TENYEARSOFPROGRESS

Building Better Communities Through Transportation

Surface Transportation Policy Project
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STPP gratefully acknowledges the support of the following foundations in the years 2000-2001:
The September 11 attacks on America instantly revealed the importance to our national security of a redundant, resilient, shock-resistant, and secure transportation system. While our transportation agencies and businesses struggled heroically to deal with the tragedy, some travelers did not make it home for a week. Confidence in the security of our transportation systems plummeted, with cascading economic consequences.

Fortunately, we have some tools to deal with this crisis, provided by the visionary federal transportation laws known as ISTEA and TEA-21. In testimony before Congress a few weeks after the attacks, Jeffrey Warsh of New Jersey Transit outlined the ways his agency had adapted trains, buses, and ferries to meet the crisis, both on September 11th and in following weeks. He concluded, "If New Jersey Transit had not been able to use TEA-21 to make the necessary investments in our vital transportation system, we would never have been able to play such a pivotal role in evacuating Manhattan."

The national security benefits of ISTEA were hardly anticipated when the bill was passed ten years ago, but those benefits demonstrate the critical importance of this reform law. Ten years ago, the Intermodal Surface Transportation Efficiency Act (ISTEA) declared that our transportation system "must be operated and maintained with insistent attention to the concepts of innovation, competition, energy efficiency, productivity, growth and accountability." The law introduced an astonishing array of new policy tools, as well as unprecedented local input and flexibility in transportation decision-making and spending. ISTEA opened the way to a new course for transportation, one where health, wealth and community quality of life are core objectives of our federal transportation program.

We present here some examples of how transportation is achieving this goal. These success stories, many of which were driven by local leadership and initiative, underscore why empowering local decision-makers is so important in building a future where transportation investments better serve communities, promote choice, and provide alternatives to the nation’s auto-dependence. And, as we’ve seen in the last few months, a transportation system that provides alternatives is more urgent now than ever before.

To those responsible for enactment of ISTEA, and for its use in support of healthier, more equitable, more livable, and more secure communities, we dedicate this book.

David Burwell
President, Surface Transportation Policy Project
November 16, 2001
This report first documents how transportation is changing in the United States. In just ten years, we have moved from an almost single-minded focus on finishing an extraordinary freeway and highway network to an exploration of myriad new ways to improve and expand transportation choices.

The first two chapters of this report document the national trends that have emerged in the past decade: increasing demand for more choices, increased investment in new solutions and changing traveler behavior.

The third chapter gives specific examples of how, in community after community, transportation investments are being used to make communities better places to live.

Over the past decade,
American communities have sought—and started to find—new ways to meet changing transportation needs. Community leaders see that the current transportation system has contributed to problems ranging from noise pollution to urban disinvestment. But more importantly, they have begun to see and use new transportation investments as part of the solution.
Transportation is Changing

Americans are rethinking their transportation systems.
For decades, from the mid-1950s through the 1980s, most Americans embraced the growing Interstate system and local highway networks that provided new, convenient links to the places they wanted and needed to go. By the 1960s, a growing airline industry provided fast and relatively inexpensive connections to distant locations. The freedom to move, to cross great expanses, has always been part of the American identity. During the years when it facilitated this American vision, most Americans saw the federal transportation program as an unqualified good.
By the 1980s, most of the Interstate system was in place, and the Interstate era came to a close with the construction of the last miles of the original system in the early 90s. A growing number of citizens and community leaders felt that the roads that continued to be built had started to generate more problems than they were solving, leaving other community objectives underserved. They began to demand other travel choices. And people began to see transportation not so much as an end in itself, but as a tool to create better communities and a better quality of life.

On December 18, 1991, President George Bush signed into law a visionary transportation bill that anticipated this historic shift. The Intermodal Surface Transportation Efficiency Act (ISTEA) ended the focus on building Interstates and, for the first time, made it possible for communities to use federal dollars for a broader range of transportation investments. ISTEAs flexibility gave communities the mechanism and access to the resources to respond to the demand and need for more choices.
The hallmark of the new era in transportation is not a single enormous project—the Interstate system—but hundreds of innovations.
Funding Shifts

As the highway system began to age, spending on road repair grew from $5.8 billion in 1991 to $16 billion in 1999, growing from 39 percent of the federal transportation budget to 49 percent. Road conditions have begun to improve after years of decline.

Federal funds spent on transit almost doubled, from just over $3 billion in 1990 to close to $6 billion in 1999. The amount of federal money spent on bicycle and pedestrian projects grew from just over $7 million at the beginning of the decade to more than $222 million by 1999.

At the same time, state and local money began to flow toward a wider variety of transportation uses. From 1990 to 1999, local and state funding of public transit grew by 34 percent, from about $5.8 billion in 1990 to $7.8 billion in 1999.

The states, regions, cities, and counties that have embraced the new opportunities provided by ISTEA and its successor, the Transportation Equity Act for the 21st Century (TEA-21), are taking many different paths, from building bikeways to providing working families with better access to jobs. What all of these innovations have in common is the use of transportation investments to provide more choices and improve community life.

The best measure of the new era are the projects themselves; dozens of examples of these changes are the core of this report, and appear in Chapter Three. But so many communities have moved in this direction that we can already measure the impacts on national spending and behavioral trends.

Transportation Choices Expand

The shift in transportation priorities and investments can be seen on the ground. In the last eight years, more than 300 miles of new urban and suburban rail have opened to the public, and another 244 miles are under construction. Buses are running almost 200 million more miles of service across the country, an increase of 13 percent. More than 250 bus systems now extend their reach with bike racks mounted on more than 20,000 buses.

Driven by enactment of the Americans with Disabilities Act of 1990, the number of trips taken on paratransit and other demand-response transit service, has grown by 71 percent since the beginning of the decade, with 68 million trips provided in 1999. No national figures exist on the growth of sidewalks, bikeways, or similar facilities, but the examples in this report indicate that growth is robust. Many of the examples also document the improvements in transit quality that are difficult to express through numbers alone.

More than 20,000 buses are equipped with bike racks.
Decision-Making Improves

These shifts in spending and construction are largely the outcome of a new, more democratic transportation planning process. During the Interstate era, federal engineers drew up the Interstate system plan with help from state highway departments. Under ISTEA, representative regional bodies known as Metropolitan Planning Organizations (MPOs) were given control of a portion of federal transportation funds, with increased opportunities for public involvement in planning and project selection. Across the country, more and more citizens are now working in concert with government officials in planning their transportation future. Over the decade, many local governments have transformed their public involvement processes from sparsely attended public meetings into dynamic community forums. In some cases citizens, planners, business leaders and others have all rolled up their sleeves in design workshops to plan a community and its transportation needs from the ground up.

Travel Habits Change

All of these changes are reflected in the national growth in public transit use and the leveling off in the growth in driving. For the first time since World War II, growth in Americans’ use of buses and trains is consistently outpacing growth in driving. Government and industry figures released for the year 2000 show that in the five previous years, transit use grew by 21 percent while driving increased by just 11 percent, with growth in driving flat in the year 2000. This is the first time since the introduction of the automobile that transit use has grown faster than driving for more than three years in a row. Similar but shorter periods occurred during the recession years of the early 1980s, the 1974 oil crisis, and World War II.

Transit systems across the country are reporting overflow crowds. New light-rail lines are especially popular, filling up almost as fast as they can be built, and are consistently outpacing ridership projections. Ridership on the newly opened Southwest Corridor in Denver is 56 percent higher than projected. The initial St. Louis MetroLink, which opened in 1993, experienced ridership that was 83 percent higher than projected. And the North-South TRAX light rail system in Salt Lake City, opened in 1999, exceeded ridership projections by 43 percent. Existing systems are also exhibiting robust growth. The shift is also reflected in people-powered transportation. Areas with strong bicycle facilities report growing use; nationally, bicycle commuting grew by nearly 9 percent between 1990 and 2000.³

Transit Use Growing Faster Than Driving

Percent Change from Previous Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Miles Driven</th>
<th>Transit Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>'96</td>
<td>2.5%</td>
<td>1.6%</td>
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<tr>
<td>'97</td>
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<td>5.0%</td>
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<tr>
<td>'99</td>
<td>4.8%</td>
<td>2.5%</td>
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<tr>
<td>'00</td>
<td>3.5%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

³Miles Driven
Green Transit Use
Innovation Thrives

ISTEA and TEA-21 encouraged local communities to use transportation investments to address community problems in innovative ways. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) spurred innovative projects to improve air quality, significantly reducing harmful emissions. The Transportation Enhancements program has been a popular route for providing new bicycle facilities, preserving historic resources, and promoting more community-based transportation. The Job Access and Reverse Commute program has given some communities the resources to provide low-income workers better access to jobs while improving access to suburban employment centers. The Transportation and Community and System Preservation Pilot Project (TCSP) encourages communities to make new linkages between land use and transportation.

In addition, ISTEA and TEA-21 reorganized federal transportation spending to emphasize preservation of the roads and bridges constructed during the Interstate era, created spending flexibility while increasing fiscal accountability, and called on transportation officials to consider a wide variety of factors in planning transportation projects. It strengthened the connections between transportation and other federal laws, such as the Clean Air Act and Clean Water Act. In short, federal transportation law has been innovative. Yet, despite this progress, there is still much to be done.

Innovative Programs

The Congestion Mitigation and Air Quality Improvement Program
Transportation Enhancements
Job Access / Reverse Commute
Transportation and Community and System Preservation Pilot Project

In the last five years, transit use grew by 21 percent while driving increased by just 11 percent.
Why More Change Is On The Way

This tremendous record of change is offset by the reality that in most communities, transportation still means just one thing: driving.

The expansion in travel choices has not touched millions of Americans living in areas where roads continue to be the only significant transportation investment. Metropolitan-area lane mileage has increased by 12 percent over the decade. So even as transit service has increased, the continued expansion of roadway capacity has swamped transit’s gains, resulting in an overall decline in transportation choice in many metro areas. In 1999, almost $25 billion, or 74 percent, of federal transportation funds were spent on roads and bridges, and the decision on how to spend these funds remains largely in the hands of state Departments of Transportation, all too often with minimal citizen involvement.
Many metro areas are adding roads faster than they are adding population—but congestion keeps getting worse.

