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From the Chair...

by Larry Lennon, P.E., AICP

Fall is just around the corner, and with the changing seasons comes another issue of TPD's Transportation Planning newsletter. I hope you had a relaxing and satisfying summer, and are now re-energized and ready to meet the challenges and opportunities that lie ahead.

Fall is also election season, and I encourage you to take part in the democratic process in any way you can. And don't forget that October is **National Community Planning Month**. Listen to your local radio stations for public service announcements sponsored by APA, and contact Mike Welch at APA if you wish to be involved.

If that isn't enough to keep you busy, TPD will be distributing its **2006 Member Survey** shortly. Please take a moment to respond, we need your input to assess TPD's current programs and better align our activities with members' interests. Noel Comeaux, TPD Membership Committee Chair, is leading this effort.

Announcements for the **2007 Student Paper Competition** will also appear in October. As many of you know, Ruth Steiner is currently on a well-deserved sabbatical, and Jianling Li has graciously agreed to run the competition. She will be ably assisted by Karen Lamberton, Kate Garwood, Mary Kihl and Robert Bush.

TPD's **Airports Committee**, under the direction of Dan Wong, and with assistance from Whit Blanton (APA Divisions Council) and Larry Fabian, (TPD Secretary), has continued to move forward. In May, Dan spoke before the Transportation Research Board's (TRB's) Sixth National Aviation Sys-

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Zen & the *Art* of Bicycling

How can public policies make cycling safer and encourage people to ride more often? Hint: It doesn't involve helmets.

by Alex Marshall

The classic Amsterdam mom ventures out on her bicycle in rush-hour traffic with a child perched fore and aft — and a bag of groceries in the front basket as well. As she maneuvers through the cars streaming around her, she may also be talking on a cell phone.

In Holland, people laugh about such conduct, or they applaud the mother's cycling skill. After all, she is just one of the thousands of cyclists who use a bicycle to get around in this old but also contemporary city. Similar scenes can be found in Copenhagen, Berlin and our neighbor to the north, Montreal.

But in almost any big American city, such conduct would not be applauded. In fact, the mother might be arrested. Many states and cities prohibit cycling without a helmet.

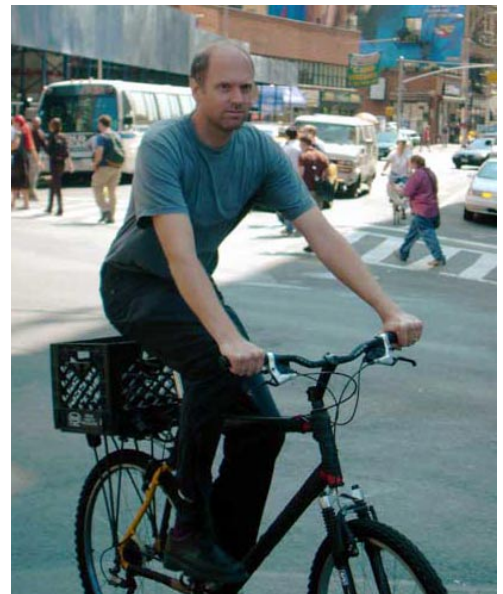
Amsterdam illustrates a strange paradox: Many state and local governments in the United States encourage or require cyclists, particularly children, to wear helmets. As a result, a far greater percentage of cyclists wear helmets here than in other countries.

At the same time, however, far fewer people in this country cycle as a general means of transportation. And this country has far more people who are fat or obese and suffer the health effects of so being. In addition, cycling in this country, despite greater rates of helmet usage, is probably more dangerous than in other industrialized nations. The United States, for example, appears to have a slightly higher per capita fatality rate for cycling than Holland does, even though about 10 times as many people bicycle in Holland.

What's going on here? There's no question that a cyclist unlucky enough to be in an accident will be safer if he or she is wearing a helmet. But paradoxically, the evidence suggests that stressing or requiring helmets is not the best way for states or local governments to promote cycling or make it safer.

For one thing, helmet use symbolically puts the burden of safety on the shoulders, or rather the head, of the cyclist. While this fits right in with the American ethos of individual responsibility, it's not realistic. It's primarily the conduct of others, particularly the drivers of automobiles and trucks, that ultimately determines a bicyclist's safety.

In Amsterdam and many cities where cycling is common, drivers are taught that a cyclist comes first, both practically and legally. In Holland and most Scandinavian countries, if a



The author on his bicycle; photo credit: Robert Yaro.

