Minneapolis – St. Paul Considers Emphasis on Increased Efficiency of Existing Highways

With the U.S. economic downturn continuing, along with growing public opposition to additional government funding, many transportation planning agencies are having to seriously reassess their congestion management approaches and priorities. This process is currently underway for the Metropolitan Council of Minnesota, the planning agency responsible for Minneapolis, St. Paul, Bloomington and 183 other communities across 7 counties. Earlier this year, the council released the draft update to its 2030 Transportation Policy Plan. The draft update reflected a significant change in approach. Instead of focusing on the traditional approach of managing growth and congestion with a stream of construction to build new capacity, the new approach backs away from building new roads to keep pace with growth, and seeks to accomplish the same goal via several strategies focused around increasing the efficiency of existing capacity across the system. Most significantly the draft seeks to employ managed lanes, giving carpoolers and transit vehicles priority.

The main justification for the change in policy comes from the issue of future funding. According to Council Chair Peter Bell, the price tag for addressing congestion and providing adequate capacity for the next 20 years would be $40 billion, while the council estimates it will only have $900 million available to spend over that time period. Attempting to fund the total number of plans through the state gas tax would add more than two dollars to the cost of a gallon of gas. Bell also argues that past policy approaches have sought to address congestion with large freeway

Bicycle Transit Center Opens in Salt Lake City
First of its Kind in Utah

On September 25th, the Utah Transit Authority (UTA) hosted the grand opening of its new Canyon Sports Bicycle Transit Center (BTC) in Salt Lake City. The BTC is the first facility in Utah to offer bicycling amenities and connect riders to a major multi-modal transit center. The site of the BTC, UTA’s Intermodal Hub building houses connections to UTA light rail (TRAX), commuter rail (FrontRunner), local buses, Amtrak, and Greyhound services, all of which can connect bicyclists to destinations around Salt Lake City, the surrounding area, and even out of state. UTA’s total system has about 127,000 average weekday riders and 5,500 to 7,500 riders making transfers at the intermodal hub per weekday.

The new facility features secure indoor bike storage, a self-serve bicycle repair facility, a shower, and small lockers for storage of personal items. The secure area

Inside
Surveys . . . . . . . . . . . . . . . . Page 13
Requests for Proposals . . . . . . Page 20
Conferences . . . . . . . . . . Page 21

Bicycle storage racks at the newly opened Bicycle Transit Center in Salt Lake City.
(Photo: Courtesy of the Utah Transit Authority)
Underfunded U.S. Transportation System Threatens U.S. Competitiveness

Report Outlines 10 Measures for Fixing U.S. Transportation System

Significant and sustained investments in the U.S. transportation infrastructure are necessary if the United States is going to maintain its competitiveness, says a new study by a bipartisan panel of experts including former secretaries of transportation Norman Y. Mineta and Samuel K. Skinner.

“The United States can’t compete successfully in the 21st century with a 20th century transportation infrastructure—especially when its chief trading partners, including not only the advanced economies of Western Europe and Southeast Asia but also rapidly developing countries like China, are making significant investments in cutting-edge transportation technologies and systems,” the experts said. Transportation efficiency has a direct impact on Americans’ standard of living and on the cost of goods and services delivered by U.S. firms and businesses.

Released by the University of Virginia’s Miller Center of Public Affairs on October 4, the report is based on the David R. Good National Transportation Policy Conference that was held in September 2009 and attended by about 80 transportation experts. Federal and transportation programs suffer from the absence of steady, adequate funding and consistent, logical planning, Gerald L. Baliles, director of the Miller Center, said in the report.

The experts estimated that an additional $134 to $262 billion must be spent each year through 2035 to maintain and improve the U.S. transportation infrastructure. In the near term, revenues could be raised most readily with financing mechanisms already in place, notably the gas tax. But, the experts warn, the federal fuel tax is an insufficient source of funding for the future.

“Congress should adopt legislation laying out a clear plan for transitioning, over the next decade, from the per-gallon fuel tax to a highway-use fee based on vehicle-miles traveled (VMT),” the experts said. They point out that the technology exists to address privacy and regional equity concerns. Moreover, a VMT-based system could be used to advance other public policy goals, such as promoting travel at different times of day or differentiating among types of vehicles based on their emissions performance or the amount of wear they impose on highways.

The experts also support the adoption of high speed rail to ease congestion, the creation of livable communities conducive to walking and alternative modes of transportation, and the use of public-private partnerships to meet transportation goals.

The report, “Well Within Reach: America’s New Transportation Agenda,” outlines 10 recommendations for the nation’s overburdened transportation system:

- Stop the bleeding – Congress must address the immediate crisis in transportation funding.
- Beyond the gas tax – Future funding mechanisms should not depend primarily on fossil-fuel consumption, which the government is actively seeking to discourage through a number of other policies, to keep up with transportation investment needs.
- Jobs for the future, not just for today – Future stimulus spending should be directed to those transportation projects that will deliver the greatest returns in terms of future U.S. competitiveness, economic growth, and jobs.
- Pass the power, please – Clarify federal decision-making power and enhance the decision-making power of states, localities, and metropolitan-planning organizations.
- Adopt a capital budget – The federal government should adopt accounting methods that recognize expenditures on transportation infrastructure as investments and take into account future returns on those investments.
- Connect the dots – Adopt an integrated approach to transportation planning that includes freight and goods movement and stresses intermodal connectivity.
- Getting Americans home in time for dinner – Find more effective ways of reducing urban congestion.
- It’s all about leveraging – Encourage public-private partnerships while also improving oversight of such partnerships.
- Deliver transportation investments on time – Reform project planning, review, and permitting processes to speed actual implementation.
- Build a foundation for informed policy – Better and more timely data are essential to measure progress toward defined goals and objectives and to improve the performance of the nation’s transportation systems.

“Our aim was to issue a report that should be relied upon by future leaders and furnish them recommendations for reform that are both essential and achievable to ensure that we make the change necessary to ensure a strong economy for future generations,” Mineta and Skinner said. The report can be read online at http://millercenter.org/policy/transportation.

For more information, visit http://millercenter.org or contact Miller Center spokeswoman Kim Curtis at (434) 243-2985 or kcurtis@virginia.edu.
Cities in Pennsylvania Reduce Street Traffic Lanes to Decrease Vehicle Speeds and Increase Pedestrian Safety

Part of Comprehensive Plan to Keep Traffic Moving Safely

Work has begun in Carlisle, PA to reduce the number of traffic lanes on the city’s main streets, High and Hanover, from four to three. The road diet is one aspect of a comprehensive plan for Carlisle’s roads, according to Michael Keiser, Carlisle’s director of public works. A road diet reduces the number of lanes on a street to reduce speeding and congestion, make room for bicyclists, minimize accidents, and improve pedestrian safety. Kaiser pointed out that the city is also totally redoing its signal coordination. He told UTM that once the new technology is in place and the roads have been redesigned – the same amount of traffic should be able to move through the corridor at somewhat slower speeds.

Dewberry-Goodkind Inc. is the city’s contractor on the project. According to Dewberry-Goodkind Engineer Chad Decker, the project will take a four-lane cross section of roads downtown and redesign it to become a three-lane cross section in which there is a center turn lane and two driving lanes. The center turn lane will function as a two-way left turn lane (for access to driveways and alleys) in the middle of each road and become a dedicated left turn lane at each signal. He said that this new configuration will keep traffic from getting stuck behind drivers who need to make left turns. One problem, he said, was that frustrated drivers were darting out from behind left-turning vehicles, causing traffic hazards. The dedicated left-hand turn lanes, combined with optimized traffic signal technology, will allow traffic to flow just as well or better with three lanes, as it currently does with four lanes.

Although motorists complain about Carlisle’s roads being congested, Decker said that vehicle speeds on Hanover between South Street and Noble Boulevard average about 38 miles per hour. If vehicles can go that fast, the roads are not congested. According to Decker, the modified road configuration should cut speeds by up to 5 mph and help reduce traffic accidents.

Asked if the reduction in lanes will dis-
Hammond are concerned that the character of urban spaces is being damaged. According to an August 26, 2010 Department for Transport notice, these officials have written to council leaders at local jurisdictions, calling on them to reduce the number of signs and other “street clutter.”

“Our streets are losing their English character,” Mr. Pickles said. “We are being overrun by scruffy signs, bossy bollards, patchwork paving and rail-ed-off roads - wasting taxpayers’ money that could be better spent on fixing potholes or keeping council tax down. We need to ‘cut the clutter.’”

Mr. Hammond added, “We all know that some signs are necessary to make our roads safe and help traffic flow freely. But unnecessary street furniture is a waste of taxpayers’ money and leaves our streets looking more like scrap yards than public spaces.

“We have written to councils to remind them that it need not be this way – we don’t need all this clutter confusing motorists, obstructing pedestrians and hindering those with disabilities who are trying to navigate our streets.”

The government believes that, in some cases, traffic signs and railings are installed by councils in the mistaken belief that they are legally required. Although some signs are required by law, the government’s advice is that warning signs should be kept to a minimum if they are to be most effective in promoting road safety. (See “Traffic Signs Manual” at www.dft.gov.uk/pgt/roads/tss/tsmanual.) Similarly, in the Manual for Streets, the government said that “the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place” and that “street signs are periodically audited with a view to identifying and removing unnecessary signs.” (www.dft.gov.uk/pgt/sustainable/manfor streets/pdfmanforstreets.pdf)

Street clutter can so overwhelm a city that it changes its historic or architectural character, the Department for Transport said. For example, in a survey of over 60 streets in the cathedral city of Salisbury, the Salisbury Civic Society found that the city center was littered with hundreds of bollards and a single parking area for 53 cars had 63 bollards. The city, known for its history and architecture, now has a comprehensive public realm strategy aimed at creating an attractive safe, clean and green city.

