

# Non-Driver Resource Toolkit Scenarios



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Disclaimer: The scenarios within the Non-Driver Resource Toolkit are fictional and do not represent actual locations.

## Scenario 1: Where do we site the new hospital (creation of new infrastructure)?

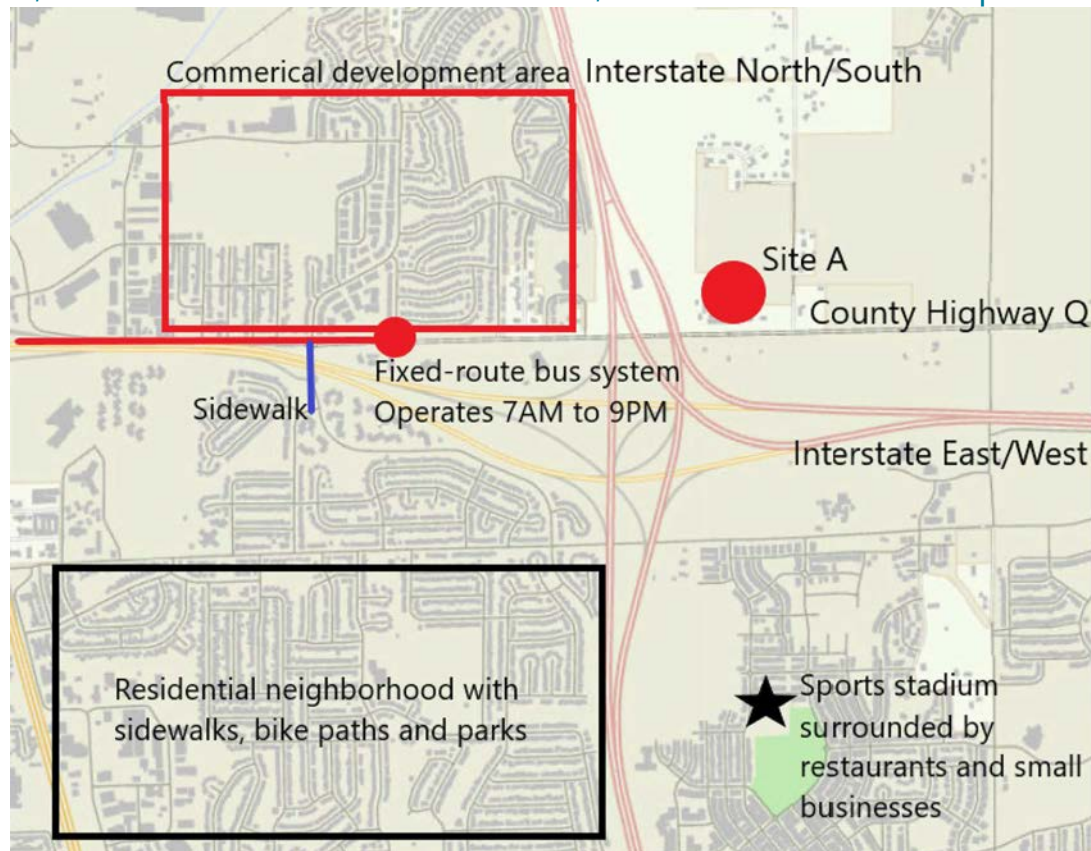
*You are a local decision-maker tasked with selecting a site to construct a new hospital. The existing hospital is in the old downtown, which used to be a central location. As the city's geography has spread, the current hospital is not easy to access from suburban areas. The city's population has grown and demographics have changed over time, increasing the number of potential patients, and limiting emergency room and specialty service capacity.*

*The plan calls for a new 600 adult/150 pediatric bed hospital that is intended to serve a multi-county region and will increase capacity for primary and specialty care, surgical care, intensive care, and trauma/emergency response. Some services will be staffed 24/7. There will be three worker shifts, with a total staff of 2,000 physicians and 2,400 additional staff (nurses, administrative personnel, support staff).*

*The Site Selection Committee has identified three sites as potential options. Redevelopment of the existing site is not an option.*

