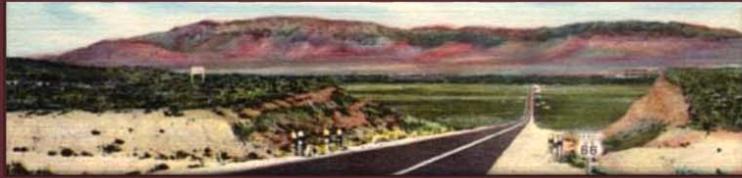


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|---|--|---|
|  |  | <p>MID-YEAR MEETING 2015 Albuquerque/Santa Fe</p> |
| <p><i>From Trails to the Stars: Landscapes of Enchantment</i></p> | | |

Your Home Away from Home...

| Albuquerque: Hotel Andaluz | | | Santa Fe: La Posada | |
|----------------------------|---------------------------|------------------|------------------------------------|-----------------|
| Sat: August 22 | Sun: August 23 | Mon: August 24 | Tues: August 25 | Weds: August 26 |
| Board Dinner | Board Meeting & Reception | All Day Sessions | Rail Runner to Santa Fe & Sessions | ½ Day Sessions |

August 22-24

The first part of your New Mexico experience will be spent at the Hotel Andaluz in downtown Albuquerque.



We will have a fun-filled day of sessions about the New Mexico transportation landscape world and related topics. The speakers will amaze and the lunch talk will enthrall. It's a "do not miss" day!!

FACT: Conrad Hilton was from San Antonio, New Mexico, the Andaluz was built in 1939, was originally the fourth Hilton, and has been refurbished to LEED Gold.

August 25-26

Your home in Santa Fe will be the La Posada at Paseo and Palace.



At this point in our AFB40 journey we continue with sessions and also meet to discuss research needs and the future of the committee in a historic and contemplative atmosphere.

FACT: The La Posada is set on six landscaped acres, encapsulates the historic Staab House, which was constructed in 1882, and is near the historic Santa Fe Plaza.

The Nitty Gritty Details...

Make your hotel reservations by July 24, 2015 to get the AFB40 room rate!

The Albuquerque venue is the
HOTEL ANDALUZ.

<http://www.hotelandaluz.com/>

Rooms are \$83/night.

You can make reservations by calling
505-242-9090 and asking for the
AFB40 Mid-Year Meeting room block.

Or by clicking on the following link:

<https://gc.synxis.com/rez.aspx?Hotel=55789&Chain=13589&arrive=8/22/2015&depart=8/26/2015&adult=1&child=0&group=1508AFB40M>

To reach the hotel from the airport: use the Sunport Shuttle service located in front of the baggage claim for about \$12 or take a taxi which is estimated at \$20 (one way).

August 22-24



The Santa Fe venue is
LA POSADA DE SANTA FE

<http://www.laposadadesantafe.com/>

Rooms are \$94/night.

You can make your reservations by calling
855-811-0050 and asking for Transportation
Research Board Group code: VH25AA

August 24-26



At the end of the meeting you can take the Rail Runner or call for a direct shuttle to the airport (Sandia Shuttle Express 505-474-5696 or toll free (888) 775-5696) the shuttle runs \$28 per person/one way.

FACT: The Santa Fe Trail was established in 1821 and provided the primary transportation from the East until 1880 when the railroad came to New Mexico. It is runs through five states and is now a National Historic Trail.

TRB**AFB40**

MID-YEAR MEETING

2015

Albuquerque/Santa Fe

From Trails to the Stars: Landscapes of Enchantment

MEETING REGISTRATION



Full Registration

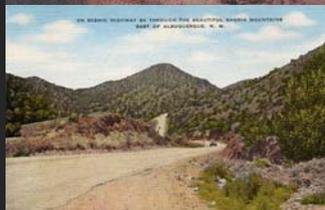
Includes all meals, breaks, and reception

Early Bird
After July 4
Student

✓

Cost**Total**

\$345
\$395
\$130



Monday Educational Sessions Only

Includes breakfast, breaks, and lunch

Early Bird
After July 4
Student
Sunday Opening Reception Add-On

✓

Cost**Total**

\$125
\$150
\$ 50
\$ 30



Speaker Attending Conference

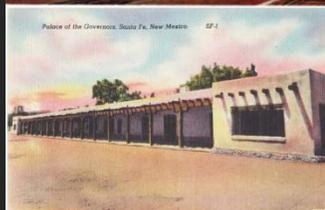
Includes items as noted below:

Full attendance: includes all meals/reception
Monday only: includes breakfast, breaks, lunch
Sunday Opening Reception Add-On

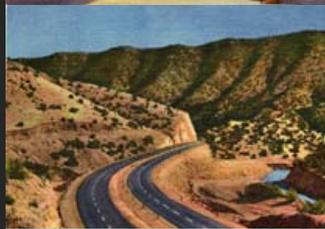
✓

Cost**Total**

\$200
\$ 80
\$ 30



Attendee Total Cost

*Name**Name for Badge**Organization**Address**Address Line 2**Email**Phone Number*

Make check to: Transportation Research Board, National Academy of Sciences

Mail to: VCHP, 220 Adams Street SE, Suite A, Albuquerque, NM 87108

Call or email Karen Van Citters if you have questions:

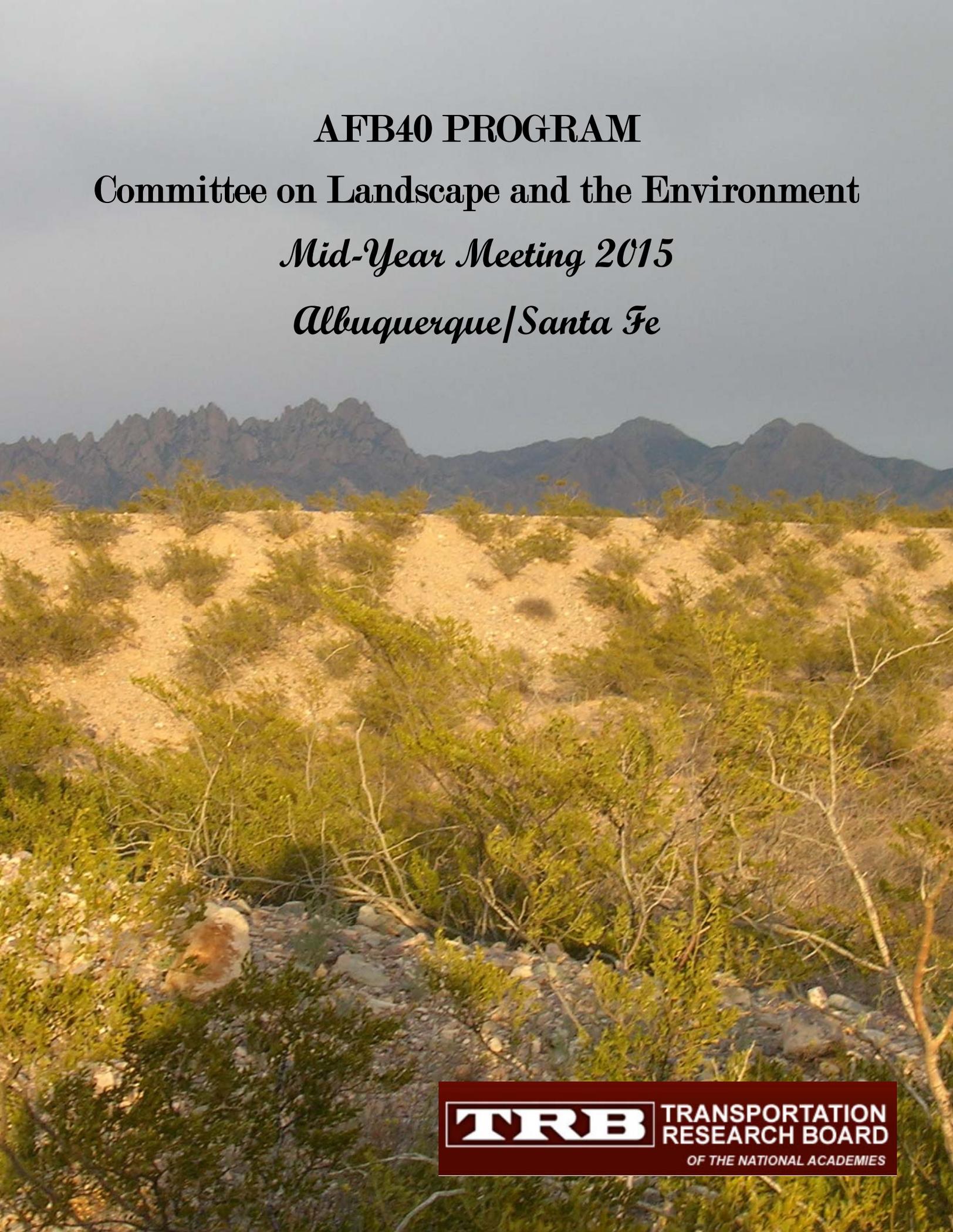
268-1324, Karen@vcpreservation.com

AFB40 PROGRAM

Committee on Landscape and the Environment

Mid-Year Meeting 2015

Albuquerque/Santa Fe



TRB

**TRANSPORTATION
RESEARCH BOARD**

OF THE NATIONAL ACADEMIES



SCHEDULE OF EVENTS

Sunday, August 23

Board Meeting

Opening Reception

Monday, August 24

Albuquerque Sessions

Tuesday, August 25

Rail Runner to Santa Fe

Santa Fe Sessions

Wednesday, August 26

Morning Session

Research Needs Discussion

After the Sunday Board Meeting... a special Flamenco performance by Elena Heiss will take place at the opening reception. 6:00 in the Hotel Andaluz lobby.



