



2010 Transportation Planning Excellence Awards

Federal Highway Administration
Federal Transit Administration
Co-sponsored by the American Planning Association





A LETTER FROM

FHWA Administrator Victor Mendez *and* FTA Administrator Peter Rogoff

Congratulations to the winners of the 2010 Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Transportation Planning Excellence Awards (TPEA), which are co-sponsored by the American Planning Association (APA). Our partnership demonstrates the value of working together to recognize outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices.

We applaud all of the excellent projects that were nominated for the awards this year. Due to the tremendous response and the number of outstanding planning submittals, the job of our panel of judges to select the most outstanding projects was particularly challenging. The 2010 TPEA winners and honorable mention projects went beyond standard practice to incorporate truly innovative and effective efforts into their transportation planning processes. Award recipients were honored on July 11, 2010 at a ceremony held during the 2010 Transportation Research Board Summer Meeting held in Minneapolis, Minnesota.

The efforts of the award winners and their continued commitment ensure that transportation plans, processes, and products demonstrate excellence and reflect the needs of the communities that we serve. Each project exemplifies the excellence that is possible when we work together to plan for our Nation's transportation future.



A handwritten signature in black ink, reading "Victor Mendez".

*Victor Mendez
Administrator
Federal Highway Administration*

A handwritten signature in black ink, reading "Peter Rogoff".

*Peter Rogoff
Administrator
Federal Transit Administration*

The projects and organizations recognized by the 2010 TPEA are models for the Nation. The following pages highlight their accomplishments in the hope of inspiring future transportation planning projects to meet the high standards set by these award winners.

ABOUT THE AWARDS

The Transportation Planning Excellence Awards (TPEA) Program recognizes outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices. This biennial awards program is sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is co-sponsored by the American Planning Association.

THE CRITERIA

Nominations were reviewed by an independent panel of judges who represent a cross section of the transportation industry. Each nomination was evaluated according to criteria that address multiple elements of transportation planning:

- Community and Public Involvement
- Equity
- Implementation/Implementation Strategy
- Innovation
- Intermodalism
- Livability/Sustainability
- Partnerships and Collaboration

THE CATEGORIES

Nominations were solicited for innovative planning practices in the following categories:

- *Education and Training*: the process of advancing the state of the practice by improving the knowledge, skills, and abilities of transportation professionals through experience, training, or education.
- *Emergency Management Planning*: the discipline of managing and preventing risks, often in the form of an Emergency Evacuation Plan and as part of the long-range transportation planning process.
- *Freight Planning*: the practice of identifying and developing strategies to improve the movement and distribution of freight.
- *Linking Planning and Operations*: a joint effort between operations and planning that encompasses the important institutional underpinnings needed for effective Regional Transportation Systems Management and Operations.
- *Livability/Sustainability*: strategies for transportation plans that provide more transportation choices, promote equitable and affordable housing, enhance

economics, and improve the quality of life for citizens while supporting existing communities.

- *Modeling and Technology Applications*: applications that graphically represent or simulate transportation systems, projects, or programs.
- *Planning Leadership*: individuals or organizations that champion and guide highly effective transportation planning activities.
- *Public Involvement and Outreach*: innovative means to providing transparency in the transportation decisionmaking process by involving the public and communities and informing the general public about transportation activities.
- *Safety Planning*: a proactive approach to the prevention of accidents and unsafe transportation conditions by establishing inherently safe transportation networks.
- *Transportation and Land-Use Integration*: the practice of integrating land-use planning, development, and investment with the goals and objectives of both short- and long-range transportation planning and programming.
- *Transportation Asset Management*: the strategic and systematic process of accounting for, operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle.
- *Transportation Planning and Environment*: an approach to transportation decisionmaking that identifies and considers environmental, community, and economic factors early in the planning process and carries these issues through the project development, design, and construction phases to completion.
- *Tribal Transportation Planning*: meeting tribal transportation needs through informed decisionmaking.

AWARD WINNERS

More than 80 projects were nominated for this year's Excellence Awards. Eleven projects received Awards, and another eleven projects were recognized with Honorable Mentions.

Capital District Transportation Committee, Albany, New York

Implementing the Regional Plan: The Community and Transportation Linkage Planning Program
Category: Transportation and Land Use Integration

Cheyenne Metropolitan Planning Organization, Wyoming

Transportation Safety Management Plan
Category: Safety Planning

Georgia Department of Transportation

Atlanta Regional Managed Lane System Plan
Category: Modeling and Technology Applications

Florida Department of Transportation

Conserve by Transit: Analysis of the Energy Consumption and Climate Change Benefits of Transit
Category: Transportation Planning and Environment

Florida Department of Transportation

Integrated National Transit Database System
Category: Modeling and Technology Applications

Minnesota Department of Transportation

Minnesota Comprehensive Freight and Passenger Rail Plan
Categories: Freight Planning, Planning Leadership, and Public Involvement and Outreach

New York City Department of Transportation

200 Lane-Mile Commitment
Category: Livability/Sustainability

North Jersey Transportation Planning Authority

Freight Rail Grade Crossing Assessment Study
Categories: Freight Planning and Safety Planning

Opportunity Link, Incorporated, Montana

Opportunity Link, Incorporated
Categories: Planning Leadership and Tribal Transportation Planning

City of Salem, Oregon

Union Street Railroad Bridge
Categories: Livability/Sustainability and Public Involvement and Outreach

City of San José, California

City of San José Trail Network
Category: Livability/Sustainability

HONORABLE MENTION

Anoka County Highway Department, Minnesota

Trunk Highway (TH) 65-County State Aid Highway (CSAH) 14 Interchange Public Involvement and Outreach
Category: Public Involvement and Outreach

California Department of Transportation Division of Mass Transportation

Response and Recovery Planning Project
Category: Emergency Management Planning

City of Charlotte, North Carolina

Implementation of City of Charlotte Urban Street Design Guidelines
Category: Transportation and Land Use Integration

Hunter College, New York

Choosing Visualization for Transportation
Category: Public Involvement and Outreach

Michigan Department of Transportation

Dequindre Cut Greenway
Category: Livability/Sustainability

Mid-America Regional Council, Missouri

Imagine KC Project

Category: Public Involvement and Outreach

**North Carolina Department of Transportation
Division of Bicycle and Pedestrian Transportation**

Bicycle and Pedestrian Planning Grant Initiative

Category: Livability/Sustainability

Oregon Department of Transportation

Transportation Planning Online Database

Category: Modeling and Technology Applications

Polk Transportation Planning Organization, Florida

Transportation of the Future Art Contest

Category: Public Involvement and Outreach

South Florida Regional Transportation Authority

South Florida Transit Resource Guide

Category: Transportation and Land Use Integration

City of Tempe, Arizona

Tempe Transportation Center

Category: Transportation Planning and Environment



Representatives of award winners with U.S. DOT staff at the 2010 Transportation Research Board's Joint Summer Meeting in Minneapolis, Minnesota.