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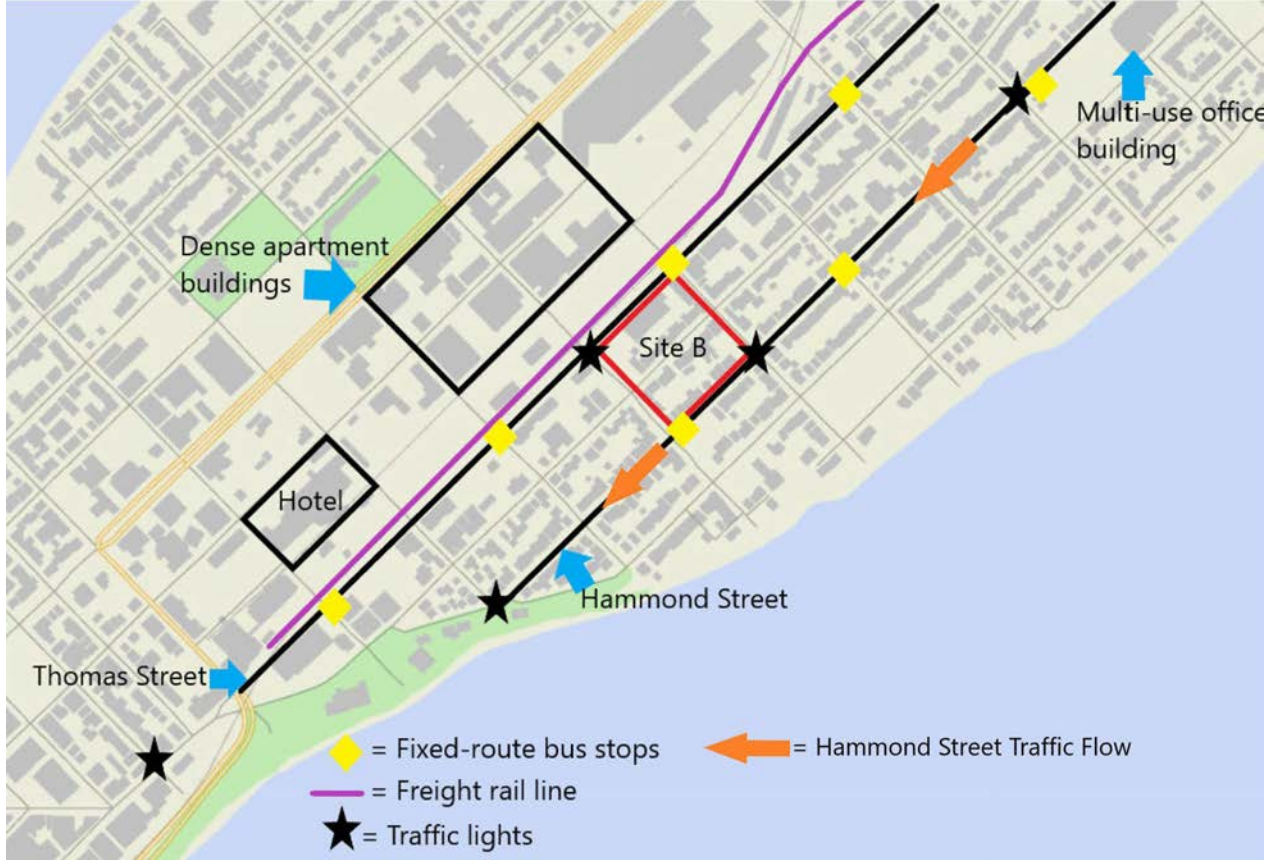
**Site A:** The hospital campus would be located near the intersection of North/South and East/West Interstate highways about five miles from the center of the city. There is an existing interchange at a county highway without existing commercial or residential development, which gives flexibility in how to design the hospital campus footprint. There is existing commercial development on the opposite side of the Interstate. A fixed-route bus system runs to the commercial area from Monday – Sunday 7 a.m. to 9 p.m, with stops every 60 minutes, and the cost is \$2 per ride (one way). The bus service is not available after hours. There are pedestrian sidewalks that connect the commercial district and cross over the Interstate highway bridge. Since there is no development where the potential hospital site is located, there is currently no pedestrian infrastructure on the side of the Interstate where the site is located. A 24/7 taxi service serves the area, but rides must be scheduled online, and the base fare is \$3 per mile.



