HOW TO USE GOTOWEBINAR

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ADVANCING PREVENTION PROJECT
HOW TO USE GOTOWEBINAR

Open and hide your control panel

Submit questions and comments via the Questions/Chat panel

Note: Today’s presentation is being recorded and will be distributed at a later date.

If you have any technical questions or problems please contact:

Ellie DeGarmo
edegarmo@nyam.org
AGENDA

1) Brief Introduction & Housekeeping
2) Presentation with mini Q & A after each section
3) Partner Spotlight from Chautauqua County
4) Final Question & Answer session
5) Next Steps
ABOUT THE ACADEMY

Current priorities:

• Healthy Aging
• Disease Prevention
• Eliminating Health Disparities
ABOUT THE ADVANCING PREVENTION PROJECT

The APP supports the implementation of the NYS Prevention Agenda plans in the priority area of Preventing Chronic Disease.

Select focus areas:

- Complete Streets
- Health Communications
- Nutrition Standards in Community Settings
- Evaluation

www.advancingpreventionproject.org
ABOUT THE ADVANCING PREVENTION PROJECT

Our staff:

Diane Kolack
Ellie DeGarmo
Michele Calvo
This is your space:

• Online learning sessions
• Monthly webinars
• Access to the Academy and content experts

In return:

• **Come willing to share best practices, discuss common problems, collaborate, and create solutions**
VERONICA VAN TERPOOL

In addition to her success with the passage of NYS’ Complete Streets law, Veronica has worked closely with agency commissioners, elected officials, and civic partners on eliminating inequities in the transit network, addressing environmental challenges, and building more resilient communities.
Session 2

COMPLETE STREETS LEARNING COLLABORATIVE
PARTICIPANT COUNTIES

Source: http://diymaps.net/ny.htm
Shared Issues: Intake Calls

1. Addressing Varying Constituencies
2. Funding: Preparation and Opportunities
3. Promoting Economic Benefits
1. CONSTITUENCIES
When Targeting Constituencies

1. Explain the 5 W’s
   *(Who, What, Where, When, Why)*

2. Gather data (gov’t, research, advocacy groups) to support 5W’s

3. Craft a clear message
Start with Data: Government

<table>
<thead>
<tr>
<th>Age and Sex</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Persons under 5 years, percent, July 1, 2016, (V2016)</td>
<td>5.9%</td>
</tr>
<tr>
<td>Persons under 5 years, percent, April 1, 2010</td>
<td>6.0%</td>
</tr>
<tr>
<td>Persons under 18 years, percent, July 1, 2016, (V2016)</td>
<td>21.2%</td>
</tr>
<tr>
<td>Persons under 18 years, percent, April 1, 2010</td>
<td>22.3%</td>
</tr>
<tr>
<td>Persons 65 years and over, percent, July 1, 2016, (V2016)</td>
<td>15.4%</td>
</tr>
<tr>
<td>Persons 65 years and over, percent, April 1, 2010</td>
<td>13.5%</td>
</tr>
</tbody>
</table>

Higher than U.S. 15.2%

Source: Census Quick Facts: New York
https://www.census.gov/quickfacts/NY
## Data Sources: Government

**Traffic Safety Performance (Core Outcome) Measures* For New York**

<table>
<thead>
<tr>
<th>Core Outcome Measures</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Fatalities</strong></td>
<td></td>
</tr>
<tr>
<td>Total (C-1)</td>
<td>1,332</td>
</tr>
<tr>
<td>Rural</td>
<td>672</td>
</tr>
<tr>
<td>Urban</td>
<td>660</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
</tr>
<tr>
<td><strong>Fatalities Per 100 Million VMT</strong></td>
<td></td>
</tr>
<tr>
<td>Total (C-3)</td>
<td>0.97</td>
</tr>
<tr>
<td>Rural</td>
<td>1.99</td>
</tr>
<tr>
<td>Urban</td>
<td>0.64</td>
</tr>
<tr>
<td><strong>Passenger Vehicle Occupant Fatalities (All Seat Positions)</strong></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>789</td>
</tr>
<tr>
<td>Restrained</td>
<td>414</td>
</tr>
<tr>
<td>Unrestrained (C-4)</td>
<td>280</td>
</tr>
<tr>
<td>Unknown</td>
<td>95</td>
</tr>
</tbody>
</table>