Seated (L – R): Sreyoshi Chakraborty (Cheyenne MPO), Peter Fernandez (City of Salem), Mayor Janet Taylor (City of Salem). Standing (L – R): Charles Goodman (FTA), Yves Zsutty (City of San Jose), Jason Purvis (CDTC), Hayes Lord (NYCDOT), Jim Lyons (Opportunity Link), Dave Christianson (Mn/DOT), Peter Palmer (NJTPA), Matthew Fowler (GDOT), James Cheatham (FHWA).



AWARD WINNER

Implementing the Regional Plan: The Community and Transportation Linkages Planning Program

CAPITAL DISTRICT TRANSPORTATION COMMITTEE, ALBANY, NEW YORK

Category: Transportation and Land Use Integration

The Capital District Transportation Committee (CDTC), the metropolitan planning organization for New York's capital region, developed the Community and Transportation Linkages Planning Program (the Linkage Program) to provide assistance to communities undertaking local planning initiatives that integrate land use and transportation. The Linkage Program was initiated, in part, to address the challenge of encouraging local governments to work together as a region to implement New Visions, the regional transportation plan.

By providing CDTC staff and private consultant support, the Linkage Program has jump-started proactive planning, particularly in those communities with limited local staff and financial resources. Since its inception in 2000, the Linkage Program has funded 61 local planning studies in 37 communities, including urban, suburban, and rural municipalities and counties. Planning initiatives funded by the Linkage Program have included land use plans; highway and transit designs; zoning ordinances; and driveway, sidewalk,

bicycle, community design, and other local standards. These local plans help to implement key policies of the New Visions regional transportation plan, which calls for reducing the growth of vehicular travel by one-third from trend forecasts largely by altering the form and location of growth and its accompanying transportation systems.

Each local planning effort that is funded by the Linkage Program is required to be guided by a study advisory committee consisting of State, regional, and local community representatives, including elected officials, planning/zoning board members, business owners, residents, local institutions, and not-for-profit groups. In addition, each planning effort is required to feature a minimum of two interactive public workshops. This collaborative process ensures that the land use and transportation concepts developed as part of each study are feasible enough to implement as funding and development/redevelopment opportunities arise.

The Linkage Program has successfully made the regional transportation plan relevant and relatable to those at the local level. Through financial and technical support, the Linkage Program enables local communities to convert the promise of sound land use planning into reality and illustrates that good site and community design are essential to achieving regional transportation system goals.

For more information:

Sandra Misiewicz

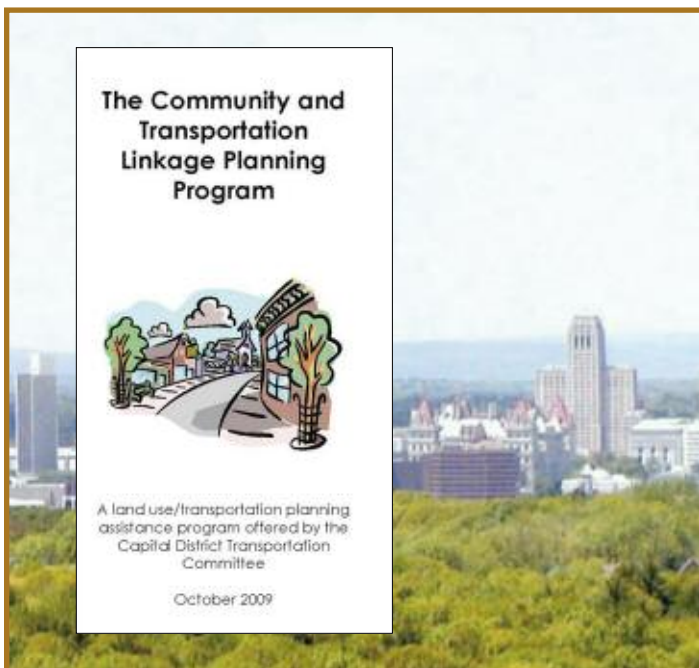
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CDTC has funded a total of 61 collaborative, jointly funded studies over the past nine years.





AWARD WINNER

Transportation Safety Management Plan

CHEYENNE METROPOLITAN PLANNING ORGANIZATION, WYOMING

Category: Safety Planning

The Cheyenne Metropolitan Planning Organization (MPO) has taken a leadership role as one of the first MPOs in the country to develop a regional transportation safety management plan (TSMP). This plan is one of the first in the country to apply the analytical approach used for the federally mandated State strategic highway safety plans at the MPO level. To develop the plan, the MPO organized regional safety stakeholders and transportation professionals to engage in a discussion focused on developing solutions to reduce roadway crashes in the region. The Cheyenne MPO identified emphasis areas based on fatal and injury crash factors in the region where concentrated efforts can make effective, positive impacts.

The safety analysis of emphasis areas represents a new approach to roadway safety analysis by including populations, crash types, infrastructure, behavior, and modes. Cheyenne's Transportation Safety Advisory Committee—composed of 26 individuals with a background in enforcement, education, engineering, and emergency medical services—selected six emphasis areas for focus: older drivers, younger drivers, alcohol, intersections, distracted driving, and safety belt use. Once the emphasis areas were identified, the Cheyenne MPO organized a Transportation Safety Summit where participants from the greater community worked together to identify short-, medium-, and long-term transportation safety strategies for implementation in the Cheyenne area.

Since its adoption in 2008, the Cheyenne MPO has begun actively implementing the TSMP. As a result of the plan, for the first time the MPO received grants from the Wyoming Highway Safety Office to implement safety strategies.



Participants at the Transportation Safety Summit

In 2009, the grants were used for a law enforcement summit on safety belt enforcement and a study to prioritize hazardous intersections. Additional grants awarded in 2010 to conduct a legislative briefing on transportation safety and a “Battle of the Belts” effort focused on increasing occupant protection among high school students.

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AWARD WINNER

Atlanta Regional Managed Lane System Plan

GEORGIA DEPARTMENT OF TRANSPORTATION

Category: Modeling and Technology Applications

The Georgia Department of Transportation's (GDOT's) Atlanta Regional Managed Lane System Plan (MLSP) is the first planning study in the Nation to quantify the benefits of a system of managed lanes in a metropolitan area. Prior to the MLSP, GDOT conducted a number of potential managed lanes projects on highway facilities throughout metro Atlanta; however, these studies were developed independently of each other and of a larger system. In order to better understand the relationship between the numerous managed lane proposals, GDOT undertook the MLSP to bring all previous efforts together and provide overall direction and insight into the financial obligations necessary to deliver a system of managed lanes to the region.

