

National CIA Workshop 2006  
Urban Areas in Transition  
Draft Schedule

	Mon. July 31		Tues. Aug 1				Wed. Aug 2	Thr. Aug 3	
7:00 – 8:00	<b>Registration</b>		Breakfast				Breakfast	Breakfast	
8:00 – 9:30			CIA for Design/Build projects	FasTracks	Safe Routes to School	Why use Context Sensitive Design?	An Overview of FHWA's National CIA Course	Innovative Outreach Tools	Extreme Facilitation
9:30 – 10:00			Break				Break	Break	
10:00 – 11:30			Context Sensitive Solutions at the Regional and Project Levels	Transit Oriented Development	Smart Growth Communities	Techniques for explaining alternative screening processes to communities	CIA case studies for small towns and rural areas	Innovative Outreach Tools	Extreme Facilitation
11:30 – 1:00			Lunch				Lunch	End Conference	
1:00 – 2:30		Welcome CDOT RTD Cal Marsella DRCOG Keynote: John Hickenlooper Cindy Burbank	Tour 1  TREX	Tour 2  Busses, Trains, and TOD Tour	Tour 3  Sustainable Development, in Denver's Emerging Neighborhoods.	Tour 4  Teaching NEPA to Diverse Communities: Public Outreach in the I-70 East Corridor	RE: NEPA Live! Indirect and Cumulative Effects		
2:30 – 3:00		Break				Break			
3:00 – 4:30		CIA and Natural Disasters				Round Table Discussion: Emerging Research Needs for CIA			

## Session Descriptions

### CIA and Natural Disasters (David Siegel)

2005 was certainly a year of change for the nation, and particularly for the Gulf Coast states as they were slammed by the worst natural disaster in our lifetime. The **triple threat** of two hurricanes and a flood and the subsequent damage to the region's environments...the **natural** environment, the **built** environment and the **social** environment... provided a challenge, certainly a change, and a new paradigm for the country and for planners. Was there a **failure** to plan? What did history have to do with the "set-up for disaster"? Was there a failure to **coordinate** those plans that **did** exist? Was there...**is** there still...a failure to quickly and coherently plan for the **aftermath** of this disaster? There are some very important planning **lessons** that the nation...and we as professional and citizen planners and change agents...can learn from this triple-header of a disaster in three key areas:

- **The "Prequel"**: the **development** history and the **planning context** within the region that provided the "**set-up**" for disaster;
- **The Storm**: the inability to communicate and to coordinate and execute those plans that **did** exist (sort of the "Storm within the Storm"; and
- **The Future**: the difficulty in determining **what** needs to happen, **how**, with what **priority**, and by **whom**?

Dave Siegel's talk will take us on a **quick tour through a disaster**, focusing on the **planning issues**, and ending with some of the **lessons** learned and the **opportunities** ahead for planners as agents of change.

### CIA for Design/Build projects (Panel Discussion)

With the emergence and growing trend to using Design/Build for project delivery, there is a growing need to understand how to effectively work with communities in this fast paced process. This panel will discuss the various challenges faced by Design/Build projects, and effective tools for working with communities.

### Context Sensitive Solutions at the Regional and Project Levels

Follow a Context Sensitive Solutions process from planning through construction.

The Regional Cumulative Effects Assessment brought together experts and members of the community to identify and assess the cumulative effects on various natural and cultural resources in the Colorado Springs area. This overarching cumulative effects assessment formed the baseline for several different projects within the Colorado Springs Region.

Powers Boulevard is a major transportation route that serves the eastern portion of the City of Colorado Springs, and the demand for transportation services is directly related to the demographic, economic, and geographic characteristics of

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the urban area. Understanding the role of this facility in meeting future growth and development in this corridor is critical to identifying a proposed action. To achieve this understanding, consideration was given to how traffic demand on Powers Boulevard fits into the surrounding human and natural environment, regional transportation network, planned land use, and community character. Alternative development and selection were accomplished through a process called Context Sensitive Solutions (CSS), which includes:

- a collaborative, interdisciplinary approach in which representatives from the Federal Highway Administration (FHWA), Colorado Department of Transportation (CDOT), Pikes Peak Area Council of Governments (PPACG), City of Colorado Springs, City of Fountain, El Paso County, Colorado Springs Municipal Airport, Peterson Air Force Base, and Fort Carson were involved in the planning and design process
- integration of residents and business owners along the corridor in the decision-making process, and
- public comment collected early and throughout the process.

