Active Transportation Resource Center

ATP NI-Funded Programs TA Teleconference

July 8, 2020

Caltrans

California Active Transportation Program

CDPH California Department of PublicHealth

Our Motivation

- *Help California meet its long-term multi-modal transportation, sustainability, health, safety, and equity goals*
- *Build your awareness, confidence, and trust in the ATRC, and your understanding of ATP project requirements*
- *Assist you in making your ATP project as successful as possible*
- *Get more people safely walking and bicycling for transportation!*

Speakers

Caltrans

- Summer Lopez, Assistant Coordinator, ATP NI Programs and ATRC
- Rhiannah Gordon, Racial Equity Program Manager, Office of Sustainability

California Department of Public Health, Injury and Violence Prevention Branch, Active Transportation Safety Program

- Victoria Custodio, ATRC NI Technical Assistance Team
- Marianne Hernandez, ATRC NI Technical Assistance Team

Today's Agenda

- Review of revised ATP Cycle 5 application timetable and

  Time Extension Process for existing ATP projects
- COVID-19 Public Health Reminders and Updates
- Review new ATRC resources
- Equity in active transportation discussion
  - *Special Guest: Rhiannah Gordon, Caltrans Racial Equity Program Manager*
- Share upcoming events and programmatic successes and challenges

ATP Cycle 5 is Open!

Application Milestones	Former Schedule	Amended Schedule
ATP Cycle 5 Project application deadline for Infrastructure, NI, and Plans (postmark date)	June 15, 2020	**Sept. 15, 2020**
Quick Build Project applications deadline (postmark date)	June 15, 2020	**July 15, 2020**

Additional details for 2021 ATP Amended Schedule on CTC website:
https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2020/2020-04/06-4-4-a11y.pdf

ATP Programs Time Extensions due to COVID-19

Time Extension Amendment Process

If a project is impacted by COVID-19 and will require additional time, the Request For Additional Time Due to Covid-19 form must be submitted. The tentative schedule for approval of previously approved time extension amendments, that may require more time related to COVID -19, is as follows:

- Time Extensions Deferred in March –May or June 2020 meeting
- Time Extensions lapsing/expiring in May or June 2020 – June 2020 Meeting
- Time Extensions lapsing/expiring from July – December – August, October or December 2020 Meeting

*For time extensions that were originally approved for 20 months, that will lapse/expire between May 2020 – December 2020 the form and submit to Caltrans staff. These will be handled on a case by case basis in consultation with the CTC.

https://catc.ca.gov/-/media/ctc-media/documents/ctc-workshops/2020/april-2020/4-6-2020-tuf-policy-workshop-ppt-april2020-v8-a11y.pdf

California COVID – 19 Websites

https://covid19.ca.gov/

https://www.cdph.ca.gov/covid19

COVID-19 Phased Opening

- There are Four COVID-19 Reopening Stages: California plans to reopen its economy in four phases
- Each county or region may be at different reopening stages depending on:
  - COVID-19 confirmed cases in the last 14 days
  - Number of cases relative to the population who have been tested
  - Hospital capacity
  - Essential Worker Guidance and Supplies
  - Skilled Nursing Facility Mitigation Plan

What stage are we in now?

- Much of the state had entered into Stage 3. But the most populous counties have now moved back because the surge of cases.
- As of June 26, all Californians must wear a mask and maintain physical distancing when in public.

***Refer to your county health department website for more information.**

CA Dept. of Education and CA Public Health Covid-19 Guidance for Schools

- CA Department of Education Guidance and Announcements – Updated weekly: https://www.cde.ca.gov/ls/he/hn/coronavirus.asp

- CA Department of Public Health: COVID-19 Guidance for Schools and School-Based Programs https://covid19.ca.gov/pdf/guidance-schools.pdf

NACTO's COVID -19 Response Guides + Resources

- **COVID-19 Transportation Response Center**

  https://nacto.org/program/covid19/

- **Streets for Pandemic Response & Recovery**

  https://nacto.org/wp-content/uploads/2020/06/NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-06-25.pdf

- **Community Engagement During COVID-19 (Webinar)**

  https://nacto.org/event/community-engagement-during-covid-19/

CDC COVID-19
Readiness & Planning Tools

Event Gathering:

https://www.cdc.gov/coronavirus/2019-ncov/downloads/community/COVID19-events-gatherings-readiness-and-planning-tool.pdf

Youth Programs and Camps:

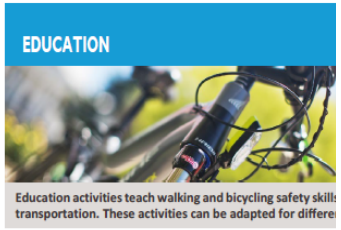
https://www.cdc.gov/coronavirus/2019-ncov/downloads/camp-planning-tool.pdf

Questions?

What new with the ATRC?

- Funded by ATP and administered by Caltrans
- Uses subject mater experts to provide resources, training, and technical assistance
- Sign up for the listserv on the ATRC homepage – http://caatpresources.org

NI Program 6 Es Fact sheets



EDUCATION

Education activities teach walking and bicycling safety skill transportation. These activities can be adapted for differe

Types of active transportation education activities include:

CLASSROOM/PHYSICAL EDUCATION LESSONS

Using a classroom curriculum either in school, in an after-school program, or in a community setting can help standardize what and how students and/or adults learn and practice pedestrian and bicycle safety. Integrating active transportation lessons through curricula is a great way to educate students while ensuring sustainability of this education. Classroom lessons help students comprehend safety guidelines and assist with internalizing behavioral expectations for real-life use. Downloadable or online streaming active transportation games or videos provide a fun way to teach pedestrian and bicycle safety.

SCHOOL-WIDE ASSEMBLIES/COMMUNITY PRESENTATIONS

Assemblies and presentations provide an opportunity to educate a large audience in a limited timeframe. School assemblies are festive whole school or grade gatherings held in a large common space like the auditorium, gym, or cafeteria. They provide a key venue to share information and build community momentum to work towards a common goal. Local law- enforcement will sometimes provide this community service at low- or no-cost to schools. Other potential presenters include local walking and/or bicycling advocacy groups or local public health departments. Assemblies make great kick-off events for larger ongoing initiatives.

ENCOURAGEMENT

Encouragement activities generate excitement and enth

Common active transportation encouragement activities include:

WALK TO SCHOOL OR WORK CHALLENGES

Designate a specific day annually, one day per month, or any variation of designated days to promote walking to school, work, or another key destination.

