

CONNECTIONS

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The Healthy Transportation Network: Linking Safety and Community Design

By Jeffrey Rosenhall

TE funds support a technical assistance program that draws on the expertise of three nonprofits and the California Department of Health Services to improve pedestrian and bicycle safety and increase physical activity in the state of California.

Fielding Calls for Assistance

A frustrated city manager wants to see more kids safely walking and bicycling to school. A community advocate eyes an abandoned rail corridor that could be transformed into a trail for walking and bicycling. An employer wants to increase the number of employees commuting to work by bicycle.

What do these individuals have in common? They each see nonmotorized transportation as a way to promote healthy community change. Additionally, each have sought assistance from the Healthy Transportation Network (HTN) a TE-funded project that assists California's communities, traffic engineers, and pedestrian and bicycle advocates in increasing safety for pedestrians and bicyclists and encourage environments that promote everyday physical activity.

The Healthy Transportation Network

The Healthy Transportation Network (HTN) is a joint project of the California Center for Physical Activity and the State and Local Injury Control Section within the California Department of Health Services (CA DHS). The project partners with California Department of Transportation (Caltrans) and three nongovern-



CALTRANS APPROVED THE TRANSPORTATION ENHANCEMENT FUNDS TO SUPPORT THE HTN PROJECT FOR THREE YEARS. FUNDS ARE PRIMARILY USED FOR PROVIDING WORKSHOPS, TRAININGS AND OTHER TECHNICAL ASSISTANCE, AND BUILDING AND MAINTAINING THE WEBSITE.



Ojai Valley Trail, Calif. (Lorili Toth)

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HAVE YOU WORKED FOR YEARS IMPLEMENTING A TE PROJECT?

WE WANT TO RECOGNIZE EXCELLENCE!

NTEC WANTS TO FEATURE NEW PROJECTS THAT REPRESENT THE BEST TRANSPORTATION ENHANCEMENTS PRACTICES IN EACH OF THE 12 FUNDING CATEGORIES IN THE UPDATE OF ITS PUBLICATION "ENHANCING AMERICAS COMMUNITIES, A GUIDE TO TRANSPORTATION ENHANCEMENTS."

THIS IS NTEC'S PRIMARY PUBLICATION USED TO INFORM THE PUBLIC, MUNICIPALITIES, AND ORGANIZATIONS ABOUT TRANSPORTATION ENHANCEMENTS. SEE NTEC'S WEBSITE FOR HOW TO SUBMIT YOUR PROJECT FOR REVIEW.

WWW.ENHANCEMENTS.ORG



mental stakeholders: the California Bicycle Coalition, Local Government Commission, and Rails-to-Trails Conservancy's Western Regional Office. The California Bike Coalition brings a statewide network to bicycle safety outreach efforts. The Local Government Commission has expertise working with local municipalities and fostering change. The Rails-to-Trails Conservancy facilitates creation of trails used for transportation and recreation.

When the HTN responds to a technical assistance question, it taps the expertise of all partner organizations. Community leaders who request assistance work with the HTN project coordinator to determine their needs. The project coordinator then refers the request to the appropriate HTN partner agencies for follow-up. The HTN also hosts a website (<http://caphysicalactivity.org/htn.html>) which contains a searchable database of case studies from communities across California that have successfully integrated pedestrian and bicycle safety education into larger community design efforts.

Expanding the Reach

To date, the HTN project staff and partners have helped communities implement projects to enhance pedestrian and bicycle safety through a variety of methods. The HTN has highlighted some of the best available pedestrian and bicycle safety information on its website, encouraged large employers to make bicycle safety training available to employees to increase bicycle commuting; evaluated abandoned railway corridors to make recommendations for trail conversions; provided safety and health-focused feedback on community walking and bicycling facilities; and worked to promote safety with local leaders and community stakeholders in low-income neighborhoods. At the core of all these efforts is the HTN's commitment to enhancing and ensuring safe transportation options for pedestrians and bicyclists.