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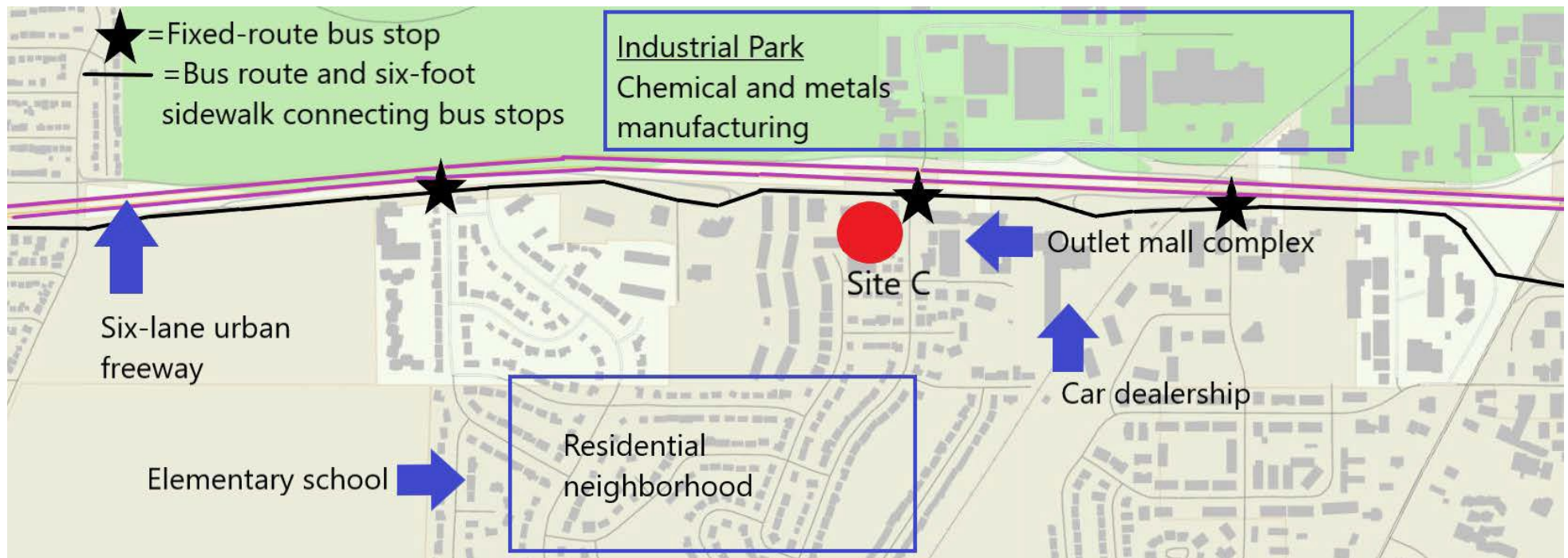
**Site B:** The hospital would be located in an expanded downtown footprint that would involve the redevelopment of two city blocks into a ten-acre campus. The footprint of the hospital would include parking facilities, patient drop off/pick up routes, and an emergency entrance. Space limitations would require multi-story buildings. On one side of the proposed campus, a freight-only rail line is adjacent to a four-lane two-way traffic street (Thomas Street), with traffic lights every six blocks. The side of the street abutting the freight rail right of way does not have a sidewalk. The other side of the proposed campus is served by a one-way six lane throughfare (Hammond Street) that includes bike lanes, a 12' width curbed sidewalk, and traffic lights every three blocks. A fixed-route bus system runs on both streets with a stop on both streets that serve the site. Currently, the bus stops at the Hammond Street stop every 15 minutes Monday-Friday and 30 minutes Saturday-Sunday. Hammond Street service hours are between 6a.m. and 10 p.m. The bus stops at the Thomas Street stop every 15 minutes Monday-Friday and 30 minutes Saturday-Sunday between 7 a.m. and 11 p.m. The bus service is not available after hours. The cost for the fixed-route bus system is \$2 per ride (one way). A 24/7 taxi service serves the area, but rides must be scheduled online, and the base fare is \$3 per mile.