As part of the study, GDOT developed the Alternative Visualization Analysis Tool ("AltaViz") to organize, process, and understand the tremendous amount of data generated during the study. AltaViz allowed GDOT to interactively analyze a corridor or system of corridors to determine the performance and impacts of various lane management strategies. The tool was also used to interactively compare managed lane corridors and systems and identify those corridors that would most benefit from managed lane treatments.

As the first system-wide evaluation of urban area managed lanes performed in the United States, the MLSP enabled GDOT to ensure that individual corridors would maintain a set of system-level goals while maintaining interoperability with one another. The system-level approach also allowed GDOT to consider the most appropriate policies and determine the most suitable corridors to implement.

The provision of managed lanes in the region will ensure that mobility will be preserved even with projected population and employment growth.

Since its completion, the MLSP has been widely accepted. In December 2009, the State Transportation Board of Georgia adopted the MLSP as a guide for GDOT to use in developing individual managed lane projects within metro Atlanta. Already, the MLSP is paying dividends in Georgia. As a direct result of the MLSP, in February 2010, GDOT solicited its first public-private partnership.

Based on the success of the MLSP in Georgia, this plan can be used as a model for other metropolitan areas to better analyze and prioritize managed lane projects to help mitigate both increased congestion and decreased transportation funding.

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AWARD WINNER

Conserve By Transit: Analysis of the Energy Consumption and Climate Change Benefits of Transit

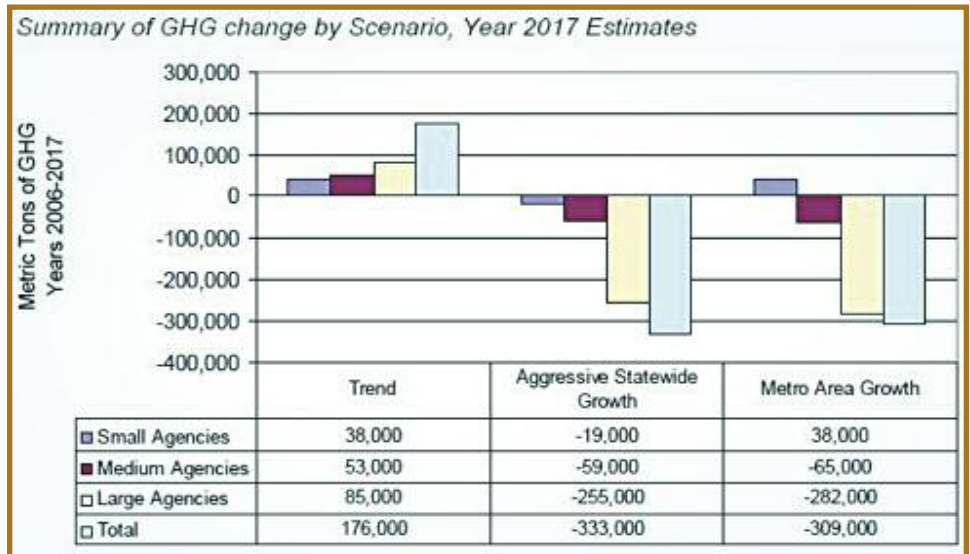
FLORIDA DEPARTMENT OF TRANSPORTATION

Category: Transportation Planning and Environment

In response to the Florida Climate Action Plan—a statewide set of strategies to reduce greenhouse gas (GHG) emissions—the Florida Department of Transportation (FDOT) initiated the Conserve by Transit project. The project complemented the statewide climate change effort by raising awareness about and developing a means to quantify public transportation’s potential contribution to GHG reductions.

The Conserve by Transit project produced measurable criteria to analyze the levels of GHG emissions displaced by transit due to: 1) the offset of trips that would otherwise be made by private automobiles, and 2) roadway congestion relief associated with those transit trips. The analysis examined the relative proportion of GHG reductions and energy savings that could be achieved from three different transit investment scenarios. It also included critical factors such as temperature and humidity, variables which have not been traditionally used in GHG calculators. This analysis demonstrated that real GHG savings can be achieved through smart investments in the State’s public transit systems.

While other similar efforts have largely focused on a single metropolitan area, Conserve by Transit encompasses the vast majority of Florida’s transit systems from very small systems serving towns and rural populations to systems serving the State’s largest metropolitan areas. The project produced emission calculators for 25 transit agencies in Florida. These calculators, which can be easily replicated or adopted by any transit agency, will



Conserve by Transit examined the relative proportion of GHG reductions and energy savings that could be achieved from three different transit investment scenarios.

serve as important tools for supporting agencies’ grant applications and investment decisions.

FDOT is now developing a second phase of the project, Fast Footprint, to estimate emissions for all of Florida’s 28 transit agencies in an online automated environment. As part of this next phase, the Department will develop carbon footprints for all of Florida’s transit agencies to use in estimating the impact future technological and operational strategies will have on reducing GHG emissions.

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AWARD WINNER

Integrated National Transit Database System

FLORIDA DEPARTMENT OF TRANSPORTATION

Category: Modeling and Technology Applications

The Integrated National Transit Database System (INTDAS) was developed by the Florida Department of Transportation (FDOT) Transit Office to integrate over 20 years of National Transit Database (NTD) data and provide a set of user-friendly tools to enable the quick application of these data trend analyses, peer comparisons, and other general data inquiries. The goal of the INTDAS project is to allow users to make effective use of NTD data and tools provided to help plan, manage, and improve transit facilities and services.

The NTD is the single most important data source for the Nation's transit industry. Collected and distributed by FTA, NTD is the sole source of standardized and comprehensive data for all constituencies of the transit industry. The NTD includes data on transit organization characteristics, vehicle fleet size and characteristics, revenues and subsidies, operating and maintenance costs, vehicle fleet reliability and inventory, services consumed and supplied, and safety and security.

An important application of NTD has been to perform trend analyses, which require multiple years of NTD data. However, accessing multiple years of NTD data was a tedious process due to the organization of the data. As a solution to this issue, FDOT developed the INTDAS, a free web-based tool that integrates 25 years (starting with 1984) of NTD data in a single, standardized database, thus allowing users to access multiple years of data in a single request. INTDAS also provides direct access to over 60 transit performance measures calculated from the original NTD data released by FTA. These data are also available at different aggregate levels, including agency-wide and statewide.

INTDAS currently serves hundreds of users nationally and internationally. Transit professionals use the program to develop various transit studies, transit development plans, and New Starts applications, as well as in various workshops and university courses. FDOT is committed to ongoing maintenance and enhancement of this system on a long-term basis and is currently

developing a web-based training course to make the tool even more useful to and understood by anyone desiring to access the tool.