Mission

The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research. In an objective and interdisciplinary setting, TRB facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encourages their implementation.

Organization

TRB is one of six major divisions of the National Research Council—a private, nonprofit institution that is the principal operating agency of the National Academies in providing services to the government, the public, and the scientific and engineering communities. The National Research Council is jointly administered by the National Academy of Sciences, the National Academy of Engineering, and the Institute of Medicine. TRB's varied activities—described below—annually engage more than 7,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest by participating on TRB committees, panels, and task forces. The program is supported by state transportation departments, federal agencies including the component administrations of the U.S. Department of Transportation, and other organizations and individuals interested in the development of transportation.

History

TRB was established in 1920 as the National Advisory Board on Highway Research to provide a mechanism for the exchange of information and research results about highway technology. Renamed the Highway Research Board (HRB) in 1925, the organization accomplished its mission through standing committees, publications, and an annual meeting. In the decades that followed, HRB steadily increased in size. Information exchange remained its sole mission until the 1950s, when it began to undertake management of ad hoc research projects. The first continuing research management activity—the National Cooperative Highway Research Program—started in 1962. During the 1960s, the Board's activities became increasingly multimodal in outlook. In 1974, the Highway Research Board became the Transportation Research Board. Since then, TRB's portfolio of services has expanded significantly—first in the early 1980s, when it began conducting studies of national transportation policy issues, and again in the 1990s, when Congress, the U.S. Department of Transportation, and the state departments of transportation asked TRB to undertake additional tasks, including management responsibilities for the Transit Cooperative Research Program, guidance of ongoing research programs such as the Long-Term Pavement Performance studies, and management of the Innovations Deserving Exploratory Analysis programs. More recent additions have included new cooperative research programs in airports, freight, and hazardous materials transportation, and the second Strategic Highway Research Program.

PRE-MEETING ACTIVITIES



SATURDAY, AUGUST 22

6:30 AFB40 Board Dinner

SUNDAY, AUGUST 23

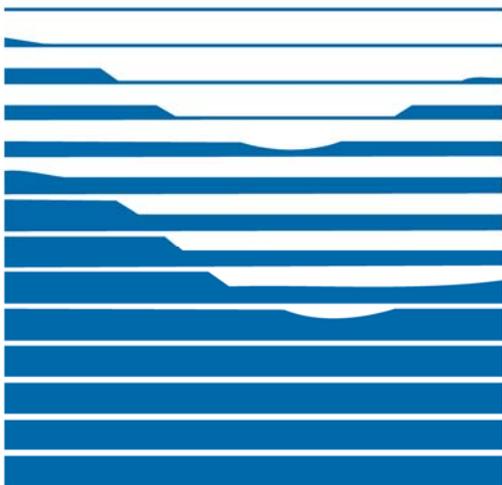
2:00-5:00 AFB Board Meeting

5:30-6:00 Registration

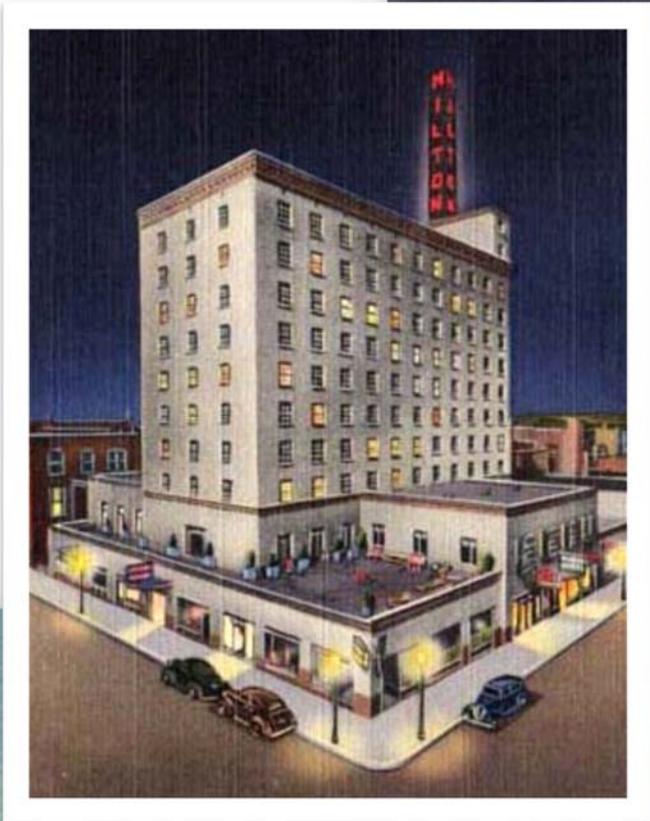
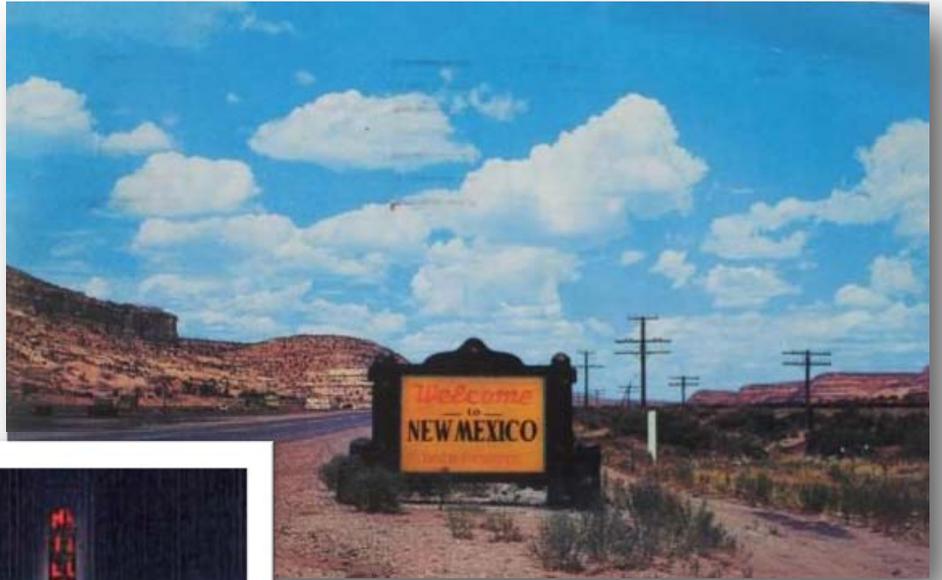


6:00 Opening Reception at Hotel Andaluz Lobby

CAMINO REAL LEVEL SPONSOR



**AMERICAN
SOCIETY OF
LANDSCAPE
ARCHITECTS**



Monday, August 24

7:00-8:00 Continental Breakfast and Registration

WELCOME AND INTRODUCTIONS

8:00–8:10 Stephen Maher, Transportation Research Board: TRB welcome

8:10-8:20 Thomas Church, NMDOT Cabinet Secretary

8:20–8:30 Introduction to AFB40 by Keith Robinson, CALTRANS, AFB40 Chair

TRANSPORTATION LANDSCAPE ISSUES IN THE SOUTHWEST

8:30–9:00

Exploring the Interactions between Transportation, Urban Forestry, and Climate Change Mitigation: An Albuquerque Case Study

Presented by Jennifer Dann, New Mexico State Forestry, Alicia San Gil, U.S. Forest Service, Region 3, and Smokey Bear, New Mexico Native and Wildfire Prevention Spokesbear

The transportation community is actively looking for transportation-related climate mitigation strategies, and transportation planning significantly impacts city growth scenarios. One of the most significant benefits that urban forests provide to cities is climate change mitigation, through a variety of mechanisms including direct carbon sequestration, cooling of urban heat islands, building energy savings, and decrease of volatile emissions from pavements. By examining three distinct, recent efforts that all included Albuquerque—the U.S. DOT John A. Volpe National Transportation Systems Center Report on Transportation-Related Climate Change Mitigation Strategies and Potential Applications in Central New Mexico, and the subsequent 40-year Albuquerque transportation plan update; the Albuquerque Community Forest Ecosystem Services Assessment; and, the research and modeling being done by Portland State University on the impact of various factors on ambient air quality levels, including transportation corridors and urban forests—we can create a case study to explore the relationships and interaction between transportation, urban forestry, and climate change. The case study shows that there are several natural partnerships between transportation and urban forestry that could benefit not only individual communities, but contribute to global efforts to address climate change.

