Better Signs Could Ease Friction Between Motorists, Bicyclists

Survey Verifies “Bicycles May Use Full Lane” Is Clearer Than “Share The Road”

If you’re a motorist or a bicyclist, what does it mean to “Share the Road?” Instead, the rules of the road may be clearer for everyone if the sign was changed to “Bicycles May Use Full Lane,” according to new research from North Carolina State University.

“Share the Road” signs are common but that doesn’t mean people know what they’re supposed to do, said George Hess, a professor in the Department of Forestry and Environmental Resources who co-authored the study in “PLOS One,” an open-access scientific journal published by the Public Library of Science.

Bicyclists complain that motorists consider them to be in the way, while motorists complain about bicyclists tying up traffic. But in fact, traffic regulations in all 50 states treat bicycles as vehicles with essentially the same rights to the road as cars, allowing them pretty much everywhere except interstate highways, said Hess.

Hess and co-author Nils Peterson, an associate professor in the Department of Forestry and Environmental Resources, both regularly commute to work by bicycle and believe bicycling as a form of transportation can help reduce congestion and greenhouse gas emissions. But concern about the safety of bicycling on roadways is often cited as a major concern and deterrent to increasing bicycle use.

Hess and Peterson wanted to know if the use of effective signage along roadways could help alleviate those concerns by improving knowledge about the rights and responsibilities of bicyclist and motorists. Ideally, that would lead to fewer crashes, as misunderstandings on the road can be deadly.

The researchers conducted a Web-based survey, using Twitter to find 1,800 people who participated in their study.

Chicago Works Better With dotMaps

Mapping application allows city agencies to share information on

When Rahm Emanuel became mayor of Chicago in 2011, he took over a city in serious need of infrastructure repair, and set out to build a “New Chicago.” Streets were re-paved, sewer and gas lines were replaced and new water pipes were installed across the city. But as can be the case with so many projects, there was little or no coordination between the 26 different utilities and agencies doing the work, and so it wasn’t uncommon for pavement and streets to be dug up and restored twice, according to officials with the Chicago Department of Transportation (CDOT).

To better manage the many overlapping projects, CDOT created the Project Coordination Office (PCO). The City contracted with Collins Engineers to provide project management oversight services for the PCO. But Collins needed an easy way for city departments and utilities to share information and reduce construction conflicts. CDOT and Collins sought new geographic information system software that could be used by everyone to manage all of the city’s infrastructure initiatives.

The mapping application, dotMaps, provides a real-time way for city agencies to share information on the projects they are working on. Using dotMaps, city workers can easily upload and view data about every project, and can quickly get an overview of what’s happening across the city and within a specific area. This information helps them identify conflicts and resolve them faster, making it easier to keep the city moving forward on its infrastructure projects.
Americans Waste More Time in Traffic Than Ever

Traffic Related Delays Increase by 7 Billion Hours Per Year

The 2008 recession is over – at least as far as traffic is concerned. The 2015 Urban Mobility Scorecard, produced by the Texas A&M Transportation Institute (TTI) and INRIX finds that as the U.S. economy has regained nearly all of the nine million jobs lost during the financial crisis, traffic congestion in America’s big cities has returned to pre-recession levels.

According to the report produced by INRIX and the Texas A&M Transportation Institute (TTI), travel delays due to congestion caused drivers to waste more than three billion gallons of fuel and kept travelers stuck in their cars for nearly seven billion extra hours – 42 hours per rush-hour commuter. The total nationwide price tag for all that wasted time last year was $160 billion, or $960 per commuter.

Washington, D.C., tops the list of gridlock-plagued cities, with 82 hours of delay per commuter, followed by Los Angeles (80 hours), San Francisco (78 hours), New York (74 hours) and San Jose, Calif. (67 hours).

Even though Los Angeles and New York account for eight of the Top 10 worst roads for delays, the problem isn’t confined to big cities, according to the scorecard. Cities of all sizes are experiencing increased traffic congestion.

“Connectedness, big data and automation will have an immense impact over the next decade on how we travel and how governments efficiently manage the flow of people and commerce across our transportation network,” said Jim Bak, one of the report’s authors and a director at INRIX. “This report is a great example of how data and analytics are evolving to provide transportation agencies with the insight needed to not only make our existing transportation systems work smarter but more quickly pinpoint where investment can have a lasting impact.”

The report calls for a three-pronged approach to improvements – project, program and policy. And without substantial commitment, looking ahead to 2020 and continued economic health, the annual delay per commuter is expected to grow from 42 to 47 hours, with the total cost of congestion jumping to $192 billion.

The findings in the Urban Mobility Scorecard are drawn from traffic speed data collected by INRIX on 1.3 million miles of urban streets and highways, along with highway performance data from the Federal Highway Administration.

For more information visit http://mobility.tamu.edu/ums/.

Source: 2015 URBAN MOBILITY SCORECARD Published jointly by The Texas A&M Transportation Institute and INRIX.
Traffic Calming Measures Implemented Along Scajaquada Expressway

State Seeks Comment on Converting Road from Urban Expressway to Urban Boulevard

The tragic death of a 3-year-old boy on New York Route 198, the Scajaquada Expressway, earlier this year has spurred safety and traffic calming improvements along the corridor. The changes come as New York State Department of Transportation (NYSDOT) officials continue to discuss proposals to transform the road from an urban expressway to an urban boulevard that is “in harmony” with the surrounding community in the city of Buffalo.

New York Gov. Andrew Cuomo ordered NYSDOT to reduce the speed limit along the Scajaquada Corridor from 50 mph to 30 mph on May 31, one day after the boy was killed and his 5-year-old sister was seriously injured when a car jumped the curb and struck them inside Delaware Park. The children were walking behind their mother; the driver told police he fell asleep behind the wheel.

The accident renewed calls by community activists to convert the expressway into a more pedestrian-friendly parkway.

Additional safety improvements are being implemented and should be completed this year.

A guide rail was installed in June to separate vehicle and pedestrian traffic. In addition, a permanent guide rail system is being designed that will be more in keeping with the aesthetics of Delaware Park, which was designed by Frederick Law Olmsted, the founder of American landscape architecture. The 350-acre Delaware Park is the centerpiece of Buffalo’s Olmsted parks and parkways system.

In August, the roadway was restriped to create narrower lanes and workers added hatched striping on wide areas of the shoulders to provide additional visual cues to motorists. In addition, “stop” signs were installed to replace “merge” signs at ramps. The width of the existing pavement varies from 26 feet to 35 feet at different stretches along the expressway, and the width of the existing travel lanes differ in size as well.

Permanent “Reduced Speed Ahead” signs are being installed to provide advanced warning of the lowered speed limit. Temporary flashing speed notification speeds were put up in June.

Also being installed this fall are signal controlled pedestrian crossings with raised, high visibility crosswalks. New pathways will be constructed connecting these signalized crossings to existing pedestrian and bicycle paths.

NYSDOT also has initiated the process to change the functional classification of the roadway as a “principal urban arterial – expressway.” The new classification will be determined through study and discussions with elected officials, the public and other stakeholders. The classification helps determine the role of the roadway, its design, speed limits and future development and is intended to help bring the roadway into harmony with Delaware Park and other adjacent properties.

The traffic calming measures were undertaken as NYSDOT continues to seek public comment on a $115 million proposal to reconfigure the Scajaquada Expressway Corridor. NYSDOT presented its findings at a public meeting in April 2014. At that meeting, state and local elected officials and community representatives asked that NYSDOT consider two additional alternatives. The new alternatives would reduce the Scajaquada Corridor to one lane in each direction with a 30 mile per hour speed limit or completely remove the Scajaquada Corridor between Elmwood and Parkside Avenues. NYSDOT has completed its evaluation of those proposals and was scheduled to present its findings at a public meeting in September 2015.

According to NYSDOT, the changes involve providing improved visual and functional connectivity between the various features and resources throughout the adjacent area. Vehicular, bicycle, pedestrian and public transportation would be better connected to provide additional opportunities for public access. Assemblyman Sean Ryan, D-Buffalo, who supports turning the expressway into a parkway, praised the steps taken since the accident to make the road safer. “Our goal is to see the Scajaquada Expressway downgraded to a parkway. Our first step is to implement interim traffic calming measures to adjust traffic to the new 30 mph speed limit.” For more information, visit: www.dot.ny.gov.
Could Video Game Developers Hold Key to Future Mobility?

Ford Challenges Gamers to Improve Urban Commutes

The stress of urban commuting isn’t fun, but Ford Motor Co. hopes video game developers could change that. Ford is challenging gamers to create solutions for global mobility issues in the Ford Smart Mobility Game Challenge. The competition was announced in August at Gamescom 2015, the largest interactive games trade fair in Europe, held annually in Cologne, Germany.

The challenge, which was developed with Cologne Game Lab, encourages gamers to turn the challenge of integrating different transport modes within a city into fun and engaging online games.

Gaming already has solved some real-life problems in medicine and science. So Ford believes the Smart Mobility Game Challenge could lead to innovative solutions and new approaches to integrating urban transport. For example, games could reward participating commuters for successful journeys, based on criteria such as how long a commute takes, cost, comfort and convenience. Personal data and technology gleaned from smart phones and watches could also be used. Walking or bicycling in good weather or car-sharing could earn rewards, for example, or commuters could be made aware of routes that are under-used.

“The Smart Mobility Game Challenge is designed to harness the creativity of the game community and empower gamers to take a fresh approach to tackling today’s global mobility issues,” said Ken Washington, vice president of Ford Research and Advanced Engineering. “Applying the fun, engaging and rewarding aspects of games to journey planning can allow people to improve their commutes, track their success and become aware of how their behavior impacts the transport infrastructure as a whole.”

