With iterative outreach, the Go Boston 2030 planning process not only collected suggestions and feedback, it fostered a real conversation about transportation. As people participated in multiple phases of the process, they saw the potential for greater change. Meanwhile, the city got more nuanced perspectives than they often do from complaints or more formal meetings. This feedback positioned BTS to launch a series of early action projects. BTS developed a [Vision Zero](#) initiative that works toward eliminating traffic fatalities while addressing serious crashes with design changes. BTS also made significant changes to parking policy and continued to expand bike share and bicycle facilities, all in response to the public input gathered throughout the Go Boston 2030 process.

Walkable Communities Coalition in Jackson, Michigan

Aaron M. Dawson, Community Planner, Federal Highway Administration and Shaina Tinsey, Community Health Supervisor, Henry Ford Allegiance Health

In Jackson County, Michigan, the community-led [Walkable Communities Coalition](#) (WCC) works to enhance and promote walking, bicycling, and accessibility across the county. Jackson County has a population of 158,460, and a recent influx of new, younger people in the downtown Jackson City area has led to an even greater desire for improved pedestrian and bicycle infrastructure. The group works to promote walking and bicycling with bike rallies, sidewalk audits, and by focusing on increasing infrastructure connectivity. The WCC also reviews and recommends opportunities to increase accessibility for those with physical disabilities.

The WCC began in 2005 when the Fitness Council of Jackson convened community leaders and stakeholders to serve as an advisory body to the Jackson City Council. The regional metropolitan planning organization (MPO), [Region 2 Planning Commission](#), now coordinates the group. WCC includes private citizens, as well as representatives from a wide array of local/State government agencies, non-profit and community groups, such as:

- Armory Bike Union
- Blackman Township
- Community Members
- City of Jackson, Engineering Division
- City of Jackson, Parks and Recreation Department
- disAbility Connections
- Henry Ford Allegiance Health
- Jackson Area Transportation Authority
- Jackson County Parks Department
- Jackson County Planning Commission
- Jackson County Department of Transportation
- Jackson County Health Department
- Jackson County Intermediate School District
- Jackson District Library
- Michigan Department of Transportation
- Neighborhood groups and advocacy organizations (e.g., Loomis Park, Partnership Park)
- Region 2 Planning Commission (MPO)
- Region 2 Area Agency on Aging (separate regional body providing services for older adults)
- Summit Township
- YMCA

The broad range of local stakeholders involved in the WCC enables the group to support various types of events. For example, the WCC members organize an annual Bike Rally, the third of which took place in May 2017. WCC also supports events and educational activities such as trail cleanup groups and a new homeowner mentoring program for sidewalk snow removal. Each year, thousands of Jackson residents participate in WCC-supported events and programs.

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Due to its focus on supporting physical activity, the WCC was recently designated as the Active Living Health Action Team for the [Health Improvement Organization](#). WCC partners work together to assist with planning and coordination of events focusing on physical activity and health. For example, the [Step by Step social marketing campaign](#) used collaborative grant funds to encourage area residents to be more active by using the [local network of trails](#), with suggestions of scenic walking routes. Discussions at WCC meetings led to the creation of events at which the YMCA teaches stretching and warm-up exercises to prepare for sidewalk and walkway snow removal and hiking.



Figure 8: Children enjoying a recent Walkable Communities Coalition bicycle rally. (Image courtesy of the Walkable Communities Coalition)

While the WCC encourages residents to enjoy the existing trails, the coalition also works to improve trail connectivity and infrastructure maintenance. The city of Jackson is currently working to create several new trail loops connecting to the downtown area. Jackson County is also working to connect local trails to the [Iron Belle Trail](#), a statewide trail initiative. Local townships are also in the process of creating more pedestrian and bicycle-friendly routes, constructing loops around important cultural and recreational areas. The WCC works with local governments and universities for community assistance in maintaining sidewalks, including conducting sidewalk audits to identify areas in need of maintenance and replacement.

With all of the trail construction taking place across the county, it has been difficult to maintain an up-to-date record

of the status of the network. In order to further a more cohesive plan, and track where improvements are being made, the Region 2 Planning Commission, with support from the WCC, is working to complete the Jackson County Non-Motorized Transportation Plan. With the aid of Federal planning funds, the MPO expects to complete the Plan by mid-2018.

By continuing to encourage active forms of transportation with events, education, improved infrastructure, and coordinated planning, the WCC is helping to enhance livability, safety, and health throughout Jackson County.