For more information:

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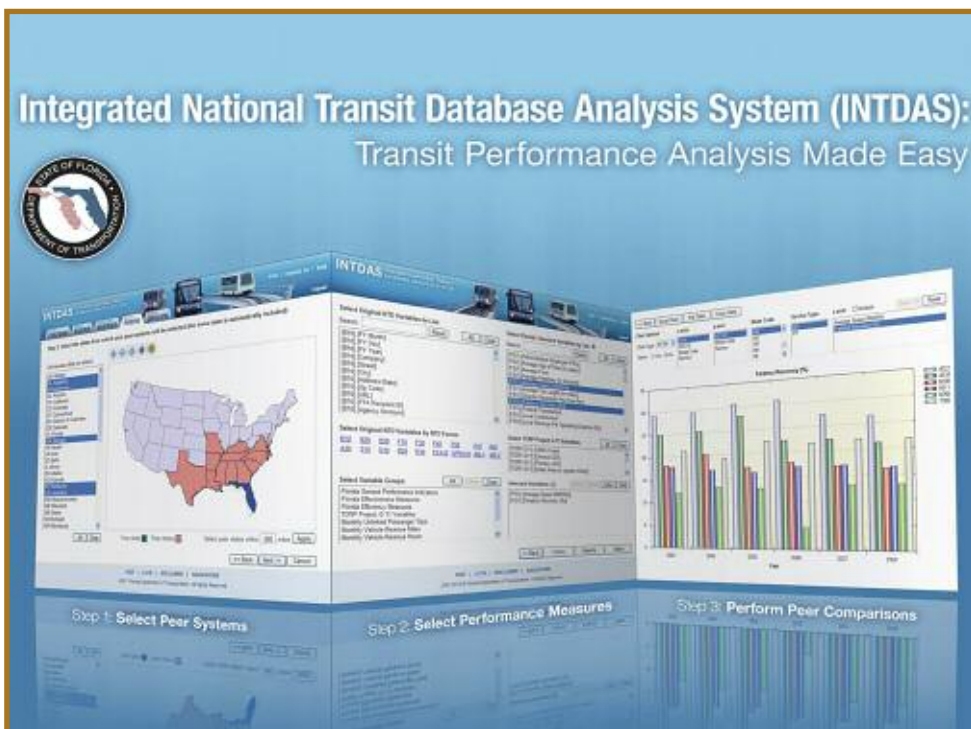
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INTDAS allows users to make effective use of NTD data and tools to help plan, manage, and improve transit facilities and services.





AWARD WINNER

Minnesota Comprehensive Freight and Passenger Rail Plan

MINNESOTA DEPARTMENT OF TRANSPORTATION

Categories: Freight Planning, Planning Leadership, and Public Involvement and Outreach

In 2008, the Minnesota Legislature and Governor charged the Minnesota Department of Transportation (Mn/DOT) with the task of creating a Statewide Comprehensive Freight and Passenger Rail Plan, through an open public process, to be amended to the Minnesota State Transportation Plan upon adoption. The resulting plan, the Minnesota Statewide Comprehensive Freight and Passenger Rail Plan, was one of the very first State rail plans in the Nation to be developed with Passenger Rail Improvement and Investment Act of 2008 (PRIIA) requirements and principles integrated into the scope and work plan.

The public outreach associated with the development of the plan, which included industry, shipper, traveler, labor, and other stakeholder input, was conducted at an unprecedented level. Over 150 organizations and individuals had an active role in the Plan's advancement through participation in forums, steering committees, technical advisory committees, and open houses. The evolution and outcome of the Plan was directly influenced by the public's extensive involvement in these various activities.

In developing the Statewide Comprehensive Freight and Passenger Rail Plan, Mn/DOT has created a roadmap to sustain and strengthen commodity movement by rail while laying out a system approach and a passenger rail network of linked routes that will improve travel times, energy conservation, environmental impacts, and traveler convenience throughout the region while tying together virtually all major regional trade centers.

Using data and planning analysis from the State Rail Plan, the State, with its partners, submitted rail-related Transportation Investment Generating Economic Recovery (TIGER) grant applications for rail-related projects. As a result, the State received funding for the

completion of the St. Paul Union Depot. Minnesota was also awarded the only basic high-speed planning grant in the country from first-round stimulus funding for development of the Chicago-Twin Cities corridor.

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The statewide rail plan lays out a passenger rail network of linked routes that will improve travel times and traveler convenience throughout the region.



AWARD WINNER

200 Lane-Mile Commitment

NEW YORK CITY DEPARTMENT OF TRANSPORTATION

Category: Livability/Sustainability

In June 2009, the New York City Department of Transportation (NYCDOT) fulfilled its commitment by building 204.8 lane-miles of bicycle facilities in all five boroughs, doubling the number of on-street bicycle facilities and bringing the total mileage of bicycle facilities to over 600 lane-miles. This commitment originated with the release of the 2006 report, *Bicyclist Fatalities and Serious Injuries in New York City 1996-2005*, which found that bicyclists were safest in bike lanes.

The 200 lane-mile project is an unprecedented expansion of the city's bicycle infrastructure that radically improves the quality of the streets of the Nation's most densely populated city. The 200 lane-miles included the execution of 88 separate projects on scores of unique street segments. To accommodate the vastly different street conditions, NYCDOT's planning and design staff utilized innovative designs, such as protected bicycle

paths, which position cyclists between the curb and the parking lane, the first of their kind in the United States.

Before-and-after data from the protected paths proves their safety benefits: up to 56 percent reductions in all injuries along the project corridors, up to 29 percent reductions in pedestrian accidents, and up to 57 percent reductions in cyclist accidents. Data from the 9th Avenue and Grand Street protected paths shows an 84 percent reduction in illegal sidewalk riding.

Other innovations in the 200 lane-mile commitment include the use of high-visibility green bicycle lanes and the introduction of more than 204 bike boxes and intersection markings. These and other innovative designs are captured in the NYCDOT Street Design Manual, which can be used as a resource for other cities working to retrofit unique streets with bike lanes.

New York's bicycle network provides a backbone of routes throughout the city, including safe connections to the four East River Bridges, each of which has protected paths supplemented by more than 600 directional signs for bicyclists trying to reach them. The completion of the 200 lane-mile commitment and the installation of guide signs have helped to make cycling a viable transportation choice for many more New Yorkers.

Citywide, NYCDOT counts show that as a result of this program, commuter cycling in New York City increased more than 79 percent from 2006 to 2009. In line with the city's Bike Master Plan, NYCDOT plans to install 50 bicycle lane-miles a year until the citywide 1,800 bicycle-lane mile network is complete.

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New York City's bicycle facilities have made cycling a viable transportation choice for many more New Yorkers.



AWARD WINNER

Freight Rail Grade Crossing Assessment Study

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

Categories: Freight Planning and Safety Planning



Recognizing a need to address safety, traffic, and community impact issues near rail crossings, the North Jersey Transportation Planning Authority (NJTPA) conducted a Freight Rail Grade Crossing Assessment Study at 64 grade crossings along five of the region's major freight rail lines. The study systematically assessed a variety of impacts and resulted in a prioritized list of high-impact rail crossings, along with a range of strategies and solutions for addressing these impacts. A toolbox was developed to enable these approaches to be applied to other freight rail grade crossings outside the study area.

