



FHWA's Fostering Multimodal Connectivity Newsletter

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Introduction

The Federal Highway Administration's (FHWA's) *Fostering Multimodal Connectivity Newsletter* provides transportation professionals with real-world examples of how multimodal transportation investments use accelerated project delivery, technology and design innovation, and public/private partnerships to promote economic revitalization, provide access to jobs, and achieve safer communities. The newsletter also showcases how FHWA and its partners are supporting the U.S. Department of Transportation Strategic Plan by improving connectivity, accessibility, safety, and convenience for all transportation users.

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The Vision of Zero Deaths: Safe Streets through Collaboration and Community Engagement in Tampa Bay, Florida

Whit Blanton, Executive Director, Forward Pinellas; Beth Alden, Executive Director, Hillsborough Metropolitan Planning Organization

For many communities where students are going back to school, there is a focus on bicycle and pedestrian safety, which is highlighted and reinforced on [National Walk to School day](#) in October. To help improve safe routes to school, the Tampa Bay area is engaged in complementary Vision Zero efforts in its two largest counties. The Hillsborough Metropolitan Planning Organization (MPO) and Forward Pinellas (the MPO for Pinellas County) used the [Vision Zero](#) framework to address safety and accessibility challenges in a metropolitan area that consistently ranks as one of the most [unsafe for pedestrians and bicyclists](#) in the country.

MPOs have a responsibility to build consensus on transportation investments and establish priorities for Federal funds to improve mobility, accessibility, and safety. The success of Vision Zero depends on many factors, one of which is convening diverse stakeholders, through community engagement and collaborating with partner agencies, including school districts, health departments, law enforcement, municipalities, counties, the Florida Department of Transportation, and the Federal Highway Administration (FHWA).

The Hillsborough MPO initially focused on active transportation safety, which is a disproportionate share of the deaths on the region's roads. Total fatalities are high as well, and the MPO integrated crash mitigation in the Congestion Management



Figure 1: Local and national leaders at the “Crosswalks to Classrooms” event in Tampa, including (left to right) Leah Shahum, President of the Vision Zero Network; Jean Duncan, Tampa Administrator of Infrastructure and Mobility; and Jane Castor, Mayor of Tampa. (Image courtesy of Hillsborough Metropolitan Planning Organization)

Program. In 2015, after a record 51 pedestrian fatalities, residents demanded change by requesting local governments adopt a Vision Zero Resolution and the MPO prepare a multi-jurisdictional [Action Plan](#). A coalition of local agencies and civic groups coordinated to develop strategies addressing the “Four Es” of safety: engineering, education, enforcement, and evaluation. In July 2020, the MPO published a [two-year progress report](#), focusing on [speed management](#) as an essential contributor to crash severity.

Empowering community members to [tell their stories](#) and make changes in their neighborhoods is crucial. The MPO provided supplies and [helped civic groups organize local traffic safety events](#). Participants held up signs at roadsides with safety promotion messages and parent-teacher associations in high crash areas received bumper stickers with their school mascots.

The Hillsborough County school district is another essential partner. To assist the district, the MPO formed a [committee](#) to focus on safety near schools, and hired an engineer to identify problem areas and safety treatments. FHWA-shared case studies and [Every Day Counts](#) resources, such as the [Safe Transportation for Every Pedestrian initiative](#), were invaluable in developing engineering solutions. The group hosted the [2019 National Conference of the Safe Routes to Schools Partnership](#), and Tampa's mayor launched a follow-up “Crosswalks to Classrooms” initiative.

The Hillsborough County school district is another essential partner. To assist the district, the MPO formed a [committee](#)



The FHWA focus on performance-based planning and programming has helped the local efforts build momentum. The safety target-setting process is an annual occasion to highlight current conditions and discuss the best use of resources in the Transportation Improvement Program. Building partnerships with neighboring MPOs has also been a key to success. The Hillsborough MPO organized two [Gulf Coast Safe Streets Summits](#), featuring national speakers, local mayors and commissioners, and successful projects. The third was held virtually in fall 2020.

The Forward Pinellas Vision Zero effort, branded [Safe Streets Pinellas](#), stemmed from tracking performance measures and adopting ambitious safety targets. The MPO recognized current actions were not enough to move the needle to meet those targets. Several high-profile fatalities, one involving a school crossing guard, provided the impetus for the initiative. Forward Pinellas benefitted from a Vision Zero for MPOs FHWA Peer Exchange held in November 2019 to learn about other MPOs' practices, and engaged with Hillsborough MPO based on their leadership in Vision Zero. Forward Pinellas formed a Task Force comprised of advocates, education, law enforcement, and local government professionals to guide the work. The MPO defined a High Injury Network supported by data on serious and fatal injuries. This led to the selection of four demonstration projects using technology, education, and tactical urbanism treatments to change behavior and improve safety. Staff performed data analysis and identified performance measures to track the demonstration projects over time.

