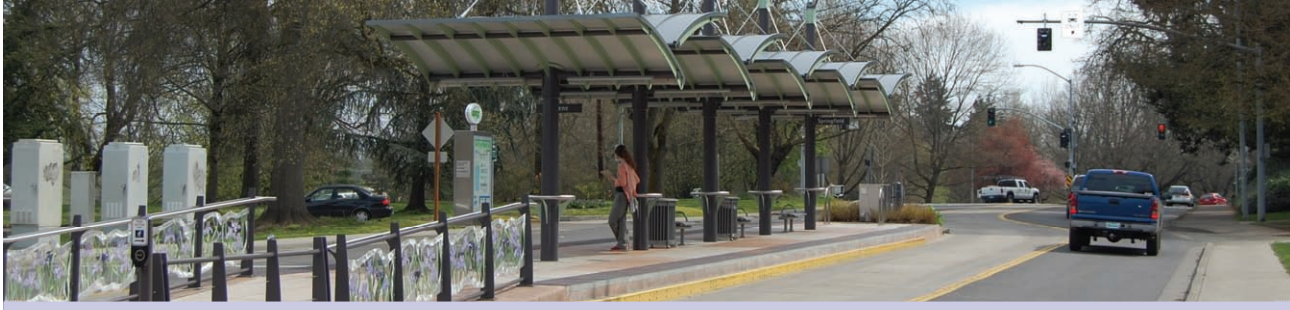
OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM



OTREC NEWS
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Empowering Communities with Transportation Planning Tools

Dr. Marc Schlossberg and a team of students in the University of Oregon's School of Planning, Public Policy and Management are working on exciting neighborhood evaluation tools that allow communities to assess their neighborhoods for walkability, bicycle safety, and other active transportation features. Using mobile geographic information system (GIS) technology, Dr. Schlossberg's team has completed development of SEAT, or School Environment Assessment Tool, the first of four planned evaluation modules.

SEAT was developed as an assessment tool for an emerging national program focused on getting kids to walk or bike to school, called Safe Routes to Schools (SRTS). Created as part of federal transportation legislation, SRTS programs encourage neighborhood groups and city planners to work together to make streets safer for pedestrians and bicyclists along school routes.

To use the new SEAT tool, teams of students or community members can easily learn how to use the SEAT software during a short training session. This tool has been designed so it can be easily learned by general, non-GIS using community members, including students anywhere from 8-15 years old. In fact, developers have found that kids are often more comfortable using the portable devices than adults! The software is loaded onto hand-held computers, and users learn the controls, how to navigate the street maps, and how to assess street and intersection types. Participants in the field can then answer a series of questions about sidewalk conditions, difficult crossings, traffic levels, barriers to safe active travel, etc. Teams of students or other participants evaluate different street sections, and the data can be quickly combined to produce maps showing problem areas.

SEAT was developed to more efficiently collect data, but also to be a community builder. The tools maximize public involvement by students and schools, citizen groups, local planners and policy makers, and transit agencies, allowing community members direct involvement in neighborhood assessment. Maps generated by the teams can lead to discussions about how to make the neighborhood routes to school safer.

> "We are using sophisticated technology to empower communities and get individuals invested in the process."
>
> **Marc Schlossberg, Ph.D.**
> *University of Oregon*

SEAT has been field tested in communities in Wisconsin, Minnesota, Washington and Oregon, and the team is preparing the tool for availability to a national audience. A short video about the assessment tool can be viewed here: http://www.activelivingresources.org/cat_resources.php.

Future planned modules of this new technology include assessment tools for "complete streets" (CSAT), accessibility (AAT) and bicycle routes (BASIT). Complete street assessment, which evaluates street networks from multiple perspectives (pedestrians, bicyclists, transit users) will be tested in June. National experts who were skeptical of the ability to capture the complexity of the complete streets concept in an easy to use assessment tool

-continued on page 2-

Left: Community members use new tools to survey neighborhood streets for qualities such as sidewalk conditions, intersection safety, traffic levels, etc.

