

# CONNECTIONS

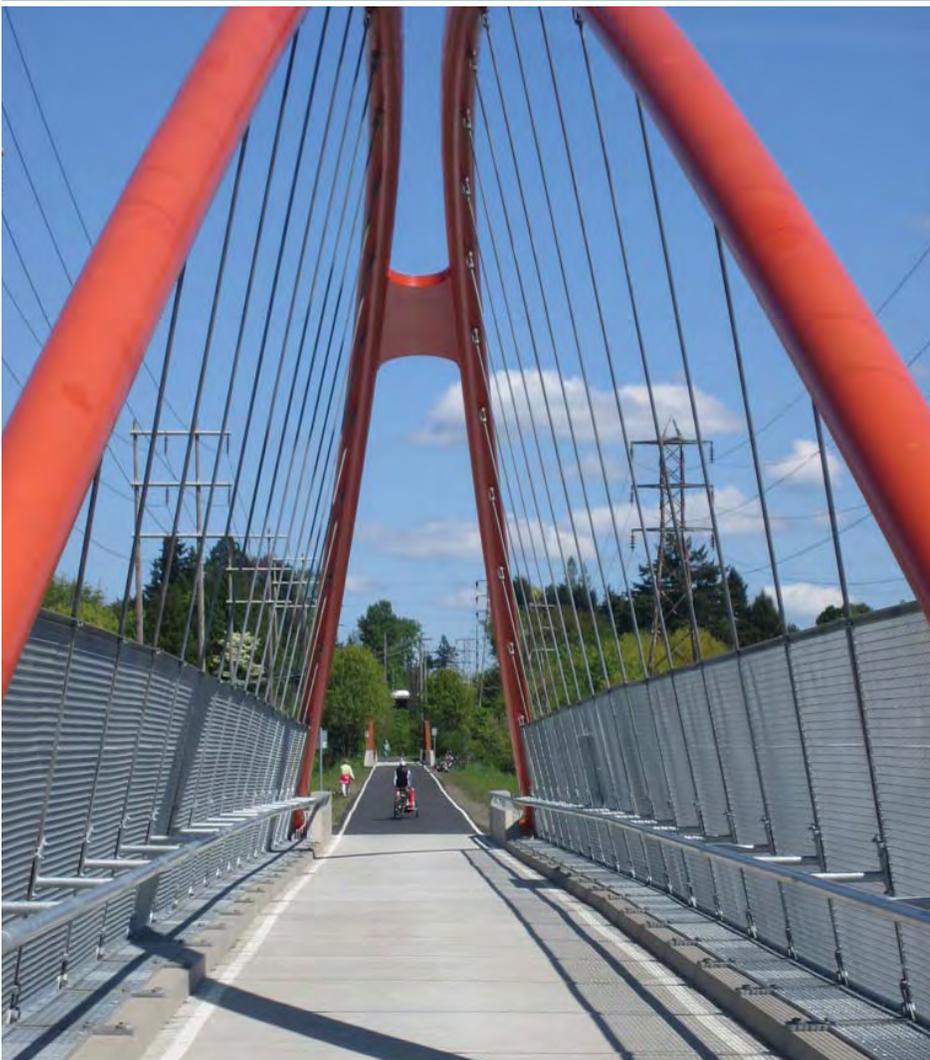
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## TE Professionals Build Skills at Biennial Seminar



### THREE BRIDGES PROJECT SPRINGWATER TRAIL

This project extends the Springwater trail, a multi-use path on an abandoned railroad line, over McLoughlin Boulevard, the Union Pacific Railroad, and Johnson Creek through construction of three major bridges. Each bridge is built to respond to the specific characteristics of each crossing. The suspension arch bridge over McLoughlin Boulevard also doubles as a gateway to the community both because of its shape and color. Awarded over \$4.2 million in TE funds in 2003, the project was completed in the fall of 2006.

**N**TEC hosted the 6th biennial Transportation Enhancements (TE) Professionals Seminar on August 7 and 8 in Portland, Oregon. Over fifty TE professionals from around the country, representing both state Departments of Transportation and the Federal Highway Administration, gathered in the bridge city to meet their counterparts and exchange ideas and learn about TE program administration.