Many states have not yet tapped the promise of ISTEA and TEA-21 to develop innovative transportation solutions and empower local decision-makers. While almost 50 billion federal dollars were available to the states over the decade for any transportation use, by decade’s end only $3.3 billion of this funding went to transportation alternatives and most of this was spent in just five states. New York, California, Pennsylvania, Oregon, and Virginia were responsible for 82 percent ($2.7 billion) of all “flexing” of federal funds to alternative transportation. Many states also put budget priority on traditional highway-building programs such as the National Highway System, leaving more innovative projects under-funded.

This emphasis has continued our reliance on one travel mode. Further road building, coupled with sprawling development patterns, have meant increased congestion for drivers, not to mention serious travel problems for non-drivers. As highways expanded into undeveloped areas, metropolitan areas grew exponentially, leading to a loss of open space and the decline of vibrant metropolitan centers. The amount the average American drives grew exponentially, with 69 percent of the increase fueled by factors associated with sprawling development. This increase in driving meant a steady growth in traffic congestion. Congestion grew in the 68 metro areas surveyed annually by the Texas Transportation Institute, even though on average, metropolitan areas added road capacity faster than they added population. This paradox is beginning to make it clear to many community leaders that they can not build their way out of congestion.

For non-drivers, the emphasis on roads and automobiles to the exclusion of all other choices has meant inconvenience, economic disadvantage, and even danger. The emphasis on traffic flow has squeezed pedestrians out, making walking 36 times more dangerous than driving.

<table>
<thead>
<tr>
<th>Untapped Flexible Funds</th>
<th>Millions of Dollars Spent (1990 to 1999)</th>
<th>Percent of Total Flexible Funds Spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge and Highway</td>
<td>$43,282.2</td>
<td>86.8%</td>
</tr>
<tr>
<td>Alternative Modes</td>
<td>$3,286.4</td>
<td>6.6%</td>
</tr>
<tr>
<td>Other (Admin., ITS, etc.)</td>
<td>$3,278.2</td>
<td>6.6%</td>
</tr>
<tr>
<td>Total</td>
<td>$49,846.9</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
In the last decade, many communities began to respond to these now-familiar problems. But in the process of focusing on transportation issues, they discovered that the problems created by an imbalanced transportation system extend beyond transportation itself to affect the health, prosperity and vitality of the community as a whole.

**Walking and Weight Gain in Metro Areas**

Across the country, thousands of newspaper, TV, radio, and magazine stories have highlighted some of the problems communities are now facing such as: the inability to control traffic congestion, the danger faced by pedestrians, and the high cost of driving.

Problems created by an **imbalanced transportation system** include:

**Damage to Americans’ health.** Sedentary lifestyles, partly attributable to car dependent development, are harming our health. The Centers for Disease Control and Prevention has declared an obesity epidemic among adults and children, and says that creating bikeable and walkable communities are an important first step in combating it. A statistical analysis by STPP shows that more people are overweight in metro areas where people walk less.

**Deterioration of air quality.** Communities that continued heavy road investments, such as Atlanta and Houston, struggled — and sometimes failed — to curb increasing air pollution. Nationally, automobiles account for about 1/3 of the emissions that cause smog, and 41 percent of particulate pollution (soot).\(^7\) Air quality has a dramatic effect on children’s health and access to opportunities. Asthma attacks triggered by poor air quality are the number one reason children visit the emergency room or miss school.

**A heavy burden on low-income families.** An analysis of Bureau of Labor Statistics consumer-spending data shows that a car-based transportation system is expensive for families, and this burden falls heaviest on households that are struggling to make ends meet. According to the Consumer Expenditure Survey, households in the lowest income bracket spend 39 percent of their income on transportation, most of it on vehicles.\(^8\)

**A barrier to home ownership.** The necessity of buying automobiles drains family wallets and can make it harder for working families to afford a home. A recent analysis by STPP and the Center for Neighborhood Technology found that households in places with few travel choices can spend $1,200 to $6,000 more per year on transportation than comparable households in places with more opportunities to take transit, bike or walk.\(^9\)
Americans want transportation that improves quality of life
In California, a program to create safe routes for children to walk or bike to school has won instant popularity.

The number of independent organizations with an active stake in transportation decisions is more than 800.

Selected Groups Working on Transportation Reform, 2001

In one of the most compelling indicators of the strong desire for more options, citizens are voting to tax themselves to fund transportation alternatives, particularly rail lines. In 2000, 75 percent of transit initiatives placed on local ballots passed, with voters approving millions of dollars worth of bond measures and sales taxes.

The number and variety of citizen groups with a strong interest in transportation policies has expanded rapidly. At the beginning of the decade, just a handful of significant local transportation reform groups existed, and most were environmental organizations fighting highways. Today the movement is broad and deep. The number of independent organizations with an active stake in transportation decisions has grown to more than 800, and includes business associations, health care agencies, unions, community development groups and smart growth advocates, among many others.

While the pressure for new solutions is enormous, the capacity to respond is still limited. For example, the federal ‘New Transit Starts’ program, which funds the start-up of new rail and busway systems, is hugely oversubscribed. In 1998, TEA-21 authorized 191 projects. But it is abundantly clear that these funds will not meet demand; with more than 50 projects under development, and another 250 under study, demand for funds runs at 370 percent of the total funds available.

Not only major investments go wanting. In California, a new program created at the instigation of STPP and its local coalition partners to use federal safety funds to create safe routes for children to bike or walk to school has won instant popularity. Authorized at $20 million, the first round of funding spurred submission of $130 million in proposed sidewalk and crossing improvements and other small but significant safety projects.
The Urgent Need to Diversify the Transportation System

The terrorist attacks of September 11th brought both the limitations and the potential of the transportation system into sharp focus. The several day shutdown of the nation’s aviation system produced an emotional, economic, and social shock that spread the direct impact of the terrorist attack to every community in the country. While highways provided some relief, the lack of a nationwide inter-city rail system meant thousands of travelers were simply stranded, and the economic impact of a decline in air travel is still being felt.

Within Washington, DC and New York, alternative transportation modes proved essential in helping cope with the crisis. Washington’s Metrorail system helped evacuate thousands of workers quickly and easily while drivers sat in gridlock downtown. When the devastation in Manhattan snarled the roads, officials could restrict single-occupancy vehicle traffic with the knowledge that New Yorkers had a number of other easy travel options. When Exchange Place in New Jersey suddenly became home to 20 percent of World Trade Center tenants, ridership on the Hudson-Bergen Light Rail line doubled within days. Across the region, transportation officials had plenty of options as they sought to cope with all the sudden travel changes: they increased existing ferry service, train, and commuter service, added park-and-ride lots, and eased transfers between light rail and commuter train lines. A transportation system that gives people choices every day can double as an emergency preparedness strategy, providing options to help the community weather a crisis.
Where Transportation Is Already Creating Better Communities

All across the country, communities have been building new kinds of transportation projects to serve residents and visitors. This report highlights 70 examples that convey both the diversity of approaches and the many ways these projects are improving their communities. The projects are divided into four categories according to a type of benefit they provide: Enhancing Health, Safety, and Security; Conserving Energy and Protecting the Environment; Creating Equitable and Livable Communities, or Promoting Economic Prosperity. All of these projects have taken place within the 1990s, and most received federal funding or were inspired by the reforms of ISTEA and TEA-21.
STPP would like to acknowledge the founding members of our steering committee, who came together on April 9th, 1991 to announce STPP’s formation and to propose a new agenda for transportation. They and all those who have served on the STPP Board and Steering Committee over the past ten years are responsible for many of the positive changes documented in this book.

Board of Directors:

- Scott Bernstein
- David Burwell
- Sarah Campbell, Chair
- Hank Dittmar

2001 STPP Steering Committee:

(Founding members are bold)

- AARP
- American Farmland Trust
- American Institute of Architects
- American Planning Association
- American Public Transportation Association
- American Society for Landscape Architects
- Association of Metropolitan Planning Organizations
- Amalgamated Transit Union
- Center for Community Change
- Center for Neighborhood Technology
- Center for Transportation Excellence
- Community Transportation Association of America
- Community Transportation Development Center
- East West Gateway Coordinating Council
- Environmental and Energy Study Institute
- Environmental Defense
- Environmental Defense
- Friends of the Earth
- Farmland Trust
- Government Relations, Inc.
- International Downtown Association
- League of American Bicyclists
- National Assn. of Railroad Passengers
- National Assc. of Regional Councils
- National Center for Bicycling and Walking
- National Neighborhood Coalition
- National Trust for Historic Preservation
- Natural Resources Defense Council
- NYC Environmental Justice Alliance
- Peninsula Transportation District Commission
- PODER, Texas
- Rails to Trails Conservancy
- Scenic America
- Sierra Club
- Smart Growth America
- Surdna Foundation
- Thunderhead Alliance
- Tri State Transportation Campaign
- Union of Concerned Scientists
- USAction
- American Public Transportation Association
- Personal Interview, Lisa Robinson, Sportworks
- Nationally, lane mileage grew by 1.3 percent from 1990 to 1999; but this is against a base of hundreds of thousands of miles of rural roads. Urban-area lane mileage is where 60 percent of all travel takes place.
- Analysis by Peter Haas and Scott Bernstein of the Center for Neighborhood Technology.
- See Driven to Spend at www.transact.org for more information.
- U.S. Conference of Mayors poll, January 2001
- FHWA. Moving Ahead: The American Public Speaks on Roads and Transportation in Communities, February 2001
- Ibid.
- Jeffrey Wash, Executive Director, NJ Transit, testifying before the House T&I Committee, November 1, 2001
- To see some notable projects undertaken early in the decade, see STPP’s Five Years of Progress, at http://www.transact.org/Reports/5yrs/INDEX.HTM

Ten Years of Progress was written by Barbara McCann and Stephanie Vance with editorial assistance from Michelle Ernst, Nancy Jakowitsch, John Goldener, Jodi Michaels, David Burwell, Elizabeth Humphrey, Andrea Broaddus, Kevin McCarty, Roy Kienitz, Don Chen, and James Corfess. Data analysis and national research was conducted by Michelle Ernst. The authors would like to thank the many transportation advocates and transportation agencies from across the country, as well as members of the STPP Board and STPP Steering Committee, who suggested examples to highlight, provided information, and sent photographs.

