

## From the Chair

By Whit Blanton, AICP

It's summer and things are heating up at the ballpark and in Congress. With my two teams, the Mets and Devil Rays, solidly in last place, Reauthorization activities can help ease my pain by taking my mind off baseball. APA is working to formulate a response to the Administration's SAFETEA proposal, and is in need of assistance from transportation planning practitioners in the field regarding the bill's specific planning process provisions. APA is convening a virtual "focus group" of TPD practitioners to help the organization respond in the short term and over the summer, as necessary.

Action is heavy this summer. The Congressional committees are drafting their own proposals for the legislation, borrowing from some of the SAFETEA provisions and changing others. APA needs to tell staffers in Congress what the organization likes or does not like about the bill's planning provisions. APA needs specific guidance to draft its response to SAFETEA and the Congressional bills soon to emerge from committee.

APA is asking help with background information that can be used in talking points with the Administration, Congressional staff and elected officials to spell out impacts and implications of proposed transportation planning provisions.

If you have an interest and the time to respond, please contact APA Governmental Affairs Coordinator Jason Jordan. His e-mail address is [JJordan@planning.org](mailto:JJordan@planning.org) and phone number is (202) 872-0061, ext. 1005.

*see "Chair", page 8*

## Transportation Challenges for Boston's Museum of Fine Arts

by Jane Howard

### Project Description

Over the past several years, a team of planners have been developing a new Master Plan for the Museum of Fine Arts in Boston. This unique project involved several transportation challenges which may be of interest to planners working on similar museum facilities. This brief article describes the project, the permitting process, transportation planning issues, analysis methods, and proposed solutions.

The project features renovation of existing Museum space as well as significant new additions to be constructed in phases, as shown below. The increased area will be used for new galleries, increased visitor services, the Study Center, and below grade parking, loading and support facilities. The project was subject to City of Boston permitting requirements under Article 80 of the Boston Zoning Code, as well as Commonwealth of Massachusetts permitting under the Massachusetts Environmental Protection Act (MEPA). A joint Project Impact Report/Environmental Impact Report (PIR/EIR) was submitted to meet both sets of requirements in March, 2002; the Final PIR/EIR was submitted in June, 2003.



**Boston's Museum of Fine Arts undergoes planning for expansion.**  
(Photo courtesy of Howard Stein-Hudson Associates.)

### Community Issues

Typical traffic impact concerns were relatively low for this project, since much of the daily activity takes place outside traditional commuting peak hours. Instead, two unusual transportation issues highlighted in community meetings and comment letters were addressed in the plan as noted below:

- The initial plan envisioned closing Museum Road to general traffic and using it for garage and loading access only. A number of concerns about this proposal arose from community and historic preservation groups, and the idea was ultimately dropped.
- Parking for school and tour buses along the Fenway, an Olmstead parkway with truck and bus restrictions, was a long-standing community issue, resolved by providing off-street spaces for buses in one of the MFA lots in time for the Fall, 2002 school year.

*see "Museum", page 2*

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### **Analysis Methods**

The permitting agencies required a standard transportation impact analysis. Creative ways were developed to estimate future trip generation, mode use, trip distribution and traffic impacts resulting from the project, as typical “trips per square foot” rates were not applicable to this unique land use. First, detailed existing transportation characteristics were carefully documented, surveys conducted, and projections of increased activity obtained as the basis for predicting future trip generation for five main user categories: employees, visitors, volunteers, students, and tour groups. Some of the more interesting data collection methods included:

- an employee survey to obtain travel pattern data, including arrival and departure peak hours, mode to work, transit line, or parking location.
- an examination of visitor attendance figures, including paid visitors; members; other free visitors; patrons of concerts, films, and lectures; school, community, and adult groups; special event attendees; and Wednesday night free and paid visitors. Visitor data were classified into “resident” (Boston area) and “non-resident” (tourists and hotel patrons) for purposes of analysis.
- An earlier MFA survey of non-member visitors, which identified mode use patterns for area residents and tourists, was combined with zip code data. These data were used as the basis for estimating resident and non-resident mode use and trip distribution for each group.