Data Sources: Research Institutions

Source: Robert Wood Johnson Foundation
Data Sources: Nonprofit Groups

Source: Tri-State Transportation Campaign http://tstc.org/reports/older14/
Data Sources: Advocacy Groups

Case Study (Seniors): Chinatown

Why Chinatown?
Demographics

Why Chinatown?
High Rate of Senior Pedestrian Injuries and Fatalities

Source: AARP/Transportation Alternatives
https://www.aarp.org/content/dam/aarp/livable-communities/plan/planning/safe-routes-for-seniors.pdf
Targeted Solutions:
Seniors/Children/Ability Impaired Users
Designate Elder District or Senior Pedestrian Focus Area

Chinatown Elder District
Extra Time/Safe Spaces to Cross

https://www.citylab.com/transportation/2012/12/brief-history-barnes-dance/4189/

Daylighting/Parking Setback

FHWA estimates a raised median is approximately $15,000 to $30,000 per 100 feet, depending on the design, site conditions, and whether the median can be added as part of a utility improvement or other street construction project.
Reduce Speed

The Chance of Being Killed by a Car Going 40 mph

Graph: ProPublica

Source: Vision Zero Two-Year Action Strategy
Reduce Speed

Chance a person would survive if hit by a car travelling at this speed

Tunnel Vision: as speed increases, peripheral vision decreases.

Speed Concepts

Source: Complete Streets Chicago 2013 Design Guidelines, Department of Transportation
Case Study: Speeding NYC Schools

Strategies for children (that work for older adults too)

- Speed limits <30 mph
- Zebra crosswalks
- Parking setbacks
- Advanced stop signage
- Special zones
ADA Guidance

Source: 2017 NJ Complete Streets Design Guide

https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/ADA_Contraction_Inspection_with_notes.pdf
QUESTIONS?

Type them here →
2. FUNDING FOR COMPLETE STREETS
Where’s the Money? (NYSDOT)

PAVE NY Program

https://www.dot.ny.gov/programs/chips/PAVE-NY

- Roads NOT on state hwy system/arterials
- NYSDOT $100m/yr through SFY 19/20
- All cities, towns, counties, villages
- Application/reimbursement program
- Formula based/same ratio CHIPS
- Qualifying highway resurfacing/rehab projects but can include “subprojects”:
  - Bike lanes and “wide curb lanes”
  - Realignment/relocation of road
  - Shoulder improvements
  - Sidewalks incl ADA compliant work
  - Shared use/bike paths w/in hwy ROW
  - Curbs
  - Roundabouts
  - New signs
  - New, upgraded, coordinated traffic signals
  - Traffic calming
Where's the Money?
(NYSDOT)

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
Consolidated Local Street and Highway Improvement Program (CHIPS)
Budget Proposal, Dated 13-APR-17

<table>
<thead>
<tr>
<th>Municipality Name</th>
<th>18/17 REG CAP portion</th>
<th>16/17 CONV CAP portion</th>
<th>10/17 CHIPS total</th>
<th>17/18 REG CAP portion</th>
<th>17/18 CONV CAP portion</th>
<th>17/18 CHIPS total</th>
<th>17/18 CHIPS change</th>
<th>Percent changed</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYC</td>
<td>74,433,262.24</td>
<td>11,538,146.53</td>
<td>85,971,408.77</td>
<td>74,433,262.24</td>
<td>11,538,146.53</td>
<td>85,971,408.77</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Counties</td>
<td>129,230,014.99</td>
<td>20,037,236.59</td>
<td>149,268,051.58</td>
<td>129,230,014.99</td>
<td>20,037,236.59</td>
<td>149,268,051.58</td>
<td>-64,620.67</td>
<td>-0.04</td>
</tr>
<tr>
<td>Cities</td>
<td>35,301,468.91</td>
<td>5,472,239.53</td>
<td>40,773,708.44</td>
<td>35,301,468.91</td>
<td>5,472,239.53</td>
<td>40,773,708.44</td>
<td>17,377.34</td>
<td>0.04</td>
</tr>
<tr>
<td>Towns</td>
<td>112,775,305.71</td>
<td>17,481,036.57</td>
<td>130,257,242.28</td>
<td>112,775,305.71</td>
<td>17,481,036.57</td>
<td>130,257,242.28</td>
<td>114,859.29</td>
<td>0.00</td>
</tr>
<tr>
<td>Villages</td>
<td>27,529,148.15</td>
<td>4,267,440.78</td>
<td>31,796,588.93</td>
<td>27,470,607.06</td>
<td>4,258,355.91</td>
<td>31,728,962.97</td>
<td>-67,615.96</td>
<td>-0.21</td>
</tr>
</tbody>
</table>

