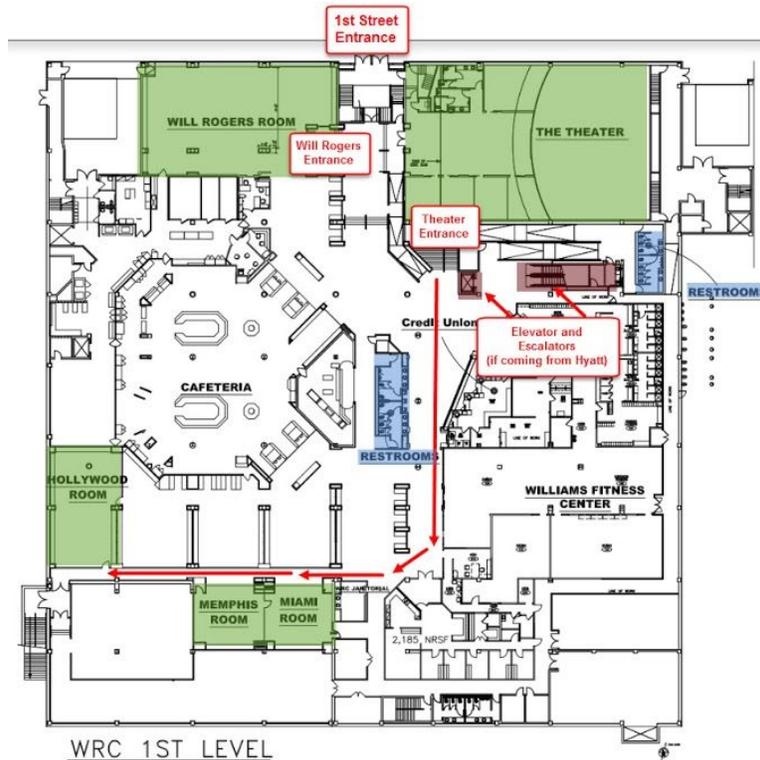


## Small Group Workshops: Friday, March 31st.



### 10:20-12:30 (special 2 hour session):

Taking it to the Streets: Using Temporary Traffic Calming for Permanent Change

Workshop leader: Marielle Brown. Meet in the Williams Theater lobby. *Please sign up at registration.*

### 10:20-11:20:

#### Williams Theater:

Let Urban be Urban and Let Suburban be Suburban

Workshop leader: Kevin Klinkenberg.

#### Will Rogers Room:

Health, Safety, Welfare: Is the Transportation Profession Providing for the Public?

Workshop leader: Daniel Herrig.

#### Memphis/Miami Room:

Highway Boondoggles: A Field Guide.

Workshop leader: Tony Dutzik.

#### Hollywood Room:

The Pleasant St. Bypass: Sacrificing a neighborhood to speed up traffic.

Workshop leader: Mike Corbett.

### 11:30-12:30:

#### Williams Theater:

Scoring! How to Do the Math on Proposed Development in Your City

Workshop leaders: M. Kovacs, W. Rugeley and J. Weiss.

#### Will Rogers Room:

Self, Us, Now - The First Step to Creating Change

Workshop leader: Michael McGinn.

#### Memphis/Miami Room:

Transportation Demand Management vs. Build Build Build

Workshop leaders: H. Black Walker and L. Creswell.

#### Hollywood Room.

Building Citizens Organizations to Reintegrate Commuter Rail into Communities

Workshop leaders: M. Connor, P. Fritz and D. Alden.

### **10:20-12:30: Small group workshop, special 2-hour session.**

#### Taking it to the Streets: Using Temporary Traffic Calming for Permanent Change

*Workshop leader: Marielle Brown. Meet in the Williams Theater lobby.*

Slowing down cars saves lives and builds community. However, making changes to streets in order to slow traffic can be controversial, as people fear congestion and increased danger. Temporary traffic calming can demonstrate the benefits of slowing cars to skeptical residents and elected officials. In this workshop, Marielle Brown, a member of Strong Towns who has worked on transportation issues in a number of capacities, will share successful, low-cost traffic calming efforts and (if all goes well) offer a live demonstration on the streets of Tulsa. Please come prepared to walk about ¾ mile round trip; safety vests will be provided. **Note: Due to the hands-on nature of this workshop, space will be limited. Sign up will take place at registration; early arrival is recommended.**

### **10:20-11:20pm: Small group workshops, Session 1.**

#### Let Urban be Urban and Let Suburban be Suburban

*Workshop leader: Kevin Klinkenberg. Williams Theater.*

The idea of letting the urban areas of our cities be truly urban, and letting the suburban areas be truly suburban is not a new one. But how would this really work? What are the planning implications? What are the municipal revenue/expenditure ramifications? Let's have a conversation to discuss some options, and if time allows, get into some number-crunching.

