



transportation PLANNING

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From the Chair...

by Larry Lennon, P.E., AICP

It's June, the days are much longer, the temperature is rising, and summer vacation no longer seems so far away. But there's no rest for the Transportation Planning Division (TPD) with our agenda full of interesting and timely planning efforts, and new challenges on the horizon.

Before I report on our program of activities, I'd like to thank Whit Blanton, our outgoing Chair, for his tireless efforts on behalf of the Division. During his tenure, Whit succeeded in expanding and refining TPD's planning program while increasing our stature within and outside APA.

Whit will continue to be active in APA as TPD Immediate Past Chair, and on the Divisions Council Executive Committee. Whit's responsibilities include direction of APA's Education Initiative and Airports-in-the-Region efforts. He will also continue to serve as TPD liaison to the Surface Transportation Policy Project.

I'd also like to take this opportunity to thank you for your support, and to encourage all members to become active in TPD. If you're interested in joining any of the activities described in the following paragraphs please contact the TPD liaison identified in each summary.

Airports-in-the-Region: The Legislative & Policy Division has approved TPD's request to form an interdivisional task force to develop an airfront issues paper. Membership will include representatives of APA's Economic Development, Environment, Energy & Natural Resources, Small Town & Rural Planning, Federal Planning, and Regional & Intergovernmental Plan-

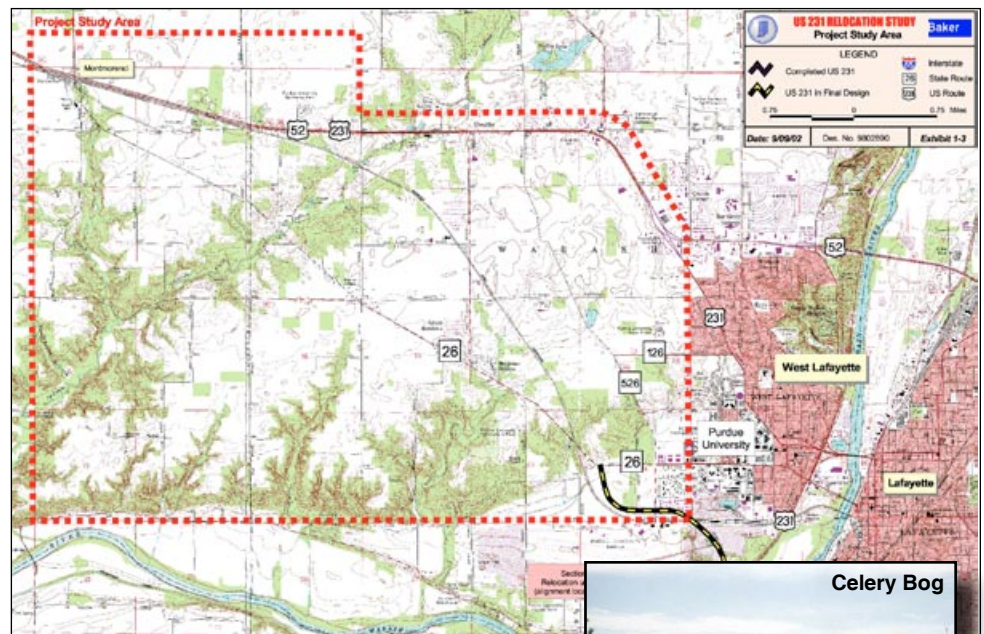
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The INDOT US 231 Relocation Study

Citizen Input Shaping Community Impact Assessment and Context-Sensitive Solutions.

By Lorna Parkins

Since 2000, INDOT has reshaped citizen involvement in transportation decision-making, seeking to productively engage citizens in identifying community impacts and context-sensitive solutions. The US 231 Relocation Study in Tippecanoe County was the pilot project in this approach. The project was a reassessment of the final phase of a 10-year old route relocation project that removed the U.S. route from downtown Lafayette and West Lafayette, Indiana (home of Purdue University). The overall project was approved in an FHWA Record of Decision in 1992. At the time of the relocation study, the southernmost portion of the project, removing traffic from Lafayette via a new bridge across the Wabash River, had been constructed, and the central portion of the project, to a point at the southern end of the Purdue University Campus, was in final design.



Route 231 Project Study Area

The final portion of the project would remove through-traffic from Northwest Avenue in downtown West Lafayette, a heavily-traveled route through the heart of the Purdue University campus. The proposed relocation shifted the route to the western edge of campus and through a suburban area that was undergoing rapid development including off-campus student apartments and single- and multi-family homes. The original route would have had impacts to recently-constructed housing, as well as Celery Bog, a park and preserve with unique wetland and wildlife characteristics.



INDOT determined that a community impact assessment (CIA) and a community advisory committee (CAC) would enable enhanced communication and consideration of community impacts. Chief among the concerns for project development were access issues resulting from

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the development of a limited access facility through a developed area, as well as direct and indirect impacts to the neighborhoods in the area.

The CAC was developed with a dual purpose: CAC members would provide input to the project team on community impacts, and also serve as liaisons between the project team and the community. INDOT thereby sought to promote an enhanced public understanding of the project development process as well as improve responsiveness to community concerns.

The 23 members of the CAC included representatives from city, township and county administrations, school and emergency service providers, bicycle clubs, historic preservation interests, the local farm bureau, and several neighborhoods including those with identified environmental justice populations.