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**Site C:** The hospital would be located on the frontage road of a six-lane urban freeway that is the main route from the east to west sides of the city. The annual average daily traffic (AADT) is 127,000 for the urban freeway with the frontage road AADT is 8,500. The site plan calls for building a new facility located in the middle of the frontage road and using existing parking and building infrastructure for some services. The hospital campus would be twenty minutes from the east, west, and southern suburbs, thirty minutes from the northern suburbs, and twenty minutes from the central area of the city by car. There are three fixed-route bus stops at the beginning, middle, and end of the frontage road with a six-foot sidewalk that connects the stops; pedestrians currently have to cross open parking lots to get to existing commercial buildings. Buses stop at one of the three stops every half hour; service is 6 a.m. to 12 a.m. weekdays, and 9 a.m. to 5 p.m. weekends. The cost for the fixed-route bus system is \$2 per ride (one way). A 24/7 taxi service serves the area, but rides must be scheduled online, and the base fare is \$3 per mile.



## Scenario 1: Small group questions

1. What is near the current proposed site?

*Examples: business, industrial park, rural access, service agencies*

2. Why would people be going to or through the area?

3. What is the site's proximity to other assets?

*Examples: residential areas, schools, major thoroughfares or vehicle connectors*

4. What is the current hard pedestrian/bicycle infrastructure (if any)?

*Examples: Presence of sidewalks (shared use meaning the sidewalk is also the bike path, or separate use), Traffic signals, crosswalks, walking pedestrian bridges*

5. If you were a pedestrian or bicyclist, how safe would you feel in this area?

*Consider things like speed limits, number of lanes of traffic to cross, blind crossings, treatment of intersections (stop signs, traffic signals, no signage), crosswalks, spacing between lighted intersections, etc.*