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2. Personal Interview, Lisa Robinson, Sportworks
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15. Ibid.
17. Jeffrey Wash, Executive Director, NJ Transit, testifying before the House T&I Committee, November 1, 2001
18. To see some notable projects undertaken early in the decade, see STPP’s Five Years of Progress, at http://www.transact.org/Reports/5yrs/INDEX.HTM
Enhancing Health, Safety and Security
**Palo Alto BikeStation**

The Palo Alto BikeStation combines the healthy activity of bicycling with the convenience of transit. BikeStation Palo Alto was established in 1999 at the CalTrain depot, a central hub for the CalTrain commuter train line, SamTrans bus lines, Valley Transportation Authority (VTA) bus lines, Dumbarton Express, as well as Stanford University’s Marguerite shuttle.

The conversion of an abandoned 1,500 sq. ft. luggage room provides a secure area for multi-modal commuters to leave their bicycles while taking the train to or from their final destinations. Bicyclists have access to a range of services at the station, including repairs, rentals, air for their tires, and lockers. CalTrains also allows bikes on every train, and bike commuting by car.

The program proves so popular that special cars are now dedicated to transporting bikes. This provides additional options for bicyclists, serving to enhance this healthy alternative to commuting by car.

More Info: www.bikestation.org

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**California**

**Safe Routes to School**

One of the most important transportation needs for children is a safe route for walking or biking to school. Being hit by a car while walking or biking is one of the leading causes of injury and deaths for California children aged 5 to 12. But fewer kids are walking or biking to school than ever before: about 10 percent of children now walk to school, compared to about 75 percent a generation ago.

Public health officials believe this is one of the reasons that children in the U.S. are facing an epidemic of obesity.

In California, transportation advocates have joined forces with public health officials to address this problem. They worked to pass state-level legislation aimed at securing TEA-21 federal safety money for a new “Safe Routes to School” program. The program uses one-third of the state’s federal safety set-aside to fund grants to local communities to install crosswalks, sidewalks, traffic control devices, traffic-calming in neighborhoods and around schools, and bike lanes and off-street trails. Stakeholders are now working to secure education and promotional funding to complement each capital construction project.

The first Safe Routes to School bill, signed into law in October 1999, authorized about $20 million a year for two years. The program proved so popular that it was reauthorized in 2001 for another three years, at $25 million per year. Nine other states around the country are now pursuing similar programs following California’s lead.


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**Harmony Road Traffic-Calming**

In Newark, Delaware, residents and state officials worked together to find sensible solutions to dangerous, high-speed traffic along Harmony Road. The effort is one of the first applications of traffic-calming measures to a major road; Harmony Road carries 18,000 vehicles per day. After an initial closing of the road failed, officials and citizens worked out an alternative traffic-calming plan using chokers and center islands. The plan helps keep traffic within the speed limit and gives pedestrians more priority as cars move through this residential neighborhood that includes an elementary school and a hospital. The success of this effort has lead to the creation of a statewide traffic-calming manual for use by other communities seeking to slow traffic and increase safety along major roads.


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**Metro Security System**

Since 1999, the Washington Metropolitan Area Transit Authority (WMATA) has partnered in an ongoing program for chemical and biological protection with three federal government agencies — the U.S. Departments of Energy (DOE), Justice (DOJ) and Transportation (DOT) — to improve the safety and security of the Metrorail system against chemical or biological terrorism, so-called weapons of mass destruction. WMATA is one of the few transit agencies in the U.S. with a multi-year strategic test and implementation program of this nature with the Federal government. The intent is to share the results of this program with the transit industry in this country and around the world. WMATA has installed test systems designed to detect a biological or chemical attack in several Metrorail stations, and it plans to expand the program to additional stations within the next few months.

More Info: www.wmata.com
Bicycling in Missoula

Missoula, Montana uses a variety of innovative means to make bicycling and walking a friendly, safe experience. Over the past few years, Missoula has extended its trail system and created an inter-connected bike lane network, and is working on a master sidewalk plan. The most notable improvements are two pedestrian and bicycle bridges that make it easy to cross the Clark Fork River. The graceful span of the California Street Bridge reconnects the North- and West-Side neighborhoods with the south Riverfront. The bridge, designed by local firms Carter and Burgess and O’Neill and Zimet, is build with cable-stay truss construction, giving a light appearance to the structure. The original California Street Bridge served motorized and non-motorized uses, and was removed from use in the 1980s because of its age and condition. The restored crossing for travelers on foot and bicycle is about 400 feet long and 13 feet wide, with one pier located on the island in the river.

These facilities make it easier for the members of Missoula’s 20% Club who pledge to bike, walk, carpool or ride transit at least once each work or school week. The club newsletter Walk ‘n Roll celebrates Club members’ accomplishments and provides transportation information. Missoula also offers bike racks for free to non-profit organizations, at a 50 percent discount for others, and has installed a number of bicycle-friendly traffic-calming measures in neighborhoods around the city. All of these efforts are part of Missoula’s “non-motorized transportation” plan, aimed at making Missoula a safe place for bicyclists and walkers.

More Info: www.ci.missoula.mt.us

Florida

Sidewalks and Walking Paths

Walking is an important and healthful transportation option especially for older adults. Naples, Florida, with a median age of 65, installed a network of sidewalks to make it quicker and safer to walk downtown. The city, which was designed in the late 1800s, has a grid street system, which did not originally include sidewalks. ISTEA Transportation Enhancements Program funds paid for the design and construction of walking paths to link neighborhoods with recreational opportunities, the town center and other destinations.

Indiana

Bike Accessibility

In 1991, Chicago’s Mayor Richard M. Daley, the Chicagoan Bicycle Federation, and citizens joined forces to create the Bicycle Advisory Council in order to develop strategies to make Chicago more “bicycle-friendly.” Their goal is to encourage bicycling as a safe, healthy alternative for commuters as well as to enhance the experiences and opportunities for recreational riders. Since then much has been achieved. A big part of the effort has been the installation of more than 7,000 bike racks, with space to park thousands of bicycles at businesses, libraries, shopping areas and many other locations. Chicago also boasts over 40 miles of new or improved bikeways and more plans are underway to expand and improve the network of bike lanes and bike routes. In addition, city-sponsored “Bicycling Ambassadors” debuted this year, appearing at events and festivals throughout the city to offer bicycle education and safety tips. Recent events like Bike Chicago 2001 included more than 100 bike activities throughout the city during May.

More Info: www.biketraffic.org www.cityofchicago.org/Transportation/BikeInfo/

Michigan

Advanced Operating System (AOS)

Ann Arbor, Michigan’s transit system has taken many of the most significant innovations in bus travel of the last few years and has merged them into the first integrated advanced operating transit system. The heart of the system is a computer on each bus that simultaneously monitors location via GPS, passenger count, and engine and transmission status. The system automatically changes destination signs, makes announcements to passengers, monitors safety through audio and visual displays and surveillance cameras, and coordinates all of this information with a transportation control center. This development has created a very efficient urban transit system that is able to respond quickly to emergencies. The reliability of the system has helped contribute to a 15 percent surge in ridership in Ann Arbor.

More Info: www.theRIDE.org/aos.htm

New Jersey

Bike and Pedestrian Access

Emerging from former Governor Christine Todd Whitman’s vision to build 2,000 miles of bike paths by 2010, New Jersey has developed an extensive program for providing bike and pedestrian funding in the state. The state has set aside over $9 million for local bike-ways out of its transportation trust fund. In 2000, over 18 counties received grants for a range of bicycle friendly projects, from paths and bike-ways to making roads and bridges more accessible by bike. New Jersey has also pioneered the Centers of Place program, designed to fund development and redevelopment of town centers. Pedestrian links and sidewalks in Cape May and Freehold are successful examples of projects from this program.

More Info: www.state.nj.us/ijc/commuter/html/bikewalk.htm www.state.nj.us/transportation/ijc/programs/stateaid/centers/centers.htm
Enhancing Health, Safety and Security

Tribal Roads Management

In an effort to enhance safety and improve the infrastructure of the tribal roads system, the Standing Rock Reservation has developed a new, state of the art traffic management system with assistance from TEA-21’s Transportation and Community and System Preservation Pilot Program (TCSP). Using GPS and a computer mapping program, they have successfully catalogued and mapped the entire reservation, from the largest road to the smallest house and driveway. With this system complete, they are now in the process of linking up all aspects of their government in order to create a single source of local information. So, for example, whenever the police report an automobile accident, the time, location, and details of the incident are geographically recorded in the system. Also, reservation officials have been using the new system to closely monitor congestion and road conditions on Sioux Village streets in order to create an accurate and detailed action plan for the region’s transportation future. Each piece of information is recorded, the system processes and updates its statistical analysis, providing an instantaneous update of the state of the region’s transportation infrastructure.

More info: www.fhwa.dot.gov/tcsp/00/nd1.htm

Portland Traffic-Calming

Portland is committed to traffic calming in order to ensure the health and safety of its citizens. Traffic-calming slows down automobile traffic and makes the road safer for other users of the right of way, such as people walking or bicycling. Numerous studies have demonstrated the value of traffic-calming for reducing fatalities. A recent international study showed that roundabouts at intersections reduce collisions by an average of 82 percent. Portland takes these lessons to heart through an extensive traffic-calming system involving speed humps, roundabouts, stop signs, street narrowing, speed limit signs, and police enforcement. The speed hump program, for example, is designed for neighborhoods with low volume/high speed traffic problems. Neighborhoods that can demonstrate these types of problems may qualify for the “streamlined” speed hump placement program, or may even decide to purchase speed humps from the city. The City also re-engineers local service streets and neighborhood collector streets, using many of the techniques named above to calm traffic. In addition to city-based solutions, residents are encouraged to find creative solutions for slowing traffic, such as planting trees, lawn signs, and community enforcement campaigns.