Due to obstacles with conducting in-person public engagement activities, an in-person Safe Streets Summit was postponed, and Forward Pinellas organized a virtual event with an eight-week social media campaign. This effort included themed activities such as promoting an [interactive story map](#), a Safe Streets Pledge, and an art contest, which resulted in a much more sustained and diverse engagement across the county.

As MPOs serving a shared metropolitan area, the Tampa Bay MPOs regularly coordinate on a wide range of transportation issues. Each MPO uses Vision Zero as a basis to apply FHWA funding from the [Transportation Alternatives Program \(TAP\) Set-Aside](#), the [Highway Safety Improvement Program](#), and the [Surface Transportation Block Grant Program](#) to reduce serious and fatal injuries on roadways. In Hillsborough, \$50 million was used to construct complete streets and standalone bicycle and pedestrian projects over the next five years. Forward Pinellas is allocating \$75,000 in Federal funds (plus local funds) for a share of its Vision Zero effort, in addition to \$30.45 million under TAP to support *Safe Streets Pinellas* and similar bicycle and pedestrian projects through 2045. The collaborative focus on safety creates better outcomes for residents and visitors across counties.



Figure 2: Forward Pinellas staff and an elected official/board member participating in the Safe Streets Pinellas social media campaign including Rodney Chatman (top left), Linda Fisher (middle top), Nousheen Rahman (lower right) and St. Petersburg City Councilmember Brandi Gabbard (lower left). (Image courtesy of Forward Pinellas)



Adaptive E-scooter Pilot Program in San Francisco, California

Erin McAuliff, Senior Planner, Accessibility Policy; Richard Aicardi, Senior Regulated Mobility Analyst, both with the San Francisco Municipal Transportation Agency

San Francisco is committed to a transportation system that serves all users. However, the recent and rapid introduction of new transportation services has not always been inclusive to all residents and visitors, particularly people with disabilities. The San Francisco Municipal Transportation Agency (SFMTA) is actively shaping an approach to emerging mobility services and technologies to ensure they are widely accessible.



Figure 3: Various types of adaptive e-scooters included in San Francisco's pilot program featuring two-wheeled devices with seats and a three-wheeled device with a seat and basket.

(Image courtesy of San Francisco Municipal Transportation Agency)

In the initial electric scooter (e-scooter) pilot in 2018, the SFMTA established accessibility guidelines that prohibit riding on sidewalks and require all e-scooters to be securely locked out of the path of travel. When the SFMTA established a [permanent permit program for powered e-scooter share](#) in October 2019, the agency also required all companies that receive permits to develop an adaptive e-scooter pilot program to ensure more accessible shared micromobility options for people with disabilities. The SFMTA required the companies to establish an adaptive pilot program by January 15, 2020. As one of the first programs of its kind, the SFMTA had no peer programs to look to for examples. To enable flexibility and innovative approaches, the agency did not require a specific vehicle type or service model. Rather, the agency instructed the companies to develop devices and corresponding services based on input from people with disabilities. The SFMTA aimed to better understand the device types, fleet sizes, and program models that best fit the needs of a diverse group of riders to inform any future permanent programs or requirements.

In January 2020, the three participating scooter companies, Lime, Scoot, and Spin, launched three adaptive pilot programs, with a total of 50 adaptive scooters available to the public. Since March 2020, the city deemed all transportation services "essential" and continued operations, including the shared e-scooter program and adaptive pilot. Some companies paused operations while others saw ridership decline, but all e-scooter companies have since resumed service, though with updated public health and safety precautions in place. The SFMTA required permittees to update their cleaning and sanitizing practices with increased regularity in accordance with recommendations from the Centers for Disease Control and Prevention. The permittees submitted quantitative and qualitative progress reports, including ridership data and lessons learned. The companies also actively solicit input from customers on their pilots to refine initial device and program designs to best meet community



needs while the pilot continues through April 2021. To date, each pilot has unique features and highlights different findings.

Lime's adaptive e-scooter program fleet consists of 33 two-wheel seated scooters designed specifically for riders who have trouble standing for long periods of time. Lime delivers adaptive e-scooters directly to the location of the rider's choosing, and devices are available for a 24-hour period. Lime accepts reservations over the phone and through the mobile application. Rentals cost \$32 per day. Lime Access, a program for low-income users, provides a 50 percent discount and users can pay with cash through the PayNearMe network. Since its launch, Lime's San Francisco Adaptive E-scooter Pilot received a 173 total reservation requests. Of those, Lime approved 13 requests and delivered six adaptable e-scooters to program participants. The remainder of applicants fell into the following categories: user canceled request at the beginning of the process, user failed to respond upon follow-up, or user failed to provide contact information and/or delivery location. Lime reports a high rate of theft with the adaptive e-scooter pilot. Of the six e-scooters delivered, only one returned. Lime reportedly never recovered the remaining devices, either due to user's failure to return, or unlocked or stolen devices.