Then, to obtain an estimate of daily visitors that would be added as a result of the proposed project in the design year 2011, attendance projections were obtained from the MFA. Annual forecasts were obtained from the MFA, and turned into daily forecasts by dividing by the 363 days on which the Museum is open. Peak-hour trips were based on actual counted MFA lot and garage volumes. Forecasts were obtained for three conditions: “business as usual” (No Build), Phase I Buildout, and Master Plan Buildout.

Once peak-hour volumes were developed, vehicular trip distribution percentages derived from the visitor and employee survey data were applied to the employee and visitor totals to obtain an indication of project-generated additions by corridor. These figures were then assigned to specific routes to determine project-generated additions to the street and transit network. It was this analysis that trips coming by auto a fashion similar to trips. Although these hotels or other non-would be distributed non-resident visitor hand, would probably and other central area corridor distribution known, separate ingress and egress routes were developed for each of the garage alternatives. The bottom line conclusion was that there were no added trips entering and exiting the museum during the AM peak hour, and fewer than 50 trips added in the PM peak hour.



### **Design Issues and Solutions**

The final area of concern related to the design of access and egress for the underground parking garage and loading docks envisioned as part of the Master Plan. Although these elements of the project would not be built for some years, the feasibility and environmental acceptability of access and egress schemes had to be determined and approved as part of the permitting process. The location was constrained by the fact that there could be no parking or loading facilities directly under the building for security reasons. The loading dock and ramps further had to accommodate the turning radii and vertical clearances of

## Safe Routes to School at Low (or no) Cost

by Mike Flood, AICP

The recent flurry of interest in the Safe Routes to School (SR2S) program has led to a number of articles outlining both the impressive results and potential costs of a Safe Routes program (see *Planning Magazine* – May 2003). Traffic calming (intersection bulb-outs, speed bumps/tables, etc.), installation of sidewalks or sidepaths, and intersection improvements are often noted as having a positive effect on student safety and numbers of children walking and bicycling to school. There is no doubt of the positive impact of these infrastructure improvements. However, the prospect of overcoming a funding shortfall to initiate a Safe Routes program may often be intimidating to local community members intent on improving safety near the school. This need not necessarily be so; there are many benefits of the program that can be achieved with low investment through community involvement, and there are real benefits to going to the funding sources after prioritizing problems near the school. This article highlights some of the benefits that can be achieved with little or no monetary commitment and points to existing resources to help launch a Safe Routes program at any school.

First, involvement is key, and information is available to assist. None of the gains noted in described Safe Routes programs would have been possible without parental education and involvement programs which spurred the parents to allow their children to walk or bicycle to school. The reasons for having your child walk or bicycle to school include measurable health and learning benefits. Educating parents to the benefits of walking/bicycling to school is often the best way to get them involved. When parents find a common cause, it is often easier to generate needed cooperation. Resources are available which describe the benefits and could be inserted directly into PTA newsletters, school flyers, or informational brochures at little cost. [Saferoutestoschool.org](http://Saferoutestoschool.org), sponsored by the Marin County Bicycle Coalition, has information, school lesson plans, a SR2S toolkit, safety check-list, and links to the Safe Routes information page sponsored by the National Highway Traffic Safety Administration. The resources are all in place to initiate a program.



Second, some fixes can be fairly easy. Programmatic changes can often make a big difference in the perception of child safety. A survey of parents though a school handout may yield problems that are a fairly easy fix. Issues faced by schools may include: large numbers of children arriving early for breakfast, buses routed through the busiest neighborhood streets, informal parent drop-off and pick-up procedures, or conflicts with delivery or trash collection services. Coordination with various government or private sector representatives and parents may yield real gains in child safety from increased monitoring of children or decreases in conflict traffic during school arrival and dismissal periods. Government and private sector representatives and parents often don't recognize the issues unless they are specifically brought to their attention. Remember that little fixes will probably outnumber the doozies!



Finally, consensus eases the burden. When issues are identified, a collective community voice to local, county or state officials on the critical infrastructure issues affecting the children walking to school will enable the planners to better allocate scarce resources. Document the results of the community check-list, come to an agreement on project prioritization, get support from local community organizations, and approach your local planners. Don't

Organizing a school community is a low cost integral part of implementing a safe routes program.