6. Are there non-drivers who are not currently using this area and why not?

7. What else needs to be considered to optimize this site from a non-driver centric perspective?

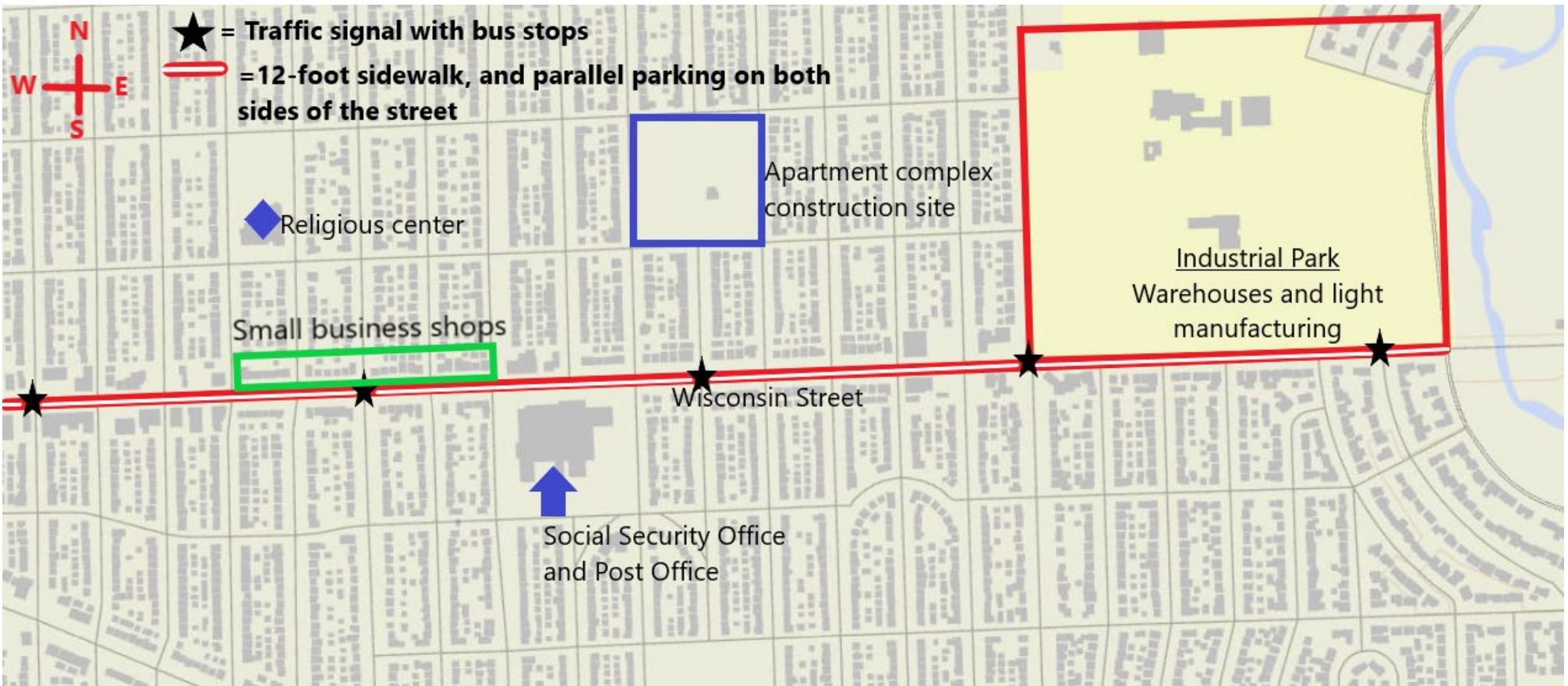


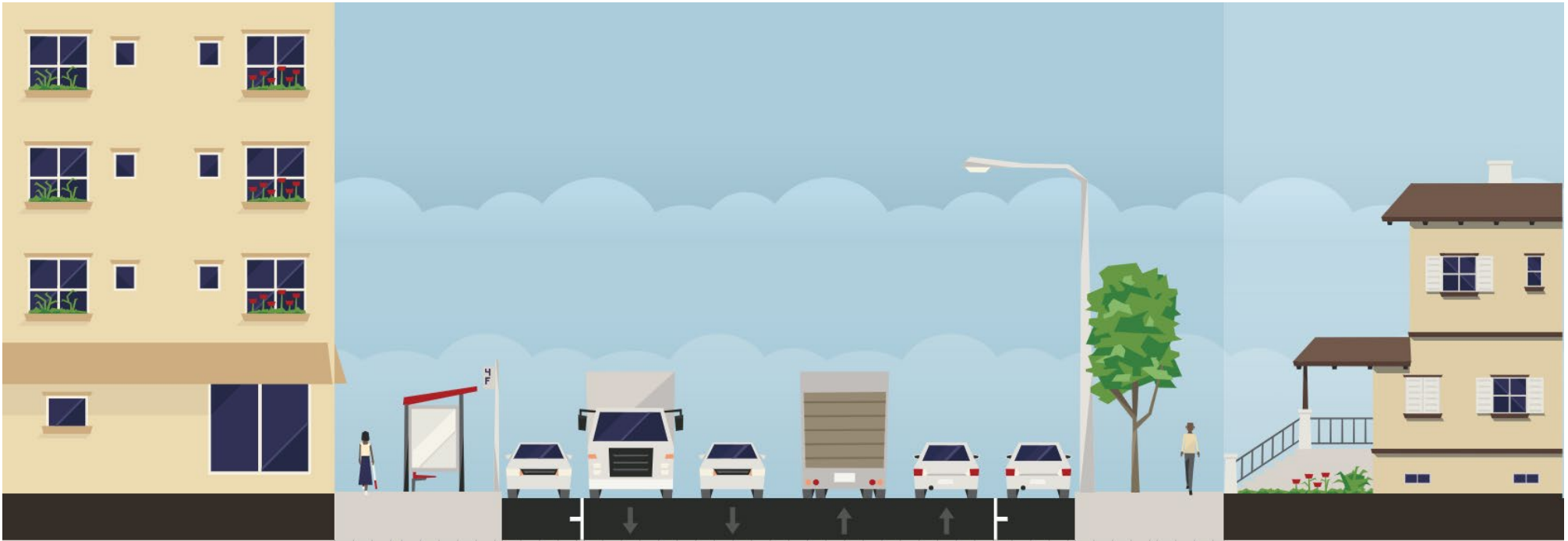
## Scenario 2: Scheduled road maintenance and pedestrian infrastructure (improve existing infrastructure)?