The challenge is part of Ford Smart Mobility, Ford’s effort to help change the way the world moves by using innovation in connectivity, mobility, autonomous vehicles, customer experience and big data. The challenge follows a recent Ford-commissioned survey of 5,500 commuters in major European cities that showed a majority of people consider their commutes more stressful than their jobs. The finalists are asked to incorporate key findings from the survey into their plans.

The contest runs through Oct. 15, with five finalists chosen during an event in November in Cologne. The winner will be announced during the Mobile World Congress, to be held in Barcelona, Spain, in February 2016. The winner will receive €10,000 ($11,300) and a chance to show their work at MWC.

The finalists will be chosen by a panel of gaming and mobility experts including:

- Bjoern Bartholdy, professor for media and design and co-director, Cologne Game Lab
- Will Farrelly, User Experience Innovation, Ford Smart Mobility, Ford of Europe
- Tracy Fullerton, director of the USC Games Program and chair of the Interactive Media & Games Division, University of Southern California
- Dan Greenawalt, creative director at Turn 10 Studios, Redmond, Wash.
- Paolo Tumminelli, Design Concepts, Köln International School of Design

Ford has embraced gamification to speed up the development of autonomous technologies and to enhance the Ford ownership experience. Ford’s SmartGauge technology rewards drivers for fuel- and energy-efficient driving, and the MyFord Mobile app enables drivers to remotely manage the charging of their electric vehicles. Ford also is using gaming elements in developing MoDe:Link, the prototype journey-planning app that is part of the Handle on Mobility electric bike experiment.

“Games are designed to entertain, but for the developers it’s a serious business that requires astute problem-solving abilities as well as creativity – exactly the qualities needed to tackle the challenge of integrating existing transport systems,” Bartholdy said. “We’re excited to partner with Ford in putting their talents and know-how of the gaming community to great use with Ford Smart Mobility Game Challenge.”

For more information, visit: https://media.ford.com/content/fordmedia/fna/us/en/news/2015/08/06/could-gamers-hold-key-to-future-mobility.html
Incident Screens Reduce Rubbernecking

English Officials Say They Work But Survey Finds Limited Use

It’s natural to want to look at the scene of an accident, but slowing down to take a peek can result in everything from congestion to minor fender benders to even fatal collisions. So Highways England decided to do something to try to prevent “rubbernecking” on its roadways.

In 2009 the agency bought “incident screens” to be set up at accidents to block them from view by other motorists. The screens were purchased after a test found them effective in preventing congestion. “Even with an intermittent improvement in traffic speeds … major savings may be achieved,” said a 2008 report. The free-standing incident screens “appear to deliver a measurable decrease in secondary congestion due to rubbernecking,” with normal traffic flow maintained and even statistically better than normal at some points, the report said.

Now six years after the screens were purchased, Confused.com, a British insurance comparison website, obtained data through the United Kingdom’s Freedom of Information Act that shows how the screens have been used and whether they have been effective. The 2015 report revealed that the screens have been used 77 times since 2012.

Highways England bought 105 sets of incident screens, which contain a total of 3,000 individual screens, at a cost of £2.2 million ($3.4 million). An incident screen “unit” consists of 30 green-colored panels measuring 2.1 meters (6.9 feet) high by 2.5 meters (8.25 feet) long, which fit into metal support bases. Each incident screen unit has enough panels to block 75 meters (247.5 feet). The screens are flexible and don’t need to be attached to anything, so they can be laid out in different ways. The green panels have holes that are covered by flaps to allow wind to pass through, and can withstand wind speeds up to 20 miles per hour.

Highways England’s Georgina Lawrence says traffic officers are responsible for bringing the screens to the scene of an accident. It usually takes about 15 to 20 minutes to install 10 panels. It’s a simple process, involving setting out the bases, measuring between the two and then placing the panels in the base, Lawrence said.

The commander at the scene, in consultation with the control room, decides whether the screens will be sent to an accident scene. Certain conditions must be met, including whether the use of the screens will result in a reduction in congestion caused by potential rubbernecking, if there is enough space to install the screens with adequate separation between the accident, the screens and live traffic, and whether there are officers on scene who are trained in their use, Lawrence said.

“When an incident occurs on one side of the carriageway, it can directly impact driver behaviour on the opposite carriageway which will often affect both the speed of vehicles and their rate of flow. As a result, rubbernecking has now become one of the primary causes of incident-related congestion,” Lawrence said. “Seeking to overcome the issue of rubbernecking, incident screens were trialed and developed by ourselves to prevent road users from observing the incident and post-incident activities on the effected carriageway. The aim is that if the scene is not visible to passing traffic, it will deter drivers from rubbernecking.”

The 2015 Confused.com report also contained a survey on the issue of rubbernecking that illustrates why the screens would be useful. Nearly three-quarters of those surveyed admitted to glancing at accidents as they drive past, with almost half saying it’s normal to be curious at the scene of an accident. And one in 10 said they would slow down if it meant getting a better look.

Despite the problems that rubbernecking causes, only 27 percent of those surveyed believe the screens should always be used. And only 12 percent of motorists say they have seen the screens.

Lawrence with Highways England said the screens are “definitely effective.” “There has been feedback suggesting that once the incident screens have been installed, there is a visible increase in the rate of the traffic flow, suggesting that drivers know that there is nothing to be seen and don’t bother trying to get a glimpse,” she said.

Lawrence cited an accident that occurred in the northbound lanes of a motorway. Due to the nature of the incident, both the northbound and the southbound carriageway had to be closed. Incident screens were deployed to wall off the incident, which allowed police to reopen the southbound carriageway. “Had the incident screens not been available, both carriageways would have had to remain closed,” Lawrence said.

The head of insurance at Confused.com urges more use of the screens. “It’s concerning to see that so many motorists are distracted by road traffic accidents and are slowing down to take a look – even if it’s just a cursory glance,” said Gemma Stanbury. “We would hope that the use of these incident screens could reduce the likelihood of further collisions due to rubbernecking and reduce disruption to traffic following an incident. However, as few people seem to have ever driven past one, it is difficult to judge what driver reactions will be.”

For more information, visit: www.highways.gov.uk or contact Georgina Lawrence at Georgina.Lawrence@highwaysengland.co.uk.
“One Click Parking” Tested in Central London

AppyParking’s Payment System Saves Time, Money in Test

Finding and paying for parking is as easy as one click with AppyParking’s new “One Click Parking” payment system, which is scheduled to launch across Britain after a successful test in congested central London.

The month-long test of the AppyParking app and Vodafone’s drivezone device was conducted by the Westminster City Council and Pimlico Plumbers, London’s biggest provider of plumbing services with 170 vans driving to more than 100,000 jobs a year. Westminster is an area within central London.

Using data from sensors in Westminster parking bays, AppyParking’s smartphone app showed the drivers where they could find empty spaces, in real time. After they parked, the drivers simply confirmed their location with one click on their smartphone. When their job was finished, they simply drove away. The drivers received an email receipt to confirm the time and charges, so they were only charged for the actual time parked, thanks to the drivezone device.

Vodafone is a worldwide provider of mobile telecommunications. Its xone innovation lab developed drivezone, a car dongle that plugs into a vehicle’s on board diagnostics port and links back to Vodafone’s Global Service Data Platform Server. AppyParking uses a data feed from drivezone to provide the one click parking service.

“In essence, drivezone turns any car into a sensor and will provide drivers with a range of diagnostic data about their journeys as well as enabling innovative applications like this one,’’ said Americo Lenza, head of xone.

The AppyParking app also enabled the drivers to see if they were in London’s congestion zone, determine the hours of restriction and see the hourly rate.

Pimlico Plumbers had nothing but praise for the “One Click Parking” payment system.

“This app has the potential to save Pimlico Plumbers £100,000 a year. It will also improve efficiency and save time, all of which will benefit the service we provide to our customers,” said Charlie Mullins, the company’s founder and chief executive.

Peter Hillier is an engineer at Pimlico Plumbers who took part in the test. He said it’s not uncommon for the company’s drivers to get several tickets per month. “I found AppyParking very simple to use allowing me to quickly park up and focus on my job.’’

Westminster touts its pioneering work with bay sensors that city leaders say has changed the way parking operates in the city. With the AppyParking app, the city expects to see less congestion and less pollution, as drivers won’t have to circle around looking for parking.

The “One Click Parking” payment system is scheduled to launch across Britain in September 2015, and AppyParking founder Dan Hubert said there is no reason why it wouldn’t work in the United States.

“We can literally make parking feel as if it never happened and everyone can get on with the more important things in life,’’ Hubert said.

For more information visit www.appyparking.com or contact Dan Hubert at dan@yellowlineparking.com.

Singapore Tests Wearable Band to Pay Transit Fares

Sony SG50 Smart Band Also Can Be Used At Retail Outlets

In the future, paying for a bus or train ride in Singapore could be as easy as flicking your wrist.

The Land Transport Authority (LTA) of Singapore is conducting a six-month trial with 200 commuters who are testing a wearable Sony SG50 SmartBand with Near Field Communication (NFC) technology. Participants need only hold up their wrists to the fare card reader on buses and at MRT/LRT stations to pay for their rides. NFC is a short range wireless connectivity standard that enables devices to communicate with each other within a few centimeters of each other.

LTA is partnering with Singtel, Sony, EZ-Link, NETS and TransitLink in the test, which began Aug. 31, 2015, and will end Feb. 29, 2016.

The smart bands are encoded with a digital CEPAS card that LTA says is designed for “fast, convenient and reliable contactless payments on public transit.”

