

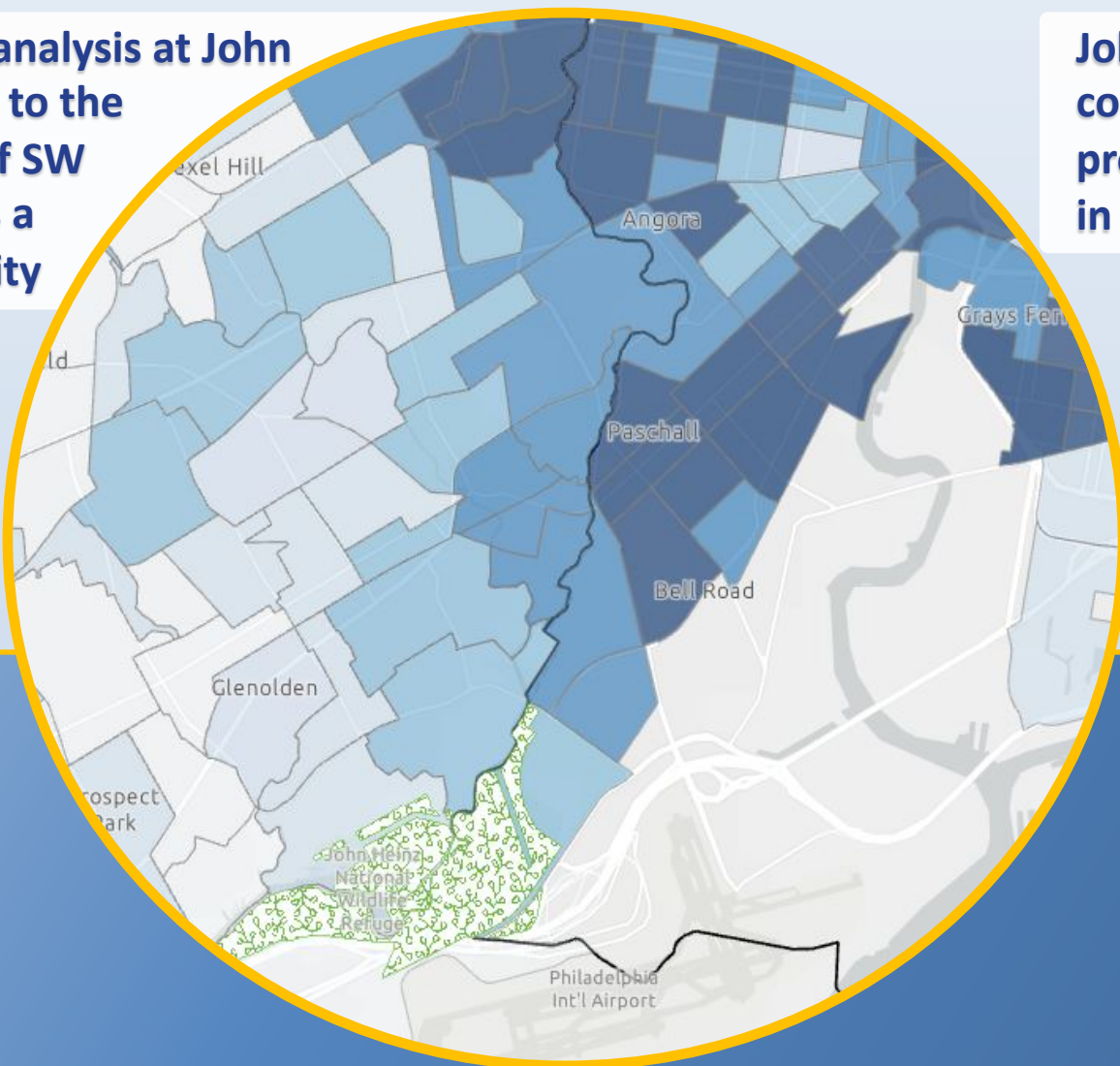
Transportation Planning for Equitable Access to Public Lands