INTERNATIONAL WALK TO SCHOOL DAY

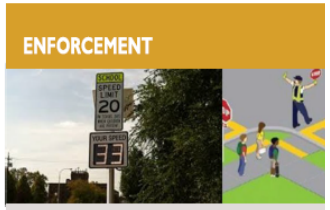
Recognition of this day annually in October gives children, parents, school teachers, and community leaders an opportunity to be part of a global event that celebrates the many benefits of walking and builds momentum for communities to establish safe places to walk.

BIKE TO SCHOOL OR WORK CHALLENGES

Designate a specific day annually, one day per month, or any variation of designated days to promote biking to school, work, or another key destination.

NATIONAL BIKE TO SCHOOL/WORK DAY

Recognition of these two different days annually in May encourages families and workers to celebrate the benefits of biking. These days can also broaden awareness of local commitment bicycle safety and community quality of life.



ENFORCEMENT

Enforcement activities aim to deter unsafe behaviors a

Types of active transportation enforcement activities include:

TARGETED ENFORCEMENT IN SCHOOL ZONES

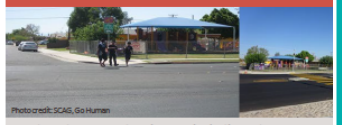
Schools can coordinate with law enforcement to be present during school at drop-off/ pick-up times or at special events such as Walk or Bike to School Day to serve as important reinforcement and/or provide warnings and citations (for unlawful speeding or right-of-way or parking violations) if necessary. School and school district administrators and local law enforcement can issue joint communications at the start of every school year to remind students and families of expected traffic behavior, why safety and active transportation are priorities for the local jurisdiction, and any consequences of violations.

TARGETED ENFORCEMENT ALONG HIGH INJURY/FATALITY- IDENTIFIED CORRIDORS

Cities can identify specific locations and corridors where there are repeated histories of pedestrian and bicyclist injuries and fatalities, and systematically deploy local law enforcement to those areas to help reduce dangerous behaviors that lead to collisions/crashes. Like schools, city departments can work collaborate on combination educational/enforcement campaigns that raise awareness of high-risk locations for pedestrians and bicyclists, how drivers of vehicles affect the safety of vulnerable road users, expected vehicle travel speeds, expected pedestrian and bicyclist behaviors, and any added enforcement that will be taking place in an effort to prevent further injuries and fatalities. Create examples have utilized 'pedestrian decoys' to help stress the importance of vehicle drivers yielding to pedestrians in crosswalks.

GOOD BEHAVIOR REWARDS

Consider working with law enforcement or volunteers to reward and reinforce predictable bicycling or pedestrian safety behavior when students and families walk or bike to school or community events.



ENGINEERING

Engineering strategies change the built environment to walk and/or bicycle.

Engineering streets so that they are "complete" for roadway users communities safer and more comfortable for those that are walking Engineering strategies, including improved facilities, retrofits and sp automobile high speeds and volumes, can dramatically help to redu bicyclists. A well-designed system of streets with facilities specificall stress that many have when having to walk or bicycle in heavy car t bicycling, more people will feel comfortable walking and bicycling, a

Common engineering treatments that promote walking and bicyclin high visibility crosswalks. Less familiar and newer treatments includ rectangular rapid flashing beacons, way-finding signage and bike bo bicycle and pedestrian engineering strategies that may help to make

This Fact Sheet highlights common pre- and post-engineering activit eligible for reimbursement under the Active Transportation Program engineering design and construction, these activities can enhance pub walking and bicycling facilities.

WALK OR BIKE AUDITS

Walk and Bike Audits are processes that involve the systematic gathering, documentation, and assessment of data on environmental conditions (social, built, and natural) that affect walking and bicycling. Audit results document factors that help or hinder safe walking and bicycling to identify problem areas and make recommendations for improvement.

WALKING/BIKING ROUTE MAPS

Maps can show highlight routes to a given destination that are more amenable to travel bicycle or on foot. Online mapping programs usually offer a bicycle or pedestrian mapping function to help create customized maps for schools, neighborhoods, or broader jurisdictions. City or county walk/bike maps can demonstrate broader walk/bike facility networks for longer trip planning.

EVALUATION

Evaluation activities measure both program outputs (deliverables) and progr helps address whether a program is doing what it intended to do.

Common active transportation evaluation activities include:

TRACK PARTICIPATION

Keep track of attendance for the different services and activities you administer to help answer questions about whether you were able to reach the number of individuals or specialized groups that you intended to serve.

SURVEYS*

Administer surveys to capture knowledge, attitudes, and behaviors from different groups (such as parents, community members, students, etc.) that you are serving in your programs. Administering surveys repeatedly or routinely — before, during, and after a program is implemented — is useful to describe changes in knowledge, attitudes, and behaviors. Surveys can also provide feedback from program participants to determine any necessary program improvements.

QUIZZES/TESTS

Administer quizzes or tests on topics such as pedestrian or bicycle safety to evaluate increased knowledge or improved skills within your intended audience. Methods will vary based on what you are trying to assess. Traditional quizzes (via paper and pencil or computer) can help evaluate knowledge changes. Skills demonstration tests have been used by some bicycling instructors to determine if students are able to put into action what was taught to them in the course.

POLICY

Assess policy changes over time. Safe Routes to School programs can annually review school district and participating schools' policies to ensure they continue to encourage walking and bicycling to school. Workplace policies can be examined annually to determine if more active transportation policies have been maintained or implemented to encourage walking, biking, or taking transit to work.

SAFETY DATA

Collect and analyze safety data t and bicyclists. Data may be avail crash/collisions, injuries, and fat sets (such as UC Berkeley SafeTR System). More often, communit local sources such as regional tr public health departments, or lo planning/public works, traffic op can include existing traffic violat inventories of active transportat Data from Walk or Bicycle Audit be available for review. While m planning, this data may have the purposes in longer-term efforts

EQUITY

Active Transportation NI Fact Sheet

Equity in transportation invests resources in disadvantaged communities which are most dependent on active transportation and transit.

Why we must focus our resources in disadvantaged communities:

Many disadvantaged communities – sometimes referred to as vulnerable communities or communities of concern - face significant and persistent inequities due to historical marginalization and systemic disinvestment resulting in a lack of resources, opportunities, and unhealthy and unsafe environments. Disadvantaged communities tend to be the most dependent on active transportation and transit to connect them to economic opportunities and basic needs. Low-income Californians have the highest rates of walking and bicycling, including walking to and from transit. The lack of adequate pedestrian infrastructure can deter/impede mobility, particularly for those with disabilities. Engaging disadvantaged communities is vital to ensuring that active transportation options are accessible to everyone in California. Advocates and agency staff must support real, meaningful community engagement for both governmental and organizational decision-making, projects, and programs.