9:05–9:35

Environmentally Sensitive Roadway Design in Pima County, Arizona: Applying an Ecological Design Model for Regional Branding, Economics, and Aesthetics Presented by Ellen Barth Alster, RLA, LEED-AP, ISA, Senior Landscape Architect, Pima County Department of Transportation

Roadside aesthetics and vistas define the exceptionalness of regions. From an economic perspective, the preservation and enhancement of an area's unique natural and cultural features support business interests. Yet local transportation departments often consider landscape a frill, minimizing landscape to keep projects feasible. When landscape is done well, transportation departments receive accolades; when done poorly, negative reaction results. Meanwhile federal requirements mandated for site stabilization by National Pollution Discharge Elimination System permits and for the preservation of endangered species, ensure landscape's inclusion in road projects.

Pima County, Arizona developed the Sonoran Desert Conservation Plan to protect the full complement of plants and animals native to Pima County in 1998, filtering down in policy changes throughout the County. At the transportation level, the Environmentally Sensitive Roadway Design Guidelines were adopted in 2003, focused on creating and preserving habitat for wildlife in much of Pima County. The guidelines include inventorying vegetation, calculating mitigation requisites, and recreating plant communities in roadways, washes and riparian areas. Native seed mixes satisfied stabilization requirements dictated by Arizona's stormwater permit. What began as an ecological approach to habitat restoration, developed into a landscape aesthetic honoring the unique character of the Sonoran Desert. An immediate benefit was that new road projects almost immediately began to seamlessly blend in to the existing landscape, with initial public resistance to the projects soon forgotten. The road projects built in the twelve years since the adoption of the Guidelines have successfully integrated habitat restoration into park-like environments, while reducing maintenance and irrigation. While this approach initially met resistance with those used to more manicured landscapes, the public has slowly learned to accept and embrace this naturalistic, holistic approach.

9:35–9:50 BREAK

9:50–10:35

NMDOT Landscape Architecture Works in Progress: Ecological Restoration, Geomorphic Grading, and Dust Storm Abatement

Presented by William S. Hutchinson, Landscape Architect, New Mexico Department of Transportation

Ecological Restoration: NMDOT has approximately 200,000 acres of roadside right-of-way along 15,000 centerline miles of roads. These areas range from true Chihuahuan desert through short-grass prairie, plateaus, mountains, up to alpine tundra. In addition to our stewardship responsibility, approximately 500 acres per year need to be revegetated due to disturbance caused by construction, erosion, maintenance, accidents, etc. Using site-specific seed mixes and modern agronomic techniques for arid lands, NMDOT engages revegetation contractors to meet the key US Clean Water Act 70% coverage requirement. This presentation will survey our design approach to revegetation and the results in the field.

Geomorphic Grading: Surface mining companies are increasingly using a more sophisticated approach to site reclamation known as geomorphic grading. Based on ecological precepts the concept is to design the finish topography of land disturbed on projects to mimic adjacent undisturbed landforms. Assuming that the adjacent landforms are in fact 'natural' the benefit is that these landforms are 'pre-eroded' and will require less maintenance and gain greater vegetative cover over time than the traditional 'sheet' or convex-type type grading so prevalent along highway cuts. When sufficient right-of-way allows on larger interchange-type projects, NMDOT will be experimenting with this innovative approach. Case histories and techniques will be discussed.

Dust storm Abatement: Severe dust storms are a fact of life in the American arid Southwest. Through a safety grant from FHWA's Highway Safety Improvement Program awarded as result of numerous recent accidents and fatalities in the southwest part of the state, NMDOT Environmental is leading an applied research project on dust mitigation along the I-10 and US 180 corridors in four counties. By capitalizing on extant traffic and air quality research and partnering with BLMs 'Restore New Mexico' program, the State Land Office, the Natural Resource Conservation Service, and the NM State Police, we hope to prove that certain modern land management practices can mitigate the dust storms originating in over-grazed rangeland and Pleistocene Era lake beds. By scaling these solutions with a concerted intra-agency and private property effort it should be possible to make our roads safer for the traveling public during these storm events. An overview of the problem, the proposed research direction and the mitigation measures will be discussed in the presentation.

10:40–11:10

Urban Roadways: Soil Strategies, Landscape Lessons, and Performance Pressures

Presented by Ethan Beeson, Landscape Architect, ISA Certified Arborist, Texas Department of Transportation

Transportation corridor landscapes have been developed in many urban areas, but opportunities to install, maintain, or study these landscapes at a regional scale are limited. Traditional transportation landscapes focused primarily on aesthetics without addressing processes of water and air movement in soil, or soil biology in an engineered environment. Since 1998, TxDOT's Houston District has explored strategies, methods, and materials to develop high performance landscapes in transportation environments. These landscapes include almost 3 million trees and shrubs, hundreds of miles of roadways, and 1,500+ acres of landscape projects. This effort integrates quality of life and environmental concerns with project goals, construction challenges, and sustainable maintenance.

Many large Low Impact Development (LID) sites utilize post-construction soils which often do not support processes necessary for high performance landscapes. Performance of the designed features is impacted by low soil quality, yet the opportunity for large-scale soil replacement is not practical. Exploring relationships between physical, chemical, and biological properties of pre- and post-construction soil is an important aspect of site design worthy of increased attention. Heavily travelled transportation corridors contain unique stressors requiring quality soil characteristics to ensure high performance of the LID features. A discussion of green infrastructure in roadway transportation corridors should include an understanding of concepts which cross fields of study and skills. These concepts will dictate success and include: plant survival vs. plant growth, human vs. roadway scale, undisturbed vs. post-construction soil, roadway design life vs. plant longevity, soil chemistry vs. soil biology, and traditional vs. sustainable maintenance.

11:15–11:45

Desert Trails / Creating Integrated Trail Solutions and Enhancements in a Land of Minimal Water and Shade: A Story of the Arid Southwest

Presented by George Radnovich, PLA, ASLA, Sites Southwest LLC

Trails in the arid high desert are built in the mountains, valleys and mesa tops of this seemingly inhospitable land; however with a little encouragement trails in the southwest can be designed and built to be comfortable places to recreate and travel. In the desert, water is scarce and can often be unavailable for landscapes; this will do nothing but get worse as climate change worsens in the future and drought becomes the normal. However, if graded and drained correctly the landscape adjacent to trail corridors

can be softer, shadier and friendlier than one might imagine in this desert ecosystem. Water harvested from the site can be employed to create a more user-friendly condition with little or no potable water application. This approach can save water as well as energy use in lands that can ill afford to waste precious resources. Aside from precipitation, weather and climate can often be at odds with the goals of creating comfortably used trail corridors; winds can whip the air into a frenzy of dust and sand and trail use can be compromised; this too can be mitigated by the proper use of alignment and land-forming. This talk will offer environmentally sound approaches to these circumstances that the speaker has often used to buffer trails from these negative influences and create places that are more environmentally appropriate for desert conditions. Three case studies will also be presented: one, the Black Arroyo Wildlife Park and Trail will present an 80 acre wildlife park with revegetated landscapes based totally on harvested water with both a commuter trail system and a connected internal park trail system; second, the Bachechi Open Space Park and Bosque Trailhead will present a 30 acre urban forest that has a hierarchy of 4 trails that connect to the directly adjacent Rio Grande Bosque and beyond; and lastly the Hahn Arroyo Trail and Drainageway which includes two trails (one part of a large trail system) and cistern collected drainage water that irrigates the landscape with no potable water use..

12:00–1:00 LUNCH WITH SPEAKER

Place Based Planning: Collaborative, Long Range Transportation Planning at the Regional Scale

Presented by Roxanne Bash, Federal Highways Administration, Western Federal Lands

Communities in the Pacific Northwest region of the United States depend on a continuum of roads, routes, trails, and waterways to live, work and play. Spanning multiple federal, state, and local government jurisdictions, this network is essential to serving the public now and into the future. In the states of Oregon and Washington, nearly one-half of the total land mass is under federal ownership. Two federal land management agencies in particular, the United States Forest Service (USFS) and the Bureau of Land Management (BLM), together are responsible for managing over 90 percent of these public lands on behalf of the American public. The landscapes these agencies manage and the communities that lie adjacent to them help define the sense of place of the Pacific Northwest.

Passage of the most recent surface transportation bill titled MAP-21 (Moving Ahead for Progress in the 21st Century) set forth new expectations for land management agencies like the USFS and the BLM to work together with state and local jurisdictions on long term transportation visions. It also established new programs that support transportation facilities or services that provide access to these agency managed public lands as well as those managed by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the National Park Service.

A pilot collaborative long range transportation plan is being facilitated by Western Federal Lands Highway Division of the Federal Highways Administration involving all five of these federal agencies. This presentation will introduce the current process underway in the Pacific Northwest, which aims to be a model for future plans across the Country.

CULTURAL LANDSCAPES AND TRANSPORTATION

1:10–1:40

Sustaining Scenic Byways through Corridor Management and Interpretive Planning and Cooperative Marketing

Presented by: Robin Gyorgyfalvy, FASLA, Scenic Byways Program Leader and Landscape Architect and Laurie Frantz, Former New Mexico State Scenic Byways Coordinator

Two Scenic Byway experts will tell you how to plan, design, collaborate, market, and advocate for Scenic Byways using examples in Oregon and New Mexico. Corridor management and interpretive planning, cultural tourism, collaborative partnerships, and cooperative marketing are key steps to success. Designating a Scenic Byway takes initiative, sustaining it takes a village.

