

**EMPOWERING I-80 COMMUNITIES  
TODAY AND TOMORROW**



## **A4. Livability Self-Assessment**

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



### Appendix A.4

#### I-80 Corridor System Master Plan: Livability Self- Assessment

Table of contents for Appendix A.4:

- 1- Introductory narrative providing context for the work
- 2- Example of completed self-assessment tool including a rose diagram
- 3- Power Point presentation provided for the Transportation Research Board's "Tools of the Trade" conference, July 23, 2014 in Burlington, Vermont.
- 4- Exploring Land Use and Transportation Planning Dynamics Through Livability Principles – A paper by Danja Petro and Dr. Perry Gross for the Institute of Transportation Engineers' Transportation Planning Council's online newsletter

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



### **I-80 CSMP Livability Self-Assessment – Introduction**

A Livability and Sustainability workshop was presented as one of the initial joint activities for Stakeholders. Although many of the participants were already familiar with the concepts, the study leadership team viewed the workshop as an opportunity to set the trajectory for how the participants would apply the principals specifically to the work we were beginning.

The interactive discussions that occurred at the workshop helped shape the structure of the future Stakeholder network and identified many of the topics the corridor stakeholders would explore as the study progressed.

One of the more innovative ideas resulted in the development of a self-assessment tool that allowed each participant to provide their perspective on how well the livability and sustainability principles were being incorporated within their organization or community. A rose diagram was prepared to graphically display this qualitative assessment for each participant.

# Livability Self-Assessment for Coy Peacock

The I-80 Corridor System Master Plan (CSMP) Study embraces the six guiding principles developed by the partnership for Sustainable Communities, an interagency partnership between the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). The six principles shown to the right were developed to enhance community initiatives.

The livability self assessment you completed provides you with the opportunity to reflect on how the livability principles help shape vibrant and resilient communities. An affirmation statement is one that expresses a desired or existing situation. The six livability principles themselves are affirmation statements that provide guidance for action. The individual affirmation statements (on the following page) in the self assessment you completed represent current “best practice” initiatives for achieving each of the six livability principles.

Your complete self assessment is attached along with a guide to interpret the results.



**EMPOWERING  
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**Promote equitable, affordable housing.**

Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

**Coordinate and leverage federal policies and investment.**

Align federal policies to collaborate the to remove barriers, and increase of leverage funding, and effectiveness of accountability and to plan for future all levels of government to make smart energy choices growth, including making renewable energy a locally generated source of growth.

**Value communities and neighborhoods.**

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

**Support existing communities.**

Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

**Enhance economic competitiveness.**

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

**Provide more transportation choices.**

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.



# LIVABILITY SELF ASSESSMENT

VALUE COMMUNITIES  
AND NEIGHBORHOODS

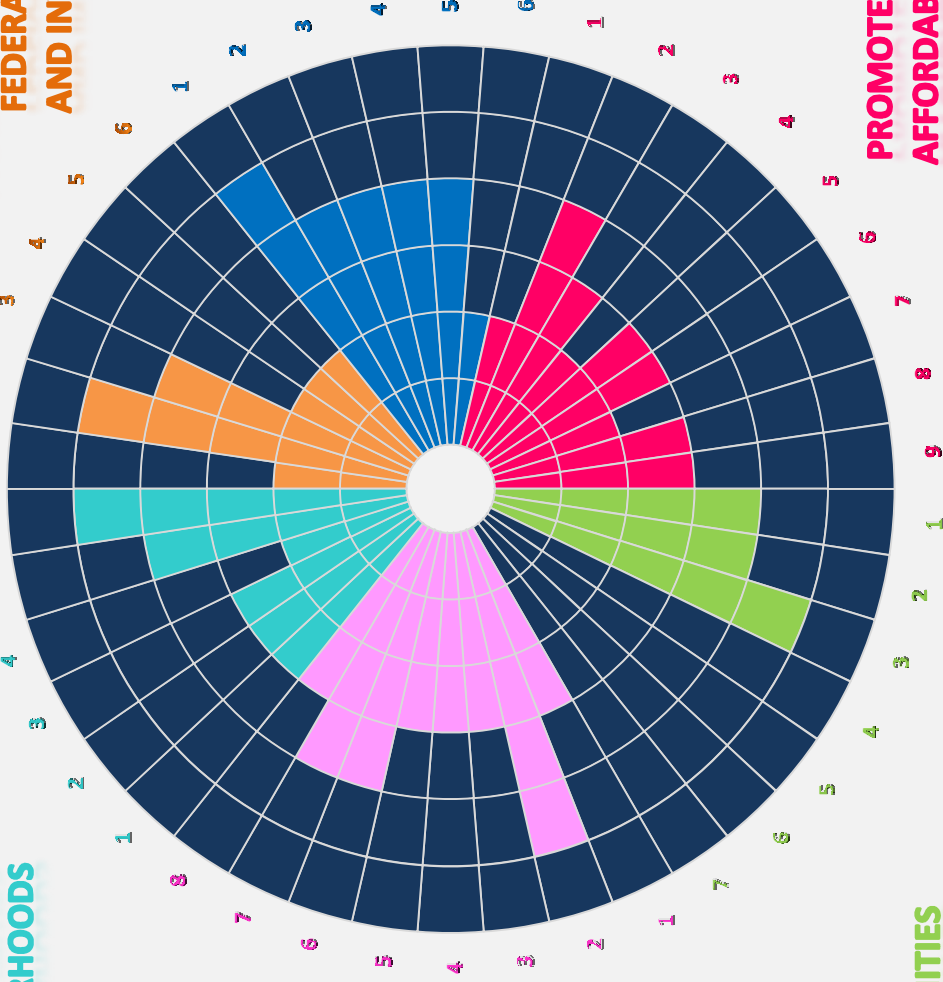
COORDINATE AND LEVERAGE  
FEDERAL POLICIES  
AND INVESTMENT

ENHANCE ECONOMIC  
COMPETITIVENESS

PROVIDE MORE  
TRANSPORTATION  
CHOICES

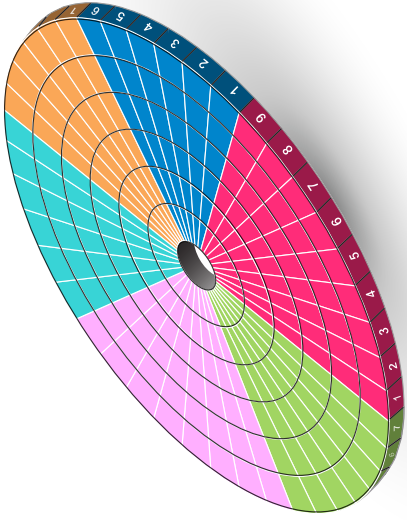
SUPPORT  
EXISTING COMMUNITIES

PROMOTE EQUITABLE,  
AFFORDABLE HOUSING





# PRINCIPLES & STATEMENTS



## Coordinate and leverage federal policies and investment

- 1 Housing, transportation and environmental policies are coordinated across agencies to support community goals.
- 2 Agencies use federal or other investments as catalysts for additional public and private investment to reinforce community plans.
- 3 Partnerships are extensively used as a tool to craft visions for future development, and to create and implement plans and policies that guide public and private investments.
- 4 Livability based collaboration mechanisms are in place to leverage federal policies and investments.
- 5 Agency resources are aligned towards joint livability outcomes.
- 6 New standards and design guidelines are developed to support the livability goals.