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What is the Public Lands Transportation Fellows (PLTF) Program?
The PLTF program provides fellowships to recent graduates in a transportation-related field. The fellows are provided with a unique opportunity for career development and public service working directly with staff of Federal Land Management Agencies (FLMAs) on key visitor transportation issues. The assigned projects help the land units develop transportation solutions that preserve valuable resources and enhance the visitor experience. *See footer for a list of sponsors.*

John Heinz National Wildlife Refuge: A Process for Removing Barriers to Transportation Access

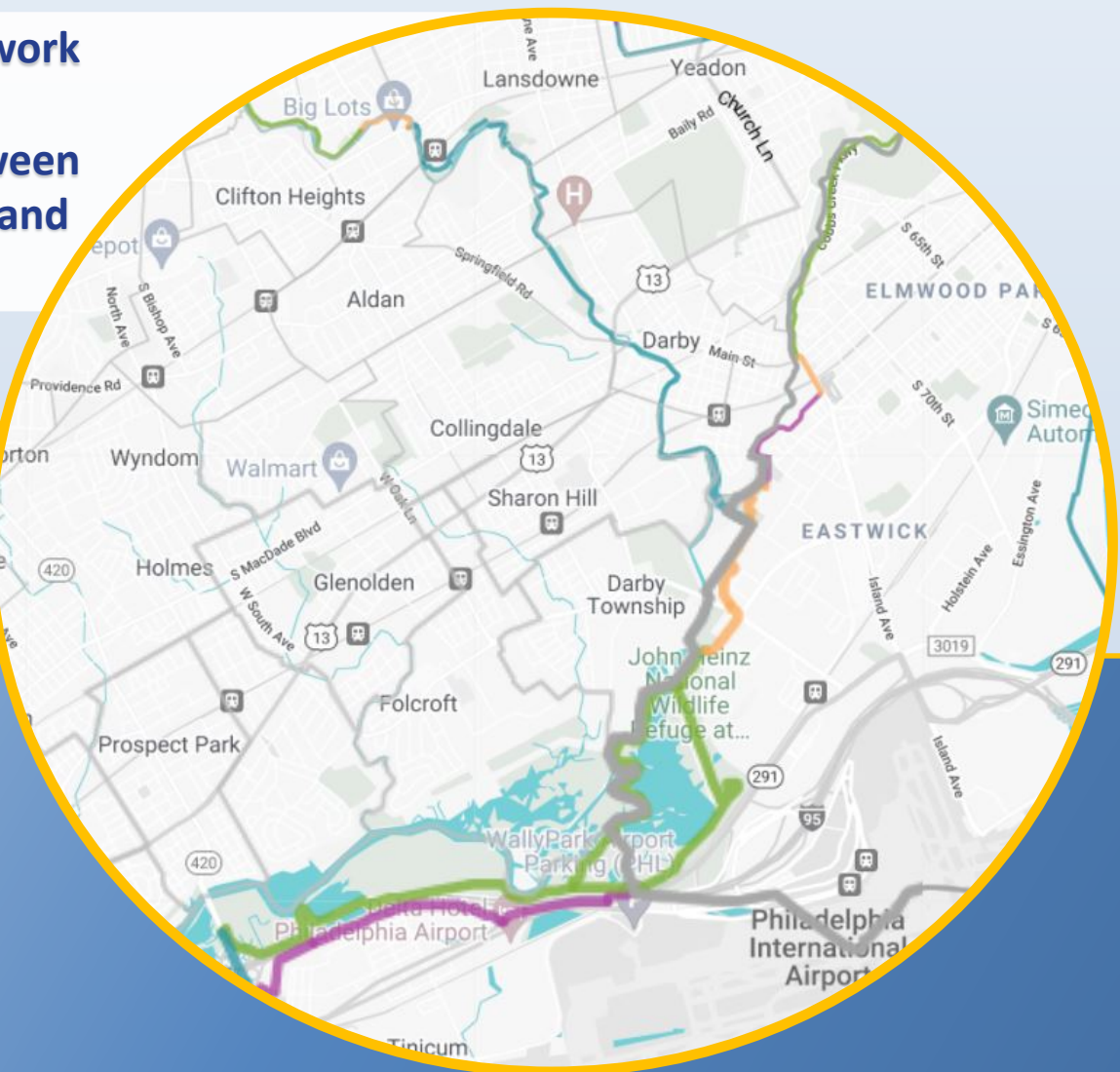
A needs index analysis at John Heinz NWR led to the prioritization of SW Philadelphia as a focus community