The Cascade Lakes National Scenic Byway demonstrates why its Corridor Management and Interpretive Plan, required for Scenic Byway designation, created opportunities and how community support was generated to sustain its Byway. Its Corridor Management and Interpretive Plan provided comprehensive master planning and design guidelines for recreation and interpretive sites and advocated for multi-modal transportation hubs and trail connectors. A unique feature is that it incorporates Bend's 2030 community vision actions for the future which reinforces the grassroots philosophy of protecting the Byway's scenic, natural, and recreational intrinsic values. As a result, collaboration occurs when planning and designing recreation and interpretive facilities on the Byway.

The Turquoise Trail National Scenic Byway is a great example of why the National Scenic Byway designation and program are important and how to plan for the future. State, and later national, Byway designation for the Turquoise Trail came after more than thirty years of cooperative marketing by local business owners. Byway designation took them to another level of marketing and even political lobbying, of sorts, when a smaller organization spun off to fight unwanted gravel quarrying on the Byway.

Although Byway funds are no longer available in New Mexico, the Turquoise Trail Association continues as a board-directed volunteer organization with no paid staff and a large dues-paying membership. Their current president moved to the Turquoise Trail a few years ago because he read the Corridor Management Plan on line and liked what he read!

1:45–2:15

Creating Richer Highway Landscapes through the Inclusion of Appropriate Cultural Design Elements

Presented by Gregory Miller, PLA, ASLA, Principal Landscape Architect, Morrow Reardon Wilkinson Miller, Ltd. Landscape Architects

Several communities in New Mexico have recently implemented highway beautification projects that feature design elements that highlight their unique culture. These projects are highly visible expressions of their pride in their heritage. This presentation describes the design specifics of three of these notable projects:

The intersection of I-40 and I-25 (The Big I) in the heart of Albuquerque, is the most visible landscape in the state. The design features three distinctive New Mexico motifs; foothills and escarpment landscapes, slot-canyon orchards, and contemporary urban environments. The project includes several sculptural pieces that are integrated with the landscape. The aesthetics reflect interpretations of Pueblo Deco architecture, applied with contemporary materials at a large scale.

The Highway 47 landscape is situated at the northern edge of the Isleta Pueblo. The landscape tells the story of three core values of the Pueblo; reverence of the land, water, and agriculture. The design is inspired by the geology of the nearby mountain range, agriculture of the Rio Grande valley, and the flow of the river itself. The landscape and artworks invoke the importance of these elements in Isleta's heritage.

The designs for the four Gallup I-40 intersections reflect distinctive features of the region. The first incorporates a dramatic stone ridge inspired by the Hogback ridge east of the city. The second features stacked stone walls and terrace plantings reminiscent of the Chaco Canyon civilization. The third includes geo-agricultural patterns from the Navajo Nation and Zuni Pueblo. The final intersection is inspired by the mid-century aesthetics of Route 66.

The design team worked closely with the NMDOT on all three projects to incorporate traffic safety standards regarding the location of fixed objects, including the artwork. The arrangement of the landscape and artwork accounts for multiple view angles, travel speeds, and seasonal variations, and lighting.

2:20–2:50

US Highway 380 and the Cultural Landscape of Lincoln, New Mexico

Presented by Jeff Fredine, Lead Environmental Planner, Parsons Brinckerhoff, Inc.

Well before its association with Billy the Kid, Lincoln was established as a Hispanic farming hamlet. A later influx of Anglo settlers and cattle ranching preceded the famous Lincoln County War, culminating in an 1878 gun battle played out largely along Lincoln's main street. The significance of these events and Lincoln's high degree of preservation contributed to a National Historic Landmark (NHL) designation in 1960. Today, Lincoln's main street is designated US Highway 380 and, given the historic significance of the community, New Mexico Department of Transportation has used a cultural landscape approach to develop necessary roadway repairs.

While ideal to have a Cultural Landscape Report completed as a first step in project planning, the project schedule required a phased approach with the initial step being an inventory of landscape features. This Cultural Landscape Inventory (CLI) documented over 200 character-defining features within the NHL and was used during the preliminary project design to inform basic decisions such as the scope and placement of drainage improvements and the location of traffic calming measures.

As a subsequent phase, the information from the CLI was used to inform treatment guidelines for final project design. The primary goal of these guidelines was to advance needed safety improvements while preserving Lincoln's historic character. Specific recommendations were made concerning the surface treatment of the roadway and pedestrian path, parking zones, traffic signage within the NHL, and several other characteristics. To date, a bridge replacement project has been completed within the corridor and the rehabilitation of the pedestrian pathway is currently being developed. Specific treatments for these projects, as well as the history of the project and findings of the cultural landscape investigation, will be presented.

2:50–3:05 **BREAK**

3:05–3:35

Interstate 25 Cañoncito Exit in the National Historic Landmark Glorieta Pass Civil War Battlefield

Presented by Rick Wessel, Environmental Analyst, NMDOT

With the intent of improving the Interstate 25 Cañoncito interchange to meet current standards and future use, considerable design challenges with the historic characteristics of the Glorieta Pass National Historic Landmark developed. These challenges were met with design changes that incorporated and honored the historic character of the Civil War Battlefield and natural landscape. This presentation will highlight the historic context of the area and design elements of the project adapting to those characteristics. Landscape plays a dynamic role in all aspects of this project. Location and landscape characteristics of this area served as a magnet for human activity throughout prehistory and history, becoming the catalyst for events that are honored nationally by being designated as a National Historic Landmark. Through the middle of this Landmark runs Interstate 25. Landscape provides challenges and opportunities in historical contexts and in the design of the interstate exit structures. Ultimately,

design elements were developed that honored the natural and historic landscapes of the area as a means of mitigating project impacts. It was a partnership with the FHWA, National Park Service, New Mexico State Historic Preservation Officer, Advisory Council on Historic Preservation and the NMDOT that brought this to be.

3:40–4:30

Albuquerque RIDE's Rapid Transit (ART): A Cultural Landscape Approach

Presented by Jeff Pappas, Jan Biella, Barbara Zook, Robert Estes, and Steven Moffson from New Mexico HPD

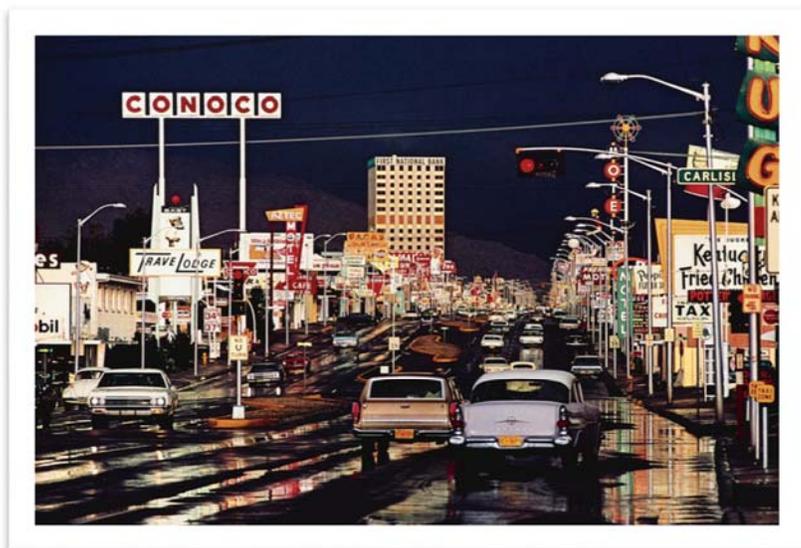
The New Mexico State Historic Preservation Division (HPD) is committed to a cultural landscape approach to land management because it offers a more nuanced and historical understanding of community development. The tendency today among land agencies, both state and federal, is to reduce large landscape identifiers and focus instead on site specific resources which effectively removes any contextual analysis. Such an approach is dismissive and potentially catastrophic causing the cumulative degeneration of significant resources.

