



Daschle to give Sabo Lecture May 2

Former Senate Minority Leader **Tom Daschle** will present the third **Martin Olav Sabo** Lecture. Titled “Public Leadership in a Changing World,” the lecture will take place May 2 from 10:30–11:45 a.m. at the Humphrey Institute of Public Affairs, University of Minnesota West Bank campus.



Martin Sabo



Tom Daschle

had a distinguished career of more than four decades of public service at both the state and federal government levels.

Daschle, a U.S. Senator from South Dakota until his term ended earlier this year, is now a public policy advisor for a Washington, D.C., law firm. He will discuss his 26-year career in public service, what he has learned, and his advice for current and future public leaders.

RSVP requested but not required to **Janice Young** at 612-626-0347 or jyoung@hhh.umn.edu. **CTS**

The Martin Olav Sabo Lecture Series, which began in 2002, is a forum for distinguished individuals to address the challenges of public service for our states and nation. The series honors U.S. Rep. Martin Olav Sabo, who has

Oberstar hears rural safety research at special briefing



James Oberstar

Nationwide, rural highways are the setting for a disproportionate number of injuries and fatalities. In Minnesota, more than two-thirds of traffic fatalities occur in rural areas. Two University researchers shared how technology holds promise to reduce these tragic

numbers at a special briefing held March 1 for U.S. Rep. **James Oberstar**.

The event, moderated by **Cheri Marti** of CTS, was held in Cambridge, Minnesota, and began with opening comments by the city’s mayor, **Marlys Palmer**. Others in the audience represented Mn/DOT, the Cambridge city council, Isanti County, and other area organizations.

Bob Bollenbeck, transportation planning director of the East Central Regional Development Commission, and Isanti County judge **Jim Dehn** kicked off the briefing with an overview of Isanti and Mille Lacs Counties’ efforts in the Toward Zero Deaths Program (TZD). TZD, a Minnesota interagency partnership, brings together community and corridor groups to improve traffic safety in a designated area (see www.tzd.state.mn.us).

The session then turned to a presentation by Professor **Max Donath**, director of the

University’s Intelligent Transportation Systems (ITS) Institute, on rural intersection research. Seventy percent of intersection fatalities take place in rural areas, Donath said. The Institute’s research focuses on how technology at unsignalized intersections can help drivers waiting to cross or merge onto a busy rural highway decide if the gap before an oncoming vehicle is large enough to proceed safely.

This intersection decision support (IDS) technology—made up of traffic surveillance cameras, wireless communications, and roadside radar units—works in ground fog and other low-visibility conditions. In their work, researchers are using an instrumented rural intersection south of the Twin Cities (see www.its.umn.edu/research), along with a driving simulator on the Minneapolis campus for more structured analysis.

The researchers are especially interested in the age of at-fault drivers, Donath said, in order to develop better, more intuitive ways to relay information. Eight seconds is about the right gap length, but some drivers take gaps as short as two seconds—an “unbelievably small gap,” he said. The simulator studies indicate that drivers age 75 and above have the greatest accident involvement ratio, and those older than 66 are

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CTS to hold Access study kickoff May 11

CTS is holding an “Access to Destinations Study” kickoff workshop on May 11, 2005. The workshop will take place from 2:00–4:00 p.m. in the Mississippi Room of Coffman Memorial Union on the Minneapolis campus.

The Access to Destinations Study will build on the results of the five-year Transportation and Regional Growth Study led by CTS (see www.cts.umn.edu/trg). This research has attracted broad interest due to the growing issue of traffic congestion in the Twin Cities. Although the study has influenced transportation policy directions by professionals and policy leaders, it has also raised new questions and issues for further research.

The additional interdisciplinary research efforts outlined in the Access framework will create a greater understanding of traffic congestion and develop new methods of evaluating our transportation system through the use of accessibility measures.

The May 11 meeting will present the overall study and its objectives and outline the initial research projects that will be

Speakers share evaluation plans for MnPASS toll lanes

The first MnPASS express lane—scheduled to open next month—will give solo drivers the option of paying a toll to use the I-394 high-occupancy vehicle (HOV) lane west of Minneapolis. Plans for evaluating the MnPASS project, including an independent survey sponsored by the Humphrey Institute of Public Affairs, were the topic of a March 8 roundtable held in Minneapolis.

Moderated by CTS director **Robert Johns**, the event was one of a series of transportation finance roundtables offered by CTS and the Humphrey Institute's State and Local Policy Program (SLPP) over the past several years.

