

Final Report on the project entitled:
Guidelines for Graphic Representation to Facilitate Public Involvement

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ability of the internet to expand and create a framework for this dialogue to occur. A paper written specifically for Community Planners that explains the feasibility of using this website design for community feedback on proposals. The following publications will be contacted for potential article submissions:

- PAS Memo (published by the American Planning Association)
- ACSA News (published by the American Planning Association)
- The Journal of Architectural Education
- Perspecta
- Architecture League Publications
- Town Planning Review
- Small Town
- The Small Town Center Newsletter

2.0 PART ONE Process: Research, Graphic Development, Community Involvement

2.1 Process: Research

The first task identified in phase one of this research was to understand how communities can provide an integral link to community design. This included the process of gathering information pertaining to bicycle and pedestrian paths that we feel would be appropriate to Starkville, MS. We have been researching national and international programs pertaining to bicycle and pedestrian paths and finding out what sort of precedents there are for some of the ideas we would like to see implemented here. We have researched past attempts at implementing programs in Starkville and looked at successes and failures and their causes. Additional research focused on how to implement programs and the process the city would have to go through to obtain bicycle and pedestrian facilities with the focus on funding opportunities and application processes.

2.2 Process: Design and Development of Graphic Representation

From our research of existing systems and case studies, we began developing ideas for Bicycle and pedestrian paths.

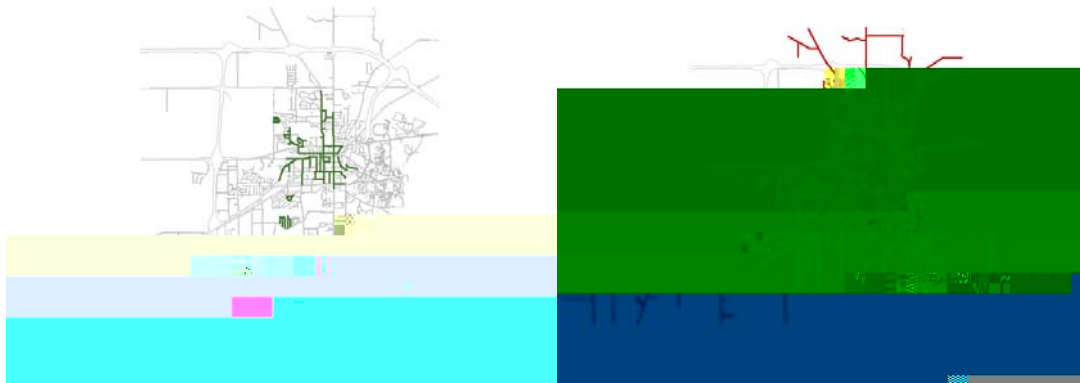
We decided the website would be called Bike Starkville but would include the tag on “And Walk too”. The cyclist and pedestrian contingents have many similar concerns but seem ultimately to be separate groups. Our presentation began by asking the who, what, where, why, when, and how of bicycle and pedestrian paths.



2.2.1 Determining Need for Pedestrian Paths

Who needs pedestrian paths?

People who are already walking in Starkville in places where there are no facilities for walking and where the conditions are unsafe probably need pedestrian paths the most. We also assert that everybody needs pedestrian paths. Judging from our own experience and feedback from the meeting it is evident 443.22P10.



The Maps above show where there are (green) and where there aren't sidewalks in Starkville.

Where do we need pedestrian paths?

Research that we had done for a FTA Grant studying Transportation Feasibility study showed that Starkville along with many other American cities chose not to build pedestrian facilities after World War II. Subsequently we were able to show where there were and where there weren't sidewalks based on new developments since 1945. Again we stressed the need for sidewalks where people were already walking but concluded that we have a need for sidewalks everywhere even where people are not currently expressing a need for them.

Acknowledging that "everywhere" is a hard place to start we offered three ideas for places to start. With the opening of a highway bypass a major truck route will lose a lot of truck traffic. We see this thinning of traffic as a prime opportunity to make Highway 82 a major pedestrian boulevard running through town. We envision the addition of extensive sidewalks and crosswalks and an attendant expansion of downtown and connection of downtown with the neighborhoods in

opportunities for biking and walking. We also presented related activities like National Walk to School Day and the Walking school bus.

We also looked at a very active neighborhood around the hospital where there is already a walking path associated with the wellness center. We presented ideas for a path that might connect the existing walking path with a nearby park and sidewalks that would connect the businesses along Hospital road.

Finally, and perhaps most importantly, we suggested the community start building sidewalks where people are tacitly expressing a need for them. We identified five well-trafficked roads where people are walking next to the road on dangerous cow paths.

2.2.2 Determining Need for Bicycle Paths

We feel that a system of paths, routes, or lanes in town will benefit people who are already cycling and will also encourage more people to bicycle in Starkville. Again we think there should be bicycle facilities on every street but realize the improbability of such a situation so we offer several places to start.

The first proposal looks at the existing path on campus and suggests its extension through town. In this proposal we addressed problems the city encountered the first time a path along University Drive was planned including cyclists' concerns over lines of sight and a church's concern about Sunday parking. A lane along University Drive is

of town and through a number of communities. It would also pass close enough to McKee Park to offer the possibility of a link or spur connecting with the Lynn Lane recreational facilities. The train tracks run by a proposed E-commerce Park in the southeast of town and a path like this might lure businesses to the park. Down the tracks and at the other end of the town is the Research Park where the University has a bike path planned connecting the Research Park with the University. There is rumor that the path will continue around the Research Park creating another possibility for a link and the creation of a network of paths in town. The tracks trace a diagonal through town connecting three major hubs: the Downtown, the University, and Wal-mart. We did research as to the viability of a path that runs along an active rail line and were happily surprised to find that there are 60 such precedents around the country with outstanding safety records. The prospect of continuing the path out of town and possibly connecting with West Point is exciting because it begins to establish Starkville as a tourist destination, a place people would come to just to ride their bicycles and exercise.