Community Engagement

The following are ways to make a conscious effort to address equity and engage disadvantaged communities in active transportation efforts:

- Proactively and consistently seek input on community needs in the planning stage of projects.
- Solicit public engagement – implement the decision-making process via robust public outreach and participation.
- Consider basic needs, including food access, when soliciting participation in community events. Anticipate and arrange for assistance as needed and provide in a non-judgmental and welcoming way.

- Cultivate diverse community participation in a safe environment to facilitate open/honest discussions.
- Involve the community in the planning process by partnering with local not-for-profit and/or community groups.
- Provide opportunities to meet and talk in informal settings, such as local community centers, religious centers, coffee shops, etc., in addition to government offices.
- Consider 'piggybacking' onto existing or ongoing local events. Identify events and space where the community is already congregating and partner with that organizer to attend or add-on an engagement activity. Seek permission well in advance of events.
- Carefully evaluate the use of technology in community engagement and consider a range of approaches to meaningfully engage the full spectrum of community stakeholders.
- Share information and announcements in ways that people actually receive information, which may include posting fliers, connecting to community networks, using social media, and other outreach methods.
- Provide opportunities for residents to participate during weekday and weekend times.

http://caatpresources.org/index.cfm/1511

ATRC Active Transportation Resource Center

Completed Projects

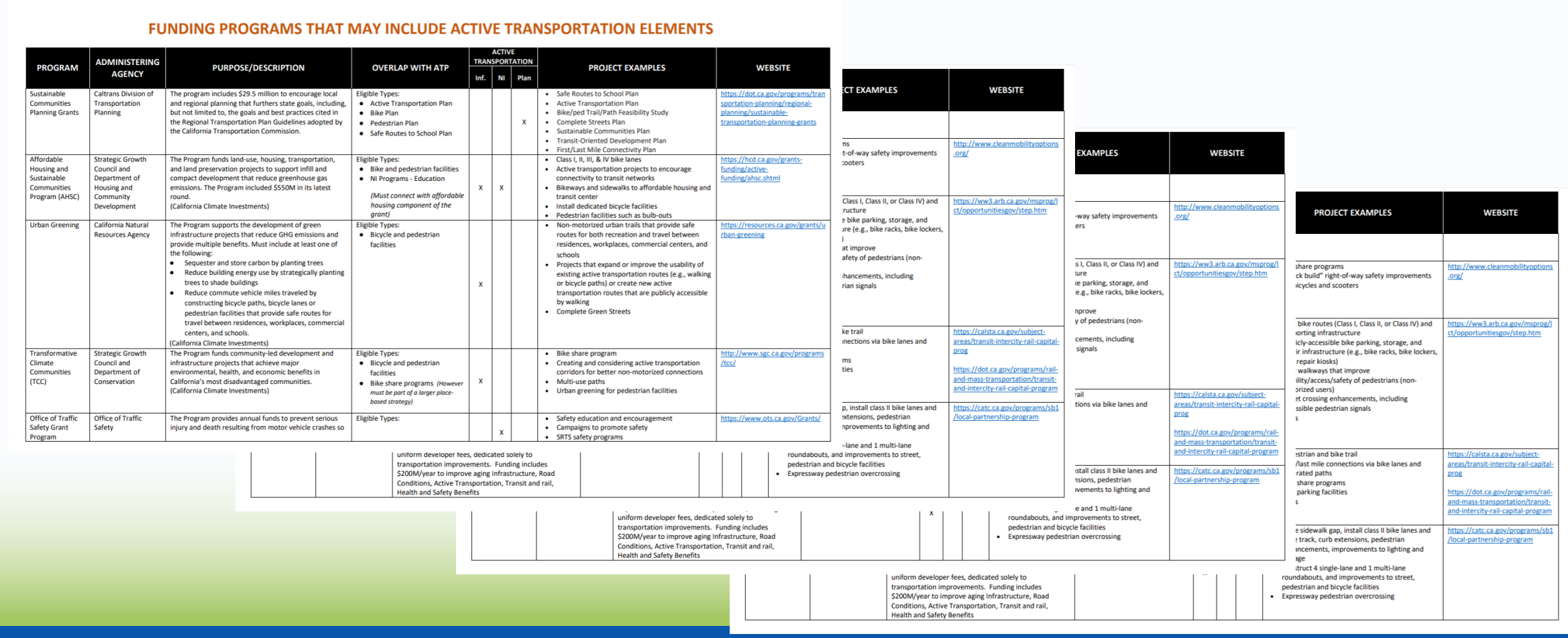
Project Profiles (Fact Sheets)

- Showcase the components and outcomes of ATP-NI Programs (with photos!)
  - Complete 6 by June and 6 more by December
- Find candidate projects through Completion Reports
  - Is your project complete or will be completed soon?
  - Do you want your project highlighted?
  - Let us know!

ATRC Active Transportation Resource Center

Funding Programs that Fund AT

With the ATP being over-subscribed, CTC and Caltrans developed this resource



FUNDING PROGRAMS THAT MAY INCLUDE ACTIVE TRANSPORTATION ELEMENTS

PROGRAM	ADMINISTERING AGENCY	PURPOSE/DESCRIPTION	OVERLAP WITH ATP	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE
				Inf.	NI	Plan		
Sustainable Communities Planning Grants	Caltrans Division of Transportation Planning	The program includes $29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Eligible Types: • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan			X	• Safe Routes to School Plan • Active Transportation Plan • Bike/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included $550M in its latest round. (California Climate Investments)	Eligible Types: • Bike and pedestrian facilities • NI Programs - Education *(Must connect with affordable housing component of the grant)*	X	X		• Class I, II, III, & IV bike lanes • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Eligible Types: • Bicycle and pedestrian facilities	X			• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets	https://resources.ca.gov/grants/urban-greening
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Eligible Types: • Bicycle and pedestrian facilities • Bike share programs *(However must be part of a larger place-based strategy)*	X			• Bike share program • Creating and considering active transportation corridors for better non-motorized connections • Multi-use paths • Urban greening for pedestrian facilities	http://www.sgc.ca.gov/programs/tcc/
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so	Eligible Types:		X		• Safety education and encouragement • Campaigns to promote safety • SRTS safety programs	https://www.ots.ca.gov/Grants/

uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits

roundabouts, and improvements to street, pedestrian and bicycle facilities
- Expressway pedestrian overcrossing

ATRC Partner NI Resource

- Alternative education and encouragement activities during COVID resource list (Safe Routes Partnership)

Google Doc:

https://docs.google.com/spreadsheets/d/17qpycQnix0NzYshaIyAKvM6s1pGPEDFzs-qivcjhx28/edit