"The public benefits of MnPASS are quite large," said **Nick Thompson**, MnPASS project manager, in an opening overview. By offering commuters a choice, MnPASS is expected to improve I-394 efficiency and make better use of the HOV



Johanna Zmud, Lee Munnich

lane. The project will eventually pay for itself, he said, with excess revenues split 50-50 for roadway and transit improvements in the corridor.

Pricing will be adjusted every three minutes based on real-time congestion levels. Tolls will be collected electronically—no toll booth is needed—thanks to a transponder on vehicle windshields. Carpools, buses, and motorcycles will continue to

use the HOV lane for free. (To learn more about how MnPASS will work or to open a prepaid MnPASS account, visit www.mnpass.org.)

The roundtable then turned to discussions of two independent evaluations of the project commissioned by Mn/DOT. One is a three-part attitudinal survey sponsored by SLPP and conducted by NuStats, an independent research firm. **Johanna Zmud**, NuStats president, presented

highlights from the baseline survey conducted late last year. (The full report is on the MnPASS Web site.) Among residents living near I-394:

- Sixty-four percent said allowing solo drivers the option of paying to use the HOV lane was a "good idea," 28 percent said it was a "bad idea," and 8 percent were undecided.

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CTS brings research database to the Web

CTS has taken a major step forward in disseminating information on transportation-related research by linking the contents of its research database directly to the CTS Web site at www.cts.umn.edu/research. The research database contains information on University of Minnesota projects dating back more than a decade, including project summaries, personnel, funding sources, and links to final research reports.

Since its establishment in 1987, CTS has worked with faculty and researchers in a spectrum of academic disciplines including engineering, economics, public policy, and environmental studies. Intelligent transportation systems (ITS), regional development and urban planning, and transportation system management are among the major research areas that have been extensively covered by researchers connected to CTS.

The new database interface is expected to serve as a resource for researchers, students, policymakers, transportation managers, and members of the general public who want to know more about transportation research. The interface offers a variety of ways to find information, including a full-text search of project descriptions. Most recently published research reports are downloadable in PDF format.

To try out the CTS research database for yourself, visit www.cts.umn.edu/research/database.html. **CTS**

Community Transportation newsletter launched; AirTAP goes electronic

CTS recently launched *Community Transportation E-news*, a new periodic electronic newsletter with the latest research, published reports, and information on community transportation services. The newsletter's goal is to increase the visibility and use of community transportation within the transportation industry. A focus area is small-vehicle transit and other services for transportation-disadvantaged populations.

The newsletter is the vision of a group of professionals representing various organizations with interests in community transportation. Stakeholders include Hennepin County, CTS, the Metropolitan Council, the Minnesota Department

of Transportation (Mn/DOT), the Minnesota Department of Human Services, the Greater Twin Cities United Way, and Dakota Area Resources and Transportation for Seniors.

In addition, *Briefings*, the quarterly newsletter of the Minnesota Airport Technical Assistance Program (AirTAP), is now available electronically. *Briefings* offers news and how-to information for personnel operating, maintaining, and administering Minnesota's public-use airports.

To subscribe to either electronic publication, please visit the CTS subscription Web page (see below). **CTS**

Web subscription page available

CTS publishes a variety of print and electronic newsletters. You can now subscribe—or unsubscribe—to these newsletters online at a new Web page: www.cts.umn.edu/publications/subscriptions.

The page also lets you order other print materials such as reports and proceedings, and subscribe to electronic announcements of upcoming events. **CTS**



- Support for the project didn't vary significantly across income levels (65 percent support for under \$50,000 household income and 65 percent support for over \$150,000 household income).

Two additional surveys will be conducted to gauge changes in respondents' awareness, attitudes, and behavior, Zmud said.

A separate technical evaluation is underway to document system operations, costs, and revenues. Conducted by Cambridge Systematics, this evaluation will provide a "solid foundation for any future decisions regarding potential expansion of the system," said **Doug Sallman**, senior associate with the firm. The evaluation will identify changes in travel speeds and travel times in the HOV/HOT lanes and general-purpose lanes and at downstream bottlenecks such as the Lowry Tunnel. It will also identify many other impacts of the system, including changes in person and vehicle throughput, safety and enforcement activity, violation rates, emissions, and noise. The final evaluation report is due in August 2006, he said.

The roundtable closed with a lengthy question-and-answer period. **Lee Munnich**, director of SLPP, noted that the project—the first of its kind in Minnesota—will be watched very closely by other states. "The evaluation will have important implications beyond Minnesota," he said. **CTS**

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Max Donath

three to seven times more likely to be in a crash. "Clearly, older drivers are over-represented," he noted.

