



A Resource List

BROWN BAG LUNCH SERIES

The Brown Bag Lunch Series is a monthly webcast held at the lunch hour and made possible through support from The Home Depot Foundation and USDA Forest Service. The goal is to provide training opportunities for local urban and community forestry practitioners. The trainings highlight successful programs and practices that you may want to adapt in your communities. Webcasts are open to all.

Correctly planting and protecting trees is a good thing to do. However, planting and protecting trees also requires coordinating time and resources. ACT minimizes such requirements by sharing the innovative ideas and organized approaches of successful projects and models for members to replicate. We invite you to join the Alliance for Community Trees for more ways to get involved. Together, we create a strong voice on behalf of the urban forest and make a great difference in the health, beauty, and livability of our communities. We strengthen communities by offering action-oriented approaches that bring people together around a common purpose.

TOPIC

Trees and landscape features that are located within the public right-of-way and adjacent to roadways in urban environments are often perceived by transportation officials as a safety risk. Tree plantings may be limited or prohibited by public works or transportation professionals due to concerns. But there are many community benefits that result from having roadside landscapes. Armed with that information, advocates of urban forestry are encouraging roadside plantings that balance transportation mobility, accessibility needs, public welfare, and community livability. More information at: http://actrees.org/site/resources/events/trees_and_transportation_1.php

TRAINERS

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Pamela Helfer

Trees Forever Program Manager/Field Coordinator Pamela Helfer has been managing the Iowa's Living Roadways Community Visioning Program for five years and recently assumed management of the ILR Projects Program as well. She has a bachelor's degree in Environmental Studies from Central College, served in the AmeriCorps*National Civilian Community Corps, and worked as a naturalist and community organizer in Cedar Rapids, Iowa prior to joining the Trees Forever staff in 2000. Pamela works with Trees Forever programs and volunteers in central Iowa from her Ames office.

Dorothy McDaniel

Dorothy McDaniel is the Executive Director of Trees Columbus in Georgia. Prior to working for Trees Columbus, Dorothy was Project Manager of the Georgia Conservancy's Blueprints for Successful Communities, a program that won national acclaim for helping Georgia grow without sacrificing its environment. Before moving to Columbus, Dorothy managed the Advance Planning Division of the Baton Rouge City-Parish Consolidated Government Planning Commission. There she managed land use, comprehensive, and historic preservation planning, and the city-parish brownfields and wetlands programs. She graduated from the University of Virginia, and earned a Masters from the School of Environmental Design at the University of Georgia. A native of Atlanta, Dorothy and her husband, Matthew, moved to Columbus in 2004.





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SUCCESS STORIES

Trees Forever (Marion, IA)

Since 1996, Trees Forever has helped small communities in Iowa envision and design community-wide landscape improvements that enhance transportation corridors. The program called, Iowa's Living Roadways, and it provides resources and assistance with planning, landscape design, and funding opportunities for planting native grasses, wildflowers, shrubs, and trees. Iowa State University's Landscape Architecture Extension coordinates professional design services including an on-site community design workshop and computer-aided visualization services. The Iowa Department of Transportation (IDOT) funds the program using Federal Highway Administration monies. Trees Forever also offers a signature course called Stewards of the Beautiful Land to increase knowledge of Iowa's native plant communities and their use to beautify and enhance parks, roadsides, community entryways, trails, yards, farms and other outdoor areas.

More information at:

http://actrees.org/site/what_we_do/success_stories/iowas_living_roadways_community_visioning_pro.php

Trees Columbus (Columbus, GA)

Trees Columbus has a strong record of success partnering trees with transportation on several levels. Most recently, they have formed a coalition to fight permits loosening standards for cutting public right-of-way trees. The intent of the new permits is to create "view zones" for privately owned billboards. Trees Columbus, along with the City of Columbus and Columbus Gateways, is confronting this ongoing threat to public trees by filing suit in the Georgia Superior Court to stop the first wave of tree cutting planned on I-185. Unfortunately, the new permits would be not only a deterioration of highway corridor beautification, but also a setback, since a number of years ago Trees Columbus and local partners successfully passed legislation that publicly declared I-185 as a Scenic Byway. Another trees and transportation initiative in partnership with the Columbus Consolidated Government, directed three \$1 million grants from the Georgia Department of Transportation to Trees Columbus in order to create a tree-lined entryway to the city along Veterans Parkway between 13th Street and the Civic Center.