INSIDE THIS ISSUE:

OTREC is a National University Transportation Center, and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

Director's Corner

It's hard to believe that OTREC just celebrated its 17 month anniversary! This third edition of the OTREC newsletter shines a spotlight on the many activities of our students, faculty and staff, all aimed at fulfilling our mission as a national University Transportation Center. We are thrilled to welcome Carol Wallace to OTREC as our newest staff member. Carol is our Fiscal Operations Coordinator, and brings many years of federal grant administration to our team. We are also pleased to welcome Dr. Ida van Schalkwyk to Oregon. Dr. van Schalkwyk is a new transportation faculty member at Oregon State University.

Over the past few months, we have been honored to welcome RITA staff to Oregon, including Administrator Paul Brubaker, UTC Liaison Tom Marchessault, and University Program Specialists Robin Kline, Amy Stearns, and Lydia Mercado. We appreciate the opportunities to highlight our ongoing research, education and technology transfer activities.

At a regional level, we continue to be active in the Region X Transportation Consortium, and are working with the University of Idaho to co-host a **National Transportation Engineering Education Conference** in Portland, Oregon on June 21-22, 2009. This conference will focus on improving the undergraduate transportation engineering experience. Contact us if you would like to be on the mailing list for more information.

Here in Oregon, Governor Ted Kulongoski has inspired us by making transportation and climate change his top two priorities for the upcoming 2009 state legislative session, proclaiming that "transportation and climate change are critical to our success in the global marketplace – and our quality of life." Within our four-university consortium, we are working on research that helps address the significant challenges that lie ahead in climate-friendly transportation. In 1961, President Kennedy inspired a generation by committing to "landing a man on the moon and returning him safely to the Earth." We are educating the next generation of leaders in the transportation field who will need to take on their own version of this challenge—by solving major crises in infrastructure finance, climate friendly energy sources, and reducing our carbon footprint. Here at OTREC we hope to contribute to solving these problems; I am sure that our students and faculty are up to the challenge and it will be exciting to watch their progress.

Thank you to our many transportation agency and industry partners for your support. Feel free to contact me directly at bertini@pdx.edu if you have any suggestions or would like to learn more.

Robert Bertini

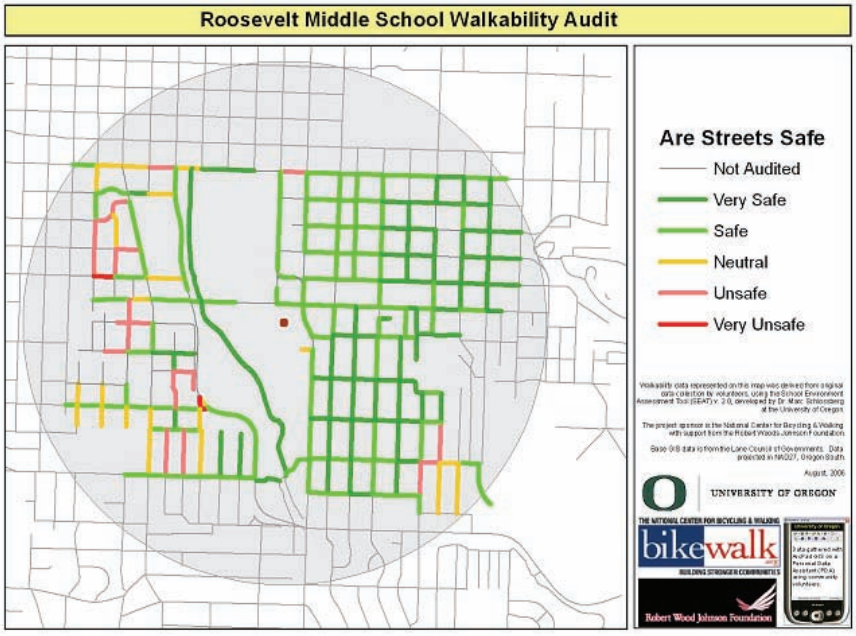
Robert L. Bertini, Ph.D., P.E.
OTREC Director

OTREC Theme:
Advanced Technology, Integration of Land Use and Transportation, Healthy Communities

"Empowering Communities " continued from page 1

recently visited Oregon to evaluate the development of this tool and were excited at the tool's potential. The research team's goal is to develop a way to share all of these tools with localities across the country.