John Heinz NWR community archery programming in SW Philadelphia



Circuit Trails Network multi-use path connections between John Heinz NWR and SW Philadelphia



Community engaged planning process for protected bike lane and traffic calming project in SW Philadelphia



1 Conduct needs index analysis

- NEEDS INDEX USES**
- Targeting outreach to high-need communities
 - Securing funding for outreach and other programs
 - Creating more representative educational materials
 - Prioritizing transportation access projects

- DATA REQUIRED**
- Spatial boundary data (census tracts, land boundaries)
 - Demographic data for index (see below suggestions)

- SUGGESTIONS FOR DEFINING “HIGH NEED”**
- Percent zero vehicle households
 - Percent non-white
 - Household income (lower income indicates higher need)
 - Population with English as a second language
 - Population 25 years old or younger

2 Cultivate relationships with key communities

- A PROCESS FOR MEETING COMMUNITY**
- Identify focus communities for outreach
 - Better understand history + demographics
 - Begin attending community events + meetings
 - Consider forming a coalition with residents
 - Consider a community asset mapping project
 - Begin offering programming in community
 - Directly invite community to on site events

- OUTREACH: WHERE TO START**
- Neighborhood Organizations (block clubs)
 - Community Resources (schools, rec centers)
 - Special Interest Groups (walking/hiking clubs)
 - Faith Based Organizations (churches, mosques)
 - Arts & Culture Institutions (cultural clubs)

3 Identify transportation opportunities

- AUDITING EXISTING TRANSPORTATION ASSETS**
- Analyze local and regional transportation plans
 - Engage transportation and recreation interest groups
 - Become engaged with local planning community and attend relevant public meetings / events

- HEINZ TRANSPORTATION ACCESS OPPORTUNITIES**
- Last mile solutions between refuge entrance and transit
 - Multi-use trails and protected bike lanes connecting refuge to “high need” communities
 - Partnerships with community walking and cycling groups
 - Shuttle busses between target communities and refuge
 - Partnering with Lyft to subsidize rides to refuge
 - Partnering with local bike share network to expand reach

4 Begin implementing transportation priorities

- RECOMMENDED STEPS**
- Define local partners and stakeholders
 - Assess project feasibility and estimate cost
 - Involve communities in project prioritization
 - ID appropriate funding opportunities (below)

- FUNDING TRANSPORTATION ACCESS**
- Federal Lands Access Program (FLAP)
 - Transportation Alternatives Funding (TA)
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)
 - State Transportation / Natural Resources Grants
 - Foundation Grants

Why this is important

“While Pinchot and Muir explored, articulated, and disseminated conservation and preservation ideologies, legislation was being enacted to limit both movement and accessibility for African Americans, as well as American Indians, Chinese, and other nonwhite peoples in the United States.”

(Carolyn Finney, “Black Faces, White Faces: Reimagining the Relationship of African Americans to the Outdoors”)

A LEGACY OF EXCLUSION

- California Land Claims Act (1851)
- The Black Codes (1861-65)
- Dawes Act (1887)
- Curtis Act (1898)