The study utilized a standard, quantified framework for evaluating crossings and identifying root issues. The study team located, inventoried, mapped, and described attributes relating to at-grade rail crossings on each of the five key freight rail lines in the NJTPA region. The five most highly impacted crossings were selected for detailed analysis and recommendations.

In conducting the study, the NJTPA sought broad stakeholder participation and extensive community involvement, specifically designed to maximize input

The study addresses the impacts of increased freight traffic at 64 grade crossings along the region's major freight rail lines.

and idea-sharing, stimulate open and meaningful discussion, and create a common foundation for moving forward.

Based on the evaluations and rankings produced in this study, corrective actions for the highest impact locations have already been implemented, and a second location has been approved and funded by the New Jersey Department of Transportation. As funds become available, additional locations on the prioritized list will be addressed by adapting the solutions to meet the community values and needs of the specific location.

For more information:

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AWARD WINNER

Opportunity Link

OPPORTUNITY LINK, INCORPORATED, MONTANA

Categories: Planning Leadership and Tribal Transportation Planning

The Plains region of north central Montana experienced decades of economic decline and community depopulation, resulting in the loss of Main Street businesses, schools, medical services, stores, and young people. Opportunity Link, Inc., a nonprofit dedicated to fighting the effects of persistent poverty in 11 rural counties and three Indian reservations in Montana, identified transportation as a key strategy to revitalize the region.

In 2007, the organization engaged a broad range of community stakeholders in a regional planning process. This planning effort successfully convened an unprecedented partnership of government, business, and educational institutions from remote tribal and rural communities to explore public transit options. The outcome of the planning effort was the adoption of four new rural alternative transportation systems, each designed to respond to the most pressing transportation needs of low-income residents as identified through a needs assessment. The four new transit services are North Central Montana Transit in Hill and Blaine Counties, Fort Belknap Transit Service at Fort Belknap Indian Community, Rocky Boy's Transit at the Chippewa Cree Tribe's Rocky Boy's Reservation, and Northern Transit Interlocal serving Toole, Pondera, and Teton Counties.

Opportunity Link coordinated funding contributions from government, business, social service organizations, and educational institutions, demonstrating an ability to leverage private funds, local public funds, and Federal funds to develop and operate public transportation services. By establishing funding and service partnerships between isolated rural communities, the four new transit systems now successfully link residents of neighboring rural towns and three Indian reservations with metropolitan services over 100 miles away. These new alternative



New transit services in north central Montana help connect rural and tribal residents with metropolitan services.

transportation services enable low-income rural residents to access needed services, maintain affordable homes in outlying areas, have dependable transportation to employment and schooling, and connect to commercial and intermodal services.

Opportunity Link continues to pursue funding for additional transit improvements needs throughout the region and is working to achieve greater efficiency in transportation through further coordination among neighboring systems.

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AWARD WINNER

Union Street Railroad Bridge

CITY OF SALEM, OREGON

Categories: Livability/Sustainability and Public Involvement and Outreach

The Union Street Railroad Bridge project in Salem, Oregon, represents an extraordinary community effort to preserve and re-use a well-loved, but obsolete, piece of industrial infrastructure. The bridge, which was built across the Willamette River in 1912 by Southern Pacific Railway, sat unused for many years. The City of Salem purchased the bridge in 2004, and it was subsequently added to the National Register of Historic Places. That year, the city began its effort to convert the unused

historic bridge, which many viewed as blight, into a significant landmark for Salem's downtown riverfront.

Through funding and support from citizens, nonprofit organizations, including Friends of Two Bridges, and local, State, and Federal government, the historic bridge has been transformed into a new passage for bicyclists and pedestrians. The bridge also serves as an emergency access across the Willamette River. Engineering innovations and unique design elements were utilized to maintain the bridge's structural integrity and retain its historical features and character. In addition, responsible and sustainable deconstruction practices were utilized to protect the Willamette River from construction debris, retain and refurbish existing navigation lights, and re-use landscaping blocks along the waterfront.

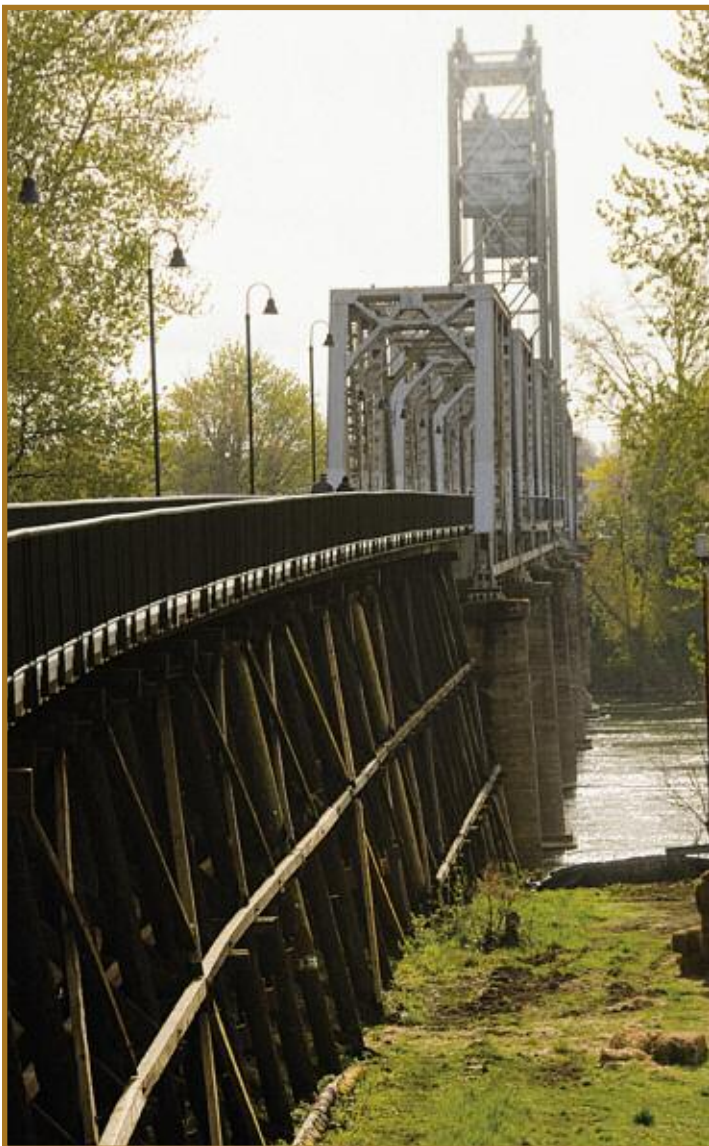
Since its initial opening in April 2009, the pedestrian and bicycle bridge has experienced high usage. By connecting two large urban parks, Wallace Marine (114 acres) and Riverfront (23 acres), the project fulfilled a critical half-mile link in the bicycle and pedestrian circulation system. It now provides safe and friendly access across the Willamette River for families, commuters, visitors, and recreationists. In addition to realizing the vision of a connected bicycle and pedestrian system, this exceptional project met additional community goals of mitigating for past environmental degradation and stimulating redevelopment in two blighted neighborhoods, all while preserving a significant tangible reminder of the past.