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TPD Announces Student Paper Winners

By Karen Lamberton

The Transportation Planning Division announced the winners of this year's Student Paper Competition at the APA Conference held in San Antonio, Texas in April 2006. The caliber of student papers in this year's competition was high and the review committee commended all the authors for their excellent effort. Without exception, the essays were interesting, well written and the diversity of topics impressive. The committee was especially impressed by the inclusion of legal or economic elements in many of the papers as well as GIS technical skills.

The winner of the undergraduate student paper competition was Daniel Peter of the University of Kansas who was nominated by Bonnie Johnson for his paper entitled, "**The Wright Amendment: Right or Wrong? The Effects of a Restrictive Transportation Law on Commercial Airlines and Consumers**". The graduate student paper winner was Eric Morris of UCLA, nominated by Brian Taylor, for his paper entitled "**The Privatization of British Rail: How Did it Turn into a Train Wreck?**" Both of these papers address the intermodal aspects of transportation planning, and both ask questions about issues that plague the planning practice today, namely, the impacts of changing legal and political climates, the effects of private money in public infrastructure decisions, and reaction to the nuances of public opinion. Daniel Peter's paper reached to the post 9/11 aviation issues and his discussion surrounding the real world implications of federal legislation on local municipalities are especially relevant to planning practice today. Eric Morris's paper was an exemplary piece of writing making good use of quotes combining politics, drama and economics into a compelling paper which addresses issues planners grapple with every day when making public infrastructure decisions.

The graduate paper competition was a very close decision among four excellent papers. The authors of the three runner-up papers will receive a \$50 gift certificate to the Planner's Bookstore. The winners of these honorary awards are: Carrie Fesperman of the University of North Carolina at Chapel Hill for her paper entitled, "**The Effects of Access to Public Transportation Among Victims of Domestic Violence**," Michael Schwartz of the University of North Carolina at Chapel Hill for his paper entitled, "**Evacuation Station**," and Ramon Munoz-Raskin of Columbia University for his paper entitled, "**Mega Barriers to Mega Projects: Barriers and Remedies to Large Transportation Project Implementation in the New York Metropolitan Region**." Carrie and Michael were both nominated by Daniel Rodriguez and Ramon was nominated by Grace Han.

The division wishes to extend thanks to the division members who 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.

Editor's note: the two winning papers can be viewed by visiting the TPD website at www.apa-tpd.org.



Daniel Peter of the University of Kansas accepts award from TPD Chair Larry Lennon

ONLINE LEARNING FOR PLANNERS

By Christian Peralta

Virtual classrooms are providing new continuing education opportunities for professionals who are short on time and money, but still want to increase their knowledge in the field.



Staying current with the latest trends in the field can be a challenge for many professionals.

While some organizations provide regular training for their staff, many workers must find time outside their busy work schedule and personal obligations for professional development. And then there's the cost. How many of us have grumbled at the price tag of a one-day continuing education seminar?

Fortunately for professionals that don't have the time or money for traditional continuing education programs, there are now several online programs that provide a more convenient and lower cost alternative.

Offered by a number of well-known universities and companies, the courses cover a range of topics from the basics of the planning profession to advanced land use and environmental issues.

Aside from the obvious benefit of providing training, online courses allow participants to tailor learning to their schedule. "Students can log-on and review materials at their convenience – before work, during their lunch break, or after the kids have gone to bed," remarked Chris Steins, Co-Founder and Editor of Planetizen, a leading news and information website that began offering online courses in 2004.

The increasing number of online course offerings is evidence of an already burgeoning trend. With the growing familiarity with the Web and the spread of high-speed Internet connections, more and more people are going online to learn. In 2004 alone, more than 2.3 million people took some kind of online course, according to a recent survey by The Sloan Consortium, an online education group.

Most web based courses take advantage of learning management systems (LMS), a type of software that facilitates interaction between the course instructor and the students. Course materials are easily viewable from anywhere using an Internet browser, and include readings along with links to related materials. Some programs integrate audio or video clips to enrich the learning experience.

To facilitate the interaction between course participants and the instruction, most online courses take advantage of online forums and discussion boards, along with regular email, which have the advantage of allowing dialogues to happen without everyone needing to be online at the same time.

Among the universities offering urban planning courses online is the Bloustein School of Planning and Public Policy at Rutgers University. Since its launch in April 2005, the Bloustein Online Continuing Education Program (BOCEP) has run 18 courses in a wide variety of subjects, including planning law and urban design. The courses, which are taught by Bloustein instructors, last for about 4½ weeks and cost about \$250. Discounts are available for APA members and employees of non-profit organizations, among others.