Scoot's adaptive program is an extended loan program, which to date, loaned out seven adaptive e-scooters free of charge to seniors and people with disabilities. The Scoot adaptive device is a two-wheeled seated e-scooter. Since its launch, the seven program participants have taken approximately 271 rides for a total of 135 miles. Riders note that the added seat works well for some individuals who are unable to stand for long periods of time and the greatest concern involves riding on the roadway next to motor vehicles and buses. Scoot vehicle engineers are identifying several potential iterations to their existing adaptive devices to accommodate more riders.

Spin's adaptive pilot program consists of a fleet of 10 total devices available for reservation. The device is a three-wheeled "motorized board" with a seat and front basket, which the company added based on input during several meetings with community groups. Riders pick up the device from Spin's warehouse location and select their drop-off location from a list of small field hubs. Spin provided 30 rides on their adaptive e-scooters to interested users. Most rides occur in a one-mile area around the rental location. The farthest distance a rider has traveled is three-miles. Pilot users provide valuable feedback on how Spin can continue to iterate and improve its adaptive program as it expands into new markets. Based on feedback, Spin is currently exploring new options to add to their fleet of adaptive devices as well as additional hub locations for pick-up and drop-off.

In August, the SFMTA released a [report](#) and [policy brief](#) on perceptions of new mobility services among people with disabilities in San Francisco. The Institute of Transportation Studies at the University of California, Los Angeles conducted the project on behalf of the SFMTA, surveying 218 people with a range of disabilities to better understand accessible transportation needs related to transportation network companies, bikeshare, e-scooters, and automated vehicles. The findings indicate opportunities for new mobility services but highlight significant barriers to use, particularly physical and sensory inaccessibility. Survey respondents note significant concern about dockless e-scooters and bicycles that are improperly parked and abandoned on sidewalks, which block travel paths for pedestrians. Approximately 75 percent of respondents reported experiencing mobility barriers on at least one occasion due to improper device parking. The report recommends addressing parking and accessibility issues through continued enforcement of effective local policies such as the "lock-to" requirements, pilot interventions such as drop zones in select high-use areas, and coordinating stronger incentives for new mobility providers to increase user accountability such as mandatory user fines for illegal parking.

Most recently, the SFMTA Board of Directors approved a six-month permit term extension to allow the scooter companies to expand as part of the SFMTA's Transportation Recovery Plan. The term extension, until April 14, 2021, also gives



companies more time to continue their respective adaptive pilots. During this period, the companies and SFMTA will gather community input about what permanent adaptive requirements should be included in the permit terms and conditions effective April 15, 2021.

Building a Network of Pedestrian and Bicycle Routes at the Pueblo of Laguna

Sharon Hausam, Planning Program Manager, Pueblo of Laguna

Prior to the arrival of Europeans, walking was virtually the only mode of transportation for the Indigenous peoples of the Southwest. The people of the Pueblo of Laguna walked from their homes to farmland in outlying areas, and from village to village to socialize and participate in traditional cultural events. Other transportation modes, such as horses and horse-drawn wagons, trains, and motor vehicles, only became common later. Yet cars and trucks now dominate transportation at the Pueblo. Infrastructure is comprised primarily of State, Federal, and Tribal roads and highways, with limited opportunities for safe pedestrian and bicycle travel until recently. Roadways had no bicycle lanes; non-existent, unpaved, deteriorated, or overgrown shoulders; narrow bridges; and high-speed traffic. In addition to public safety impacts, unsafe roadways are a contributing factor to other local challenges. Community members who do not feel safe avoid walking and bicycling, which contributes to obesity and related conditions including type 2 diabetes.