In addition, the department pointed out that the removal of street clutter from Kensington High Street in west London had reduced accidents by up to 47 percent. Several organizations have been helping to reduce street clutter and supported the government’s effort including:

- Civic Voice, the national charity for the civic movement;
- FixMyStreet, a site to help people report local problems to their local council;
- Living Streets, a group that believes that streets should be designed with people in mind.

Tony Armstrong, the chief executive of Living Streets, hailed the government’s call, saying:

“It’s about time action was taken on our cluttered streets. For too long have pedestrians had to struggle with unnecessary bollards, guard-railing and pointless signs. Community involvement, stronger guidance from central government and a coordinated approach from local councils are all crucial ingredients to rid our streets of unnecessary obstacles for pedestrians. Councils in particular should ensure that cluttering is prioritised and championed across all departments.

“Through our own audits with local communities and councils, we have found that stripping back street clutter transforms our streets from trip hazards to enjoyable open spaces where people want to walk. We welcome this step towards cutting the clutter.”

For more information, please visit http://nds.coi.gov.uk/clientmicrosite/Content/Detail.aspx?ClientId=202&News Aread=2&ReleaseID=415141&Subjec tId=36 or contact the Department for Transport Press Office, Anna McCreadie at Anna.McCreadie@dft.gsi.gov.uk or Paul Malley at Paul.Malley@dft.gsi.gov.uk.
GDOT to Convert HOV 2+ Lanes To HOT 3+ Lanes in Atlanta; Change Aimed at Improving Traffic Flow and Increasing Driver Options

Atlanta, GA

The Georgia Department of Transportation (GDOT) has announced that construction is beginning on I-85 near metro Atlanta, where high occupancy vehicle (HOV) lanes are being converted into high occupancy toll (HOT) lanes in order to improve traffic flow and provide increased options for all commuters.

The I-85 HOV lanes are currently open to high occupancy vehicles with two or more riders (HOV 2+). When completed, transit buses, motorcycles, alternative fuel vehicles and vehicles with three or more riders will be allowed to use the HOT lanes for free (HOT 3+). Single- and double-occupant vehicles will be allowed to use the lane if they choose to pay a variably priced toll. By raising the number of passengers required for a carpool to ride for free, officials expect to make enough capacity available to allow others to pay for access to the lane.

The conversion is being funded by a $110 million U.S. Department of Transportation Congestion Reduction Demonstration (CRD) Program grant to the Atlanta region. The CRD agreement sets a long-term goal to implement an integrated system of congestion-priced lanes, enhanced transit service and innovative technology. The initial phase of the project is the conversion of approximately 16 miles of HOV lanes to HOT lanes along I-85 from Chamblee Tucker Road in DeKalb County to Old Peachtree Road in Gwinnett County. The project aims to provide the most effective use of the managed lanes along I-85 north of Atlanta in order to provide reliable travel times in the corridor.

The I-85 Express Lanes project includes the installation of tolling technology and new guardrail, signs, and sign structures. The contract was awarded to World Fiber Technologies, Inc. of Alpharetta for $11.7 million. The project is scheduled to complete on July 31, 2011.

According to GDOT, there was a real need to improve traffic flow on the I-85 express lanes. On I-85, peak directional HOV Lane density increased from 17 vehicles per mile to 26 vehicles per mile between 2002 and 2008, along with a corresponding drop in level of service for the lane to a value indicating conditions approaching capacity (when averaged along the corridor). Travelers along the peak directional traffic flow of I-85 had to allow an additional 33% to 47% of their travel time as a “buffer” to ensure on-time arrival.

HOV lane volumes were anticipated to grow 6% from 2008 through 2011, 8% by 2012, and 56% by 2031, GDOT said. In this case, by 2012, HOV 2+ managed lanes would exceed the effective lane capacity during peak traffic, and would cease to offer reliable travel times. Although a move to HOV 3+ would provide reliable travel times at peak hours, it also would cause the lane to operate at less than 30% of volume — thereby resulting in “empty lane” syndrome. According to GDOT, HOT 3+ is the most efficient solution because, in addition to achieving reliable travel times with peak-hour average speeds of 45+ mph, it also:

- optimizes lane volume via dynamic pricing, and
- provides most drivers on I-85 with an option for reliable travel by allowing use by vehicles that previously did not meet the occupancy requirements of HOV 2+.

 Asked about any other metropolitan areas that have raised the number of passengers required to ride in express lanes, GDOT spokesman Karlene Barron said that Houston’s Katy Freeway is the example. She said that they moved from HOV 2+ to HOT 3+ in the 90’s in order to get the additional capacity that would allow the introduction of tolling. Barron added that after recent reconstruction on the Katy Freeway involving significant widening of the road, they have moved back down to HOT 2+.

According to GDOT, prior to using the express lanes, drivers will have to register as either toll exempt or as a paying toll lane customer. Paying customers will receive a transponder connected to an account established with the State Road and Tollway Authority. The price charged on the HOT lanes will range from 10 cents a mile to 90 cents a mile, based on the congestion at the time. By charging a higher price during higher traffic times, officials expect to be able to keep traffic in the express lanes moving at 45 miles per hour. Variable toll rate signs located at intervals along the express lane corridor will post the toll amounts for upcoming destinations.

For more information, visit http://www.dot.state.ga.us/informationcenter/activeprojects/interstates/I85hotlanes/pages/default.aspx or contact Karlene Barron at (404) 631-1931 or by e-mail at kbarron@dot.ga.gov.
Product and Industry News

TomTom Launches Next Generation Traffic Technology in Europe, Claims Reduction in Travel Time by 15%  
TomTom recently announced the release of its next generation traffic system across Europe, becoming the first company to use historic, real-time and predictive traffic data to deliver the most accurate traffic navigation available.

HD Traffic™ 4.0 covers more of the road network and reports traffic congestion with more accuracy, giving drivers the most precise traffic information in Europe, TomTom claims.

TomTom’s real-time and predictive traffic technology now detects traffic congestion that other services are unable to detect, the company said. HD Traffic™ 4.0 reports traffic jams with higher accuracy, reporting up to 200% more traffic jams during rush hours than previously, in particular on urban roads.

Ralf-Peter Schäfer, TomTom’s traffic director, said: “Our TomTom traffic information is now the best in Europe. We are seeing unprecedented levels of accuracy in specifying the level of congestion on highways and secondary roads including major urban roads. The bottom line is our traffic information is now at a level where HD Traffic™ users can reduce their journey time on average by 15%.”

The more people that drive with TomTom HD Traffic™, the more accurate the traffic information becomes. Today, with over one million connected drivers using HD Traffic™ across Europe, TomTom’s traffic information is able to adapt to changing traffic situations and guide drivers through traffic with more precision than ever.

The roll out of HD Traffic™ 4.0 underpins the launch of TomTom’s Traffic Manifesto, which details how a minority of drivers using HD Traffic™ could reduce traffic congestion for all drivers by making better use of the existing road network.

“New TomTom GO LIVE 1000 navigation devices combine HD Traffic™ 4.0 with speedier route calculation to get drivers through traffic jams faster than ever,” continued Ralf-Peter Schäfer. “HD Traffic™ 4.0 is a key milestone for all our customers. We are committed to the research and development of innovative solutions to help reduce traffic congestion for our customers in the future.”

Headquartered in The Netherlands, TomTom is a leading provider of location and navigation solutions worldwide. For more information, please visit http://www.tomtom.com/ or contact TomTom’s International Public Relations Team by telephone at +31 (0)20 7575 000 in Amsterdam or by e-mail at tomtom.pr@tomtom.com.

Zimride Receives Private Funding to Further Develop Ridesharing Software  
Zimride, the developers of a social-networking application that enables ridesharing, recently received $1.2 million in venture capital seed funding. The funding comes from a group of “angel” investors as well as two early-stage venture capital funds: Floodgate Fund LP and K9 Ventures. The company and service was founded in 2007 and works via a Facebook application to connect individuals seeking to share rides with other individuals based on common interests, networks, and profiles. The application integrates Google maps and allows ride-seekers to post their current location and destinations. Ride-offerors can screen ride-seekers via the information from the seekers’ Facebook profiles and destinations. Zimride’s proprietary algorithms generate the matches and notify the parties when matches are made. In April of 2009, Zimride partnered with Zipcar to integrate the two services and allow Zimride members to share a local Zipcar if they cannot find a ride-offeror.

The company is currently profitable and generates revenue by partnering with an organization to provide it’s ridematching and sharing service to the organization’s members. To this point the company has focused on large academic and corporate communities. Zimride offers the service to organizations for free for the first 50 users, after that point the company works with the organization’s transportation department to charge a subscription fee to continue offering the service. The company charges universities, such as Stanford, Cornell, Harvard, and the University of Michigan, $9,500 per year for the service. Zimride has over 50 existing organizations signed up. The company plans to use the new seed funding to improve the end-user product, extend the product to mobile applications, and further

Please turn to Page 7
expand the number of users. The company is also seeking to license the software and service to more corporate clients, as well as large public events.

For more information, contact info@zimride.com or contact Zimride at (650) 924-1115.

**Mobileye Launches Advanced Technology to Enhance Collision Prevention; Aftermarket Product Offers Pedestrian Detection Technology to Consumers**

Mobileye, a leader in vision-based collision prevention systems, has announced the launch of the Mobileye C2-270™, a comprehensive, single-camera-based safety solution aimed at enhancing a driver’s ability to prevent collisions. It is now available globally as an off-the-shelf product for all vehicles.

It is the only aftermarket product to offer Mobileye’s award-winning pedestrian detection technology to consumers. The Mobileye C2-270™ system’s performance has earned BRAKE’s 2010 highly commended product in the fleet safety category.

