

# Creating Livable Communities Through Public Involvement

## Case Studies

**Community Action and Fundraising**—Community group in Portland, OR partners with a local business, the city, and DOT to improve the pedestrian environment through specially designed umbrellas and multiple engineering measures.

<http://www.walkinginfo.org/library/details.cfm?id=2805>

**Community Involvement During the Planning Process**—Norfolk, VA wanted to foster economic development in several communities across the metro area, with an eye for enhancing individual community character. The partnership undertook a planning study to look at the streetscape and revitalize the area for commercial development.

<http://www.walkinginfo.org/library/details.cfm?id=2804>

**Creating Walkable Communities Partnership Campaign**—Nonprofit in Upstate South Carolina helps educate local officials, professions, and the general public on pedestrian issues through expert presentations.

<http://www.walkinginfo.org/library/details.cfm?id=2939>

**State and Regional Agencies Work with Community Members**—A partnership for health in Charleston, West Virginia, uses a citizen survey to help determine and ensure preferred allocation of transportation funds to pedestrian and bicycle facilities.

<http://www.walkinginfo.org/library/details.cfm?id=2803>

**Organizing Citizen Support and Acquiring Funding for Bicycle and Pedestrian Trails**—The purpose of this study was to identify and analyze specific courses of action necessary to successfully develop bicycle and pedestrian facilities in Washington, Illinois, Michigan, and Florida.

[http://drusilla.hsrb.unc.edu/cms/downloads/CS8\\_OrganizeCitizenSupport\\_Trails1992.pdf](http://drusilla.hsrb.unc.edu/cms/downloads/CS8_OrganizeCitizenSupport_Trails1992.pdf)

**Taming the Urban Arterial**—Reconstruction of a major arterial roadway in Madison, WI was preceded by input from the community, who pushed the City to consider the needs of pedestrians and bicyclists.

[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=210](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=210)

**Road Hazard Identification Pilot Program**—In cooperation with local groups, the Wisconsin DOT implemented a program in Green Bay aimed at the identification of potholes, drain grates, and other road hazards that can be harmful to bicycle traffic. The system, centered on increasing individual citizens' abilities to report these hazards, created a safe biking environment while promoting community involvement.

[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=401](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=401)

**Bicycle Boulevards**—In order to transform a residential street in Palo Alto, CA into a bike-only roadway, residents played a key role in informing police and other officials of traffic conditions along the roadway. This input proved to be extremely valuable as each phase of the project was implemented, and allowed for a smooth transformation.

[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=502](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=502)

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**Bicycling Ambassadors and Bike Lane Education**—Due to cyclist confusion caused by the installation of 70 miles of new bike lanes, the City of Chicago, IL created teams of Bicycling Ambassadors to teach safe cycling at numerous day care centers, festivals, sports events, and block parties.

[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=802](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=802)

**Comprehensive Child Bicycle Safety Program**—Creation and implementation of a bicycle safety program for children in Duval County, FL was based on a foundation of broad community support and involvement of local businesses and school districts.

[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=804](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=804)

**Downtown Revitalization Partnerships**—Community input was vital in redesigning the downtown area in Clemson, SC and pulling business, entertainment, and pedestrians back to the city center.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=4](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=4)

**Solutions from Citizen Input**—To calm residents' fears over increased traffic on a formerly quiet country road in Grand Junction, CO, officials held several public meetings and mailed out literature to keep the public up to date on the plan to redesign the road.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=7](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=7)

**Granite Street Traffic Calming**—Citizens in Cambridge, MA were able to work closely with city officials in redesigning Granite Street for lower traffic speeds, creating a safer environment for pedestrians.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=20](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=20)

**Main Street Redesign**—Responding to citizen complaints over a lack of downtown pedestrian accommodations, the City of Hendersonville, NC looked to community leaders and downtown merchants to lend a hand in the redesign.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=24](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=24)

**Neighborhood Traffic Circles**—Neighborhood traffic circles, highly effective in lowering speeds and intersection accidents, were installed in Seattle, WA based on a system that allows citizens to gather signatures in support of such measures. This system allows for public involvement while easing the strain on the city government to search for problem areas.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=56](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=56)

**Church Street Marketplace**—In a novel approach to redesigning a downtown pedestrian mall, the City of Burlington, VT hosted one-day street fairs to understand the needs of the community and ask for their input.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=61](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=61)

**Neighborhood Speed Watch Programs**—Placing speed-monitoring power in the hands of citizens, the City of Phoenix, AZ established Neighborhood Speed Watch Programs that provide residents with hand-held radar guns to record speeds, makes, models, and license numbers of speeding vehicles.

[http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=71](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=71)

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