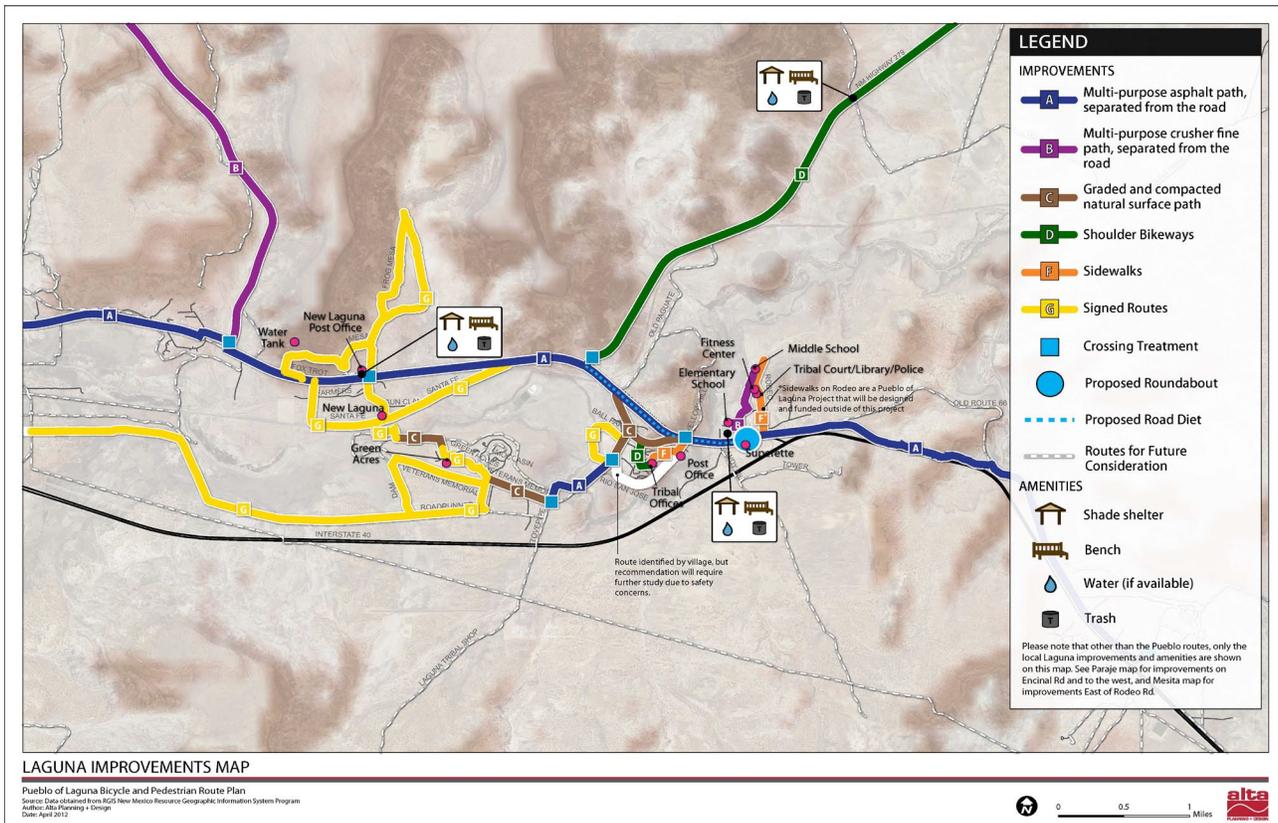


Figure 4: A full range of pedestrian and bicycle improvements recommended in the Pueblo of Laguna Bicycle and Pedestrian Route Plan. (Image courtesy of Pueblo of Laguna)



In 2009, the [Pueblo of Laguna Planning Program](#) began addressing these issues by working with the six distinct Laguna villages to develop comprehensive plans. Throughout the community involvement process, residents expressed the need for safer walking and bicycling routes, including connections within and between the six villages. Vision statements in the plans emphasized safety and a holistic approach to community wellbeing. The project received funds from the U.S. Department of Transportation (U.S. DOT) Transportation Investments Generating Economic Recovery program, now known as the [Better Utilizing Investments to Leverage Development](#) program. The program was the ideal resource to start working toward this vision. In 2010, the U.S. DOT awarded \$1,470,000 to Pueblo of Laguna, one of only two Tribes and 33 communities nationwide to receive [planning grants](#). Using the comprehensive plans, the Pueblo of Laguna continued the



Figure 5: Roundabout with pedestrian and bicycle safety features at the Pueblo of Laguna. (Image courtesy of Pueblo of Laguna)

pedestrian and bicycle route planning process with a consulting team and coordinated a Laguna Community Biking and Walking Advisory Group (CBWAG) with a member and alternate from each village. The project team engaged a broader spectrum of community members with a mapping workshop; focus groups for elders, youth, and persons with disabilities; field tours; a survey; and open houses. Community members mapped all the routes they use for walking and bicycling, and the project team scored the routes for safety and accessibility. The Pueblo of Laguna government departments and entities—housing, utilities, education, seniors, and business development—provided input on additional local needs. Team members recommended improvements

for each of the routes, ranging from a roundabout, road diet, separated trails, shoulder bikeways, sidewalks, and signage. They developed categories for the trails, defining the village-to-village transportation routes as “Pueblo,” routes to key destinations within the villages as “linking,” and internal recreational routes as “village.” Next, they assessed the best routes for essential connections based on distance, technical feasibility, and cost. Finally, the team prioritized routes to move forward to full engineering designs. The Pueblo prioritized transportation routes along State highways and specific Tribal roadways, while CBWAG members worked with their villages to rank linking and village routes.