The Mobileye C2-270™ features the EyeQ2® vision chip, which detects pedestrians, vehicles, bicycles, and lane markings. It saves lives by alerting and prompting drivers in the critical seconds before a collision, thus boosting pedestrian, road and vehicle safety, Mobileye said in September.

Despite the strengthening of laws on driving behavior in recent years, countless distractions continue to divert the attention of drivers—a ringing cell phone, noisy road construction, or even a baby crying in the back seat. Momentary distractions that affect everyone, even the most experienced drivers, raise the chances for a collision. These dangers, the company said, can now be averted with the Mobileye C2-270™.

The process is simple. The Mobileye C2-270™ camera, mounted behind the windshield of the car, constantly monitors the road in front of the vehicle while the car is in motion. The camera is connected to a display unit placed within the driver’s field of view. If the camera spots a danger in the way, the display will flash bright color-coded icons and sound a warning to alert the driver up to 2.7 seconds before impact—time in which the driver can take immediate action to avert a collision.

According to the company, the most exciting feature of the Mobileye C2-270™ is the Pedestrian Collision Warning, which allows the system to identify pedestrians or bicycles and warn the driver before a collision. The new system also detects motorcycles. When these new features are coupled with other features of Mobileye’s technology, which brought the consumer forward-collision, unintended lane-departure, and insufficient distance-keeping warnings, it creates a system that will lead the market as an effective driver assistance tool for collision prevention.

The system’s components include a windshield-mounted vision sensor unit with a compact High Dynamic Range CMOS (HDRC) camera and SeeQ® image processing board. They also include a high-quality value for audio warnings, a user-friendly, high-visibility EyeWatch display and control unit for visual directional warnings, and a numerical headway measurement display with customizable options. In addition, the Mobileye C2-270™ system can be enhanced to support various add-on applications, such as Mobileye’s intelligent event data recording, vehicle tracking via GPS integration, and fleet management system integration.

Mobileye N.V. is headquartered in The Netherlands, with research and development facilities in Israel and offices in the U.S., Cyprus and Japan. It is a technological leader in the area of advanced image sensing and processing technology for automotive applications. Mobileye’s products contain proprietary software algorithms bundled on the EyeQ™ system-on-chip, which have been integrated into BMW, GM, Volvo and Yulon Motors (Nissan) models since 2007.

For more information, visit [www.mobileye.com](http://www.mobileye.com) or contact Ilan Yavor, marketing & communications manager, at +972 2 5417384 or by e-mail at ilan.yavor@mobileye.com.

**$10 Million in Prizes Awarded for Super-Efficient Autos; Goal Was to Achieve 100 MPG**

On September 16, the winners of the Progressive Insurance Automotive X PRIZE were announced and $10 million awarded. The goal of the Automotive X PRIZE is to “inspire a new generation of viable, super fuel-efficient vehicles that offer more consumer choices.”

The criteria for winning the Automotive X PRIZE are to build a production-capable, safe, affordable, and super-efficient car. The main criterion for efficiency is to achieve the metric of 100 mpg or gasoline equivalent energy. This metric was used as a means of comparing vehicle efficiencies via a standard unit. The X Prize Foundation makes the case that the traditional mpg metric is obsolete in the face of the growing use of alternative fuels, electricity, or both in the form of hybrid vehicles. The mpg metric aims to gauge fuel economy by accounting for the entire energy consumption of the vehicle and comparing that to the energy in a gallon of petroleum-based gasoline. MPGe is calculated as the quotient of miles driven over the total energy of all fuels consumed divided by the energy of one gallon of gasoline. (miles driven) / [(total energy of all fuels)/(energy of one gallon gasoline)]

The winner in the mainstream class was the “Very Light Car #98” by Edison2 of Charlottesville, Virginia. The car seats four passengers, weighed 830 lbs., is powered by a single-cylinder turbocharged engine, and achieved 102.5 MPGe. The engine is powered by E85 ethanol. The team attributes the success to the car’s use of lightweight materials and efficient aerodynamics. The team chose to avoid an electric or hybrid vehicle, citing the efficiency cost of the weight of additional batteries. The competing car had a carbon-fiber body, yet the production plans call for the cars to be manufactured out of aluminum and steel. For more information, visit [http://www.aptera.com/sites/default/files/docs/aptera_2009_2e_brochure.pdf](http://www.aptera.com/sites/default/files/docs/aptera_2009_2e_brochure.pdf).
Arizona Ends Statewide Photo Enforcement Program Contract

*Program Reduced Accidents, Raised Less Revenue Than Expected*

The Arizona Department of Public Safety (DPS) has let the contract for its statewide highway photo enforcement program expire. Earlier this year, 2010, all stationary photo enforcement cameras were shut off and all mobile photo enforcement vehicles were taken off the road.

Photo enforcement was unpopular with Arizona motorists, and many photo enforcement units were vandalized. Governor Jan Brewer last January called for the end of the statewide photo enforcement program when the contract expired in July. Other reasons cited for ending the program: profits below expectations, a citizen’s lobbying effort to end automated speed enforcement, and the fact that many drivers were ignoring the citations for speeding they received in the mail.

Proponents of the program say the Arizona speed cameras got drivers to slow down and reduced traffic accidents.

In 2008, Arizona implemented the first statewide highway automated speed enforcement program by advertising a request for proposal pursuant to enabling legislation. On July 15, 2008, Redflex Traffic Systems was selected as the program vendor for a two-year contract by the Arizona DPS. Seventy-eight cameras were deployed through the course of the program, including 42 mobile photo enforcement vehicles and 36 stationary photo enforcement cameras. Stationary cameras were placed along freeways only in the Phoenix metropolitan area. Mobile cameras were stationed throughout the state, including areas in metro Phoenix.

The cameras were set to take photos at a “trigger” speed set to 11 mph over the posted speed limit in all locations except for school zones, which were set to trigger at 6 mph.

As established by the Arizona legislature, the typical fine for a civil speeding violation from a photo enforcement camera was $181.50. During the course of the program, 1,105,935 notices of violations/citations were mailed. Of those, 432,367 notices of violations were paid — a little more than a third of the total. The cameras were activated 2,758,700 times.

According to the Arizona DPS, the speed cameras were a factor in slowing speeds. According to Arizona DPS statistics, in the first nine months of the program in the metro Phoenix area there were 20.4% (2,247) fewer property damage collisions, 22.8% (933) fewer injury collisions, and 21.8% (12) fewer fatal collisions (13 fewer lives lost). In the same period, DPS officers in the metro Phoenix area spent 7,105 less hours investigating 3,095 fewer collisions, conducted 18,955 more traffic stops, and made 388 more total arrests.

Statewide in the same period, there were 17.6% (2940) fewer property damage collisions, 18.5% (1189) fewer injury collisions, and 19.2% (43) fewer fatal collisions (24 fewer lives lost). DPS officers statewide spent 9,224 less hours investigating 4,891 fewer collisions, conducted 52,791 more traffic stops and made 610 more total arrests.

The program did not generate as much revenue as expected, however. From September 2008 to September 2009, for example, the speed cameras led to more than 700,000 tickets to drivers. The mandated fines and surcharges on all those tickets would total more than $127 million, but they had generated just $36.8 million through September 2009.

Some Arizona motorists complained that the speed cameras were not accurate. But, according to DPS, the mobile systems, which used radar to determine speed, were checked for accuracy at the beginning and end of each shift by the operator. The stationary systems used time and distance to determine speed and were checked for accuracy on a monthly basis.

With the speed cameras turned off, officers will use all measures available to enforce posted speed limits on the federal and state highway systems as they did prior to the photo enforcement program, DPS said. They noted that patrolman do not have an 11 mph threshold like automated enforcement. Any unsafe and unlawful speeds — including speeds less than 11 mph over the speed limit — can be cited.

Redflex Traffic Systems and DPS will continue to process all citations issued up to the end of the contract until they are adjudicated in court. The Arizona DOT is replacing the photo enforcement signs with messages regarding safe driving.

Speed cameras were used in the United States in more than 69 jurisdictions in 14 states and the District of Columbia in 2010, according to the Insurance Institute for Highway Safety.

For more information, visit the Arizona Department of Public Safety at [www.azdps.gov](http://www.azdps.gov) or contact Sergeant Kevin Wood at [pio@azdps.gov](mailto:pio@azdps.gov).
Washington DC Area Investigating Expanded Tolls, Bus Rapid Transit, and Land-Use Changes

Regional Road Pricing Scenarios to be Studied Further

The introduction of tolls, bus rapid transit (BRT), and transit-oriented development centers (TOD) in the metropolitan Washington DC region would decrease traffic congestion and create revenue, but it would also increase driving and auto emissions, according to a study conducted by the National Capital Region Transportation Planning Board (TPB).

The Board presented findings from its study on the effects of creating an integrated transportation and land-use system at its September meeting. The three components of an integrated system are:

- Pricing options to address congestion in order to provide capacity and revenue for enhanced transit.
- Supportive transit to create a menu of rail and bus transit options including an extensive new BRT system.
- Land-use decisions to concentrate growth in activity centers and around transit.

In the Washington region, the TPB said, transit is underfunded, many transit stations are still underutilized, and many activity centers do not have high-quality transit. In addition, although activity centers are capturing significant growth, they are not capturing enough of it – 30% of 2015-2030 jobs and 24% of households. The board’s goal is to create a regional land-use and transportation “aspirational” vision with:

- Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment;
- A web of multi-modal transportation connections which provide convenient access;
- A user-friendly seamless system;
- Reduction of per capital vehicle miles traveled (VMT).