Streetscape Improvements in Camden, New Jersey

Kevin Becica, Camden County Engineer, Camden County Department of Public Works

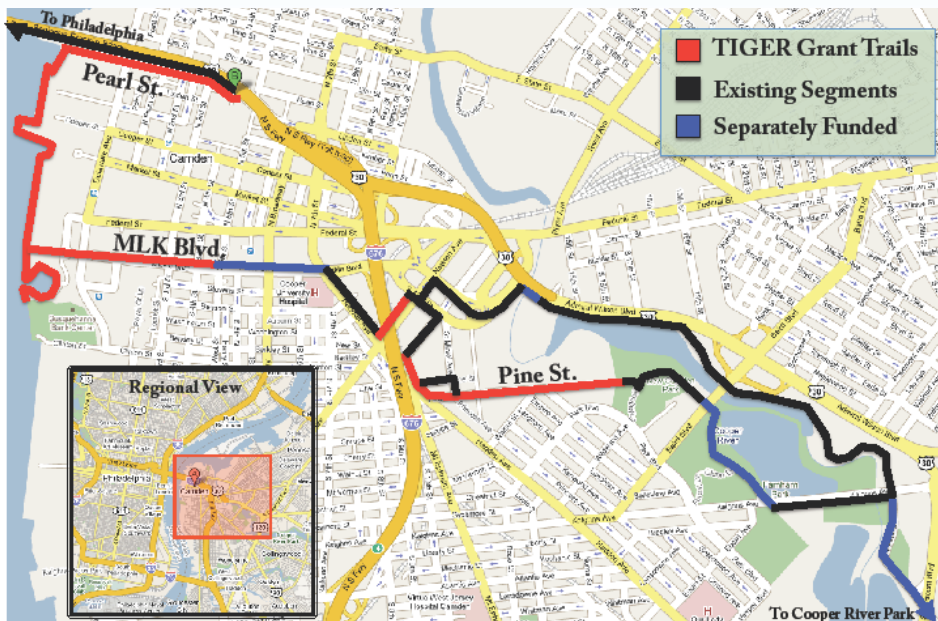


Figure 9: Location of Camden streetscape improvements and trail connections. (Image courtesy of Camden County)

Camden County, New Jersey championed a series of streetscape improvements to enhance the quality of life and boost economic redevelopment. The city of Camden, Camden County, and the non-profit Cooper's Ferry Partnership collaborated to complete these multimodal transportation improvements on three major streets: Pearl Street, Martin Luther King Boulevard, and Pine Street. In 2009, the project was awarded nearly \$6.8 million through the Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program, administered by Camden County. When construction began in 2012, the project was at the forefront of the

economic revitalization already underway in the city of Camden. Camden is located directly across the Delaware River from Philadelphia. Like other cities in the Northeast, Camden faces challenges, including poverty, crime, and aging infrastructure. For example, old cobblestone streets and 100-year-old water and sewer systems under roadway surfaces significantly increase project costs. As Camden attracts new academic and medical employers—such as Rutgers University and Cooper Hospital—the city and county recognize the importance of upgrading this infrastructure.

The streetscape and trail project addressed the visible road improvements, though not the expensive utility replacements that are still needed in the city. During project delivery, Camden County split the project into three separate streetscape projects—Martin Luther King Boulevard, Pine Street, and Pearl Street—due to different conditions at each location. Project elements included:

- Concrete and asphalt road improvements
- Handicap-accessible ramps
- Brick sidewalks or combination brick and concrete sidewalks
- Street trees
- Decorative street lamps
- Bicycle lanes
- Directional signage to places of interest (waterfront, museums, arenas)



Camden County kept the project on schedule by communicating with multiple stakeholders, including Cooper Hospital, Delaware River Port Authority, Camden Parking Authority, Rutgers University, city of Camden, Cooper's Ferry Partnership, the Bicycle Coalition of Greater Philadelphia, Adventure Aquarium, baseball, and concert venues. The county also ensured that construction did not take place during events that would create traffic congestion, such as concerts, baseball games, graduations, or Delaware River waterfront events. The improvements were completed in 2013.

Throughout the project, the county had to make adjustments based on local needs including public safety and security issues; crime prevention; historical preservation; and additional infrastructure projects in the area.

Since project completion, economic recovery has continued in Camden with significant construction projects as companies like Campbell's Soup, Subaru, and American Water have relocated to the city. The Philadelphia 76ers basketball team training facility was also recently built in Camden. The streetscape improvements and trail connection project has been so successful that it received an award in 2014 from the American Council of Engineering Companies as a Distinguished Transportation Project.



Figure 10: Streetscape improvements in the city of Camden. (Image courtesy of Camden County)

M-1 Rail Streetcar Project Enhances Economic Development in Detroit, Michigan

Jonathan Loree, Senior Project Manager for M-1 RAIL, Michigan Department of Transportation

Woodward Avenue (Michigan Highway-1, or M-1) is known as the [Automotive Heritage Trail](#), an All-American Road in the Federal Highway Administration's (FHWA's) [National Scenic Byways Program](#). M-1 is also, however, at the center of an innovative multimodal transportation projects with broad economic development benefits. [M-1 RAIL](#), a nonprofit 501(c)(3) corporation, formed in 2007 to construct, own, and operate a 3.3 mile streetcar system from Downtown to New Center in the city of Detroit. The M-1 RAIL Board of Directors consists of business leaders, as well as private and philanthropic organizations along the corridor, that understood the value of a reliable, fixed-rail streetcar system for economic development and livability. The streetcar line also provides a reliable transit link from the Amtrak regional passenger rail service station in Midtown to Downtown Detroit. As Quicken Loans purchased the naming rights, the system has been branded the QLINE.