The Pueblo used the grant funding to prepare engineering designs for the top-priority projects including a roundabout, road diet, a trail parallel to a roadway, and other priority routes. The Pueblo’s partnership with New Mexico Department of Transportation (NMDOT) provided funding, technical assistance, and coordination support including design review, mapping, and environmental clearances. Completed engineering designs and clearances demonstrated readiness for construction funding by 2015. The Pueblo received funding support from [competitive U.S. DOT](#) (\$4,470,000) funds, [Federal Highway Administration \(FHWA\) Transportation Alternatives Program](#) (\$2,290,388), [FHWA Recreational Trails Program](#) (\$1,208,613), [New Mexico Tribal Infrastructure Fund](#), and New Mexico capital outlay funding. The Pueblo also partnered with NMDOT to obtain FHWA [Highway Safety Improvement Program](#) (\$1,250,000) funds and leveraged [Bureau of Indian](#)



[Affairs \(BIA\) Tribal Transportation Program](#) funds. The Pueblo coordinated with the BIA on the routes associated with Tribal Transportation Program roads. Key partners also included the FHWA New Mexico Division and headquarters Office of Planning, which administered funds and provided support. The Mid-Region and Northwest New Mexico Councils of Governments and the National Park Service Rivers and Trails Conservation Assistance Program also provided support. Federal, State, and local support ensured the completed construction of separated trails along NM Highway 124 (2019—present), Rodeo Drive (2015), Casa Blanca Road (2017), and Rainfall Road (2020), as well as a roundabout (2015) with pedestrian and bicycle safety features.

Incorporating Multimodal Connections into Major Highway Reconstruction in Winston-Salem, North Carolina

Michael Penney, Design-Build Engineer, North Carolina Department of Transportation;
Karen Simon, President, Simon Resources, Inc.

Designed and constructed in the 1950s and opened in 1958 as Winston-Salem’s East-West Expressway, the section of U.S. 421/I-40 Business was designated as the first section of Interstate 40 in North Carolina. Commonly known today as the Salem Parkway, the North Carolina Department of Transportation (NCDOT) prioritized roadway improvements along a 1.2 mile portion of the route, including installation of aesthetic features to redefine the gateway to downtown Winston-Salem. The project features a series of safety upgrades and bicycle and pedestrian improvements including new pedestrian bridges, a new multi-use path (MUP), improved ramps, and new shoulders. The work effort required for this section entailed a significant amount of agency coordination and collaboration, as well as extensive public involvement and outreach through a campaign that began in 2006. To better understand the community’s concerns and ensure robust participation in the environmental process, NCDOT led a public involvement strategy that included a multitude of activities, events, meetings, design workshops, presentations, and social media outreach. Public outreach continued throughout the planning, design, and construction of the project.



Figure 6: Green Street view of the Double Tied Arch Pedestrian Bridge over Salem Parkway. (Image courtesy of North Carolina Department of Transportation)

In addition to pavement rehabilitation of travel lanes and reconstruction of shoulders and ramps, the Salem Parkway project includes the replacement of ten bridges, including two pedestrian bridges, various safety and multimodal improvements, and aesthetic enhancements such as brick-faced retaining walls. Interchange spacing and geometric improvements reduced the number of interchanges from six to



three while maintaining all existing sidewalks and bicycle facilities and the addition of an east west MUP. Planned construction includes the installation of new signage and exit numbers, creating a new identity to supplement the improved facility.



Figure 7: Multi-use path on the Peters Creek Parkway Bridge with transparent noise wall. (Image courtesy of North Carolina Department of Transportation)

The city of Winston-Salem requested the MUP in 2013 during the preparation of the Environmental Assessment (EA) as part of the National Environmental Policy Act (NEPA) process. With the support of the NCDOT and the Federal Highway Administration (FHWA), the city expended \$251,000 (\$201,000 Federal and \$50,000 local funds) of MPO funds to refine the proposed project aesthetics and conducted a feasibility study to identify a location for the MUP within the project without the need for additional right-of-way.

FHWA approved the EA and issued a

Finding of No Significant Impact in 2015 for the city's proposed improvements along Salem Parkway, including the MUP addition. The MUP addition supports the city's mobility program and provides a needed east-west connection between Baptist Hospital, Truist Stadium (formerly BB&T), the central business district, and city and county governmental facilities. The MUP will intersect two north-south city bicycle routes (Downtown Loop and Old Salem Connector) and two north-south greenways (the Strollway and Long Branch Trail), which connect to Salem Creek Greenway and Salem Lake Trail. The intersected routes and greenways allow for secondary access to residential neighborhoods and employment centers including Old Salem, Winston-Salem State University, Innovation Quarter, the Arts District, and the University of North Carolina School of the Arts.