Updated NI Program Guidance

- Clarified processes (Section I):
  - Consultant Selection
  - Workplan Modifications/Scope Change Processes
  - Flexibility
- Updated item costs and eligibility (Section II)
  - Increasing allowable costs where needed
  - Expanding on examples
  - Incentives

New Flash Trainings to Help with your Cycle 5 Application

- Median Household Income-American Fact Finder: Calculating Median Household Income by Census Tract
- Partnering with the California Conservation Corps (CCC) and Local Conservation Corps (LCC)

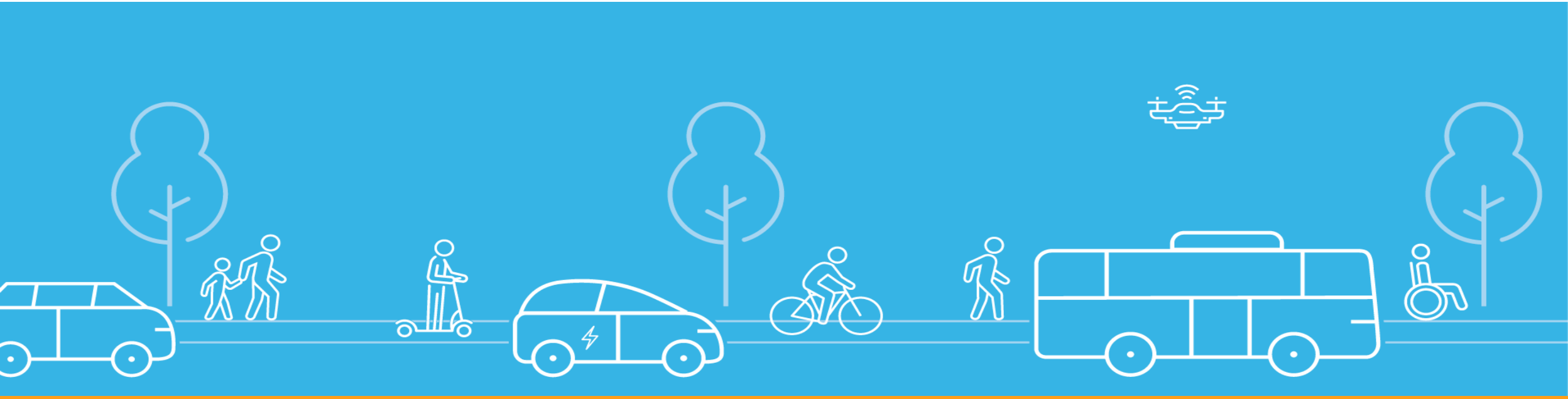
http://caatpresources.org/index.cfm/1500

Questions?

EQUITY EFFORTS AT CALTRANS

Active Transportation Resource Center, July 8, 2020

Rhiannah Gordon, Racial Equity Program Manager

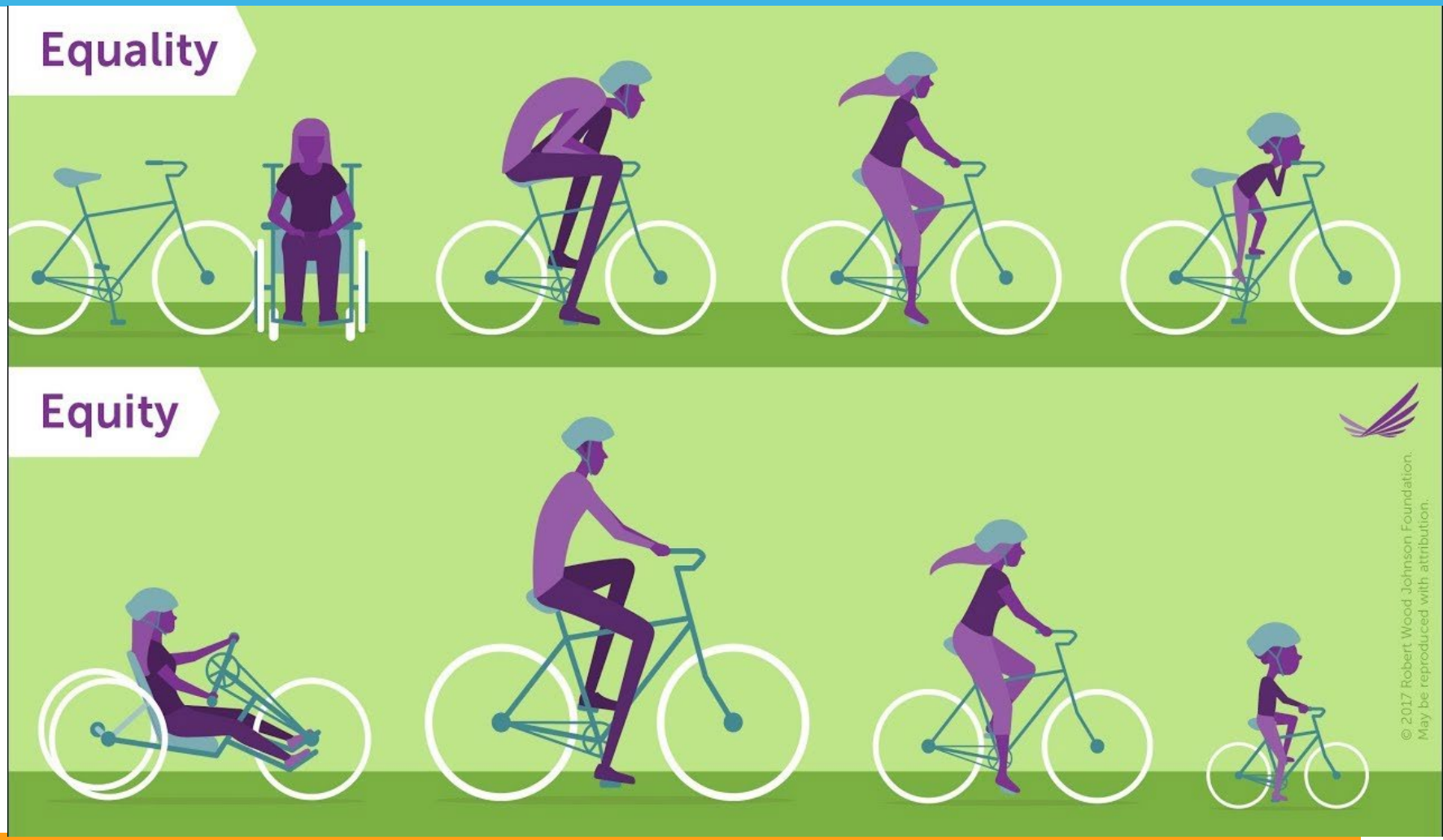


Changing the Frame

Equity vs. Equality

Equality = Same treatment for all
Equal treatment does not necessarily create equal outcomes