## Promote equitable, affordable housing

- 1 We reduce combined housing and transportation costs by integrating these combined costs into public policies, programs, and initiatives to support affordable housing.
- 2 Our land use and zoning policies are accommodating in providing for a mix of affordable housing types.
- 3 We have a development process that reduces the overall cost of housing by treating all development appropriate to types and scales.
- 4 We have policies and regulations in place that emphasize reduced land consumption for parking.
- 5 The housing in our multimodal communities is more attractive to buyers because of our strategies for affordable housing and access to transportation options.
- 6 We have strategies in place to reduce the development and utility costs of infill development.
- 7 Agencies have established a data driven process to provide multimodal transportation services to EJ communities.
- 8 There are policies in place to reduce the combined cost of transportation and housing.
- 9 There is a system in place that coordinates the location

## Provide more transportation choices

- 1 Our community provides transit and/or mobility management services to all members of the community that reduce automobile dependency.
- 2 An exemplary transit and/or mobility management service connects the rural communities with urban areas.
- 3 Agencies use strategies that reduce vehicle demand to avoid freeway widening.
- 4 The household transportation costs have decreased as a percentage of costs of living.
- 5 The percent share of transit and/or mobility management use is significantly increased.
- 6 Agencies use strategies that have significantly increased the use of walking and biking.
- 7 Agencies use strategies that increase travel reliability.
- 8 Transportation agencies follow least cost planning principles, which consider demand management solutions equally with strategies to increase capacity.

## Value Communities

- 1 We support an ongoing forum to exchange information and ideas to enhance the unique characteristics of neighborhoods that promote a vision.
- 2 Transportation and other investments are made in harmony with neighborhoods to support their vision and enhance community values.
- 3 Healthy community initiatives and community design considerations are integrated into all planning processes.
- 4 We have adopted a regional livability plan that integrates transportation, land use, housing, economic and environmental goals.
- 5 We have a program in place that brings engineers, enforcement, emergency response, and education to address personal and traffic safety concerns within neighborhoods.
- 6 We have in place a program that assesses and promotes neighborhood walkability.

# PRINCIPLES & STATEMENTS

(continued)

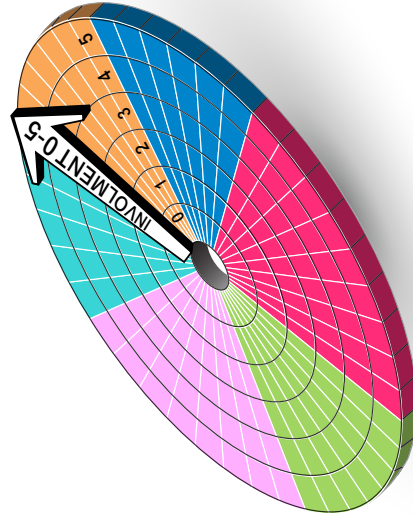
## Support existing communities

- 1 Our community uses an official collaborative process to identify community goals and needs.
- 2 We connect our mobility investments to enhance the social and cultural fabric of our existing neighborhoods.
- 3 Investments meet community priorities.
- 4 The community is empowered in the development and valuation of alternatives.
- 5 We have transportation and land use policies that support and safeguard rural landscapes.
- 6 We have a demonstrated process to expedite investments in existing communities.
- 7 We invest our federal, state, regional and/or local resources to maximize benefits to our established communities.

## Economic Competitiveness

- 1 Agencies use strategies that increase travel reliability.
- 2 Agencies use strategies that have decreased commute time.
- 3 Agencies have adopted flexible zoning requirements.
- 4 A coordinated, connected and efficient system for movement of freight is in place.
- 5 There are strategies in place to maintain the freight traffic travel time reliability at the highest level regardless of season, time of day or day of the week.
- 6 Agencies promote tourism in their policies and plans

# LEVEL OF INVOLVEMENT



Each statement provides a range of six potential responses. These responses represent the degree to which you agree with the statement from a personal, organizational, or community perspective.

The table below, provides possible interpretations of each response from each of the three perspectives. As a self assessment tool, any number of other interpretations is possible.

Response	Perspective (Select one)		
	PERSONAL	ORGANIZATIONAL	COMMUNITY
<b>0</b> = Unaware	This idea does not appear to assist with my professional capacity.	My organization is not currently interested in this idea.	This idea does not appear to be useful for my community.
<b>1</b> = Interesting – tell me more	This idea may improve my professional capacity.	This idea appears to have potential for enhancing my organization.	My community should pursue this idea.
<b>2</b> = Talking about it	I continue to investigate the personal usefulness of this idea.	We are considering pursuing this idea in my organization.	Members of my community are advocating for this idea.
<b>3</b> = Planning – partially in place	I am actively incorporating this idea into my profession.	Members of my organization are working to initiate this idea.	My community is mobilizing to implement this idea.
<b>4</b> = In place	This idea is integral to my daily professional practice.	We use this idea continually in my organization	My community uses this idea.
<b>5</b> = In place and monitoring	I regularly reflect on how to enhance this idea for my profession.	This idea serves as part of our organizational performance management process.	Community leaders monitor this idea and use the results in their decision making.



# **Livability Self-Assessment**

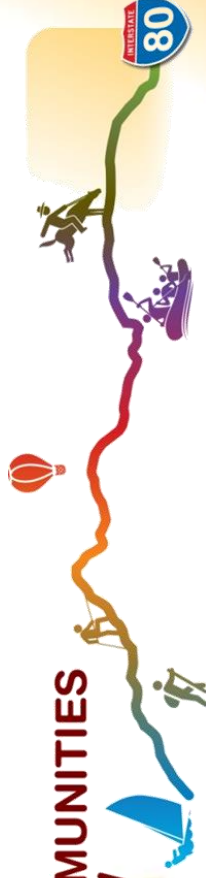
**Perry D. Gross, PhD, AICP**



# Topic Flow

- Partnership for Sustainable Communities
- Six Livability Principles
- Livability Principles Planning Implications
- Case Study – The I-80 Stakeholder Network
- The Potential Future of Livability Principles for Planning and Decision-Making

**EMPOWERING I-80 COMMUNITIES  
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# Partnership Agreement

- Enhance integrated planning and investment.
- Provide a vision for sustainable growth.
- Redefine housing affordability and make it transparent.
- Redevelop underutilized sites.
- Develop livability measures and tools.
- Undertake joint research, data collection, and outreach.
- Align HUD, DOT, and EPA programs.



# Partnership Home Page

The screenshot shows the homepage of the Partnership for Sustainable Communities website. The browser's address bar displays "www.sustainablecommunities.gov/#". The page features a blue header with the organization's logo and navigation tabs: Home, About Us, Map, Case Studies, Grants, Resources, and Get Involved. A search bar is located in the top right. The main content area includes a video player for a "Partnership Agencies Tour Little Rock" and a section titled "Sustainable Communities" with descriptive text. A quote from President Barack Obama is featured in a blue box. The footer contains a navigation bar with various application icons and the text "Developing more sustainable communities is important to our national goals of strengthening our economy." The system tray in the bottom right shows the date "3/10/2014" and time "4:03 PM".

Partnership for Sustainable Communities  
an interagency partnership HUD • DOT • EPA

Home About Us Map Case Studies Grants Resources Get Involved

Google Search

**Partnership Agencies Tour Little Rock**  
Officials from the Partnership Agencies visited Little Rock and North Little Rock to discuss how the cities are working with federal partners to improve the downtown area. Officials also heard from representatives from the East Arkansas Planning and Development District about the impact of federal investments in their region. View coverage of the tour [here](#) and [here](#). Watch the video of the presentation at the Clinton School of Public Service Speaker Series [here](#).

**Sustainable Communities**  
Sustainable communities are places that have a variety of housing and transportation choices, with destinations close to home. As a result, they tend to have lower transportation costs, reduce air pollution and stormwater runoff, decrease infrastructure costs, preserve historic properties and sensitive lands, save people time in traffic, be more economically resilient and meet market demand for different types of housing at different price points. Rural, suburban, and urban communities can all use sustainable communities strategies and techniques to invest in healthy, safe and walkable neighborhoods, but these strategies will look different in each place depending on the community's character, context, and needs.

Developing more sustainable communities is important to our national goals of strengthening our economy.