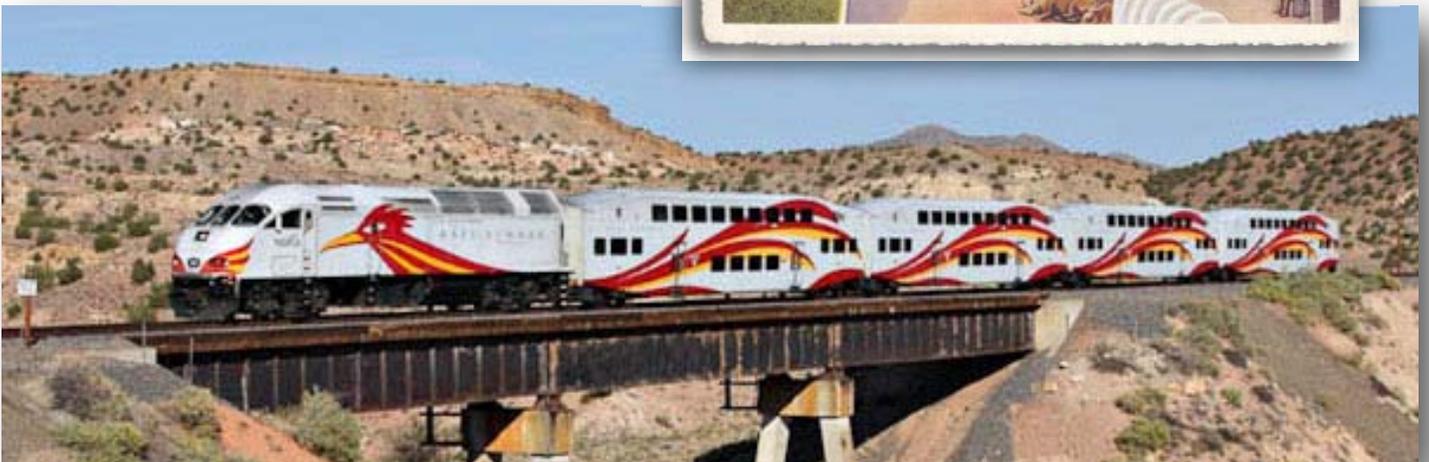
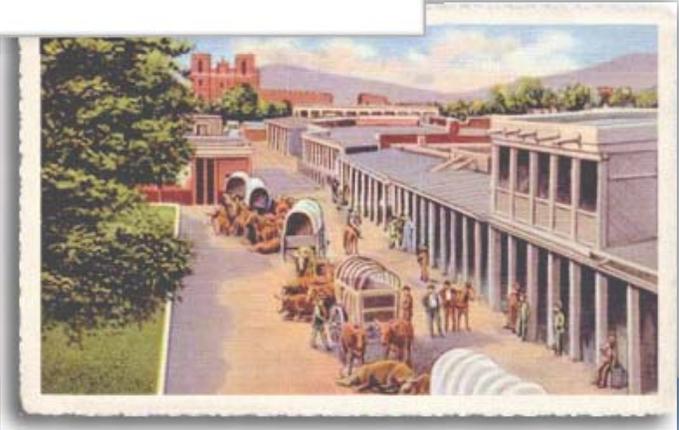
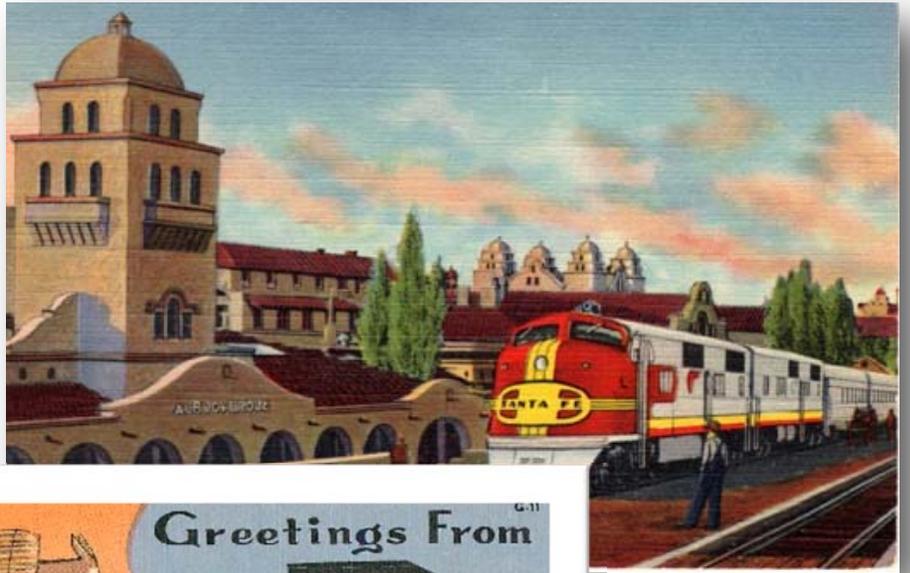
The tendency is to think about cultural landscapes as large natural viewsheds when in fact cultural landscapes are very much an urban phenomenon as well. Take for instance the Rt. 66 corridor that runs through New Mexico from Tucumcari to Gallup. Clearly, large swaths of Rt. 66 encompass vast natural areas, but historically significant parts also run through urban centers. As challenging as it may seem, the National Register of Historic Places require land agencies, with SHPO assistance, to evaluate eligible and listed historic properties, urban and otherwise, as cultural landscapes. This is particularly problematic in cities like Albuquerque where so much of the downtown area has been modified and changed over time.

HPD prefers to think creatively when it comes to projects like the current Albuquerque RIDE's Rapid Transit (ART) initiative. The plan calls for a new public transportation system to be built from the East Valley along Central Avenue to Downtown. The project will add new pedestrian elements like waystations and other visual apparatus to accommodate those who will utilize the bus service. It's an exciting project, one that NMSHPO fully supports and considers long overdue. This session will discuss the ART initiative in the context of cultural landscapes.

4:30–4:45 Discussion about Aesthetics and Cultural Landscapes in Transportation

Dinner: On your own





Tuesday, August 25

- 7:30–8:30** Breakfast...and load luggage on van
- 8:30–9:15** Representatives from Rio Metro will present the history of the Rail Runner project, challenges and solutions. Then the group will travel on the Rail Runner to attend sessions in Santa Fe.
- 9:35** Rail Runner leaves for Santa Fe – Rio Metro representatives on board
- 11:15** Arrive at Santa Fe Depot, walk to venue

MULTI-MODAL TOPICS

11:45–1:00 LUNCH WITH SPEAKER

Right-of-Way Carbon Sequestration Research Project

Presented by Douglas Romig, Certified Professional Soil Scientist, Golder Associates

NMDOT Environmental Development Bureau and its partner agency, FHWA New Mexico Division, won the FHWA 2015 Environmental Excellence Award for this project. This innovative project examined using right-of-way vegetation to naturally remove carbon from the atmosphere. Phase I advanced the understanding of transportation's role in the natural environment by determining the amount of carbon currently sequestered in right-of-way soil, the environmental characteristics that affect carbon sequestration, and vegetation management practices that may increase soil carbon levels. Phase II applied the findings to advance environmental management practices in New Mexico. Mr. Romig will present the project, findings, and outcome.

1:05–1:35

Los Alamos Regional Multi-Use Path Integrating Recreation, Safety, and Cross-Project Cooperation

Presented by Lucy Gent Foma, National Park Foundation Transportation Scholar, Bandelier National Monument

Of the 275,000 annual visitors to the Los Alamos region of New Mexico, about 150,000 come just to see Bandelier National Monument. Studies of visitors and tourists to the region show that the majority (87%) spent less than 24 hours in Los Alamos County, with about half (55%) spending between just three and four hours in the region, all of it in Bandelier. In order to advance the mission of connecting Los Alamos regional attractions and increase alternative transportation in the park, Bandelier has proposed a regional multi-use loop. State routes and highways create a complete 30-mile circle around the Los Alamos National Laboratory properties. This concept proposes a separate, multi-use path that parallels the highways and could be billed for marathons, family-friendly cycling, dog walking, roller-blading and cross-country skiing.

The key challenge in this effort is coordinating the multi-jurisdictional agreements and cooperation of the six local, state, tribal, and federal agencies that govern this property (Department of Energy, Los Alamos County, Bandelier National Monument (NPS), NMDOT, Santa Fe National Forest, and San Ildefonso Pueblo). In a highly competitive funding environment, this path offers additional uses as a fire break, evacuation route, and alternative transportation connection between Bandelier and two of the newest units in the NPS, the Valles Caldera Natural Preserve and the Manhattan Project National Historic Site.

1:40–2:10

More than Just a Road Diet - The Complete Transformation of Lead & Coal Avenues

Presented by Aaron Zahm, PLA, ASLA, LEED AP, Morrow Reardon Wilkinson Miller, Ltd. Landscape Architects

The Lead & Coal Improvements Project provides an excellent example of the successful transformation of a crowded, car-centric "speedway", into a safe, multi-modal transportation corridor that is sensitive to its surrounding neighborhood. Through a true collaborative approach, six neighborhood associations came together with the Project Team to improve and enhance these major east-west principal arterial roadways in an effort to make them safer and to restore a sense of identity and community to the neighborhoods the roadways traverse.

Long-serving as a major east-west corridor in the City of Albuquerque, Lead Avenue SE and Coal Avenue SE host daily approximately 25,000 motorists, and are also surrounded by some of the City's oldest residential areas. The corridor, which stretches from Broadway Blvd. to Washington Street, experienced many challenges including speeding and weaving along the ad hoc "freeways" with virtually no hope of drivers realizing they were in a neighborhood, numerous accidents near and into homes and

businesses, lack of ADA-compliant and accessible sidewalks and intersections, lack of bike lanes or pedestrian safety buffers, an inadequate storm drain system, and crumbling infrastructure that had not been improved for many years.

By reducing the three-lane roadway, the design used an efficient typical roadway section of two driving lanes plus a bicycle lane, and the remaining right-of-way width was dedicated to extensive pedestrian amenities; on-street parking; traffic calming and safety features; intelligent transportation-systems; landscaping that is low-water-use and easy to maintain; passive water harvesting; neighborhood identity features; public transit facilities; and a new storm drain system. Construction of the Lead & Coal Improvements Project was completed in June 2012, and addressed all of the original goals of the City, neighborhoods, residents, business owners, and community while meeting the project's budget and deadline.