Equity = Treatment that accounts for disparities
To ensure that everyone can succeed, we need to tailor our services to different groups' needs



2018-19 GARE CA Capitol Cohort

1. Air Resources Board
2. Arts Council
3. Coastal Commission
4. Department of Community Services and Development
5. Department of Corrections and Rehabilitation
6. Department of Education
7. Department of Housing and Community Development*
8. Department of Public Health*
9. Department of Transportation
10. Department of Social Services

11. Governor's Office of Planning and Research
12. State Lands Commission
13. Strategic Growth Council
14. California Environmental Protection Agency
    - CalRecycle
    - Department of Pesticide Regulation
    - Department of Toxic Substances Control
    - Office of Environmental Health Hazard Assessment
    - State Water Resources Control Board

CARES Team

Caltrans Alliance for Race & Equity Solutions

2018 GARE "Learning Year"

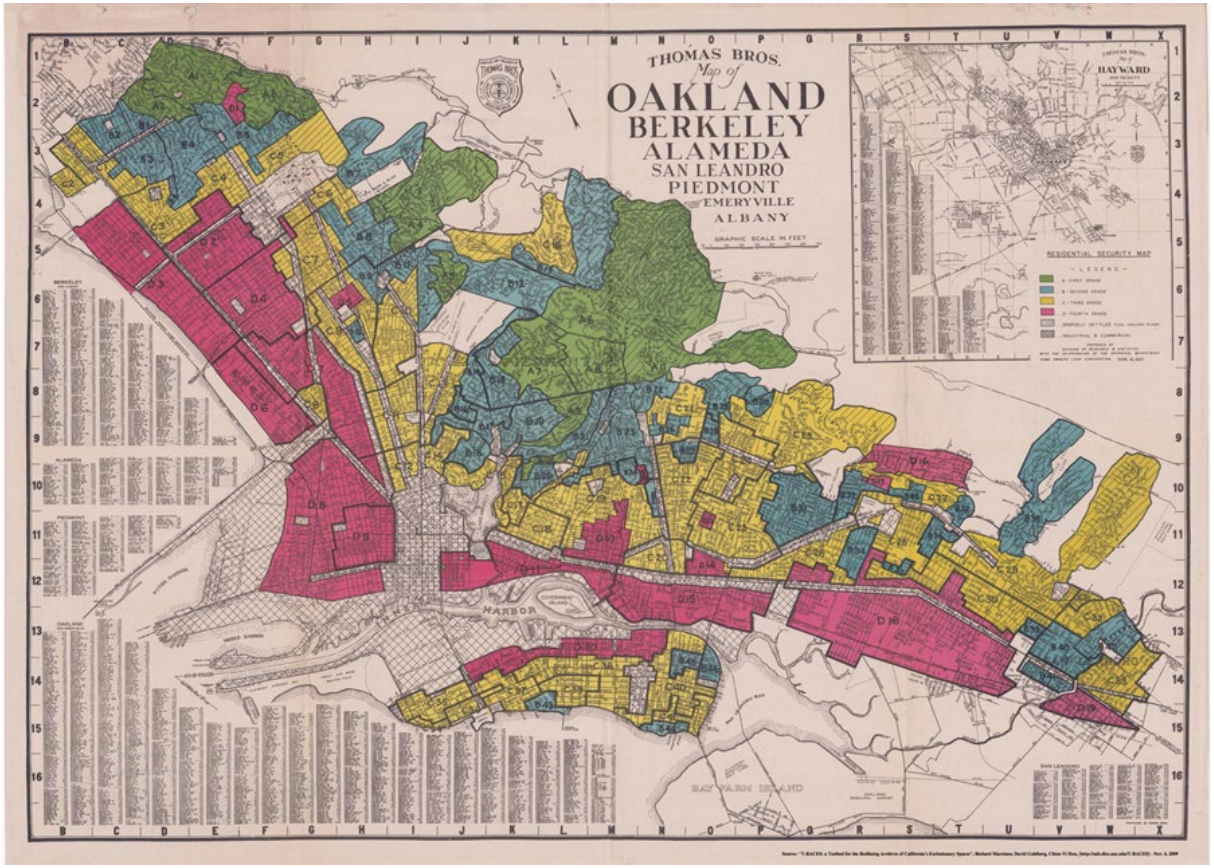
- Participation included HQ employees, many from Administration and Planning
- Executive Sponsors included Administration, Planning, and Sustainability

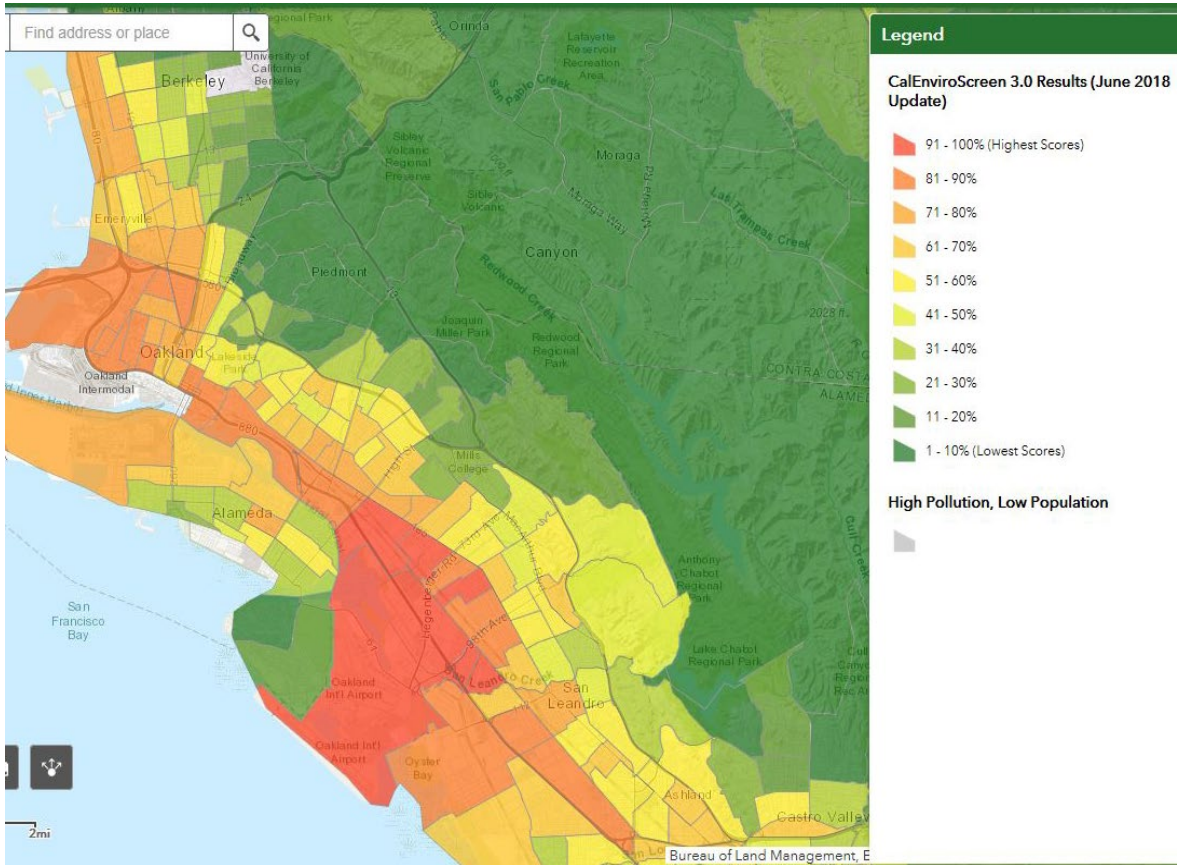
2019 GARE "Implementation Year"