The HTN staff has made presentations at conferences and seminars targeting audiences from nutrition, social marketing, physical activity, public health, transportation and local government. For example, in 2005 the HTN gave a project presentation at Rails-to-Trails Conservancy's TrailLink Conference, and presented a round table discussion on promoting pedestrian and bicycle transportation at the 133rd annual American Public Health Association conference.

Tapping TE Funds to go the Distance

Caltrans approved the Transportation Enhancement funds to support the HTN project for three years. Funds are primarily used for providing workshops, trainings and other technical assistance, and building and maintaining the website. The project is guided and managed by the four partner organizations. Technical assistance will continue to be available to all Caltrans districts and counties throughout California as needed through May 2006; a proposal for TE funding to continue the project for an additional three years is pending.

On the Books

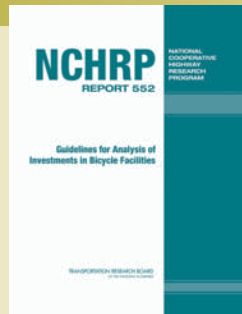
The HTN has been busy addressing technical assistance requests. The frustrated city manager mentioned earlier worked with the HTN to facilitate an educational meeting for parents and teachers and host a walkable community workshop at the neighborhood school. The trail advocate was assisted in convening other committed partners from the city, public health, law enforcement and parks and recreation to discuss future trail developments. And the employer in Southern California received lunch time presentations to encourage new bike commuters. The HTN will continue to answer requests as they roll in. Judging by this year's calendar, California is tapping into the benefits of safe nonmotorized transportation.

For more information, please contact Jeffery Rosenhall, HTN project coordinator with the California Center for Physical Activity, at 916.552.9885 or jrosenha@dhs.ca.gov.

TRB's National Cooperative Highway Research Program (NCHRP) Report 552: **Guidelines for Analysis of Investments in Bicycle Facilities** includes methodologies and tools to estimate the cost of various bicycle facilities and for evaluating their potential value and benefits. The report is designed to help transportation planners integrate bicycle facilities into their overall transportation plans and on a project-by-project basis. The research described in the report has been used to develop a set of web-based guidelines, available on the Internet at www.bicyclinginfo.org/bikecost/, that provide a step-by-step worksheet for estimating costs, demands, and benefits associated with specific facilities under consideration.

www.trb.org/news/blurb_detail.asp?id=6093

The Pedestrian and Bicycle Information Center (PBIC) have a new pedestrian safety tool available on its website. **The Pedestrian Safety Guide and Countermeasure Selection System** is a tool designed to assist safety professionals with the selection of countermeasures to address pedestrian safety and mobility problems. The



system includes several interactive tools, including: a countermeasure selection tool, interactive matrices, case studies, and document downloads. In addition to being helpful for professionals it clearly explains to the layman the standard solutions that municipalities use to improve pedestrian safety along their roadways and when it is appropriate to use them. For the tools and for more information please see: www.walkinginfo.org/pedsafe/

The Urban Land Institute has published **Creating Walkable Places** by Adrienne Schmitz and Jason Scully. This publication explains how to create pedestrian-friendly, mixed-use developments with well illustrated color photographs, site plans, and diagrams. Discover how to get financing for mixed-use, new urbanist, and higher-density projects that don't "fit the mold," but are the kinds of environments where people want to live, work, play, and shop. Case studies describe walkable, mixed-use town centers, and pedestrian-focused communities in urban and suburban settings. Order the book from the Urban Land Institute at www.uli.org



SAMMAMISH, WASHINGTON

A rail-trail was recently opened for use in King County, Washington. The 11 mile East Lake Sammamish Trail was built on a former railroad line from Redmond to Issaquah. The rail-trail connects these two cities and points along the corridor to a 40-mile trail system in the surrounding area. The gravel trail is currently accessible for pedestrians, and mountain bikes or hybrid bikes. Plans are in the works to pave the trail to increase its use by other modes of transit. The \$1.6 million trail was funded in part by a Transportation Enhancements award. [*Seattle Times*, March 18, 2006]