*It is time to redo the major road (Wisconsin Street) serving the downtown business district and the planning team has decided to upgrade its pedestrian infrastructure at the same time. There is **on-street parking on both sides of the street with metered parallel parking stalls**. There is a **five-foot wide sidewalk that abuts directly against buildings and the street**, and includes shade trees planted approximately every 20 feet, with space for the parking meter payment kiosk (one per block).*

*Wisconsin Street includes light poles spaced every 100 feet. The **current 20-block section is a 25 mph four-lane two-way traffic road, with a traffic signal every five blocks at major cross - intersections. Non-signal intersections are required to stop and give right of way to Wisconsin Street traffic. There are bus stops with shelters located at the corners of each intersection with a traffic signal. There are no bicycle facilities, such as a dedicated lanes on the street. Traffic volume has been steadily increasing (26,000 annual average daily traffic) and crash data shows increasing incidents of car/pedestrian accidents, especially at non-signalized intersections and mid-block as people move between parked cars.***

*There are residential neighborhoods on both sides of Wisconsin Street. The neighborhoods to the south of Wisconsin Street are older single-family residences with small lot sizes. The neighborhoods to the north of Wisconsin Street are a mix of larger suburban lots and newer denser apartment complexes. Wisconsin Street is a major connection to employers located in the older section of town (west side) and a new industrial park (east side) that includes warehouses and light manufacturing.*





## Scenario 2: Small group questions

1. What is near the current proposed site?

*Examples: business, industrial park, rural access, service agencies*

2. Why would people be going to or through the area?

3. What is the site's proximity to other assets?

*Examples: residential areas, schools, major thoroughfares or vehicle connectors*

4. What is the current hard pedestrian/bicycle infrastructure (if any)?

*Examples: Presence of sidewalks (shared use meaning the sidewalk is also the bike path, or separate use), Traffic signals, crosswalks, walking pedestrian bridges*

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6. Are there non-drivers who are not currently using this area and why not?