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Wanted:

AUTHORS

of technical articles for this newsletter on transportation planning topics: 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.



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tem Planning Symposium, on AIR, and in June, he participated in a panel on TRB’s Airport Cooperative Research Program (ACRP).

In July, two members of the Airports Committee, Stephanie Ward and Kent McLemore, participated in the Airport Consultants Council/Federal Aviation Administration Summer Workshop Series on airport compatible land use/zoning.

As a result of the Committee’s participation, the Airport Consultants Council (ACC) wants to establish formal communications with the Airports Committee on AIR and other related activities. In August, Larry Fabian, TPD Secretary, volunteered to be the Committee’s liaison on TRB’s new Airport Sustainability Committee.

I’ve been appointed to the new **APA Messaging/Communications Task Force**, charged this year with preparing the next phase of APA’s Communications Plan. The Task Force has a lifespan until the 2007 Annual Conference, when it will make recommendations to the APA Board for implementing the Communications Plan.

The **2007 APA National Planning Conference** will be held April 14-18 in historic Philadelphia, PA. Todd Ashby (TPD Treasurer) has been coordinating TPD’s activities at the conference with the Local Host Committee, while Hilary Perkins, (TPD Vice-Chair) has been coordinating TPD’s two by-right sessions: “Thinking about Congestion” and “Transportation Development Partnerships”.

With recent changes in Federal law and innovations in financing, states now have greater flexibility in partnering with the private sector. TPD’s “**Transportation Development Partnerships**” panel will examine the laws that promote public-private partnerships, describe the legal and financial issues, and discuss the need to think

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driver hits a cyclist, the driver is at fault. Period. The European Union is now working to make this a standard policy in its member countries.

The result is a different attitude. “The cars look out for the bicycles, the bicyclists look out for the cars and everyone looks out for the pedestrians” is how one Amsterdam mother described it to me.

These legal and cultural differences lead to another drawback of leaving bike safety policies solely to helmets: the “safety in numbers” phenomenon. The more people cycle, the more drivers tend to watch out for cyclists and the safer each individual cyclist is. A study by Peter Jacobsen published in *Injury Prevention* found that when you double the number of cyclists, the risk to each individual cyclist drops by a third. But several studies have found that mandatory helmet laws tend to decrease the number of cyclists, probably because they make cycling less convenient and less fun. “More people are dying because they are not moving than people are dying because they are moving on a bicycle and hit by a car,” says Jens E. Pedersen, director of the Danish Cyclist Federation in Copenhagen.

Last, to address the more basic issues in bicycling safety, we need to focus on changing the design of streets and highways, which are too often set up to speed cars along without regard to cyclists or pedestrians. How you can redesign streets is a rich subject with many possibilities.

I’m not telling people who bicycle not to wear helmets. Given how dangerous conditions are in this country, it makes sense to wear a helmet here. But what’s a good practice for an individual is not necessarily the basis for good public policy. State and local governments have the power to make cycling both safer and more convenient and should concentrate their attention on the conditions that can advance those goals: educate drivers; stiffen penalties; encourage cycling as a means of transportation; create more bike lanes and turn some highways into streets. If cities and states work conscientiously on these efforts, in a number of years it may just be possible to sally forth on a bicycle in urban traffic, perhaps even with a child balancing on a set of handlebars — and to do so safely.

Alex Marshall, an independent journalist, is a Senior Fellow at the Regional Plan Association in New York and the author of How Cities Work: Suburbs, Sprawl and the Roads Not Taken. He can be reached at alex@alexmarshall.org

INTERNSHIP POSITION

City and County of San Francisco Airport Commission Human Resources San Francisco International Airport

Under supervision, as a participant in a work-study program leading to either a Bachelor's Degree or Master's degree in City Planning or related field with a transportation planning emphasis, assists in the performance of all phases of airport ground transportation operational planning work; assists professional staff in the preparation of planning and operations research, surveys and projects; as assigned collects, compiles and analyzes data on various phases of airport ground transportation planning and operations including, intermodal analysis, modal split analysis, level of service analysis, accessibility analysis, parking supply and demand surveys and analysis; and performs other related duties as required. Primary responsibilities include: carrying out airport ground transportation policies and procedures; assisting in preparing, checking, maintaining and reviewing of technical records and reports involving a variety of airport ground transportation planning and operational activities.