Each of the CAC meetings included a combination of presentations and exercises in order to fulfill the dual function of the CAC. Five meetings over a 20-month period were scheduled and all were well-attended. A portion of each meeting was devoted to informing the CAC members about the project development process and the latest information about project alternatives. The exercises were designed to provide direct input from the community to the CIA. Topics for the exercises included:



- Identification of bicycle and pedestrian travel patterns in the study area and identification of community focal points
- Verification of land use information in the project geographic information system (GIS)
- Identification of access concerns for residents, schools, and emergency services
- A detailed assessment of community impacts by neighborhood, including travel patterns, community cohesion, bicycle and pedestrian use, community facilities, and environmental justice
- A visioning exercise to determine the aesthetic values of the community as well as desirable project mitigation measures

The CIA report was organized around three main topics: the physical, social, and economic characteristics of the community. All of the required NEPA and INDOT impact issues were

BIKE TO WORK IN THE CAPITOL REGION: A SUCCESS STORY

By Sandy Fry

Over the past five years, the Capitol Region Council of Governments has worked with an association of agencies and individuals to promote bicycling to work. The start was inauspicious, with a dozen soggy bikers gathered under a tent in Bushnell Park in May of 2000 to celebrate National Bike to Work Day. But from that first effort, the Capitol Region Bike to Work promotion has grown to now cover 7 months of the year and it involves hundreds of bikers at numerous locations. CRCOG considers the effort to have been a success and is in the process of turning it over to a new bike advocacy group that can continue to carry the project forward.

CRCOG got into the Bike to Work business after completing its Regional Bike Plan in April of 2000. As is typical of a bike plan, this plan included the three “E’s”, engineering, encouragement, and enforcement. But in our case, it seemed important to jump right into the encouragement piece. First, the towns in the region did not seem to recognize that their streets were being used in any meaningful way by bicyclists for real transportation. Secondly, our research for our plan identified a widespread misunderstanding of how bikes are to operate on roads, both on the part of motorists and on the part of bicyclists. Third, we were convinced that there was latent interest in bike commuting, and that individuals just needed a bit of a push. The program was put together to accomplish the following

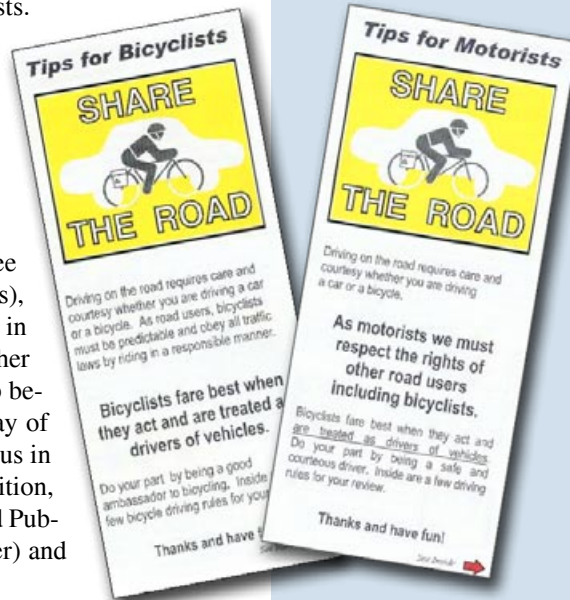
- Educate bicyclists and others that the bicycle is a sensible and beneficial means of transportation;
- Make basic information on bicycle commuting available to potential riders;
- Encourage people to try bicycle commuting; and
- Increase the general public’s awareness and respect of bicyclists.

An underlying and unstated goal was to make bicycling more visible in the region so that planners and engineers recognize the importance of accommodating bicycles as a matter of course. And as the program has developed, we have used it to remind the public of the many benefits of bicycling, both to the individual and to the community, including environmental and health benefits.

When the program started, it was very simple: rustle up some free breakfast food, locate some “premiums” (items to hand out to bicyclists), pick a meeting location, and try to get media attention. Our first event, in May 2000, was to be the first annual bike to work day. We put together a committee of interested individuals to run that event and this group became the foundation for our ongoing program. We involved an array of organizations, some you would expect, others, new collaborators for us in transportation planning. Included were the Connecticut Bicycle Coalition, the CT Departments of Environmental Protection, Transportation, and Public Health, All Aboard!, the American Lung Association (CT Chapter) and the Sierra Club (CT Chapter).

After our gala event (which included a birthday cake for Col. Albert Pope, manufacturer of the Columbia Bicycle here in Hartford) was rained upon, we decided that a single event per year was not going to enable us to accomplish our goals. Immediately we began holding once monthly events, selecting the last Friday of the month for the events.

The first year, we had about 25 participants, and a total of 5 events, but we did get some news coverage and word of the program started to spread. In year two, we decided to add a major incentive: a new high quality bike to be raffled at the end of the year. Every participant in bike to work received an entry to the raffle each month they participated. We also expanded the program with several towns in the region sponsoring their own bike to work events to coincide with our downtown events.



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ning Divisions. Ultimately a policy guide on airfront land areas will be developed. Dan Wong, TPD Airports Committee Chair, will lead this effort.

National Planning Conference: The 2005 conference was a great success with many sessions focused on transportation issues. TPD’s sessions on bus rapid transit and managing district parking, and our airport mobile workshop, and our business meeting/reception were all very well attended. Whit Blanton, Larry Fabian, Joe Marking and Dan Wong are to be congratulated. Hilary Perkins, TPD Vice-Chair, has already begun assembling potential topics for the 2006 conference in San Antonio. Please send her your suggestions.

Community Balanced Circulation and Connectivity Improvements Study: TPD is assisting the Urban Design & Preservation Division on this study of transportation and economic development being conducted by the University of Pennsylvania. If you’re interested in becoming involved please contact Larry Fabian, TPD Secretary.

ASCE/APA Smart Growth Conference: ASCE’s Transportation & Development Institute has invited TPD to help plan a smart growth conference to be held in 2006. I will serve as liaison.

TRB Safety Conscious Planning: TRB has invited TPD to join their Safety Conscious Planning Working Group. This group is an outgrowth of TEA-21 which adopted Safety and Security as one of seven key planning factors. Hilary Perkins, TPD Vice-Chair, will lead this effort.