Dr. Schlossberg notes that he has an excellent team of undergraduate and graduate students working on this project, including Christo Brehm (undergraduate student in planning, public policy and management), Tim Brass (graduate student in planning, public policy and management), and Cody Evers (graduate student in environmental studies). This work was presented recently at the Northwest Transportation Conference, and a journal article highlighting aspects of the SEAT tool recently appeared in the *URISA Journal* (Vol. 19, No.2). Presentations of the tools are scheduled for two national conferences this fall, Pro Bike/Pro Walk in Seattle and Tools of the Trade (sponsored by TRB) in Portland, Oregon, as well as the Oregon Planning Institute Conference in Eugene. This project was awarded an OTREC grant in 2006-2007 and 2007-2008, and the UO team is working with staff at the National Center for Bicycling and Walking's Active Living Resource Center, supported by the Robert Wood Johnson Foundation. Contact: Dr. Marc Schlossberg, schlossb@uoregon.edu.



Map above: Data gathered during surveys can be quickly complied to show results for the neighborhood.

Researchers Study Hurricane Wave Forces on Coastal Bridges

Spectacular failures of several coastal highway bridges along the Gulf Coast of the U.S. during recent strong hurricanes (especially Hurricane Ivan in 2004 and Hurricane Katrina in 2005) have led researches to study the performance of these important transportation linkages more closely. Graduate students Chris Bradner and Thomas Schumacher at Oregon State University are working with Dr. Daniel Cox, Dr. Christopher Higgins and Dr. Solomon Yim on first-of-its-kind large-scale model testing of a highway superstructure to determine storm wave forces on these structures.

Damaged U.S. 90 Biloxi Bay Bridge after Hurricane Katrina (photo courtesy of Robertson, Yim, and Young).

The research team is conducting experiments in the nation's largest wave flume at the O.H. Hinsdale Wave Research Laboratory at OSU that simulates realistic wave conditions. A 1:5 scale reinforced concrete bridge superstructure model, based on a typical section of the I-10 Bridge over Escambia Bay, Florida, was designed and constructed, and is now being tested. Failures in recent coast examples consisted primarily of the superstructure being partially or completely removed from the supports, apparently resulting from a combination of elevated storm surge and large wind-induced waves. Therefore, researchers are interested in both the horizontal forces in the direction of wave propagation and vertical, or uplift, force. The team has designed model experiments that can capture the horizontal and vertical forces for random waves. The data will enable engineers to make better design decisions for future bridges considering a range of possible wave conditions.

Experiment in progress in the Large Wave Flume at the O.H. Hinsdale Wave Research Laboratory (photo courtesy of Oregon State University).

Unlike research conducted previously using small-scale experiments with essentially rigid bridge components, the OSU team is simulating not only dynamic load conditions, but can also vary the horizontal stiffness of the bridge substructure model (using flexible horizontal supports) to simulate both rigid and flexible properties of different bridge designs. The scale model is instrumented with six water-proof load cells to measure horizontal and vertical forces, as well as with accelerometers, pressure gages, displacement and other sensors. The model has been tested under regular and random waves with different wave lengths and wave periods over a range of water depths.

Preliminary data analysis shows that both horizontal as well as vertical forces from the waves are larger in magnitude for the flexible structure, and maximum horizontal and vertical forces do not occur simultaneously. The next step will be to compare experimental results with available design procedures and the draft federal highway guide specification. The completed research findings will enable engineers to select appropriate retrofit strategies for existing bridges and improve design of new bridges.