This position is funded using Federal Transit Administration 5313 (b) – Transit Professional Development Program grant funds administered through CalTrans and the Metropolitan Transportation Commission. The participant shall be limited to working no more than six (6) months.

Please visit http://www.sfgov.org/site/jobs_page.asp?id=44535 to read the entire description.

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Leo Vazquez, director of the Bloustein online program and an instructor at the school, commented that the quality of online courses can be just as good as in a face-to-face environment, provided students are committed to the process. "If you're the type of person who goes to training sessions to take a vacation from work, you probably won't enjoy the online format as much," says Vazquez. "However, one of the benefits of an online class that runs for a few weeks, such as BOCEP classes, is that you have time to absorb and explore new ideas, without having to commit to sitting in a room for several days."

Ohio State University's Planning Education at a Distance (PED) program provides the opportunity to earn a graduate certificate in facilities planning and management for professionals already working in the field. In addition to the certificate, the PED program offers continuing education courses covering issues such as smart growth and zoning and landscape laws. Registration fees for courses average around \$55.

The Massachusetts Institute of Technology (MIT) also offers a wide array of undergraduate and graduate level courses in urban studies and planning through its OpenCourseWare website. In contrast to the Bloustein School and OSU's PED program, MIT only provides access to course materials, and does not provide access to the instructor or interaction with other students other than through a seldom used discussion board. However, the materials are invaluable for those who wish to follow a self-instruction program. Best of all, the courses are free to the public.

In addition to universities, a few other organizations offer planning related courses online.

Planetizen, building on the popularity of its initial AICP exam preparation course launched in 2004, has recently added an array of new online courses for planners. Prepared and led by professional and/or academic experts, the new courses cover topics including transit-oriented development, historic preservation, economics for planners, and technology for planners. Each course costs \$99, and allows course participants to access materials for a six-month term.

The Lincoln Institute for Land Use Policy also offers online courses and distance learning opportunities as a supplement to its regular continuing education program. Enrollment is free for many of the courses, which include a planning and land use fundamentals program for planning commissioners and zoning board members.

For those looking to learn to use Geographic Information Systems (GIS), software maker ESRI provides instructor lead online courses, along with series of instructional audio podcasts.

Related Links:

Bloustein School of Planning and Public Policy Online Continuing Education Program
<http://policy.rutgers.edu/bocep/>

Planning Education at a Distance (PED) – Ohio State University
<http://knowlton.osu.edu/ped/>

MIT OpenCourseWare – Urban Studies and Planning
<http://ocw.mit.edu/OcwWeb/Urban-Studies-and-Planning/>

Planetizen Courses
<http://www.planetizen.com/courses/>

Lincoln Institute for Land Use Policy
<http://www.lincolnst.edu/>

ESRI Virtual Campus
<http://campus.esri.com/>

Christian Peralta (christian@planetizen.com) is the managing editor for Planetizen, the planning and development network (www.planetizen.com).

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creatively and plan strategically. It will feature Tyler Duvall, USDOT Assistant Secretary for Policy.

TPD's "**Thinking about Congestion**" panel will discuss emerging trends (e.g. demographics, global economics, health, land use/urban design, technology) which will affect future transportation needs and demand evaluation beyond today's land use, urban design, and transportation policies. The panel will describe strategies to assist communities develop and assess "what if" scenarios.

I hope to see many of you at our next business meeting at the annual TRB meeting in Washington, DC in January 2007, and at the National Planning Conference in Philadelphia, PA in April. Thanks for your interest in TPD.

Updating Or Changing Your E-mail Address?

With the *Transportation Planning* newsletter being delivered electronically, 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!**



CALL FOR PAPERS & INVITATION TO EXHIBIT

45th International Making Cities Livable Conference on

“True Urbanism:

Designing for Social & Physical Health”

& Exhibit on

“New Designs for Mixed-Use Urban Fabric”

Portland, Oregon ❁ June 10 – 14, 2007

Co-sponsored by The City of Portland & Portland Metro Planning Council
Co-organized with the University of Notre Dame School of Architecture

Please send a 200-250 word abstract to:

Suzanne H. Crowhurst Lennard Ph.D.(Arch.), Program Committee Chair,
IMCL Conferences, PO Box 7586, Carmel, CA 93921.

Fax: +1- 831-624-5126.

Email: Suzanne.Lennard@LivableCities.org

Deadline for submission: November 4, 2006

For more information, see www.LivableCities.org

An international conference for city officials, practitioners and scholars in architecture, urban design, planning, landscape architecture, transportation planning, health policy and social sciences from many parts of the world to share ideas, and establish working relationships.