“The combination of wearable technol-
**Product and Industry News**

**PTV Visum 15 Emphasizes Multimodality; New Version of the Transport Planning Software is Now Available**

The new release of Visum is available. PTV Visum 15 increases multimodality capability and allows even more sustainable transport planning.

Decision-makers in many places make it their duty to improve the accessibility of public transport. The supply of Park & Ride (P+R) locations has a role to play in this. To allow users to accurately analyze the demand, quantity and placement of P+R sites, there are new functions available in PTV Visum 15. “Thanks to these, it is possible to evaluate the existing and future capacities of the P+R sites”, says Dr.-Ing. Johannes Schlaich, Director Traffic Software Product Management & Services at PTV Group. **Broader range of modes of transport**

Some transport just works differently - whereas car drivers tend to prefer direct, more cost-effective routes, cyclists enjoy circumnavigating overly strenuous or dangerous routes: research results suggest that e.g. the maximum slope along the whole path has a significant influence on cyclists’ path choice. “To allow our users to model these events realistically, we have enhanced the stochastic assignment so that path-level impedance elements can now be reflected in the path choice”, explains Schlaich. Another notable use case: freight traffic in which certain components of the cost functions depend on the travel distance. **New demand model for commercial transport**

The new “tour-based freight” module now closes the gap between private and commercial transport. This is a new demand model, specially tailored to logistical needs in an urban context. Thanks to the new module, users can now integrate relevant logistics concepts into their strategic traffic models. The new module is based on the Savings Algorithm applied in the logistics sector, in which potential cost savings are evaluated by creating tours and defining their internal order. “In PTV Visum, the Savings Algorithm ensures that the order matrices calculated by the generation and distribution step are converted into trip matrices, which take into account connection trips with different levels of tour optimization in addition to outgoing and incoming trips”, says Schlaich.

**Share, like, recommend**

Furthermore, the scenario management has been refined to enable teams to collaborate even more closely. It is now easier for planners to exchange projects with one another and to use password verification. They can also make their work visible externally. “Using the new General Transit Feed Export (GTFS), planners can share their data with the general public via Google Maps or with other planning systems using the GTFS as exchange format,” explains Schlaich. “How much they wish to publish is up to them.” In this way, planners can share certain parts of their public transport network – without losing the ownership of their data.


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**Continued from Page 6**

**Singapore Tests Wearable Band to Pay Transit Fares**

Technology that enables faster, easier and more convenient transit transactions, with mobile retail payment services and lifestyle/wellness tracking, is an exciting development for commuters,” said LTA Chief Executive Chew Men Leong. “Insights provided by the trial will help LTA assess the performance of fare transactions using the smart band and gather feedback in assessing the potential use of wearable technology in public transit.”

When commuters need to add value to their band, they merely have to place the band on the card reader of a general ticketing machine, top-up machine or add value machine at MRT, LRT and bus interchanges, just as they would a transit card. Participants also can register with automatic top-up services to add value to their cards.

For greater mobility, participants can establish a Bluetooth connection with the Singtel mWallet app. This allows them to check their band’s balance and transactions while on the move. Someday commuters may be able to add value to their bands through the Singtel mWallet app as well.

In addition to using their bands to pay for transit fares, participants in the trial can use their SG50 SmartBand at a variety of retailers and other businesses, such as restaurants and libraries. There are thousands of such acceptance points throughout Singapore. Furthermore, wearers can use the bands to track their daily activities and sleep patterns and synchronize the readings into their smartphones via Bluetooth for visual tracking and display, according to LTA.

**Transportation Tort Liability: Case in Review**

**California Court Of Appeal Clarifies Limits Of the Municipal Code for Conferring Design Immunity**

In 2012 a woman and four children, all under six-years-of-age, one in a stroller, suffered injuries after being struck while crossing a marked crosswalk at the intersection of Live Oak Street and Thousand Oaks Boulevard in the City of Thousand Oaks, CA.

Vehicle traffic on Live Oak Street was controlled only by a stop sign where it intersected at a T-junction with Thousand Oaks Boulevard, a four lane street with two eastbound lanes, two westbound lanes, and a center turn lane.

Plaintiffs/appellants’ evidence showed that the crosswalk was 80 feet wide, in a commercial area with traffic volume over 24,000 vehicles a day, and average vehicle speed of 37 miles per hour. Appellants’ traffic expert calculated it would take the average pedestrian 20 seconds to cross the street and require the pedestrian to look for vehicles far down the street.

The accident site had recently, over 2010–2011, been subject to a variety of safety improvements, as part of a City-approved Street Rehabilitation Project. As early as 1992 the City had noticed that the crosswalk posed a risk to pedestrians, and in a two-year period before the collision had conducted seven traffic enforcement sting operations which resulted in the issuing of 97 citations for failure-to-yield-to-a-pedestrian-in-a-crosswalk. In addition, local residents and business owners testified to witnessing near miss pedestrian collisions; a pedestrian was seriously injured in the crosswalk in 2004; and several auto collisions on Thousand Oaks Boulevard had occurred near the intersection.

In 2008 City commissioned a pedestrian safety assessment report by the University of California Berkeley Institute of Transportation Studies Technology. Regarding the intersection in question, the report recommended that City:
- relocate the crosswalk to the northern side of the intersection,
- construct bulbouts on the northern corners of the intersection,
- add a median island with a pedestrian refuge,
- provide flashing overhead beacons for motorists approaching from both directions,
- consider installing a stutter flash crosswalk beacon rather than a standard overhead flashing beacon, and
- provide advance yield limit lines.

However, City implemented only the last of these recommendations. Its own, approved, project plan resulted in the following improvements:
- placing “pedestrian ahead” warning signage on sidewalks posts in advance of the crosswalk;
- painting a “PED XING” legend on the pavement;
- painting triangular yield lines on the street pavement, with “yield here” signage in front of a painted “triple four” crosswalk design with reflective markers; and
- placing a yellow pedestrian sign with downward arrow at the crosswalk.

After completion of the improvement project in 2011 the City Engineer authorized the Traffic Engineering Division Manager to purchase and install a pedestrian warning beacon. This beacon had been listed in the original project plans but was not included in the plans submitted to the City Council for approval. Thus, it was not formally approved by the Council.

The City argued that the City Engineer had discretionary authority to approve the addition of the warning beacon in terms of the Municipal Code, but plaintiffs maintained that the City Engineer’s discretionary authority to ‘place and maintain’ traffic control devices did not include the authority to ‘approve’ a traffic control plan.

Further, they alleged that the intersection and crosswalk were a dangerous condition due to the volume of vehicular and pedestrian traffic, high traffic speed, road width and parking lanes, adjacent commercial driveways, roadway visual distractions, an obscured crosswalk warning sign, the length of the crosswalk, and the sub-optimal beacon warning. Finally, plaintiff claimed the crosswalk design created a false sense of security for pedestrians using it.

The trial court ruled that the warning beacon represented an additional safety feature for the crosswalk, which increased
Transportation Tort Liability

the safety of the intersection design. It argued that making the City liable for adding extra safety features “defies logic and reasonable application of the design immunity.” It granted summary judgment to the City.

The Appeal Court reversed this judgment, finding that approval of an actual plan or design was required for government design immunity and that “add-ons,” which were not part of the approved plan and approved public works project, did not fall under the umbrella of design immunity.

It held that accepting City’s reliance on its municipal code for design immunity would erase years of California jurisprudence. Further, that the City Engineer’s authority to purchase and install traffic control devices because the expenditure was within the department’s financial discretion, and was below the limit for Council approval, were legal issues not public works issues; and that design immunity was not conferred simply because a proposed construction was below a certain dollar limit.

The Court of Appeal also addressed the question of “implied immunity”: it held that the discretionary authority to approve a plan or design was fixed by law and cannot be implied; the installation of an unapproved additional safety feature did not create an implied design immunity.

On the question of whether material triable facts existed regarding the alleged dangerous condition, the Appeal Court agreed with the trial court’s sentiment that “drivers are required to yield to pedestrians in marked crosswalks, no matter what.” Nevertheless, it found that appellants’ theory (that the warning beacon, even though intended to make the crosswalk safer, did the opposite and lulled pedestrians into thinking it was safe to cross) was a question for a jury to decide.

It also accepted appellants’ arguments for regarding the crosswalk as a dangerous condition.

It held that the totality of the circumstances reasonable minds could differ on whether the intersection/crosswalk posed a substantial risk of injury to a pedestrian exercising due care. It noted that summary judgment may not be granted where there were conflicting inferences as to material facts.

Chicago Works Better With dotMaps

the projects and meet the operational demands of the Division of Infrastructure Management and Office of Underground Coordination.

To that end, PCO contracted with SADA Systems, a Google for Work Premier Partner, and the result was dotMaps, an interactive web mapping service built on Google Maps and Google Cloud Platform. dotMaps allows people to manage, create, edit and resolve overlapping projects using geolocation, all in real time, all in one place. dotMaps “helps the city manage the work, cut down on conflicts, save taxpayer money, and improve quality of life by reducing unnecessary roadwork and easing traffic congestion,” indicated Lawrence Olszak, director of Technology Services, and William Cheaks Jr., deputy commissioner of Infrastructure Management. They said it solves a “bedeviling problem for city officials and planners: coordinating public and private construction projects to avoid duplicate work.”

“Before dotMaps, workers spent a lot of time jumping around between different applications in order to validate the accuracy of the data provided. Now, the processes for overseeing projects are streamlined, permit and project data is accessible in one central location and it’s all viewable on a ‘live’ interactive map,” they wrote.