In the study, the TPB examined two scenarios and measured their impacts on driving, congestion, transportation mode share, and air pollution. The “full scenario” looked at the effects of implementing a 1,650-mile regional system of priced lanes or tolls (including new lanes and conversions of existing lanes), a region-wide 500-mile BRT system, and changes in land-use policies to promote denser, transit-oriented development. The priced-lane network would include 400 priced-lane miles converted from HOV lanes, 750 priced new lane miles, and 500 priced existing lane miles. Land use would change by bringing 3.5% new households and 1% new jobs into the region from external areas and by increasing the share of jobs and households in targeted growth areas by 11% and 42% respectively. The second scenario looked at the effects of making just the land-use changes without introducing the priced lanes or BRT.

In the full scenario, the amount of driving increases while congestion decreases significantly. The average daily speeds increases by 6%, vehicle hours of travel drops by about 6.6 percent and vehicle hours of delay fall by more than 12.5%. Bicycling, walking, and transit use all increase significantly, and carpooling experiences a small uptick. In the second scenario, bicycling, walking, and transit trips increase significantly, while the amount of driving decreases and congestion increases slightly.

“The scenarios presented today help us ask some fundamental questions about how to dramatically improve the performance of the region’s transportation system,” said TPB Chairman and Falls Church City Council member Dave Snyder. “No one should get too wrapped up in the individual numbers, but rather use the scenarios to understand the potential role of each of the components – land use, tolls, and more transit.”

Faster speeds and more road capacity in the full scenario allow more driving, while the land-use only scenario only enables alternative options – bicycling, walking and transit. Higher VMT and faster speeds in the full scenario translate into higher emissions of air pollutants. Emissions in the land-use only scenario increase less than the 3.5 percent increase in population.

Commenting on the land-use only scenario, Harriet Tregoning, director of the District of Columbia Office of Planning, said, “Without spending any money and by focusing on using our existing land and transportation system more efficiently, we can have a very large impact on reaching our goals.”

The TPB plans to conduct further analyses. The TPB, in conjunction with the Brookings Institution, will study the public acceptability of various regional road pricing scenarios using $320,000 from a Federal Highway Administration (FHWA) Value Pricing Grant which was awarded in August, plus $80,000 in local matching funds. A working group of 10-14 experts will frame options for comprehensive regional road-use pricing. They will then conduct a telephone survey and convene stakeholder focus groups to examine the scenarios at regional and jurisdictional levels. The one-year project will begin in October 2010.

The TPB is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and members of the Maryland and Virginia General Assemblies. The TPB became associated with the Metropolitan Washington Council of Governments (COG) in 1966. COG was established in 1957 to deal with regional concerns including growth, housing, environment, public health and safety – as well as transportation. Although the TPB is an independent body, its staff is provided by COG’s Department of Transportation Planning.

For more information, visit www.mwco.org or contact spokesman Lewis Miller at (202) 962-3209.
U.S. Highway Deaths Fall to Lowest Level in 60 Yrs
Road Fatalities Falling Dramatically in Many Developed Countries

The National Highway Traffic Safety Administration has released updated 2009 data showing that U.S. highway deaths fell to 33,808 last year, the lowest number since 1950 and a 9.7% drop from 2008. This decline in fatalities occurred even as the estimated vehicle miles traveled in 2009 increased 0.2 percent over 2008 levels.

Last year marked the lowest levels ever for traffic fatality and injury rates. There were 1.13 deaths per 100 million vehicle miles traveled last year, compared to 1.26 fatalities during 2008. A total of 41 states as well as the District of Columbia and Puerto Rico had reductions in traffic fatalities in 2009 led by Florida with 422 fewer fatalities and Texas with 405 fewer fatalities.

Highway deaths declined for all categories of vehicles last year. Motorcyclist fatalities broke an 11-year cycle of annual increases, with a decline of 850 fatalities. Motorcyclist fatalities now account for 13% of total fatalities.

Alcohol-impaired driving deaths declined 7.4% from 11,711 in 2008 to 10,839 last year. Thirty-three states and Puerto Rico experienced a drop in the number of deaths in that category in 2009 compared to the previous year. NHTSA Administrator David Strickland attributed these declines to record seatbelt use and strong anti-drunk-driving enforcement campaigns.

A similar significant drop in the number of road fatalities has been recorded in many other countries across the globe. In fact, figures on road fatalities in 33 countries analyzed by the Paris-based International Transport Forum (ITF) show that the first 10 years of the 21st Century were “a record decade for road safety,” said ITF Secretary General Jack Short in September. Road deaths fell in 30 of these countries during this period, and the average annual decrease in road deaths in many countries was dramatically higher than in previous decades.

According to ITF’s International Traffic Safety Data and Analysis Group (IRTAD), Spain registered an average annual drop of 8.5% during the 2000-2009 period as compared to 4.4% in the 1990s and an increase of fatalities in the 1980s. The UK saw an annual reduction of 4.6% in the past decade, as compared to 4.5% in the 1990s and 1.3% in the 1980s. The United States saw road fatalities fall by an annual average of 2.4% in the past decade, as compared to a 0.7% drop in the 1990s and a 1.3% drop in the 1980s.

The largest drop in traffic-related deaths between 2000 and 2009, occurred in Portugal (55%) and Spain (53%). France achieved a reduction of 47%, the U.K. a reduction of 35%, and the U.S. a reduction of 19%. Only three of the countries examined show an increase over the past 10 years: Argentina, Cambodia, and Malaysia.

According to the ITF, 90% of global road deaths occur in low- and middle-income countries. The United Nations has thus declared 2011 to 2020 the Decade of Action for Road Safety, with the aim of stabilizing and then reducing global road deaths by 2020. “Reducing fatalities around the world will be accelerated by rapid and effective transfer of knowledge, good practice and information from the best performing countries,” said Jack Short. “The IRTAD data base and network is one way for countries to share experiences and innovations, and we want to continue to strengthen its role.”


Continued from Page 1

New Bicycle Transit Center Opens in Salt Lake City, Utah

may be accessed between 5 a.m. and 12 midnight and uses key-card access and camera surveillance for security monitoring. The facility has 60 bike racks available for rental. The individual racks can be rented for $2 per day, $12 per month, or $96 for the year. The center is operated by Canyon Sports, which was selected by UTA through a competitive bidding process. UTA will contribute to the operating capital of the facility for the first five years of operation, and Canyon Sports is expected to make the facility into a self-sustaining business by 2014 by selling bicycles and accessories, as well as renting bicycles for $5 to $8 per hour or $25 to $45 per day.

In April of this year, the League of American Bicyclists renewed its designation of Salt Lake City as one of 16 communities at the silver level used to rate bicycle friendliness. At the time, Salt Lake City Mayor Ralph Becker, a regular cyclist himself, stated “We have seen notable results of Salt Lake City’s commitment to increasing bikeways and creating solutions for alternative modes of transportation.” The mayor, as well as Andy Clark, president of the League of American Bicyclists, were on hand for the ribbon cutting to open the BTC, after having bicycled for four miles on the city’s newest designated bike lanes.

For more information contact Gerald Carpenter at (801) 859-6095 or at GCarpenter@rideuta.com.

Opening day of the Bicycle Transit Center. (Photo: Courtesy of the Utah Transit Authority)
License Plate Camera Use and Roles Expanding

Seen as Law Enforcement Tool and Also Creating Additional Revenue

The use and application of license plate cameras is undergoing wide expansion. Law enforcement agencies at all levels, road, bridge, and border operators, and commercial entities are finding increasing uses for the License Plate Capture (LPC) and License Plate Recognition (LPR) technology. In August, Governor Martin O’Malley of Maryland announced a plan to aggressively employ the technologies in a law enforcement context. The key points of the plan were to use a combination of state and federal funds to purchase 100 new cameras, create a statewide network for LPR integrating state and local data, and creating a single database that law enforcement across the state can access. The system would be used to instantly alert law enforcement when matches on stolen cars, abducted children, parole violators, or vehicles associated with an arrest warrant are found. The governor cited low and dropping rates of auto theft in Maryland as justification for their expanded use as well as their use for homeland security applications at transit stations, the Port of Baltimore, and Baltimore-Washington International Airport.

In July, in remarks to the U.S. Senate Transportation Committee, Governor Ed Rendell of Pennsylvania proposed putting LPC/LPR to use on state highways to find uninsured drivers and issue citations. He cited state transportation budget shortfalls, and said the plan could recover an additional $115 million in revenue annually to fund transportation infrastructure maintenance. In Oklahoma, Governor Brad Henry’s 2011 budget cited a plan to deploy LPC/LPR for automated enforcement of vehicle insurance requirements. The budget cited no cost to the state and an estimate of $95 million in revenue from the plan, and in April the state issued an RFP for a vendor to implement the plan.

The Pennsylvania and Oklahoma plans, as well as others, met strong opposition from privacy advocates and others, who fear the cameras and expanded driver tracking will cause the government to use the programs more for revenue generation than law enforcement. Opponents point to the UK as an example of LPC/LPR being used as part of an excessively large surveillance program. In the UK, the national police camera network includes 4,000 cameras spread across the country that log more than 10 million movements per day, and a database containing 7.6 billion records of motorist movements. Critics of the Oklahoma plan have also called into question the method used to generate the revenue estimate and if the amount cited is possible from such a source. The contract has met with some controversy and is yet to be awarded.

Advances in LPC/LPR technology over the last several years have made automated license plate recognition and matching of the identified vehicle with a data source achievable, and useful in a variety of traffic monitoring applications. Advances in microprocessor processing power over the last decade have made it possible for the camera, in combination with advanced optics, to compensate for high speed, sun glare, headlights, and low-light conditions and obtain a usable image in shorter amounts of time. The cameras hand off the imagery to an LPR system for processing. LPR systems have also benefited from reductions in microprocessor cost and increases in power, as well as advanced networking technology. Traditionally, the large obstacle to rapid or real-time automated license plate recognition has been the non-standard nature of license plates in North America. A significant reason for the wide adoption of the technology in Europe is the standard sizes and fonts of European license plates, while North American plates vary in lettering, plate design, and reflectivity from state to state and province to province.

