**Aaron asks:** How long did it take to plan and implement most of these projects? Was there ever pushback from the community that altered or changed a plan?

**Jim answers:** I was just presenting what the students had presented and did not do additional research. If there is any project in particular you are speaking about, I could give contact information. If it was a Coffman Studio project, please let me know and I can give you that information. The projects I presented from Coffman Studio for the Cities of Tempe and Scottsdale were done as preliminary design work with very little community involvement. The Tempe Highline Trail has since been implemented though, pretty much as conceived with little to no pushback. The Gilbert project had one-on-one meetings with downtown property and business owners. Their concerns for customer, maintenance and service access were addressed in the design and there were no subsequent issues. All of the Coffman Studio projects were designed in less than 1 year timeframes.

**Christopher asks:** How does community artwork assist with reducing graffiti vandalism?

**Jim answers:** In my experience, the more the community is directly involved with the artwork, the less graffiti vandalism there will be. The community can be engaged directly as the community artists being overseen with a hired ‘artist’ and/or they can be involved in the selection of the artist. Either way, the community has more of a stake in the work resulting in more community pride and less likelihood of it being vandalized. No guarantee though.

**Colleen asks:** For the sites where the pavement is intricately painted (like the one in Los Angeles), who handles the maintenance of that paint? Are those spaces permanently like that or were they meant to be temporary? Is it treated like any other pavement striping?

**Jim answers:** I think they will purposefully use a paint that is kind of temporary at the beginning that can be washed off even. There are paints or other applied materials out there meant specifically for pavement applications to be used over the long-term…similar to cross walk material.

**Connie asks:** USDOT has required cities who have put in colorful crosswalks to remove them for safety reasons. What are your suggestions on how to address their unfounded safety issues?

**Jim answers:** I think it is going to be very much a local government issue. Clearly, Fayetteville is okay with it. You need to get support from the local community. If they are on your side, I think you can proceed with something. There might be restrictions or guidelines. It’s likely they won’t want you to paint the entire intersections. I used to work and live in the Phoenix area and they were known for being guided by standard traffic engineering solutions. But even the city of Phoenix has now allowed and encouraged some incredible crosswalk design, some with a historic intent to happen on certain roadway corridors. I think it is finding the right partner at your local jurisdictions that is willing to pursue this sort of thing. There are more and more transportation planners and engineers thinking this way and they are looking for creative solutions to better address pedestrian and cyclist safety while adding an element of placemaking to a project.

**Cozea asks:** In the NoHo slides, there was a parking lot in front of a business that was turned into a "people space". What did they do to satisfy parking needs? I don’t specifically about this project, but in similar projects I am familiar with, a determination was made at a jurisdictional level that the sacrifice of that particular parking was deemed inconsequential to the overall parking availability in the area. Or, it could be a conscious policy to encourage more biking and walking by increasing places and spaces for them. Studies show that often these conversions of parking to people places increases economic activity of nearby businesses rather than decreasing it.

**Dan asks:** So many wonderful ideas, namely using inexpensive paint to change a space. But anticipating the paint aging after a number of years, and potentially looking dated... how do you discuss and plan (with the clients) for maintenance or refreshing the designs in the future, perhaps after the designer is no longer involved? This is certainly a real issue and sometimes not entirely addressed by communities as their creative crosswalks fade away over the years. There has to be an early understanding by the jurisdiction and a willingness to take on this maintenance over time. There are products though that are more than paint that would be applied in these creative crosswalk situations. Here’s on I found. <https://www.transpo.com/roads-highways/materials/pavement-marking-material/crosswalks>

**Debbie asks:** I'd be interested to know the longevity of the painted pavements? While it looks great at the outset and has the benefit of quick and cheap transformation I can foresee it may not last and create a maintenance issue going forward.

**Jim answers:** I think they will purposefully use a paint that is kind of temporary at the beginning that can be washed away at the end of a trail/tactical period of time. See the answer above for a product that might be appropriate for crosswalk situations.

**Elizabeth asks:** Can you find and send us the research links to studies that show reducing parking space doesn't impact economic activity. Here are some links that discusses the economic benefits of bicycle infrastructure in general. <https://www.advocacyadvance.org/the-economic-benefits-of-bicycle-infrastructure/> <https://www.nap.edu/read/13929/chapter/3> <http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf>

**Grant asks:** How do you persuade recalcitrant cities like Rancho Mirage and Indian Wells to participate in a multi-jurisdictional project such as CV Link when they see it as an access point for criminal activity?

**Jim answers:** You know I can just answer from my own experience. I think the more visible, the more accessible a path system is, it is not hidden behind homes, it is not squeezed along a riverbank that there is hardly any access to, which is a way to say that the opportunities for this to be a corridor of crime are pretty low. It is a huge topic. I know it would take a lot of persuasion. I think what you can do is look at other wealthy communities that have some successful trail and pathway system and have come to realize it is kind of a nonissue. I worked with Scottsdale, Arizona they have one of the most comprehensive path and trail system that traverses through and along many wealthy neighborhoods. I think that issue is always going to be there though. I think you probably need to find other other communities that have successfully implemented a path and trail system through exclusive or very high end neighborhoods.