More information at: www.treescolumbus.org

Delaware Center for Horticulture (Wilmington, DE)

More than any other modern society, Americans do the majority of their traveling by automobile. Time spent on the road is an essential part of the American experience. So it is only reasonable to expect multimodal mobility highway agencies that strive to integrate land-use and transportation planning. That's what they did in Delaware and Enhancing Delaware Highways was a key resulting concept. Through their discretionary Community Transportation Funds and emergency tree funds, the Delaware Department of Transportation helps to fund right-of-way tree work carried out by Delaware Center for Horticulture. The effort was a joint venture of the Delaware Department of Transportation, Delaware Center for Horticulture, and University of Delaware to enhance roadside rights-of-way within the State in order to reduce maintenance efforts and costs, create safer highways, and enhance visual appeal for the driving public. The resulting concept designed roadside landscapes with safety as the top priority, but with roadside aesthetics playing an important role within safety parameters. Plant selection and location design were evaluated to maintain sight distances and clear zone recovery areas, not interfere with the function of shoulders, barriers, guardrail, or traffic signs, and effectively calm traffic and reduce driver fatigue from roadside monotony. This initiative proved that it is possible to strengthen federal transportation programs that provide options to motor vehicles, enhance the livability of our communities, improve safety for pedestrians and bicyclists as well as drivers, provide access to economic opportunity for people of all ages and incomes, reduce demand for energy and output of greenhouse gases, and protect our cultural, historic and community assets. In addition, Many state legislators with districts in the City of Wilmington apply their Community Transportation Funds (from the state Department of Transportation) towards tree removals, maintenance, and plantings.

More information at: <http://actrees.org/files/Events/acanby.pdf>





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SUCCESS STORIES (continued)

Baton Rouge Green (Baton Rouge, LA)

Baton Rouge Green also has a Living Roadways program in cooperation with their Department of Transportation and Development. Baton Rouge residents pay 9% sales tax (4% state + 5% parish). Of that, 3% goes into a special account to fund street repair, and, of that, ½% (one-half percent) goes into a fund for beautification that includes sidewalks, lighting, and trees. Passed in 2005, the measure, which does not expire until 2030, generates \$1.2- 1.6 million annually for beautification (½% of 3% of 9%!). Baton Rouge Green was asked to help develop selection criteria and standards for how to spend the money. The Pothole Tax is really three resolutions passed by the East Baton Rouge Parish Metro Council, each of which references road construction, road rehabilitation, and road beautification. On June 8, 2005, the East Baton Rouge Metro Council passed Resolution 44190 making a commitment to road improvements including building of new roads (70% of funds) and rehabilitation of old roads (27% of funds), and beautification (3% of funds) for the next 23 years. On October 15, 2005, the public voted in favor of the resolution and renewed the Pothole Tax, from which the East Baton Rouge Metro Council passed Resolution 44460 to begin collecting the road construction tax of \$125 million, and to bond the tax for 23 years. Finally, on March 8, 2006, the East Baton Rouge Metro Council passed Resolution 44679 asking the State of Louisiana to make a similar commitment to road improvements. This resolution was written and submitted to the council by a Baton Rouge Green member. More information at: http://actrees.org/files/Case_Studies/pothole_tax_res44460.pdf

Texas Trees Foundation Gateway Forest Park (Dallas, TX)

Lambert Landscape Company, in support of the Texas Tree Foundation, unveiled the Gateway Forest Park design in downtown Dallas at the One Arts Plaza. The new park will be at the interchange of Woodall Rodgers Freeway and Central Expressway, which is a major entryway into the new Dallas Arts District. The \$3 million Gateway Forest Park will serve to connect the new Arts District with uptown Dallas. The new design concept, provided by Lambert Landscape Company, incorporates trails, amphitheater, a dog park facility, signage, increased safety, new native tree and plant species, and improved irrigation. More information at: www.texastreesfoundation.org

City of Poway (Poway, CA)

CalTrans requested the City of Poway to plant and maintain 500 oak trees along State Route 67 to mitigate the visual impacts associated with the highway's construction for a lump sum of \$148,000. Just more than half of those funds (\$80,000) was the expected cost to plant and maintain the 500 oak trees for five years. The remaining funds were legislated to be placed into a tree trust account for additional tree projects and replacement with the city's limits. More information at: http://actrees.org/files/Newsroom/poway_tree_trust.pdf

Miami, FL

The city Public Works Department has a citywide initiative to widen sidewalks in order to plant more trees and create pedestrian traffic.

St. Louis, MO

Several local governments in the state are installing boulevard system walking/biking trails and wider medians on new streets for the purpose of planting more trees.

Lompoc, CA

Two-thirds of all Urban Forestry funding for our City is generated from transportation related taxes, propositions, and assessments.