City employees can find information pertaining to about 30,000 current projects, for such things as type of project and agency involved, which in the past would have required several phone calls or help from other staffers. The city also has plans to include information about projects done by private companies such as Verizon, AT&T, Peoples Gas and ComEd, to make sure private infrastructure work is being coordinated with public work.

“Not only is all the data now in one place, we are able to improve our inter- and intra-agency communications. Employees used to share information about new projects and updates in weekly three-hour meetings where dozens of people would provide input. Today, people share that information in real-time directly in the dotMaps,” wrote Olszak and Cheaks. “They provide updates, ask questions and communicate via a pop up “chat” window that is displayed just by clicking on a project location marked on a map. Email notifications are sent out to people who need to see the updates.”

The Google Maps interface was a big selling point for dotMaps because city workers already knew how to use Google Maps, the city officials said.

The city has seen big benefits from dotMaps, according to city officials, who estimate that it saved taxpayers $24 million in 2014. It also has improved quality of life for Chicago residents by cutting down on unnecessary roadwork and traffic snarls. And complaints from citizens about works projects have been reduced dramatically.

The city has plans to use Google satellite imagery, traffic and transit data to make the mapping even more useful.

“Thanks to a partnership with Google, the City of Chicago is showing people that government can embrace innovative solutions, make their money go further and improve their lives,” wrote Olszak and Cheaks.

For more information, visit http://googlegeodevelopers.blogspot.com/2015/07/chicago-department-of-trans portation.html or contact Michael Claffey at Michael.claffey@cityofchicago.org.
Better Signs Could Ease Friction Between Motorists, Bicyclists

survey. They compared the two signs – “Share the Road” and “Bicycles May Use Full Lane” – and shared lane markings of bicycle images painted on the pavement.

The researchers wanted to know how well those signs and markings communicated the message that bicyclists are permitted in the center of the travel lane without having to “get out of the way” to allow motorists to pass without changing lanes.

According to the survey, people who saw a “Bicycles May Use Full Lane” sign better understood bicyclists’ right to use the road, compared to people who didn’t see any sign. The sign was particularly effective among motorists and people who bicycle 10 or fewer miles per week.

By contrast, there was no significant difference in understanding among those people who saw a “Share the Road” sign with a bicycle image compared to those who didn’t see any sign.

Lane markings helped increase understanding of bicyclists’ rights as well, but not as consistently as the “Bicycles May Use Full Lane,” according to the researchers.

“‘Bicycles May Use Full Lane’ is a pretty clear winner,” Hess said, noting that bicyclists like it because it is clearer in terms of its meaning.

However, the North Carolina State survey found that while 92 percent of respondents who saw the “Bicycles May Use Full Lane” sign acknowledge that it was legal for a bicyclist to use the center of the lane, only 70 percent said it was safe for them to do so.

The researchers suggest that departments of transportation consider replacing “Share the Road” signs with “Bicycles May Use Full Lane” signs, possibly in combination with share lane markings, particularly in places where lawfully passing within the same lane is not possible.

Hess noted that motorists and bicyclists can find themselves in very stressful situations and that “at least it helps to know what people’s rights are.’’

A few states have erected “Bicycles May Use Full Lane” signs, including California, Florida, Maryland and Texas. A study in Austin, Texas, found that drivers moved further left as they passed bicyclists after the signs were installed, and that the percentage of motorists who passed within

3 feet of the bicyclist dropped from 44 percent to zero.

Delaware has gone so far as to stop using “Share the Road” signs after finding it was contributing to conflict and confusion.

For more information visit: go.ncsu.edu/GeorgeHess

Directory of Transportation Officials and Engineers Available

Up-to-date contact information for more than 6,000 federal, state and local transportation officials is now available.

The American Road & Transportation Builders Association’s (ARTBA) 2015 “Transportation Officials and Engineers (TO&E) Database” is one of the most comprehensive listings of public transportation officials available.

It was compiled based on information provided to ARTBA by the agencies and organizations themselves. It also includes listings for the key congressional committees that are involved in transportation policy issues. The guide includes addresses, phone numbers and email addresses, when available.

The database is offered as an Excel spreadsheet and costs $395 for ARTBA members and $495 for non-members. It can be purchased online at www.artbastore.org or by contacting the association’s director of sales, Peter Embrey, at pembrey@artba.org or (202) 289-4434.
This Month’s Survey Results (Survey 1)

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 500 consulting firms in the U.S. Altogether 55 consulting firms replied, for a response rate of 11%. 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>Highway design</td>
</tr>
<tr>
<td>Transportation planning</td>
</tr>
<tr>
<td>Transit operations</td>
</tr>
<tr>
<td>Transit design</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>
Urban Transportation Consulting: Present Conditions (continued)

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>61%</td>
</tr>
<tr>
<td>Remained the same</td>
<td>39%</td>
</tr>
<tr>
<td>Decreased</td>
<td>0%</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>38%</td>
</tr>
<tr>
<td>Transfer staff to other offices</td>
<td>27%</td>
</tr>
<tr>
<td>Reduce staff remuneration/benefits</td>
<td>15%</td>
</tr>
<tr>
<td>Cut other costs (e.g. move to lower rent office space)</td>
<td>19%</td>
</tr>
<tr>
<td>Diversify into new areas of work</td>
<td>42%</td>
</tr>
<tr>
<td>Explore consulting opportunities in new regions and with new clients in the U.S.</td>
<td>54%</td>
</tr>
<tr>
<td>Explore consulting opportunities outside the U.S.</td>
<td>19%</td>
</tr>
<tr>
<td>Other</td>
<td>8%</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>65%</td>
</tr>
<tr>
<td>No</td>
<td>35%</td>
</tr>
</tbody>
</table>

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

- Our work on a presidential library was interesting.
- Performing traffic impact analyses for a proposed maglev train between Orlando International Airport and Disney World.
- A client (county) set unrealistic expectations on the ability to control growth of traffic in the future (“we want to double in population but don’t want any increase in traffic”) and then blamed the consultant when we told them how huge the transit system and how draconian the auto restrictions would need to be to achieve their expectations.
- I am currently conducting an Interchange Justification Report for a client and the project is managed by the client’s attorney. It’s an episode nearly every day. I have little opportunity to explain my analysis and the results. The attorney cross-examines me constantly.
- City planners (rather than traffic engineers) often play a significant role in urban development and transportation. The planners recommend the reduction of traffic lanes and significant less parking. This creates increased congestion in order to social-engineer alternative mode choices. The planners do not pay attention to safety design standards and ignore operational analyses.
- In working with established firms, the innovation is coming at the “grass roots” levels, while senior management has a hard time thinking beyond 20th century paradigms.
- A client I had done some work for locally changed jobs and relocated to the Middle East. When he needed some traffic safety engineering, he contacted me and asked for a proposal. It was very interesting researching the country, travel requirements, equipment logistics, and schedule and preparing the proposal. Unfortunately, he got promoted and transferred, and his successor was completely non-responsive. So it didn’t work out. But it was still an interesting episode.
This Month’s Survey Results (Survey 2)

The Use of Social Media by Transportation Agencies

Earlier this month, The Urban Transportation Monitor sent survey questionnaires to transportation professionals to obtain information and opinions on the application of social media by their transportation agencies. Surveys were sent to 700 cities, counties, transit agencies, MPOs, and state DOTs. Altogether 58 responses were received, for a response rate of 8%. The results of the survey are published here.

Which of the following social media platforms/tools do your agency use on a continuous basis?

<table>
<thead>
<tr>
<th>Social media platforms/tools</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facebook</td>
<td>91%</td>
</tr>
<tr>
<td>Twitter</td>
<td>73%</td>
</tr>
<tr>
<td>YouTube</td>
<td>61%</td>
</tr>
<tr>
<td>LinkedIn</td>
<td>32%</td>
</tr>
<tr>
<td>Instagram</td>
<td>23%</td>
</tr>
<tr>
<td>Blogs</td>
<td>23%</td>
</tr>
<tr>
<td>Other</td>
<td>34%</td>
</tr>
</tbody>
</table>

What is Facebook used for? (Responses in no particular order)

Transit:
- Marketing and promote transit services.
- Notification of transit events.
- Notification of transit service changes.
- Using Google Analytics to track advertising success using Facebook ads.
- Bicycle and pedestrian information:
  - Management of a bicycle and pedestrian stakeholder group.

General transportation:
- Posts of transportation articles or links to articles.
- Provide information on upcoming meetings.
- Disseminate general information often daily.
- Provide updates on transportation projects.
- Information on transportation projects.
- Transportation events.
- Provide employment information.
- Only used as a promotional/marketing tool.
- Provide response to customer feedback.
- Post notices of draft documents for review.

Construction:
- Post all construction projects.

Traffic:
- Post information on special events that will impact traffic.
- Provide updates on traffic.

Land use planning:
- Provide links to land use planning articles.
- Provide information about upcoming meetings.
The Use of Social Media by Transportation Agencies (continued)

What is Twitter used for? (Responses in no particular order)
- Updates on transportation projects.
- Announcements about public meetings.
- We use this channel to provide service updates to our customers. We have a dedicated team operation between 11:30 p.m.-4 a.m., 365 days a year.
- Service updates, customer service.
- News posts.
- Events
- Shared posts of articles.
- Newsletters
- Regular engagement with community, announcements or events.
- Accounts for each bus route with geo-references set to tweet out the bus location as it moves along the route - also deviations or re-routes as necessary.
- Provides the public with up to date road information.
- Communicate location specific traffic information to motorists.
- Used to promote project or programs, general announcements.
- It is critical to our communication strategy during emergency events.
- Brand messaging that promotes the Department and resources we provide to the public including travel resources, education outreach, litter prevention, safety information and more.
- Daily alerts on closures, inclement weather, events.
- Marketing campaigns, service related communication, user feedback.
- Post carpool announcements.
- Breaking news, live announcements, response to customer feedback.