## News from our Airfront Workshop

by Larry Fabian

One disturbing finding that emerged from a day-long workshop on “Airfront” issues last spring<sup>1</sup> in Denver is that little research has been done on the commercial districts that have emerged and continue to evolve around airports. There was also consensus that as aviation becomes more important for local economies participating in the larger global economy, the need to better understand, develop, configure and manage airport districts grows more important. Indeed, fundamental economic factors are at play, and aviation - air traffic of both passengers and goods - will become increasingly important.

Urban planners have largely focused on the economic development of downtown districts (Central Business Districts, or CBDs) and suburban industrial, office and retail parks, often referred to as Major Activity Centers (MACS). There is a broad understanding of current dynamics, infrastructure needs, and long-term trends in these settings. Their relevance to the economic and social well-being of their regions is well recognized. This is not so true of airports. While there have been major concerns about noise, air quality, ground water pollution, and highway congestion arising from airport construction and operations, there is little comprehensive data on the “airfront” mixtures of car rental facilities, hotels and meeting facilities, freight and cargo services, light or just-in-time manufacturing, warehousing, and other economic activities that require frequent air shipments and highly mobile employees.

A better understanding of the parameters of airfront districts would be helpful to planners and developers. How are they similar to or different from CBDs and other MACs? What influences and sustains their development? How are they changing? A recent airfront

<sup>1</sup>Organized cooperatively by the Transportation Planning Division of the American Planning Association and the Advanced Transit Association on March 29, 2003, the day before APA’s annual convention.

## Federal Transportation Dollars A Key Factor For Smart Growth

A Report on the APA Policy Conference, May 11-13, 2003.

By Hannah Twaddell

Equitable, adequate funding for regional transportation planning and multi-modal projects were almost universally cited priorities for the upcoming reauthorization of the federal transportation bill among participants at APA’s recent policy conference in Washington DC.

Speakers from a broad array of groups including APA, the Association of MPOs, the Surface Transportation Policy Project, the National League of Cities, Defenders of Wildlife, the National Center for Bicycling and Walking, the National Governors’ Association, and Smart Growth America, to name a few, were largely in agreement that the fundamental principles of the current transportation bill, the Transportation Efficiency Act for the 21st Century (TEA-21) were sound. The focus for almost every group as they work with legislators on the reauthorization is to ensure those principles are funded and implemented. The new bill, variously known as TEA-3, SAFETEA, and even GreenTEA by a hopeful few, is slated for approval by September 30, 2003.

Talking points on TEA-21 reauthorization carried by APA members to legislators during Planners Day on Capitol Hill included:

- 1) Increase funding from 1% to 2% for MPO planning and supporting training and capacity building programs for MPO staff and local decision-makers,
- 2) Ensure equity among funding for various transportation modes by a) keeping intact set-aside programs such as Transportation Enhancements, b) maintaining the 1:4 transit/highway ratio and c) ensuring the New Starts program will continue with an 80 percent federal match (not cut to 50 percent), and
- 3) Support public participation programs and scenario-building technologies.

### Congressman Earl Blumenauer Urges Planners to Help Government “Do It Right”

The country and Capitol Hill are more deeply divided than they’ve been in 50 years, said Blumenauer during his keynote address. Forty states are verging on fiscal crises, while Congress is looking at tax cuts. Confusion over domestic security could turn all our federal agencies into enclaves instead of institutions open to the public. On the international scene, long-time allies are angry with the US, and we are becoming more entangled in Middle Eastern political crises. And there is a host of other controversial domestic issues on legislators’ plates.

Meanwhile, he continued, there is also more of a grassroots movement than ever to push government to “do it right.” He noted five key principles that citizens are pushing to make livable communities work, including:

- 1) Safe public spaces created through thoughtful design,
- 2) Sustainable systems that don’t rely on endless consumption,
- 3) Choice in where to live and how to travel,
- 4) Vigorous, aggressive and even contentious participation, and
- 5) Operating from a regional and statewide context.

The Department of Defense, observed Blumenauer, is the largest manager of infrastructure in the world, and it is deeply damaged by sprawl. Partnerships of local communities and the DoD, he suggested, could have a huge transforming effect on the Department as well as opening up millions of acres for community redevelopment.

In addition to TEA-3, he urged planners to pay attention to the reauthorization of Amtrak and the Aviation program as critical to better transportation. He noted that one-third of our flights are less than 350 miles and might be served better and more cost-effectively by rail, and airport passenger fees could be allowed to fund mass transit to the airport.