More info: www.ite.org/traffic/index.htm

Bike and Pedestrian Planning

The Vermont Agency of Transportation (AOT) Bicycle and Pedestrian Plan seeks to create a safe environment for two forms of transportation that improve human health: walking and bicycling. The planning process includes extensive involvement from a bicycle and pedestrian advisory committee made up of bicycle users, pedestrian and bicycle advocates, professional transportation planners, engineers, and bicycle tour operators. The plan provides overall guidance for improving access and mobility for bicyclists and pedestrians.

One good example of Vermont’s pro-bicycle approach is the work of the Lake Champlain Bikeways program. This program was initiated in 1993 by a group of bicycle enthusiasts, public and private agencies, and individuals from Vermont, New York, and the Province of Quebec. They developed a mission to promote bicycling throughout the Lake Champlain Region. With funding from the National Park Service and the active involvement of local cyclists, the Bikeways Initiative aims to create and promote a network of international, inter-connected bicycle routes around Lake Champlain in New York, Vermont and Quebec.

More info: www.vtstate.us/planning/BIKEPED.htm www.champlainbikeways.org/
Conserving Energy and Enhancing the Environment
Conserving Energy and Enhancing the Environment

Alaska

Transportation projects can help preserve environmental treasures while making them more accessible for public use. In 1996, Alaska Governor Tony Knowles established a "Trails and Recreational Access for Alaskans" (TRAAK) Board. The purpose of TRAAK is to encourage the development of new trails and recreational resources within Alaska. TRAAK projects focus on trails that safely tie neighborhoods, parks, and commercial areas together, as well as highway projects that incorporate bike and pedestrian trails, trail heads, pullouts, picnic areas, and other facilities. An important part of this effort was the establishment of the Alaska Trails System, a network of forty-one trails throughout the state that deserve special recognition for their recreational, scenic, and historic value. The group of preeminent trails includes such well-known trails as the Iditarod Trail from Seward to Nome, as well as water-based trails such as the Yukon River Water Trail. The program is funded through a dedication of 10 percent of all federal highway funds.

More Info: www.dnr.state.ak.us/parks/aktrails/trailsys.htm

California

Unlimited Access for University Students

Universities around the country have discovered that one way to ease parking woes, congestion, and air pollution is to encourage students to take the bus. As a result, universities and public transit agencies across the country have united and created a program called Unlimited Access, which provides fare-free transit service for over 825,000 students, faculty, and staff members at more than fifty colleges and universities throughout the United States. The university typically pays the transit agency an annual lump sum based on expected student ridership, and students simply show their university identification to board the bus.

UCLA began its Unlimited Access pilot program, BruinGO, with the Santa Monica Municipal Bus Lines in the Fall 2000, and has extended it through June 2002. It allows for more than 60,000 UCLA students, faculty, and staff to ride any Big Blue Bus fare-free, at any time and anywhere — not just for trips to and from campus. BruinGO is unique in that the university students, faculty and staff swipe their free multi-purpose BruinCards at the bus fare box to "pay," and the University pays the transit agency 50 cents per ride. The payment system also provides unparalleled data-collection opportunities. Each time a card is swiped, the electronic card reader records the card number, the bus route number, the direction of travel, and the time of boarding. When the boarding data are combined with university databases, researchers can potentially track ridership patterns along a number of different socio-demographic dimensions.

More Info: www.transportation.ucla.edu/bruingo/BruinGO.asp

Georgia

MetroVanPool

One way to reduce the impact of driving on air quality is to help commuters pool their resources and share a ride to work. In Atlanta, Georgia, the private company VPSI provides MetroVanPool service, coordinating over 119 vanpool routes serving 25 counties in the Atlanta metro area. The service puts together groups of between six and fifteen people who all live near each other, and travel to a common destination or work center. MetroVanPool provided over 12 million trips in the Atlanta area in 2000 alone, helping commuters avoid 19 million miles of solo driving. Metro Van Pool provides the vehicle, the insurance, and the maintenance in the program — the group provides a designated vanpool driver. The volunteer drivers have access to their van on evenings and weekends, and also receive a free ride to work. Passengers pay from $68 to $185 per month, depending on the distance traveled and the style of the van their group chooses. In all cases, the price is significantly below the costs associated with driving alone. For those who are concerned about getting home in case of an emergency, the service also provides a guaranteed ride home.

More Info: www.metrovanpool.com
Conserving Energy and Enhancing the Environment

**TEN YEARS OF PROGRESS 26**

**Idaho**

**Treasure Valley Community Partnership**

Though suburban sprawl may conjure up visions of LA or Phoenix, the rugged, southwest corner of Idaho also faces serious traffic and air quality problems stemming from poorly planned growth. But there is hope for Boise and its fast-growing suburbs. The Treasure Valley Community Partnership brings together business, community groups, and local government officials to make new connections between transportation and land use. Since its inception in 1997 at the urging of Boise Mayor K. Brent Coles, this formalized partnership has worked to improve the process of governance in the region so that all of its citizens are better served and policy decisions can be made in a more informed and strategic manner. Since 1997, the Partnership has tackled water quality, transportation, air quality, and public safety and will continue to work on rail transit, parks and open space, comprehensive planning and outreach. Current efforts to improve quality of life through better transportation planning are being addressed through a Transportation and Community and System Preservation Pilot Program (TCP) grant aimed at finding ways to remove barriers to smarter transportation and land use choices.

More Info: [www.tvfutures.org](http://www.tvfutures.org)

**Alternative Bus Fuel**

In an effort to reduce physically and environmentally harmful emissions, as well as to reduce dependence on foreign oil, communities are finding creative ways to fuel their transit fleets. Bus commuters in the Cincinnati metropolitan area are getting to work under the power of French-fry grease. Transit agencies serving the Cincinnati and Covington region have begun powering their vehicles with “biodiesel” — a blend of discarded fast-food grease and regular diesel. Officials from the Ohio-Kentucky-Indiana Regional Council of Governments note that the half-million gallons of biodiesel to be used during July and August will generate fewer emissions than off-peak drivers. In addition, the city provides provisions for enhancing bicycling as a transportation mode.


**Bike Commuting**

Biking is one of the cleanest and most energy-efficient modes of transportation available: and one of the best places to use a bike to get around is Portland, Oregon. Bicycling Magazine named Portland, Oregon as the best city for bicycling in the United States in 2001. Portland’s success is due in large part to its extensive planning efforts, innovative projects, and close work with the local Bicycle Transportation Alliance and citizens. The city’s master plan includes provisions for enhancing bicycling as a commuter option through increasing transit access and parking for bicycles. Currently, there are over 2,000 bike racks throughout the city, many centrally located near “Bike Central” locations, a network of facilities that provide bicycle commuters with permanent clothing storage, showers and other facilities, and secure bicycle parking. In addition, the city provides extensive information on safe bicycling, including a map of the best streets for bicycling. Portland has also initiated a program to paint “conflict” areas of bike lanes blue to heighten motorist and cyclist awareness of the potential for crashes.


**TEN YEARS OF PROGRESS 27**

**Kentucky**

**Sustainable Development Strategy**

In 1999, staff of the New York Metropolitan Transportation Council, the downstate metropolitan planning organization, established several “sustainable development strategy” efforts in the Hudson Valley. They have brought local governments, state transportation agencies, citizens and local business communities together to examine how zoning, community design and transportation infrastructure plans can promote community goals. The approach is a promising one for making the essential land use-transportation connection in the context of home rule. Consultants hired by the MPO, state, or county conduct outreach, charrettes, and scenario development.

In Rockland County (northwest of NYC), the collaboration of the Town of Orangetown, NY State DOT and the County has produced a transportation and land use plan for the Route 303 corridor through community charrettes and meetings. The process has led the DOT to abandon a long-contested expansion of Route 303 and the Town to develop new land use plans that include a new “overlay zoning district” along Route 303 that limits new residential and commercial entrances onto the highway and requires off-highway connections between adjoining commercial lots. It also plans future mixed-use villages along the corridor and provides a cycling/walking path parallel to the roadway.


**New York**

**Toll Pricing**

Variable toll pricing, also known as value pricing or congestion pricing, applies market forces to rush hour travel by charging peak-period drivers more than off-peak drivers. Measures like these both reduce congestion and serve to reduce energy use and protect the environment.

The New York metro region has been a leader in using value pricing. The New Jersey Turnpike Authority set the trend in January 2000 when it approved a two-tier toll increase. The first increase created an incentive for electronic toll payments (E-ZPass) and offered significant discounts for off-peak travelers. The second increase, set to take effect in January 2003, will make those incentives even more dramatic. Eventually, cash payers will pay 37 percent more than E-ZPass users and peak hour drivers will pay 13 percent more than off-peak drivers. In addition, the Port Authority of New York/New Jersey recently began charging higher tolls at rush hour at several of its bridge and tunnel crossings into Manhattan, including the George Washington Bridge and the Lincoln and Holland Tunnels. Tolls for peak-period drivers are $1.00 higher than for off-peak drivers.

More Info: [www.ttc.org](http://www.ttc.org)
Great Road

In Rhode Island, the Town of Lincoln recognized that a local transportation corridor, the Great Road, was also a major historic resource that required preservation. The road is listed on the National Register of Historic Places and is the oldest road in the Blackstone River Valley. It is a touchstone of U.S. colonial history and a boon to statewide tourism efforts. The community worked with state officials to secure federal Transportation Enhancements funds to preserve the road’s historic character. The town was able to protect open space around the Eleazer Arnold House (1867), preserving a meadow and preventing development of a strip-mall. The project also led to improvements of a meadow and preventing development of a strip-mall. The project also led to improvements for the Midland Trail. New pedestrian walkways improve pedestrian access to both the Eleazer Arnold House and the Great Road.


Caprock Canyons State Park Trailway

Transportation Enhancement funds were used by the State of Texas to convert a 65-mile stretch of abandoned railroad to a multi-use facility, providing access for pedestrians, cyclists and equestrians. Passing through numerous towns north of Lubbock, the 12-foot wide trail provides opportunities for alternative transportation and a scenic trail to view the canyons. The conversion sought to preserve as much of the original character of the area as possible, including the use of wooden timbers to support the interior of the 772-foot Clarity tunnel where a colony of Brazilian free-tailed bats now make their home. In addition, the trail preserves 46 bridges of the original rail line. Facilities and parking available at eight sites along the trail, Caprock is convenient for recreational users and commuters alike.