2:15–2:45

Downtown Links: Defining a new Standard of Sustainability for the City of Tucson

Presented by Laura Mielcarek, Principal, Wheat Design Group

Downtown Links is a 1.3 mile long, 4-lane multi-modal roadway improvement project connecting Interstate 10 to Broadway Boulevard, traversing the north side of downtown Tucson. Construction is complete for a .4 mile section; the remaining is currently in design. There are many challenges with this project: historic building preservation, soil contamination, dangerous rail crossings, neighborhood protection, and bike and pedestrian safety issues. Ultimately, the project improved the existing transportation system and infrastructure, and connected neighborhoods in the surrounding area. With the implementation of many sustainable practices, the project creates a healthier urban environment and improves the quality of life in the downtown Tucson area.

Downtown Links was initially perceived as a transportation project that would cut-off neighborhoods to downtown Tucson, present unsafe pedestrian and bicycle situations, and increase traffic congestion. Through extensive public outreach with the adjacent neighborhoods and businesses, the project team committed to designing a Complete Streets project that provides bike and pedestrian connectivity from neighborhoods to the city center while integrating sustainable practices in many aspects of design and construction.

Some of the principles of sustainability include salvage and reuse of asphalt pavement, concrete sidewalks, and brick pavers; the plating materials came from a source/supplier within 15 miles of the project site; Sonoran Desert trees now shade the sidewalks; soil moisture sensors were included as part of the irrigation system; and stormwater harvesting is integrated through means of sidewalk scuppers, swales, microbasins, check dams, and pervious concrete. Sustainability practices were essential to project success at all stages of design and construction, as well as a strong commitment from the design team, contractor, and stakeholders. Downtown Links defines a new City of Tucson standard for future transportation projects.

2:50–3:20

Integrating a Multi-Use Path into an Urban Freeway Rehabilitation

Presented by Wendy Miller, ASLA, Transportation Principal Planner, Winston-Salem Urban Area Metropolitan Planning Organization

The original Interstate 40 was built through the heart of Winston-Salem in the late 1950s. The freeway split the historic communities and for 35 years was a heavily congested roadway with frequent accidents due to the insufficient distance between ramps and substandard geometric design. When the freeway bypass was built south of town, the rehabilitation of now named Business 40 began with typical bridge replacements and realignment of the notorious "Hawthorne Curve." The last portion of the road to be upgraded was the 1 mile section through the downtown. After 6 years of study and public involvement, the selection of the preferred alternative and ramp closures last fall set the stage for the final environmental documentation.

The City of Winston-Salem hired a consulting team to develop a package of pedestrian, bicycle and aesthetic improvements to be negotiated with the North Carolina Department of Transportation (NCDOT) for inclusion in the Design/Build package to be let in the Spring of 2016. The challenge has been to develop a scheme that can be done within the tight confines of existing Right-of-Way adjacent to historic properties, bedrock and other constraints. The NCDOT, City staff and the consulting team have been working together for several months to refine the improvements to include wider sidewalks across all bridges, bike lanes along selected corridors and the inclusion of a multi-use path running parallel to the freeway.

The City believes the construction of a multi-use path as part of the overall Business 40 reconstruction accomplishes the important goal of building multi-modal transportation facilities whenever possible. The multi-use path will provide a safe, grade separated facility allowing bicyclists, pedestrians, joggers, and citizens an alternative means to access major destinations downtown while minimizing interactions with vehicles.

3:20–3:30 DISCUSSION

3:30–5:00 RECEPTION WITH HOTEL CHECK IN AND INFORMAL DISCUSSIONS

Wednesday, August 26

8:00–9:00 BREAKFAST WITH SPEAKER

New Mexico State Highway Bridge Aesthetic Project Process

Presented by William S. Hutchinson, Landscape Architect, New Mexico Department of Transportation

Newer bridges on the New Mexico public road system often have textured and colored vertical surfaces allowing them to blend into and express their natural surroundings. These surface treatments may also have a protective function in extending the life of a bridge. Urban and heavily-traveled bridges may have more developed aesthetic treatments in response to the increasing expectation of the taxpayer that major public works projects communicate a cultural aesthetic beyond the utilitarian. The shape of any highway bridge may clearly be aesthetically pleasing in itself, communicating balanced form and function with elegance. Some of our state system bridges may have a more utilitarian appearance with the form constrained by practical engineering and budget realities. We have many fine and well-maintained examples of the bridge-maker's art going back to the 1920's.

Our partner the Federal Highway Administration (FHWA) defines bridge aesthetics as being within NMDOT's purview; however, FHWA will fund a more intensive treatment if it is considered a mitigation measure for an impact which the proposed bridge construction will have on the immediate environment. These impacts could be cultural, natural, or scenic (viewshed) in nature and must be quantifiable.

This presentation will describe the approach NMDOT uses to define bridge art themes for these more intensive treatments, the method of selecting an artist to work with our design team, and a few recent outcomes. Using public involvement, the nation-wide CAFÉ (Call for Artists Entry) system and careful coordination with our Public Involvement Process, NMDOT seeks to provide aesthetic treatments which communicate local cultural and natural resource information. The overarching goal is to educate and challenge the traveling public to understand the uniqueness of the place through which they are traveling.

9:05–11:00

AFB40 Committee Research Needs Working Session

11:30–12:45

Lunch at Museum Hill

**1:00 CATCH RAIL RUNNER OR SHUTTLE BACK TO ALBUQUERQUE
(ARRIVE IN ABQ AROUND 2:40)**

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HONORED GUESTS



Tom Church was appointed Cabinet Secretary of the New Mexico Department of Transportation by Governor Susana Martinez in 2012. A career employee of the agency, Tom has served in multiple management and policy positions since 1994. He has managed the agency bond programs, quality programs, budget and administration, and is an advocate for performance management. Church has focused the agency on performance results and customer service. NMDOT maintains 30 thousand highway miles in a vastly rural state. The department and its 2,400 team members are responsive to the safety of the people and the betterment of the transportation system in New Mexico.



Stephen Maher M.S.E., P.E., M. ASCE has been with TRB for 22 years. Since 2001 he has been responsible for the leadership and management of TRB design engineering standing committee and task force activities; the development and conduct of the design engineering portion of the TRB Annual Meeting; and other national and international conferences and workshops. He is also responsible for design related TRB journal publications and electronic circulars; a portion of the TRB Annual Field Visit/Research Correlation Services Program; and response to worldwide design engineering inquiries. He was responsible for project and program management of TRB Cooperative Research Program Synthesis Studies from 1993-2001. Prior to TRB, Mr. Maher worked in private practice for ten years as a Geotechnical Engineer. This included working for The Reinforced Earth Company, Schnabel Engineering, and STS Consultants, Ltd.



Keith Robinson is the current Chair of TRB's AFB40 Committee on Landscape and Environmental Design. He has over 30 years of leadership demonstrating a commitment to quality and innovation in the transportation landscape architectural field. He is a California licensed Landscape Architect (#2299). As Caltrans Principal Landscape Architect, Mr. Robinson is responsible for the development and implementation of the Statewide Roadside Design Program, including roadside design and landscape architectural standards, policies and guidelines; CSS implementation; visual impact assessment; research; roadside sustainability, erosion control and LID strategies; departmental drought response; and statewide landscape architectural professional development and training. He is also A member of the AASHTO Committee on Environmental Design.



Smokey Bear has been the national symbol for wildfire prevention since 1944, but did you know he is a New Mexico native? In 1950, a badly burned bear cub was rescued from a forest fire in the Capitan Mountains of New Mexico and nursed back to health in Santa Fe. The little cub became the living symbol of Smokey Bear, and lived at the National Zoo until his death in 1976. His ashes were returned to Capitan, New Mexico, where they were buried at what is now Smokey Bear Historical Park, managed by New Mexico State Forestry.

OUR AFB40 2015 SPEAKERS

IN ORDER OF APPEARANCE



Jennifer Dann joined New Mexico State Forestry as the Urban and Community Forestry Program Manager in 2014, after completing her Master's thesis work in urban forest management policy at the University of Denver. Prior to joining State Forestry, she received her BS in Environmental Engineering, and worked in environmental compliance and planning for the Air Force. Jennifer supports community forest programs statewide with great help from the New Mexico Urban Forest Council, and coordinates the Forest Re-Leaf tree planting and education program.



Alicia San Gil has worked for the USDA Forest Service since 2003 with a focus on partnerships and collaborative forest restoration. She is currently with the Cooperative Forestry staff in the Southwestern Regional Office. Prior to joining the Forest Service, she worked for non-profit organizations in international development. Ali has a Master's degree from the Yale School of Forestry and a BA in history. She lives in Albuquerque with her husband and two children, ages 9 and 10. Her passion is connecting the people of the Southwest to their natural resources.



Ellen Barth Alster is Senior Landscape Architect for the Pima County DOT in Tucson, Arizona. She oversees landscape mitigation and revegetation efforts for all County road projects, which includes everything from supervising a native plant salvage program, to monitoring riparian restoration areas, to making sure consistent standards are applied on projects that range from new roads and widening projects, to bicycle and pedestrian improvements. She is an expert in the area of overlap between stormwater compliance and landscape issues, particularly in preserving vegetation and achieving final stabilization. With 30 years of public and private sector experience, she earned landscape architecture degrees at Michigan State and the Harvard University Graduate School of Design and is a LEED AP, as well an ISA Certified Arborist.