Blumenauer concluded by suggesting that a well-organized coalition of architects, landscape architects, engineers and planners could be one of the most powerful lobbies in DC.

**Making the Link Between Smart Growth and Budget Crises, Health Costs, and Security**

During the opening general session, APA Executive Director Paul Farmer said the key smart growth issues for planners include transportation, environmental stewardship and housing choice for the changing faces of America, particularly the growing sectors of empty nesters and immigrants. Our job, he said, is to demonstrate alternatives, cultivate leadership, and figure out how to pay for the public good.

Farmer noted that smart growth opponents first tried to ignore it, then tried to co-opt it by repackaging it into their own agendas, and are now attacking it. Well-funded radical property rights groups, he said, are taking advantage when smart growth advocates are not well-organized, and they are making big inroads at the ballot box and through lawsuits. See [www.ti.org](http://www.ti.org) for a good view of smart growth opposition.

Governors are realizing that uncontrolled growth results in spiraling costs for public services, and are starting to see the connection between smart growth and the bottom line, according to Rose Krasnow of the National Governor’s Association. Awareness is also growing about the link between public health and smart growth, given the prominence of rising health care costs in every state.

Several speakers cited signs of good smart growth activity at the federal, state, and local levels, but most agreed the critical missing link bringing it all together is visioning and authority at the regional level. A few examples of regional initiatives (some led by the business sector) are the Greater Atlanta Regional Transportation Authority; Envision Utah; Metropolis 2020 in Chicago; and the consolidation of Louisville and Jefferson County, KY in order to increase economic competitiveness.

**Many Organizations Promote Transportation Planning and Multi-Modal Funding**

Anne Canby of the Surface Transportation Planning Project (STPP: [www.transact.org](http://www.transact.org)) and former Delaware Secretary of Transportation, said key principles for STPP which align closely with those of APA include:

- 1) Make transportation investments fit the larger community vision,
- 2) Make decisions collaboratively, and
- 3) Make the system function as a whole.

According to Canby, the challenge for State DOTs is to get decisions closer to citizens and to land use decision-makers to change the focus from moving vehicles to enhancing communities. That means adopting a fix-it-first policy, making equitable investments in transit, pedestrian, bike, and road networks, and ensuring that transportation serves local residents’ needs, such as getting to work.

Key transportation committees to watch, according to Jeff Squires of the U.S. Senate Committee on Environment and Public Works, include Senate Transportation (Jeffords, chair) which will lead TEA-21 reauthorization; Environment and Public Works, in charge of the Federal Highway Administration (FHWA); Banking, in charge of the Federal Transit Administration (FTA); and Commerce, which deals with Rail, Freight & Aviation. Senator Jeffords, said Squires, is focusing on four key pillars in reauthorization:

- 1) safety (the highway fatality rate is down, but the numbers are up),
- 2) asset management (fix-it-first),
- 3) congestion, and
- 4) goods movement.

Deron Lovass of the Natural Resources Defense Council ([www.nrdc.org/cities/smartgrowth](http://www.nrdc.org/cities/smartgrowth)) said that group’s reauthorization priorities include:

- 1) Keeping the transit/highway program allocation ration of one to four,

*Airfront, continued from page 4*

phenomenon, for example, is the consolidation of scattered car rental operations into a single site with shared shuttle services to and from the airport terminal(s). Will the same consolidation and interconnection evolve for hotels and trade show facilities? Will districts adopt sustainable design principles and development guidelines? What utility, recycling, heating/cooling and telecommunication needs can be provided more efficiently on a district basis? When are common transport services viable? How “smart” should they be? As commercial building is a generator of wealth in real estate, can publicly orchestrated airfront implementations be a new source of revenues for airport authorities - that someday may compete with landing fees, retail sales, parking, and ticket surcharges?

A list of 23 specific research needs emerged from the Workshop that can better define “airfronts,” their components and dynamics (see list on our Division website: [www.apa-tpd.org](http://www.apa-tpd.org)). Some needs relate to FAA programs, policies and analytic tools. Others focus on globalization and just-in-time industrial trends, while others relate to zoning, density and transport issues. What are good examples of wealth-generating airfronts? What are best practices and methods of governance and management? What legislative initiatives might be appropriate? Are there incentives to capture the entrepreneurial spirit of developers, landowners, and public authorities to help integrate airfronts and connect them to airports and their regions? More knowledge and analysis is clearly needed.