Surface Transportation Policy Project (STPP): STPP is a nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment. Whit Blanton, TPD Immediate Past Chair, is our representative.

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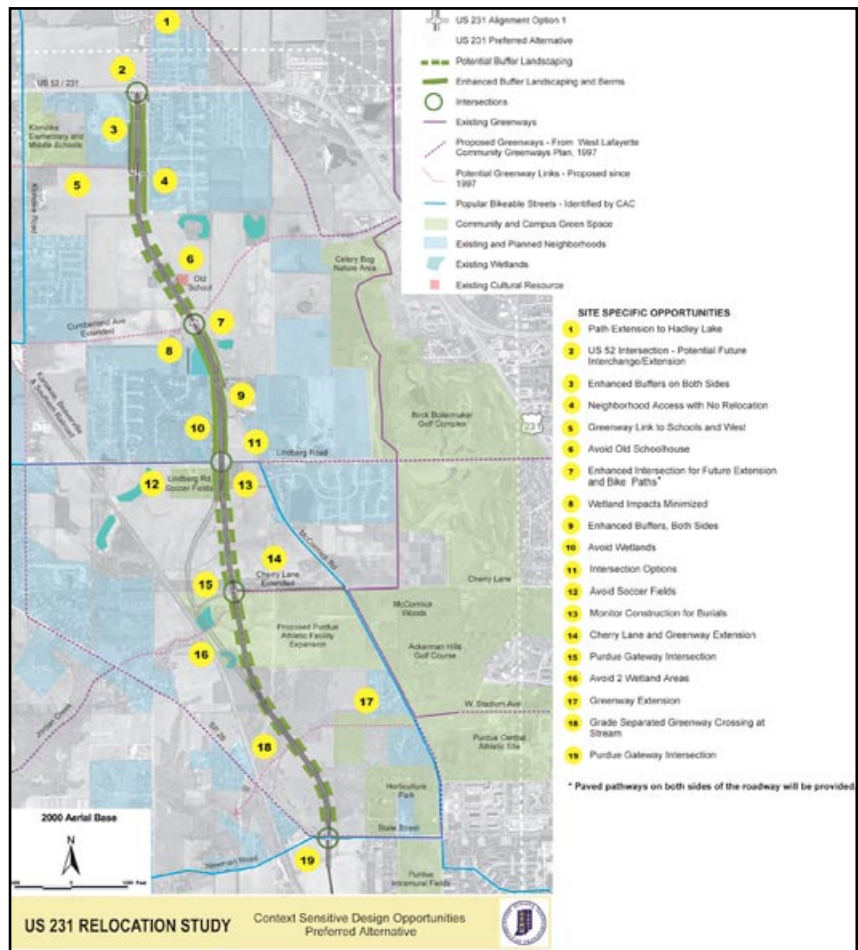
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addressed in one of these three areas. Input from the CAC was used directly in the CIA to document community values, interaction, and travel behavior, as well as potential impacts from the project to community cohesion, neighborhoods, environmental justice, and travel patterns. The remainder of the CIA was developed through typical research methods including stakeholder interviews, GIS analysis of land use and displacements, demographic analysis, traffic analysis, farmland and agricultural impact analysis, and economic impact analysis.

The input of the CAC added both essential details and credibility to the analysis, but the project team was careful to ask only for input on those issues on which the CAC could provide substantive and usable information and insight. In the impact analysis, the CAC input contributed direct information and also served as a basis for insight and conclusions in the synthesis of traffic, community, and environmental information. For example, the CAC identified patterns of neighborhood and community focal point interaction. This information helped to identify direct impacts of the proposed roadway alternatives to community cohesion, and also provided the basis for concluding how different traffic patterns in the area might indirectly affect neighborhoods and community cohesion.

The CAC also played an important role in the analysis of environmental justice impacts. The CAC members provided insight on the location of environmental justice populations and the community dynamics of neighborhoods that included environmental justice populations. The CAC also helped assess in qualitative terms whether the project impacts would have any different effects on environmental justice populations than those experienced by non-environmental justice populations. The CAC was effective in this role because it included a representative of these neighborhoods as well as public service providers familiar with the needs and dynamics of these populations.

The culmination of the CAC’s efforts and the CIA was the development of context-sensitive solutions for the project. Through the discussions of community impacts, several issues emerged



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that had the potential to be mitigated through project design. The CAC provided input not only on aesthetic aspects of the project, but also specific access, alignment, and impact modifications of the preferred alternative that would minimize or mitigate community impacts. A total of 19 specific recommendations were incorporated in the selected alternative to reflect these community concerns.

The role of the CAC was clearly defined as a resource and not a decision-making body – their role did not include overall consensus-building on project alternatives or alternative selection. This led to frustration at times on the part of CAC members, but ultimately, they concluded that they gained an improved understanding of the project development process and could see specific impacts the CAC had on the project outcome. CAC member comments gathered at the end of the process reflected a high level of satisfaction with both the process and the outcome. Indiana’s first CIA demonstrated the value of this process not only through the substantive input that was reflected in the CIA report, but also through the final project recommendations. INDOT also committed to continue collaborating with the CAC through the design process to ensure the context sensitive solutions would become a reality.

Lorna Parkins, AICP, is a project manager for Michael Baker, Jr., Inc. where she focuses on CIA studies, indirect and cumulative impact studies, and long-range transportation planning. She works in Baker’s Richmond, VA office and can be reached at lparkins@mbakercorp.com.

Task Force to Examine Airfront Planning Issues

by Whit Blanton, AICP

APA’s Airports-in-the-Region initiative is one step closer to creation of a new policy guide on airport-land use planning. Against a backdrop of the Federal Aviation Administration’s mandate to triple airport capacity in 25 years and heightened interest in new approaches to airport-related development, APA’s Legislative and Policy Committee voted unanimously to approve creation of a special task force to prepare an issue paper on the subject.