What is YouTube used for? (Responses in no particular order)
- Informational videos explaining how to use transit services safely.
- Post videos created for projects, recycling, storm water, Hawk signals, etc.
- Promotion and education.
- Provide videos of city activities.
- Public service announcements, educational videos.
- Houses all DOT produced videos. Since we are producing dramatically more of these, we have increased our use of this platform greatly over the past year.
- Give the public access to information they would not get otherwise. Also, to give them behind the scenes look at DOT projects.
- Provide information on closures, inclement weather, events, safety campaigns.
- Used for branding and education.

What is LinkedIn used for? (Responses in no particular order)
- Job postings.
- News about staff.
- Marketing campaigns.

What is Instagram used for? (Responses in no particular order)
- Provides us with the opportunity to engage with a younger audience in order to share our transportation story. The most popular uses for the platform is for live posting during community events with photo props.
- A way to showcase some of the things we do without a major purpose.
- Posting of photos associated with our transportation efforts, use in contests for bike/walk to school day events.

What are Blogs used for? (Responses in no particular order)
- In depth presentation of issues and developments.
- In-depth commentary on local issues from a Transportation Demand Management standpoint.
- To tell larger stories, explain bigger topics.
- More subjective approach to projects in which we are involved, weekly blog related to transportation issues.
The Use of Social Media by Transportation Agencies (continued)

What do you consider to be the most effective social media platforms/tools for your agency for reaching primary audiences/stakeholders? (Responses listed in order of frequency provided)
- Facebook
- Twitter
- Email

What do you consider to be the most effective social media platforms/tools for your agency for getting a message/information out to as large a percentage of the public as possible? (Responses listed in order of frequency provided)
- Facebook
- Twitter
- Email

What do you consider to be the most effective social media platforms/tools for your agency for getting a message out as quickly as possible? (Responses listed in order of frequency provided)
- Twitter
- Facebook
- Email

What do you consider to be the most effective social media platforms/tools for your agency for obtaining feedback from primary audiences/stakeholders on a specific project? (Responses listed in order of frequency provided)
- Facebook
- Twitter
- Website

What do you consider to be the most effective social media platforms/tools for your agency for providing ongoing information to the public that might not be very time-sensitive? (Responses listed in order of frequency provided)
- Facebook
- Website
- YouTube

What do you consider to be the main advantages of using these social media platforms/tools? (Responses in no particular order)
- Sending out general information and links to project information.
- It offers a choice for the end users’ preferences.
- Rapid response, mass coverage.
- Low cost, unlimited access.
- Global reach.
- Simple to use.
- Content is always up-to-date, social media stats are immediately measurable.
- Our customers are the eyes and ears of our transit system, and social media provides an easy way for them to share their first hand experiences.
- We are able to stay informed of emerging issues and respond appropriately with the goal of improving our customer experience.
- With so many of our customers already engaged in social media, we are able to communicate quickly and efficiently by pushing messages out through Twitter and Facebook.
- Twitter allows us to provide quick, real time information as it becomes available.
- Our customers are notified almost instantly when an incident occurs that will impact service. Facebook allows us to engage in more of a two-way conversation with our customers.
- We are able to respond to feedback and suggestions that they provide as well as notify them of upcoming promotions, service changes, and projects.
- Greater access to riders in a platform where they feel more comfortable to interact with a government agency.
- Social media and modern technology have revolutionized the way people access information. We believe social media is the quickest way to reach masses of our customers. If it is not reaching the customer directly, it is likely reaching a constituent who could relay information to customers.
- Depending on the dollars that your agency is willing to put forth, you can target customers in specific areas of your community for certain projects.
- Convenience and affordability.
- Providing another means of communication with customers and public, cost-effective tool to promote agency.
- Keeping the public informed about meetings, project information, etc.
The Use of Social Media by Transportation Agencies (continued)

What do you consider to be the main advantages of using these social media platforms/tools? (Continued)

- Branding and service alerts plus opportunity to connect directly with customers.
- It’s free.
- We reach people quickly.
- People can reference our site for events.
- We can receive feedback and reply back.
- We can show photos and charts to better explain the information we are sharing.
- Ability to get information out quickly and easily to the public
- Ease of use and convenience to reach out easier to those who may not regularly access emails or agency website.
- We can quickly update our riders and community of changes to our system, meetings we host, events we attend or our programs/services.
- Direct engagement with customers, good analytics to measure effectiveness and response.
- Facebook helps people be aware of your organization and the types of work you do.
- Easy, fast way of sharing information
- Get information out quickly and potentially to a large number of people as long as they are signed up to receive/follow them.
- In the transportation industry, there are many different projects that are going on at once. Being able to inform the public no matter what region they are in is very helpful to keeping everyone informed.
- Providing additional information in a more interactive and real time manner.
- As a state department of transportation, we play a critical role during emergencies. The ability to quickly disseminate information to our primary audiences and stakeholders is very important to keep the public in Mississippi safe. By having a consistent presence online through social media platforms, we gather public support and trust in the information we’re sharing. When there is an emergency, the public knows that they can turn to our properties for up-to-date and reliable information.
- Instant communication. Free service. Open communication and discussion. Able to reach riders that are currently using the system.
- We can respond and coordinate responses in minutes of reports of vandalism, maintenance, service issues.
- Social media is a critical communication tool for students - a large portion of our ridership. The ability to comment immediately and the multiplier effect of friends of friends seeing the same message spreads the word pretty quickly.
- Direct engagement with customers, making our staff more accessible to the general public.
- Reaching those who are not technically savvy.
- Not only do our followers see the information, but also we can expand the reach with retweets, etc. We know that our local government members follow us, in addition to the media, as well as the public who are interested in our issues.
- They allow us to get out information but also solicit feedback from customers.
- They allow us to disseminate information quickly, and reach a wide audience via one platform or multiple platforms.
- The speed of informing customers and the ability to respond to inquiries in real time are the two largest advantages of social media for our organization.
- Quick, no cost way to distribute information to people throughout the region.
- We only use Facebook but it does provide an effective platform for timely notifications of events and public engagement opportunities as well as a way to channel current, topical information.

What do you consider to be the main pitfalls or disadvantages of using these social media platforms/tools? (Responses in no particular order)

- Take too much of staff time to respond to questions and comments. Another work item added to many other lists.
- We have a limited number of people following us on Facebook. Another disadvantage is the amount of time necessary to keep social media sites up to date.
- Not everyone who relies on transit in the service area has access to computers and/or mobile devices to receive changes in service due to detours and delays.
- Putting up bad or out of date information.
- Fans and followers can post negative comments on Facebook exposing the company to negative publicity.
- Hackers pose a threat to take over the company’s page and share false information that can quickly go viral.
- Despite the tremendous growth in social media use, not all of our customers are active users. This requires us to still communicate through more traditional methods such as on-board flyers and announcements.
- There is always the question of censorship and walking the line of encouraging feedback vs. monitoring inappropriate comments. We have developed a social media disclaimer to help address these situations when they arise.
- People DO NOT hold back on social media. Negative reviews are oftentimes unfounded but nevertheless hurtful to the agency.
- Social media opens an unfiltered platform to express opinions.
- You don’t ever want to publish something that could be held against you later. What you put on social media stays there forever!
- Once miss-information is out, it is hard to take back.
The Use of Social Media by Transportation Agencies (continued)

What do you consider to be the main pitfalls or disadvantages of using these social media platforms/tools? (Responses in no particular order.) (Continued)

- Generates other unrelated discussions.
- Can be labor intensive.
- Sometimes people make comments that are unrelated (spam) or offensive.
- Don’t use social media in lieu of sending news releases to media.
- Remember to maintain databases of interested stakeholders and address them directly rather than relying on social media to distribute all your information.
- You may miss certain segments of the population that still rely on traditional media as their primary news source.
- Staff time for monitoring, building a base of followers.
- Social media tools change and become less/more popular.
- It can be difficult keeping up with which tools to use and how to use them productively.
- Contentious issues could be brought to the forefront and we don’t necessary want to weigh in on them.
- A disadvantage is the inability to edit messages once shared.
- Other than official postings can put false information out in the public quickly that needs to be responded to quickly to dispel those falsities. Requires someone to monitor those potential other sites.
- Concerns about hacking and how to handle content while protecting free speech.
- Though classified as a mid-sized agency, we have a small staff. We don’t have staff to support robust use of social media. In the dynamic social media environment, participant expect fast/timely responses and our staffing will not permit that.
- Twitter account was hacked so we quit using Twitter.
- Sometimes the public wants instant gratification and they are very vocal about it on social media platforms.
- During pot hole season we get a lot of inquiries to fill the pot holes immediately. However, it’s not always a quick process. At times the public doesn’t deal with that very well.
- While in the past, most government organizations had a one-way conversation with the public. They would push out information through traditional methods of meeting notices, press releases and advertising. Today, social media platforms provide a space to have two-way conversations with your audience. These can be very powerful tools to help provide more resources to the public. However, as an organization, you have to be responsive to the public’s concerns. If you are not responsive, you could face more issues than if you didn’t have a presence on social media at all.
- Fractured audience. Our Twitter audience has a much better sense of the day-to-day issues and longer goals of the agency than our Facebook audience. Communication on Facebook is a more robust, less frequent effort. Whereas Twitter can easily digest 100 tweets in a day if needed.
- It is not always easy to convey complex messages in 140 characters.
- Keeping multiple staff members “on message” when multiple users have access to an account; risk of public engagement on a political issue; potential for a campaign to backfire.
- We are a public agency, so we have to be transparent. In doing so, you open yourself up to all kinds of input. Have to be ready for that. We have not experienced any challenges.
- It is sometimes difficult to ensure a large audience sees your message.
- Limited character count on Twitter can be difficult, and watching over the comments on Facebook can be time consuming.
- Because social media is growing so do the number of people in the organization needed to listen and engage with them. It is often difficult to get more resources for social to keep up with demand.
- Misinformation can be shared/viewed and considered credible when others post inaccurate information.
- Control of content and administrator access during employee turnover
- Although it is a great way to disseminate information, we still are not reaching as wide a range of citizens as desired.
The Use of Social Media by Transportation Agencies (continued)