With help from the Partnership for Sustainable Communities, Bridgend, CT

By working together, HUD, DOT, and EPA can make sure that when it comes to development—housing, transportation, energy efficiency—these things aren't mutually exclusive; they go hand in hand. And that means making sure that affordable housing exists in close proximity to jobs and transportation. That means encouraging shorter travel times and lower travel costs. It means safer, greener, more livable communities.  
—President Barack Obama

With help from the Partnership for Sustainable Communities, Bridgend, CT

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# US HUD Sustainability Home Page

The screenshot shows the HUD Sustainability Home Page in a Firefox browser window. The browser's address bar displays the URL: [portal.hud.gov/hudportal/HUD?src=/program\\_offices/sustainable\\_housing\\_communities](http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities). The page header includes the HUD logo and the text "HUD.GOV U.S. Department of Housing and Urban Development Secretary Shaun Donovan". A navigation menu lists: HOME, PRESS ROOM, AUDIENCES, STATE INFO, PROGRAM OFFICES, TOPIC AREAS, ABOUT HUD, RESOURCES, and CONTACT US. The main content area features a section titled "Sustainable Housing and Communities" with a sub-header "Sustainable Communities Partnership Four Year Anniversary". It includes a photo of EPA Acting Administrator Persicaeppé, HUD Deputy Secretary Jones, and DOT Deputy Secretary Poivani participating in a Twitter town hall. A "LEARN MORE" button is present. Below this is an "Overview" section with the text: "The mission of the Office of Sustainable Housing and Communities is to create strong, sustainable communities by connecting housing to jobs, fostering local innovation, and helping to build a clean energy economy. In order to better connect housing to jobs, the office will work to coordinate federal housing and transportation investments with local land use decisions in order to reduce transportation costs for families, improve housing affordability, save energy, and increase access to housing and employment opportunities. By ensuring that housing is located near job centers and affordable, accessible transportation, we will nurture healthier, more inclusive communities which provide opportunities for people of all ages, incomes, races, and ethnicities to live, work, and learn together." To the right, there is a "In Their Voice" section with a photo of residents and the text: "Hear what Sustainability Grantees are saying about their projects Columbus, Ohio". A "Watch the videos" link is also visible. The browser's status bar at the bottom shows the time as 4:19 PM on 3/10/2014.

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The graphic features a stylized, colorful map of the I-80 corridor. The map is composed of various icons representing different aspects of community and infrastructure, including a hot air balloon, a person walking, a person on a bicycle, a person on a horse, a person on a boat, and a person on a train. The map is set against a background of a blue sky and a green landscape. The text "EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW" is written in a bold, sans-serif font at the bottom of the graphic.

# EPA Smart Growth Pages

U.S. ENVIRONMENTAL PROTECTION AGENCY

Smart Growth

Search: All EPA This Area Go

You are here: EPA Home » Office of Policy » Office of Sustainable Communities » Smart Growth » Newsroom » HUD-DOT-EPA Partnership for Sustainable Communities

## HUD-DOT-EPA Partnership for Sustainable Communities

In 2009, EPA, the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation formed the Partnership for Sustainable Communities to help communities improve access to affordable housing and transportation while protecting the environment.

- Updates
- Background
- Livability Principles
- Partnership Agreement
- Resources for Communities

Please see the Partnership for Sustainable Communities' grant page to learn about grants and other assistance opportunities.

### Updates

- **The Partnership for Sustainable Communities has launched a website, [www.sustainablecommunities.gov](http://www.sustainablecommunities.gov)**, to make it easy for communities to find resources and grant announcements and to learn about the Partnership's accomplishments. The website includes contact information for each agency's sustainable communities office, ongoing project updates for sustainable community grantees around the country, and recent news and grant information from the Partnership.
- **In June, 2012, the Partnership celebrated its third anniversary.** On the [White House blog](#), HUD Secretary Shaun Donovan, DOT Secretary Ray LaHood, and Administrator Lisa P. Jackson highlighted progress from Bridgeport, CT to Montgomery, AL. Read [Three Years of Helping Communities Achieve Their Visions for Growth and Prosperity](#) (18 pp, 4.27 MB, About PDF.)
- **On June 16, 2011, the Partnership celebrated its two-year anniversary.** On the [White House blog](#), Secretary Shaun Donovan, Secretary Ray LaHood, and Administrator Lisa P. Jackson wrote about the Partnership's accomplishments and shared the stories of two communities receiving Partnership assistance: Ranson, West Virginia, and the Fairmount Corridor in Boston. EPA press release: [EPA, HUD, DOT Mark Partnership for Sustainable Communities Second Anniversary](#)
- **On October 21, 2010, Director of the White House Policy Council Melody Barnes, EPA Administrator Lisa Jackson, DOT Secretary Ray LaHood, and HUD Secretary Shaun Donovan held a joint press conference to highlight the grants and other assistance recently announced by the Partnership agencies.** White House press release: [Partnership for Sustainable Communities Awards Grants to Build Infrastructure Nationwide](#)  
White House blog post: [Building Stronger, Sustainable Communities Through Strategic Coordination](#)  
DOT press release: [HUD and DOT Award \\$68 Million to Create Sustainable Livable Communities](#)  
EPA press release: [Secretary LaHood Announces More Than 70 Innovative Transportation Projects Competitively Funded Under TIGER II](#)  
Press release: [EPA to Provide Technical Assistance on Sustainable Growth and Development](#)  
Press release: [EPA Awards \\$4 Million For Brownfields](#)  
HUD press release: [HUD Awards Nearly \\$100 Million in New Grants to Promote Smarter and Sustainable Planning for Jobs and Economic Growth](#)

### Partnership Publications

- [Maryland Clean Water State Communities Pilot Project Report \(PDF\)](#) (15 pp, 227 K, About PDF)
- [Partnership for Sustainable Communities: Three Years of Helping Communities Achieve Their Visions for Growth and Prosperity \(PDF\)](#) (18 pp, 4.27 MB, About PDF)
- [Supporting Sustainable Rural Communities](#)
- [Partnership in Action February 2011 \(PDF\)](#) (2 pp, 558K)
- [Partnership for Sustainable Communities: Supporting Environmental Justice and Equitable Development \(PDF\)](#) (4 pp, 65K, About PDF)
- [Partnership for Sustainable Communities: A Year of Progress for American](#)

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9:40 AM 3/12/2014



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# US DOT Sustainability Policy Pages

The screenshot shows a Firefox browser window displaying the US DOT website. The address bar shows the URL [www.dot.gov/livability/101](http://www.dot.gov/livability/101). The page header includes the US DOT logo and navigation links: Home > Policy Initiatives > Livability. A search bar is located in the top right. The main content area features a sidebar with a table of contents and a main text area with a list of six principles of livability. A 'Contact Us' section is at the bottom right.

Livability
<b>Livability 101</b>
Grants and Programs
What Can I Do?
Case Studies
FAQs
Agency Roles

## Livability 101

### Six Principles of Livability

Fostering livable communities—places where coordinated transportation, housing, and commercial development gives people access to affordable and environmentally sustainable transportation—is a transformational policy shift for DOT. Over the last 50 years, transportation spending has often been poorly coordinated with other infrastructure investments resulting in auto-dependent residential communities where access to job opportunities and key amenities is inadequate and expensive. Our livable communities initiative addresses these and other related issues to show how we will pursue coordinated, place-based policies and investments that increase transportation choices and access to public transportation services for all Americans.

- **Provide more transportation choices** to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.
- **Expand location- and energy-efficient housing choices** for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- **Improve economic competitiveness of neighborhoods** by giving people reliable access to employment centers, educational opportunities, services and other basic needs.
- **Target federal funding toward existing communities** – through transit-oriented and land recycling – to revitalize communities, reduce

**Contact Us**  
**Office of Safety, Energy and the Environment**  
Asst. Secretary for Transportation Policy  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Phone: (202) 366-4416  
TTY/Assistive Device: (800) 877-8339

Business Hours:  
8:30am-5:00pm ET, M-F

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# Provide more transportation choices

## Partnership

Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

## US DOT

- **Provide** more transportation choices to decrease household transportation costs, reduce our **dependence on oil**, improve air **quality and promote** public health.