*Larry Fabian is the director of Trans.21, an international clearinghouse of planning information on automated people movers. He can be reached at [lfabian@airfront.us](mailto:lfabian@airfront.us).*

*See “Federal”, page 6*

## TPD Announces Student Paper Winners...

The Transportation Planning Division announced the winners of this year's Student Paper Competition at the APA Conference held in Denver, Colorado in April, 2003. The division congratulates our first place winner: Joshua Mack, University of Massachusetts for his paper titled *Reframing the Spatial Mismatch Debate: A Sustainability Perspective* and our second place winner: Michelle Laboy, University of Michigan, for her paper titled *Policies and Techniques for Joint Development as a Tool for Urban Development*. Both winners were presented with a cash award and an annual membership in the APA - Transportation Planning Division. Danielle Szelag accepted the award for Joshua Mack.

Joshua Mack is studying in the Department of Landscape Architecture and Regional Planning at the University of Massachusetts. His winning essay was completed under the direction of Elisabeth Hamin. Mack's paper took a look at the theories of spatial mismatch related to job-poor and labor-rich center cities and explored how these issues might be looked at through a sustainability perspective. Sustainability tenets, Mack argues, provides additional depth using an integrative and holistic approach and includes inter and intra-generational equity issues. Previous strategies that have attempted to address real or perceived spatial mismatch problems have lacked a serious attempt to address underlying equity issues. Mack's conclusion that "the application of sustainability has a way of redefining priorities, concerns and moral obligation to unsustainable problems like spatial mismatch, which heighten our awareness of the problems and create a greater sense of urgency in implementing solutions" is a challenge to the transportation community to consider the broader implications of our transportation systems.

*Federal, continued from page 5*

- 2) Maintaining a match ratio for all transit programs of 80 percent federal/20 percent state and local, same as highway programs, especially New Starts which the Administration is proposing to reduce to 50 percent federal, and
- 3) Doubling funds for the Congestion Mitigation and Quality (CMAQ) program.

National League of Cities transportation committee staffer Melissa White reported that the group includes about 200 local elected officials. In addition to supporting issues such as those outlined by APA, they've crafted a Congestion Bill that targets more funds to urban areas with the worst congestion. To raise more revenues for transportation, the NLC is supporting ethanol taxes, indexing the gas tax to rise with the Consumer Price Index, cracking down on gas tax evasion, and a general gas tax increase. In addition, they are proposing the use of expanded CMAQ funds in attainment areas as a preventive measure, and urging states and federal agencies to flex National Highway System and Minimum Guarantee program funds to transit (it's already enabled, but none has been flexed to date).

Bill Wilkinson of the National Center for Bicycling and Walking pointed out that asthma is the fastest-growing chronic disease in America, thanks in no small part to traffic congestion. In addition, Type II diabetes is showing up in so many children it's no longer called "adult onset diabetes." The reason: skyrocketing childhood obesity rates because children so rarely walk anywhere. Some of his ideas to improve public health through TEA-21 reauthorization include:

- 1) Set community health outcomes as transportation planning measures - read the ISTEA preamble (it was dropped from TEA-21) and return to its fundamental principles;
- 2) Consider forming State Planning Organizations instead of having DOTs do planning, and suballocating all funds to regions except intra/interstate programs;
- 3) Make bicycle and pedestrian systems part of all good road design;
- 4) Specifically include Safe Routes to School in the reauthorization.

Alex Taft of the Association of Metropolitan Planning Organizations (AMPO, [www.ampo.org](http://www.ampo.org)), said adequate funding for MPOs is a big issue. MPOs get one percent of highway funds, and states get two percent. Yet there are many new MPOs as a result of the 2000 census and all MPOs, regardless of size, have to produce a Long Range Plan and Transportation Improvement Program, with no minimum standards or adequate funds for staff or training.

Taft also noted that only 80 percent of the CMAQ program has been obligated. This is because it's a hard program for states to administer, since many of the projects are Management and Operations initiatives. There is also no national standard for states to have a formula distribution of CMAQ funds; MPOs in states with a formula program get their CMAQ funds more quickly and get the projects done faster.