What advice can you provide to transportation agencies contemplating the use of social media platforms/tools? (Responses in no particular order)

- Try to gain as many followers as possible. Make sure you have sufficient staff resources to regularly update your sites.
- Be consistent in your messaging.
- Use the same message regardless social media outlet, texting, email subscribers, and news feed.
- Deliver on the promise of being available. Don’t be afraid to be human in communication: don’t be purely corporate.
- To gain customers, a transit agency needs to invest time and effort in order to maintain a Facebook page; information needs to be up-to-date so the agency does not lose followers, but continues to increase followers, with frequent and informative postings.
- Social media is absolutely critical to our overall communications strategy with customers and stakeholders. If you are contemplating using social media, make sure you have the appropriate staffing levels to actively manage the communication. There is no quicker way to lose the trust of your customers than to be delayed or unresponsive to their feedback and concerns. Also, the content you provide will determine your following and the customer level of interest. I’d encourage sharing both big news and small news through social media to keep varying levels of customers interested.
- Have a dedicated person assigned to be the “voice” of the agency. Someone who is intelligent enough to understand PR but humble enough to understand that you are there to those that may not be able to help themselves. Must be able to take and accept criticism, with no grounds to retaliate in any way.
- It is so important to use the tools available to you. The world is on social media, and so are your customers. Sometimes we convince ourselves that captive riders don’t have the technology that allows them to be online, but that is completely wrong! Your customers are there and will listen if you are ready to share with them. In the beginning of 2014 (nearly two years ago!), 90% of Americans had cell phones, and 64% of those were smartphones. People have access to this platform, and you should be there!
- Convenience and affordability.
- Ensure you have right staff available to handle responsibility. Treat as an extension of PIO. Set a good tone that communicates different aspect of organization, avoiding sales pitches.
- Be short and precise. Provide updates on any changes.
- Just do it especially if your targeting millennials!
- Use it often (at least once a day), use it to build relationships with your stakeholders and use it to share information/educate your audience.
- Is an essential tool for communicating with the public. Increasingly, traditional media is becoming irrelevant for a significant segment of the population.
- Make sure you have dedicated staff to help, it should not fall on the shoulders of one staff member.
- Be relevant to your audience, post information in a timely manner and try to keep the communication lines open and positive.
- There’s no contemplating - you must do it, but you must invest the time to do it right and understand your audience.
- Be sure to keep it current with regular postings.
- Do it. But watch what messages you share and how.
- Develop a social media policy.
- Ensure you have sufficient staff to support the effort. Don’t just use it to push out information — should be two-way communication.
- Use social media to build a relationship with your audience and keep them as informed as possible. Make sure that you have a social media policy established to help define boundaries. Social media has become a new form of customer service, take feedback seriously.
- Social media is not the solution to effective public outreach. It is only a tool. Always plan for a range of diverse outreach strategies to help reach the greatest number of people.
- Make sure that you have enough content to post on a consistent schedule to your social media properties. If you do not have the right kind of content to post, your properties will struggle to engage with your potential audiences.
- Understand the differences in each platform and who’s listening in each place. Every generation has their preferred network and it’s important to know where and how to talk to each group.
- Don’t worry so much about bad comments, but be sure to monitor your social media channels several times a day and respond quickly to any negativity or anything positive. Also, if a complaint or concern is true, own it.
- Create an identity for your social media, and use it consistently. A tool like Twitter is extremely useful for creating direct engagement with your customers, and to disarm or confront any misinformation that may be floating around.
- In the world today, it’s absolutely necessary. Our federal funders require it.
- Come up with creative ways to spread messages to generate engagement. Don’t use social only when needing to pass along negative information.
- Start small so that the effectiveness can be evaluated.
- First see where your audiences are online. Next determine the information they need.
- Determine if you’re able to provide the info your customers are asking for and how you’d like to deliver it (what is your voice?).
- Make sure you have the resources to properly engage with your audience before you start using social media. I can’t stress this enough.
- Think of social media as a communication tool similar to a news release. It is not a new “toy,” but a powerful and swift, yet different communication method. Once an agency uses it, resources must be committed to keep it up to date, accurate and timely.
1. **2016 Passenger Survey & National Transit Database Passenger Counts**

**Agency:** Westchester County

**Deadline:** October 16, at 4:00 p.m.

**Contact:** Craig Lader, Principal Planner, Westchester County Department of Public Works and Transportation, tel. (914) 813-7759, e-mail: cmla@westchestergov.com

**Website:** [www.westchestergov.com/rfp](http://www.westchestergov.com/rfp)

**Description:** Westchester County Bee-Line System Notice is hereby given that Westchester County, acting by and through the office of the Commissioner of Public Works and Transportation (WCDPW&T), is seeking proposals from qualified firms to perform on-board passenger surveys to be conducted on all bus routes of the County Bee-Line System during the spring of 2016 and to count passengers on 110 random trips for National Transit Database reporting purposes. The most recent onboard passenger survey for the Bee-Line system was conducted in May of 2013, using trained survey personnel to travel each route to distribute and collect questionnaires designed to gather passenger demographics and system utilization characteristics, as well as to obtain rider feedback regarding service delivery and system performance. The 2016 survey effort will be conducted in this same general manner, but with some changes to methodology resulting in certain routes and types of services (i.e. commuter routes, shuttles, express routes) to be grouped together for survey purposes. Where applicable, data from this survey will be compared to the results of an earlier survey conducted in 2013. The 2013 survey report and executive summary are available online at [http://transportation.westchestergov.com/plan](http://transportation.westchestergov.com/plan)ning-division/projects. The RFP document may be obtained by contacting The RFP document is also available online at [www.westchestergov.com/rfp](http://www.westchestergov.com/rfp).

2. **Regional Origin and Destination Surveys**

**Agency:** New York State Department of Transportation

**Deadline:** October 28, 2015

**Contact:** Ismet Apdiroglu, email: ismet.apdiroglu@dot.ny.gov

**Website:** [http://www.nymtc.org/files.cfm?thecategory=Request+for+Proposals](http://www.nymtc.org/files.cfm?thecategory=Request+for+Proposals)

**Description:** CONTRACT No.: C000792 The New York Metropolitan Transportation Council, via its host, the New York State Department of Transportation, is releasing this Non A/E Request for Proposals to seek professional consultant services to design, test and implement Regional Origin and Destination Surveys (RODS) from a responsive and responsible consultant to provide the subject services under Contract C000792. The RODS project encompasses three surveys that will complement other information collected by NYMT for planned improvements and enhancements to its New York Best Practice Model (NYBPM). The RODS would capture origin/destination as well as socio-economic and demographic information from users of suburban bus systems, New York City East River Bridges and at designated NYBPM external stations. These data would then be used in the calibration and validation of the NYBPM’s transit, external-internal, and highway assignment sub-models. The NYBPM once calibrated and validated, is then used by NYMT to predict future travel demand that includes trip generation, trip distribution, mode split, and twenty-four (24) hour vehicular traffic assignment for metropolitan areas within the NYMT’s twenty-eight (28) county region.

3. **Comprehensive Bicycle Plan**

**Agency:** City of Hendersonville, North Carolina

**Deadline:** October 30, 2015, at 4:30 P.M.

**Contact:** Sue Anderson, Planning Director, email: sanderson@hvlncc.gov

**Website:** [http://cityofhendersonville.org](http://cityofhendersonville.org)

**Description:** The City of Hendersonville, population 13,663, is seeking a qualified firm to provide planning services for the development of a Comprehensive Bicycle Plan under the North Carolina Department of Transportation Bicycle and Pedestrian Planning Grant Initiative, Division of Bicycle and Pedestrian Transportation and Transportation Planning Branch. The planning grant, including matching funds, provides up to $50,000 to produce the Plan to accomplish the City of Hendersonville Comprehensive Bicycle Plan. The RFP can be found at [cityofhendersonville.org](http://cityofhendersonville.org) or by contacting sanderson@hvlncc.gov.

4. **Traffic Signal Retiming**

**Agency:** City of Bloomington, IN

**Deadline:** October 12, 2015, at 4 p.m.

**Contact:** Andrew Cibor, Transportation & Traffic Engineer, tel. (812) 349-3423, email: ciborac@bloomington.in.gov

**Website:** [http://www.in.gov/dot/div/legal/rfp/LPARFP/Archive/2015/sep/SignaTimingRFP_1592270_0.pdf](http://www.in.gov/dot/div/legal/rfp/LPARFP/Archive/2015/sep/SignaTimingRFP_1592270_0.pdf)

**Description:** City of Bloomington Citywide Traffic Signal Retiming Project (Des # 1592270) in Seymour District This Request for Proposals (RFP) is official notification of needed professional services. This RFP is being issued to solicit a letter of Interest (LOI) and other documents from firms qualified to perform engineering work on federal aid projects. A submittal does not guarantee the firm will be contracted to perform any services but only serves notice the firm desires to be considered. Submittal Requirements: 1. Letter of Interest – Five (5) Copies (required content and instructions follow) 2. One (1) signed Affirmative Action Certification and associated required documents for all items if the DBE goal is greater than 0%.