Research results were presented by Chris Bradner at the International Conference on Coastal Engineering, in Hamburg, Germany. In addition, Thomas Schumacher presented research results at the Concrete Bridge Conference 2008 in St. Louis, Missouri, and at the 6th National Seismic Conference on Bridges and Highways in Charleston, South Carolina. This research is funded by OTREC and the Kiewit Center for Infrastructure and Transportation. More about the O.H. Hinsdale Wave Research Laboratory at OSU, including a live "wave cam" can be found at: http://wave.orst.edu. Contact: Dr. Daniel Cox: dan.cox@oregonstate.edu.

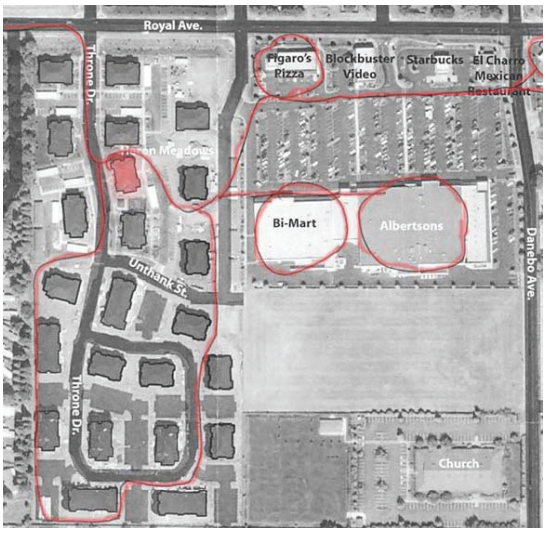
Graduate students Thomas Schumacher (left) and Chris Bradner working on the bridge model (photo courtesy of Oregon State University).

Exploring Suburban Potential for Smart Growth

While suburbia is not generally considered the home of smart growth, there are opportunities even there for rethinking how communities can be better connected for better health and livability. Assistant Professor Nico Larco at the University of Oregon is working on a project that seeks to understand how current regulation and site design of multi-family housing units in suburbia contribute to isolation, and how these developments can become more "smart" growth friendly.

Almost one in four units of housing in suburbia is classified as "multifamily," and this market continues to grow. These homes, consisting of apartments/condominiums, elderly housing and combinations of retail and housing, are often overlooked in "smart growth" discussions, but because of their typical development pattern, are good examples of mixed use environments that locate density next to commercial development. However, standard site design patterns for these developments cut them off from direct connection with the surrounding neighborhoods and businesses. They are often designed as "enclaves," where street networks are enclosed and arranged internally, are rarely connected to surrounding neighborhoods, and provide few linkages to arterials or through-streets. This design keeps these units disconnected, making them less inviting, more auto-dominated, and less synergistic with adjacent development.

Professor Larco and students at the UO are using case studies to investigate the role of site design in multifamily development isolation. They have studied and documented existing models of suburban multifamily developments in Eugene, Oregon and Phoenix, Arizona. The case studies included a resident survey about demographics and transportation, graphic analysis of the physical site designs, and interviews with project planners, developers, and designers.



An example of a survey map with a respondent's markings showing destinations and walking or biking routes used from a multi-family development in Eugene, Oregon; bike and pedestrian activity could be increased with better connections.

Contrary to expectations, the surveys suggest that many suburban multifamily residents already walk and/or bike to local stores and other services. And, 74% of the respondents indicated they would do so even more often if the services were easier to get to. The largest barrier to walking and/or biking at all study sites was the ease and safety of trips, reinforcing the importance of design in promoting multi-modal transportation. Respondents in the more connected development sites were more than twice as likely to walk and/or bike to local amenities.

