



ASLA

November 19-22 - Nashville, TN

### **Session Overview**

Saturday, November 20, 2021

SAT-C05 – Every Place Counts Design Challenge Nashville

1.0 PDH, LA CES/HSW, AICP, FL, NY/HSW

Communities across North America are facing a watershed moment in the history of our transportation infrastructure. With cities, citizens, and transportation officials all looking for alternatives to costly highway repair and expansion, the Every Place Counts Design Challenge offered a roadmap to better health, equity, opportunity, and connectivity in every neighborhood, while reversing decades of decline and disinvestment.

The Every Place Counts Design Challenge provided technical assistance to repair the urban fabric in neighborhoods bifurcated by interstate highways. USDOT supported implementation by leading expert-led design workshops in Every Place Counts Challenge communities, helping local stakeholders and elected officials to address infrastructure impediments and create design strategies for improved connectivity, greater mobility, and improved economic access.

### **Learning Objectives**

1. Raise awareness about bifurcated neighborhoods and identify innovative practices to reconnect communities.
2. Involve all affected stakeholders from concept to implementation to create champions for the project.
3. Consider fiscal realities while considering innovative solutions.
4. Incorporate art and culture to respect local cultural heritage and traditions.

## Speakers

Ken Ray, ASLA



Ken strives to create balance and reprioritization of the design values of projects. His work builds safe and accessible public spaces that are critical to the success of vibrant communities. He believes the public realm creates places and spaces where people build memories that enrich everyone's experience. His professional path includes horticulture, landscape architecture and planning, and his personal passions add a desire to make cycling comfortable for all users.

Stephanie Gidigbi Jenkins



Stephanie champions public policy solutions that promote economic, social, and environmental benefits for communities. As a community development practitioner, Stephanie applies a restorative justice approach to improve the social well-being of spaces and places. As a systems change strategist and promise driven leader, Stephanie brings her lived experience working at the international, federal, state, and local government level to help leaders transform their visions into reality.

Eric Hoke



Eric earned a bachelor's degree in Interior Architecture from Ohio University and specialized in graphics and 3D models. Since then, he has worked for several design-related organizations. He has worked in residential architecture, medical design, designed furniture, and does graphic design. Eric joined the Civic Design Center team in 2012. He currently manages visual graphic production and helps with the design and style of the organization. He oversees the Civic Design Center's projects and manages the Design Studio, as well as TURBO (Tactical URBanism Organizers). He has been on the Transit Now Nashville Board of Directors and serves on Urban Land Institute's Building Healthy Places Committee where he continues his passion for transportation advocacy and design.

Kenneth Petty, Director Office of Planning, USDOT/FHWA



Kenneth is the Director for the FHWA Office of Planning. He is responsible for leading and advocating for the statewide, metropolitan, rural, and tribal transportation planning program and is responsible for directing the development of policies, regulations, directives, and techniques to carry out the planning process.

Shari Schaftlein



Shari has 35 years of public service spanning tribal, state, and federal governments and nonprofit. She has held leadership positions in the FHWA Office of Planning, Environment, and Realty for 17 years. Currently as Director of the Office of Human Environment, she supervises three teams with responsibilities for: financial oversight of the Office research program; advancing multimodal connectivity by addressing bicycle and pedestrian networks, mobility innovation, environmental justice and equity, community impacts, and economic development; accelerating project delivery through application of context sensitive design principals; implementing the Transportation Alternatives Program; and, administering procedures and standards for modifying the National Highway System and the Strategic Highway Network.

## Case Studies

### Klyde Warren Park, Dallas, TX



Klyde Warren Park serves as a central gathering space for Dallas and its visitors. The 5.2-acre deck park, designed by The Office of James Burnett, is an urban green space built over the recessed Woodall Rodgers Freeway between Pearl and St. Paul streets in downtown Dallas. Klyde Warren Park is a highly active space, providing daily free programming for the public ranging from yoga to lecture series to outdoor concerts and films. The park is privately operated and managed by the Woodall Rodgers Park Foundation.

### Seattle Urban Mobility Plan



In February 2001, a 6.8 magnitude earthquake struck near Seattle, causing several foundations of the Alaskan Way Viaduct to shift as much as five inches. Engineers believe the viaduct would have collapsed had the earthquake lasted a few moments longer. During the next decade, state and local agencies studied more than 90 alternatives to replace the aging viaduct which

carried SR 99 through Seattle. In 2009, a bored tunnel was chosen. Building a large single-bored tunnel allowed traffic to continue moving above ground as a tunnel was built below. The miles of surface street connections, new park space, and public realm investment continues today.

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