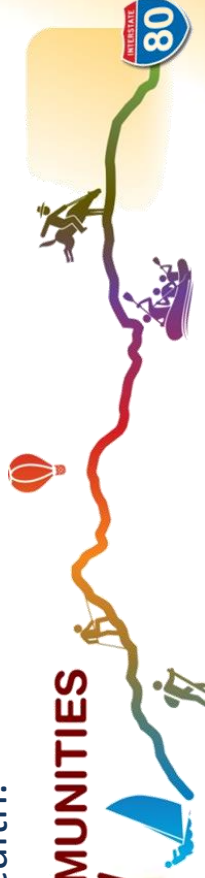
## US HUD

1. Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

## EPA

- Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

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# Promote equitable, affordable housing

## Partnership

Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

## US DOT

- Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

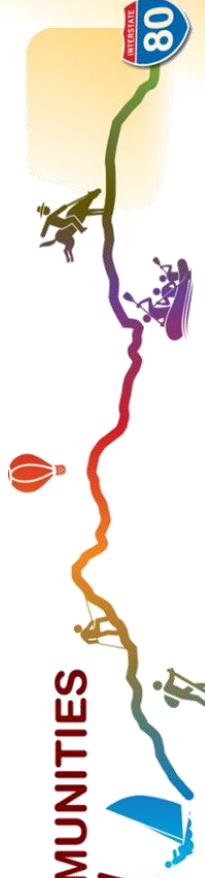
## US HUD

2. Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

## EPA

- Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

**EMPOWERING I-80 COMMUNITIES  
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# Enhance economic competitiveness

## Partnership

- Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

## US DOT

- Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services and other basic needs. **NO MENTION OF BUSINESS**

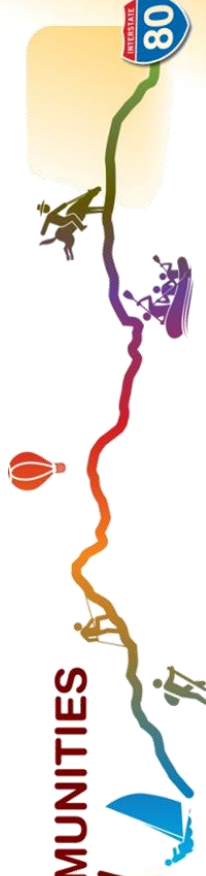
## US HUD

3. Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

## EPA

- Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

**EMPOWERING I-80 COMMUNITIES  
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# Support existing communities

## Partnership

Support existing communities. Target federal funding toward existing communities—through strategies like transit-oriented, **mixed-use development** and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

## US DOT

- Target federal funding toward existing communities – through transit-oriented and land recycling – to revitalize communities, **reduce public works costs**, and safeguard rural landscapes.

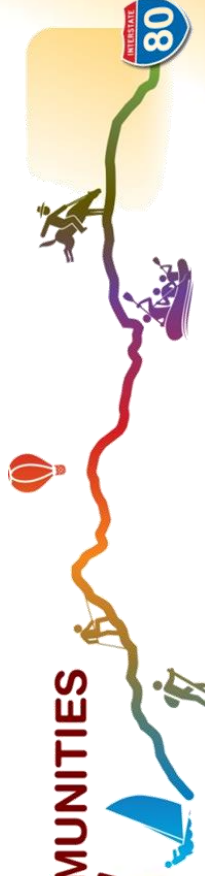
## US HUD

4. Support existing communities. Target federal funding toward existing communities—through such strategies as transit-oriented, mixed-use development and land...

## EPA

- Support existing communities. Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land....

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# Coordinate and leverage federal policies and investment

## Partnership

Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including *making smart energy choices such as locally generated renewable energy.*

## US DOT

- Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.

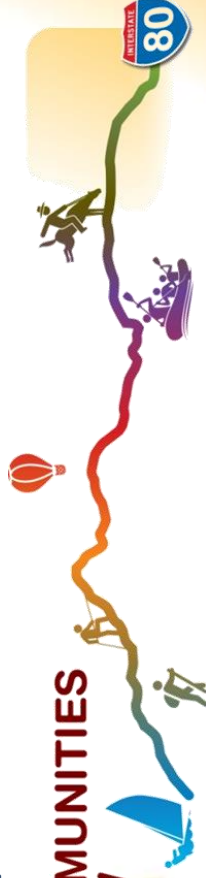
## US HUD

5. Coordinate policies and leverage investment. Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness...

## EPA

- Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness...

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# Value communities and neighborhoods

## Partnership

Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

## US DOT

- Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.

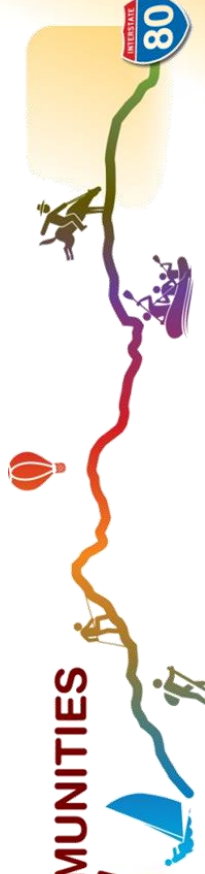
## US HUD

6. Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

## EPA

- Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

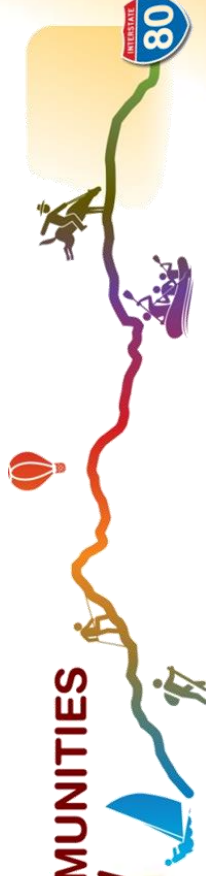
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# Comparison - origins

- US DOT
  - 1966 Congressional act under Johnson’s Great Society – many diverse preceding initiatives
- US HUD
  - Cabinet level position in 1965 – principally a housing agency previously
- EPA
  - 1970 Congressional act under Nixon – given cabinet level position but not required

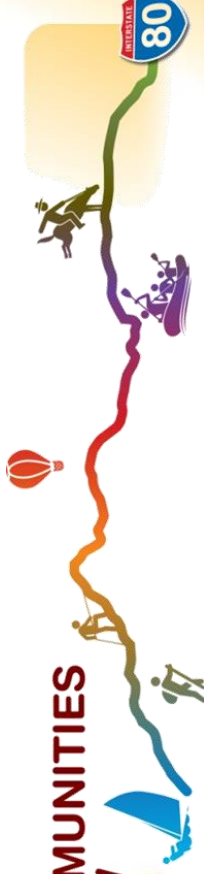
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# Comparison - employees

- US DOT
  - 58,600 employees with an engineering/technical tradition and culture
- US HUD
  - 10,500 employees with a housing business and social service tradition and culture
- EPA
  - 17,000 employees with a scientific/technical traditions and culture

**EMPOWERING I-80 COMMUNITIES  
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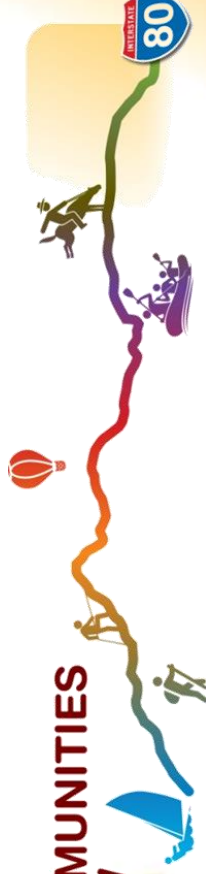




# Comparison - resources

- US DOT
  - \$79 Billion per fiscal year
- US HUD
  - \$48.5 Billion per fiscal year
- EPA
  - \$8.7 Billion per fiscal year

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# Livability Principles case study

Firefox | I-80 Corridor System Master Plan | www.i80vision.org | Most Visited | Getting Started | Save page as PDF

Search this site

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### I-80 Corridor System Master Plan

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  - I-80 Corridor Resources
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  - Planning Task Force
  - Technical Task Force
- Working Groups
  - Energy Infrastructure
  - Freight and Logistics
  - GIS Across the States
  - Maintenance
  - Managed Lanes/Tolling
  - MAP 21
  - Mobility/Operation
  - Program/Project Delivery
  - Collaborative Planning
  - Rural Planning
  - Safety
  - Tourism
  - Truck Parking
  - Wildlife Crossings
- Participation Tracker

Contents

- 1 Study overview:
- 2 Study timeline:
- 3 Study goals:
- 4 Study objectives
- 5 Livability Principles
- 6 Details

Please join the rest of the I-80 Stakeholder Network in exploring the GIS online environment. This powerful tool will assist all of us in our work to enhance the corridor and communities.