According to Willem Ryan, product marketing manager for the cameras at Bosch Security Systems, a whole system can be customized for a wide variety of uses. In some cases, it can be as simple as access control to a campus, either commercial or government, or complex and connecting the system to law enforcement networks. The systems can span multiple monitoring points, such as on a bridge or border crossing, or the whole system can be packaged into an appliance and installed in a police patrol car with all the processing done within the car. An example of a camera used for LPC in large, fixed systems is the Bosch REG-L1 License Plate Camera. The camera is installed in a rugged all-weather casing, with a range of 80 to 100 ft., and can capture plate images from vehicles moving at speeds up to 100 mph in both daylight and nighttime conditions, as well as inclement weather conditions.

In mid-2008 the Bosch cameras were installed at the Seaway International Bridge linking Cornwall, Ontario, and Akwesasne and Massena, New York, which handles more than 120,000 commercial and 2,300,000 passenger transits annually. Prior to the installation, erratic driving incidences were occurring 1-2 times per week, and high-speed drivers in the toll lanes were creating safety hazards for other drivers. The cameras have allowed useful evidence to be handed over to law enforcement officials, and a number of cases of Highway Traffic Act violations to be successfully prosecuted, and the incidences have since been virtually eliminated.

Ryan cites security applications as the current main impetus for the adoption of this technology. Toll and traditional highway and road applications that depend on government funding are much slower to proceed, but the heaviest users are in commercial and foreign markets.

For more information on the Bosch REG-L1 License Plate Camera, please contact Willem Ryan, (717) 735-6365, or by e-mail: Willem.ryan@us.bosch.com
Minneapolis – St. Paul Considers Increased Efficiency Rather than Construction

The number, scope, and size of these projects grow, while few are able to be funded. Plus, the plans that are implemented only focus congestion in a very limited area for a limited amount of time, only to become congested again after completion. As an example, he cites the Council’s 2004 plan which contained 12 major projects which had a combined cost of more than three times the estimated funding available for the 20-year period, as well as only affecting a small percentage of the trunk highway system. Instead he argues for the new approach presented in the draft update which results in “right-sized” and much more realistic plan in line with economic reality.

The draft update and new approach employs five main strategies aimed at improving the highway system as a whole. The first is employing active traffic management (ATM) techniques such as ramp metering, traffic cameras, and changeable message signs. The second is focusing on lower-cost, higher-benefit highway improvements to address bottlenecks by, for example, constructing additional lanes for short distances to ease merging. Third is developing a system of managed lanes giving priority to carpoolers, transit, and making use of the lanes available to private vehicles for a price. Fourth is employing strategic capacity expansion, such as general purpose lanes or completing unfinished segments of existing highway. And the fifth is to use cost-effective improvements on non-freeway trunk highways emphasizing safety, ATM, and preservation. The draft update also includes the first major update of aviation plans since 1996. It incorporates new long-term comprehensive plans from regional airports addressing the economic and security issues that have emerged since 2000.

The new approach has not been without objection. In January of this year, the Metropolitan Council and the Minnesota Department of Transportation began the Metropolitan Highway System Investment Study (MHSIT) with the goal of finding new approaches, smaller-scale projects, and use of newer technologies and traffic management techniques to improve efficiency across the Council’s road system. In July, commissioners from six of the counties within the Council’s area wrote a joint letter to the Council expressing objections to the preliminary suggestions of the study and the beginnings of the new approach. In the letter, the commissioners argued that a projected one million addition residents moving to the area would require additional capacity, plus, scrapping projects could result in missed opportunities for system improvement if funding should come along. The letter also argued for the need to establish a proper criteria for the true needs of the system, in the face of constrained finances, and if the Council and transportation agencies cannot meet those needs, the responsibility exists to make the public aware of the gap between needs and revenue.

In August, the Council completed and began the process of presenting the draft update to the public. The Council has held a series of public hearings and has been taking public comments. It has received comments from all seven counties and held meetings regarding the update. The public comment period has closed and Council staff are reviewing the commentary and developing responses for the public record. The plan will be acted on by the Council next month.

The Draft Update to the Metropolitan Council’s 2030 Transportation Policy Plan is available here: http://www.metrocouncil.org/planning/transportation/TPP/2010/index.htm

For more information, contact Bonnie Kollodge at (651) 602-1357 or by e-mail at bonnie.kollodge@metc.state.mn.us.
This Month’s Survey Results (Survey 1)

Transportation-Related Aspects of Developments in Downtowns and Other Larger Activity Centers

The Urban Transportation Monitor conducted a survey among transportation professionals in local jurisdictions in the U.S. and Canada to obtain information and opinions about Transportation-Related Aspects of Developments in Downtowns and Other Larger Activity Centers. Transportation professionals in 600 jurisdictions were contacted via email last month. Replies were received from 55 jurisdictions for a return rate of 9%. The results of the survey are published here.

Is a traffic/transportation impact study required for developments taking place in the downtown of your city?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, always</td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

Those respondents who selected "other" provided the following information:
- It depends on the circumstances
- When it exceeds a threshold number of generated trips
- When it exceeds 100+ peak-hour trips
- It depends on location, intensity of development, among other factors
- It depends on the size, impact, and whether a land-use review is triggered.

Is a traffic/transportation impact study required for developments taking place in large activity centers in and around your urban area? (Excluding the downtown)

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, always</td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

Those respondents who selected "other" provided the following information:
- When it it exceeds a threshold number of generated trips
- The same requirements as applied to downtown locations
- It depends on the circumstances

What level of service needs to be maintained when mitigating problems resulting from a traffic/transportation impact study for traffic and for other modes in the downtown of your city?

<table>
<thead>
<tr>
<th>LOS</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>13%</td>
</tr>
<tr>
<td>D</td>
<td>55%</td>
</tr>
<tr>
<td>E</td>
<td>10%</td>
</tr>
<tr>
<td>Other</td>
<td>22%</td>
</tr>
</tbody>
</table>

Those respondents who selected "other" can be sorted into the following:
- Nineteen percent indicated that the level of service requirement varies or there is no standard
- Three percent applied a "no degradation" policy - maintain existing level of service
Transportation-Related Aspects of Developments in Downtowns and Other Larger Activity Centers

What level of service needs to be maintained when mitigating problems resulting from a traffic/transportation impact study for traffic and for other modes in large activity centers in and around your urban area?

<table>
<thead>
<tr>
<th>LOS</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>14%</td>
</tr>
<tr>
<td>D</td>
<td>59%</td>
</tr>
<tr>
<td>E</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>23%</td>
</tr>
</tbody>
</table>

Those respondents who selected "other" can be broken into the following:
- Nineteen percent indicated that the level of service requirement varies or there is no standard
- Four percent indicated that individual districts set regulations to promote business goals or peaceful residential areas.

As part of the traffic/transportation impact study, are other non-traffic modes (transit, pedestrians, bicycles) required to be analyzed for developments taking place in the downtown of your city and/or in other larger activity centers in and around your urban area?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, always</td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

If you do require the analysis of non-traffic modes as part of the traffic/transportation impact study, please explain the type of analysis required. Responses provided in no particular order

- Identify nearby transit routes, bike routes, and pedestrian accommodations.
- Determine how to maintain transit service, the ability to add on-street bike facilities, and how to improve pedestrian movement.
- To determine vehicle trip generation reductions per ITE standards.
- To evaluate potential multi-modal improvements using specified level of service analysis.
- To consider potential impacts to transit, bicycles, and pedestrians.
- To review site plan for provision of sidewalks/bicycle racks/transit amenities.
- To study route capacity for transit serving the site.
- To consider the potential need for bike lanes, evaluate sidewalk continuity, and make recommendations as to sidewalk improvements. Modal split assumptions are included, if appropriate.
- To determine if transit, bike and pedestrian facilities are included in the Transportation Master Plan and if the proposed development is adjacent. This is a point of discussion and negotiation, not a required type of analysis.
- To demonstrate a very cursory consideration for alternate modes of transportation, no formal analysis.

Are parking structures allowed under public streets in downtown(s) and/or other larger activity centers in your urban area?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, always</td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>
Transportation-Related Aspects of Developments in Downtowns and Other Larger Activity Centers

What are the concerns and possible pitfalls of placing parking under public streets in a downtown and/or other larger activity centers? Responses provided in no particular order

- Liability and long term responsibility.
- Flooding and high water table create an added impediment.
- Conflicts with numerous utilities and services at a variety of depths
- We prefer to keep public structures outside of the right of way -- especially major structures, such as parking decks. All utilities in our downtown are buried, and there is no need to add any potential conflicts.
- It may be in the way if you wanted to grade, separate, or add ramps.
- Public access
- Safety and security
- Impacts to electrical power lines, sewer systems and drainage issues, underground transit systems, ADA access elevators to transit, private underground loading elevators, and conflicts with public right of way.

Do you allow private streets in your downtown?

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, always</td>
<td>3%</td>
</tr>
<tr>
<td>Yes</td>
<td>55%</td>
</tr>
<tr>
<td>No</td>
<td>29%</td>
</tr>
<tr>
<td>Other</td>
<td>13%</td>
</tr>
</tbody>
</table>

Do you allow private streets in larger activity centers in your urban area?

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, always</td>
<td>3%</td>
</tr>
<tr>
<td>Yes</td>
<td>72%</td>
</tr>
<tr>
<td>No</td>
<td>17%</td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
</tr>
</tbody>
</table>

What are concerns and possible pitfalls of allowing private streets in a downtown and/or other larger activity centers? Replies listed in order of frequency provided.