AMPO's key focus areas for reauthorization include:

- 1) Raising the planning funds for MPOs from 1% to 2% in both FHWA and FTA budgets;
- 2) Suballocating a percentage of Surface Transportation Program (STP) funds to all MPOs, regardless of size;
- 3) Suballocating CMAQ funds directly to MPOs to get projects done faster;
- 4) Including performance-based Management and Operations objectives in MPO plans to make sure the plans result in more efficient transportation systems;
- 5) Expanding eligibility for freight projects; and
- 6) Improving the air quality conformity process with more of a focus on planning and less on manipulating the funds.

Smart Growth America, according to Legislative Director Beth Osborne, is focusing on the need for more scenario planning technologies that allow citizens to get engaged in the planning process. A compendium of current tools is available at [www.placematters.com](http://www.placematters.com). Related priorities for TEA-3 include

- 1) Scenario-building technical assistance programs and a catalogue of tools,
- 2) Funding for scenario planning by non-governmental organizations (NGO's),
- 3) Allowing scenarios to be used for NEPA planning, and
- 4) Using locally set performance measures; and funds to develop and share GIS among agencies.

For more information on the conference and the status of the TEA-21 APA website at [www.planning.org](http://www.planning.org).

*Hannah Twaddell is a Senior Planner for Renaissance Planning Group, a planning and policy analysis firm that integrates transportation, land use and urban design. She has more than 15 years of experience in planning and public involvement for local and regional governments, including many years as the chief planner for the Charlottesville-Albemarle Metropolitan Planning Organization and the Assistant Director of the Thomas Jefferson Planning District Commission in Charlottesville, Virginia.*

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Michelle Laboy is a student in the Taubman College of Architecture and Urban Planning at the University of Michigan. Her essay was completed under the direction of Joe Grengs. Laboy's paper discussed issues of Transit Oriented Design and argued that similar joint development techniques might be applied to the revitalization of declining suburban malls. Laboy argues that recent trends of marginalized and closing malls presents opportunities to master plan "compact, mixed use centers with offices, retail space and houses... with urban downtown architecture, street-facing store fronts and less parking spaces." Transit investments should be a vital part of such a mix and Laboy concludes that doing so would "not only diversify the community but also provide a transit and pedestrian friendly environment for potential users in a more equitable manner".

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 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.

## APM Logo Design Contest!

The Automated People Mover (APM) Committee of the American Society of Civil Engineers has been planning milestone APM conferences since the mid-1980s. After this September's ninth conference in Singapore ([www.apm2003.com.sg](http://www.apm2003.com.sg)), the tenth will take place in Orlando in the spring of 2005. The Call for Abstracts will come out soon.

The APM05 Organizing Committee has decided that the 10<sup>th</sup> conference presents an ideal opportunity to update the APM logo. They are offering a modest \$200 prize (with \$50 for the runner-up) for the best submission. They want to retain the old logo, shown here, but upgrade or enhance it in some way to reflect the APM05 theme of



"Moving to Mainstream." The new logo should reflect the fact that APMs have shed their experimental and risk-prone aspects and are now mature technology readily available for consideration by MPOs, transit officials and others for incorporation into public and private projects. **Submission of logo redesigns are due October 15.** For more information, contact Larry Fabian at (617) 825-2318 or [lfabian@airfront.us](mailto:lfabian@airfront.us).



Visit our website - [www.apa-tpd.org](http://www.apa-tpd.org) - to read and download these excellent papers! See **page 8** for award presentation photos.



*Chair, continued from page 1*

Our job is to encourage good provisions, and make the bad ones fall by the wayside, much like the Cubs and Red Sox do each summer.

OK, no more baseball analogies.

## 2004 Conference Plan Underway

One of the Transportation Planning Division's main functions is to develop relevant, high quality sessions for the APA National Planning Conference. The last two conferences featured a transportation theme with a plethora of quality sessions, and we plan to continue that tradition. It may only seem that planning for the next conference begins immediately after the one just held, but that's not far from accurate. At the Division's business meeting in Denver, we agreed upon general topic areas for our two by-right sessions at the 2004 Conference April 24-28 in Washington D.C.

Vice Chair Larry Lennon, as session proposal coordinator, has been working to develop the TPD's proposals. We have the following general topics planned (these working titles may change):

- Strengths, Weaknesses and Innovations in Travel Demand Models, and
- Airports and Land Use Planning – New Approaches to Old Conflicts.