[I-80 GIS Maps](#)

Check out the latest I-80 Stakeholder Network eblast newsletter! Watch for this and other study updates in your email inbox, which will provide timely information about the ongoing work of the I-80 Stakeholder Network as well as additional information of interest to network participants.

[Visit us on YouTube!](#)  
Click above for our latest podcast!

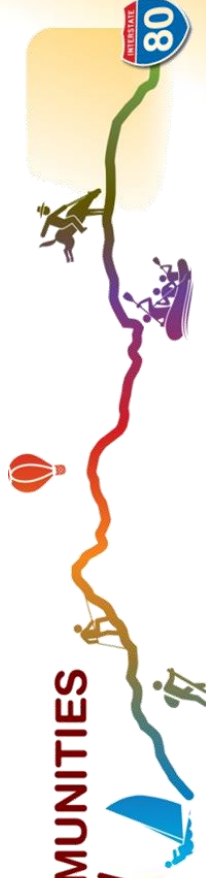
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12:11 PM 3/12/2014

# Brief background

- Diverse four state Interstate 80 corridor study; CA, NV, UT, and WY
- Began in April 2012 with a goal of generating an ongoing group dialogue
- First 6 months spent identifying stakeholders and organizing
- Next 6 months recruiting stakeholders and beginning individual, diverse dialogues
- Last 12 months in 8 focused discussions

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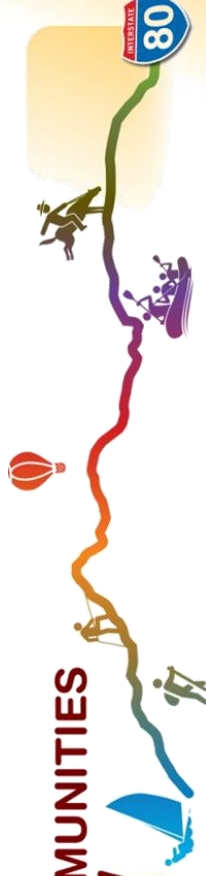


# Livability Principles inside the broader

## dialogue

- Initial efforts focused on independently evaluating existing planning documents for livability concepts
- Little success because livability language is different (and plans vary greatly across 4 states and levels of governance)
- Initial Working Group discussions revealed continuing stakeholder confusion about what livability principles imply for their individual situation

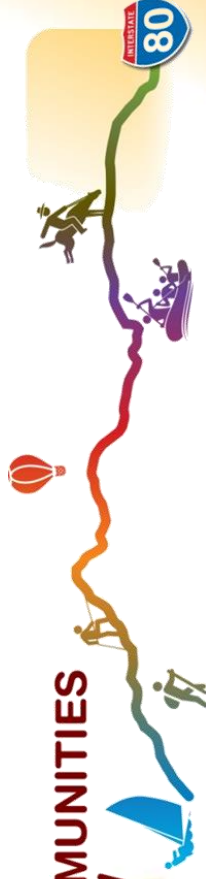
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# Changing course – self assessment

- There was the realization that the complexity of Livability Principles and implications required an individual, personal approach
- Decided to use a modified self-assessment approach (self assessment is an interesting internet search item)
- Broad use: physical and mental health; all levels of education; cultural competence; employee performance; performance review; among other

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# Livability self-assessment

## development approach

- Identify unique, individual indicator statements for each Livability Principle translated from native language
  - Generate a broad understanding of the Principle's implications
- Develop a descriptive range of responses
  - Robust responses that work across a range of situations
- Establish a framework for self-assessment
  - Understandable relationships between statement assessment and outcome results

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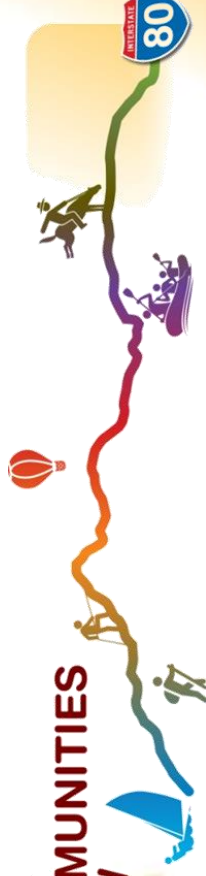


# Indicator statements

## Value Communities

1. We support an ongoing forum to exchange information and ideas to enhance the unique characteristics of neighborhoods that promote a vision.
2. Transportation and other investments are made in harmony with neighborhoods to support their vision and enhance community values.
3. Healthy community initiatives and community design considerations are integrated into all planning processes.
4. We have adopted a regional livability plan that integrates transportation, land use, housing, economic and environmental goals.
5. We have a program in place that brings engineers, enforcement, emergency response, and education together to address personal and traffic safety concerns within neighborhoods.
6. We have in place a program that assesses and promotes neighborhood walkability.

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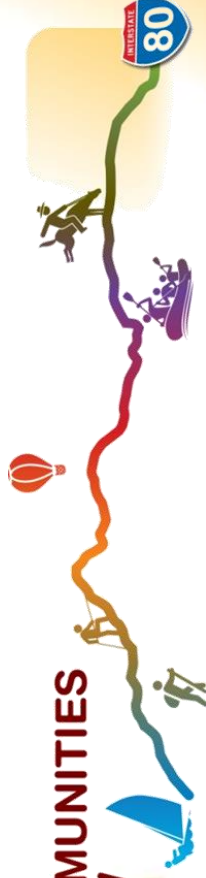


# Response metrics

## Qualitative rating scale for livability self assessment

- 0. Unaware (We don't care)
- 1. Interested/Need more information
- 2. Talking About
- 3. Planning/Partially In Place
- 4. In Place
- 5. In Place and Monitoring

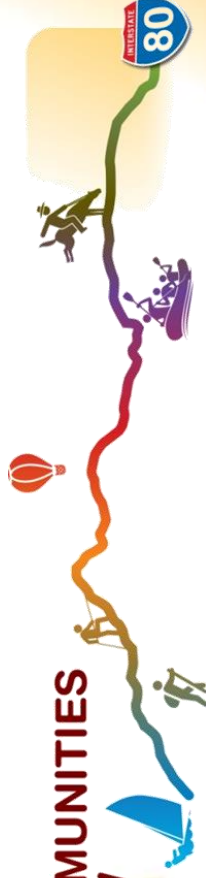
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# Self-assessment framework/process

- Response perspective
  - Personal
  - Organizational
  - Community
- Online interactive data collection tool
  - Each principle an individual session
- Recruit interested respondents
- Online recruitment to establish baseline for the self-assessment

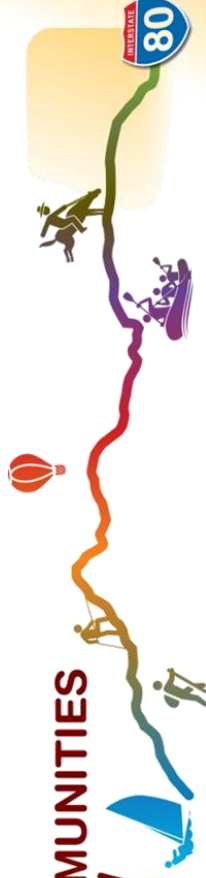
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# Self-assessment framework/process