- The responsibility for maintenance of private streets, easements, and pedestrian access.
- Streets are not up to city/county standards.
- The streets may become public domain, and require substantial upgrades to meet current standards.
- Emergency services access.
- Barrier to public street connectivity.
- Utility issues.
- Possible liability issues
- Driver expectations if streets aren't built to comparable standards.
- Usually city policy is to not give up public right of way so that it is maintained for public access, transit, bicycle and pedestrian use.
- If private streets were allowed, city would need to be financially compensated.
- Public safety issues and may limit circulation.
Transportation-Related Aspects of Developments in Downtowns and Other Larger Activity Centers

*What total transportation-related contributions do you require/receive from new developments in downtown and/or in larger activity centers in your urban area? If possible please provide this per square foot of development. Please specify if this is in addition to other contributions, and if so, what other contributions are.*

- Respondents most frequently mentioned traffic impact fees and indicated these vary widely in dollars per measured unit. One specified that the fee is "based on contribution of project to transit demand." Another said that "the amounts required to be paid for new developments are based on trip generation."
- Many indicated that contributions are negotiated with each development

Other respondents indicated (in no particular order):

- Typically new development does the storefront improvements in the downtown area (sidewalks, etc.) since the streets are already in place. In large activity centers, new development will construct the storefront improvements include landscaping, sidewalk, bike lane, and outside travel lane improvements, and then pay traffic impact fees towards the middle travel lanes, median improvements, and other region-wide transportation improvements.
- Only access specific contributions required.
- Parking must be secured or purchased in the downtown. Projects in our development pay for TDM programs based on $/sf land; currently this is about $275/acre/year.

*What is your general opinion about property or business owners in a downtown or activity center area forming a Business Improvement District (BID) or similar organization to address among other things, transportation-related items? Responses in no particular order.*

- It is very positive, done frequently here.
- We currently have a Special Improvement District (SID) in our downtown. The SID is a huge asset to our downtown and city as a whole. It is a very proactive organization that helps maintain and improve downtown as well as sponsor events. We are very supportive of the SID and openly support the creation of BIDs in other activity centers.
- One must be very careful that these funds are both charged and spent accordingly.
- Support it due to lack of other funding.
- Ad hoc and disorganized.
- Would be great, regardless of where they were located. Many infill areas or developing areas on the periphery of the metro area have problems in accurately measuring the responsibility for development-related transportation improvements and assessing individual developments.
- In this area, tax incremental financing (TIF) is the more popular method of obtaining area specific dollars to fund special transportation improvements.
- Formation of a BID is a viable alternative toward implementation of transportation improvements.
- It is a great idea. It creates a pool of funds that can be used to improve transportation infrastructure and directly benefits the users involved.
- An excellent idea. We have handled this through CC&Rs which, I think, works a little better than a BID.
- In favor, if initiated by owners (not forced upon them).
- Great for theme-type project to keep a little uniformity within the area.
- Encourage it.
- If the businesses take responsibility over the impacts of the creation of a BID, I would support this.
- I support BID's to contribute additional funding for transit, pedestrian and bicycle facility improvements in the district. This is especially needed as our state shirks its responsibility to fund public transportation in San Francisco and instead uses the money to balance its deficit-ridden budget.
- Useful in tackling both political and funding issues that city agencies might not be able to tackle so easily.
Transportation-Related Aspects of Developments in Downtowns and Other Larger Activity Centers

What do you believe is the ideal relationship between the local jurisdiction and a BID or BID-like organization? Responses in no particular order.

- Common goals, coordinated programs, shared funding.
- The relationship must have open communication and teamwork. When the BID comes up with a plan to improve the area, the city must do all it can to support the BID’s efforts.
- There cannot be an ideal relationship because parties have divergent interests. Ultimately, the Board becomes fragmented over individual purposes.
- A collaborative relationship where each organization cooperates to improve access and mobility for local users.
- Cooperative and communicative
- Probably the most logical and used relationship is the BID is a "sub" to the local jurisdiction, and must comply with local jurisdiction requirements. "Ideal" really depends upon the personalities/character of the governing bodies of both the local jurisdiction and the BID.
- The local government staff could act as the BID’s staff.
- We try to work together in partnership to accommodate the association concerns and leverage the strengths and resources of our public and private organizations.
- A careful mix of incentives and requirements. There is definitely a win-win situation that can be created by allowing development or business opportunity in exchange for traffic reduction measures that a BID could oversee.
- The local jurisdiction would have control of the infrastructure and the BID would provide the funds.
- Work together to identify priority projects.
- Duties and expectations clearly defined with a contractual agreement.
- Public private partnership.
- Oversight and coordination.
- The appropriate relationship should be one of partnership in conceptual planning and public outreach, but the local jurisdiction, in this case SFMTA ultimately should be responsible for final selection of feasible improvement measures based on engineering and planning review and final implementation of the transportation improvement projects.
- A partnership.
- Great communication and partnership.
This Month’s Survey Results (Survey 2)

Urban Transportation Consulting: Present Conditions

Earlier this month, The Urban Transportation Monitor sent survey questionnaires to transportation consultants to obtain information and opinions on present conditions related to urban transportation consulting in the U.S. Surveys were sent to 400 consulting firms in the U.S. Altogether 63 consulting firms replied, for a response rate of 15%. The results of the survey are published here.

How would you describe the amount of consulting work presently being conducted by your firm at your location?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>We have more than enough work</td>
</tr>
<tr>
<td>We have an adequate amount of work</td>
</tr>
<tr>
<td>We have less than the desirable amount of work</td>
</tr>
<tr>
<td>We have a severe shortage of work</td>
</tr>
</tbody>
</table>

In your opinion, how have consulting opportunities in your metropolitan area and state changed over the past year?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased</td>
</tr>
<tr>
<td>Remained the same</td>
</tr>
<tr>
<td>Decreased</td>
</tr>
</tbody>
</table>

How do you expect consulting opportunities in your metropolitan area and state to change over the coming year compared to present conditions?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase</td>
</tr>
<tr>
<td>Remained the same</td>
</tr>
<tr>
<td>Decrease</td>
</tr>
</tbody>
</table>

In your opinion, which areas of urban transportation consulting holds the most promise for expanded consulting opportunities in the next few years?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intelligent transportation systems</td>
</tr>
<tr>
<td>Traffic engineering</td>
</tr>
<tr>
<td>Transportation planning</td>
</tr>
<tr>
<td>Transit</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

Under "Other," respondents provided the following suggestions:
- Construction - traffic operations always gets the short end
- Air quality issues
- Green/sustainability-based initiatives
- Maintenance plans - resurfacing, safety
Urban Transportation Consulting: Present Conditions

_In your opinion, how has competition in consulting in your metropolitan area and state changed over the past year?_

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased</td>
<td>64%</td>
</tr>
<tr>
<td>Remained the same</td>
<td>26%</td>
</tr>
<tr>
<td>Decreased</td>
<td>10%</td>
</tr>
</tbody>
</table>

_Under conditions where you experience a severe and sustained downturn in consulting work, which of the following do you consider to be the best strategies to apply to remain a viable business enterprise in the shorter and longer term:_

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce staff</td>
<td>50%</td>
</tr>
<tr>
<td>Transfer staff to other offices</td>
<td>31%</td>
</tr>
<tr>
<td>Reduce staff remuneration/benefits</td>
<td>38%</td>
</tr>
<tr>
<td>Cut other costs (e.g. move to lower rent office space)</td>
<td>31%</td>
</tr>
<tr>
<td>Diversify into new areas of work</td>
<td>59%</td>
</tr>
<tr>
<td>Explore consulting opportunities in new regions and with new clients in the U.S.</td>
<td>43%</td>
</tr>
<tr>
<td>Explore consulting opportunities outside the U.S.</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>

_Have you conducted consulting work for an entity outside the U.S. in the past?_

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>64%</td>
</tr>
<tr>
<td>No</td>
<td>26%</td>
</tr>
</tbody>
</table>

_Please briefly describe an interesting episode in consulting that you or one of your colleagues experienced in the past._

- I find it interesting how some cities are responding to all the recent ADA lawsuits. It seems as if they do not want to be liable for the Public ROW. All construction plans associated with developments that are to be approved by the engineering division must have certification of ADA compliance by an independent Certified Access Specialist.
- We were asked to conduct follow-up work to see whether the traffic impact study was reasonably accurate. We found that our forecasts were within 10% of the traffic counts three years after the project was built.
- I represented a neighborhood group for a peer review of a traffic study. The board approved the development despite the numerous traffic issues that we raised. Months later, three board members were charged with accepting bribes on that particular project. I was happy to see that justice was served.
- Stacks of proposals one-foot deep were found at a local city office on a table when turning in a proposal before the deadline. Forty plus firms showing up for a pre-proposal conference when only four showed up three years prior.