The research team is studying various types of signs in the driving simulator to determine which are most effective for older and younger drivers. Early data indicate that drivers choose longer gaps using the technology.

The research is part of a multi-state pooled-fund consortium that is looking at many other types of intersection crashes, Donath added. The Institute is also working with the U.S. Department of Transportation, four state DOTs, and 17 auto equipment manufacturers to plan deployment of this technology.

Thomas Horan, research fellow at the Humphrey Institute of Public Affairs, then discussed the role of technology in responding to rural crashes. The good news, he began, is that cell phone use and the related rise in communications mean more data are available; the bad news is the demand this places on dispatch systems. Minutes matter in emergency response, but calls must travel through an array of agencies, from 911 to dispatch to

fire department and hospital.

Horan's research looks at how technology can improve end performance. To do so, he conducted a year-long case study of the Baxter/Brainerd area to gauge the demand for emergency response and the need for technology. In 2002, the time between when an accident was reported to when victims arrived at a hospital averaged 51 minutes in rural areas versus 33 minutes in urban areas. "This is problematic when minutes mean lives," Horan said.

While rural delays are due in part to geography, staffing issues are also a problem. In addition, Horan learned no government unit is responsible for improving coordination among transportation operation control centers. "That's where TZD has provided some help," he said.

In the current phase of his research, Horan is conducting interviews to determine rural safety problems, encourage innovative deployments of technology, and foster organizational collaboration. "Using technology to respond in rural areas should be a top transportation, health, and economic priority," Horan concluded.

Rep. Oberstar then shared his thoughts on the morning's presentations. Rural safety is important for urban residents as well as rural dwellers, he began. Many urban-

Executive Committee welcomes new members

At its February meeting, the CTS Executive Committee welcomed the following new members:

- **Jim Erkel** is the land use and transportation director for the Minnesota Center for Environmental Advocacy (MCEA). At MCEA, he works on forest protection and growth management, including the environmental effects of Minnesota's settlement patterns and the interaction between land use and transportation.

- **Tom Sorel** assumed his position as Minnesota division administrator for the Federal Highway Administration (FHWA) in February. Prior to coming to Minnesota, he served as steward-



Jim Erkel



Tom Sorel

ship/oversight group leader in the FHWA headquarters Office of Infrastructure in Washington, D.C. He has been with the FHWA for more than 25 years and has served in a number of positions throughout the country.

In other member news, **Steven Crouch** was named dean of the University of Minnesota Institute of Technology (IT) and assumed his new duties in January. Crouch is the 15th dean of IT, replacing **H. Ted Davis**, who is returning to teaching

in the Department of Chemical Engineering and Materials Science. Crouch previously served as associate dean of IT and head of the Department of Civil Engineering. **CTS**

ites drive on rural roads, especially in tourist areas such as Baxter/Brainerd, and face unfamiliar conditions such as ground fog and blind intersections. "Any technology that can help us overcome that [unfamiliarity] is extremely valuable," he stated.

The current reauthorization bill includes a \$1.5 billion initiative for rural roads. He expects the bill—now at \$284 billion—to pass, and hopes to raise the number closer to \$300 billion in committee.

Rural residents have fewer choices and little transit, Oberstar concluded, which means higher costs for every phase of transportation. "One cost that should not be tolerated," he declared, "is the cost of lives and property damage."

Lee Munnich, director of the Humphrey Institute's State and Local Policy Program, then led an audience discussion. One participant, **Richard Larson** of Mille Lacs County, praised the University's research and urged Oberstar to encourage its speedy deployment.

Marti closed the briefing by thanking Oberstar for his national transportation leadership and strong support for University of Minnesota research. **CTS**

Transportation expert will address equity

Professor **Michael D. Meyer**, former transportation planning director for Massachusetts, will discuss the social consequences of transportation investment and planning on April 29 at the University of Minnesota.

His lecture, "Is Efficiency Fair? Why Transportation Solutions Are Often Rejected," is the Civil Engineering Department's 2005 Sehlin Lecture and is open to the public.

Meyer, a civil engineering professor at the Georgia Institute of Technology, is involved in a coalition working to amend transportation funding laws in Georgia and chairs an expert review panel overseeing \$3 billion in transit investment in the Seattle region.