More Info: www.dot.state.tx.us/instdot/orgchart/des/enhance/project8.htm
www.tpwd.state.tx.us/park/caprock/article.htm

Zion National Park

Bus System

Once as crowded as a downtown street during rush hour, Zion National Park is now serene and natural again thanks to an innovative new inner-park transit system. In order to ease congestion, multi-passenger shuttles operate as the only motorized transportation in the 6.5-mile Zion Canyon. Visitor comments indicate that the open-air buses allow them to enjoy Zion’s lofty formations such as The Great White Throne, The Watchman, Grotto Picnic Area, Angels Landing, and Weeping Rock with nothing to obstruct their view. The transportation system also includes remote parking in town and a “town loop” to eliminate congestion on the streets of Springdale at the Great White Throne, The Watchman, Grotto Picnic Area, Angels Landing, and Weeping Rock with nothing to obstruct their view. The transportation system also includes remote parking in town and a “town loop” to eliminate congestion on the streets of Springdale at the park’s south entrance. Visitors can still use private vehicles to tour the park on Utah Highway 9. The National Park Service is now pursuing alternative transportation plans in a number of popular parks in order to improve the natural experience for visitors.

More Info: www.nps.gov/zion/trans.htm

Envision Utah

Quality of life is about more than a community’s physical infrastructure – it’s about the opportunity for citizens to be involved in the decisions that affect their lives. Formed in 1997, Envision Utah demonstrates this important principle. It is a unique and dynamic partnership of citizens, business leaders and policy-makers, working together to plan a Quality Growth Strategy for the Salt Lake City region. It offers a vision to protect Utah’s environment, economic strength, and quality of life. The four-phase planning process used a baseline inventory, modeling using sophisticated maps, and surveys, workshops, and planning sessions involving thousands of residents.

One of Envision Utah’s projects is to help with transit-oriented development by providing specific tools and resources needed to implement changes in codes, zoning ordinances and general plans. Envision Utah will work with select communities, to plan transit-oriented developments that will serve as destination points, with shops, housing, and office space within walking distance of the new TRAX light-rail line. Envision Utah seeks to plan growth in a way that preserves critical lands, promotes water conservation and clean air, improves region-wide transportation systems, and provides housing options for all residents.

More Info: www.envisionutah.org

Scenic Byways

West Virginia’s support for Scenic Byways is almost unmatched in the country. More than 10 projects were designated and funded in 2001 alone by the National Scenic Byways Office. One example is the Midland Trail. Cutting across central southern West Virginia, the Midland Trail, old U.S. Route 60, is one of the oldest routes in the United States. Its designation by the State of West Virginia as a Scenic Highway recognizes its integral role in the history and development of our nation. The designation also acknowledges the Trail’s unique scenic, natural, recreational, historical, and cultural qualities. Across centuries, the Midland Trail has served multitudes of buffalo, Native Americans, westward-moving pioneers, U.S. Presidents, Senators, and armies on the march.

More Info: www.byways.org
www.scenic.org

More Info: www.envisionutah.org
Traveler Information System

The City of Tucson is part of a public-private partnership aimed at making drivers’ lives easier. The city has teamed up with a local traffic reporting company to create and implement a new Traveler Information System based on Intelligent Transportation System technology. Tucson has been able to provide reliable, detailed travel information for its commuters, while improving its management of crashes, breakdowns, and other problems. The city has also increased its investment in smart roads, coordinated traffic signals, electronic signboards, and other advanced transportation technologies.

Perhaps the most interesting part of this program is its financing through a public-private partnership. Federal assistance helped initiate the ITS program in 1996, but there was no mechanism for continued maintenance. In order to meet the financial needs of the program, the city developed a contractual agreement in which the city gives all traffic data directly to the private firm METRO NETWORKS/Tucson for their commercial traffic reports in exchange for flight time for city staff to observe roadway conditions, prime-time commercial slots for peak-hour transportation announcements, a percentage of sales of traffic data, and personnel to monitor and operate the control center. In addition, under the deal the private firm agreed to pay for a full remodeling of the computer center and Traffic Engineering Division offices. Estimated costs avoided by the city: $68,000.

More Info: www.pagnet.org/its/
Light rail and subway trains are popular in part because of their speed and convenience. Now some transit systems are giving the same attributes to some bus lines. "Think Rail, Use Bus" is how people have been describing the new bus Rapid Transit system in Los Angeles. The Los Angeles MTA has two new "MetroRapid" bus routes to complement MetroRail and replace existing limited-stop systems. These routes feature low-floor buses with a distinct image and fewer stops, as well as message boards at stops that tell patrons when the next bus will arrive. Traffic lights detect approaching buses and extend the green to give them up to 10 seconds longer to get through the intersection. Much of the system is made possible through Intelligent Transportation System (ITS) real-time bus tracking technology. Capital costs were held to roughly $8.2 million that covered two major bus lines stretching 42 miles. Since the lines opened in June 2000, travel time has decreased by 25 percent, and ridership has increased by 37 percent.

More Info: www.mta.net/metro_transit/rapid_bus/metro_rapid.htm

Evidence shows that Denver’s light rail is serving to increase choices for residents. A fall 2000 ridership survey found that 50 percent of riders are using light rail for a trip they previously would have made by car.

More Info: www.transitalliance.org

SmarTrip
Making transit easier to use increases commuting options and speeds commute times, improving quality of life for a region’s residents. The Washington Metropolitan Area Transit Agency (WMATA) employed these important principles in its development of SmarTrip, the first “contactless” smart-card system for mass transit in the U.S. SmarTrip is an automated, rechargeable fare-payment card that lets travelers enter parking garages and Metrorail trains without standing in line or making any cash transactions. Users simply pass their card over a detector at the fare gate, and uses are automatically recorded on a central server and deducted from the traveler’s account. Users don’t even have to remove their card from their wallet or purse.


Guaranteed Ride Home
One of the main concerns that people have with riding transit, carpooling, or biking to work is how they will get home in an emergency. The Guaranteed Ride Home Program seeks to solve this problem by providing commuters who regularly carpool, vanpool, bike, walk or take transit to work with a taxi ride home when an emergency arises. To be eligible, commuters must register; and must be commuting via alternative modes at least twice per week. Commuters can use the service to get home up to four times per year. Best of all, the GRH ride home is free.

More Info: www.wmata.com/riding/guaranteed_ride_home.htm

MARTA Rail to the Airport
For business and leisure travelers, Atlanta's MARTA rail system works hand in hand with Hartsfield International Airport to provide a hassle-free travel experience. The MARTA train stops right in the airport, just steps away from the baggage carousels. The station itself includes a baggage check desk staffed by several airlines, and all trains have ample room set aside to stow luggage. Seven of MARTA's rail stations offer secure long-term parking, so travelers can easily park, ride, and fly. In addition, the 16-minute ride from downtown provides airport and airline workers with easy access to their jobs.

More Info: www.itsmarta.com

Central Corridor Light Rail
Serving a limited number of passengers, the Central Corridor light rail opened in 1994, and was highlighted in STPP’s Five Years of Progress report. The success of the first phase of the project has led to increased investments and interest in light rail as a means to enhance quality of life in the region’s communities. In July 2000, an 8.7-mile extension of the Southwest line opened. It has exceeded ridership projections by over 50 percent, carrying over 13,000 riders per day. Ridership projections are for 22,000 per day by 2015.

Other communities in the Denver area will soon see the benefits of light rail, with the Central Platte Valley spur opening in 2002. This project connects to three sports stadiums, an amusement park, and Union Station.

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More Info: www.itsmarta.com

Oahu 21st Century Vision
If you want an example of how to use local tools successfully, look at Oahu, Hawaii, which combined a variety of local tools, citizen involvement, land use planning, and alternative transportation approaches to improve community quality of life. When the Mayor of Honolulu revealed a land-use vision in September of 1998, a great deal of discussion ensued – discussion designed to improve the planning process through the use of visual preference surveys and neighborhood planning charrettes in an effort called “21st Century For Oahu: A Vision for the Future.” The plan called for limited growth, establishing a light rail system, more pedestrian friendly neighborhoods, and mixed-use approaches to revitalizing neighborhoods. Community design teams consisting of residents, planners, and city and state officials met on and off for over a year to develop plans and approaches that citizens, businesses, and elected officials can support. Although the overall plan is still in the development phase, a number of steps have been taken to promote more efficient use of resources, such as establishing a hub and spoke bus system and creating several bike trails.

More Info: www.co.honolulu.hi.us/mayor/vision/
Creating Equitable and Livable Communities

Kentucky

When road widenings are necessary, they can be done in a way that preserves and enhances the local community. Traffic between Paris, Kentucky and Lexington, Kentucky on the historic Paris Pike is increasing dramatically. In 1971, the daily traffic count was 6,580. In 1992, it had climbed to 10,400, and by 2020 it is expected to nearly triple to 29,000. While the community recognized the need for more capacity, residents also wanted to be sure that the widening of the roadway would serve to enhance, not damage, community quality of life.

The City of Paris, Lexington-Fayette County, and the County of Bourbon formed the Paris Pike Commission to develop a corridor-wide land use plan as part of an agreement to widen the road. With power to coordinate land use among 12 jurisdictions in a 12-mile corridor, the new Commission is ensuring that the construction of the new road and the new zoning to protect the area are proceeding hand in hand.

The new road has been designed using “context-sensitive” design principles, aimed at preserving the character of the historic road as well as panoramic views of the countryside. The designers went to great lengths to preserve mature trees by curving the divided road around them. Among the trees saved are a 64-inch-diameter burr oak and two towering hickories, preserved where the historic Monterrey settlement once stood. A patch of endangered running buffalo clover at the William Thompson farm was transplanted out of harm’s way.