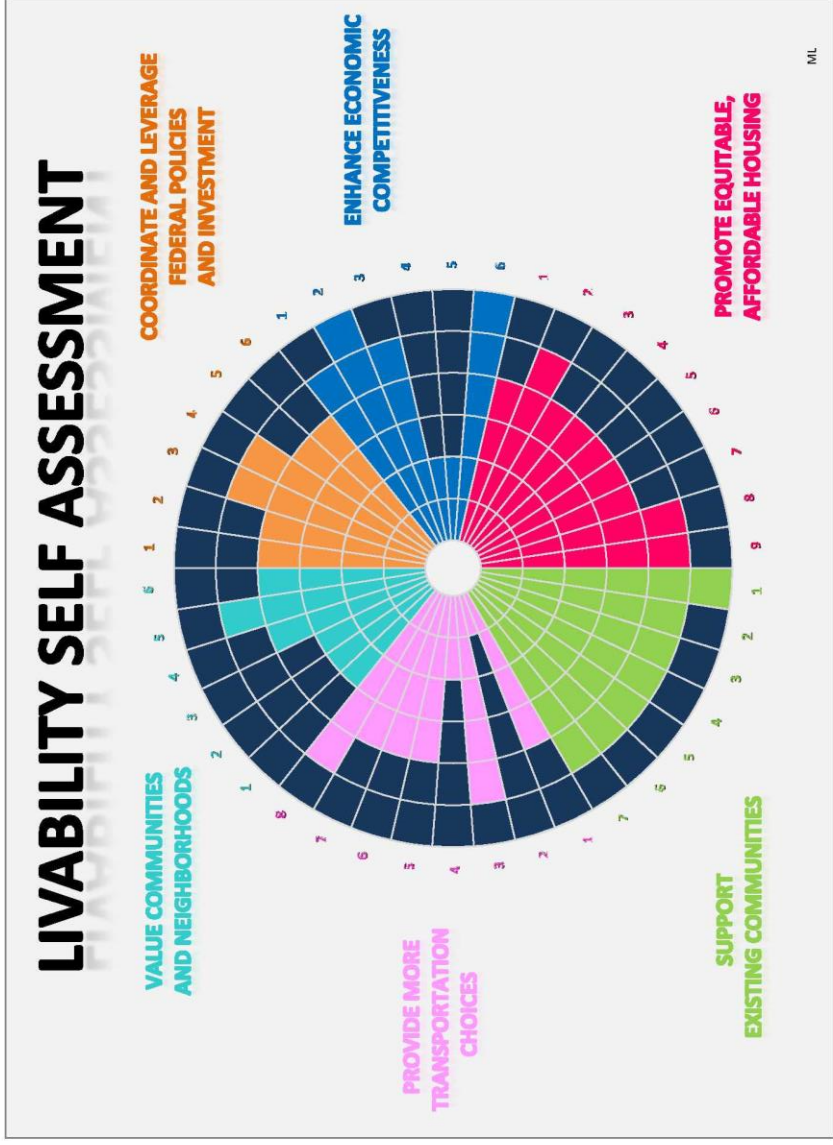
- Based on initial feedback from respondents, established group response webinars
  - This reinforced our sense of the complex and interactive nature of the language
- Compile data into a “Rose Diagram”
  - An instinctive visual representation of complex information for broad understanding
- Organize assessment results and feedback to participants for further reflection and action

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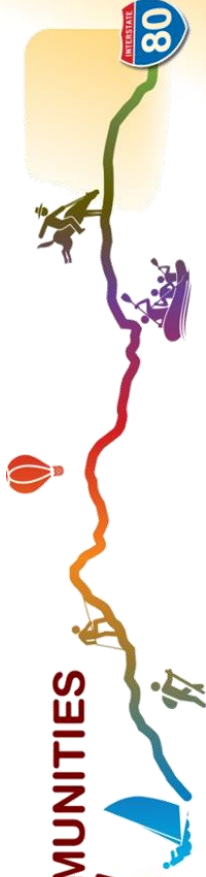




# Self-assessment results



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# Result explanation 1

## Livability Self-Assessment for

Mike Lawson

The I-80 Corridor System Master Plan (CSMP) Study embraces the six guiding principles developed by the partnership for Sustainable Communities, an interagency partnership between the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). The six principles shown to the right were developed to enhance community initiatives.

The livability self assessment you completed provides you with the opportunity to reflect on how the livability principles help shape vibrant and resilient communities. An affirmation statement is one that expresses a desired or existing situation. The six livability principles themselves are affirmation statements that provide guidance for action. The individual affirmation statements (on the following page) in the self assessment you completed represent current "best practice" initiatives for achieving each of the six livability principles.

Your complete self assessment is attached along with a guide to interpret the results.



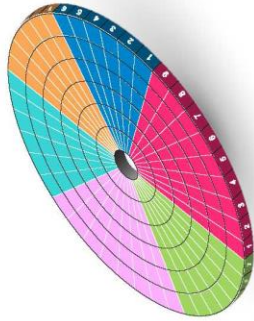
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# Result explanation 2

## PRINCIPLES & STATEMENTS



### Provide more transportation choices

- 1 Our community provides transit and/or mobility management services to all members of the community that reduce automobile dependency.
- 2 An exemplary transit and/or mobility management service connects the rural communities with urban areas.
- 3 Agencies use strategies that reduce vehicle demand to avoid freeway widening.
- 4 The household transportation costs have decreased as a percentage of costs of living.
- 5 The percent share of transit and/or mobility management use is significantly increased.
- 6 Agencies use strategies that have significantly increased the use of walking and biking.
- 7 Agencies use strategies that increase travel reliability.
- 8 Transportation agencies follow least cost planning principles, which consider demand management solutions equally with strategies to increase capacity.

### Coordinate and leverage federal policies and investment

- 1 Housing, transportation and environmental policies are coordinated across agencies to support community goals.
- 2 Agencies use federal or other investments as catalysts for additional public and private investment to reinforce community plans.
- 3 Partnerships are extensively used as a tool to craft visions for future development, and to create and implement plans and policies that guide public and private investments.
- 4 Livability based collaboration mechanisms are in place to leverage federal policies and investments.
- 5 Agency resources are aligned towards joint livability outcomes.
- 6 New standards and design guidelines are developed to support the livability goals.

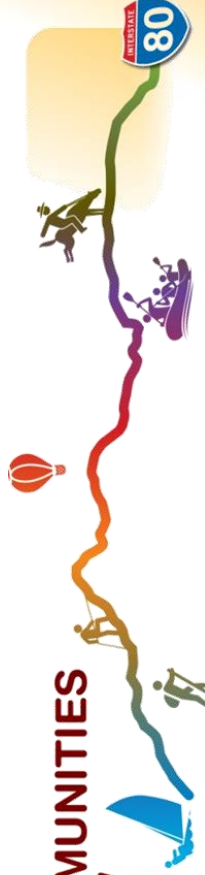
### Value Communities

- 1 We support an ongoing forum to exchange information and ideas to enhance the unique characteristics of neighborhoods that promote a vision.
- 2 Transportation and other investments are made in harmony with neighborhoods to support their vision and enhance community values.
- 3 Healthy community initiatives and community design considerations are integrated into all planning processes.
- 4 We have adopted a regional livability plan that integrates transportation, land use, housing, economic and environmental goals.
- 5 We have a program in place that brings engineers, enforcement, emergency response, and education to address personal and traffic safety concerns within neighborhoods.
- 6 We have in place a program that assesses and promotes neighborhood walkability.

### Promote equitable, affordable housing

- 1 We reduce combined housing and transportation costs by integrating these combined costs into public policies, programs, and initiatives to support affordable housing.
- 2 Our land use and zoning policies are accommodating in providing for a mix of affordable housing types.
- 3 We have a development process that reduces the overall cost of housing by treating all development appropriate to types and scales.
- 4 We have policies and regulations in place that emphasize reduced land consumption for parking.
- 5 The housing in our multimodal communities is more attractive to buyers because of our strategies for affordable housing and access to transportation options.
- 6 We have strategies in place to reduce the development and utility costs of infill development.
- 7 Agencies have established a data driven process to provide multimodal transportation services to EJ communities.
- 8 There are policies in place to reduce the combined cost of transportation and housing.
- 9 There is a system in place that coordinates the location

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# Result explanation 3

## PRINCIPLES & STATEMENTS (continued)

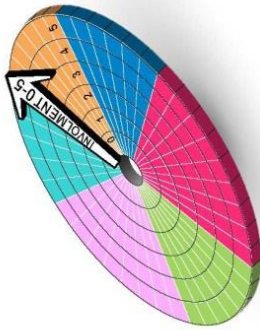
### Support existing communities

- 1** Our community uses an official collaborative process to identify community goals and needs.
- 2** We connect our mobility investments to enhance the social and cultural fabric of our existing neighborhoods.
- 3** Investments meet community priorities.
- 4** The community is empowered in the development and valuation of alternatives.
- 5** We have transportation and land use policies that support and safeguard rural landscapes.
- 6** We have a demonstrated process to expedite investments in existing communities.
- 7** We invest our federal, state, regional and/or local resources to maximize benefits to our established communities.