ANAMOSA, IOWA

A historic wrought iron bridge in Hale, IA was relocated to Wapsipicon State Park. Three 100-foot trusses were transported to the State Park via large military helicopters, drawing crowds to watch the spectacle. Now, the bridge will be part of a three-mile recreational trail. The bridge, which was in place since 1879, can now be enjoyed by more members of the community who frequent the trail. An \$84,000 Transportation Enhancements award helped to fund the project. [*Des Moines Register*, March 9, 2006]

BEAVER FALLS, PENNSYLVANIA

Beaver Falls recently opened its first rail-trail on April 29, which was funded in part with a \$263,000 Transportation Enhancements award. The trail follows the bed of an old Pennsylvania and Lake Erie rail spur. The trail offers a contrast of scenery. River views and grassy fields lined with trees and birds are

intermixed with signs of the area's industrialized past. Beaver Falls Mayor Karl Boak hopes to continue improving the area with the help of the rail-trail. Plans are also in the works to extend the trail further north until it reaches the city limits. [*Pittsburgh Post-Gazette*, April 27, 2006]

STATE OF WEST VIRGINIA

A new film which documents the state of West Virginia's bridges throughout history was funded in part by a \$100,000 Transportation Enhancements award. The film details the New River Gorge Bridge, the Wheeling Suspension Bridge and the Clifford Hollow Bridge among others. In addition, West Virginia's 17 covered bridges are featured. The film, entitled "Crossings—Bridge Building in West Virginia," describes the various bridges' unique purpose and history in transportation. It connects these bridges to artistic and scenic values and economic productivity. It is meant as both an archive and to educate. "Crossings" will be distributed to various outlets including the Public Broadcasting System, the West Virginia Board of Education, state libraries and additional media. [*The State Journal*, March 30, 2006]

MILWAUKEE, WISCONSIN

A lighthouse originally built in the 1800s has been restored with the help of a \$1.23 million Transportation Enhancements award and with \$246,000 in matching funds raised by the North Point Lighthouse Friends. The lighthouse is now the center point and meeting place in an Olmstead-designed urban park in Milwaukee. It has been renovated to serve as a museum of maritime history. [*Shanghai Daily*, February 19, 2006]

Transportation Enhancements FY 2005 Spending Report Summary

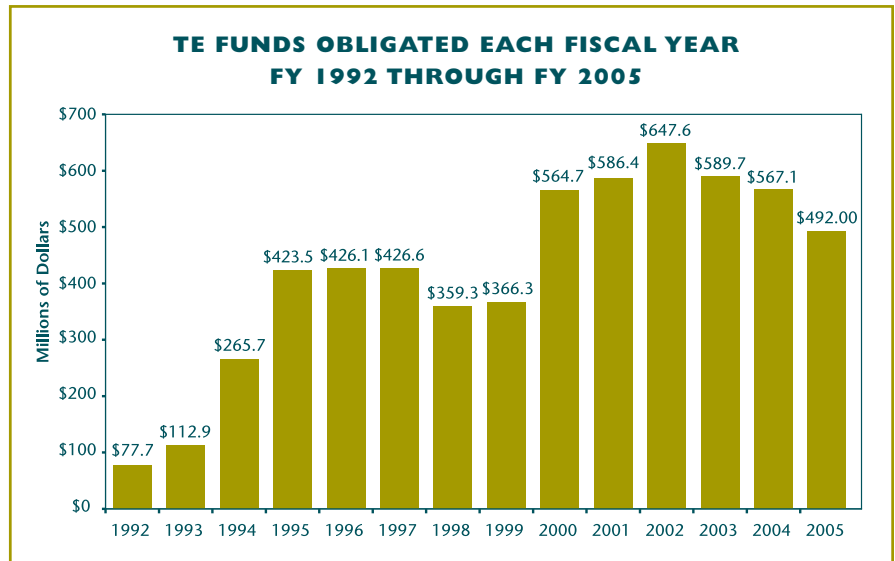
NTEC has published the annual spending report entitled *Transportation Enhancements: FY 2005 Summary of Nationwide Spending*. This report is prepared by the National Transportation Enhancements Clearinghouse (NTEC) to provide an overview of how states have spent Transportation Enhancements awards over the lifetime of TE. To date, \$8.03 billion have been made available to the states for TE activities since 1992.