In addition, our mobile workshop proposal on Airports in the Region (Dulles and National) has been selected for inclusion at the Conference. The TPD Airports Committee will develop workshop details over the summer.

We are also considering a session on Sustainable Transportation Planning/Design as a possible topic, perhaps as a volunteer session in cooperation with one or more APA divisions. If you have ideas or suggestions for these or other sessions, please let

Larry know (see contact information for Larry Fabian on page 2). Volunteer session proposals for the 2004 Conference are due September 1, 2003.

## Airport Planning Happenings

The TPD is promoting a collaborative effort among APA's divisions to focus on "Airports in the Region" as a special project that would complement the work of our new Airports Committee. Designed to address the multi-disciplinary nature of airports as an integral component of regional land use, transportation, economic, environmental and intergovernmental planning, the idea is to build on the concept of airfronts discussed previously in this newsletter and the subject of our Saturday workshop at the Denver APA conference. TPD leadership is drafting a work plan and funding proposal to the APA Divisions Council for consideration at the Fall Leadership Conference. Our aim is to arrange a session at the '04 Conference, but take it further to develop planning guidance and participate with other organizations.

With the mention of TPD's airport focus in the May issue of Planning magazine, interest among division members and non-members has soared. Since the Denver conference, Airports Committee Chair Mike Callahan and TPD Secretary Larry Fabian have been involved in efforts to share ideas about airport planning and development with outside organizations. Of note is the Federal Aviation Administration's continued interest in hosting a series of workshops or forums to address airport and land use planning challenges. The committee is rich with expertise and I'm excited about its prospects to make a difference in how planners and airports can interact in the future to strengthen regions and reduce conflicts. If you would like to be involved, please contact Mike Callahan at [Michael.Callahan@mwa.com](mailto:Michael.Callahan@mwa.com).

Thanks,  
*Whit Blanton, AICP*

## Congratulations to the Winners of the Student Paper Competition!



Accepting the first place prize on behalf of winner Joshua Mack is Danielle Szelag (right). To left, Whit Blanton; center, Karen Lamberton.



Whit Blanton and Karen Lamberton congratulate second place winner Michelle Laboy.

Museum, continued from page 2

large semi-trailer trucks sometimes used for deliveries of large art works. A number of options were considered, then discarded, based on traffic operations, aesthetics, or environmental considerations. In the end, the plan proposes both loading and garage entrance and exit on Museum Road, near the location of the current West Wing driveway entrance.

*Jane Howard is a founding Principal of Howard/Stein-Hudson Associates, a 50-person transportation consulting firm with offices in Boston and New York City. A city planner by training, Jane has worked for thirty years in Boston and the northeast, specializing in development-related transportation planning and impact studies.*

Safe Routes, continued from page 3

leave it to them to figure out the issues at your school and propose solutions, as most of them have limited resources. Guidance is often very welcome, and access to schools is often near the top of the decision matrix for allocation of improvement funds.

If you are reading this article you have knowledge that can help make the process work. Take some time, review the literature, and start a program at your school. There is no reason to delay.

*Michael Flood is a principal planner with Fitzgerald & Halliday, Inc. He has 10 years of experience in the transportation planning field and provided consulting services to the Maryland Department of Transportation on the Safe Routes program in eastern Montgomery County, Maryland.*

# CALL FOR PAPERS!

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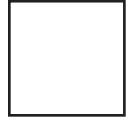
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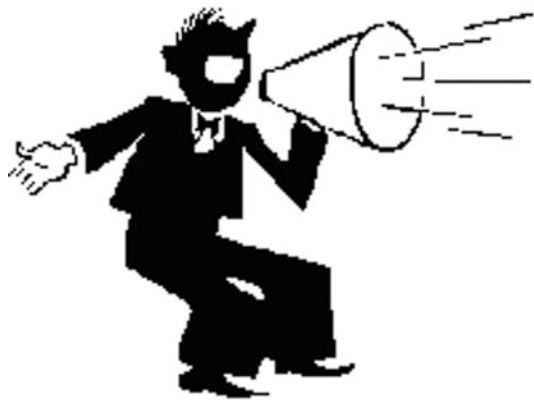
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