Seminar sessions focused on TE and placemaking, tourism, public health, and environmental review streamlining. The seminar also included two Question and Answer sessions led by Christopher Douwes of FHWA. These sessions were par-

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ticularly useful, allowing the State TE representatives to ask specific questions about eligibility and procedures. Selected questions and answers from those sessions are featured on page 3.

Further, the Seminar provided an opportunity for attendees to visit some of the outstanding TE projects in the Portland metropolitan area. These projects - the Springwater Trail, Union Station, Vista House, and 92nd Avenue Beautification - are shown here. More photos of these projects are available in our online photo library.

Seminar proceedings and selected powerpoint presentations will be available later this Fall on the NTEC website at



The **Vista House** has previously been featured on *Connections* (Vol. 9, No. 1). This historic scenic overlook along the Columbia River Highway was rehabilitated with TE funds, qualifying under Category 6 and 4. Visiting Vista House in person was as awe-inspiring as expected.



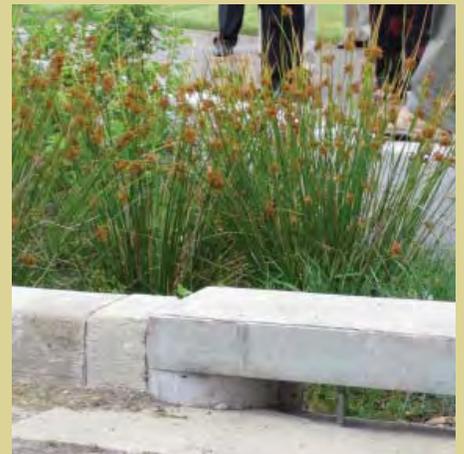
**Union Station** is an active Amtrak and freight station. TE-funded repairs were completed on the roof, masonry, doors, and interiors.



#### A GREEN STREET: 92ND AVE

This scenic beautification TE project included the construction of sidewalks, bike lanes, curb/drainage, landscaping, and lighting along 92nd Avenue. The project built recessed planting areas to act as water infiltration points for street and sidewalk runoff.

The detail photo below shows how the runoff is directed into the plantings of native flora. Awarded \$1 million in TE funds in 2005, the project was completed in 2007.



# TE Questions & Answers from the Seminar

Christopher Douwes of FHWA led a question and answer session at the TE Professionals Seminar on August 8, 2007. The following is a sampling of the topics discussed. For more information on these and other questions, please contact your State TE Coordinator, your FHWA Division Office, or NTEC.

**Q. Is litter education eligible for TE funds?**

**A.** Yes, litter educational programs are eligible. They should be attached to some form of evaluation of the program to ensure its benefits. However, maintenance (actual litter control) is not eligible for TE funds.

**Q. Are All Terrain Vehicles (ATVs) allowed on TE-funded trails?**

**A.** A. No, they are not. Under 23 U.S.C. 217(h), nonmotorized trails and pedestrian walkways prohibit motorized vehicles, including ATVs and off highway motorcycles. The only exceptions are (1) maintenance purposes; (2) when snow conditions and State or local regulations permit, snowmobiles; (3) motorized wheelchairs; (4) when State or local regulations permit, electric bicycles; and (5) such other circumstances as the Secretary deems appropriate. So far, FHWA has not issued any exemptions under #5, although the issue has been raised and the topic is under discussion.

**Q. Are there rules to limit the speed of bicyclists?**

**A.** No, there are no federal rules to limit the speed of bicyclists. Speed limits can be implemented through legislation at the state level or through design at the project-level. For instance, multi-use paths can be designed so pedestrians and bicyclists have enough space to avoid each-other. However, some design features aimed at slowing bicycles (such as gates to force bicyclists to step off the bicycle and walk) are not acceptable if they impair wheelchair accessibility.

**Q. Can a path still be eligible for TE funding if it's primarily inside a park?**

**A.** It can be, but only if it is used for transportation. For example, a path inside a park which starts at one point and forms a loop would not be eligible. However, a path primarily inside a park which connects the neighborhoods on either side would be eligible.