Paper topics include:

New designs for mixed-use urban fabric ** Planning for commuting by foot & bike ** Transit-based neighborhood development ** Integrating land use & public transit ** Redesigning suburban malls as neighborhood centers ** Transforming commuter suburbs into mixed-use urban villages ** Urban planning for physical & social health ** Integrating social diversity through urban planning ** Urban sustainability: social & ecological ** Child- & family-friendly urban design ** Designing town squares for social life ** Respecting regional and local character ** Community participation in architecture and planning **

Exhibit: Mixed-Use Urban Fabric

Architects, planners, developers and cities are invited to submit proposals for an exhibit of mixed-use urban fabric – projects already constructed, or in design. Designs must be 3 - 6 stories, with commercial or office at street level, office and/or residential above. Selected projects will be exhibited at the conference. Awards will be made in the following categories:

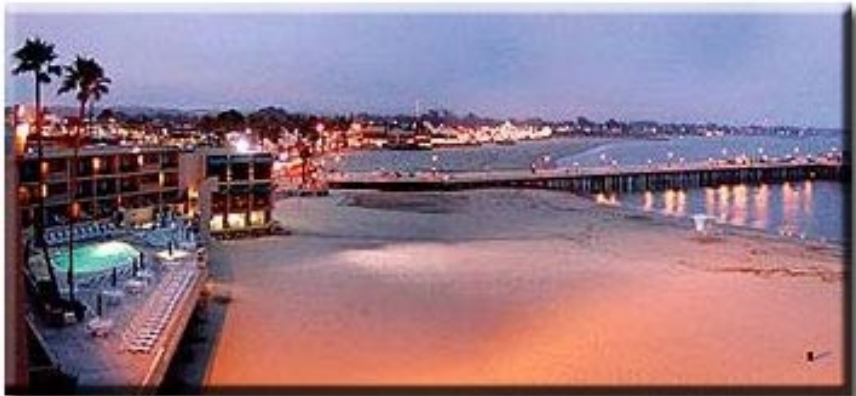
- Mixed-use in new Greenfield/Brownfield neighborhoods
- Transit-based new mixed-use development
- Redesign of suburban malls as mixed-use
- Restored historic mixed-use & new infill designs

For guidelines contact Suzanne.Lennard@LivableCities.org

Stepping To Smarter Mobility

ATRA Mini-Conference in Santa Cruz Nov. 17-18

Since 1976 Federal policies have denied the possibility of higher-order transit technologies that can attract a much higher share of urban travel than conventional trains and buses, which nationwide account for only 2-3% of urban travel in an ocean of car-oriented development and life styles. ATRA (www.advancedtransit.org) has kept the vision of PRT (personal rapid transit) alive for the last three decades. To explore ways to advance this vision, ATRA will convene a two-day conference in Santa Cruz, California, November 17-18. TPD members are welcome and qualify for the lower member registration fee of \$30 if registering before Oct.21 (\$45 after).



Coast Santa Cruz Hotel

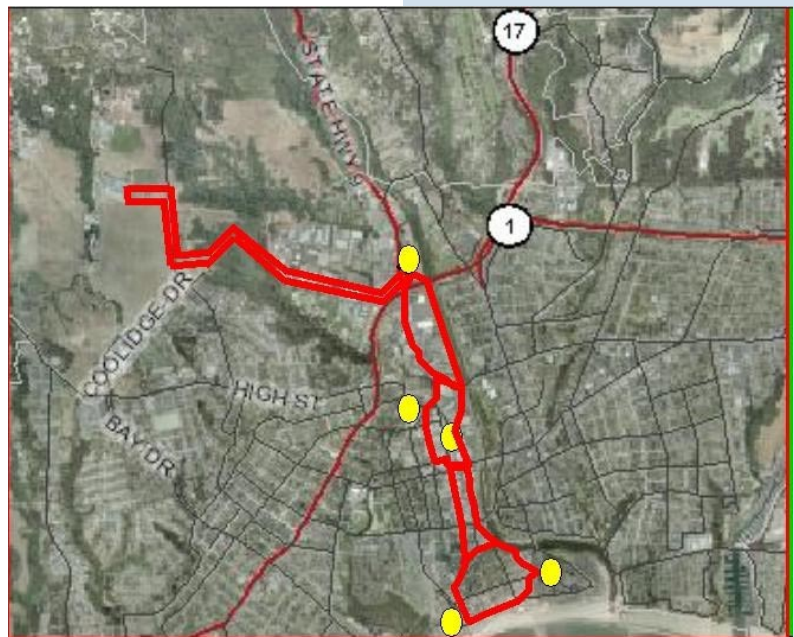
Small and medium-sized cities and suburbs clearly need better options for mobility. Personal Rapid Transit (PRT) is a very promising concept that has been around since the 1970s. Today several projects using this innovative form of guideway transit that functions as taxis-over-networks are becoming reality in Sweden and the U.K. What needs to be done to advance PRT in the U.S.?