Creating Equitable and Livable Communities

The Independent Transportation Network

Portland’s Independent Transportation Network (ITN) is a non-profit membership organization designed to provide transit service to older adults that is as flexible and convenient as a private automobile—and totally self-sustaining. The concept is to link ITN members in need of transportation with volunteer or paid drivers. A user’s fee is based on miles traveled and is paid through a cashless pre-paid account system so it can be paid by the user, their relatives or a business. The drivers transport people 65 and older anywhere within the greater Portland, Maine service area, reaching from Wells in the south to Yarmouth in the north. ITN service is available 24 hours a day, 7 days a week, offering seniors maximum choice and freedom.

More Info: www.ittinc.org

Telework Incentives

Reducing the need to commute through telework incentives is one effective means of improving quality of life for all employees. The Maryland State Telework Partnership with Employers helps employers understand and implement telework options by offering free consulting services. In the Washington, DC metropolitan area alone, over 250,000 people commute to work over phone/data lines instead of by automobiles or public transit. This represents 12 percent of the region’s workforce, a 65 percent increase from 1996. With the potential for 300,000+ more workers to be effective telecommuters, teleworking has the option of dramatically reducing automobile dependency, while increasing community quality of life.

More Info: www.teiloworksmart-md.org

Smart Growth

The State of Maryland provides a variety of incentives to help residents and businesses make transportation decisions that will enhance community quality of life. For example, the Live Near Your Work program provides eligible homeowners with $3,000 to help them purchase a home near their workplace, while the Transit Station Smart Growth Initiative provides funding to developers to pay for transit-related improvements near train stations.

Both programs are part of Maryland’s groundbreaking smart growth legislation, which encourages better development and transportation practices not through dictates, but through incentives and disincentives. The program has three goals: (1) to save valuable natural resources before they are forever lost; (2) to support existing communities and neighborhoods by targeting state resources to support development in areas where the infrastructure is already in place or planned to support it; and (3) to save taxpayers millions of dollars in the unnecessary cost of building the infrastructure required to support sprawl.

More Info: www.smartgrowth.state.md.us

Environmental Justice

Part of transportation equity is making sure that all segments of society are adequately served by the transportation system. The Mid-Ohio Regional Planning Commission addressed transportation equity by researching whether transportation served all communities adequately in the Columbus metropolitan area. Moreover, MORPC created an Environmental Justice task force to identify places where transportation investments were creating negative environmental impacts for low income and minority communities. Task force members included members of existing policy, technical and citizen advisory committees, council members, and public interest groups that represent minority and low income people. In doing so, MORPC not only engaged non-traditional partners in the planning process, but also utilized community participation to frame and inform transportation decisions.

MORPC used socioeconomic data to create maps and determine if lower income and minority populations had reasonable access to jobs, education, medical facilities and other basic needs. MORPC conducted the analysis to comply with the Executive Order on Environmental Justice and the planning requirements of ISTEA. MORPC found no significant EJ issues. MORPC will, however, continue to apply additional measures to the analysis and update the current analysis with 2000 Census Figures.

More Info: www:morpc.org
Creating Equitable and Livable Communities

**Eastgate Town Center**

Sometimes the best transportation solutions are really all about developing land in a way that minimizes the need to travel in the first place. The Eastgate Town Center mall redevelopment in Chattanooga is a good example: developers are turning the mall into a real town center, by creating housing, parks, civic buildings and a town square on what used to be vacant parking lots.

In 1997, store occupancy at Town Center, about five miles from downtown Chattanooga, was down to 27 percent and the mall was failing. However, when AT&T stepped in to lease one of the anchor store sites, local officials were inspired to attempt a full-scale revitalization of the mall. In January 1998, they invited local residents and business owners to a weeklong planning process. The participants pushed planners to build a multi-purpose town center with both retail and residential opportunities. Residents and workers will be able to enjoy a hiking trail to a nearby wetland and, hopefully, a pro-

**Vermont Youth Conservation Corps**

The Vermont Youth Conservation Corps shows how the expenditure of transportation funds can in itself help members of the community. The VYCC is a non-profit organization that hires diverse teams of young adults for work on conservation projects, and in the process trains and educates them. In 1997 the Corps began to take on transportation projects through grants from Vermont’s Agency of Transportation, made possible through ISTEA’s Transportation Enhancements program.

The Corps begins by engaging the community, working with community coalitions, city planning commissions, parks, transportation managers, recreation directors, and others to identify important projects that the corps can implement. One of the VYCC’s most successful transportation projects is the Windham Regional Planning Commission. The project is transforming 15 miles of railroad into a multi-use trail, linking 4,500 acres of public land and three communities along its route. In 2000 the Agency of Transportation joined as a partner and provided funding to support the cost of VYCC crews working on the project, which will be completed in 2002. The VYCC’s participation is but one part of Vermont’s extensive Transportation Enhancements program.

**Route 50 Traffic-Calming**

In 1994, plans for widening Route 50 in Virginia outside of Washington DC and for constructing bypasses around the towns generated such apprehension that concerned citizens decided to organize into what became the Route 50 Corridor Coalition. The early members of the Coalition were concerned that the widenings and the planned bypasses around the small towns along the corridor would invite sprawl and destroy the character of the area.

Convinced it could find a more acceptable alternative, the Coalition set up a plan for public involvement and contracted with an independent traffic-calming expert who helped the group define their vision for the future of the Rural Route 50 Corridor: a scenic, rural area in a historical, architectural, quiet, and natural setting.

To achieve this vision, the coalition developed a traffic-calming proposal which included entrance features to identify distinctive areas, reduced speed limits and traffic-calming measures in the villages to accommodate pedestrians, cyclists, and other non-motorized users.

Virginia DOT agreed to work with the Coalition to revise and implement a traffic-calming plan, and now members of the Coalition are working alongside VDOT to create the new plan for the corridor.

**OmniRide**

The OmniRide system in Virginia combines general transit service with paratransit service to better serve both disabled users and the general public. The system, operated by the Potomac and Rappahannock Transportation Commission (PRTC), combines fixed stops and flexible routing within 3/4-mile of established routes. Transit schedules have margins for deviations, and the control center alerts drivers to changes. This creative system allows the agency to comply with the Americans with Disabilities Act more efficiently than with parallel paratransit and fixed-route services. This approach also improved coverage to the general public in a low-density area. The smaller paratransit-style vehicles are also more appropriate for neighborhood streets.

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**More Info:** [www.vycc.org](http://www.vycc.org)

**OmniRide**

The OmniRide system in Virginia combines general transit service with paratransit service to better serve both disabled users and the general public. The system, operated by the Potomac and Rappahannock Transportation Commission (PRTC), combines fixed stops and flexible routing within 3/4-mile of established routes. Transit schedules have margins for deviations, and the control center alerts drivers to changes. This creative system allows the agency to comply with the Americans with Disabilities Act more efficiently than with parallel paratransit and fixed-route services. This approach also improved coverage to the general public in a low-density area. The smaller paratransit-style vehicles are also more appropriate for neighborhood streets.

**Virginia DOT**

Agreed to work with the Coalition to revise and implement a traffic-calming plan, and now members of the Coalition are working alongside VDOT to create the new plan for the corridor.

**More Info:** [www.omniride.com](http://www.omniride.com)

**STAR**

The Sweetwater County Transit Authority in Wyoming created the Sweetwater Transit Authority Resources (STAR) system to replace a large number of client-based, agency-operated transportation services with a single, coordinated, demand-response system that serves persons of all ages and abilities.

**STAR**

Serves a very large and sparsely populated rural county. Almost one-half of the rides are to members of the general public, 31 percent to persons with disabilities and 23 percent to older adults. The system offers high-quality, dependable service and one-stop shopping for riders. Although the program started in 1983, it was able to dramatically improve service with a 1994 grant from the Federal Transit Administration to purchase new buses, radio equipment and computers.

**More Info:** [www.nctic.org/cpартnerships/profiles/starc.htm](http://www.nctic.org/cpартnerships/profiles/starc.htm)

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**More Info:** [www.omniride.com](http://www.omniride.com)
Alaskan Marine Highway System

For Alaska, the Alaska Marine Highway System (AMHS) is as important as traditional Interstate highways for connecting isolated Alaskan communities with centers of economic opportunity.

The mission of the AMHS is to provide for the safe and efficient transportation of people and goods between the continental United States, Alaska and Canada, while providing opportunities to enhance economic development, improve quality of life and provide access to health, welfare and social services. One regular use of the AMHS is the shipment of container vans. These vans carry time sensitive cargo such as fresh fruits and vegetables to rural communities within the system. Local businesses, such as grocery stores and restaurants, have contracted with the AMHS to make scheduled deliveries of these important products.

Although the service has been available for more than 40 years, the 1990s have seen critical improvements. For example, in 1996, the Alaska Marine Highway began “whistle-stop” service to the small communities of Tatitlek and Chenega Bay, made possible by the construction of new docks that provide staging areas for oil spill response capabilities in Prince William Sound.

More Info: www.dot.state.ak.us

Bicycle Racks on Buses

Studies show that people are most likely to use public transit when it is within a quarter-mile walking distance or when it’s within a three-mile biking distance. Making it easier for bike riders to take their vehicles along on public transit opens up a wider area for bus systems to attract riders, and can make the difference for workers using the bus to reach suburban jobs some distance from the nearest bus stop. Transit agencies around the country recognize this fact and have installed bike racks on buses at a record pace — in fact, more than 21,000 racks are installed nationwide. Los Angeles County is one of the most recent transit agencies to support this approach, using Transportation Improvement Project funds to purchase and install 700 new racks on buses. The most common response to the bicycle-friendly fleet enhancement is overwhelming increases in ridership. Sunline Transit in Thousand Palms, California actually canceled their bicycle rack marketing campaign due to the overwhelming response as soon as the bike racks appeared. Up the coast, the Seattle Metro system is recording more than 40,000 uses per month on its rack-equipped fleet.