**Q. Concerns about ADA are common. How can one comply with ADA if circumstances are difficult?**

**A.** The ADA makes provisions for all sorts of problems which can arise. For instance, if it would destroy the significance of a building to construct an elevator to provide ADA access to upper floors, the elevator can be waived provided equivalent interpretive materials are available in ADA acces-

sible areas of the building. Similarly, if a certain topography makes ADA accessibility impossible, a terrain exception can be acquired.

**Q. Does a visitor center have to be right on a scenic byway to qualify for TE funds?**

**A.** A welcome center should be associated with a scenic byway, but doesn't need to be on it. There is congressional direction on this: a tourist or welcome center does not have to be on a designated or historic byway but there must be a clear link to the scenic or historic sites.

## RESOURCES

**Getting Up To SPEED: A Conservationist's Guide to Wildlife and Highways** is available from the Defenders of Wildlife.

The guide seeks to crack the code on transportation and make the process more transparent from beginning to end—everything you always wanted to know about road building, but were afraid to ask. By demystifying the world of transportation, this guide provides conservationists with the necessary foundation for becoming better informed, more effective stakeholders in transportation debates. Getting Up To SPEED includes chapters on Law, Policy & Governance, Anatomy of a Highway, Natural Environment, Advocacy, as well as appendices offering tools and information for local and national work. Getting Up To SPEED is available free of charge in PDF format or hard copy at [http://www.defenders.org/programs\\_and\\_policy/habitat\\_conservation/habitat\\_and\\_highways/resources/getting\\_up\\_to\\_speed.php](http://www.defenders.org/programs_and_policy/habitat_conservation/habitat_and_highways/resources/getting_up_to_speed.php)

A new design guide on achieving accessibility in alterations projects involving public streets and sidewalks is now available. **Accessible Public Rights-of-Way: Planning and Designing for Alterations**, published by the Institute of Transportation Engineers with support from the United States Access Board, explains how to maximize accessibility in the course of alterations through careful planning, an understanding of current regulations and access criteria, and strategies for negotiating constraints. The guide outlines and illustrates 25 design solutions, models sidewalks by right-of-way width, and includes case studies and other resources. This information was developed by a group of former members of the Board's Public Rights-of-Way Access Advisory Committee (PROWAAC), which prepared recommendations for the Board's use in developing new guidelines for public rights-of-ways. In the course of its work, the Committee determined that guidance specific to alterations was needed as a supplement to future guidelines. The guide was published on August 31st and is now available at <http://www.access-board.gov/prowac/alterations/guide.htm>

**WOODVILLE, OHIO**

Now that Woodville's streetscape project is nearly completed, the village's downtown has a brand-new, yet old-fashioned look. Sidewalks on the south side of Main were replaced while sidewalks on the north side mostly underwent repairs. Decorative concrete that looks like brick was installed as a border on all the sidewalks. Trees along that strip were removed and replaced with new ones. Interspersed between the trees are concrete planters that will hold smaller plants and flowers. Finally, the downtown's street lighting was upgraded and now includes decorative street lighting that has arms to hang holiday decorations or banners. Eighty percent of the project's costs came from a Transportation Enhancement grant in the amount of \$426,080 the village received from the Ohio Department of Transportation in 2004.

Visitors were able to enjoy the improved downtown area during a recent two-hour "Streetscape Stroll", during which all the lights held both an American flag and the green-and-yellow flag of Woodville. The goal of the Downtown Transportation Enhancement Project was to upgrade two blocks of Main Street from Perry to Water streets. Some business owners said that the improvements jump-started renovation plans on their buildings: "the streets look so good, we want to work on our building to make it look as good as the streets".

[*Toledo Blade*, June 21, 2007]

**BOYLE COUNTY, KENTUCKY**

A 96-acre tract of Boyle County land once used as an African-American settlement will become a part of the Perryville Battlefield State Historic Site. The state Department of Parks, with the help of Transportation Enhancement funds, recently bought the property, known as Sleettown, from private owners. The land once was used as a staging area for Confederate forces and was an African-American settlement after the Civil War until about 1931. "We plan to use the property to tell the story of the Battle of Perryville as well as the history of Sleettown," state Parks Commissioner J.T. Miller said in a news release.