### Economic Competitiveness

- 1** Agencies use strategies that increase travel reliability.
- 2** Agencies use strategies that have decreased commute time.
- 3** Agencies have adopted flexible zoning requirements.
- 4** A coordinated, connected and efficient system for movement of freight is in place.
- 5** There are strategies in place to maintain the freight traffic travel time reliability at the highest level regardless of season, time of day or day of the week.
- 6** Agencies promote tourism in their policies and plans

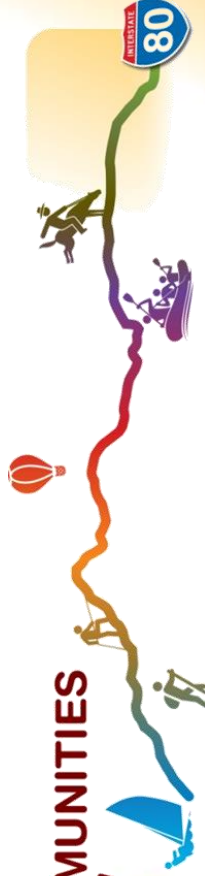
## LEVEL OF INVOLVEMENT



Each statement provides a range of six potential responses. These responses represent the degree to which you agree with the statement from a personal, organizational, or community perspective. The table below, provides possible interpretations of each response from each of the three perspectives. As a self assessment tool, any number of other interpretations is possible.

Response	Perspective (Select one)		
	PERSONAL	ORGANIZATIONAL	COMMUNITY
<b>0</b> = Unaware	This idea does not appear to assist with my professional capacity.	My organization is not currently interested in this idea.	This idea does not appear to be useful for my community.
<b>1</b> = Interesting – tell me more	This idea may improve my professional capacity.	This idea appears to have potential for enhancing my organization.	My community should pursue this idea.
<b>2</b> = Talking about it	I continue to investigate the personal usefulness of this idea.	We are considering pursuing this idea in my organization.	Members of my community are advocating for this idea.
<b>3</b> = Planning – partially in place	I am actively incorporating this idea into my profession.	Members of my organization are working to initiate this idea.	My community is mobilizing to implement this idea.
<b>4</b> = In place	This idea is integral to my daily professional practice.	We use this idea continually in my organization.	My community uses this idea.
<b>5</b> = In place and monitoring	I regularly reflect on how to enhance this idea for my profession.	This idea serves as part of our organizational performance management process.	Community leaders monitor this idea and use the results in their decision making.

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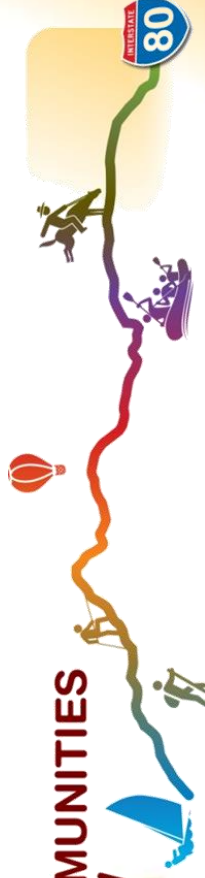




# Response perspective statements

Response	Perspective (Select one)		
	PERSONAL	ORGANIZATIONAL	COMMUNITY
<b>0</b> = Unaware	This idea does not appear to assist with my professional capacity.	My organization is not currently interested in this idea.	This idea does not appear to be useful for my community.
<b>1</b> = Interesting – tell me more	This idea may improve my professional capacity.	This idea appears to have potential for enhancing my organization.	My community should pursue this idea.
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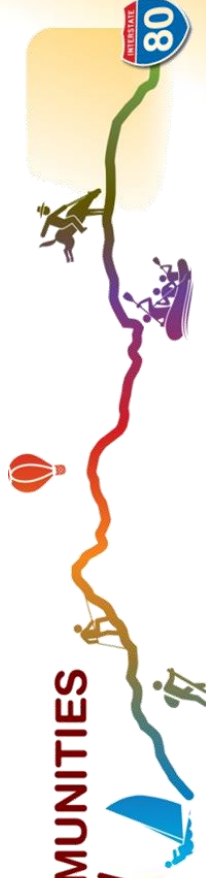
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# What I think this means...

- Livability principles provide the type of metrics that advance the performance measurement initiative
- Institutions have significant legacy issues from traditional “silo” operations
- Interpretation of performance measurement data implications requires thoughtfulness
- Livability principles apply at all scales of human habitation

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# Institute of Transportation Engineers

A Community of Transportation Professionals



## Winter E-Newsletter

Transportation Planning Council  
Winter 2013

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Dynamics through  
Livability Principles**

**2013 Transportation  
Planning Council Best  
Project Award**

**Transportation Planning  
Council Best Project  
Award**

**Transportation Planning  
Council Best Project  
Award**

**Transportation Planning  
Council Best Program  
Award**

**Welcome to New  
Members!**

### Chairman's Message

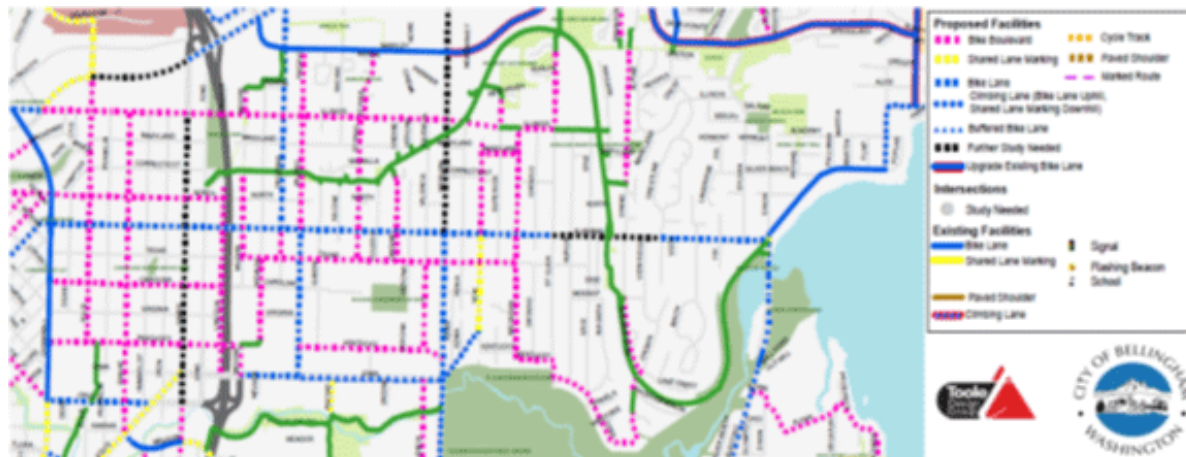
Happy Holidays! I appreciate the opportunity to be the new Chair of the Transportation Planning Council Executive Committee, following the outstanding leadership of Brad Strader, TPC's Chair for the past three years. Brad set a wonderful tone for the council by improving connections between the TPC and the broader ITE community, expanding geographic representation on the executive council, pushing new best practices out to the ITE membership, and empowering members to lead initiatives. Thank you, Brad, for your dedication to ITE and its membership.

A topic important to ITE (and Brad specifically) has been the emphasis on helping transportation planners and traffic engineers understand what it takes to be successful in their careers. A core element of understanding success resides within the environment in which the professional works. Success is not "one size fits all" by definition, as planners and engineers work in urban, suburban, rural, and small town environments. Our line of work includes many perspectives, measures, and cultures. This newsletter's topic, land use and transportation, targets this core element and provides interesting examples from a variety of perspectives.