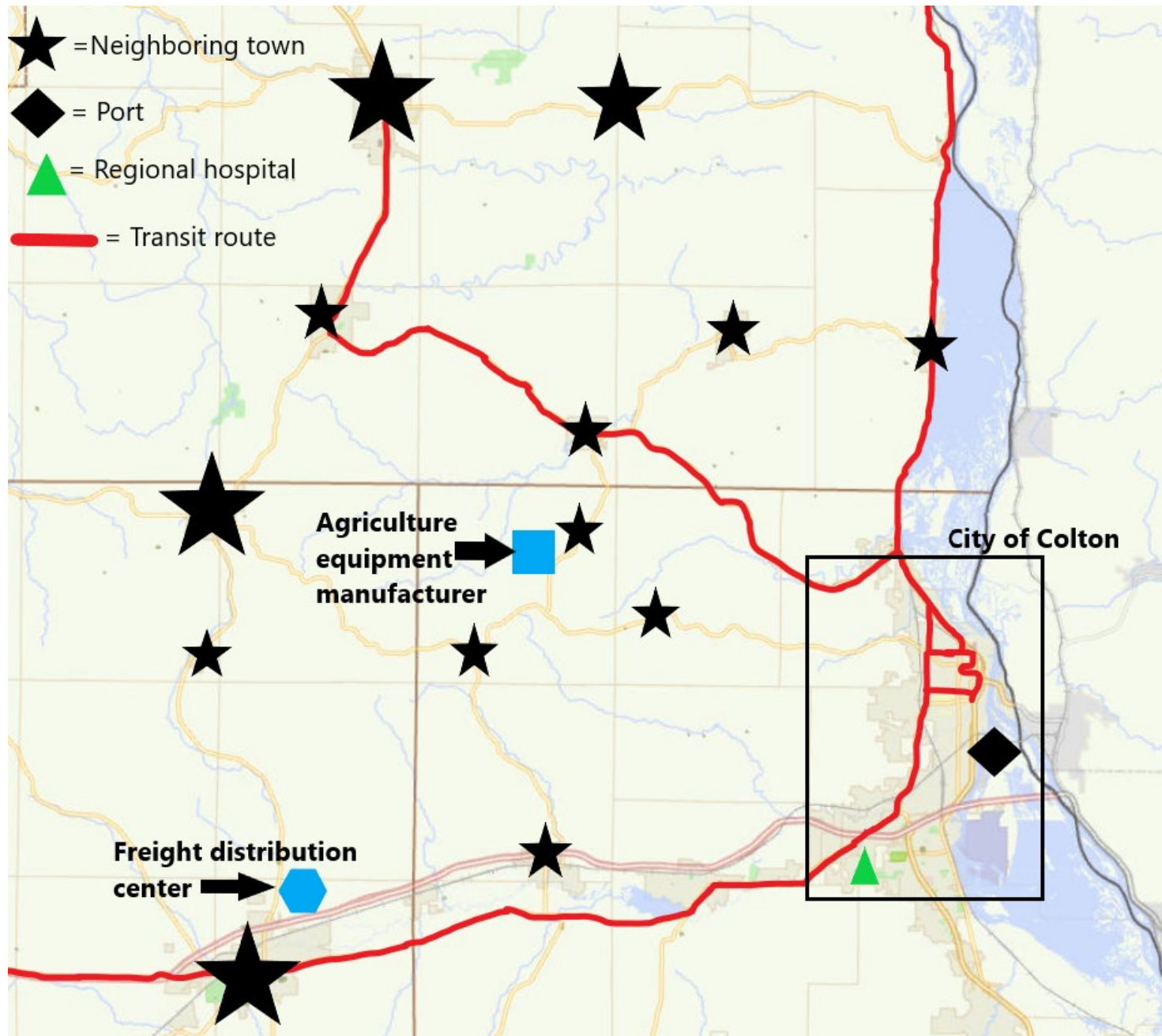
7. What else needs to be considered to optimize his site from a non-driver centric perspective?

## Scenario 3: Do we change our transit system (routes, times, etc.) (adjusting mobile infrastructure)?

The City of Colton has been redeveloping existing industrial infrastructure and attracting new employers to the region. The area has a long history of manufacturing and exporting and is located next to a major port. They have created a regional plan and Tax Incremental Financing district that has successfully attracted several new employers who will bring 200 first and second shift jobs to the area. The city is looking to develop new affordable housing sites surrounding the hospital location. Two nearby towns include a freight distribution center, employing 250 people, and an agriculture equipment manufacturer which employs 150.

Colton is a mid-size city that is the major employment destination for the surrounding area. There is a fixed-route regional public transit network that serves a three-county rural region. The transit network operates between 6:00am and 6:00pm Monday through Friday, with limited Saturday service between 8:00am and 12:00pm, with a cost of \$4 per ride (one way). Round trips typically take two hours to complete. Most of the municipalities within the three counties area have populations that range between 2,000 to 5,000 people, are between 5-15 miles between each other, and there are many single-family residences and agricultural businesses that are not affiliated with an incorporated town or village. Most of the rural and county roads do not include bicycle or pedestrian dedicated facilities. There is no taxi service available in the region.

Prospective businesses interested in locating their business here are thinking from a non-driver perspective and are asking about improving workforce mobility. They are actively seeking sites that can solve the problem of reliable and affordable transportation to get to work in an area where they expect to be drawing workers from a wide geographic area.



*\*Star size correlates to population size*

## Scenario 3: Small group questions

1. Who does the regional transit system serve now and how? Would some of the same users be workers? Would new users/workers be added?
2. What does it mean to expand capacity for rural transit?
3. Is it of more value to increase frequency, routes, coverage of evenings and weekends, distance served, and/or connections between surrounding communities?
4. Are there other destination points that benefit in addition to the employer, if capacity is increased? Would improving transit access attract additional employers and be an asset to Colton's economic redevelopment plans?
5. Are their downstream impacts of adding extra stops or extra time and additional coverage (time before and after shifts, for example)?
6. What are the positive and negative impacts of changing how the rural transit system delivers services?