William Hutchinson, RLA, CPESC is the State Landscape Architect for NMDOT and manages the Context Sensitive Solutions (CSS) and Roadside Environment programs. Licensed in New Mexico since the profession's licensure began in 1986, he has degrees from Oregon State University and Lewis and Clark College. He has been involved in design and construction projects in New Mexico, Oregon, New York, Australia, Europe, Mexico City, and his native Colorado. Based in Santa Fe, he spearheads the integration of the CSS tool into the NMDOT design process, manages the bridge art process, designs revegetation solutions for 200,000 acres of right-of-way, and participates in federally-funded research projects involving carbon sequestration and dust abatement.



Ethan Beeson, ASLA is a Landscape Architect and Certified Arborist for the Houston District of the Texas Department of Transportation. He is responsible for implementing the District's landscape and aesthetic master-plan guidelines. He provides support for landscape development and vegetation management, and researches sustainable roadside programs. Over 1,500,000 trees have been installed on public right-of-way through his efforts. Mr. Beeson is also a member of AFB40.



George Radnovich, ASLA, RLA, is a Founding Partner of Sites Southwest. George has 32 years of experience in landscape architecture and community planning. He has successfully completed projects throughout the Southwest that include revitalization strategies, corridor studies, streetscape master planning, urban design, roadway and bridge aesthetics, context sensitive solutions, and LID/green infrastructure planning and design. His work stems from ecology and integrates into the built environment. His skills and capabilities also include: regional analysis and ecologic planning, re-vegetation and reclamation planning and design, and planning for resilience and sustainability.



Roxanne Bash hails from Alaska where she worked for the Alaska DOT and with local governments to find creative solutions to unique transportation problems. Now working for the Federal Highway Administration, Western Federal Lands, she seeks innovative approaches to Federal Land Management Agency's transportation needs. Roxanne is WFL's lead planner and project manager for the development of Long Range Transportation Plans for various Federal Lands partners.



Robin Gyorgyfalvy, FASLA, is a Forest Service landscape architect and scenic byways program leader whose work shaping public spaces with innovative public policy has earned international and national recognition. Her leadership roles and skillful, strategic approaches to collaboration and community planning have been instrumental in the success of many programs. Gyorgyfalvy received a Bachelor of Arts degree from Mt. Holyoke College with a major in Sculpture, attended Dartmouth College in Environmental Studies, earned Master's and Bachelor's degrees in Landscape Architecture and lettered in women's soccer at the University of Oregon. She is the author of two books, "Legends of the Hawaiian Forest" and "Legends of the Hawaiian Waters" which connect young people with nature through a respect for land and culture. She is ASLA Vice President-Elect of Government Affairs. Ms. Gyorgyfalvy is also a member of AFB40. She recently received national recognition with the 2015 Federal Asian Pacific American Civilian Award for "Outstanding Individual Leadership" in Diversity.



Laurie Frantz recently retired from over 25 years with New Mexico state government, commencing her career as an archaeologist with the Office of Archaeological Studies, Museum of New Mexico. A transfer to the Department of Transportation as a survey archaeologist eventually transitioned into transportation planning. As a planner, she administered a federal grant program called Scenic Byways, a transportation-funded program with elements of tourism and economic development. New Mexico was very active in the program, building to 25 Byways, eight with national designations. In her 25 years with state government, Laurie traveled almost every road on the state highway map and finds something fascinating about every single one. She is the former State Scenic Byways Coordinator for New Mexico and is currently Executive Director of the Grand Circle Association.



Aaron Zahm, ASLA is a landscape architect and Associate at Morrow Reardon Wilkinson Miller, Ltd. in Albuquerque, New Mexico. His recent work includes award-winning public plazas, parks, and streetscape projects throughout the Southwest. The firm has completed over 4,000 projects in 42 years of professional practice, many of which have involved work in the public right of way for governmental clients. Aaron's volunteer service with the New Mexico Chapter of ASLA, including a term as Chapter President, focused on educating the public and professional sectors about the positive influence multi-modal transportation has on the safety, aesthetics, and economic vitality of communities throughout the state. The Chapter's advocacy efforts also led to the recent adoption of a Complete Streets Ordinance for the City of Albuquerque. He holds a BS in Landscape Architecture from Colorado State University.



Greg Miller, ASLA is a principal landscape architect with the Albuquerque firm Morrow Reardon Wilkinson Miller, Ltd. His primary project focus is parks, streetscapes, campus and therapeutic landscapes. He has worked with municipalities, school districts, and other governmental agencies throughout New Mexico and the southwest. He has recently worked with several New Mexico municipalities on streetscape and Interstate landscape projects that include components that highlight the local culture. Greg teaches a course titled "Water and the Landscape" in the UNM MLA program. He earned his Bachelor of Landscape Architecture degree from Texas A&M University.



Jeff Fredine manages the Environmental and Cultural Resources Planning Group of Parsons Brinckerhoff in Albuquerque. Jeff has spent 20 years in the field of cultural resource management and has addressed cultural landscapes across New Mexico. Having worked for various private consulting firms and for NMDOT throughout his career, he has addressed cultural landscapes from a variety of perspectives with differing areas of focus and concern. Jeff has a Graduate Certificate in Historic Preservation and Regionalism from the University of New Mexico, a Masters in Anthropology from New Mexico State, and his research interests include Route 66 and the Lincoln County War.



Rick Wessel is an archaeologist and historic preservation specialist by training and has been with the New Mexico Department of Transportation for over a decade. Landscape has been a central focus in his historic preservation efforts for decades, beginning with defining Cold War landscapes at military facilities across the Southwest, using landscape to define regional adaptation patterns for Paleoindian groups in southern New Mexico, and identifying sacred landscapes of indigenous peoples of the Great Basin. He brings landscape approaches into many transportation projects and for this conference he brings together cultural and natural landscapes into a context sensitive highway design process.



Jeff Pappas was born in Worcester, MA, and attended college in Provo, Utah, at Brigham Young University, where he studied political science, literature, and history. His first job was in the Massachusetts House of Representatives as an aide for the Human Services Committee. In 1990, Pappas enrolled at Baylor University earning an MA in American Studies and begin a 20-year career with the National Park Service while studying for a Ph.D. in American Indian and Public History at Arizona State University. Between 2007 and 2012, Pappas divided his work between Yosemite National Park and Colorado State University where he taught classes in United States history, public history, and the history of America's national parks. Appointed the State Historic Preservation Officer in July 2012 by Governor Susana Martinez, Pappas also directs the Historic Preservation Division and teaches in the architecture and planning department at the University of New Mexico.



Jan V. Biella is the Deputy State Historic Preservation Officer and NM State Archaeologist for the Historic Preservation Division (HPD), a division of the Department of Cultural Affairs. She joined HPD in November 1998 and has served as interim New Mexico State Historic Preservation Officer several times during her tenure. Biella graduated with a B.A. in Cultural Anthropology from the University of California at Santa Barbara and came to UNM for her graduate studies in Anthropology where she received her M.A. in Anthropology and continued her doctoral studies with a specialty in archaeology. For most of her career, Biella has worked as a cultural resources manager in the American Southwest with brief forays into Alaska, Arkansas, California and Yukon and Northwest Territories in Canada. She has directed and managed archaeological projects for a number of different public and private sector archaeological firms and has also worked as a federal archaeologist with the US Army Corps of Engineers and the Bureau of Land Management.



Barbara Zook, a licensed architect, has worked for over 15 years as an architect for HPD and Supervisory Architect for the Southwest Regional Office of the National Park Service. She served as Acting Regional Historical Architect of the National Capital Region and as interim chair of the Lincoln Memorial and Jefferson Monument rehabilitation projects committee. She was the executive director when Cornerstones Community Partnerships, a non profit organization dedicated to the preservation of buildings central to NM community life and their associated cultural traditions, separated from New Mexico Community Foundation. For over seventeen years, Ms. Zook was the sole proprietor of her architectural firm that focused on historic preservation, preservation planning, rehabilitation projects and new construction projects compatible with regional design characteristics. Her firm completed projects in NM, AZ, CO, MN and Mexico. She is currently an HPD architectural project reviewer.



Robert Estes is an archaeologist and Section 106 Compliance reviewer at the New Mexico Historic Preservation Division. For the last 25 years, he has worked on archaeological projects in Arizona, New Mexico, Texas, and Chihuahua and Vera Cruz, Mexico. In addition to his Doctorate in Anthropology, he was also awarded a Graduate Certificate in Historic Preservation and Regionalism from Community and Regional Planning Program at the University of New Mexico. His current interests include cultural landscapes, with a focus on the traditional irrigation (acequia) landscapes of New Mexico.



Steven Moffson is the State and National Register Coordinator for the New Mexico Historic Preservation Division. He served as an architectural historian for the Delaware and Georgia State Historic Preservation Offices and the National Park Service. He earned his Master of Arts degree in art history from the University of Delaware and his undergraduate degree from the Pennsylvania State University. He has taught architectural history at Georgia State University and the Savannah College of Art and Design. He currently co-teaches historical research methods at the University of New Mexico.