Other comments provided by respondents:

- Traffic engineering can be classified into two rough categories: work driven by land development and operations. Most of the planning and design work will simply not return until the economy again supports development. Operations responsibilities are held by governmental agencies, which are generally experiencing significant budget problems. That results in operations improvements deferrals and a greater proportion of the remaining work being done in-house instead of by consultants. In general, it is a pretty grim time for traffic consultants, as it is for people working in many other sectors.
- Most talk of the downturn in business blames “the economy.” However, upon further examination, it is clear that failed government transportation policy is to blame. Professional services is only the canary in the coal mine - the next thing will be planning and engineering staff layoffs at state government offices, followed by a slow degradation of service from the transportation sector. This will slowly “boil the frog” and we will experience a failure of our transportation systems. Look at the energy sector and you will see a mirror of where the transportation sector is headed without a significant change in the vector of comprehensive national transportation policy.
REQUESTS FOR PROPOSALS

1. Measuring the Economic Impact of Passenger Rail Transportation Investments in Ohio
Agency: Ohio Department of Transportation
Deadline: 2010-09-27 22:00:00
Contact: All questions concerning RFPs, including technical clarifications of the projects and formatting and submission of proposals, should be directed to IRIS at research@dot.state.oh.us or 614-644-8135.
Description: The objective of this study is to investigate, develop and then implement performance measures and methodologies to capture the passenger rail service transportation investment being made in Ohio. This will allow ODOT, ORDC, Ohio Department of Development (ODOD), and local governments to understand the impacts of a renewed passenger rail service on the economy within the eight (8) passenger railroad station areas. The methodology and performance measurements created will also be used to measure the success of transportation investment being made in future. The results of the research are expected to be published here FREE OF CHARGE — call the Urban Transportation Monitor at 617-227-0600 or by Fax, please call us at tel.(703)764-0512 for more details.
Website: http://www.dot.state.oh.us/Divisions/TransSysDev /Research/RFP/Documents/2010-12-17.pdf

2. Ohio Mobility Improvement Study
Agency: Ohio Department of Transportation
Deadline: 2010-09-27 22:00:00
Contact: All questions concerning RFPs, including technical clarifications of the projects and formatting and submission of proposals, should be directed to IRIS at research@dot.state.oh.us or 614-644-8135.
Description: ODOT’s ultimate goal is to develop a statewide system that integrates all HHST services and enables the efficient and effective allocation of resources to meet the needs of the traveling public while being fiscally responsible. This research project is considered the initial step towards meeting this goal.

3. Deployment, Use, and Effect of Real-Time Travel Information Systems
Agency: Transportation Research Board
Deadline: 2010-11-02 16:30:00
Contact: Nanda Srinivasan Phone: 202-334-1896 Email: nsrinivasan@nas.edu
Description: The objectives of this research are to (a) produce a synthesis of transportation agency practices and rationales for delivering real-time information, (b) provide guidance on assessing the potential effect of real-time information on trip behavior of travelers, and (c) suggest potential agency practices to best facilitate the use of real-time travel information in the future. The results of the research are expected to be used by transportation operations and policy staff and other practitioners interested in establishing, enhancing, or developing future traveler information systems.
Website: http://apps.trb.org/cmsfeed/TRBNefitProjectDisplay .asp?ProjectID=2957

4. Pedestrian and Bicycle Transportation along Existing Roads
Agency: Transportation Research Board
Deadline: 2010-11-02 16:30:00
Contact: Christopher J. Hedges Phone: 202-334-1472 Email: cchedges@nas.edu
Description: The objectives of this research are to: 1. Develop a methodology for transportation agencies to evaluate and prioritize the need to provide or improve conditions for pedestrians and bicyclists on existing roadways. The methodology should address pedestrian and bicycle facilities separately and should include the planning, funding, construction, and maintenance of pedestrian and bicycle facilities (including winter maintenance). 2. Conduct a validation of the methodology in at least one community. 3. Produce materials to convey the results of the research to various target audiences. Website: http://apps.trb.org/cmsfeed/TRBNefitProjectDisplay .asp?ProjectID=2955

5. Design Guidance for Intersection Auxiliary Lanes
Agency: Metropolitan Transportation Research Board
Deadline: 2010-11-14 16:30:00
Contact: B. Ray Derr Phone: 202-334-3231 Email: rderr@nas.edu
Description: The objective of this research is to recommend improvements to the method used to evaluate the AASHTO Green Book for auxiliary lanes at intersections, leading to improved safety and operational results.
Website: http://apps.trb.org/cmsfeed/TRBNefitProjectDisplay .asp?ProjectID=2952

6. Downtown Nashville Sign Regulations
Agency: Metropolitan Government of Nashville, TN
Deadline: 2010-10-01 15:00:00
Contact: Send all questions by email to Angie McDonald, CPPIP Division, Division II/Planning and Development, via email at Angie.McDonald@nashville.gov.
Description: The Metropolitan Government of Nashville and Davidson County (hereinafter, “METRO”) is soliciting competitive sealed proposals from qualified firms for the purchase of the following products and services: To obtain specialized consultant expertise to develop appropriate design standards and regulations for on-premise signage in Downtown Nashville given the recent adoption of new zoning regulations, the Downtown Code (DTC), and the changing and diverse character of Downtown Nashville. Consultants with experience in developing sign regulations, especially in diverse downtown environments are needed to assist the current signage regulations applicable in Downtown Nashville and propose a complete signage code specifically tailored to Downtown Nashville. While the proposed regulations may lead to amendments to the Downtown Code, it will be important to consider the sign standards of the Metropolitan Development and Housing Authority (MDHA) applicable in redevelopment districts and the Historic Zoning Commission standards applicable in historic districts given the fact that these standards apply in the DTC area yet function independently from the zoning code and will not necessarily be changed as a result of this study. This project will determine the appropriate form of signage for each of the Subdistricts, or neighborhood systems, within Downtown Nashville. The proposed regulations shall be prepared and proposed as appropriate procedures for requiring compliance with the standards, taking into consideration the reuse of existing buildings, conformance with the MDHA and Historic signage standards, the nature of property redevelopment, and protections afforded to nonconforming signs by the state.
Website: http://www.nashville.gov/bob/rfp/rfp_10108.asp

7. Intelligent Transportation System
Agency: Kalamazoo Metro Transit System, MI
Deadline: 2010-09-30 15:00:00
Contact: Questions relative to the scope of work shall be addressed to Carmine Lewis, Assistant Transportation Director, at (269) 337-4808 or Yvui Grinspun, IGBP at 416-596-1930 (ext 226) ygirpsun@ibgrroup.com. Questions relative to the submission requirements may be addressed to Sylvia Pahl, CPPI, Senior Buyer, at (269) 337-8445.
Description: The Kalamazoo Metro Transit System (“Metro Transit”) is seeking to prequalify consulting firms to deploy Intelligent Transportation System (ITS) technologies in order to enhance its capabilities in meeting its service demands.
Website: http://www.ci.kalamazoo.mi.us/other_files/12835 44861_FINAL_Kalamazoo_RFQ_for_ITS.pdf

8. Coordinated Public Transit-Health and Human Services Transportation Plan
Agency: Capital Area Metropolitan Planning Organization, Austin, TX
Deadline: 2010-09-27 17:00:00
Contact: All requests for explanations or clarifications must be submitted by emailing CAMPO/CITY OF AUSTIN at stevie.greathouse@campotexas.org by 5:00 p.m., September 27, 2010.
Description: The Capital Area Metropolitan Planning Organization, hereinafter referred to as CAMPO, seeks offers in response to this Solicitation from professional firms capable of performing and reporting on the development of long range and strategic plans, in particular firms with experience in the development of Coordinated Public Health and Human Services Transportation Plans that meet the requirements of SAFETEA-LU. The purpose of this work is to develop a major update to the region’s current Coordinated Public Transit-Health and Human Services Transportation Plan. This updated document will provide strategic guidance to area transit providers and health and human services agencies, will direct future work plans initiated by CAMPO in coordination with the Regional Transit Coordination Committee, and will provide a framework for funding transit projects under federal funding programs available through the Federal Transit Administration.
Website: http://www.campotexas.org/pdfs/RTFP_RFP_090 72010.pdf

9. Comprehensive Operational Analysis and Short Range Transit Plan
Agency: San Bernardino Associated Governments, CA
Deadline: 2010-10-06 14:00:00
Contact: Mitch Alderman Director of Transit & Rail Programs malderman@sanbag.ca.gov
Description: SANBAG is the County Transportation Commission and as such is responsible for the planning and funding for the transportation agencies located within the County of San Bernardino. SANBAG is requesting proposals to conduct a Comprehensive Operational Analysis and Short Range Plan for fiscal years 2012 – 2016 and to provide strategic direction for Omnitrans through 2020. Omnitrans is the primary transit provider in the valley portion of San Bernardino County. SANBAG is responsible for evaluating and approving all transportation projects proposed for funding within the county under federal, Transportation Improvement Program, Transportation Development Act program administering technical planning and assistance to Omnitrans and other agencies with the County. SANBAG recently completed a Long Range Transit Plan, documents can be found under the Commuter Information on the SANBAG website (www.sanbag.ca.gov). The 2006 Omnitrans COA is available on the Omnitrans website (http://www.omnitrans.ca.gov/news/reports.shtml)
Website: http://www.sanbag.ca.gov/about/rfp/RFP11044-bk .pdf

NOTE: If you wish to receive these and other RFP notices IN ADVANCE VIA THE INTERNET OR BY FAX, please call us at tel.(703)764-0512 for details.
PUBLIC AGENCIES — RFP notices are published here FREE OF CHARGE — call
## CONFERENCES