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The long-awaited Union Street Railroad Bridge is now open to runners, cyclists, and pedestrians.





AWARD WINNER

City of San José Trail Network

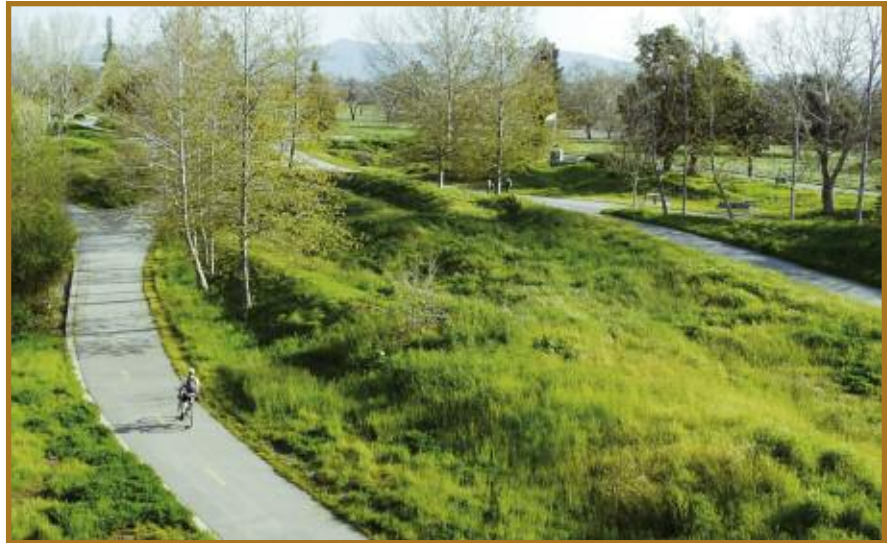
CITY OF SAN JOSÉ, CALIFORNIA

Category: Livability/Sustainability

With a year-round pleasant climate and level topography, San José, California, is uncommonly well-suited for bicycle and pedestrian travel. Leveraging these natural advantages, the City of San José has incrementally created an off-street trail network that currently consists of 54 miles of paved and unpaved trails along the city's many waterways and open spaces. Through its trail program, San José is actively seeking to expand the existing trails into a 100-mile, cohesively interconnected network of 35 different trail systems by the year 2022. Once completed, the 100-mile trail network will connect with 400 miles of on-street bike lanes to form the Bike Web. The Bike Web serves neighborhoods, employment centers, shopping, and recreation areas across the city and links to regional trails.

The trail network was defined in the San José Greenprint, the city's 20-year strategic plan for parks, recreational facilities, and programs. The key focus for the trail program is to develop and promote the trail system as an integral component of a comprehensive, multimodal regional transportation network. The Mayor and Council's Green Vision identifies ten goals for economic development and sets 2022 as the deadline for completion of the 100-mile network. The city's General Plan update for 2040 includes a trail-specific chapter to guide private and public development of trails.

In addition to contributing to a sustainable transportation system, the trails are designed according to principles of sustainability and environmental best practices. For example, all new trails currently use recycled asphalt concrete base rock and are designed so that stormwater runoff can sheet flow across the trail and through vegetation before entering a waterway, thereby enhancing water quality protection.



San José's 100-mile network of trail systems is designed to enhance, strengthen, and connect neighborhoods throughout the city.

San José's trails are already supporting a majority share of bicycle commuters. The program's annual Trail Count event in 2009 found that 52 percent of the surveyed trail users were primarily using the trails for active transportation/commuting purposes. In order to continue to maximize the potential for bicycle commuting as a practical and efficient transportation choice, the off-street trails planned as part of the network will interface with the existing and planned on-street bike lanes to the maximum extent possible. The trail network, in its existing state, is already well-distributed throughout the city; nearly all residents have trail access within three miles of home, making bicycle travel throughout the city viable for all.

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<http://www.sjparks.org/trails/>

Trunk Highway 65-County State Aid Highway 14 Interchange Public Involvement and Outreach

ANOKA COUNTY HIGHWAY DEPARTMENT, MINNESOTA

Category: Public Involvement and Outreach

Through early, consistent, and respectful communication with local businesses, residents, and institutional sectors, the Anoka County’s Trunk Highway (TH) 65-County State Aid Highway (CSAH) 14 Interchange improvement project set a higher standard for public involvement—one that demonstrated the benefit of working with the public early and continuously through the project development process.

With its TH 65-CSAH 14 intersection improvement project, the Anoka County Highway Department sought to maximize safety, capacity, and mobility while minimizing disruption to the nearly 175 businesses and 15,000 residents located within a half-mile of the site. To achieve this goal, the Department utilized enhanced public involvement and outreach strategies particularly focused on involving stakeholders in the business and residential communities early in the project development process.

Elements of the public involvement and outreach strategy included inviting stakeholders to participate at the

sketch level of project design, and conducting monthly meetings with an Intergovernmental Task Force, made up of elected officials, and representatives from the chamber of commerce, local school district, and others, to identify public concerns and share project updates. As the project progressed into the construction phase, the Department worked to minimize disruptions to local businesses by providing customized maps for businesses indicating detours and helped create promotional brochures to market businesses and provide coupons to help draw people to the area.

Anoka County Commissioners were pleased with the positive results of this outreach effort. As a result, all projects now involve coordination with the chamber of commerce, early business meetings during preliminary design, and active work with the business community to minimize impacts during construction.

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Response and Recovery Planning Project

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DIVISION OF MASS TRANSPORTATION

Category: Emergency Management Planning

To help facilitate more effective interdisciplinary and cross-jurisdictional planning for emergency response and recovery, the California Department of Transportation (Caltrans) hosted a series of workshops across the State. The workshops were the first of their kind and brought together over 500 Federal, State, and local professionals, including emergency managers, first responders, and transportation officials, to identify and resolve gaps in local emergency response capabilities. The results of the workshops, including industry best practices and lessons learned, formed the development of a new Transit Emergency Planning Guidance document. The guid-



Through an extensive public involvement and outreach process the TH 65-CSAH 14 interchange improvement project met its goal of maximizing safety, capacity, and mobility, while minimizing disruption to the local businesses and residents.



Charlotte, North Carolina's street design guidelines include bike lanes, pedestrian-scale lighting and multimodal considerations.

ance document helps large and small transit systems to better understand their role in emergency management and to create emergency operations plans that increase safety and security for their system and their community as a whole.