**Jen asks:** There are many examples of using paint through this presentation. How does the paint hold up? How long does it last? Has this been done in cold-weather climates that have snow, snowplowing, salt and brine applications?

**Jim answers:** See the answer above. To be successful and profitable, material suppliers have had to develop products that are durable in all climactic conditions.

**Kari asks:** Does Jim have any more projects he could share of cold weather locations? Those that have to take the impacts of winter into account.

**Jim answers:** Yeah. There have been other projects that students have identified a major one in Minneapolis. A major one in Toronto. I think Chicago has been highlighted in some of the projects. So, there are other ones that I could definitely get to Candace and I can share that information. I’ve attached a few.

**Kelly asks:** I work in a rural area with limited capacity. What specific incremental/inexpensive features would you seek out first to help make meaning on a rustic trailhead? I’ve seen the use of

‘Found’ or very common materials used in unusual ways, or not so unusual ways…boulders as seating for instance. Potential import of a gravel material (from the area) to define a node at a trailhead. Relaimed pipe fencing to define an area. Local rocks/stones set into gravel as bumper stops in a parking area.

**Ken asks:** How do you recommend avoiding Gentrification with trails? The million-dollar question. The best answer I’ve heard to this concern is to equally distribute trails throughout a community so no one neighborhood benefits from trails more than others. With any other ‘improvement’ considered in an area needing overall improvement, the next best thing is directly involving the local community in the identification of issues and in the eventual implementation strategies that support local ownership of homes and businesses and putting policies in place that will support them staying in the area as improvements happen.

**Nancy asks:** How were benefits of dollars invested calculated? Huge question. See the links above for some studies on economic impact of bicycle infrastructure. Additionally, I would contact the communities shown in the presentation to see if you can get their specific data and methodology.

**Nicki asks:** What was the material that was embedded into the path in the Starry Night example?

**Jim answers:** This is what I’ve found. Evidently there are more than one products out there. But, it doesn’t look like the designers are letting their secret out on what exactly their material is, other than ‘thousands of twinkling stone’. Other articles discuss the path as being solar. <https://www.studioroosegaarde.net/project/van-gogh-path> <https://www.bikecitizens.net/glowing-cycling-lanes-when-bike-paths-light-up/> <https://twistedsifter.com/2014/11/solar-powered-glow-in-the-dark-bike-path-eindhoven-netherlands/> <https://www.studioroosegaarde.net/data/files/2017/10/123/vangoghpath-roosegaarde-pressrelease.pdf>

**Renee asks:** What does your research show related to the use of elevated trails and their actual use? Are pedestrians really going to use it? I do not have specific research only observational experience. My thoughts: to be successful and well-used, the elevated path has to provide an experience not available at the ground level: views, minimal interruptions, something interesting to look at, direct connections to destinations at both ends and all along, easy access via stairs, ramps, elevators in highly visible and accessible locations and ideally in a place with a density of already existing pedestrian activity or the potential to be such with a high density residential use, a vibrant mix of land uses and land use intensity. This is all completely different though from an elevated boardwalk type trail which is all about the natural environment typically…the space it goes through is the destination itself.

For the projects in the US, how hard was it for those communities to get buy in to lose parking spaces on the streets where the projects were done? That is one of our largest issues when trying to increase pedestrian space.

**Jim answers:** I'm not an expert on these particular projects. From what I understand and know already there are studies that you can cite.(see above answers). There is always so much economic activity that can happen. There is more opportunity for people to engage when they are walking or riding a bike at slower speeds. Those people may also be more invested in that part of the community and its overall success and viability. Again, it is going to be a very much local issue. Fayetteville, again, particularly post COVID or in the midst of COVID are encouraging people to replace certain parking spaces on certain streets with outdoor dining and things like that. If there was a moment in time we can make a stronger case for this and use economics as the main driver it is probably now.

**Sydney asks:** Do you have any resources for virtual public outreach? In the past, we have gotten great results from setting up a tent, grilling, setting up poster boards, however we can't do that right now. The virtual polls just seem so detached!

**Jim answers:** Here’s a great example of a new kind of virtual open house like the one I mentioned: <https://ns230kvopenhouse.com/>

This is the best kind of virtual public meeting that I have seen. It and others I have been a part of were supplemented with online services and opportunities to leave feedback. Also, online surveys are effective, but unfortunately detached. Some meetings have been held through Zoom and other platforms where numerous people can attend a live event and post questions. (similar to this webinar)

**Taylor asks:** What’s the best way to bring in the history and culture of a place to these active transportation corridors, especially if you have limited funds? Specific design elements of that history or culture, event and activities that present, honor or interpret that history and culture, signage and graphics, interpretive signs and programs. Any of these things could be done on a budget, I would say starting with something visual that can be used in a variety of applications i.e. marketing, logos, signs, social media, etc.

How many access points should there be per mile? The most aggressive recommendation I have made on trail plans is 1/8th mile. Maybe more common is ¼ mile done through crossing streets, dead end streets, front cul-de-sacs, public parks, schools, fronting/parallel public streets, 25’ easements between properties connecting from a street.

**William asks:** Materials question: Who makes suitable paints for sidewalks for these place making projects? See the answer above.