The project is an example of a successful public-private partnership, raising funds for the development of the QLINE required collaboration between private entities and government agencies at the local, State, and Federal levels. The Michigan Department of Transportation (MDOT) partnered with M-1 RAIL to plan, design, and construct the streetcar. The project included a \$140 million capital investment, in conjunction with a \$65 million investment to reconstruct over 2.5 miles of State trunk line arterial, and its bridges over I-75 and I-94. In addition to a large philanthropic donation, M-1 RAIL used innovative financing including selling naming rights, station sponsorship, [New Market Tax Credits](#), and received both FHWA and Federal Transit Administration (FTA) grants to fully fund the project. FHWA and FTA showed tremendous support executing a “One DOT” agreement to clarify a cooperative oversight approach between the two Federal agencies to address the various statutory, regulatory, and administrative procedures.



Figure 11: The M-1 RAIL in Detroit, MI. (Image courtesy of Michigan DOT).

M-1 RAIL had to manage the timely expenditure of private and philanthropic dollars with an aggressive schedule, presenting a challenge when coupled with the complexities of developing a new streetcar system. The partnering entities managed this risk by designating M-1 RAIL as the contract owner for design and construction, with MDOT providing reimbursement for the Federal, State, and locally funded components of the project.

Utility impacts and relocations also present significant risks when working in a historical trunk line corridor like M-1. Through planning and coordination, the partnering agencies were able to mitigate these risks with MDOT completed road reconstruction, bridge replacements, and utility improvements in conjunction with the QLINE construction.

In order to mitigate the adverse impacts to bicycle safety presented by the side-running streetcar’s embedded rail and flangeway, the city of Detroit is constructing separated bike lanes on Cass Avenue, an adjacent corridor, as an alternate route. This solution to the potential hazard not only creates a superior facility through the heart of the city, but will also provide connectivity between the recently completed [Midtown Loop Greenway](#) and bicycle facilities along the riverfront.

The local [Woodward Avenue Action Association](#) conducted a Complete Streets study during the project design phase, and incorporated recommendations such as: new mid-block crossings with refuge islands, longitudinal pavement markings at crosswalks, wider sidewalk ramps, and decorative stamped concrete crosswalks at major intersections. M-1 RAIL included these pedestrian improvements along with an [educational effort](#) to promote the use of crosswalks and safe pedestrian behavior, along with other tips to encourage the safe interaction between all transportation modes and the new streetcar.

The project corridor is currently home to 36,000 residents, 140,000 jobs, and 15 million annual visitors, with initial projections of 5,000 daily QLINE riders. M-1 RAIL recently estimated the [economic development](#) in the corridor at more than \$7 billion for 211 development projects on either side of the streetcar alignment since 2013. This includes a \$1.2 billion [District Detroit](#) development for a new sports arena and surrounding improvements. While not all of the developments are directly attributable to the streetcar project, the new QLINE catalyzed the resurgence of Detroit and the investments being made along the corridor.



Construction concluded in 2017 and the streetcar started service in May. This unique public-private partnership project is contributing to the revitalization of the city of Detroit. It not only creates a central corridor with improved transit, greater access, and modernized infrastructure, but also provides a successful precedent for the private and public sectors to work together to develop transformational projects to enhance economic development and livability.

Announcements/New Resources

- The [2017 National Walking Summit](#), “Vital and Vibrant Communities: The Power of Walkability” will be held September 13-15, 2017 in St. Paul, MN. The National Walking Summit explores the co-benefits walking and walkability can provide to an individual and community. For the 2017 National Walking Summit, the conference will expand what is meant by the term “healthy” to include not only physical health, but also social, economic, and civic health.
- The Federal Highway Administration (FHWA) has published the [Small Town and Rural Multimodal Networks Report](#). This report helps small towns and rural communities support, safe, comfortable, and active travel for people of all ages and abilities. See
- FHWA published a new case study titled, [Connecting Active Transportation Networks in Foley, Alabama](#). The case study explores the quality-of-life improvements that the community members of Foley, AL, have experienced as a result of recent investments in multimodal infrastructure, including a new pedestrian bridge.
- FHWA posted a report on the status of [Transportation Alternatives \(TA\) funds for FY 2016](#), the first year that required reporting. Each State and the District of Columbia submitted a report detailing their proposed and selected TA projects, which used (or will use) FY 2016 funds. The report also includes projects funded under the Recreational Trails Program (RTP). Some States do not select projects annually and did not have anything to report for FY 2016.
- The FHWA Office of Freight Management and Operations will host the July Talking Freight seminar on autonomous trucks on July 19 from 1:00-2:30pm ET. This webinar will examine various perspectives on the policies, regulations, and planning considerations governments can implement to appropriately manage truck carriers’ gradual deployment of automated trucks. Register by clicking on the “Regulatory, Policy, and Planning Issues and Needs for Truck Automation” link [here](#).