The case studies suggest that more connected developments may further promote walking and biking. Increasing connectivity has been correlated with increased physical activity and increased non-motorized travel, which can contribute to a better quality of life. Developing specific multifamily regulations, as well as educating developers, designers and others about multifamily housing can promote more connected developments.

This research has been presented at the Northwest Transportation Conference, the City of Eugene, and the City of Ridgefield, Connecticut, as well as the Suburban World Conference. The results have led to a proposed follow-up study that would include interested partners ODOT and the City of Eugene. Results would culminate in a "best practices" publication that could be used throughout the state and beyond. The current phase of this research was funded by OTREC, the National Multi Housing Council, and Equity Residential. Contact Dr. Larco at: nlarco@uoregon.edu.

Faculty Profile—Nico Larco

Professor Nico Larco, AIA, joined the Department of Architecture at the University of Oregon in 2005. He holds degrees in both architecture and cognitive psychology from Cornell University and degrees in both architecture and planning from the University of California, Berkeley. Professor Larco is a licensed architect, and has over eight years of professional experience in architecture, planning, and urban design. He is affiliated faculty in the Department of Planning, Public Policy, and Management and teaches courses focused on the intersection between architecture, planning, and urban design. Originally from Argentina, he is spending this term teaching there.

Professor Larco's research focuses on suburban multifamily housing, a widespread, and often overlooked development type that has tremendous transportation related smart growth potential. His research investigates rethinking suburban multifamily development patterns to create more sustainable models that promote multi-modal travel in suburbia (see article above).

Professor Larco prioritizes bringing real-world, professional experiences into the classroom and has taught a "fringe urbanism" studio in which students worked with architects, developers, and planners to develop more integrated designs for an actual suburban multifamily project. Professor Larco is the faculty advisor for designBridge (http://designbridge.org/), a student based, community focused design/build program that has involved students in a number of local transportation projects. He is also a co-faculty advisor for Live/Move, the new UO transportation student group, and likes to play guitar, hike and camp. Contact: nlarco@uoregon.edu.

PSU Researcher Studies Behavior Changes Linked to Road User Fees

Leveraging the data and results collected through the Oregon Department of Transportation (ODOT) Road User Fee Pilot Program, Dr. Tony Rufolo at Portland State University is conducting research to better understand key behavioral changes that may result from new congestion pricing plans.

Tour of a road user fee pilot pumping station. From left: Jim Whitty (ODOT), PSU Professors Gerard Mildner and Tony Rufolo, and PSU students Joe Recker, Delia Chi and Hongwei Dong.

ODOT recently conducted tests of new vehicle mileage fee technology that could replace traditional fuel taxes. Alternatives to transportation financing are being explored across the country, as traditional gas tax funds are a declining revenue source and cannot keep pace with the increasing cost of operating and maintaining transportation infrastructure. During the ODOT pilot program, which instrumented 285 vehicles over a 12 month period, some vehicles were charged a flat fee per mile and others were charged differential fees that were higher for travel in the Portland, Oregon metropolitan area during weekday peak hours.

A substantial amount of data was collected during the ODOT pilot project, and Dr. Rufolo has been mining the data and analyzing the behavior responses of participants. With OTREC funding, Dr. Rufolo is conducting further analysis aimed at revealing more detailed information on characteristics that cause or prevent changes in participants' driving patterns.

In the Oregon mileage fee concept, mileage data is downloaded at the fuel pump using an on-vehicle device that identifies miles driven within various pre-identified zones (above). Fee collection occurs at a fuel pump outfitted with mileage reading equipment (below).

Dr. Rufolo's study compares and contrasts a control group with two different types of vehicle-mileage fee approaches: VMT (flat fee per mile traveled) and Rush Hour (higher mileage fee during peak travel periods and zones). Early results indicate that those participating in the Rush Hour group showed about a twenty percent reduction in travel during peak periods relative to the VMT group. This reduction appears to be due to the pricing system since factors other than the congestion price differential were likely to affect each group similarly. The Rush Hour group showed an actual reduction of about thirteen percent in rush hour mileage but there was an increase in rush hour mileage for the VMT group. This appears to have occurred because the VMT group reduced their total driving but grouped more trips during rush hour.