An issue paper is the first formal step in APA’s process of creating a Policy Guide or platform for a current planning topic. Policy Guides provide a basis for APA to lobby federal and state agencies, or forge strategic alliances with other professional interest groups on a particular issue of importance to planners. The issue paper - to be developed over the summer and fall with planned action in the spring at the 2006 National Conference - is a strong message by APA that airport-land use relationships are increasingly critical to urban and regional growth patterns, transportation systems, community identity and environmental quality.

The task force will be chaired by Whit Blanton, past chair of the Transportation Planning Division, with leadership also provided by TPD’s Airports Committee. Task Force members will include representatives of APA’s Chapter Presidents Council and special interest divisions. To help ensure a broad perspective, participation from other APA divisions is expected to include Economic Development, Environment, Energy & Natural Resources, Small Town & Rural Planning, Federal Planning, Regional & Intergovernmental Planning and Resorts & Tourism.

Vision 100 – the Century of Aviation Reauthorization Act that reauthorizes FAA programs - allows the Secretary of Transportation to make grants to state and local governments for the development and implementation of land use compatibility plans to promote airport-compatible development. It was evident at the last two APA National Planning Conferences and other forums that interest in airport-related land use planning is growing. TPD believes that Vision 100 and the comprehensive planning it promotes presents APA with an excellent opportunity to take a leadership position in airfront planning through the development of recommended policies and best practices. Given FAA’s pursuit of airport land use compatibility planning initiatives and an aggressive program of airport expansion, the timing is right for APA to provide its input in truly meaningful ways.

Questions or suggestions can be directed to Dan Wong, TPD Airports Committee Chair, at dan.wong@flysfso.com, or to Whit Blanton (wblanton@ciesthatwork.com).

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TRB Tribal Transportation Project: TPD and the Indigenous Planning Division are assisting the APA Research Department on a study tribal transportation funded by TRB. Todd Ashby, TPD Treasurer, will serve as TPD contact.

Membership Drive: A Membership Committee will be established shortly to plan and implement a program to grow our membership to “2,006 by 2006”. Innovative ideas will be required to meet this ambitious goal. All members are encouraged to volunteer.

Newsletter: Ruth Fitzgerald, TPD Newsletter Editor, continues to produce APA’s most interesting and informative newsletter. She received overwhelmingly positive feedback on the March 2005 issue, our first digital issue. All members are encouraged to submit articles. Ruth’s deadline for the next issue is July 31.

TPD Website: Please welcome Krishna Veeragandham, TPD’s new website manager, and extend our thanks to Glen Duke who administered the Division website so well for the past five years.



Colorado I-70 Mountain Corridor Programmatic EIS: A Status Report

By Bert Melcher

Introduction. Interstate 70 from Denver west for 144 miles to Glenwood Springs is the spine of Colorado's major mountain resort region. Winter and summer recreation and tourism travel, as well as interstate traffic, make it a vital link in the transportation system of the Rocky Mountain West. It traverses splendid Rocky Mountain scenery, and two of its major sections - Glenwood Canyon and Vail Pass - have won awards for design. It crosses the Continental Divide in the 1.697-mile Eisenhower-Johnson Memorial Tunnel (EJMT) at an average elevation of 11,112 feet.



Project Study Area

Currently, the Colorado Department of Transportation (CDOT) is conducting a "Programmatic Environmental Impact Statement" (PEIS) on the entire corridor, and a Draft was published with formal comments due on May 24, 2005.

This situation may be of especial interest to APA members because a PEIS is very uncommon: according to the Council on Environmental Quality, there have only been about 25 PEIS studies for all Federal actions since the National Environmental Policy Act (NEPA) was enacted on January 1, 1970. This article is a Status Report in a continuing saga, including some major points of controversy

The saga started with a 1989 CDOT feasibility study on capacity improvements, followed by a multimodal Major Investment Study (MIS), 1996-1998. The PEIS was initiated in 2000, and there is an uncertain future as agencies review formal comments on the Draft and the various alternatives still under consideration, any necessary re-assessments are undertaken, a single final alternative is selected, a Final PEIS is issued and formal comments are received on it, final agency review is completed, funding is identified and a Record of Decision is issued. CDOT hopes to issue the Final PEIS this year.

History. Capacity improvement needs were evident in the 1980's as recreation travel - westbound from the Denver area on Friday afternoons and Saturday mornings and eastbound on Sunday afternoons - endured delays as long as 4 hours or more at the EJMT and at other pinch points. There was rapid urbanization of the ski resort towns and associated linear sprawl, much of it involving second homes, in the Corridor. I-70 is the major highway for access out of the corridor to destinations in surrounding counties.

The MIS was a starting point for developing alternatives for this PEIS, and resulted in a 50-year multimodal transportation "vision" of "A permanent behavioral change in mobility with more acceptance and support for transit, including the needed land use management policies to support this change." The MIS vision resulted in an integration of various transportation elements centered on a high-speed Fixed Guideway Transit (FGT) to serve the Corridor. As a result, the State legislature created the Colorado Intermountain Fixed Guideway Authority (CIFGA) in 1997. CIFGA proposed an elevated Magnetic Levitation (Maglev) train with an innovative Linear Induction Motor (LIM) from Denver International Airport to the west end of the urbanization in the corridor. Subsequently, voter approval for funding a test section was not received, bench tests on the prototype LIM resulted in its abandonment, CIFGA was shut down in 2003, and FGT proponents obtained Federal Transit Administration (FTA) funding for a "Colorado Maglev Project" (CMP) representing the prototype system design for a full-scale maglev system in the U. S. The Colorado Maglev Project determined (June 2004) that with minor modifications an existing system, the Japanese CHSST LIM, can feasibly be deployed in the Colorado I-70 corridor.