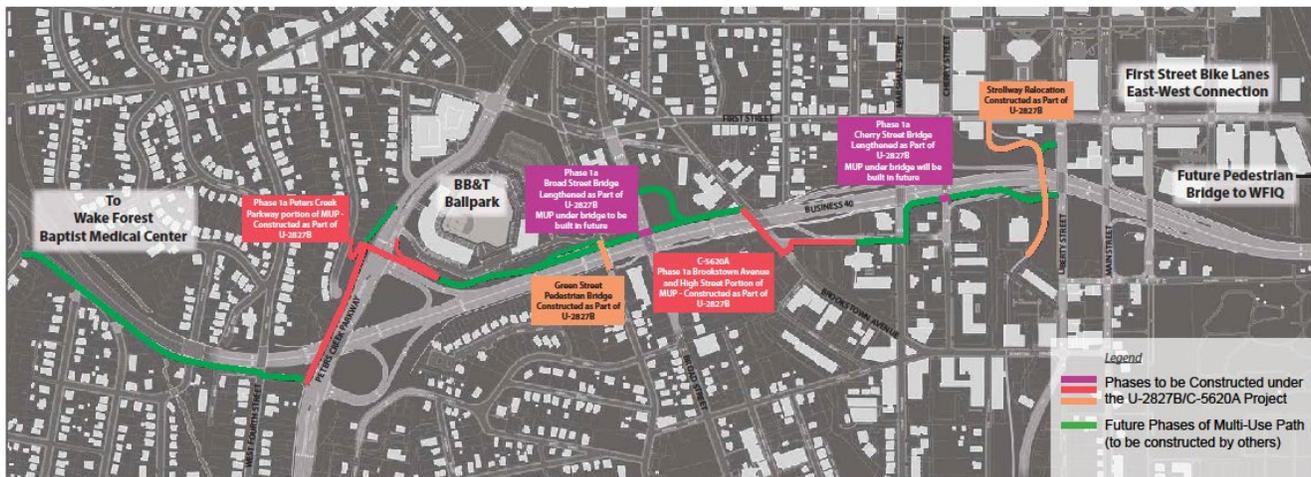


Figure 8: Multi-use path phasing map. (Image courtesy of North Carolina Department of Transportation)



The project includes the construction of a Pedestrian Bridge at Green Street (opened in November 2020) and the relocation of the Strollway Greenway via a new Strollway Land Bridge over Salem Parkway. The project maintained all existing sidewalk connections on the replacement bridges at their original widths or wider, seven to 12-feet, along with the addition of four bicycle lanes and one shared lane within the project limits. NCDOT, the city, and Winston-Salem residents committed to improving the project's aesthetics during the environmental review process. Since Winston-Salem is known as the "City of Arts and Innovation," it was important for the design of the facility to have high quality aesthetics. Based on input from the project's Bridge Design Working Group and recommendations from [Creative Corridors Coalition](#), a local independent citizen group, the city developed the [Business 40 Aesthetic Guidelines](#). The city (MPO and local funding) and Creative Corridors contributed \$9.7 million (\$3.2 million Federal and \$6.5 million local funds) towards the design and construction of enhanced features, which included a double tied arch pedestrian bridge at Green Street, a land bridge for the Strollway, partial construction of the MUP, design for the remaining portion of the MUP, a section of a transparent noise wall adjacent to the MUP, and brick veneer in the retaining walls along the project corridor. NCDOT maintains a [Facebook page](#) which is updated regularly with photos of the project during construction.

With support from FHWA, NCDOT, city of Winston-Salem, Creative Corridors Coalition, and residents, the team developed, designed, and constructed one of the most innovative highway projects in the State. Through these efforts, [Salem Parkway re-opened](#) six months ahead of schedule. The project combined the reconstruction of a major highway with multimodal improvements and enhanced connections for pedestrians and bicyclists to serve the transportation needs and create a visually-pleasing facility in the community for years to come. The Salem Parkway is an exemplary demonstration of how public involvement shaped the project to support the character and integrity of Winston-Salem.



Figure 9: Broad Street over Salem Parkway. (Image courtesy of North Carolina Department of Transportation)

Federal Highway Administration: www.fhwa.dot.gov/livability



It's #YourMove: Stakeholder Engagement in San Antonio Region, Texas

Chris Zeilinger, Assistant Director, Community Transportation Association of America; Kristina Heggedal, Transportation Analyst, ICF; Les Brown, Senior Managing Consultant, ICF; Missy Frankil, U.S. Department of Transportation Volpe Center

Located in San Antonio, Texas, the Alamo Area Metropolitan Planning Organization (AAMPO) is responsible for long-range transportation planning for about two million residents in Bexar, Comal, Guadalupe, and a portion of Kendall Counties. The region's population is predominantly Hispanic and includes many native Spanish speakers and low-income neighborhoods. For the 2017-2020 Transportation Improvement Plan (TIP) cycle, AAMPO developed a virtual engagement program in 2016 called #YourMove to increase public participation. Previous decline in attendance and input at public meetings raised concerns regarding meaningful public involvement for AAMPO projects including participation from environmental justice (EJ) populations. The #YourMove program paired virtual public involvement techniques and traditional outreach strategies for a more accessible and data-driven process, recognizing that these required extensive public outreach to educate the community about the new tools. For example, online forum platforms included an explanation of how to use the webpage and how public input shapes the planning process.