#### Health, Safety, Welfare: Is the Transportation Profession Providing for the Public?

*Workshop leader: Daniel Herrig. Will Rogers Room.*

What are the compounding effects of the transportation decisions over the last seventy years? Taking a big-picture perspective, this presentation walks through the consequences of the automobile-oriented transportation system by tracking the engineer's ethical code of protecting the health, safety, and welfare of the public. These key categories reveal the systemic failures of America's transportation network to support prosperity and flourishing in our most valuable asset - people. Highlighting the high fatality rates inherent in auto-centric systems, adverse health effects from air pollution and sedentary lifestyles, and inequity in the system for those in poverty, this presentation leads to a call for the transportation profession to react to these trends and outcomes of our system and correct the path forward to make safer, healthier, and more equitable communities.

#### Highway Boondoggles: A Field Guide.

*Workshop leader: Tony Dutzik. Memphis/Miami Room.*

Governments across the U.S. spend billions of dollars each year on highway projects that are wasteful and damaging to our communities, even as critical local needs go unmet. In this workshop, we will review recent "boondoggle" highway projects around the country, examine why they don't make sense, investigate the public policies that lead to their creation, and share ideas and strategies for challenging wasteful highway spending and creating more sensible transportation policies.

### The Pleasant St. Bypass: Sacrificing a neighborhood to speed up traffic.

*Workshop leader: Mike Corbett. Hollywood Room.*

*Noblesville is a case study of the tensions between urban and suburban style growth. Its traditional courthouse square serves as reminder of the benefits of urban design, while virtually all of Noblesville's community investment has been along the stroads of State Route 37 and Exit 210 on Interstate 69. Now, in an effort to relieve occasional traffic congestion on State Road 32, a major East-West arterial that runs through downtown, the city has decided to build a "reliever" through one of old town's oldest and most settled neighborhoods. Mike has joined a neighborhood group in opposition to the proposal but there is almost no support within the city administration or on the city council for their suggested alternative. Mike's presentation will highlight the issues and alternatives, appealing to Strong Towns nation for strategies and tactics on how to combat this really bad idea.*

### **11:20-11:30: Break.**

### **11:30-12:30pm: Small group workshops, Session 2.**

#### Scoring! How to Do the Math on Proposed Development in Your City

*Workshop leaders: Michael Kovacs, Will Rugeley and Justin Weiss. Williams Theater.*

The City of Fate will share our approach to doing Planning Commission and City Council briefings on new proposed developments that now include a basic, yet effective, fiscal sustainability analysis. We will share actual staff reports and advise with participants and help them with ways they can approach their local city councils, planning commissions, city managers, and Planning Directors, with solid numbers from their cities own financial statements and budgets to promote fiscally sustainable development and deter unsustainable development (and the formulas to know the difference).

#### Self, Us, Now - The First Step to Creating Change

*Workshop leader: Michael McGinn. Will Rogers Room.*

Michael McGinn, former mayor of Seattle and current member of Strong Towns, has a wealth of experience with community organizing. It is not just data, rational argument, or understanding processes that moves people to change. Stories move people. This workshop will teach you how to use the power of narrative to work with others in your community. In particular, how to share your own story.

#### Transportation Demand Management vs. Build Build Build

*Workshop leaders: Heyden Black Walker and Lauren Creswell. Memphis/Miami Room.*

In Texas, we like to build massive infrastructure, with massive price tags. We rarely consider the cost of long-term maintenance, or how to make the existing transportation systems more efficient. Our transportation system should be a balance of supply and demand, yet state agencies continually focus primarily on supply and use those supply projections to justify massive infrastructure spending. It's time that we also focus on the demand side. In this workshop, we will use Texas as a case study to understand how over-inflated modeling is used to overstate demand and, thus, justify adding to the supply. We will also look at highways where added supply was rapidly counter-balanced by induced demand and we'll examine the cost of adding supply on big highways, and compare that to the cost of adding supply for other transportation options.

## Building Citizens Organizations to Reintegrate Commuter Rail into Communities

*Workshop leaders: Mitch Connor, Paul Fritz and Dave Alden. Hollywood Room.*

In the spring of 2017, after a absence of a half-century, commuter rail service will return to Marin and Sonoma Counties in the north San Francisco Bay Area. Urban Community Partnership and Petaluma Urban Chat are citizens groups founded to promote financially-sustainable land-use patterns, with particular attention to the land near the new rail stations. Representatives of the two organizations will talk about the actions they've been taking to help the rail system integrate into its communities. They've encouraged and helped plan mixed-use, pedestrian-oriented development of vacant and underutilized parcels near the stations, adjusted bus routes to better serve the stations, and advocated for stronger bicycle and pedestrian routes to the stations. Mitch Conner, Paul Fritz, and Dave Alden will talk about the long-term commitment to making the neighborhoods vibrant places with homes and destinations to support the ridership of the rail line.