5. **Transit On-Board Survey**

**Agency:** Metropolitan Council, St Paul, MN

**Deadline:** October 12, 2015 at 5 p.m., CST

**Contact:** Brian Cihacek, RFP Administrator, Metropolitan Council, tel. (651) 602-1038, email: brian.cihacek@metc.state.mn.us


**Description:** 2016 Transit On Board Survey Contract Number 15P211 The Metropolitan Council is soliciting proposals for Survey transit riders on all routes and provides in the fixed route transit system using a 10% sample of riders and expand using state of practice methods.

**Municipal Bicycle Plans.**

**Agency:**

**Deadline:**

**Contact:**

**Website:**

**Description:**

**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 (703)764-0512 for details and deadline.**
## CONFERENCES

<table>
<thead>
<tr>
<th>DATES</th>
<th>CONFERENCE AND SPONSOR</th>
<th>CITY</th>
<th>VENUE</th>
<th>MAIN TOPICS</th>
<th>WEBSITE / CONTACT INFO</th>
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</thead>
<tbody>
<tr>
<td>Oct. 4-8</td>
<td>ITS World Congress 2015</td>
<td>Bordeaux, France</td>
<td>N/A</td>
<td>Twenty one years after its creation and its first edition in Paris, the ITS World Congress returns to France and in the prestigious city of Bordeaux. Since its creation, the ITS Congress has grown phenomenally and expects more than 3,500 Congress delegates, 300 exhibitors and 10,000 visitors coming from more than 100 countries, to gather and exchange, debate, build networks of partnerships during the Congress, to attend demonstrations and to participate in the technical visits. This year’s theme is: ‘TOWARDS INTELLIGENT MOBILITY’. More than 200 sessions are planned.</td>
<td><a href="http://itsa.org/events/icalrepeat_detail/2015/10/05/586/-/its-world-congress-2015-bordeaux-france-">http://itsa.org/events/icalrepeat_detail/2015/10/05/586/-/its-world-congress-2015-bordeaux-france-</a></td>
</tr>
<tr>
<td>Oct. 5-8</td>
<td>60th Annual AASHTO National Transportation Management Conferences</td>
<td>Columbia, SC</td>
<td>Columbia Marriott</td>
<td>The AASHTO National Transportation Management Conferences, now in their 60th year, provide mid-level managers in departments of transportation the skills they need to make the transition from technical to management responsibilities. In a four-day series of workshops, participants are introduced to the tools, techniques and best practices needed for effectively managing people and projects. For more experienced managers, the workshops update and refine existing skills, challenge current thinking, introduce new concepts, and explore changing employee and customer relationships.</td>
<td><a href="http://www.cvent.com/events/2015-aashto-ntmc/event-summary-8fe65161f0b43f23b3b3607c7dcd06c.asp">http://www.cvent.com/events/2015-aashto-ntmc/event-summary-8fe65161f0b43f23b3b3607c7dcd06c.asp</a></td>
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<tr>
<td>Oct. 6-8</td>
<td>TRB 5th International Road Safety and Simulation Conference</td>
<td>Orlando, FL</td>
<td>Orlando Airport Marriott</td>
<td>The University of Central Florida (UCF) and the University of Tennessee, Knoxville (UTK) will co-host this conference that showcases advancements in traffic simulation and driving simulator technologies, introducing new initiatives and concepts that have emerged since the first RSS conference in Rome, Italy in 2007. Under the auspices of the Southeastern Transportation Center, three world-class research centers will support the conference: Center for Advanced Transportation Systems Simulation, and the Institute for Simulation and Training at UCF; and UTK’s Center for Transportation Research. These centers conduct sponsored research in driving simulators, traffic simulation, traffic safety, commercial vehicle operations, Intelligent Transportation Systems deployment, and congestion pricing; human factors; and comprehensive transportation safety, including surface modes, rail, and bicycle and pedestrian issues.</td>
<td><a href="http://stc.utk.edu/STCevents/rss2015/">http://stc.utk.edu/STCevents/rss2015/</a></td>
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<tr>
<td>Oct. 20</td>
<td>UITP, The Road to Paris: Advancing Climate Action with Sustainable Urban Transport</td>
<td>Brussels, Belgium</td>
<td>European Parliament</td>
<td>Do you want to better understand public transport's active engagement in climate change ahead of COP21 in Paris? The seminar’s aim is to show that national ambitions agreed in Paris can be achieved by providing more role to collective mobility initiatives as public transport is at the forefront of the transition to sustainable mobility. The seminar will provide you an opportunity to: engage with top MEPs and renown public transport and climate change experts, understand better public transport engagement in climate action ahead of COP21 in Paris, discover what practical actions cities and operators undertake to make cities more livable and emission-free and discuss and propose necessary political actions in the area of public transport, energy sustainability, climate change and urban life.</td>
<td><a href="http://www.uitp.org/events/road-paris-advancing-climate-action-sustainable-urban-transport">http://www.uitp.org/events/road-paris-advancing-climate-action-sustainable-urban-transport</a></td>
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<tr>
<td>Oct. 21-23</td>
<td>METRANS Transportation Center</td>
<td>Long Beach, CA</td>
<td>N/A</td>
<td>2015 International Urban Freight Conference - Organized by the METRANS Transportation Center, the purpose of the International Urban Freight Conference (I-NUF) is to provide a forum for multidisciplinary research on all aspects of urban freight. A second purpose of I-NUF is to raise the visibility of urban freight research. I-NUF is recognized as the premier venue for urban freight research. It draws participants from around the world and from not only the research community but from the private sector and government as well.</td>
<td><a href="https://www.planning.dot.gov/events.asp?date=4/26/2016">https://www.planning.dot.gov/events.asp?date=4/26/2016</a> <a href="mailto:alix.traver@csulb.edu">alix.traver@csulb.edu</a></td>
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<tr>
<td>Oct. 26-29</td>
<td>60th Annual AASHTO National Transportation Management Conferences</td>
<td>Annapolis, MD</td>
<td>DoubleTree by Hilton Annapolis</td>
<td>The AASHTO National Transportation Management Conferences, now in their 60th year, provide mid-level managers in departments of transportation the skills they need to make the transition from technical to management responsibilities. In a four-day series of workshops, participants are introduced to the tools, techniques and best practices needed for effectively managing people and projects. For more experienced managers, the workshops update and refine existing skills, challenge current thinking, introduce new concepts, and explore changing employee and customer relationships.</td>
<td><a href="http://www.cvent.com/events/2015-aashto-nmtc/event-summary-8fe65161d7d07c7dcd06c.asp">http://www.cvent.com/events/2015-aashto-nmtc/event-summary-8fe65161d7d07c7dcd06c.asp</a> x</td>
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<tr>
<td>Oct. 27-29</td>
<td>New York Public Transit Association Annual Conference and Expo</td>
<td>Rochester, NY</td>
<td>Rochester Riverside Convention Center and Rochester Hyatt</td>
<td>As ridership increases throughout the state, the industry is evolving to meet the transit needs of communities and provide safe, reliable and consistent service to its riders. This conference will give attendees a chance to share and learn about new initiatives, programs and best practices regarding public transit in New York.</td>
<td><a href="http://www.nytransit.org/index.php/events/2014-ny-public-transit-industry-solutions-fall-conference-call-for-presentations">http://www.nytransit.org/index.php/events/2014-ny-public-transit-industry-solutions-fall-conference-call-for-presentations</a></td>
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<tr>
<td>Oct. 28-30</td>
<td>2015 National Walking Summit, sponsored by a variety of health and alternative transportation organizations</td>
<td>Washington, DC</td>
<td>Hyatt Regency</td>
<td>This year’s theme is “Walking is Going Places.” The summit provides an opportunity for national organizations, companies, agencies, and local partners to convene to share best practices and stories, increase awareness about the advantages of walking, build support among federal agencies, and create momentum for the work ahead.</td>
<td><a href="http://www.walkingsummit.org/">http://www.walkingsummit.org/</a></td>
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<tr>
<td>Oct. 28-30</td>
<td>UITP International Rail Conference - ‘Go smart – Go rail’</td>
<td>Munich, Germany</td>
<td>Martin Mariin Hotel München</td>
<td>Rail transport has a key role to play in the transformational efforts to move millions of people more efficiently. The 2015 UITP Rail Conference will analyze whether the sector is embracing the potential the smart cities concept brings. As well as thematic sessions on topics such as regional and suburban railways, metro, light rail, energy, maintenance and safety another major highlight will be the CEO discussion. In the context of growing demand and increasing customer quality expectations, well-known CEOs from across the rail industry (from private groups to publicly-owned operators) will debate funding, new business models and how to integrate public transport with other urban policies.</td>
<td><a href="http://www.gorail.uitp.org">http://www.gorail.uitp.org</a></td>
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<tr>
<td>Oct. 28-31</td>
<td>National Association of City Transportation Officials Designing Cities 2015</td>
<td>Austin, TX</td>
<td>JW Marriott in downtown Austin</td>
<td>The Designing Cities conference convenes transportation leaders and practitioners from across the country to discuss key trends in urban street design and transportation policy. Local leaders working on the ground to revitalize city streets exchange best practices with major city transportation stakeholders and private sector entrepreneurs committed to a common vision for healthier, more sustainable, economically vibrant cities of tomorrow.</td>
<td><a href="https://www.planning.dot.gov/events.asp?date=4/28/2016">https://www.planning.dot.gov/events.asp?date=4/28/2016</a> <a href="mailto:Corinne@nacdo.org">Corinne@nacdo.org</a></td>
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<tr>
<td>Nov. 2-6</td>
<td>ITS XXVth World Road Congress</td>
<td>Seoul, South Korea</td>
<td>COEX Convention Center in Seoul</td>
<td>The World Road Congress will focus on Road policies, Environment, Economic studies, Financing of road system, Governance of PIARC road authorities, Planning, Risk management, Project management, Road safety, Road networks operations, Urban mobility, Freight transport, Design of inter-urban roads, Road assets management, Rural roads, Road Pavements, Road bridges, Road tunnels operations, Road Earthworks and Terminology.</td>
<td><a href="http://itsa.org/events/icalrepeat_detail/2015/1102/3485-xxvth-world-road-congress">http://itsa.org/events/icalrepeat_detail/2015/1102/3485-xxvth-world-road-congress</a></td>
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</tr>
</thead>
<tbody>
<tr>
<td>Nov. 4-5</td>
<td>9th University Transportation Center Spotlight Conference: Connected and Automated Vehicles</td>
<td>Washington, DC</td>
<td>National Academy of Sciences</td>
<td>Few issues are emerging more quickly, or have the potential to spur revolutionary change, than that of connected/automated vehicles (CV/AV). This Spotlight Conference, which is organized around the four cluster areas identified in the NCHRP report “Connected/Automated Vehicle Research Roadmap for AASHTO”, will focus on the impact of CV/AV on transportation, including planning, policy, operations, land use, design, freight movements, and transit.</td>
<td><a href="http://www.trb.org/Main/Blurbs/172496.aspx">http://www.trb.org/Main/Blurbs/172496.aspx</a></td>
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<td>Nov. 4-7</td>
<td>National League of Cities 2015 Congress of Cities and Exposition</td>
<td>Nashville, TN</td>
<td>Music City</td>
<td>The conference provides educational content on the most pressing challenges facing city leaders. Conference attendees hear from prominent speakers and issue experts, participate in leadership training sessions, attend issue-specific workshops, mobile workshops, and leadership training sessions.</td>
<td><a href="http://www.nlc.org/build-skills-and-networks/annual-conferences">http://www.nlc.org/build-skills-and-networks/annual-conferences</a></td>
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<tr>
<td>Nov. 15-17</td>
<td>National Light Rail Conference: Light Rail Transit and Streetscapes: Mobility Partners in the Evolving Metropolitan Environment, sponsored by the TRB and the American Public Transportation Association</td>
<td>Minneapolis, MN</td>
<td>The Hyatt Regency Hotel</td>
<td>The conference is designed to explore the latest issues and trends in light rail research and practice related to planning, design, construction, and operations and maintenance. The theme of the conference is the role of light rail in providing mobility in the evolving international metropolitan environment.</td>
<td><a href="http://www.apta.com/mc/rlt/transit/Pages/default.aspx">http://www.apta.com/mc/rlt/transit/Pages/default.aspx</a></td>
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<tr>
<td>Dec. 1</td>
<td>Volpe, The National Transportation Systems Center:, Realizing Self-Driving Vehicles</td>
<td>Cambridge, MA</td>
<td>Volpe, The National Transportation Systems Center U.S. Department of Transportation 55 Broadway Kendall Square Cambridge, MA</td>
<td>Google’s self-driving vehicles have driven over one million miles on highways and suburban and urban streets. Through this journey, Dr. Chris Urmson and his team have learned a lot—not just about how to drive, but about interacting with drivers, users, and others on the road, and about what it takes to bring incredibly complex system to fruition. This event is part of Volpe's newest thought leadership series, Beyond Traffic 2045: Reimagining Transportation. This series will inform the ongoing national dialogue on Beyond Traffic, U.S. DOT’s 30-year framework for the future. Participants may attend via webinar or in person.</td>
<td><a href="https://www.planning.dot.gov/events/?date=4/28/2016">https://www.planning.dot.gov/events/?date=4/28/2016</a> <a href="mailto:ellen.bell@dot.gov">ellen.bell@dot.gov</a></td>
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<tr>
<td>Dec. 17-20</td>
<td>3rd Conference of Transportation Research Group of India</td>
<td>Kolkata, India</td>
<td>N/A</td>
<td>The conference is designed to facilitate information exchange among transportation researchers, educators, managers, and policymakers from India and all over the world. The conference will address all forms of passenger and freight transport at the urban, regional, inter-city, and rural levels.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/172017.aspx">http://www.trb.org/Calendar/Blurbs/172017.aspx</a></td>
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### 2016