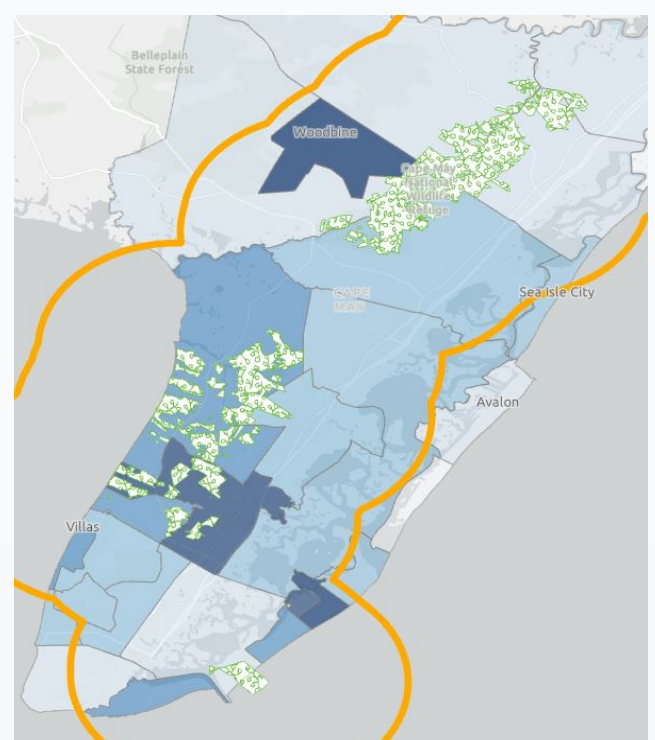
CURRENT BARRIERS

- Feeling unsafe or unwelcome
- Less time or resources for recreation
- Fewer safe, reliable or expedient transportation options

BENEFITS OF IMPROVING ACCESS

- Repairing trust among historically excluded communities
- Increasing environmental awareness and advocacy
- Partnerships to support mutually beneficial funding
- Diversifying perspectives in conservation and planning
- Positive economic, environment & public health outcomes

Adapting this Approach at other Public Lands

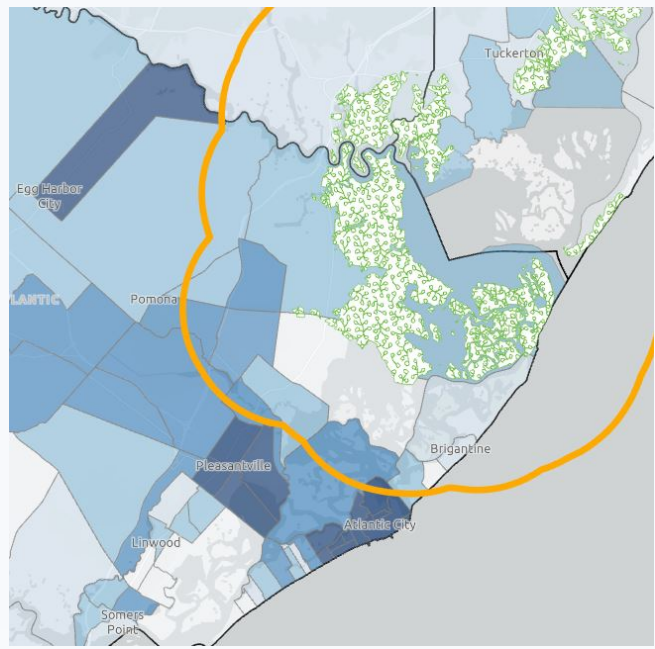


CAPE MAY NATIONAL WILDLIFE REFUGE

- Needs Index reveals proximity of “high need” communities to refuge
- Orange buffer (left) shows 5 mile boundary around refuge lands
- Non-contiguous refuge units serve different communities
- Planned bike lanes and multiuse paths serve “high need” communities

KEY OPPORTUNITIES

- Support multiuse paths connecting refuge to “high need” communities
- Improve existing bike infrastructure on refuge land
- Partner with local cycling and walking groups on programming



E.B. FORSYTHE NATIONAL WILDLIFE REFUGE

- Refuge is non-contiguous and spans across 3 coastal counties
- Refuge headquarters is most visited, home to popular auto tour route
- Headquarters (left) in proximity (5-10 miles) to three “high need” areas
- Vehicle ownership in target communities is low (75% zero vehicle)

KEY OPPORTUNITIES:

- Establish independent shuttle program or partner with local transit
- Last mile solutions between transit stops and refuge entrance
- May be a good candidate for ride share subsidy

Remember community-defined boundaries may differ ...

Cultivating relationships is an ongoing process and outreach should be organic ...

Consider community priorities and check in before pursuing projects or working with institutions ...

Consider a community engaged planning processes...



Western Transportation Institute