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Programmatic “Tier 1” Policy-level EIS and site-specific “Tier 2” EIS.

A PEIS “Tier 1” study is at a broad policy-level. It determines the immediate 20-year transportation plan and any longer-range plans to be pursued and describes the general characteristics of the transportation system modes. It describes impacts (direct, indirect, and cumulative) of project alternatives at a non-site-specific level. The environmentally preferred alternative is to be identified. Means to avoid or minimize environmental harm are stated with mitigation commitments. Before the preferred alternative is identified for the Final PEIS, a decision will be made as to whether to plan for accommodating transportation needs projected for 2025 or beyond 2025 (50-year vision).

Site-specific “Tier 2” NEPA studies will be completed for any future action to determine where local system components would be situated (for example, refined alignment, interchanges, ramps, typical sections.) Site-specific impacts will be determined. These studies could be for short segments, and Environmental Assessments (EA) or Findings of No Significant Impact (FONSI) could result.

The Tier 1 Project Need is stated as: To increase capacity, improve accessibility and mobility, and decrease congestion. Alternatives would meet the underlying need by addressing capacity deficiencies, providing I-70 users with transportation mode choice(s), reducing hours of congestion, and improving travel time, particularly during periods of peak use in the corridor. The overall purpose of the proposed action will be to determine the future capacity, mode choice(s), and general location(s) for the future travel demand of the corridor, in a manner that addresses the underlying need, while providing for and accommodating the purposes of environmental sensitivity, respect for community values, safety and ability to implement.

The entire process since 2000, and the Draft PEIS, in actuality have been both a Tier 1 and a Tier 2 study, and this is an area of controversy. It places less emphasis on “policy” than on data and detail found in any Tier 2 EIS. At the policy level regarding funding mechanisms, it has some analysis, but the results are used only for screening alternatives and not for addressing how to effect changes and new policies. As mentioned, the MIS produced a policy change with the CIFGA legislation. This level of decision alternatives, rather than just alternative modes and general alignment based on preliminary engineering, would be more appropriate to a Tier 1 study, according to some experts. New institutional mechanisms such as multi-jurisdictional multimodal authorities and public-private partnership development are policy-level decisions. Policy considerations of land use planning and transportation-land use relationships warrant extensive and intensive examination. One such matter should be an improved integration of the CDOT corridor eastern terminus with the Denver Regional Council of Governments (DRCOG), the MPO with jurisdiction extending into the eastern-most corridor section. Another factor could be serious discussion of multimodal funds at State level: Colorado at present is one of a very few states that has never devoted any funds to public transit (indeed, the Governor and CDOT Director opposed a Metro Denver \$4.7 billion transit program vote in November 2004 but the initiative was successful at the ballot box anyway.) National policy issues (all of which are inter-related) such as climate change, air pollutant and greenhouse gas emissions, energy conservation, sustainability and use of non-renewable resources should be priority concerns in a PEIS.

The Tier 2 detail in the two-volume report (11”x17” size, about four inches thick and 24 pounds of paper) is massive: acres of wetlands disturbed by each alternative, 66 Db noise level distances, number of houses to be lost to new ROW (the major concern of transportation and land use relationships in comparing alternatives), etc, etc. Not included in the Draft documents are intensive engineering studies of such matters as heavy rail horizontal and vertical curve layouts that were conducted and used in presentations to the Advisory Committee.

Transportation Alternatives and Costs. The Draft identifies many alternatives that were looked at. It cut the list to two final groups based on a screening criteria limited to a \$4 Billion Capital Cost cap over 20-years, and sorted alternatives into two groups: “Preferred” and “Other.” The number of remaining alternatives is unusually large for a Draft EIS or PEIS.

see “Colorado I-70”, page 12

Updating Or Changing Your E-mail Address?

We are distributing the *Transportation Planning* newsletter electronically! Thus, it is essential that TPD members **keep their e-mail address in their APA record up-to-date**. All division members can now access their APA profiles and make changes online. These changes become effective **immediately** - mailed or faxed changes requiring manual entry will take longer to appear. To access your APA profile go to www.planning.org/myprofile. Enter your APA ID (from *Planning* magazine mailing label or invoice) and password (click on “create a new password” if you’ve forgotten it or do not have one). Send a message to Webmaster@planning.org if you need assistance. **DON’T DELAY – DO IT TODAY!**



Save Fuel!



Work at Home!



**Wanted:
AUTHORS**

of technical articles for this newsletter on transportation planning topics or more: case studies, opinions, predictions, analyses or other issues of interest to transportation planners.

Please e-mail TPD newsletter editor Ruth Fitzgerald at rfitzgerald@fhiplan.com to volunteer an article.

At Home with FHI—A Personal Experience in Teleworking

By Kristen Dirnberger Ahlfeld, AICP

*Adapted from the Washington, DC Chapter WTS Newsletter:
Volume XXVI - No.2 March/April 2005*

Many of you may be familiar with Fitzgerald & Halliday, Inc. (FHI). For those of you who are not, FHI is a small, woman-owned environmental planning and transportation planning/engineering firm based in Hartford, CT, with offices also in Virginia and Maryland. A unique aspect of our business, for which we may not be very well known, is that 100 percent of our professional staff members telework, meaning that all 23 of our professional planners and engineers work from home offices! About two years ago, I turned in my SmarTrip card and the hustle and bustle of a daily commute in the Washington, DC metro area for a more relaxed environment, where “business casual” often includes a pair of slippers and my favorite Boston Red Sox fleece.