The Civil War Preservation Trust provided a matching grant of \$107,000 to help buy the property. The state's share of \$320,000 came from a Transportation Enhancement grant, which can be used to purchase historic sites. The total amount was used to buy the property, pay for an archaeological study, conduct a survey and for other costs. The new property will help connect two separate sections of the 570-acre park and will allow for more use, including trails, interpretive signs and research.

[*Lexington Herald Leader*, June 5, 2007]

**YUMA, ARIZONA**

On Thursday, May 31, "Gateway Park," the City of Yuma's new riverfront park, was dedicated. The park was made possible by grants from Arizona State Parks. Gateway Park has been seven years in the making. The park, built at a cost of \$4 million with local, state and federal funding, including \$500,000 in Transportation Enhancement funding, is an important milestone in the revitalization of Yuma's riverfront.

Gateway Park will provide improved parking, lighting, access for people with disabilities, expanded beaches, picnic areas, restrooms, multi-use pathways that connect both East and West wetland, and playgrounds. Located in a National Historic Landmark, the park's next project will highlight the history of the Yuma Crossing.

[*US States News*, May 30, 2007]

**INDIANAPOLIS, INDIANA**

Bike commuters in Indiana now have access to bike lockers on-demand, thanks in part to a Transportation Enhancement grant of \$125,900. The secure bike lockers featuring Park-By-Phone cell phone technology are key in Indianapolis' effort to promote cycling. The TE funds were also used to add bike lanes in two downtown areas, making it easier for people to take advantage of the new bike parking options. The city obtained the Cycle-Safe lockers and implemented showers and changing facilities at five locations, with parking for 46 bicycles using the keyless technology.

Indiana may expand the program throughout the state depending on usage. Cyclists pre-register through [www.bicycleparkingnetwork.com](http://www.bicycleparkingnetwork.com), and can access unoccupied lockers with a cell phone. Cyclists can also check locker availability through the Web site. Cycle-Safe technology is in use at lockers at UCLA, the Los Angeles area, Washington, San Francisco area and Denver.

[*Bicycle Retailer and Industry News*, August 15, 2007]

**CONFERENCE SCHEDULE****OCTOBER****AMPO ANNUAL CONFERENCE**

October 1-5, 2007 • Little Rock, Arkansas  
[www.ampo.org](http://www.ampo.org)

**NATIONAL PRESERVATION CONFERENCE**

October 2-6, 2007 • St. Paul, Minnesota  
[www.nthpconference.org](http://www.nthpconference.org)

**ASLA ANNUAL MEETING & EXPO**

October 5-9, 2007 • San Francisco, California  
[www.asla.org](http://www.asla.org)

**RAIL-VOLUTION**

October 31-November 3, 2007 • Miami, Florida  
[www.railvolution.com](http://www.railvolution.com)

**NOVEMBER****URBAN WATERFRONTS 25**

November 1-3, 2007 • Boston, Massachusetts  
<http://www.waterfrontcenter.org>

**MARCH****NATIONAL BIKE SUMMIT**

March 5-7, 2008 • Washington, DC  
<http://www.bikeleague.org/>

**NATIONAL TRUST MAIN STREETS CONFERENCE**

March 30-April 2, 2008 • Philadelphia, Pennsylvania  
<http://conference.mainstreet.org/>



**FEATURED IMAGE: BRIDGE ON THE C&O CANAL, WASHINGTON DC**

The NTEC staff goes all around the country looking at outstanding TE projects. Many of them are now featured in our image library, available on our website. As a DC-based organization, though, we do have some favorites, like the pedestrian bridge at Fletcher's Boathouse on the C&O Canal. After all, this is one of the few TE projects we can enjoy on a regular basis! The canal has been the recipient of multiple TE awards over the years, from both DC and Maryland, to maintain it as a beloved historic transportation facility. TE-funded improvements of the canal have included bicycle and pedestrian connections across the canal like the one above, repair of the canal and its retaining walls and locks, and rehabilitation of the towpath.

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