Bank of America’s Commuter Cash

More and more employers are recognizing the value of offering their employees a cash alternative equal to the value of a parking place if they commute by other modes. This typically reduces driving by 10-30 percent, and promotes equity by giving non-drivers a benefit comparable in value to what drivers receive. Bank of America’s non-driving commuters in the Los Angeles basin are rewarded with cash payments that vary according to the approximate environmental benefit of theirmodal choices. For example, a telecommuter gets $1.00/day, a car-pooler between $1.75 and $2.25, a mass transit rider $2.75 and a walker or biker $3.00. These are paid out in 25-dollar increments with a B of A Debit Card, and can be applied to TransitChecks. The program is simple to administer since employees report theircommutes monthly.

More Info: www.sierraclub.org/sprawl/transportation/commute.asp

Promoting Economic Prosperity
Transportation Funding for Livable Communities (TLC)

The nine-county SF Bay Area Metropolitan Transportation Commission decided to use the flexibility of federal TEA-21 funds to experiment with an innovative, community-based transportation funding program. Created in 1997 under the banner of “Transportation for Livable Communities” (TLC), the program consists of two pots of money: one for neighborhood planning grants and a second for community capital improvements. Neighborhoods, civic groups and local businesses are asked to envision low-cost projects that can improve livability, safety, and access for the disabled, and local economic development. Main street revitalizations, neighborhood bus shelters, pedestrian bridges, business district improvements, bicycle trails, safe walking and bicycling routes to schools and many other types of projects are then eligible for the capital funding program.

The $9 million a year program has proven so popular among local governments and the public that the Commission recently agreed to triple its size to $27 million a year. The Sacramento and Los Angeles regions are now also participating. The SF Bay Area TLC program has been covered in more than 3,500 municipal parking spaces along the major tourist area. ElectroWave makes 29 stops and is close to more than 3,500 municipal parking spaces along the route. The brightly painted, low-floor buses run on a simple easy-to-understand route, and the fare is just 25 cents. The service has exceeded all ridership expectations, providing over 1.3 million trips to tourists and other travelers who would usually drive.

The system was developed after extensive analysis of business activity, traffic patterns, parking availability, and resident and visitor activities and preferences. The MBTMA and the City of Miami Beach developed the ElectroWave through funding partnerships with the Florida Department of Transportation, Florida Power and Light, Florida Alliance for Clean Technologies, Clean Cities, the Florida Department of Environmental Protection and the International Council for Local Environmental Initiatives (ICLEI).

More Info: www.commuterservices.com/electrowave.htm

Car Sharing

Think everyone in California has to own a car? Think again. In San Francisco and Oakland, residents can forgo the hassle and expense of actually owning a car through the San Francisco car-share program. Modeled on programs in European cities, those wishing to participate in the City CarShare program pay an up front deposit and monthly fee, and then pay $2.50 per hour and 45 cents per mile to rent one of three different types of cars, a VW bug, a VW Golf, or a VW Jetta. With pick-up and drop-off locations in 11 sites around the city, this service gives citizens the security of knowing they can use a car when they need it, but without sinking thousands of dollars into car ownership, maintenance, or insurance. Car-sharing programs like San Francisco’s increase access to transportation for those who may be unable to afford a car, and also enables working families to devote more resources to other needs. Funded through a combination of public and private funds, including TEA-21 funds, this non-profit program serves the community in a way that expands mobility options and also enhances economic opportunity for everyone. Car sharing is available in nine cities in the United States, with more programs on the way.

More Info www.carshare.net

ElectroWave Shuttle

South Beach, the second largest tourist area in Florida is challenged by the same congestion and development problems as other popular areas of the country. The Miami Beach Transportation Management Association, Inc. (MBTMA) has sought to improve opportunities for businesses, tourists, and residents alike through the ElectroWave service, initiated in 1998.

The circulator system of seven, 22-passenger, energy efficient electric buses operates 18 to 20 hours per day, 365 days per year, serving the hotels and attractions of this major tourist area. ElectroWave makes 29 stops and is close to more than 3,500 municipal parking spaces along the route. The brightly painted, low-floor buses run on a simple easy-to-understand route, and the fare is just 25 cents. The service has exceeded all ridership expectations, providing over 1.3 million trips to tourists and other travelers who would usually drive.

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Location Efficient Mortgages™ (LEMs)

Location Efficient Mortgages™ (LEMs) give more people more buying power when it comes to purchasing a home, particularly in urban areas that offer convenience and accessibility. Research by the Center for Neighborhood Technology, the Natural Resources Defense Council, and STPP has shown that households in “location-efficient” neighborhoods—pedestrian-friendly, compact areas with easy access to amenities and good transit service—own fewer cars per household and drive fewer miles annually than comparable households in many suburban or rural areas. This is because they don’t need a car as often, given the broader range of transportation options that exists in these areas. A product that is purchased by Fannie Mae, a LEM™ allows lenders to recognize the savings that result from reduced car use. Thus lenders can “stretch” their standard debt-to-income ratio, ensuring that more low- and moderate-income families, first time homebuyers and dedicated transit users can qualify for mortgages, or larger mortgages than they otherwise could obtain. This recognition can increase credit availability by $36,000 to $48,000 for a first-time homebuyer with a household income of $50,000. LEMs are now available in the metropolitan regions of Seattle, San Francisco, Chicago and Los Angeles; and should be available in Philadelphia and Atlanta in 2002.

More Info: www.locationefficiency.com

www.locationefficiency.com
Meeting transportation needs is an important factor in providing economic opportunities to rural areas. The RIDES program in rural Illinois recognizes this fact, helping link rural area residents to jobs, services and training. RIDES coordinates more than 80 agencies to connect transportation needs with economic development and prosperity, including the Departments of Aging and Mental Health, senior centers, colleges, job training, adult day care, childcare, and workforce development. Through cooperative agreements, these organizations come to RIDES to have their transportation needs met before they buy vehicles and try to provide their own service. Every RIDES route is open to the general public and provides their own service. Every RIDES program transports more than 80 agencies to connect transportation needs between key tourist destinations, the plan is expected to create 1,400 new full-time jobs and provide $48 million per year in direct economic benefits. Perhaps the best-known outcome of this plan is the free Island Explorer. These low-floor, propane-fueled, bike rack-equipped buses provide free service to visitors to Maine’s Acadia National Park from the island town of Bar Harbor. Launched in June 1999, the free Island Explorer was an immediate hit with both locals and tourists. Ridership was an astonishing 3,000 passengers a day, which equated a reduction of 1.3 million vehicle miles from the park’s roads during its first summer in operation. In its second summer, Island Explorer more than doubled its fleet of buses (to 17 total). Despite a decline in park visitation, ridership on the Island Explorer increased 40 percent from the previous year.


Illinois
Rides Transit Program

Kentucky
ARTIMIS

The Advanced Regional Traffic Management and Information System (ARTIMIS) is helping to manage congestion and help drivers in the Cincinnati and Northern Kentucky area. The ARTIMIS system uses more than 80 cameras, 57 miles of fiber optic cable, and more than a thousand sensors to monitor 88 miles of freeway. When the control center receives word of a problem, motorists, transit drivers, law enforcement, and others can be notified via 43 changeable message signs, the ARTIMIS website, and through the Smar-Traveller telephone advisory system. The Center can also dispatch up to Five Freeway Service Patrol Vans to help clear crashes and perform other duties.

More Info: www.artimis.org

Maine
Strategic Passenger Transportation Plan

To boost Maine’s tourism industry without overloading its transportation network, the Maine Department of Transportation created its Strategic Passenger Transportation Plan in 1996. Using funds from the Enhancements and CMAQ programs, this plan focuses on the creation of an integrated, multi-modal passenger transportation system that supports and promotes tourism.

In combination with the recent return of passenger rail service between Boston and Portland, and the success of the high speed ferry service between key tourist destinations, the plan is expected to create 1,400 new full-time jobs and provide $48 million per year in direct economic benefits.

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More Info: www.artimis.org

Maryland
Commuter Choice

Research shows that people care about having easy access to their workplace, whether it is through a short auto commute, access to public transportation, walking, or biking. Employers that recognize this fact are able to attract and retain highly skilled workers. The State of Maryland helps employers compete for these workers through the Commuter Choice program. The program extends tax credits to employers who pay for transit or vanpool benefits for employees or gives cash incentives to carpoolers, cyclists, walkers, or telecommuters. The largest incentive of its kind in America, this program picks up half of the cost of commuting through tax credits of up to $360/year per employee. The program was recently extended to include non-profit organizations, and a “Cash in Lieu of Parking” program.

More Info: www.commuterchoicemaryland.com/

Michigan
SMART Transit Service

Sometimes, it’s the little things that count. The Suburban Mobility Authority for Regional Transportation in Detroit, MI (SMART) clearly makes every effort to listen to community needs, and these efforts pay off. In one case, SMART learned from a chamber of commerce representative that if it would have one of its buses arrive at a shopping mall 15 minutes before the mall opened, more of the mall’s employees would be able to take transit to work. After SMART redesigned its service to provide more access to suburban job centers and “reverse commute” services, these workers, as well as over 1 million others, had new or improved service. This reinvention took place in the mid-1990s as part of a larger effort to provide greater employment-related transportation services in response to the job growth in the suburban areas.

In addition to reinventing the system, SMART also initiated a number of innovative marketing efforts, such as the “Get-A-Job, Get-A-Ride” program providing free monthly bus passes to new workers. One of SMART’s most recent efforts is to initiate a computer system to help job developers locate jobs and daycare centers near transit services. As a result, SMART has had ridership increases for 29 consecutive months.

More Info: www.smart-mi.org

Missouri
MetroLink Light Rail

Within three days of its 1994 opening, the St. Louis MetroLink had over 180,000 passengers. Within two years MetroLink averaged 40,000 daily riders — twice what was projected and more than the year 2010 forecast. It serves many of the city’s central attractions, including the historic riverfront district at LaClede’s Landing, the Convention Center, Busch Stadium, the Kiel/Civic Center, Union Station (redeveloped as shops, restaurants, and a major hotel), Washington University Medical Center, the University of Missouri-St Louis and the Lambert-St. Louis International Airport.

According to ridership surveys, St. Louis residents use the system for both work and recreation, with 69 percent of total riders commuting to work, and approximately 15,000 fans using the trains to get to St. Louis Rams football games. Overall, light rail ridership remains high throughout the workday and on weekends. The region is currently working on an extensive expansion of the system connecting communities across the county, into Illinois, and providing linkages to the two major airports in the region.