Come explore the possibilities November 17-18 in beautiful Santa Cruz on the majestic California coast near San Jose at a unique gathering being organized by the Advanced Transit Association and Santa Cruz stakeholders. TPD has often cooperated with ATRA over the past decade. The setting is a small, geographically constricted city where a citizens group has done much groundwork to promote PRT solutions. The City, the UC campus there, and local interests recently launched a study to explore the viability of a PRT option to serve its congested, geographically constrained districts. The conference theme is **Next Steps to PRT** – to be addressed in a general way on the first day, while the second will focus on Santa Cruz layout and consensus-building specifics with the participation of many local officials and stakeholders expected.

With high gasoline prices and increasing calls to encourage healthy pedestrian lifestyles impacting transport planners, the timing is right. California is pushing forward with aggressive reductions in greenhouse gas emissions that the Bush Administration rejected when it ripped up the signed Kyoto Accords. With growing pressures to accommodate growth and contain sprawl, to ease the pain of high gas prices, and to encourage walking in a public health campaign against an “epidemic of obesity”, ATRA senses that a major change in Federal modal policies is coming. The 30-year era when higher-order transit have simply been ignored as an option because it is “unproven” will soon pass. Very interesting new possibilities will be on the menu of tools available to land use planners.

For more information, visit the ATRA website or email questions to TPD Secretary Larry Fabian at lfabian21@earthlink.net.

A preliminary network concept for Santa Cruz



National Impact Fee Roundtable Conference

The 2006 Roundtable will be held at the FDIC Conference Center in the Washington, DC area on October 4-6, 2006. The FDIC facility is located at 1001 N. Monroe St., Arlington, VA. Registration will be \$200 until September 11, and \$225 afterward. This conference is for anyone involved in the design or implementation of development impact fees. Over 50 practitioners and experts from around the country will participate. The Keynote Address will be given by Professor Tony Cook from Sheffield University, UK, who will discuss important cross-Atlantic views about impact fees.

Please visit the NIFR website for more information and registration:

www.impactfee.org

You also may register by going directly to:

www.cpe.vt.edu/reg/impactfee/

If you have any questions, feel free to call Tyson Smith, the NIFR chairman, at any time, at (816) 221-8700.



Integrated Transit Facilities Planning-Design-Management



Looking for Presenters!



Organizations interested in presenting at the two-day course *Integrated Transit Facilities Planning-Design-Management* in Fort Lauderdale, Florida, December 6 - 7, 2006. Potential topics include:

- Introduction to transit facility planning, design and management
- Planning and designing the transit facility
- Terminal location and logistics issues
- Ridership demand analysis
- Pedestrian planning and design
- Vertical and horizontal circulation
- Integrated environmental design
- Economic and financial issues
- Vehicular circulation and parking
- Facility amenities and landscaping
- Architectural treatments (acoustics, vibration, light)
- System safety issues (fire protection, slips and falls/vehicular, etc.)
- Designing defensible space (security design through CPTED)
- Building code requirements and barrier free design (ADA)
- Ticketing, baggage handling and passenger processing
- Concessions and joint-use facilities
- Multiuse transit oriented development (terminal and station areas)
- Intermodal connectivity
- Information systems (signage, communication, etc.)
- Information technology systems
- Sustainable design (building green and healthy)
- Staffing requirements and design
- Setting level of service operating standards
- Customer relations management
- Simulation technologies (visualization, passenger and vehicular flows)
- Best practices/lessons learned - case studies
- Transit stations and bus stops
- Preservation of older structures and restoration
- Maintenance considerations

This specially created 2 day course, organized by **Florida Institute of Technology and UKIP Media & Events** (organizers of Passenger Terminal Expo and Passenger Terminal World magazine) will cover the essential considerations for intermodal and integrated transit interchanges.

If you are interested, please send the following information: topic selected, speaker's name and title, and email address to Carl Berkowitz, AICP (cmberkowitz@hotmail.com) or visit www.passengerterminal-expo.com to learn more.