Teleworking, or telecommuting, is a work arrangement in which employees work away from a central workplace on a regular basis in a venue that allows them to accomplish their work in an effective and efficient manner. FHI has been perfecting telecommuting for close to 20 years. Advances in technology, such as high-speed internet connections, e-mail, cell phones, PDAs, fax machines, and teleconferencing were in their infancy—or non-existent—when Ruth Fitzgerald started the company in her home in 1987. These technological advances have allowed FHI to retain teleworking as a core element of the firm’s corporate culture. As I have found through my own personal experiences, there are many benefits to teleworking for both the employer and the employee. Regional research efforts have also identified and defined many of these benefits, which for employers include:

- Enhanced employee recruitment and retention;
- Increased employee satisfaction and productivity;
- Reduced absenteeism, sick leave, and late arrivals;
- Reduced overhead costs (including office space and parking); and,
- Enhanced public recognition as an innovative business.

In many cases, because teleworkers are not faced with the interruptions generally found in an office setting, they are more productive and work at least one hour more per day.

Employee benefits include reduced, or lack of, commuting time and stress, reduced costs (i.e., clothing, transportation, eating out), a more productive work environment, enhanced time management and the opportunity for flexible work schedules, and an improved balance between work and family life—all of which improve employee satisfaction and morale. According to the Metropolitan Washington Council of Governments, the Washington, DC metro region has the third longest and the most costly commute in the nation. Since I have stopped commuting, I figure I have gained over two hours of non-work time each day, giving me extra time to run personal errands, or more importantly, spend more time with my husband and my nine-month-old daughter in the mornings and evenings.

Do you think you have what it takes to telework? I have to admit, I was a little skeptical of the idea at first, but once I settled into a routine, I found that I was actually just as productive at home as I was at my old office. With that being said, however, working from home is not for everyone. A teleworker needs to be able to work well with limited supervision and face-to-face interaction with others. Teleworkers also need to be motivated and disciplined enough to ignore most household distractions (i.e., television, refrigerator, chores, kids) and perform work-related tasks just as they would in a normal office setting. One aspect of teleworking that I have found particularly difficult to deal with is the lack of constant coworker interaction, so if you are an extravert like me, the more solitary environment may take some getting used to! To make up for this, however, I have become more involved in professional and community organizations in my area.

My suggestions for successful teleworking are:

1. Start your day by following the same routine you did when you were commuting to get

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- into the “work” frame of mind (remember to omit the suit);
- 2. Have a separate office area preferably with a door, so you can work uninterrupted and have a sense of “leaving the office” at the end of the day;
- 3. Have a dedicated telephone number to be used only for business calls; and,
- 4. Have established “business” hours and stick to them (in other words, the work is always there so it is very easy to get sucked back in after the baby goes to sleep).

So far, my experience as a teleworker has been an exercise in discipline and communication. While the personal benefits of teleworking are numerous, we cannot forget about its far-reaching benefits on society in terms of reduced congestion, reduced road rage, and improved air quality. The Washington, DC region is home to the largest number of workers who telework in the nation. When multiplied by thousands of employers and millions of employees in our area, it becomes very clear just how significant the benefits of teleworking can become.

For links to more information about teleworking in my area, please visit www.mwcog.org

Kristen Ahlfeld is a Senior Planner with Fitzgerald & Halliday, Inc., and is currently splitting her time between her home office in Alexandria, VA and the Dulles Corridor Metrorail Project office in Tysons Corner, VA. She can be reached at kahlfeld@fhiplan.com.

Transportation Planning Division Announces Student Paper Winners

The Transportation Planning Division announced the winners of this year’s Student Paper Competition at the APA Conference held in San Francisco, California in March 2005. The division congratulates our undergraduate winner: Stacy Clenney, from Florida State University for her paper titled Exploring the use of TOD. Stacy’s paper stood out for her good selection of citations that were used effectively within the text, an engaging beginning, and her astute description of the complexities involved with shifting policies and practice from automobile dominated development. Our graduate winner was Eric Sundquist, currently studying at Georgia Tech, for his paper titled, You Get What You Measure. Eric’s paper used a broad range of citations that included books, papers, and journals, with a well-developed theme and balanced suggested new approaches with the inherent problems of shifting from current paradigms. Both winners were presented with a cash award and an annual membership in the APA - Transportation Planning Division.

The division wishes to extend thanks to the division members that volunteered their time to review and rank the submittals. The review team was coordinated by Ruth L. Steiner, Associate Professor, Department of Urban and Regional Planning at the University of Florida and included: Robert E. Bush, AICP, Senior Transit Planner at Wilbur Smith Associates in Raleigh, North Carolina; Kate

see “Student Paper Winners”, page 11

Photos from APA’s Mobile Workshop #47 at SFO...

Dan Wong, TPD Airports Committee Chair as well as Senior Transportation Planner at SFO welcomes the audience.



Elizabeth Mingie, Transportation Planner, SFO Landside Operations, talks about airport transit first policy.

More photos are available at <http://www.planning.org/conferencecoverage/2005/tuesday/mobileworkshop47.htm>

Bike to Work, continued from page 3

Tune-up demos have proved to be popular



The program continues with the same basic format: once monthly events in a central location on the last Friday of the month, free breakfast and small bike accessory gift items at each event, and an end of the year raffle. We have tried to “hang” as much onto the program as we can. Our monthly press releases are an opportunity to emphasize the Share the Road message and to highlight the benefits of bike commuting. We use the events themselves as an opportunity to provide safety and other information to bikers. Bikers are invited to let us know of any road hazards they encounter on their trip, and we follow up with the appropriate agencies. Last year, we added tune-up clinics, run by local bike shops, to our Hartford Bike to Work events. In addition, we ran two bike commuting forums, featuring several bike commuters giving their tricks and tips for the road. To encourage more people to try biking to work, we have “bike buddies” who can assist with route selection and are willing to ride in with others. To inspire riders, we recognize a super commuter each month. The Avon Ski Market Super Commuter is selected for their dedication to bike commuting and their ability to inspire others (and they receive a bike jersey, courtesy of Avon Ski Market!)