Before launching project-specific online platforms, AAMPO attends community meetings to speak with residents about project goals and potential impacts to the community. AAMPO's engagement strategy is built on sustainable relationships with established networks within EJ communities, such as the local chapter of the National Association for the Advancement of Colored People and Hispanic neighborhood organizations including Avenida Guadalupe. AAMPO builds trust with community groups by involving them in various transportation planning workshops throughout the region, including the AAMPO [Active Transportation Program](#) workshops, which are provided upon request. [Street Skills](#) classes are available to residents interested in learning about safe bicycling practices. The classes provide participants with a free helmet and bicycle lights through financial support from the Texas Department of Transportation. AAMPO also offers [Walkable Community Workshops](#) to identify walkability barriers and infrastructure improvements through a coordinated process with residents and community organizations. AAMPO's Bilingual Public Involvement Specialist coordinated with an English Language Learner (ELL) teacher to organize informational presentations during ELL classes. These presentations increased student participation in the planning process and improve the accessibility of the Active Transportation Program, as well as other AAMPO programs.



Figure 10: Community partners and residents at a Walkable Community workshop. (Image courtesy of Alamo Area Metropolitan Planning Organization)

AAMPO also holds in-person and online, project-specific meetings. For the 2017-2020 TIP meetings, AAMPO conducted live polling at in-person meetings to better understand the community's concerns related to the proposed projects. AAMPO developed an [online mapping dashboard](#) to display the results in both English and Spanish, and posted the findings on the #YourMove website and social media. Results from the live polling exercise revealed significant differences between the



perceived priorities of residents and project planners. For example, residents highly valued a proposed roadway extension in southeastern Bexar County which, at the time, planners and local officials did not recognize as a critical component to improve the transportation experience in that neighborhood. Working with officials to pursue additional design and preliminary environmental assessments on this extension demonstrated how local input influences the planning process, which helps build trust. AAMPO later added the extension including sidewalks and bicycle facilities on the 2019-2022 TIP. As AAMPO developed organizational and personal relationships over time, staff documented these engagement strategies and related goal areas in its [Public Participation Plan](#).

#YourMove strategies are now the cornerstone for public engagement on all AAMPO planning projects and staff of the MPO continue to use the online tools. Following the #YourMove launch, AAMPO reported approximately four times as many comments and engagements. Since the 2017-2020 cycle, AAMPO used a nearly identical public involvement approach for the subsequent TIP updates to ensure robust public participation. In 2019, AAMPO published its long-range transportation plan, [Mobility 2045](#), and developed online videos in tandem with neighborhood presentations amongst other #YourMove engagement strategies. AAMPO also created an online mapping dashboard in the same year to collect input for the [Congestion Mitigation and Air Quality program](#). AAMPO regularly updates its [virtual public involvement portfolio](#) with project documents, planning process schedules, public input, and surveys. AAMPO circulates a [biweekly e-newsletter](#) to share information about upcoming community meetings. In order to meaningfully reconnect with the EJ populations in the region, AAMPO anchored strong ties with community organizations, developed new online engagement tools, and interacted with community members through the #YourMove social media campaign, increasing both the extent and constructive value of public involvement in AAMPO projects.

AAMPO

TRANSPORTATION IMPROVEMENT PROGRAM

Ayúdenos a priorizar los proyectos de transporte para la región

La Organización de Planificación Metropolitana del Área del Alamo (AAMPO) es responsable de nuestra región con alrededor de 2 millones de residentes que viajan más de 50 millones de millas por día en los condados Bexar, Comal, Guadalupe y una porción de Kendall.

Supervisado por una Mesa Directiva de Transporte compuesto por funcionarios elegidos y designados, la AAMPO es una de aproximadamente 400 MPOs en todo el país.

En junio de 2017, la AAMPO anunció una convocatoria de proyectos para consideración de financiamiento a través del Programa de Transporte de Superficie-Movilidad Metropolitana (STP-MM) para la inclusión en el Programa de Mejoramiento del Transporte (TIP). El TIP enumera todos los proyectos de transporte para recibir fondos federales sobre los próximos cuatro años fiscales. Es un plan con financiamiento limitado.

Cuarenta y ocho propuestas de proyectos de transporte fueron presentados para consideración, totalizando \$400 millones. En este folleto, encontrará una breve descripción de los proyectos, sus costos, y puntajes técnicos. El puntaje técnico es basado en datos y evaluado por el Comité Asesor Técnico de la AAMPO.

La cantidad disponible para esta convocatoria de proyecto es estimado en \$150 millones y es dependiente en la disponibilidad de fondos federales. Las aportaciones del público ayudaran a la mesa directiva tomar decisiones que guien las inversiones en transporte para los próximos cuatro años.

Si conoce a alguien que no pudo asistir a la reunión de hoy, hágales saber que pueden participar en línea del 19 al 28 de febrero de 2018 en www.alamoareampo.org/yourmove.

INSTRUCCIONES

PASO 1 Revise los proyectos en este folleto utilizando el mapa en la última página o en los cartelones disponibles en la reunión.

PASO 2 Elija sus cuatro proyectos de transporte preferidos en la hoja de comentarios incluida con este folleto.

PASO 3 Cuéntenos más sobre por qué eligió estos proyectos.