Expanded team to include district participation.

- Our team now includes employees from Administration, Planning, and Districts 3, 4, 5, 7, 8 and 12

Historical Perspective





Instituting Change

Caltrans Efforts

2018-2019 GARE Participation sparked:

2019-2020

- Creation of a Racial Equity Program Manager
- Exec Board Presentations
- Planning Horizons (recorded presentations)
- Crafted a Race & Equity Action Plan (EB approved Dec 2019)
- District Presentations to inform staff
- Books added to CT Library
- Created internal and external website
- Equity being considered in next Strategic Management Plan and CA Transportation Plan

CT Race & Equity Action Plan

The Action Plan Identifies three areas of focus:

Communication

Goal: educate and engage Caltrans employees on racial equity solutions

Pilot Projects

Goal: to provide equitable services to all Californians, assess outcomes and inform solutions

Policy

Goal: for equity to be built into Caltrans culture, values and daily operations

CT Race & Equity Action Plan

Communication:
Training – including roadshows and assessing training needs
Resources – website and resources available for employees

Pilot Projects:
Working with Districts/Divisions to explore embedding equity into policies and procedures
Example: Maintenance equipment replacement (to low emission), prioritizing replacement in the most burdened areas as identified by CalEnviroscreen

Policy:
Developing policy, accountability, including equity in next Strategic Management Plan, allocating resources

Partnering with Others Engaged in This Work

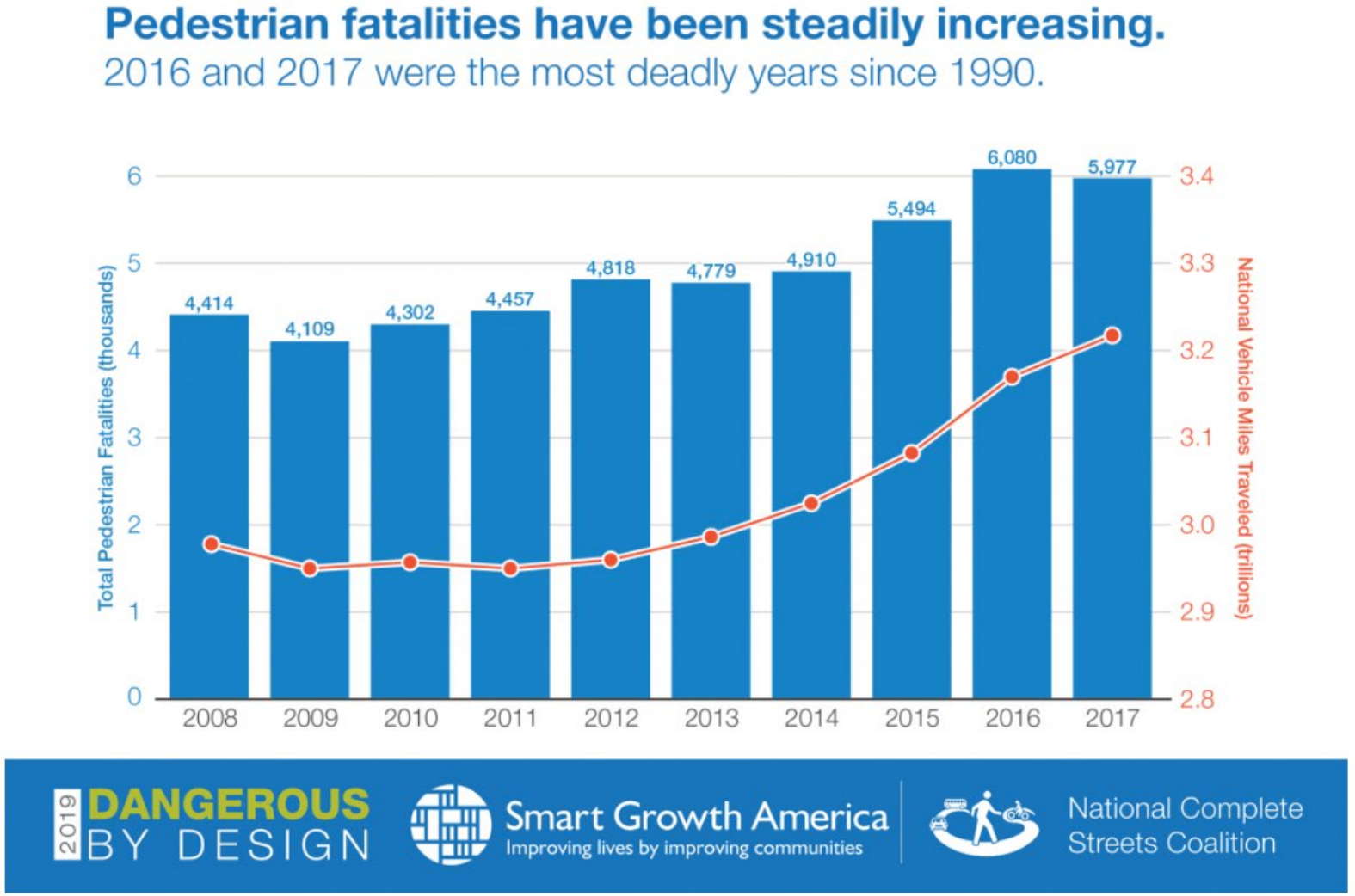
Presentations

June 27, 2019 – Jeanie Ward-Waller & Rhiannah Gordon present: ***Bridging the Gap, Caltrans Equity Efforts of Today and Tomorrow***