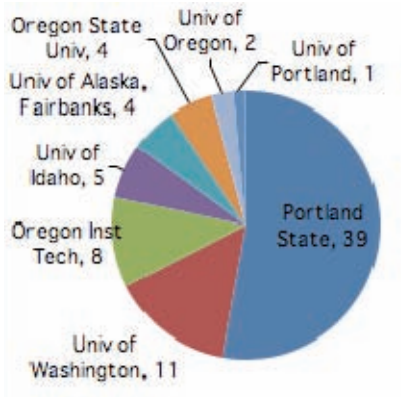
Another finding from the analysis was that self-reported access to transit seemed to result in larger reductions in rush hour mileage, so Dr. Rufolo is looking at this more closely. Actual measures of transit service were generated using GIS to identify service coverage and frequency near a participant's residence. Surprisingly, the measures of actual service show that better coverage and higher transit frequency did not affect the change in rush hour mileage. One possibility is that the self-reported access does not coincide with actual service, and this possibility is now being investigated. More analysis of this and other factors, including possible differences in a.m. and p.m. driving, will be undertaken.

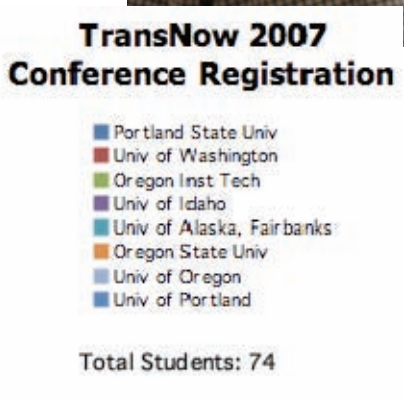
This additional data analysis will result in better understanding of how pricing interacts with other factors in affecting driving patterns, in particular during peak periods. It would also provide a better understanding of the revenue potential from such charges, and thus be of interest to ODOT and the state legislature.

PSU Urban Studies and Planning Ph.D. students Paul Wachana, Hongwei Dong, and Asia Spilotros have worked with Dr. Rufolo on this project. Preliminary research will appear soon in the Transportation Research Record (TRR) as *Responses to Oregon's Experiment in Road Pricing* by Anthony M. Rufolo and Thomas Kimpel. More information on the ODOT Program is available here: http://www.oregon.gov/ODOT/HWY/OIPP/ruftf.shtml. Contact: Dr. Anthony Rufolo, rufoloa@pdx.edu.

Fifth Annual TransNow Student Conference at PSU

Over 60 students from eight universities around the northwest visited Portland State University on November 16 to participate in the Fifth Annual TransNow Student Conference, a transportation research conference organized by and for students and sponsored by the Region X Transportation Consortium. Following a welcome breakfast, a panel consisting of representatives from TriMet, CH2M Hill, Port of Portland and Kittelson & Associates discussed "big picture" transportation issues with students. Ten students gave presentations about research or practice, and many of the students presented posters. The conference concluded with a keynote address from Professor Brian Taylor from UCLA on the topic of "Rethinking Congestion." Many of the students who arrived the evening before also participated in the Oregon Section ITE Traffic Bowl. The 2007 Conference was sponsored by OTREC, and student participation was supported by regional transportation centers TransNow, NIATT and AUTC, as well as the participating universities. More about the conference can be found on the web site: http://its.pdx.edu/Transnow07/.





OTREC Student of the Year—Oren Eshel

Oren Eshel, Portland State University, was chosen as OTREC's 2007 Student of the Year. Oren's interest in regional planning techniques drew him to Portland, Oregon where is he is a graduate student in urban and regional planning at PSU. After receiving a B.A. in geography from the University of California at Berkeley, Oren worked in systems engineering at the San Francisco International Airport. He embarked upon graduate study to focus on public transit, equity in provision of transit services, and regional planning.