More Info: www.welfareinfo.org/ suburbanmobility.htm

More Info: www.mcleastinfo.org/ suburbannobility.htm

More Info: www.commuterchoicemaryland.com/

More Info: www.mcleastinfo.org/ suburbannobility.htm

More Info: www.commuterchoiceillinois.org
Promoting Economic Prosperity

**Monorail**

Transportation needs do not always have to be met using government resources—the private sector can play an important role as well, especially when improved transportation can increase business and economic activity in a particular region. The Las Vegas Monorail is a perfect example. Linking seven stations over four miles to eight resorts and the Las Vegas Convention Center, the sleek, driverless monorail (think Disneyland for adults) provides a quick and comfortable ride through the heart of the resort corridor, currently gridlocked with commuter and tourist traffic.

The Monorail is scheduled to enter service in early 2004. The system’s one-half mile track connection linked New Jersey Transit’s Morris & Essex (M&E) line with Amtrak’s Northeast Corridor and permitted direct rail access for thousands of daily riders to New York’s Pennsylvania Station in Manhattan. Previously, New York City–destined customers terminated their rail journeys in Hoboken and transferred to the PATH system or ferries.

Opened in June 1996, the connection gave rise to NJT’s enormously successful “Midtown Direct” Service. Ridership today is double the expectations made five years earlier at its initiation. Daily users of just this service are in excess of 10,000, and the connection has succeeded in removing many thousands of motor vehicles from the state’s clogged highways along with attendant atmospheric emissions.

More Info: www.lvnvmonorail.com

**New Jersey**

The Kearney Connection

Sometimes, just a small amount of track can make all the difference. This one-half mile track connection linked New Jersey Transit’s Morris & Essex (M&E) Line with Amtrak’s Northeast Corridor and permitted direct rail access for thousands of daily riders to New York’s Pennsylvania Station in Manhattan. Previously, New York City–destined customers terminated their rail journeys in Hoboken and transferred to the PATH system or ferries.

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More Info: www.nj-arp.org/

**North Carolina**

Rocky Mount Train Station

Accompanied with increasing urban flight, the City of Rocky Mount, North Carolina undertook a radical, 9.5 million project to renovate its dilapidated railroad station into a stunning, state of the art multi-modal transportation complex. The new building has become an important stop for Amtrak, Greyhound, Carolina Trailways intercity bus, and the Rocky Mount city bus service. This center for regional commerce and transportation has been designed to revitalize downtown Rocky Mount, and was funded through TEA-21 Transportation Enhancements funds. The project was supported by the Great American Station Foundation, which is working to return historic rail stations all over the country to their status as vital transportation and economic hubs.

More Info: www.stationfoundation.org

**Ohio**

Linden Transit Center

The Linden Transit Center is the first of a number of similar transit centers being planned by the Central Ohio Transit Authority (COTA). The center provides space for businesses and meets neighborhood needs while serving as a transportation hub. Most of the 20,500 square-foot, two-story facility is occupied by a privately-operated child-care center, a bank, and medical and other retail tenants, right alongside comfortable facilities for COTA bus patrons. Opened in fall 1999, the Linden Transit Center anchors the Four Corners project, which includes the new home of the Columbus Metropolitan Housing Authority and a Columbus Division of Police substation.

The center was made possible through a number of public-private partnerships including a $2.1 million Federal Transit Administration Livable Communities Grant, which was matched with $270,000 from the Ohio Department of Transportation.

The Linden Transit Center will be linked by express bus service to another transit center under development in the Easton community, about five miles away. The express connection to Easton is expected to eventually connect workers to about 40,000 jobs.

More Info: www.greaterlinden.org

“Ride Happy or Ride Free”

In January 2001, the Greater Cleveland Regional Transit Authority (GCRTA) initiated the “Ride Happy or Ride Free” program, offering free rides to passengers not happy with their trips. Believed to be one of few programs of its kind in the nation, it is similar to a “money-back guarantee” offered by many retailers in the private sector and represents consumer-oriented transit service. Transit authorities will use the information provided by customers to improve bus service in the Cuyahoga County region. According to George F. Dixon III, President of the RTA Board of Trustees, “This is the ultimate customer service program. RTA is putting its money where its mouth is. When you pay for a ride, we guarantee you that you will be pleased by our service. If you are not, we’ll give you a free ride.”

More Info: www.gcrta.org

Road to Work Oklahoma

A s is the case in rural communities across the country, residents of Talihina, a small town in Southeastern Oklahoma, lacked access to living-wage jobs. The community had a 15 percent unemployment rate. Sixty miles away in Fort Smith, Arkansas, poultry processing plants were in need of workers. In the mid-1990s, the KI BOIS Community Action Foundation worked with the Talihina transit agency and the Oklahoma Department of Human Services to develop a shuttle service to link people with these employment opportunities. Workers using the service were trained to drive the vehicles.

With the help of Job Access funds from TEA-21, the Road to Work Oklahoma project has been expanded to more than 100 van and bus routes serving hundreds of workers through cooperation with 18 rural transit agencies. The vans and buses pick up low-income workers at their homes and deliver them to jobs at factories and plants often 30 to 40 miles away, for just a few dollars a day. The routes allow working families to maintain two incomes without the expense of owning two cars, and provide businesses with reliable workers. KI BOIS, a non-profit group, is planning further expansion to serve workers in all 75 rural transit agencies in the state.

More Info: www.kibois.org
**Rhode Island**

**Bonds for Bikepaths**

Rhode Island is spending millions of dollars on a statewide system of bike trails — including about 50 miles of new bike paths. In November 1998, the voters of the state overwhelmingly approved bonds for bikeways. In 1999, the state’s transportation department announced that instead of tearing down the beautiful and historic Old Jamestown Bridge, they would study its reuse for pedestrians and bicyclists. Perhaps one of the best examples of Rhode Island’s support for bicycles is the East Bay bike path, a 14.5 mile, 10 foot wide, ribbon of asphalt that provides a safe place for unobstructed cycling. Users can enjoy the sights, sounds and smells as the project’s complete, the way will be clear for improvements that will allow passengers to begin and end at the station, and for other facilities to be constructed that will integrate bus/trolley, airport shuttle and taxi services. The goal is to establish Richmond as a major hub of a high-speed Southeast Rail corridor connecting communities from Florida to New York and Boston. The project receives funding from the Transportation and Community and System Preservation Pilot Program (TCSP) as well as state and local funds.

More Info: www.dot.state ri.us/ WebTran/bikeri.html

**Texas**

**Pay-As-You Drive Auto Insurance**

Texas drivers may soon have a new way to save on the costs of car ownership: use-based or pay-as-you-drive auto insurance. For decades, car insurance has been an almost fixed cost for motorists. Whether you drive a little or a lot, you pay nearly the same premium. In 2001 the Texas legislature passed H.B.45, authorizing motor vehicle insurance to be offered by the mile, not just by the month. The change was inspired in part by a pilot program introduced by Progressive Insurance Corporation in 1998 that set auto insurance premiums based upon distances driven. Many Texas policyholders raved about the premium savings — an average of 25 percent over “traditional” insurance policies.

The new law will allow drivers to buy insurance for units of 1,000 miles or more at a time, with proof of insurance validity shown by their odometer, rather than by the calendar. With a distance-based policy, people who drive less than average, including many women, urban residents, transit users, and older people, could save hundreds of dollars a year. The Federal Highway Administration is now conducting studies in Georgia and Massachusetts to measure the wider potential of pay-as-you-drive insurance.


**Virginia**

**Main Street Station**

Richmond, Virginia has broken ground on the renovation of the Main Street Rail Station, designed to reintroduce rail service to downtown Richmond. Once the first phase of the project is complete, the way will be clear for improvements that will allow passengers to begin and end at the station, and for other facilities to be constructed that will integrate bus/trolley, airport shuttle and taxi services. The goal is to establish Richmond as a major hub of a high-speed Southeast Rail corridor connecting communities from Florida to New York and Boston. The project receives funding from the Transportation and Community and System Preservation Pilot Program (TCSP) as well as state and local funds.

More Info: www.richmondgov.com

**Washington**

**Union Station Restoration**

For decades, Seattle’s great symbol of the railroad age stood barren amid the city’s active aerospace and high-tech industries. Union Station, which reopened in October 1999 after 28 years of deterioration, has undergone a transformation that will help recapture its role at the heart of the city’s transportation system.

Several developers attempted unsuccessfully to restore the building before the Union Station Associates, a joint venture between Nitze-Stagen & Co., Inc. and Microsoft co-founder Paul Allen, acquired the property in 1997. Later that year, they entered into a public-private partnership with Sound Transit, the regional transit authority, to restore the building. The building’s systems were upgraded, original architecture was preserved and 90,000 square feet of office space was created. Nitze-Stagen also upgraded the building’s air conditioning, heating and ventilation systems, as well as the unique arched window on the station’s south wall.

Union Station is now home to Sound Transit’s headquarters. By 2006, the facility will be the hub for Seattle’s light rail system. In November 2000, the restored station was honored with a National Preservation Honor Award from the National Trust for Historic Preservation.

More Info: www.nthp.org

**Wisconsin**

**Park East Freeway Decommissioning**

The City of Milwaukee is using transportation dollars to spur economic development in a new way: by removing an un-needed highway to make room for development. The Park East Freeway spur was built as part of an abandoned plan to circle Milwaukee with freeways. Now, it provides access to the downtown at only three points, while cutting the city off from its waterfront.

Studies show that its replacement, with a surface street will not negatively impact traffic in the area. Redeveloping the vacant land under the freeway will result in hundreds of millions of dollars of investment, including the new Harley-Davidson Museum. The replacement will release a minimum of 20 acres for redevelopment, as much retail space as 8 WalMarts. This area is highly valuable for economic opportunity, giving its proximity to the waterfront and the business district. The downtown plan developed by the city and local citizens calls for mixed-use development in the area, combining offices, shops, and housing.

More Info: www.mkedcd.org/pdfs/ParkEastNews1100.pdf