How and When do we get pedestrian and bicycle paths?

We will get bicycle and pedestrian paths in Starkville if people express an interest and make it a priority. We offered some opportunities for people to get involved and presented research on grant opportunities through various private and government organizations. Legislation is now in the House of Representatives that will determine funding for alternative forms of transportation. Until that legislation is passed the state will not have money for the program or even an application for the funds. The application process should begin within a year. At this time we can only plan for the future.

We have looked at this study's primary aim as getting people involved. Without the community's involvement in the process, the residents are less likely to get a design it will enjoy or use, legislation will flounder, and construction will never begin. At the meeting people expressed a great deal of interest and said they would be willing to work toward a design and realization of the paths. We composed a letter to Representative Chip Pickering urging him to be a co-sponsor of a bill that would allocate money for Safe Routes to Schools and other bicycle and pedestrian related programs.

2.3 Process: Community Involvement

Another focus has been the bringing together of people from throughout the community who might share bike/ped paths as an interest or priority. From our research and study, a citizens group was formed, which includes the mayor, interested individuals in the city and hopefully will grow to include the university, police, and city

The hope is that a group with a wide base will be more powerful in its advocacy and increase the potential for implementation. As it turns out, Starkville has attempted to implement bicycle and

Pop-up windows post upcoming public meetings or other dates and events the public should know about.

The **Downloads** page is where presentations, city maps, forms, etc. can be posted for public use. This is where towns will find the files to create a website for their projects.

The **Links** page is a listing of related websites with information about grants, construction issues, project examples, health issues, city planning issues, etc. A bibliography of published works on the subject can also be found here.

The **Contact** page is where information is provided about how to contact the project w 0 -1.7246d6kd works on

4.2 Bicycle Path Proposals

A: Hospital Rd. and Hiwassee St.

Sidewalks and bike lanes link neighborhoods and districts with each other, local businesses, public services, a park and an existing exercise path.

B: Highway 182 (old 82)

Anticipating the opening of the bypass, the addition of sidewalks, bike lanes, and smart growth incentives can help to bridge neighborhoods, expand downtown, and provide a safe route to a public school.

C: Rails with Trails

Trails along side the Kansas City Southern Rail Road provides a short cut from Wal-mart, via downtown, to the Research Park (MSU) and existing walking and biking areas.

D: University Drive Proposal

Bicycle lanes extend the MSU path to Downtown and provide safe access to restaurants, businesses, and homes along the way.

E: Lynn Lane Proposal

Bicycle lanes/paths and sidewalks link housing developments, parks, schools, and businesses to each other, and provides an important east-west access to the University.

There are two ways to navigate the “Biking” portion of this website:

1. In the main map or in the legend above, click on the proposal you are interested in viewing in further detail. Each proposal has several subsequent maps explaining different aspects of that proposal. To view these, click on the arrows (below the text) to see the next image. Remember: If you wish to comment on any of the proposals, use the ‘Forum’ or ‘Quick Comment’ buttons provided in the upper right hand corner of the top menu of the website.
2. To view a slide show of all of the proposals, from A to E, simply use the arrows (below the text) to advance from one image to the next. When you have seen all of the Bike Starkville proposals you will automatically start viewing the Walk Starkville proposals. Remember: If you wish to comment on any of the proposals, use the ‘Forum’ or ‘Quick Comment’ buttons provided in the upper right hand corner of the top menu of the website.

Improves cholesterol levels and self-image

Counters weight gain, anxiety and depression

Reduces the risk of heart disease.

The EPA recognizes that auto-emissions are the leading cause of chemicals in the air known to cause cancer, asthma and other disease. Asthma is the leading chronic illness of children under 18. By decreasing our reliance on the gas driven vehicles and walking more we can reduce the deadly harm we are doing to our children, our environment and ourselves.

The Surgeon General says to maintain our health, one should have moderate physical activity, such as walking or bicycling, most days of the week. The recommended daily dose of exercise is 30 minutes for adults and 60 minutes for children.

The recent study by The American Journal of Public Health has proven a strong link between increased urban sprawl in our cities and the rise of obesity and heart disease in our population. With urban sprawl, less and less things are accessible from the house other than by car, thereby reducing the amount of exercise we get in simple daily tasks. In some neighborhoods the conditions are so unfriendly for pedestrians that many people will drive to a friend's house in a neighboring development rather than walk.

feels connected in this way, they are more likely to care about and get involved in the future of their community. Cars do not allow for the type social interaction described here, whereas biking and walking do. Therefore, walking and bicycling contribute to a more socially connected and responsible community.

Walking and bicycling can also make sense in saving money for taxpayers. Individuals spend less money on gasoline and car maintenance, and the city and businesses spend less money on parking facilities, road expansions, and repairs. Bicycle and pedestrian consideration is a good first step in considering the sprawl of a

At this time we can only plan for the future and ask Chip Pickering (or your congressional representative) to cosponsor the PACE (Pedestrian and Cyclist Equity act) legislation.

Other measures that should be taken:

Make sure when Starkville hires a City Planner, that bicycles and pedestrians are part of his or her agenda.

Ask Chip Pickering to Cosponsor the PACE (Pedestrian and Cyclist Equity) legislation.
(See above link.)

Allocates funds for safe routes to school

Search and apply for funding grants.

Organize a bike/walk to work/school day. The national Walk-to-school-day is October 3 2003.

Form a community organization focused on advocating bicycling and walking.

Use this website to make your opinions heard, and help the city planners know which proposals you think are priorities.