May 27, 2020 – Ryan Russo presents: ***Putting Equity into Action***

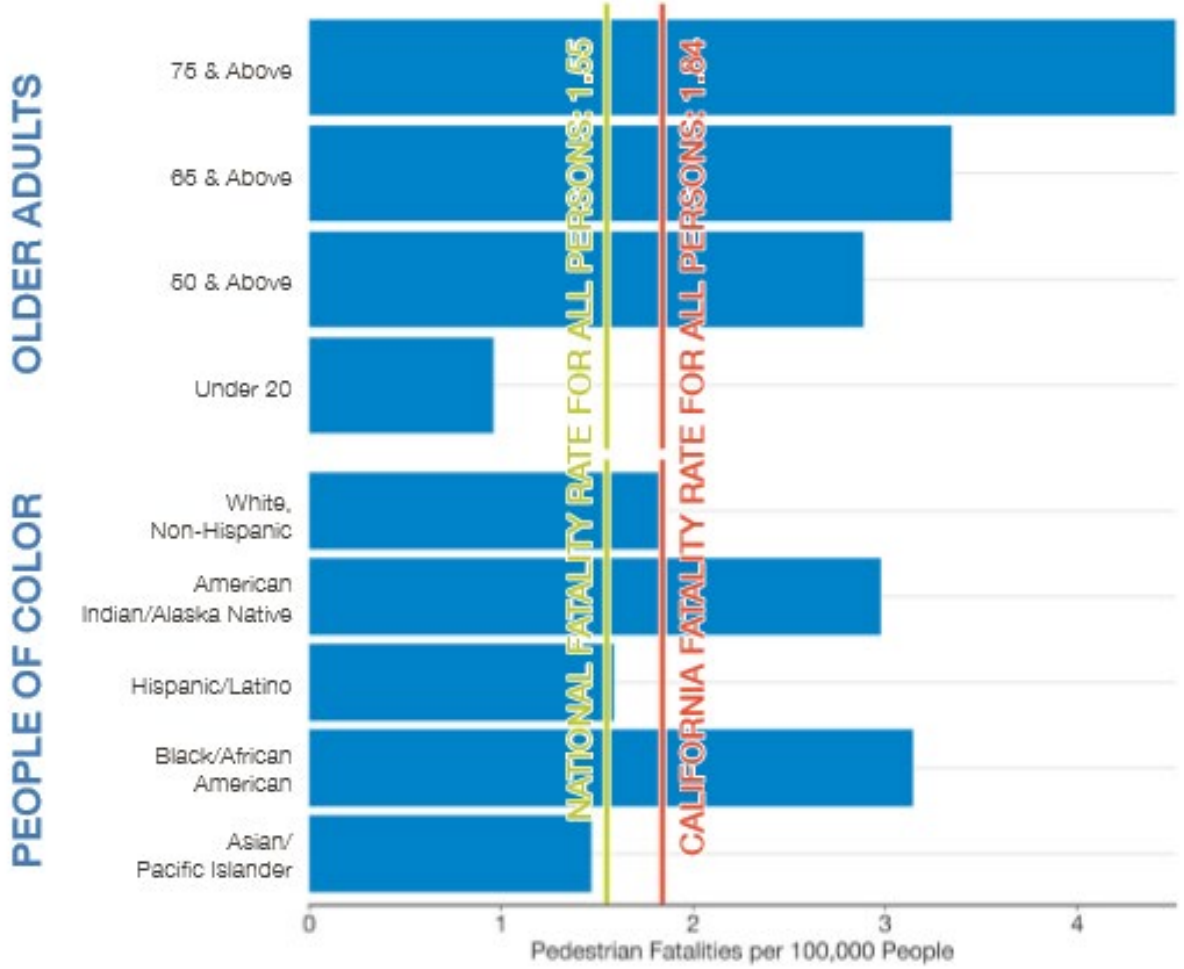
Active Transportation & Equity

Data on Pedestrian Fatalities – National



Data on Pedestrian Fatalities - CA

Figure 5. Pedestrian Fatalities per 100,000 People



CA ranks #16 in the nation for dangerous streets with **7,127** pedestrian deaths between from 2008-2017

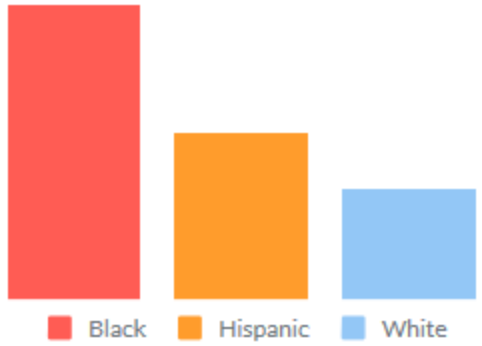
Pedestrian deaths rose 26% between 2014 and 2018

Black people are dying at the highest rates; **3.14 deaths per 100,000** people

Open Space, Protests, & Policing

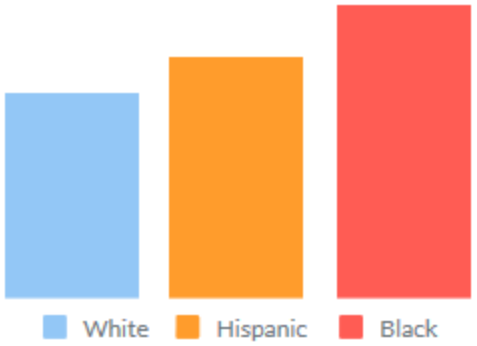
Black people are most likely to be killed by police

3x more likely to be killed by police than white people.



Police Killings per 1 million population

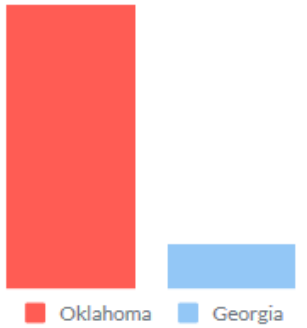
1.3x more likely to be **unarmed** compared to white people.