As we move forward into 2014, I hope to continue to improve the executive council's representation so that new best practices, conference sessions, and webinars reflect the challenges and opportunities from such a wide variety of environments and cultures.

2013 Executive Committee

south of Alabama, and only to Interstate 5, which is the biggest mobility barrier in the city. West of Interstate 5, a bicycle boulevard option is available on both the north and south side of Alabama, but a crossing of Interstate 5 is only available on the north side of Alabama.



**Figure 3. Bicycle boulevards parallel to Alabama will improve bicycle mobility.**

Bellingham transportation planners are in the process of wrapping up the Alabama Corridor alternative analysis by weaving multiple layers of neighborhood, land use, and transportation planning together into a recommendation for safety improvements that will improve neighborhood connectivity and quality of life for people whose daily lives are affected by the high volumes of vehicle traffic on the busy Alabama corridor.

A four-to-three lane road diet can be implemented on the western third of the corridor, which allows for the addition of bike lanes and pedestrian crossings with flashing crosswalks and center lane refuges. On the east end, reconfiguration of the existing four travel lanes into two eastbound lanes and one westbound lane will accommodate the evening peak traffic demands, while offering the added benefit of a two-way left turn lane to help reduce collisions and to enhance pedestrian, transit, and bicycle crossings with flashing crosswalks and center lane refuges. Bike lanes cannot be supported with this reconfiguration on the east end, but the new crossings will help to support mobility with bicycle boulevards across and parallel to Alabama Street. A road diet cannot be supported in the center section of the Alabama corridor without significant negative impacts to both vehicular and transit needs. Without the benefit of center lane refuges, High Intensity Activated Crosswalk (HAWK) signals will need to be installed to provide safe crossing treatments for pedestrians, transit riders, and bicyclists. All of the recommended crossing locations are consistent with Neighborhood Plans, the Pedestrian and Bicycle Master Plans, and the location of WTA's transit bus stops along Alabama Street.

Please contact Chris Comeau at (360) 778-7946 or [ccomeau@cob.org](mailto:ccomeau@cob.org) with questions.

## Exploring Land Use and Transportation Planning Dynamics through Livability Principles

*Danja Petro, PTP*  
Principal Analyst/Planner, Atkins



*Perry D. Gross  
Principal Analyst/ Planner, Atkins*

The relationships between land-use, transportation, and the eventual built form are complex and interrelated. Recent planning efforts have focused on ways to overcome the long-standing separation of land-use and transportation planning authorities. Essentially, land-use decisions are the purview of the local jurisdictions, often made to maximize potential fiscal revenues. Transportation decision-making and investments undertaken by public works, transit agencies, metropolitan planning organizations, and departments of transportation are often viewed as supporting land-use decisions. This approach has many unintended consequences such as leapfrog development and inequitable public works investment strategies. Perhaps a better path moving forward would be to explore the true complex, interrelated nature of land use and transportation.

The Partnership for Sustainable Communities has generated one avenue for exploring land-use and transportation dynamics: six livability principles. The U.S. Department of Transportation, U.S. Department of Housing and Urban Development, and U.S. Environmental Protection Agency formed a collaborative partnership in 2009 to better address the future of communities throughout the country. Together they developed six livability principles to help guide these efforts. These principles incorporate a wide range of ideas and initiatives across an equally diverse range of professional practice domains. The remainder of this article explores specific principles and their relationship to land-use and transportation planning as observed by stakeholders in the multistate I-80 Corridor System Master Plan (CSMP) Study between San Francisco, California and Cheyenne, Wyoming.

The I-80 Stakeholder Network identified livability principles as a guiding framework for planning the future of corridor communities and ultimately transportation investments. Stakeholders quickly discovered the language of livability principles differs slightly from traditional land-use and transportation planning language. For example, two principles focus on existing communities:

- Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.
- Support existing communities. Target federal funding toward existing communities, through strategies like transit oriented, mixed-use development, and land recycling, to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

These two principles target unintended consequences of the traditional land-use and transportation planning paradigm. For example, it is often noted that older, existing neighborhoods tend to generate revenues that support infrastructure expansion in newer neighborhoods.

Two additional livability principles focus on strategies to support neighborhoods. They are:

- Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Combined housing and transportation costs are recognized as the critical household budget components that often best explain other aspects of households. When housing and transportation costs find balance within communities, there is often a corresponding sense of community vitality. Ultimately, these four livability principles focusing on communities are in support of:

- Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

The sixth and final livability principle advocates for collaborative decision-making among all stakeholders.

- Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Members of the I-80 Stakeholder Network determined that the best approach to integrating livability into the planning process was through a self-assessment tool. This tool is organized with a series of best practice statements identified and edited by the study support team, as seen below.

#### Value Communities

- We support an ongoing forum to exchange information and ideas to enhance the unique characteristics of neighborhoods that promote a vision.
- Transportation and other investments are made in harmony with neighborhoods to support their vision and enhance community values.

#### Support existing communities

- Investments meet community priorities.
- The community is empowered in the development and evaluation of alternatives.
- We have a demonstrated process to expedite investments in existing communities.

This approach highlights one interesting underlying dynamic. Professionals often advocate certain "solutions" to perceived "problems" without fully exploring community perspectives.

#### Promote equitable, affordable housing

- Our land use and zoning policies are accommodating in providing for a mix of affordable housing types.
- We have a development process that reduces the overall cost of housing by treating all development appropriate to types and scales.
- We have policies and regulations in place that emphasize reduced land consumption for parking.

#### Provide more transportation choices

- Agencies use strategies that have significantly increased the use of walking and biking.
- Transportation agencies follow least cost planning principles, which consider demand management solutions equally with strategies to increase capacity.

These best practices advance the notion that public policy and planning practices should strive for the widest range of flexibility possible. However, with greater flexibility comes greater accountability which is reflected in best practices for coordination.

#### Coordinate and leverage federal policies and investment

- Agencies use federal or other investments as catalysts for additional public and private investment to reinforce community plans.
- Partnerships are extensively used as a tool to craft visions for future development, and to create and implement plans and policies that guide public and private investments.
- Livability based collaboration mechanisms are in place to leverage federal policies and investments.

The stakeholders' initial impression of best practices points to the need for engagement and collaboration beginning at the community level. Ultimately, the I-80 Stakeholder Network's experiences with livability principles indicate that a new perspective of land use and transportation planning may be emerging. This new perspective values the local knowledge of communities, strives for flexibility to meet community needs, and accepts the increased accountability for this flexibility. This is just one initial insight generated from our livability self-assessment reflective practice, with many more likely.

Please contact the contributing authors, Danja Petro at [danja.petro@atkinsglobal.com](mailto:danja.petro@atkinsglobal.com) and Perry Gross at [perry.gross@atkinsglobal.com](mailto:perry.gross@atkinsglobal.com).

## 2013 Transportation Planning Council Best Project Award

We are pleased to announce the winner and runners-up for the 2013 ITE Transportation Planning Council Award for Best Project:

#### Winner:

San Antonio Downtown Transportation Study  
*Capital Improvement Management Services (CIMS) Department, City of San Antonio, TX*

#### Runners-Up:

Countywide Roundabout Preservation Plan  
*Ada County Highway District, Idaho*

#### Transportation 2040

*Transportation Division, City of Vancouver, British Columbia*

#### **San Antonio Downtown Transportation Study**

*Kerri M. Collins, P.E., PTOE, Vice President, Transportation Planning, Pape-Dawson Engineers*

*Luis E. Maltos, P.E., Capital Programs Manager, CIMS, City of San Antonio*

*James M. Daisa, P.E., Senior Project Manager, Kimley-Horn and Associates*

The Downtown Transportation Study (DTS) was commissioned by the City of San Antonio and approved by City Council on November 1, 2012 in support of Mayor Julián Castro's vision for a more vibrant downtown. Pape-Dawson Engineers was the prime consultant for the \$1.2 million project. Other consultants with significant roles included Arup, Rialto Studio, PPS, UrbanBiology, and Ximenes & Associates. The DTS introduces innovative, real solutions to improve the downtown environment for all