CUTC Student of the Year award ceremony in Washington, D.C. From left: Roger Lindgren, Hau Hagedorn, Robert Bertini, Oren and Allison Eshel.

Oren is a research assistant in the Intelligent Transportation Systems Lab at PSU, and is working on a project to evaluate an adaptive ramp metering system in the Portland region. He is also an intern with the City of Portland's Transportation Planning section. Oren was nominated by faculty for this award not only because he excels at research and in the classroom, but because he has made a significant mark on the multidisciplinary transportation program at PSU. Oren is president of the PSU Students in Transportation Engineering and Planning (STEP) student group and coordinated the Fall 2007 Fifth Annual TransNow Student Conference (see article on facing page). Oren volunteers with community outreach and events that encourage bicycling and walking. He is an avid bicyclist and enjoys traveling and spending time with his wife Allison and new baby, Evan.

OTREC Scholars 2007-2008

In support of students in transportation, OTREC is pleased to announce the 2007-2008 OTREC Scholarship winners. Students were nominated by faculty committees at each of our partner campuses. OTREC Scholars are graduate students who are working on projects related to transportation. OTREC is also pleased to match the undergraduate Coral Sales Company/Douglas P. Daniels Transportation Scholarships at our partners universities.

OTREC Scholars

Portland State University

Mallory Atkinson, Urban and Regional Planning
Matthew Berkow, Urban and Regional Planning
Joe Broach, Urban and Regional Planning
Peter Collins, Urban and Regional Planning
Daniel Costantino, Urban and Regional Planning
Dana Dickman, Urban and Regional Planning
Lisa Diercksen, Civil and Environmental Engineering
Oren Eshel, Urban and Regional Planning
Michael Harmon, Urban and Regional Planning
Hannah Kappell, Urban and Regional Planning
Jerzy Wieczorek, Mathematics and Statistics

University of Oregon

Tim Brass, Community and Regional Planning
Sayaka Fukahori, Community and Regional Planning

Oregon State University

Christopher Bradner, Civil and Construction Engineering
Matthew Dawson, Civil and Construction Engineering
Gregory Esche Computer Science
Tegan Houghton, Civil and Construction Engineering
Daniel Howell, Civil and Construction Engineering
Rachel Knutson, Economics
Michael Liebler, Civil and Construction Engineering
Mikal Mitchell, Civil and Construction Engineering

Coral Sales Company/Douglas P. Daniels Scholarship Match

Portland State University

Joshua Crain, Civil Engineering

Oregon Institute of Technology

Nicole Bigoni, Civil Engineering
Jared Lowther, Civil Engineering

"As a civil engineering graduate student specializing in transportation, I am very grateful to be an OTREC Scholar. I have been working on an OTREC research project in the ITS Lab at PSU that will evaluate the effectiveness of the Safety Investment Program for Oregon highways. Through OTREC funding, I have been able to attend the ITE Regional QUAD Conference and the 2008 Annual Meeting of TRB in Washington, D.C. The financial assistance is greatly appreciated; it relieves some of the financial burden of being a student!" **Lisa Diercksen**, *PSU graduate student*

CTS Transportation Seminar Series at PSU

The Center for Transportation Studies at Portland State University offers weekly transportation seminars on Fridays. The seminar is broadcast live on the web, and is open to the public. Viewers may submit questions by email before or during the seminar. More than 165 seminars are archived in streaming video on the CTS website (http://www.cts.pdx.edu/seminars.htm). The winter and spring 2008 seminars featured 20 guest speakers from a variety of universities, public agencies and organizations. In addition to students, more than 180 professionals and guests also attended the seminars during the winter term. OTREC sponsored Visiting Scholars are highlighted below.

RSS Audio files (mp3) of the CTS Seminars are available on the web, along with the upcoming seminar schedule, as well as podcasts and archived streaming videos of past seminars.