His talk will begin at 3:30 p.m. in the Civil Engineering Department, Room 210. Call 612-625-5522 for details. **CTS**

Context Sensitive Design workshop in August

Plan now to attend the Midwest Region 2005 Context Sensitive Design & Solutions Workshop, August 24–26, in Minneapolis.

Titled "Overcoming Roadblocks to Project Excellence," the workshop will address tough questions and challenges from around the country as well as lessons learned and innovations being pursued to further excellence in transportation project development using CSD&S philosophy and principles.

The workshop, sponsored by Mn/DOT and the Federal Highway Administration, will be hosted by CTS.

Look for more details in the next *CTS Report*, or check the Web at www.cts.umn.edu/csd. **CTS**

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conducted under the study umbrella. CTS director **Robert Johns** will give an overview, followed by summaries of research plans by **Kevin Krizek** (Humphrey Institute) and **David Levinson, Panos Michalopoulos, John Hourdakakis, and Gary Davis** (Civil Engineering).

The workshop will also allow researchers to engage in a dialogue with attendees about the study and about its implications for Twin Cities transportation and land use planning.

The assumption guiding the Access research is that measures of accessibility will help us better understand how our transportation and land use system is performing, how it has changed, and how future investments and policies will impact that system.

The study will include three major research objectives: 1) Improve our understanding of travel on freeways, arterials,

and other roadways and of travel by non-auto modes, including transit, bicycling, and walking; 2) Develop measures of accessibility using travel and land use data, resulting in a series of maps and tables that present accessibility measures by mode for each destination activity; 3) Using these new tools and information, assess how our existing transportation and land use system meets alternative policy goals, and evaluate policy options related to investments in different transportation modes or changes in land use practices.

Research efforts will be combined with extensive outreach activities to stimulate public discussion of the research findings and their implications for public policy.

For more information about the workshop, please contact **Stephanie Jackson** of CTS, 612-624-8398, sjackson@cts.umn.edu. **CTS**

Upcoming events

To publicize your event, call CTS at 612-626-1077, fax 612-625-6381, or e-mail snopl001@cts.umn.edu. Visit the CTS Web site—www.cts.umn.edu—for more comprehensive event information.

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| Apr. 17–21 | National Association of County Engineers (NACE) Annual Conference, Bismarck, North Dakota. Contact NACE, 202-393-5041 or e-mail nace@naco.org . | May 11 | Access to Destinations Study kick-off workshop, Coffman Union, Minneapolis. Contact Stephanie Jackson , 612-624-8398, sjackson@cts.umn.edu . |
| Apr. 18 | Fourth Oberstar Forum on Transportation Technology, Minneapolis. Contact Teresa Washington , 612-624-3745, twashing@cce.umn.edu . | May 15–17 | Transportation Management Association Summit, Minneapolis. Visit tmi.cob.fsu.edu/act . |
| Apr. 20–21 | Spring Maintenance Training Expo, St. Cloud. Contact Teresa Washington , 612-624-3745, twashing@cce.umn.edu . | May 25 | Best Practices for PCC Pavements Workshop, MnROAD facility, Otsego. Contact Tom Burnham , 651-779-5605, tom.burnham@dot.state.mn.us . |
| Apr. 26–27 | 16th Annual CTS Transportation Research Conference, RiverCentre, St. Paul. Contact Katie Kjeseth , 612-624-3708, kkjeseth@cce.umn.edu . | July 17–19 | 2005 Midwest Regional & Shortline Railroad Annual Conference, Grand Rapids, Minn. Contact Patrick Murray , 651-556-9204, pmurray@mandklaw.com . |
| Apr. 29 | CE Sehlin Lecture by Michael D. Meyer (see above), Room 210 CE Bldg., Minneapolis. Call 612-625-5522 for details. | July 27–30 | TrailLink 2005: International Trails & Greenways Conference, Minneapolis. See www.railtrails.org/trailink2005 or call 202-331-9696. |
| May 2 | Martin Olav Sabo Lecture, Humphrey Institute, Minneapolis. Contact Janice Young , 612-626-0347, jyoung@hhh.umn.edu . | Sept. 11–14 | American Public Works Association National Conference, Minneapolis. See www.apwa.net/meetings/congress/2005 or call 800-848-2792. |
| | | Oct. 4–5 | Minnesota Fall Maintenance Expo, St. Cloud. Call Kathy Warren , 651-351-7432. CTS |

Still time to register

Oberstar Forum:
April 18, Radisson Metrodome, Minneapolis

CTS Research Conference:
April 26–27, RiverCentre, St. Paul