The Caltrans Response and Recovery Planning Project is one of the most progressive transit emergency management initiatives in the Nation. This program incorporates national emergency planning principles, regional best practices and lessons learned, and emergency planning tools in a practical and seamless application. These tools are being used by transit systems across the State of California, resulting in more effective cross-jurisdictional transportation coordination. Additionally, the tools are being used by transportation managers in other States across the country.

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Implementation of City of Charlotte Urban Street Design Guidelines

CITY OF CHARLOTTE, NORTH CAROLINA

Category: Transportation and Land Use Integration

The Urban Street Design Guidelines (USDG) are the City of Charlotte's nationally acclaimed policies and technical recommendations for designing and creating more complete, context-sensitive, and livable streets. The USDG include policy statements adopted by Charlotte's City Council, innovative technical methodologies, and recommendations of appropriate design elements for a variety of street types based on land use and transportation context. The USDG also contain a six-step process for the planning and design of complete streets, which relies on early and meaningful public input into street designs.

The application of the USDG is helping the City of Charlotte to better match street designs to the surrounding (existing and planned) land uses, thereby



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“right-sizing” the streets and creating “complete” streets that improve the mobility, safety, and comfort of pedestrians, cyclists, transit riders, and motorists. Continuing to apply the USDG will offer a greater variety of travel options to Charlotteans as the city continues to grow and intensify. To date, the city has implemented the USDG on eight new complete streets, ten streetscape projects, nine road diets, 11 multimodal intersections, and 15 sidewalk projects.

The guidelines were developed by a team of staff from various departments within the city, including land use planners, transportation planners, design engineers, traffic engineers, transit planners, and urban designers. Various types of public stakeholders were also involved in the development of the USDG and continue to be involved in specific planning and design activities. The ongoing application of the USDG continues to rely on a multi-departmental and multi-disciplinary approach, together with effective reliance on public involvement.

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Choosing Visualization for Transportation HUNTER COLLEGE, NEW YORK

Category: Public Involvement and Outreach

Choosing Visualization for Transportation (CVT) is an innovative web portal designed by Hunter College and Parsons Brinkerhoff to inform planning practitioners of visualization methods and techniques to facilitate and support public participation in transportation planning activities. The website, located at <http://www.choosingviz.org/>, contains a robust catalog of educational information for visualization tools, methods, and techniques. It also features an interactive guide to help practitioners select appropriate strategies to effectively integrate visualization into public outreach and engagement activities.

Specific features of the site include web tutorials that help users learn about different visualization techniques, scholarly articles and reviews regarding visualization and public participation, project case studies, and a vendor directory where users can find experts from academia, industry, and government. CVT also includes a “Choosing the Right Tool” section to help agencies find visualization tools to meet their project needs and budgets. Many of the tools featured on the site are affordable and accessible to non-technical users. This gives agencies with fewer technical resources the ability to employ visualization for public participation.

Since its launch in January 2010, the site has had over 3,200 visits from users across the United States, as well as from Canada, India, Japan, Portugal, and the United Kingdom.

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Dequindre Cut Greenway MICHIGAN DEPARTMENT OF TRANSPORTATION

Category: Livability/Sustainability

The Michigan Department of Transportation (MDOT) transformed the Dequindre Cut, a formerly overgrown abandoned railroad corridor, into a 1.35-mile recreational trail for walking and bicycle use. Serving over 100,000 residents, the Dequindre Cut provides a safe and vital non-motorized connection from popular destinations in downtown Detroit to the beautiful Detroit Riverfront and Harbor.

Transformation of the Dequindre Cut involved extensive community input, and involved a number of private and not-for-profit entities. The Downtown Detroit Partnership led a public involvement, visioning, and planning process to gather input from nearby neighborhoods on how the "Cut" could be transformed and opened to the public. Residents toured the site, discussed



The Dequindre Cut, a formerly abandoned and overgrown railroad corridor, was transformed into a 1.35-mile recreational trail for walking and bicycle use.

options, and provided feedback on conceptual designs, including the popular decision to preserve existing graffiti art along the bridge abutments.

Through the efforts of the public, nonprofit, and private partners, this project transformed a forgotten, unused corridor into a natural greenway for public use, promoting physical activity, and offering residents and visitors a unique experience within the urban framework of Detroit.

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Imagine KC Project

MID-AMERICA REGIONAL COUNCIL, KANSAS CITY, MISSOURI

Category: Public Involvement and Outreach

The Mid-America Regional Council (MARC) designed Imagine KC, a community visioning exercise, to test innovative, large-scale strategies to engage citizens in discussions about how the Kansas City region could develop more sustainably. Imagine KC involved numerous public forums during which residents identified sustainability issues of importance,

including transit, local food policy and production, and walkable neighborhoods.

During a set of five televised public forums on Earth Day 2009, Imagine KC and its partner, Kansas City Public Television, used state-of-the-art fly-over animations to show participants what the region could look like with new developments, such as rail transit and walkable, mixed-use places, in key corridors and activity centers. Those visualizations helped attendees think creatively about planning for the region's future. That creative thinking resulted in changes to the region's long-range transportation plan, which aims to integrate transportation needs and environmental concerns, such as climate change and public health, into a holistic vision of sustainable growth.

The outputs of Imagine KC also encouraged MARC's Technical Forecast Committee to produce, for the first time, an alternative growth scenario, which shows how region-wide policy changes could decrease infrastructure

costs, land consumption and roadway congestion, and increase transit ridership.

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Bicycle and Pedestrian Planning Grant Initiative

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Category: Livability/Sustainability

The North Carolina Department of Transportation's (NCDOT's) Bicycle and Pedestrian Planning Grant Initiative is a matching grant program that gives municipalities across the State the opportunity to develop comprehensive bicycle and pedestrian plans. Through the Initiative, NCDOT seeks to institutionalize municipal bicycle and pedestrian planning across North Carolina—not only in large municipalities with rapid growth rates but also in small communities.

These comprehensive plans promote livability by helping communities create bicycle and pedestrian friendly environments that encourage safe walking and bicycling. Each plan, which includes facility, program, and policy recommendations, is created with input from a local steering committee made up of a broad cross-section of the community, including public health, education, law enforcement, recreation, planning, business, and citizen advocates.

Since the program began, nearly \$2.3 million has been awarded to 91 municipalities, many of which are small, financially constrained communities that would not otherwise have the opportunity to develop plans. The communities that received grant funds have used the funding to create bicycle/pedestrian committees; develop education, encouragement, or enforcement programs; establish bicycle/pedestrian-friendly policies; update design/engineering standards; and construct facilities, including multi-use paths and sidewalks.



As part of Imagine KC, the public participated in a variety of forums on regional sustainability.