And we have added a prize intended to inspire towns to improve bike safety: the Big Wheel Award. This award is given to those municipalities who are leading the region in improving safety for bicyclists. To date, the award has been given twice. Windsor was the first recipient; in that town the former City Manager, R. Leon Churchill, directed the department of public works to investigate the possibility of striping bike lanes or otherwise improving bicycle safety, on every road repaving project. The City of Hartford also received the Big Wheel Award, again because of a decision to investigate provision of bicycle lanes with every repaving project. Mayor Eddie Perez and Council member Robert Painter (an avid cyclist) provided the leadership for this.

From our early start with 5 events and 25 participants in 2000, the program has grown. Last year it included more than 20 events (several Bike to the Concert events were added to the mix) and over 600 bicyclists have participated in the program since it began. We would like to be able to measure our participation in four figures, but even without that, we believe the

program has been a success. Bicyclists on their way to work are much more visible on the streets of the region. Bicycle facilities are also visible. Newspapers, radio, and television have all taken an interest in our program. And we find the towns of the region are interested in learning more about how to design for bicycles and how to make the transportation infrastructure safer for bicycling.

So, the time has come for CROG to assess its continued involvement in the bike to work program. We know that we cannot put the time and energy required into helping the program to grow further so we have been working with a group of bike advocates to develop a new regional bike advocacy group that can carry the program forward. We are proud of our involvement to this point and believe that the program was an important and necessary step in the implementation of our Regional Bike Plan.

For those thinking about starting a bike to work program, here is our advice:

- Most importantly, collaborate and network as much as possible. CROG could have never maintained the program without the support of other agencies and a core group of dedicated individuals.



Mayor Eddie Perez receives the Big Wheel Award.

Bike to Work, continued from page 10

- Find all your natural partners, bike shops have been fantastic in helping us to publicize the program and in providing gifts for participants.
- Keep your message broad, so that the program benefits bicyclists as a whole, not just bike commuters. The share the road message has been key, and has been much appreciated by the bicyclists.
- Build predictability and frequency of events into the program to keep it growing.
- Start simply, keep hanging more onto the program.
- Take any publicity you can get!
- Try to get well-known people involved; they raise the profile of the program and encourage others to get involved.
- Above all, remember, this is a fun program!



An example of the new bike lanes in Hartford. This is Capitol Avenue.

Sandy Fry is a civil engineer who has spent much of her career in transportation planning, working in both the public and private sector. In her current position with the Capitol Region Council of Governments she is responsible for bicycle and pedestrian planning and long range transit planning. She can be reached at sfry@crcog.org.



Southwestern Pennsylvania Commission

Transportation Modeler

Transportation modeler for 10 County MPO to lead sub-area applications, corridor studies, project level traffic volumes estimation, transit ridership; support air quality conformity modeling. Requires understanding of travel demand modeling theory and practice; familiarity with travel forecasting software (e.g., TP+ and MinUTP); model calibration, validation and network coding techniques. Strong proficiency with multivariate statistical methods, travel survey design, and database development. Requires strong analytical and communication skills. Bachelor's degree in transportation engineering, urban/regional planning, geography, or closely related, minimum 5 years of relevant travel modeling experience. Training/experience integrating GIS mapping, scenario development software and transportation modeling desired. AICP preferred.

Transportation Analyst

Analyst to assist in development of project level traffic volumes, corridor studies, transit ridership, travel data collection, travel demand model network coding. Requires strong mathematical and analytical skills, familiarity with travel data and collection techniques, knowledge of highway capacity analysis, and trip generation. Bachelor's degree with specialization in transportation engineering or closely related.

Email responses preferred. Indicate position desired. Women and minority applicants strongly encouraged. Send letter of interest, resume, and salary history to Southwestern Pennsylvania Commission, 425 Sixth Avenue, Suite 2500, Pittsburgh, PA 15219, or email to dtritsch@spcregion.org. Visit our web site at www.spcregion.org. *Equal Opportunity Employer*

Student Paper Winners, from page 9

Garwood, AICP, Multimodal Transportation Manager, Anoka County Highway Department in Andover, Minnesota; Mary Kihl, FAICP, Professor, School of Planning and Landscape Architecture at Arizona State University and Karen Lamberton, AICP, Senior Transportation Planner for Pima Association of Governments in Tucson, Arizona.

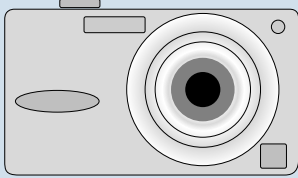


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Snaps from



San Francisco



Paper review committee members Karen Lamberton (L), Kate Garwood (R), with graduate paper winner Eric Sundquist of Georgia Tech in the center



Three of the new Executive Committee officers: Hilary Perkins, Larry Lennon, Todd Ashby

Colorado I-70, continued from page 7

“Preferred” Group of Alternatives:

- No Action (this includes some smaller projects already in the planning/budgeting cycle)
- Dual-Mode Bus (Diesel & Electric) In Guideway
- Diesel Bus In Guideway
- Six Lane Highway, 55 Mph minimum speed
- Six Lane Highway, 65 Mph minimum speed
- Reversible/HOV/HOT Lanes
- Build Six Lane Highway / Preserve For Transit

Other (Screened out) Alternatives:

- Rail (at grade, “heavy” rail): exceeds \$4 Billion cap
- Advanced Guideway System: exceeds \$4 Billion cap
- Minimal Action: will not meet travel demand without suppressing trip demand.

Issues at present include: (1) Are these the best alternatives available? (2) Why has only capital investment and not environmental criteria been used in selecting the “preferred” alternatives? (3) Since rapid transit systems can be funded over a 30-years; is CDOT’s 20-year limit arbitrary and capricious? Regarding (1), new information suggests that a rail technology with the structural elevated guideway designed by T.Y. Lin for the CMT Maglev proposal could be feasible, buildable in stages and with a good modal split market share.

