

Implementing Accessible Low Carbon Transit

Partners for Places and Peer Learning Exchange scale equitable and healthy transportation options

Developing geographical information systems, complete streets planning, trail network implementation, and EV preparations: all in a day's work for USDN and Partners for Places Grantees.

Climate Planning GIS in New Orleans LA

New Orleans understands the impacts of climate change. It is a place known for history, culture, food, and hurricanes. After Hurricane Katrina hit in 2005, the New Orleans committed to plan for a [Resilient New Orleans](#) and to reduce economic and social disparities that make so many of their neighborhoods vulnerable. New Orleans now has a new continually developing [GIS tool](#) to help the city plan for climate change, thanks to a recent Partners for Places award.



Figure 1: The Trust for Public Land

New Orleans, the Greater New Orleans Foundation, and the Trust for Public Land worked together to develop and launch the tool. It is designed to collect environmental, social, and health outcome data within the City of New Orleans to plan for a climate-resilient future. This data can be used for a variety of purposes. For instance, one can use it to map and plan for carbon-free trails and transit lines that connect residents to essential services, destinations, and each other. It is used to inform the City and developers on how, where, and when to incorporate sustainable infrastructure to increase equitable

livability in the face of a changing climate.

Complete Street Planning in Northampton MA

Partners for Places also supported the City of Northampton MA and Community Foundation of Western MA to reduce GHG emissions and enhance equity by creating a detailed bicycle and pedestrian [Complete Streets plan](#). The 10-year plan details where the city and its collaborators will build trails, sidewalks, and complete streets infrastructure. During this process, disenfranchised residents collaborated with city government and community-based organizations. As a result, the plan is being implemented in their neighborhoods with their support.

Active Transportation for Better Public Health in Tacoma WA

The Russell Family Foundation and the City of Tacoma used a Partners for Places match to improve the health of the Puyallup River watershed and to strengthen the communities with in it. They developed a system of trails, sidewalks, bike lanes and boulevards, local and regional pathways, and public transportation connecting all of the Puyallup River Watershed's communities, parks, schools, cultural sites, business districts, and residential centers. They combined development and maintenance of this system with education and outreach to strengthen community involvement.



Figure 2: PCC Farmland Trust

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Peer Learning Bike Share Exchange

USDN's Peer Learning Exchange gathered Sustainability Directors and relevant staff from four small cities: Dearborn MI, Evanston IN, Fayetteville AR, and Northampton MA. These cities wanted to implement bike share programs. Together, they evaluated, explored, and discussed examples of working bike share programs in small cities. The Bike Share Peer Exchange spanned three days, and included explorations into:

- Funding opportunities
- Partnership opportunities
- Building the case for bike share
- Evanston's bike share expansion details
- Divvy bike share system (North Chicago) and the B-Cycle bike share system
- Equity Considerations
- Bike share technology, equipment, and operational models

Participants left with takeaways by topic, returning to their cities better equipped to consider their implementation strategies in each unique urban setting.



*Figure 3: Catherine Hurley
Presentation to Council*

West Coast Electric Vehicle Exchange



Figure 4: Seattle News

Another set of peers gathered to explore the role of government in accelerating electric vehicle (EV) charging infrastructure. Five core USDN member cities presented on the existing nature of EV charging in their cities, and the group dove deep into the challenges and opportunities inherent in this type of infrastructure.

One city learned that as they move forward with EV and EVSE deployments, they need to design programs that help meet vehicle electrification goals while not cannibalizing mode-shift efforts. They decided to embed more all-encompassing transit policies into their decision-making structures as a result. Another city learned that working collaboratively in person for a few hours can sometimes accomplish much more than weeks or months of back and forth with drafts and phone calls.

Two cities (Vancouver and Portland) released an EV strategy following this convening. This meeting in Seattle highlighted the most immediate items cities can work on together, to make sure urban areas are ready to lead the transition of the transportation sector from oil to electricity.