The \$8.03 billion number includes the final FY 2005 apportionment total announced on April 12, 2006. However, rates used in the text are based on the apportionments as of September 30, 2005; the end of the fiscal year. That number is \$7.98 billion.

Using data from NTEC's nationwide project listings, state Departments of Transportation (DOTs) programmed 89.7 percent of available funds for more than 20,890 projects through FY 2005. Further, the states collectively and cumulatively have received 74.1 percent of the funds available, a slight decrease from the 75.3 percent rate reported at the end of FY 2004.

Reimbursements through FY 2005 are at 59 percent, up from 57.4 percent in FY 2004. While all are informative, it is the cumulative obligation rate that is the most useful for understanding TE expenditures as the other two show either a requested amount (programmed) or a much delayed final count (reimbursements).

Obligation and reimbursement rates are noteworthy because they are indicative of the relative progress with

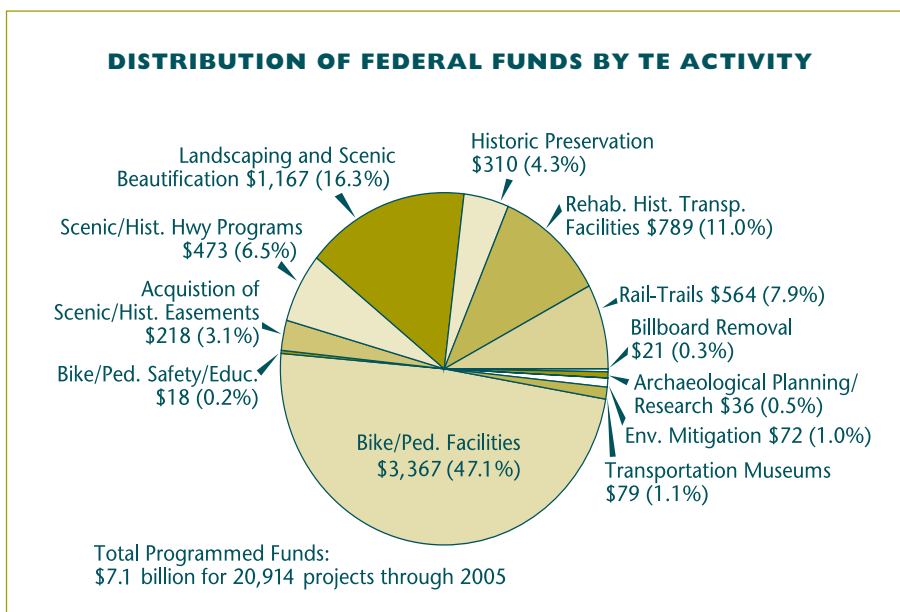


which projects move from selection to implementation and are a measure of the lag between project selection and implementation. NTEC's research finds that there are various reasons for project delays, but none are singularly responsible for slow project delivery.

The report also addresses the distribution of these funds across the 12 eligible TE activities. To date **Bicycle & Pedestrian Facilities** combined with **Rail-Trails** receives the most funding, 55.0 percent of programmed funds. **Landscaping and Scenic Beautification** received 16.3 percent of programmed funds. **Historic Preservation** combined with **Preservation of Historic Transportation Facilities** received 15.3 percent of programmed funds. Together, these five categories account for 86.6 percent of programmed funds.

The national numbers reported here are benchmarks of the program as a whole. Each state's unique totals are much more informative of the state's particular TE program. For the complete state by state breakdown, please order the report.

The report is available now. It is available for free by mail order or download at www.enhancements.org.



Programmed amount: the amount of money that the state programmed for state approved projects

Obligated amount: the amount FHWA has promised to pay out to the states on a project by project basis

Reimbursed amount: the amount actually paid to the state when the project is completed.