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SUCCESS STORIES (continued)

District 11 Landscape Architecture Branch (Ramona, CA)

The Ramona Tree Trust and San Diego County created the Tree Conservancy as the nonprofit responsible for implementing mitigation efforts after Albertson's built a store in Ramona that caused the loss of 18 eucalyptus trees that created a colonnade lining the downtown street. Tree losses were valued at a 4:1 ratio of \$500 each, which equaled \$2,000 per tree. CalTrans got involved through the issuance of an encroachment permit. The Tree Conservancy's mitigation funds are designated for the preservation, stewardship, replacement, and new plantings and native vegetation in San Diego County area.

More information at: http://actrees.org/files/Newsroom/ramona_trust.pdf

FEDERAL POLICY OBJECTIVES

To create Federal Highway Administration incentives for state DOTs to make landscape improvements along major transportation corridors, thereby mitigating highway noise and air pollution spilling over into adjoining communities, creating healthier communities, reducing congestion, and creating safer roads with fewer accidents and fatalities. In addition to creating natural sound barriers, trees trap and remove tiny particles of soot and dust which otherwise damages human lungs and tree root networks filter airborne contaminants.

Objectives would require state DOTs that receive assistance to partner with nonprofit tree-planting organizations, landscape architecture professionals, or other municipal infrastructure groups to run the technical and design side of the program. Partners are meant to serve as green infrastructure experts to compliment state DOT's interest in moving traffic effectively and efficiently. Partners provide technical, design, and outreach assistance, and work with tree planting crews to ensure that trees are planted in the right place to maximize benefits.





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RESEARCH

Urban Trees and Traffic Safety

Transportation systems have traditionally been designed for traffic mobility and driver safety. This research suggests that urban road projects could safely accommodate more trees than are currently allowed in transportation building codes. Context Sensitive Design is a new approach in transportation planning that recognizes community values. Roadside vegetation and green spaces are often valued features of transportation corridors. The studies included are investigations of public values regarding trees and vegetation in urban vehicular use areas. More information at: http://actrees.org/site/resources/events/trees_and_transportation_1.php

Safe Streets, Livable Streets

Transportation safety is a highly contentious issue in the design of cities and communities. While urban designers, architects, and planners often encourage the use of aesthetic streetscape treatments to enhance the livability of urban streets, conventional transportation safety practice regards roadside features such as street trees as fixed-object hazards and strongly discourages their use. This study examines the subject of livable streetscape treatments and finds compelling evidence that suggests they actually enhance the safety of urban roadways. Concerns about their safety effects do not appear to be founded on empirical observations of crash performance, but instead on a design philosophy that discounts the relationship between driver behavior and safety. This study proposes an alternative that may better account for the dynamic relationships between road design, driver behavior, and transportation safety. More information at: http://actrees.org/site/landing_pages/green_streets_sidewalks.php#more

Benefits and Risks of Urban Roadside Landscape: Finding a Livable Balanced Response

This paper reviews the many issues surrounding urban roadside landscape, and summarizes both the quantified effects of roadside landscape and proposed researchable questions that could aid communities in pursuing the balance of transportation quality and urban livability. Topics include urban forest benefits in communities, studies of trees and traffic safety, landscape affects concerning traffic calming, self-enforcing streets, and street design. The authors provide a multidisciplinary perspective on this topic; one represents traffic engineering and the second is active in urban forestry planning and design. They collectively present the diverse issues concerning the placement of living, fixed objects adjacent to the urban roadway. More information at: http://actrees.org/site/resources/research/benefits_and_risks_of_urban_roadside_landscap.php

Trees Make Streets Safer Not Deadlier

Proposals for planting rows of trees along the roads a traditional technique for shaping pleasing public spaces are often opposed by transportation engineers, who contend that a wide travel corridor, free of obstacles, is needed to protect the lives of errant motorists. Increasingly, however, the engineers beliefs about safety are being subjected to empirical study and are being found incorrect. This article present further evidence that safe urban roadsides are not what the traffic-engineering establishment thinks they are. More information at: http://actrees.org/files/Resources/factsheet_greenstreets.pdf

Ergonomics of the City: Green Infrastructure and Social Benefits

The majority of U.S. citizens now live in urban areas. City residents have come to expect clean air, effective waste removal, and reliable energy supplies, transportation, and communication. Urban forest research has revealed a diversity of environmental, economic and social benefits. These benefits can be thought of as the goods and services that green infrastructure delivers. While studies of social benefits once trailed our understanding of environmental benefits, research in recent decades has revealed many psychosocial dynamics. It appears that the experience of nature in cities is integral to human health, well-being and quality of life. Ergonomics, or human dimensions, of green infrastructure is a necessary component of systems planning. More information at: http://actrees.org/site/resources/research/ergonomics_of_the_city_green_infrastructure_a.php