**FasTracks (Maria Garcia Berry, Cal Marsella, Liz Rao)**

In November, 2004 RTD Denver passed a monumental transit initiative that will build out 119 miles of new rapid transit, add over 21,000 new spaces in 31 new park-n-Ride's, enhance bus service and redevelop Denver Union Station into an intermodal hub; all within 12 years. 58% of the Denver metro area voters said yes to this tax increase. Come hear how the campaign was run, how the program is moving along with just over 10 years left to complete build out

**Transit Oriented Development (Gideon Berger, Brian Welch, Ferd Belz, Bob Simpson)**

With the passage of FasTracks in 2004, transit-oriented development (TOD) has become a widely used (if not widely understood) buzzword in the Denver region. This panel will discuss what defines TOD and makes it a unique form of built environment, what roles the major stakeholders play in its implementation, and how TOD impacts communities. Discussion will include perspectives from RTD, which is building out the FasTracks system and collaborating with local governments on land-use planning in station areas; from a local government planner who has worked with neighborhoods on the challenges and opportunities that new transit service presents; from a private developer working with local government, RTD and adjacent neighborhoods to build a new TOD project; and from a private consultant charged with finding the best measures to evaluate TOD's impact on communities and their quality of life.

**Safe Routes to School (Dan Grunig, Betsy Jacobsen, and Elizabeth Train)**

One of the few new programs in SAFETEA-LU is the federal Safe Routes to School program. This new program will enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-

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related and behavioral projects will be geared toward providing a safe, appealing environment for walking and biking that will improve the quality of our children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools. The legislation makes available \$612 million in Federal funds over five fiscal years. Each state will receive a portion of the funds based on its percentage of the national total of school-aged children in grades K – 8, but not less than \$1 million each year.

Applications for the Colorado Safe Routes to School 2005 and 2006 funding were due February 15th. Seventy-two applications were submitted requesting approximately \$6.5 million in funding.

Panel members will discuss Safe Routes to School nationally and locally in terms of implementation and potential effects that could result in molding future transportation choices for youth in Colorado and the country as well as the associated impacts to physical activity and health.

**Smart Growth Communities (Tom Gougen, Chuck Perry)**

Smart growth is development that serves the economy, the community, and the environment. It changes the terms of the development debate away from the traditional growth/no growth question to "how and where should new development be accommodated."

Smart Growth answers these questions by simultaneously achieving:

- Healthy communities -- that provide families with a clean environment. Smart growth balances development and environmental protection -- accommodating growth while preserving open space and critical habitat, reusing land, and protecting water supplies and air quality.
- Economic development and jobs -- that create business opportunities and improve local tax base; that provide neighborhood services and amenities; and that create economically competitive communities.
- Strong neighborhoods -- which provide a range of housing options giving people the opportunity to choose housing that best suits them. It maintains and enhances the value of existing neighborhoods and creates a sense of community.
- Transportation choices -- that give people the option to walk, ride a bike, take transit, or drive.

Hear about two developments in Denver that have recently received EPA Smart Growth awards.

Bel-Mar

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**Why use Context Sensitive Design?**

**Techniques for explaining alternative screening processes to communities (Jumetta Posey, R.A. Plummer)**

**An Overview of FHWA's National CIA Course (Teresa Townsend)**

As part of the movement to increase transportation professionals' awareness and knowledge of assessing the effects of transportation actions on the human environment, FHWA has taken a strategic role in the development and implementation of a National Community Impact Assessment Course. This training has been designed to prepare transportation professionals and practitioners to incorporate and use the FHWA Community Impact Assessment (CIA) Process during transportation decisionmaking by providing a framework which can be applied to all phases of the transportation process. Since much of what has been learned over the last decade focuses on the interconnection and interdependencies between the planning and project development processes, the course is designed with a particular focus on transportation planning and project development. Consequently, the CIA course strives to help transportation professionals understand this critical linkage in a way that supports FHWA efforts to streamline the decisionmaking process.

The session is presented by course designers/instructors, Teresa Townsend, The Center for Transportation and the Environment @ NCSU and Allen Ibaugh, Data Transfer Solutions. The presentations will provide a general overview of the National CIA Course specifically as it relates to the CIA process, methods and techniques, data collection and analysis and how Community Impact Assessment can be incorporated in transportation decision-making.