TABLE I: STATE TE PROGRAM BENCHMARKS FY 1992 THROUGH FY 2005

State	AVAILABLE***	PROGRAMMED		OBLIGATED		REIMBURSED	
	FY92-05	FY92-05	Rate	FY92-05	Rate	FY92-05	Rate
Alabama	\$159,980,400	\$155,040,698	96.9%	\$130,845,238	81.8%	\$94,656,134	59.2%
Alaska	\$119,741,403	\$118,495,231	99.0%	\$118,454,484	98.9%	\$111,165,233	92.8%
Arizona	\$144,278,904	\$137,056,750	95.0%	\$104,054,517	72.1%	\$79,123,597	54.8%
Arkansas	\$99,054,010	\$90,460,604	91.3%	\$86,536,207	87.4%	\$83,045,487	83.8%
California	\$685,868,704	\$652,638,100	95.2%	\$542,950,061	79.2%	\$421,381,483	61.4%
Colorado	\$116,564,232	\$83,900,402	72.0%	\$86,080,416	73.8%	\$74,182,728	63.6%
Connecticut	\$104,343,178	\$96,296,217	92.3%	\$92,772,594	88.9%	\$78,119,811	74.9%
Delaware	\$42,924,198	\$52,537,968	122.4%	\$35,768,672	83.3%	\$29,416,519	68.5%
District of Columbia	\$35,910,976	\$32,250,237	89.8%	\$30,361,527	84.5%	\$20,708,276	57.7%
Florida*	\$437,127,533	\$399,449,971	91.4%	\$317,456,598	72.6%	\$285,042,787	65.2%
Georgia	\$304,812,575	\$270,842,396	88.9%	\$209,075,994	68.6%	\$179,852,901	59.0%
Hawaii	\$65,978,350	\$51,257,633	77.7%	\$51,257,633	77.7%	\$33,110,955	50.2%
Idaho	\$55,749,046	\$41,210,400	73.9%	\$41,375,446	74.2%	\$33,836,506	60.7%
Illinois	\$305,798,277	\$250,223,383	81.8%	\$216,090,722	70.7%	\$174,215,274	57.0%
Indiana	\$215,164,204	\$270,087,806	125.5%	\$167,412,789	77.8%	\$141,000,403	65.5%
Iowa	\$110,310,174	\$96,777,700	87.7%	\$92,828,873	84.2%	\$75,680,292	68.6%
Kansas	\$110,215,620	\$106,462,599	96.6%	\$86,835,884	78.8%	\$70,740,728	64.2%
Kentucky	\$136,218,254	\$134,539,074	98.8%	\$128,635,535	94.4%	\$91,212,323	67.0%
Louisiana	\$120,146,877	\$97,690,286	81.3%	\$60,456,331	50.3%	\$50,640,835	42.1%
Maine	\$41,042,571	\$47,188,066	115.0%	\$28,256,686	68.8%	\$26,268,477	64.0%
Maryland	\$125,238,246	\$127,245,403	101.6%	\$96,698,860	77.2%	\$72,220,673	57.7%
Massachusetts**	\$137,190,136	\$76,342,855	55.6%	\$51,787,268	37.7%	\$28,415,386	20.7%
Michigan	\$264,213,989	\$229,065,041	86.7%	\$187,780,224	71.1%	\$149,577,078	56.6%
Minnesota***	\$155,341,407	\$137,310,822	88.4%	\$116,575,802	89.7%	\$107,338,714	82.5%
Mississippi	\$101,541,978	\$78,004,113	76.8%	\$79,587,434	78.4%	\$64,840,756	63.9%
Missouri	\$161,128,906	\$160,037,744	99.3%	\$122,904,502	76.3%	\$97,976,040	60.8%
Montana	\$73,863,632	\$52,825,537	71.5%	\$55,096,627	74.6%	\$45,984,879	62.3%
Nebraska	\$66,500,662	\$64,747,156	97.4%	\$57,380,410	86.3%	\$41,356,556	62.2%
Nevada	\$63,018,302	\$55,344,259	87.8%	\$46,227,505	73.4%	\$40,957,885	65.0%
New Hampshire	\$45,432,531	\$33,933,089	74.7%	\$39,809,290	87.6%	\$31,527,529	69.4%
New Jersey	\$168,659,869	\$139,961,989	83.0%	\$120,152,555	71.2%	\$96,238,945	57.1%
New Mexico	\$83,675,563	\$74,017,800	88.5%	\$67,017,486	80.1%	\$58,350,971	69.7%
New York	\$323,208,165	\$253,494,734	78.4%	\$231,652,205	71.7%	\$163,208,399	50.5%
North Carolina	\$239,226,946	\$219,143,651	91.6%	\$193,656,172	81.0%	\$160,385,573	67.0%
North Dakota	\$58,841,708	\$40,355,753	68.6%	\$47,743,088	81.1%	\$43,834,401	74.5%
Ohio	\$263,315,901	\$194,643,648	73.9%	\$207,553,445	78.8%	\$182,347,353	69.3%
Oklahoma	\$134,502,208	\$118,049,129	87.8%	\$115,678,853	86.0%	\$77,525,220	57.6%
Oregon	\$99,044,184	\$76,499,227	77.2%	\$59,678,246	60.3%	\$52,211,305	52.7%
Pennsylvania	\$232,634,278	\$270,306,510	116.2%	\$169,350,188	72.8%	\$111,290,504	47.8%
Rhode Island	\$40,816,278	\$33,516,026	82.1%	\$39,669,489	97.2%	\$27,889,315	68.3%
South Carolina	\$145,539,215	\$67,411,904	46.3%	\$109,717,274	75.4%	\$82,905,771	57.0%
South Dakota	\$50,249,010	\$35,768,060	71.2%	\$34,577,594	68.8%	\$33,438,588	66.5%
Tennessee	\$173,615,857	\$174,578,508	100.6%	\$121,319,586	69.9%	\$86,611,165	49.9%
Texas	\$625,433,352	\$611,736,957	97.8%	\$344,337,254	55.1%	\$288,539,011	46.1%
Utah	\$61,411,050	\$43,180,730	70.3%	\$46,008,304	74.9%	\$39,667,637	64.6%
Vermont	\$39,499,309	\$42,858,564	108.5%	\$33,264,556	84.2%	\$26,660,123	67.5%
Virginia	\$185,237,237	\$195,686,136	105.6%	\$186,363,362	100.6%	\$89,652,088	48.4%
Washington***	\$133,707,034	\$115,528,399	86.4%	\$79,249,157	71.0%	\$70,514,175	63.2%
West Virginia	\$63,786,516	\$62,700,223	98.3%	\$56,218,980	88.1%	\$41,207,938	64.6%
Wisconsin	\$190,580,949	\$134,190,727	70.4%	\$104,916,704	55.1%	\$87,079,666	45.7%
Wyoming	\$47,749,749	\$43,499,450	91.1%	\$45,882,159	96.1%	\$41,536,040	87.0%
Puerto Rico	\$15,520,839	\$15,507,118	99.9%	\$15,520,839	100.0%	\$15,519,839	100.0%
Total*	\$7,980,954,492	\$7,161,896,783	89.7%	\$5,910,881,627	74.1%	\$4,710,210,278	59.0%