| Total             | 379,300,000.00         | 58,797,000.00          | 438,097,000.00   | 379,300,000.00        | 58,797,000.00         | 438,097,000.00    | 0.00             | 0.00             |
Other NYS Programs (all part of CFA application)

**New York Main Street TA Projects** (under NYS Homes and Community Renewal)
Funding for building renovation and streetscapes (but not complete streets)
- Up to $6.2M through Feb 2018
- Requests up to $20k; reimbursement

**NYS Department of Environmental Conservation Grants** (various; tree planting & inventory, green infrastructure, environmental justice; check for 2018 deadlines)
- Up to $90M available

**NYS Office of Climate Change Climate Smart Community Grants** (GHG reductions non-power sector; grants up to $2M; check for 2018 deadlines)
- 2017 funds: $10M available
- 50/50 matching grants

**Regional Economic Development Councils (REDC)** (infrastructure projects, planning, feasibility studies that increase economic activity)
- 2017 funds: $150M for 10 regions

**Downtown Revitalization Initiative** (communities recommended by 10 REDCs)
- 2018 funds: $100M ($10M for 1 community in each region)

**NYS Environmental Facilities Corporation Green Innovation Grant Program** (related to green infrastructure, but permeable pavement funded)
- 2017 funds: up to $15M available
All NYS Funding Resources

Includes:

- Program descriptions
- Available funding
- (In)Eligible projects
- Selection criteria
- Scoring

Innovative Ideas: Special Districts

- Aquatic Plant Growth Control
- Beach Erosion Control
- Dock
- Harbor Improvement
- Lighting
- Park
- Public Dock
- Public Parking
- Sidewalk
- Snow Removal

Source: Office of NYS Comptroller, 2007
https://osc.state.ny.us/localgov/pubs/research/townspecialdistricts.pdf
Federal: Transportation Enhancements

• FHWA funding via NYSDOT
• Covers 80% project cost
• Funds: Multi-use bike/ped facilities, ADA sidewalks, improved access to transportation, roadway safety
• Last round 2016; expected in 2018
Federal

**Surface Transportation Block Grant**
- Replaces Transportation Alternatives Program
- $850 million for each year 2018-2020
- Funds pedestrian and bicycle facilities, recreational trails, safe routes to school projects
- Competitive grant program; awarded by NYSDOT

**Recreational Trails Program**
- Can be used for acquisition of easements, trail construction/maintenance, education, administrative costs of planning
- Administered by [NYS OPRHP](https://www.oprhp.ny.gov); up to $1.9M in matching grants
- $200k max award
- Last round of submissions due July 2017
US DOT TIGER 2017 Grants

- $500M through Sept 2020
- Priority to rural areas for projects that:
  - Improve infrastructure condition
  - Address public health and safety
  - Promote regional connectivity
  - Facilitate economic growth or competitiveness

TIGER Notice of Funding Opportunity

- $500 million allocated to projects with a significant impact on the Nation, a metropolitan area, or region
- Special consideration to projects emphasizing better access to reliable, safe, and affordable transportation, especially in rural areas
- Deadline for applications is October 16, 2017
# Other Federal Programs

## Pedestrian and Bicycle Funding Opportunities

**U.S. Department of Transportation Transit, Highway, and Safety Funds**

Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements.

Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America’s Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

**Pedestrian and Bicycle Funding Opportunities:** [PDF Version](#)

### Pedestrian and Bicycle Funding Opportunities / U.S. Department of Transportation Transit, Highway, and Safety Funds

<table>
<thead>
<tr>
<th>Activity or Project Type</th>
<th>TIGER</th>
<th>TIFIA</th>
<th>FTA</th>
<th>ATI</th>
<th>CHAP</th>
<th>HCF</th>
<th>NHTSA 402</th>
<th>NHTSA 405</th>
<th>FLTP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access enhancements to public transportation (includes benches, bus pads)</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>ADA/304 Self Evaluation / Transition Plan</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle plans</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Bicycle helmets (project or training related)</td>
<td>$</td>
<td>$SRTS</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle helmets (safety promotion)</td>
<td>$</td>
<td>$SRTS</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle lanes on road</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Bicycle parking</td>
<td>~$</td>
<td>~$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Bike racks on transit</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle share (capital and equipment; not operations)</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key: $ = Funds may be used for this activity (restrictions may apply). $* = See program-specific notes for restrictions. ~$ = Eligible, but not competitive unless part of a larger project.

[https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)
Other Sources

• Developer contributions
  – PILOP, Bike Parking, Sponsorships

• Nonprofits
  – America Walks: Community Change grants
  – People for Bikes
    Upcoming Online LOI Due January 19, 2018
      • Bike paths, lanes, trails, bridges, bike parking, campaigns for infrastructure
      • $10k max award
      • Counties, departments can apply
Winning Applications

- Start early (even before opportunities arise)
- Set clear goals
- Get good visuals and data
- Consider professional: cost estimates, sketches, legal advice when needed
- Line up support (resolutions, support letters, donations, matching funds)
- Demonstrate community input
- Beware of pitfalls (ROW issue, cost escalation, changing leadership)
- Leverage small wins (small $ into big $)
QUESTIONS?

Type them here →
3. ECONOMIC BENEFITS OF COMPLETE STREETS
Comparisons Are Helpful

**Municipal**

- Cost of improvements *vs.* cost of ambulance/fire/police response + infrastructure damage
- Cost of walking/biking infrastructure *vs.* treatment costs for chronic disease/hospitalization
- Cost of safety improvements *vs.* costs of liability
- Cost of lost business activity (vacancies) *vs.* increase in sales activity
- Costs of car ownership *vs.* other modes
Economic Benefits Measured By:

- Jobs created/supported
- Traffic reduction
- Reduced housing/transportation costs (H&T Index)
- Reduced pavement costs
- Home values in walkable communities
- Land not used for parking
- “Green Dividend”
- Private investment

In Plain Language:

• “Walk/bike downtown a few times a week can keep $10/pocket”
• “Value of your home increases with walkability”
• “The value of lives lost is a hefty cost to society. Sidewalks and medians cost a lot less.”
• “Let’s build communities we want to walk in not drive through”
Resources on Economic Benefits

AARP Livability Worksheets
aarp.org/livability-factsheets aarp.org/livable

The Economic Impacts of Active Transportation in New Jersey
http://njbikeped.org/portfolio/economic/

Measuring the Street: New Metrics for 21st Century Streets

The Business Case for Active Transportation

Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure
http://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf

Smart Growth America: Complete Streets Stimulate the Local Economy
QUESTIONS?

Type them here →
Partner Spotlight

CHAUTAUQUA COUNTY
Patrick Gooch, Senior Planner
Planning and Economic Development
Chautauqua County
Preparing a Successful Funding Application to Widen Shoulders (Dale Drive)
QUESTIONS?

Type them here →
Next Steps
NEXT STEPS

• Download PDF Resources from today’s presentation using the following link: Session 2 Handout PDF

• Schedule 1 on 1 technical assistance calls with Veronica via Email: vanterpoolveronica@gmail.com

• Please complete our short email survey about today’s webinar experience. We will also send a link to the slides and a recording of today’s webinar soon.

• Final Learning Collaborative Session: February 21