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<th>CONFERENCE AND SPONSOR</th>
<th>CITY</th>
<th>VENUE</th>
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</thead>
<tbody>
<tr>
<td>Jan. 10-14</td>
<td>Transportation Research Board's 95th Annual Meeting</td>
<td>Washington, DC</td>
<td>Walter E. Washington Convention Center</td>
<td>This program is expected to attract more than 12,000 transportation professionals from around the world. The meeting program will cover all transportation modes, with more than 5,000 presentations in nearly 750 sessions and workshops addressing topics of interest to all attendees—policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. A number of sessions and workshops will focus on the spotlight theme for the 2016 TRB Annual Meeting, Research Convergence for a Multi-Modal Future.</td>
<td><a href="http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx">http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx</a></td>
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<tr>
<td>Feb. 23-26</td>
<td>American Association of State Highway and Transportation Officials 2016 Legislative Briefing</td>
<td>Washington, DC</td>
<td>Washington Court Hotel</td>
<td>The AASHTO Legislative Briefing provides valuable insights and information for members to take to their respective congressional delegation as well as back home to their state officials and constituents. Meetings give important access to the people working with the Administration and Congress on issues that impact state departments of transportation. The conference serves as a unique experience that combines access with information.</td>
<td><a href="http://mmsd.transportation.org/meetings_registration/">http://mmsd.transportation.org/meetings_registration/</a></td>
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<td>April 18-21</td>
<td>6th European Transport Research Conference, sponsored by the Transport Research Arena</td>
<td>Warsaw, Poland</td>
<td>National Stadium</td>
<td>The theme of this biennial conference is “Moving Forward: Innovative Solutions for Tomorrow’s Mobility.” TRA2016 Conference will contribute to innovation in sustainable mobility for Europe, by bringing together all the stakeholders of the transport system. It seeks to reflect the multidisciplinary nature of the transport sector and, for this reason, addresses all stakeholders in both the public and private sectors and all professionals, regardless of their roles (researchers, practitioners, designers, constructors, operators, administrators, policy makers etc.).</td>
<td><a href="http://www.traconference.eu/">http://www.traconference.eu/</a></td>
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<tr>
<td>May 1-4</td>
<td>6th Transportation Research Board Conference on Innovations in Travel Modeling</td>
<td>Denver, CO</td>
<td>N/A</td>
<td>The event will facilitate sharing information and experiences on current models and modeling research. The conference will also explore the integration of social factors, land-use, transportation supply, and technology into the modeling process.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/172989.aspx">http://www.trb.org/Calendar/Blurbs/172989.aspx</a></td>
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<tr>
<td>May 4-6</td>
<td>15th Transportation Research Board International Conference on Managed Lanes</td>
<td>Miami, FL</td>
<td>N/A</td>
<td>The workshop explores planning, design, and operations of managed lanes as well as emerging research needs related to integrating managed lanes into the transportation system.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/172007.aspx">http://www.trb.org/Calendar/Blurbs/172007.aspx</a></td>
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<tr>
<td>May 17-19</td>
<td>Transportation Research Board co-sponsors Road Safety on Five Continents</td>
<td>Rio de Janeiro, Brazil</td>
<td>N/A</td>
<td>The conference provides an international platform to exchange knowledge on road safety and safe mobility. This conference will focus on safety and health associated with road transportation.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/172451.aspx">http://www.trb.org/Calendar/Blurbs/172451.aspx</a></td>
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<tr>
<td>May 22-25</td>
<td>International Parking Institute (IPI) Conference and Expo</td>
<td>Nashville, TN</td>
<td>N/A</td>
<td>The IPI Conference and Expo is the largest educational and networking event for parking and transportation professionals in the world. Traditionally, more than 2,800 attendees gather for the four days for meetings, keynotes, leadership discussions, networking awards, special events, tours of parking facilities and an exhibit hall with more than 235 exhibitors.</td>
<td><a href="http://www.parking.org/meetings--events/ipl-conference--expo.aspx">http://www.parking.org/meetings--events/ipl-conference--expo.aspx</a></td>
</tr>
<tr>
<td>May 24-26</td>
<td>American Association of State Highway and Transportation Officials Spring Meeting</td>
<td>Des Moines, IA</td>
<td>Des Moines Marriott</td>
<td>The AASHTO Annual Spring Meeting offers transportation executives the opportunity to network and share the latest in industry policies and innovations. Hosted by the home state of the AASHTO President, this meeting includes informational sessions on relevant industry topics.</td>
<td><a href="http://mmsd.transportation.org/meetings_r">http://mmsd.transportation.org/meetings_r</a> egistration/</td>
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<tr>
<td>June 14-16</td>
<td>2016 International Symposium on Enhancing Highway Performance: 7th International Symposium on Highway Capacity and Quality of Service; 3rd International Symposium on Freeway and Tollway Operations</td>
<td>Berlin, Germany</td>
<td>N/A</td>
<td>The symposium will focus on the latest research and international improvements in highway and transportation capacity, quality of service, and freeway and tollway operations. The symposium is co-sponsored by the Transportation Research Board.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/171256.aspx">http://www.trb.org/Calendar/Blurbs/171256.aspx</a></td>
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