PASO 4 Si tiene preocupaciones sobre cualquiera de los proyectos, por favor compártalo por escrito en la sección de "Comentarios adicionales".

AAMPO
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Figure 11: #YourMove meetings provided informational booklets in Spanish to describe the public involvement and project prioritization processes for the 2017-2020 TIP. (Image courtesy of Alamo Area Metropolitan Planning Organization)

Federal Highway Administration: www.fhwa.dot.gov/livability



Announcements/New Resources

- The U.S. Department of Transportation (U.S. DOT) developed [current and future U.S. DOT actions to enhance pedestrian safety](#) and inform the development of the forthcoming U.S. DOT Pedestrian Safety Action Plan. These draft actions capture key activities supporting the safe system approach over a two-year period, including strategies for all modes of transportation across different Federal agencies. As part of this effort, the presentations and materials from the [U.S. DOT Virtual Summit on Pedestrian Safety](#) are now available online.
- The Pedestrian and Bicycle Information Center (PBIC) published a [resource](#) outlining challenges, impacts, and opportunity areas related to pedestrian safety. The document provides background information on pedestrian safety issues, known risks, patterns of injuries, and other outcomes to provide context on pedestrian travel needs. It highlights crash data and key concepts for creating safer and more equitable multimodal transportation environments.
- The PBIC published a [resource](#) on safe routes to school related to safe re-openings. It describes the benefits of walking and bicycling to school to help address school re-opening challenges. It also highlights planning approaches and resources to support safe student travel through active transportation such as street design, bicycle parking, and walking school buses.
- The U.S. DOT developed an [Accessibility Strategic Plan Framing Document](#), which serves as a starting document to guide the development of the forthcoming [Accessibility Strategic Plan](#). The framework presents U.S. DOT's accessibility goals and priorities across four overarching themes: complete trip, partnerships, innovation, and geographic equity. Although the comment period on the framework has closed, users may still access the [online dialogue portal](#) to view submitted comments and stakeholder input on the draft accessibility goals. Once completed, the Accessibility Strategic Plan will enhance coordination of accessibility initiatives across the Department.
- FHWA released updates to a series of fact sheets discussing how livability considerations during the transportation decision-making process can benefit communities. Through the [Transportation and Livability](#) resources, FHWA provides support to State departments of transportation, regional planning agencies, Tribes, and other partners in both rural and urban settings. The most recent updates focus on the topics of [Economic Development](#), [Safety](#), and [Rural Livability](#). The Economic Development fact sheet discusses how targeted transportation investments can improve access to jobs, education, shopping, and goods movement through compact development, relocation decisions, and increased connectivity. Safety promotes safer roads for all users, including strategies to combine safety and redevelopment, repurpose spaces, and create bike-friendly cities. Since rural communities vary widely, Rural Livability focuses on providing transportation choices and connections to a broad audience through projects enhancing quality of life, improving safety for students, and creating active transportation networks.



Announcements/New Resources

- The FHWA Office of Planning, Environment, and Realty published a report on [Example Practices for Performance-Based Planning and Programming \(PBPP\)](#). The report shares how State departments of transportation and metropolitan planning organizations are using their long-range Statewide transportation plans, metropolitan transportation plans, Statewide transportation improvement programs, and transportation improvement programs to: integrate performance-based plans and processes, evaluate past condition and performance, document performance measures and targets, and report progress toward target achievement.
- FHWA published a [case study](#) discussing noteworthy community engagement approaches with traditionally underserved populations, including Hispanic and Tribal communities, in the Lake Tahoe region during the development of a regional Active Transportation Plan. The outreach process highlighted how many residents rely on the bicycle and pedestrian network for mobility needs, including areas for improvement where people felt unsafe. It identified Tribal priorities including safety along major roadways, connectivity of existing active transportation infrastructure, and the importance of protecting Tribal sacred sites during construction.
- The U.S. DOT developed an [applicant toolkit](#) as part of the [Rural Opportunities to Use Transportation for Economic Success](#) Initiative, which addresses rural transportation infrastructure disparities. The toolkit helps rural communities better identify and navigate U.S. DOT discretionary grant funding opportunities. It provides user-friendly information to build understanding of various discretionary grant programs and application processes, including a matrix of funding opportunities, key applicant activities during the funding life cycle, featured rural transportation projects, and other resources to maximize award success.
- The American Association of State Highway and Transportation Officials (AASHTO) posted the [materials](#) from the Environmental Justice Virtual Peer Exchange held on July 10, 2020. The Center for Environmental Excellence at AASHTO hosted the event in partnership with FHWA and Association of Metropolitan Planning Organizations. The virtual meeting included two panel discussions on health and transportation, as well as incorporating equity during the transportation planning process and the National Environmental Policy Act review process.
- The [AASHTO Council on Active Transportation](#) addresses issues related to bicycle, pedestrian, and other active transportation modes including non-motorized access to the multimodal network. The Council provides a range of practitioner resources and webinars on related policies and cross-cutting/multimodal issues.