% Killed by Police Unarmed, 2013-19

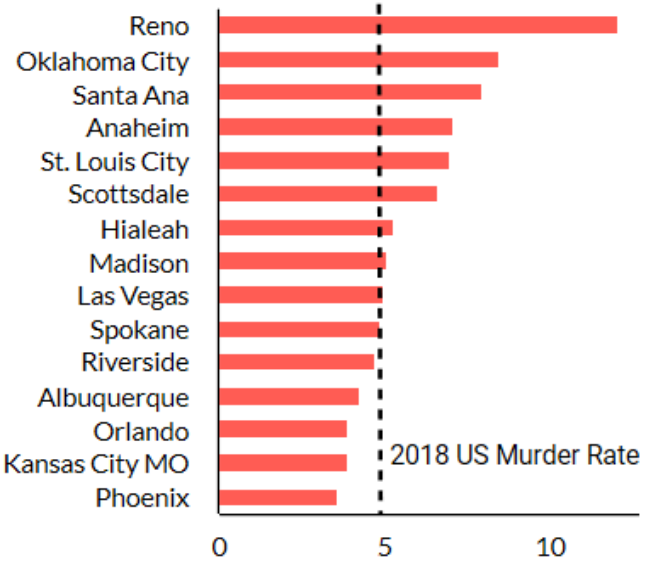
Where you live matters

6x more likely to be killed by police in Oklahoma than Georgia.



Police Killings of Black People per 1M

8 of the 100 largest city police departments kill black men at **higher rates** than the US murder rate.



Police Killings of Black Men per 100K, 2013-19

Open Space, Protests, & Policing

When we talk about active transportation, increasing walking and biking, open streets, and safety….

We must ask ourselves, **for whom**?

What actions can be taken?

Beyond Safe Routes: Active Transportation

Safe Routes Partnership

The 6 E's of Safe Routes to School

As of June 2020, they dropped "Enforcement" as the first E.

- Engagement
- Equity
- Engineering
- Encouragement
- Education
- Evaluation

Discussion

1. What policies and programs can be developed / adjusted in service of equity?

2. How can more meaningful partnership with underserved communities be developed?

3. What does the reimagining of “enforcement” look like?

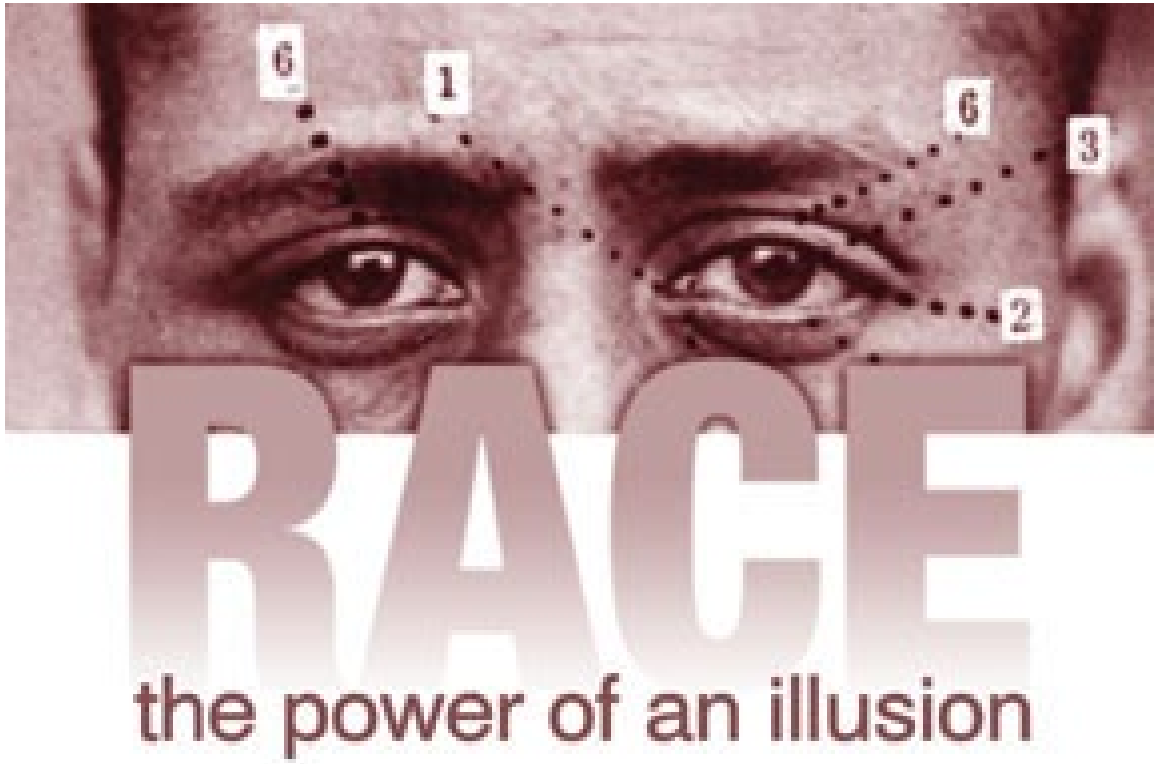
Resources

Below are thought-provoking pieces that helped us question the ways we work, and for whom. We invite you to read them to continue listening, learning and seeking necessary discomfort alongside us. –America Walks

- **Safe Streets' Are Not Safe for Black Lives** / *Dr. Destiny Thomas, City Lab*
- **Whose Streets? Black Streets /** *Amina Yasin, Streetsblog USA*
- **A Call to Courage** / *Jay Pitter*
- **Why We Must Talk About Race When We Talk About Bikes** / *Tamika Butler*, *Bicycling*
- **America's Cities Were Designed to Oppress** / *Bryan Lee Jr., City Lab*
- **How Do We Respond to Anti-Black Racism in Urbanist Practices and Conversations?** / *Canadian Urban Institute*
- **How to End Anti-Blackness in Cities** / *Alissa Walker, Curbed*

Resources

Santa Monica Fwy
10
WEST
INTERSTATE
10


RACE
the power of an illusion

Thank you!

Thank you

Check out our website here.

If you would like to chat more, please contact me:

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March 2020 ATP NI Teleconference
'Topics of Interest' Survey Results

1. Demonstration Projects
2. Quarterly Reporting for NI Projects
3. Non-SRTS activities and programs
4. Educational Collateral (mailers, postcards, lawn signs, etc.)
5. NI Evaluation Methods
6. Participation Incentives (age/audience appropriate)
7. NI program sustainability
8. Media Campaigns
9. Open Street Events

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Future NI Programs TA Teleconferences

- What topic/theme do you want next and in the future?
  - Projects doing Media Campaigns?
  - Projects doing Ticket Diversion Programs?
  - Projects doing Open Streets or Demonstration Events?
  - What methods are projects using for Evaluation?
  - Other?
- Would be willing to give a short presentation on your project at the next teleconference in September?

The ATRC NI Team

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ATRC Active Transportation Resource Center

Thank You!

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