**CIA Case Studies for Small Towns and Rural Areas (Larry Sly, Dave Mayfield)**

Small towns and rural areas can pose different challenges to Community Impact Assessments, requiring different tools and techniques. This session will include case studies on rural sustainability, managing growth, and outreach to special populations.

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**RE: NEPA Live! Indirect and Cumulative Effects (Katiann Wong-Murillo, Mary Ann Rondnella, Larry Pesesky)**

RE: NEPA is the Federal Highway Administration's online "community of practice" supporting an open exchange of knowledge, information, experience, and ideas about the National Environmental Policy Act, related environmental issues, and transportation decisionmaking. Join a panel of Indirect and Cumulative Effects Experts who will answer questions from the Workshop participants in an interactive session.

**Round Table Discussion: Emerging Research Needs for CIA (Leigh Lane)**

Much has been learned about assessing community effects over the last 3 decades, however, there is still much more to understand and learn. Many transportation professionals continue to argue that social factors are too subjective or "fuzzy" to be seriously considered in the transportation decision-making matrix. However, it is clear that in order to accurately assess the potential effects of programs, projects and activities, efforts to develop quantitative measures must be identified through emerging research needs. Simple demographic and economic measures fail to fully capture the characteristics of a community. While most CIA practitioners have long used demographic data to generate useful community profiles, experience has shown that a community is far more than the sum of its parts.

This session will begin with the comments from two knowledgeable CIA experts, one academician and one seasoned practitioner. Their comments will set the stage for a facilitated discussion around CIA research needs. The discussion is expected to include research needs in the areas of identifying study boundaries, data sources/needs, measures and indicators, etc. The results of the session will be presented to the Transportation Research Board's Social and Economic Factors in Transportation Committee as well as the CIA Subcommittee.

## **Tours**

### **TREX**

#### **Busses, Trains, and TOD Tour**

This tour begins with a ride up the 16<sup>th</sup> Street Mall on RTD's famous mall shuttles, a quick walk through of Union Station, the future intermodal hub of Denver's transit system and then a tour of the Central Platte Valley and Southwest Corridor light rail lines. You will go from Downtown Denver to the southern suburbs of Englewood and Littleton. The tour will visit the Englewood station where you will meet local officials who will describe and showcase their very successful Transit Oriented Development project.

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**Sustainable Development, in Denver's Emerging Neighborhoods.**

According to an article in the Rocky Mountain News in November 2005,

“Northeast Denver is rapidly changing from a nothingness people endured on the way to the airport to a fabric of housing and Home Depots, parks and planned communities, grocery stores and golf courses.

And it's all anchored by DIA, a proverbial economic engine that employs 30,000 workers and attracts more than 40 million passengers a year.

City leaders say a significant chunk of Denver's employment and population growth will occur around the airport, one of the few remaining large undeveloped tracts in the metro area. Excluding airport land and the massive Rocky Mountain Arsenal National Wildlife Refuge, the DIA Partnership-defined area includes about 200 square miles of space - bigger than downtown Denver and Lakewood combined.

And, according to Julie Bender, head of the DIA Partnership, an organization developed to spur growth near the airport, “We really look at this area around DIA as eventually becoming a full-service city...It will have retail, recreational development, business and entertainment aspects throughout. We expect it to grow twice as fast as the rest of the metro area.”

Join a tour of the Northeast Denver area including: Stapleton, Lowry, Fitzsimons, Commerce City and the Rocky Mountain Arsenal National Wildlife Refuge with an overview by Julie Bender who heads the DIA Partnership on the changing built environment and some of the transportation related challenges to new growth within an existing urban area.

**Teaching NEPA to Diverse Communities: Public Outreach in the I-70 East Corridor**

**Final Day Workshops**

**Innovative Outreach Tools**

**Extreme Facilitation (Suzanne Ghais)**

Suzanne Ghais, author of *Extreme Facilitation: Guiding Groups through Controversy and Complexity*, will introduce participants to some of the skills of extreme facilitation. Through a combination of presentation, discussion, and practical exercises, the workshop will cover:

- What is “extreme facilitation”?

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- How does it apply to community impact assessment?
- Internal qualities of the extreme facilitator, such as authenticity, confidence, and presence
- Assessing and adapting to group culture
- Tapping the emotional capacity of groups (one of the five capacities—physical, emotional, intellectual, intuitive, and spiritual)