

Proposal: Cyclists and Motorists: Creating a Dialogue Around Transportation

This proposal outlines potential services related to helping the City of Columbia with the design and implementation of a community dialogue intended to (i) resolve some of the recent tension between cyclists and motorists, (ii) help citizens work through issues related to both motorized and non-motorized forms of transportation operating on the same roadways, and (iii) do so in a way that reflects the collaborative approach to citizen participation that was at the core of the city-wide vision developed through the "Imagine Columbia's Future" process. This proposal relates to professional services only and does not include costs for space, food, photocopying, or outreach.

Services Offered:

Services are offered for three stages. Related service options are shown at the end of the proposal:

1. Planning. In the planning stage we would work with a designated convening committee to (i) define the types of input sought; (ii) identify, evaluate, and choose among options for structuring the group conversations to be held in stage 2 (this includes both format and design of the questions and materials to be used to guide the conversations); (iii) develop an outreach effort (to be implemented by the convening group); (iv) coordinate with intersecting efforts such as discussion on the Columbia visioning blog, and discussions generated through "Let's Roll Columbia" or other community forums sponsored by various groups; and (v) establish a timeline for outreach, the stage 2 dialogue, and evaluation efforts. The expected time frame for these services is the month of August 2009. We would prepare agendas for, facilitate the discussions of, and summarize, the meetings of the convening group (up to 3).

Fee for above planning and design services: \$5,000.00

2. Community Dialogue Session: In this stage we would oversee and facilitate implementation of a community dialogue expected to begin with a Friday evening program and to continue through the next day, Saturday (anticipated 9 a.m. to 2 p.m.). The Friday evening program would include an overview session and initial, informal conversations on assigned topics. The Saturday dialogues would be structured to begin with small group dialogues around the original recommendations in the visioning process relating to a walkable, cyclable, drivable community (see attached), move through brainstorming and evaluating options for next steps, including identifying areas where more information is needed, and developing a recommended "action plan" for moving forward. As part of this stage we would also, prior to the community dialogue, provide a three hour training to members of the convening committee and other community volunteers who would act as "hosts" and as room facilitators for the community dialogue. Following the community dialogue we would prepare a summary report on the input received using the notes recorded by the various groups during the dialogue. It is expected that the services in this stage would be completed by October 15, 2009.

Fee for dialogue facilitation and summary: \$3,000.00

8/3/09

3. Evaluation and Follow-Up. Here, with the help of the convening committee and on-line survey tools we would gather and summarize data related to, and facilitate discussion (2 meetings expected) with the convening committee on, progress in implementing the recommendations arising out of the stage 2 dialogue, and on additional steps that could be taken to encourage ongoing progress on the action framework identified in the stage 2 dialogue. It is expected that this stage will be completed by December 15, 2009.

Fee for above evaluation and follow-up services: \$1,500.00

Total fees for above services: \$9,500.00

We would expect each of the above fees to be paid at the outset of the stage to which they relate, and other contract terms to be negotiated prior to work beginning.

Additional Options for Service:

Other services that could be offered in conjunction with the above through the end of 2009 include the following:

- Preparation of a “do it yourself” discussion guide for neighborhood and community groups to use in parallel with the stage 2 dialogues. Guide would include basic instructions for use. Fee: \$5,000.00
- Hold a session not to exceed 2.5 hours to train community volunteers on use of the “do it yourself guide.” Fee: \$1,500.00
- Administrative support for community groups “reporting back” on dialogues held with the “do it yourself” guide, including design of reporting format and preparation of an overall summary of reports received.

Fee: \$2,500.00 (up to 20 “reports back”).

An additional \$500.00 fee for each additional block (including partial block) of 20 received would apply.

STATEMENTS FROM THE VISION: IMAGINING A WALKABLE, CYCLABLE, DRIVABLE COMMUNITY

- A network of safe roadways in and around the city will provide sustainable, efficient mobility to vehicular travel and other modes in a complementary manner. (TG: Transportation, STG: Road Network and Traffic Management)
- Columbia will enjoy a safe, interconnected, nonmotorized transportation network. It will be culturally supported by the citizens as it will encourage social interaction and healthy lifestyles. The roadway, sidewalk, public transit, and trail systems will all tie together into an effective integrated transportation network. (TG: Transportation, STG: Non-Motorized Transportation)
- An extensive, safe network of trails will accommodate a variety of users ranging from recreational to nonmotorized travelers. This network may include roadway and public transportation infrastructure to connect parks, neighborhoods, schools, and businesses. (TG: Parks, Recreation, and Greenways, STG: Trails)
- People and vehicles will have easy access to downtown businesses and services and enhanced movement within and through the downtown area. (TG: Downtown, STG: Mobility)
- Columbians will live in well-maintained, environmentally sound neighborhoods that include a range of housing options and prices; that are within walking distance of amenities such as schools, places of worship, shopping and recreation facilities; and that are supported by citywide bicycle, pedestrian, and transit systems. (TG: Development, STG: Neighborhoods)
- Columbia, Boone County and the surrounding region protect and preserve the natural environment, agricultural areas, and cultural resources; provide adequate infrastructure; include diverse, mixed-use, walkable and bicycle-friendly neighborhoods; and develop in ways that positively contribute to and sustain community culture, heritage and character. Our community accomplishes these ends through an open, inclusive, transparent, predictable and accountable planning process with fair allocation of costs. (TG: Development)

- A network of attractive and safe parks and recreational amenities are connected by trails and greenways that provide area residents with access to nature, recreation and facilities for active play, both indoors and out. (TG: Parks, Recreation, and Greenways)
- Columbia will utilize, encourage, reward and enforce urban planning designs to promote walking and visiting . . . (TG: Community Character, STG: Revitalization)
- ◆ *Strategies*
 - Use the City's development planning process to promote socio-economically diverse, mixed-use neighborhoods that are supported by citywide bicycle, pedestrian, and transit systems to reduce the need for automobile commuting. (TG: Development; STG: Neighborhoods)
 - Coordinate efforts of different interest groups to develop and fund a multi-use trail network, using sidewalks where trails are not feasible. (TG Parks; STG: Trails)
 - Achieve trail connectivity in new and existing developments. (TG: Parks; STG: Trails)
 - Give proper funding, priority, and support to repairing, connecting, and expanding the city sidewalk system. Increase the pace of sidewalk improvements.
 - Encourage the long-term growth of non-motorized transportation habits and skills by ensuring that all local residential streets receive either sidewalks or traffic calming elements. This will allow both children and adults to safely walk or wheel around their neighborhoods and develop healthy transportation habits. (TG: Transportation; STG: Non-Motorized Transportation)
 - Institute a program to provide ongoing public education (adult and child) on road rules and safety tips. Suggestions include: distribution and installation of reflectors and lights for bikes, permanent signage displaying reminders of rules and tips, and advertising (newspaper, billboard, mailing) of rules and tips. (TG: Transportation; STG: Non-Motorized Transportation)
 - Research similar cities with respect to efficient use of assets (alleyways, walkways, bike paths, parking spaces, etc.) for considerations for plans for Columbia. (TG: Transportation; STG: Plan and Manage Growth)