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Transportation Planning Online Database

OREGON DEPARTMENT OF TRANSPORTATION

Category: Modeling and Technology Applications

Over the last 15 years, approximately 200 transportation-related plans have been developed by planning and government agencies in Oregon. Most of these planning documents existed only as hard copies or on CDs and were difficult to access, especially as many smaller cities in Oregon do not have public websites.

In order to improve access to transportation-related documents, the Oregon Department of Transportation (ODOT) developed the Transportation Planning Online Database (TPOD). TPOD is a user-friendly Internet GIS map-based program that allows planners, consultants, government workers, and community members to view transportation-related planning documents developed by local, regional, and State governments in Oregon. An easy navigation system allows users to easily find State transportation plans by simply drawing a polygon on a map.

This unique planning tool has led to greater interaction, efficiency, and cooperation within ODOT and among organizations with which ODOT works. It also helps to increase the public's awareness of the various transportation plans that are created throughout the State.

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Transportation of the Future Art Contest

POLK TRANSPORTATION PLANNING ORGANIZATION, FLORIDA

Category: Public Involvement and Outreach

The annual Transportation of the Future Art Contest is a public outreach, involvement, and educational tool organized by the Polk Transportation Planning Organization (TPO). Students in grades four through eight are invited to create artwork that represents their vision of what transportation will look like in the year 2030. Students also compose a short paragraph describing a vehicle, including its fuel source, cost, and speed, as well as how it preserves natural resources and reduces pollution.

Since 2004, over 5,000 students have participated in the contest. By engaging the imagination of children at the elementary and middle school age, the contest seeks to inspire a life-long awareness of the necessity of balancing transportation needs with protection of the environment and the conservation of natural resources. It also helps students gain an awareness of multi-modal transportation that will help them become knowledgeable citizens and voters. In recognition of the value of this program, teachers have requested a prepared lesson plan for use in their classes in support of the contest.

For more information:

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South Florida Transit Resource Guide

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Category: Transportation and Land Use Integration

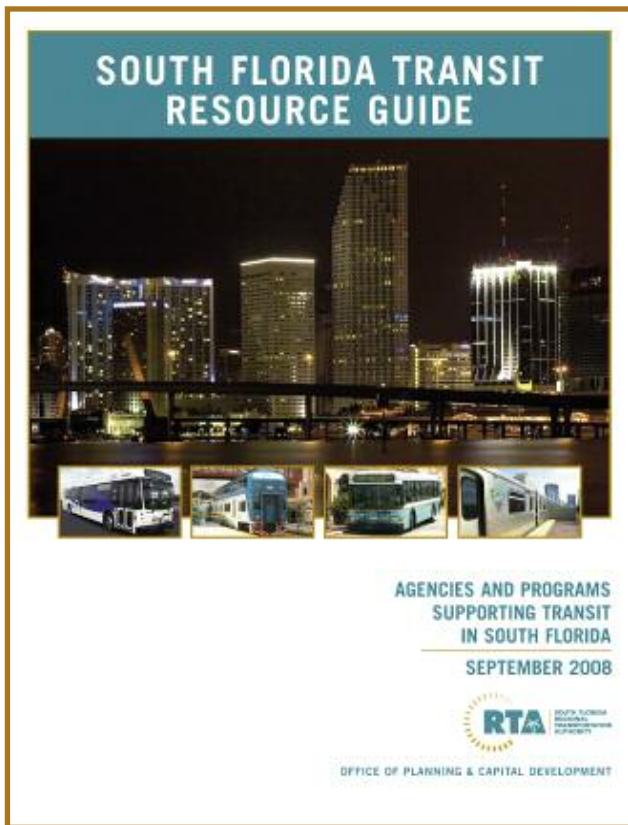
The South Florida Transit Resource Guide explores factors affecting the transit and land use connections in



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South Florida. The document provides an overview of the major employment centers and economic drivers attracting people and goods to the region and makes the case that these areas need to be served by multiple modes of transportation in order to thrive. The Guide provides details on transit supportive plans, programs, and policies currently in place at the State, regional, and local levels. It also profiles a broad spectrum of regional organizations with transit supportive missions.

The in-depth analysis of the relationship between transit and land use provides a foundation from which higher level regional decisions about multimodal transportation can proceed. The Guide will serve as a baseline for evaluating and integrating regional transportation and land-use policy in the future. It provides a resource for planning professionals to identify successful programs and policies that can be replicated in order to expand transit services in the South Florida region.



Planning professionals are encouraged to use the resource guide to identify successful programs and policies to support transit throughout the South Florida region.

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Tempe Transportation Center

CITY OF TEMPE, ARIZONA

Category: Transportation Planning and Environment

Tempe Transportation Center, located downtown at the base of Hayden Butte, is the centerpiece of Tempe’s award-winning transportation program. The 2.7-acre site, once a paved surface parking lot, is now an active urban plaza and strategic hub for METRO light rail, regional and local buses, university shuttles, neighborhood circulators, bicyclists, and pedestrians.

The Transportation Center is an integral piece of the regional public transit strategy, demonstrating a holistic approach to designing livable communities. The Center’s mixed-use building houses the city’s transportation offices, traffic management center, for-lease office space, retail, and food service, as well as Arizona’s first bike station, “The Bicycle Cellar,” which provides secure indoor parking for 114 bikes, showers, lockers, bike repair, and bike rentals.

As a Leadership in Energy and Environmental Design (LEED)-registered project (seeking Platinum), the building demonstrates an investment of public funds that will continue to save operating and maintenance costs in the future, reducing energy consumption by 52 percent and using less potable water. Innovative sustainable strategies, such as the desert green roof, draw people to the Transportation Center, which serves as an example for future public/private sector transit-oriented development.

For more information:

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THE JUDGES



Judges Panel (L-R): Tom Furlani, Tom Kane, Robert Leiter, Effie Stallsmith, Carrie Kissel, Tom Bruff (Not pictured: Michelle Maggiore, Dr. Catherine Ross, Erika Young)

- Tom Bruff, Program Manager, Southeast Michigan Council of Governments
- Dr. Tom Furlani, Professor, Director of the Center for Computational Research, University of New York, Buffalo
- Tom Kane, Director, Des Moines Iowa Metropolitan Planning Organization
- Carrie Kissel, Senior Project Manager and Director, National Association of Development Organizations
- Robert Leiter, FAICP, Retired Director of Land Use and Transportation Planning, San Diego Association of Governments
- Michelle Maggiore, Senior Policy Director, Wilbur Smith Associates
- Dr. Catherine Ross, Harry West Professor, Director of the Center for Quality Growth and Regional Development, Georgia Institute of Technology
- Effie Stallsmith, Former Federal Transportation Administration Planner, Transportation and Livability Consultant
- Erika Young, Transportation Director, National Association of Regional Councils





U.S. Department
of Transportation
**Federal Highway
Administration**



*For more information about the joint FHWA/FTA
Transportation Planning Capacity Building Program,
go to www.planning.dot.gov.*

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