* Florida's reported programmed figures result from their unique FY system, which begins and ends in June rather than September. **Due to a temporary miscategorization of funds, Massachusetts programming totals are currently missing the Fort Point Channel Restoration, which was awarded \$7,833,296 in TE funds. ***Minnesota and Washington figures have been adjusted for STP Pilot. ****Cumulative available funds as reported on September 30, 2005.

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CONFERENCE CALENDAR

AUGUST

2006 SOUTHEASTERN EQUESTRIAN TRAILS CONFERENCE
August 3–5, 2006 • Roanoke, Virginia
www.southeasternequestriantrails.com/

THE METROPOLITAN PLANNING ORGANIZATION, PRESENT
AND FUTURE: A Conference
August 27–29, 2006 • Washington, D.C.
www.trb.org/conferences/mpo/

SEPTEMBER

PRO WALK/PRO BIKE 2006 CONFERENCE
September 5–8, 2006 • Madison, Wisconsin
www.bikewalk.org

OCTOBER

18TH NATIONAL TRAILS SYMPOSIUM
October 19–22, 2006 • Davenport, Iowa (Quad Cities)
www.americantrails.org

NATIONAL PRESERVATION CONFERENCE 2006
October 31–November 5, 2006 • Pittsburgh, Pennsylvania
www.nationaltrust.org

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