Douglas Romig is a Certified Professional Soil Scientist with more than 20 years of expertise working with western soils and plant communities related to biogeochemistry, terrestrial ecology, land reclamation, and environmental permitting. He has a B.S. in both Range Management and Soil Science from New Mexico State University and a M.S. in Soil Science from the University of Wisconsin-Madison. Mr. Romig is a Senior Soil Scientist with Golder Associates in Albuquerque and project manager for NMDOT's Rights-of-way carbon sequestration project.



Lucy Foma has been funded through merit-based fellowships, scholarships, and grants to research and implement projects in American and African cities alike. After graduating from Smith College with BA's in Economics and Portuguese, she was a Fulbright Research Fellow and a Rotary Ambassadorial Scholar in Senegal. As a Masters in City & Regional Planning student at Cornell University, she was awarded a Foreign Language and Areas Studies Fellowship to research transportation systems in Portugal. Also while at Cornell, Lucy worked with a graduate team to research mobility and accessibility recommendations for the Cornell New York City Tech campus. Since graduation, she has been working in Bandelier National Monument as a Transportation Scholar to help with shuttle planning and conceptual design of a regional multi-use path.



Laura Mielcarek, PLA, ASLA is a Principal at Wheat Design Group with 18 years' experience in the field of landscape architecture—the majority of which has been public works transportation projects balancing landscape, aesthetics, mitigation, infrastructure and new facility construction. She has coordinated with multiple disciplines and all levels of agency management to design scores of roadway and traffic interchange projects throughout the state of Arizona. Project level commitment includes a thorough understanding of the client's needs while remaining at the forefront of design innovation, sustainability, and community satisfaction.



Wendy Miller, PLA, ASLA is the Principal Transportation Planner with the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) and has over 25 years' experience working in public sector urban design and transportation planning. Her work includes producing multi-agency documents, engaging and educating the public and stakeholders in new and innovative ways, developing corridor design solutions that accommodate cars, transit, bicyclists and pedestrians, and promoting efforts to improve the visual environment through design policy and public awareness. Ms. Miller is also a member of AFB40.



Fostering Information Exchange

TRB conducts a variety of programs and activities designed to support dialogue and information exchange among researchers, practicing transportation professionals, and others concerned with transportation.

Annual Meeting

Each January, more than 10,000 transportation professionals from around the world— including representatives of federal, state, and local government agencies; universities; and industry— gather in Washington, D.C., to participate in the world's largest forum designed specifically for the formal and informal exchange of information among transportation researchers and practitioners. Approximately 3,000 presentations, including more than 1,500 peer-reviewed technical papers, are given throughout the week of this gathering. In addition, more than 200 TRB standing committees and numerous subcommittees hold open meetings to discuss current research and identify research needs.

Conferences and Workshops

Every year, TRB organizes 70 or more specialty conferences and workshops on subjects and issues of interest to the transportation community. These events provide opportunities for information sharing and in-depth exploration of specific topics, ranging from low-volume roads and statewide transportation planning to light rail transit, marine salvage, highway safety, and community impact assessment.

Standing Committees and Task Forces

In 1920, the Board established three technical committees to promote research and disseminate highway research findings. Today TRB maintains more than 200 standing committees and task forces that address all aspects and modes of transportation. More than 4,000 administrators, operators, engineers, attorneys, researchers, educators, and others concerned with transportation serve on these committees and task forces without compensation. Committee members identify research needs; provide information to the transportation community on research priorities and procedures; review papers for presentation at the TRB Annual Meeting and for publication; encourage the incorporation of appropriate research findings into practice; and develop special programs, conferences, and workshops. Standing committees and task forces are organized into 11 groups, each overseen by a separate council. Six of the groups, including some 150 committees, address various functional aspects of transportation, with a major focus on highways. Each of the remaining five groups concentrates primarily on a specific transportation mode.

*AFB40 MID-YEAR MEETING 2014 IN WINSTON-SALEM,
NORTH CAROLINA*





ONGOING RESEARCH NEEDS TO BE DISCUSSED

| ENVIRONMENT - Promote stewardship of the natural environment | |
|---|---|
| Focus Area | Objectives |
| Water Quality | Stormwater treatment: Reduce stormwater runoff pollutants using physical, biological, and chemical removal mechanisms to maintain or enhance receiving waters and facilities. |
| | Stormwater quantity: Control the flow rate or amount of runoff through dispersion, infiltration, and detention to reduce downstream damage from flooding, erosion, and scour. |
| | Green stormwater infrastructure (GSI): Develop and improve best practices for integrating GSI facilities into transportation corridors with considerations for design, construction, operations and maintenance needs. |
| | Comply with permit requirements: Manage stormwater runoff to meet permit requirements recognizing the practical limitations for locating and maintaining stormwater facilities within transportation corridors. |
| | Context sensitive design: Integrate stormwater facilities, including GSI, into the transportation corridor to maintain and enhance transportation systems and facilitate an improved environment. |
| | Mitigation through roadside landscapes: Identify the potential of vegetation to adsorb and sequester air pollutants and reduce air temperatures. |
| Air Quality | Reduce greenhouse gas (GHG) emission: Adapt transportation systems to reduce vehicle miles traveled (e.g. complete streets) and contribute to GHG emissions reductions. |
| | Near road exposures to urban air pollutants: Understand health effects of particulate matter from car and truck exhaust. |
| | Design parameters: Amend design standards (e.g. LOS thresholds, design speeds, minimum lane widths) to better align with desires to improve air quality, which may encourage mode shift and reduce construction materials/activity. |
| | |

| ENVIRONMENT - Promote stewardship of the natural environment, continued... | |
|---|---|
| Focus Area | Objectives |
| Habitat | Protect and preserve vegetation: Maintain established landscapes. |
| | Generate integrated landscapes while rehabilitating orphaned areas within transportation corridors and junctions. |
| | Vegetation management: Develop sustainable roadside landscapes. |
| | Weed and pest control: Develop integrated best practices to prevent and control invasive and noxious species (flora and fauna). |
| | Safety: Develop guidance to reduce the frequency and severity of collisions with trees and animals along transportation corridors. |
| | Wildlife security: Protect and enhance ecological corridors to increase wildlife biodiversity and connectivity. |
| Soils | Erosion control: Control roadside erosion and slope failures for temporary and permanent conditions. |
| | Improve soil structure and quality: Identify preparation and amendment practices that restore soil function and systems and promote re-vegetation, stormwater retention and improved water quality. |
| Climate Change | Adaptation to climate change: Adapt processes for the design, operation, and maintenance of roadsides for changing climate conditions. |
| | Impacts to transportation assets: Identify transportation assets that may be affected by climate change and create guidance to address these impacts. |
| | Locating and implementing alternative fueling stations for public use (electric, hydrogen, etc) in the highway system. |

ONGOING RESEARCH NEEDS TO BE DISCUSSED, CONTINUED

| COMMUNITY - Promote transportation systems that enhance visual and perceptible quality, livability and the economy. | |
|---|---|
| Focus Area | Objectives |
| Economy | Public health impacts of transportation network: Measure the economic benefits of transportation choices on public health. |
| | Economic impact of transportation infrastructure: Quantify the economic impacts (positive and negative) of transportation systems and infrastructure on regional and local economies. |
| | The value of aesthetics and scenic quality: Quantify the value of transportation corridor landscapes, including cultural landscapes. |
| Cultural Landscape | Aesthetic Scenic/Perspective values: Protect and enhance the appearance and scenic quality and context-sensitiveness of transportation corridors. |
| | Historic and Cultural preservation: Integrating cultural landscape into transportation corridor and urban context designs. |
| | Scenic and historic highway programs: Quantify the economic benefits and aesthetic values. |
| Social | Livable communities: Enhance livability in transportation systems through landscape and environmental design, including transportation art. |
| | Experience and safety: Develop transportation corridors and facilities (e.g. rest areas, travel information centers) that enhance user experience and safety. |
| | Community design: Improve planning and design processes to build and sustain relationships with all project stakeholders. |
| | Social justice and equity: Develop transportation landscapes that promote social justice and equity. |

| FUNCTION - Maintain and enhance the mobility and access of the transportation system | |
|--|--|
| Focus Area | Objectives |
| Performance | Context sensitive design: Develop performance metrics that support alternative roadside environments, and flexible landscape designs and through context sensitive design solutions. |
| | User Safety: Improve performance and safety for all users through an integrated design process of innovative roadside environments and landscapes. |
| | Roadside safety: Reduce conflicts with vehicles and roadside appurtenances and highway workers. |
| | Technical innovation: New materials, alternative construction techniques and IT&C. |
| | Safety and sustainability: Improve worker safety, reduce reparative maintenance tasks and life cycle costs through design practices and performance metrics. |
| | Life cycle costs: Evaluate the life-cycle performance of transportation landscapes from design to construction through operations, maintenance, restoration, and reconstruction. |
| Non-motorized | Inter-modality, building a network: Improve connectivity of non-motorized transportation infrastructure. |
| | Mode shift: Enhance the design and comfort of transportation landscapes to support active living and healthier populations. |
| | Design of non-motorized facilities: Develop and improve best practices for integrating pedestrian and bicycle infrastructure into the roadside in both urban and rural contexts. |
| Accessibility | ADA accessibility: Develop transportation system landscapes that comply with ADA requirements. |
| | Universal access: Design the landscape to allow users of all modes to safely reach destinations served by the transportation system. |