Costs of Alternatives (Note: except for “no action”, all alternatives include “minimal improvements” such as safety, climbing lanes, etc.)	
No Action	\$1.31 Billion
6-Lane highway, 55-mph minimum	\$2.41 Billion
Reversible HOV/HOT lanes	\$2.52 Billion
6-Lane highway, 65-mph minimum	\$2.65 Billion
Diesel Bus in Guideway	\$3.26 Billion
Dual-mode Bus in Guideway	\$3.47 Billion
Screened out as over \$4 billion cap:	
Rail	\$4.91 Billion
AGS Fixed Guideway Rapid Transit	\$6.15 Billion
<i>Cost figures are deceptive because the highway alternatives are about 38 miles from Floyd Hill to Frisco, while the Rail and AGS are from C-470 (west edge of Denver) to Eagle County Airport, 123 miles. Rail or Fixed Guideway could be built in several segments, serving low-demand regions later. Costs shown are capital construction costs only.</i>	

Environmental Concerns About the PEIS Process and Draft. The analysis of the environmental and community impacts raises the public concerns. The I-70 corridor crosses scenic vistas, wildlife habitat, historic communities, national forests and resort areas. Weighing of the values of these areas against travel needs is a critical part of the process, and here, environmental experts feel that the entire Process and Draft fail badly. There are many technical flaws in assessing air quality, water quality, historic preservation, wildlife habitat, health and cumulative impacts. One county of the five in the corridor will bear the majority of impacts on any alternative involving highway widening or larger cross-section “footprints.” Colorado Preservation, Inc. a non-profit historic protection organization, has designated that county as one of Colorado’s “Most Endangered Places” because of threats to the historic gold and silver

see “Colorado I-70”, page 13

Colorado I-70, continued from page 12

mining sites and buildings and settings, its major tourism draw. Also, it fears that 15 years of construction and traffic delays will result in severe damage to its economy and businesses, as well as its quality of life.

“Context-Sensitive Design” tries to avoid adverse impacts and to match the works of man with the works of nature. It is essential. It is expensive. At today’s costs, the Glenwood Canyon design shown here would cost \$80 to \$100 million/mile. There are many sections of I-70 where such construction would be needed because of river and cliff constrictions.

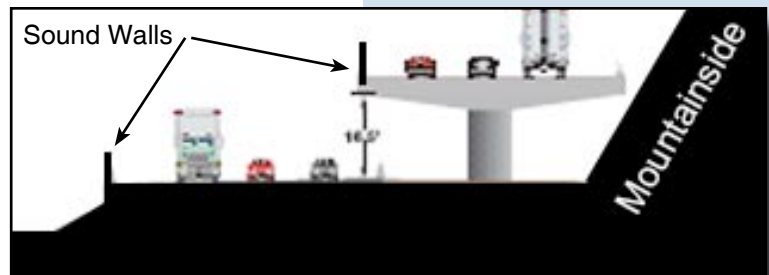
I-70 is a small 4-lane highway. With added bus or HOV/HOT lanes it can be up to 143 feet wide. The Draft has many diagrams, but sound walls, intrusion on streams, rock cliff cuts, etc. are not shown. Sound walls as shown here will be needed at communities. Tourists and people on the highway will not see the valleys, rivers and towns.



Glenwood Canyon
Photo by Matthew E. Salek,
Aurora, CO.

Citizen Participation. NEPA mandates citizen participation. Hence, a Mountain Corridor Advisory Committee (MCAC) was created in June 2000. It was to provide “input from diverse points of view, to represent an inclusive and balanced array of affected interests.” The group is not a decision-making body, nor does it provide input by consensus. From June 2000 through 2003, over a dozen workshops were held for the MCAC to hear about and discuss the topics being studied and the methodology of the studies. Its membership is primarily public officials; there is very little citizen organization membership. CDOT has had many meetings of various sizes and purposes, but the quality and value of citizen and public official participation is controversial.

An additional form of participation was developed recently through the Rural Resort Region and CDOT. The thirty member jurisdictions of the I-70 Mountain Corridor Coalition have been supported by CDOT in their attempt to develop a consensus on a preferred alternative (DRCOG is not involved.) This will not conform to any test of complying with NEPA, as the group has been told to assume that all alternatives are equal in environmental effects and that impact and mitigation assessment will be deferred until there are site-specific studies for construction projects. No environmental criteria will be used in the selection of a preferred alternative. The process will involve a very limited discussion of a corridor “Vision”, and land use will be on the table, but from the planning viewpoint, this brief look-in cannot substitute for a proper visioning process with public participation, technical and financial analysis, goal-setting and so forth. It is unfortunate that the region has not come to grips with its future long before this current effort.



The key to impacts is the facility “footprint.”

NEPA, if properly used, can be a powerful tool for better planning and guidance for the future. Those who improperly use or abuse it will cause delays and wasted money in decision-making, let alone avoidable adverse impacts.

The entire PEIS Draft can be viewed at www.i70mtncorridor.com.

Bert Melcher, APA, was a founder of Metro Denver’s Regional Transportation District and was its first Board of Directors Chairman in 1969. He is one of three people who have served on both the RTD Board and Colorado Department of Transportation Commission. He has an MS Civil Engineering degree from Thayer School at Dartmouth College, was a member of APA’s predecessor in the 1960’s, and has specialized in environmental planning. He was the 2005 recipient of Distinguished Service Award of the Wirth Chair in Environmental and Community Development at the Graduate School of Public Affairs, University of Colorado at Denver, the most prestigious environmental award in Colorado. He can be contacted at a.melcher@comcast.net.