<table>
<thead>
<tr>
<th>Date</th>
<th>Conference</th>
<th>Location</th>
<th>Venue</th>
<th>Description</th>
<th>Price</th>
<th>URL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct. 11-13</td>
<td>European Transport Conference</td>
<td>Glasgow, Scotland</td>
<td>Crowne Plaza Hotel</td>
<td>The debate about transport and climate change and sustainability issues will be a major focus of the Conference but there will also be case studies of good practice and state-of-the-art papers.</td>
<td>500 €825 + VAT (individual m) €800 + VAT (organization m) €935 + VAT mm</td>
<td><a href="mailto:christinec@aetransport.org">christinec@aetransport.org</a></td>
</tr>
<tr>
<td>Oct. 18-20</td>
<td>10th Light Rail Conference &amp; Study Tour (UITP)</td>
<td>Madrid, Spain</td>
<td>Hotel Meliá Princesa</td>
<td>The theme is “LRT – Good for People, Good for Cities.” Sessions will focus on measures for guaranteeing efficient light rail integration into the cityscape, looking at state-of-the-art safety and security measures as well as methods for modernizing and renewing light rail systems. Study tour to 5 LRT developments available for 25 UITP members before conference.</td>
<td>N/A €1 110 m €1 1508 mm (VAT included)</td>
<td><a href="http://www.uitp.org/madrid2010">www.uitp.org/madrid2010</a> Samira Mezghad +32 2 663 66 66 <a href="mailto:Samira.mezghad@uitp.org">Samira.mezghad@uitp.org</a></td>
</tr>
<tr>
<td>Oct. 18-20</td>
<td>Research Perspectives on Transportation Systems for Livable Communities Conference (TRB, USDOT Research and Technology Administration)</td>
<td>Washington, D.C.</td>
<td>The Keck Center of the National Academies</td>
<td>This conference focuses on common goals for researchers, planners, and implementers of transportation projects: the need for better definition and the need for measures of livability. Implementing transportation systems to support livability involves many challenges reflecting the need to integrate many things -- transportation, land use, development in system design; planning processes and work efforts; and actual transportation facilities and services.</td>
<td>N/A $395</td>
<td><a href="http://www.trb.org/conferenc">http://www.trb.org/conferenc</a> es/livability2010.aspx Matthew A. Miller, <a href="mailto:mamiller@nas.edu">mamiller@nas.edu</a> Thomas M. Palmerlee, <a href="mailto:tpalmerlee@nas.edu">tpalmerlee@nas.edu</a></td>
</tr>
<tr>
<td>Oct. 18-21</td>
<td>Rail~Volution 2010 Annual Conference – “Building Livable Communities with Transit”</td>
<td>Portland, OR</td>
<td>Hilton Portland &amp; Executive Tower</td>
<td>Workshops fall under three general themes – Core Curriculum, Livable Communities, and Partnering for Equity and Sustainability. Explore key principles, issues and techniques for building livable communities with transit. Discussions will include how to fund, design and implement TODs, collaboration between modes of travel, partnerships &amp; challenges etc.</td>
<td>1,200 $475</td>
<td><a href="http://www.railvolution.com">www.railvolution.com</a> AHI Meeting Services, Inc., (800) 788.7077 – US (302) 436.4379 – International <a href="mailto:convene@aol.com">convene@aol.com</a></td>
</tr>
<tr>
<td>Oct. 19</td>
<td>ITS Minnesota Fall Industry Forum</td>
<td>St. Paul, MN</td>
<td>Continuing Education/ Conference Center, University of Minnesota</td>
<td>The keynote topic is “Climate Change and ITS: Opportunities and Issues.” Conference will span current ITS topics and emerging research.</td>
<td>80-100 $125</td>
<td>Nicole Freese 612-624-3708 <a href="mailto:niccofer5@umn.edu">niccofer5@umn.edu</a></td>
</tr>
<tr>
<td>Oct. 19-20</td>
<td>64th Ohio Transportation Engineering Conference (Ohio Department of Transportation and The Ohio State University)</td>
<td>Columbus, OH</td>
<td>Greater Columbus Convention Center</td>
<td>The 2010 theme is “Igniting Ohio’s Economic Engine.” Investments in transportation and infrastructure lead to job creation, economic growth, and improved quality of life for all Ohioans. Sub themes are Structures, Pavements &amp; Materials, Traffic/Safety, Administration &amp; Management, Multi-Modal Planning &amp; Environmental Issues, Construction, Geotechnical and Infrastructure Assurance.</td>
<td>2,600 $100</td>
<td><a href="http://www.dot.state.oh.us/eng">http://www.dot.state.oh.us/eng</a> ineering/CITEC/Pages/defau lt.aspx Terri Barnhart (614) 387-3102 <a href="mailto:terri.barnhart@dot.state.oh.us">terri.barnhart@dot.state.oh.us</a> Victoria F. Beale (614)466-3129 <a href="mailto:victoria.beale@dot.state.oh.us">victoria.beale@dot.state.oh.us</a></td>
</tr>
<tr>
<td>Oct. 19-22</td>
<td>AMPO Annual Conference (AMPO and East West Gateway Council of Governments)</td>
<td>St. Louis, MO</td>
<td>Hilton St. Louis at the Ballpark</td>
<td>Topics to include travel modeling, funding needs, infrastructure issues, efficient operation of transportation, land-use planning, among others.</td>
<td>250 $425 m $480nm $205 U.S. gov’t</td>
<td><a href="http://www.ampo.org/content/">http://www.ampo.org/content/</a> index.php?p=216 Maria Staunton (202) 296-7051, ext. 4 <a href="mailto:mstaunton@ampo.org">mstaunton@ampo.org</a></td>
</tr>
<tr>
<td>Oct. 25-27</td>
<td>Sustainable Transport and Quality of Life in the City (TRB)</td>
<td>Buenos Aires, Argentina</td>
<td>Sheraton Buenos Aires</td>
<td>Topics include: Policy of urban transport; the offer of services of the sustainable transportation; the individual motorized transport - agent of the sustainable urban mobility; how to improve the quality of public transport; and urban transport in major cities in Argentina.</td>
<td>N/A €600- OECD countries €200- Argentina €300- South America €400- Other Countries</td>
<td><a href="http://www.codatu.org/englis">http://www.codatu.org/englis</a> h/conferences/buenos_aires 2010.htm <a href="mailto:codatu@wanadoo.fr">codatu@wanadoo.fr</a></td>
</tr>
<tr>
<td>Event</td>
<td>Location</td>
<td>Date</td>
<td>Fee/Attendance</td>
<td>Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>--------------------</td>
<td>------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17th World Congress on Intelligent Transport Systems (ITS, ITE)</td>
<td>Busan, South Korea</td>
<td>Oct 25-29</td>
<td>N/A</td>
<td>$1,300 $900 speaker $300 student</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20th American Trails National Symposium (American Trails, FHWA, USDA-</td>
<td>Chattanooga, TN</td>
<td>Nov 14-17</td>
<td>$375 m $425 nm</td>
<td>Learn state of the art trail planning, development, and management techniques. The Symposium addresses both non-motorized and motorized issues and a vision for trails and greenways nationwide.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15th World Congress on Public Transport Financing (ITP, MTR)</td>
<td>Denver, CO</td>
<td>Nov 15-19</td>
<td>$850 m $1,250 nm $1,400 nm $300 student $900 speaker $675 m $775 nm $855 nm</td>
<td>Growth in demand for public transport and rising expectations in terms of quality of supply call for the mobilization of financial resources to increase capacity, train staff, develop innovations, and provide full portfolios of services. The financial and economic crisis that hit the world in 2008-2009 has brought to the fore the need for diversified revenues, stable funding schemes, innovative approaches and partnerships.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd Annual 2010 Border to Border Transportation Conference (El Paso MPO, Hidalgo County MPO)</td>
<td>El Paso, TX</td>
<td>Nov 16-18</td>
<td>$150</td>
<td>The goal is to cover all of the area from the U.S. / Mexico International Border Area to the U.S. / Canada International Border Area, Themes include but are not limited to: Land Use, Multi-Modal Issues, Transit Planning, Regionalism, Financing, Infrastructure, Safety, Homeland Security, and International Planning.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd UITP Combined Mobility Platform Workshop (UITP)</td>
<td>Brussels, Belgium</td>
<td>Nov 17</td>
<td>Free</td>
<td>Workshop will address how car-sharing, bikes and taxis can support public transport and how a successful collaboration is mutually beneficial.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First International Symposium on Advances in Transport Sustainability</td>
<td>Tempe, AZ</td>
<td>Nov 17-19</td>
<td>N/A</td>
<td>By Nov. 1 $395 IRF m $295 IRF m (developing country) $445 nm $345 nm (developing country) After: Add $150</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

N/A = Not Available; m = member; nm = non-member. To list your transportation conferences here FREE, send all information as above to: The UTM Conference Dept., P.O. Box 12300, Burke, VA 22009-2300, or call (703) 764-0512, or fax (703) 764-0516, or email: editors@lawleypublications.com.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Name</th>
<th>Location</th>
<th>Venue/Details</th>
<th>Fee (Professional)</th>
<th>Fee (Non-Member)</th>
<th>Website/Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:karencrawford@cmcassociates.com">Karencrawford@cmcassociates.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:RHouston@nas.edu">Russell Houston at RHouston@nas.edu</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:tkcoopet@ifai.com">Registration: Tracie Coopet (651) 225-6947 tkcoopet@ifai.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:bjconnett@ifai.com">Program: Barbara Connett, (651) 225 6914 bjconnett@ifai.com</a></td>
</tr>
<tr>
<td>Mar 13-16</td>
<td>First T&amp;DI Congress (ASCE)</td>
<td>Chicago, IL</td>
<td>Holiday Inn Chicago Mart Plaza</td>
<td>N/A</td>
<td>Registration opens Nov. 15</td>
<td><a href="http://www.tanddi.org/events">http://www.tanddi.org/events</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:marylofgren@cox.net">Mary Lofgren 703-922-7944 marylofgren@cox.net</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Contact: Manuela Marchetti +971 4 427 0492 <a href="mailto:uitp2011@meetingmindsdubai.com">uitp2011@meetingmindsdubai.com</a></td>
</tr>
<tr>
<td>April 10-14, 2011</td>
<td>59th World Congress and Exhibition (UITP)</td>
<td>Dubai, United Arab Emirates</td>
<td>Dubai Convention and Exhibition Centre (DICEC), part of the Dubai World Trade Center (DWTC)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Contact: Manuela Marchetti +971 4 427 0492 <a href="mailto:uitp2011@meetingmindsdubai.com">uitp2011@meetingmindsdubai.com</a></td>
</tr>
</tbody>
</table>

N/A = Not Available; m = member; nm = non-member. To list your transportation conferences here FREE, send all information as above to: The UTM Conference Dept., P.O. Box 12300, Burke, VA 22009-2300, or call (703) 764-0512, or fax (703) 764-0516, or email: editors@lawleypublications.com.