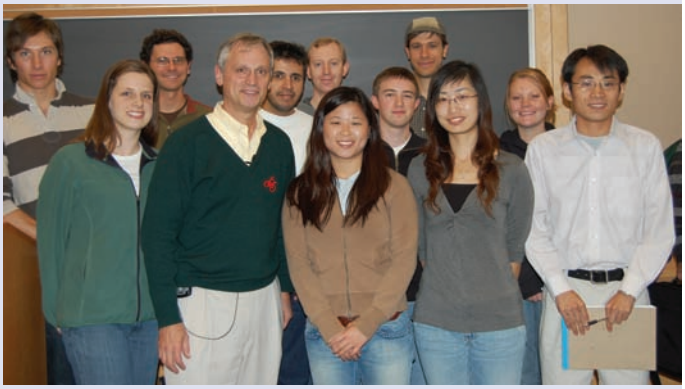
OTREC Visiting Scholar Program

200th CTS Seminar!

The 200th CTS Transportation Seminar at PSU was celebrated on April 4, 2008. The speaker was OTREC Director, Robert Bertini, who presented "Travel Time Estimation for Traffic Management and Traveler Information." Dr. Bertini discussed advances in travel time measurement and estimation, with a review of work done by PSU's ITS Lab over the last several years. Dr. Bertini gave the first seminar in this series in October 2000, and now over 165 archived seminars and more than 35 podcasts are available for free download or streaming. At right: PSU transportation faculty celebrate the 200th seminar.

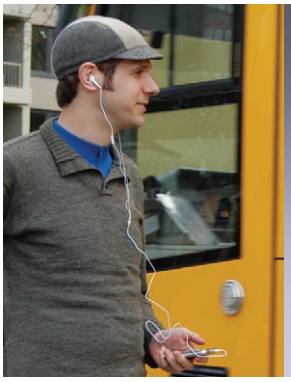
Congressman Blumenauer

Oregon Congressman Earl Blumenauer (at right with seminar students) was the guest speaker at the CTS Transportation Seminar in October, 2007. His presentation, "Transportation Infrastructure Investment: Past, Present and Future," focused on the issue of national infrastructure planning in the context of the anniversaries of U.S. Secretary of the Treasury Albert Gallatin's famous report to Congress (1808) on roads and canals, the national Conference of Governors led by President Theodore Roosevelt (1908), and the next transportation reauthorization bill.



Brian Taylor, UCLA

Dr. Brian Taylor, Professor in Urban Planning and Director of the Institute of Transportation Studies at UCLA, was the guest speaker and OTREC Visiting Scholar for the CTS Transportation Seminar on November 16, 2007. Dr. Taylor presented "Transit's Dirty Little Secret: Analyzing Patterns of Transit Use." Later in the day, he was also the keynote speaker at the Fifth Annual TransNow Student Conference held at PSU this year, presenting "Rethinking Congestion" to the group of students from around the northwest (photo at left). Professor Taylor's research centers around transportation policy and planning. In particular, his work explores how society pays for transportation systems and how these systems in turn serve the needs of people who have low levels of mobility. Both presentations are available in streaming video on the OTREC website.



Podcasts

The Oregon Transportation Research and Education Consortium (OTREC) offers free podcasts (audio files in mp3 format) of the Portland State University Transportation Seminar Series. Podcasts from seminars given by OTREC Visiting Scholars and others are available for download. Covering a wide array of transportation topics from policy and planning to operations and freight, recent speakers include Oregon Congressman Earl Blumenauer, Brian Taylor (UCLA), John Pucher (Rutgers University), Peter Stopher (University of Sydney), Susan Handy (UC Davis), Joseph Sussman (MIT), and Donald Shoup (UCLA). In addition, nearly 200 PSU seminars are available anywhere in the world as streaming video and downloadable video files: http://www.cts.pdx.edu/seminars.htm.

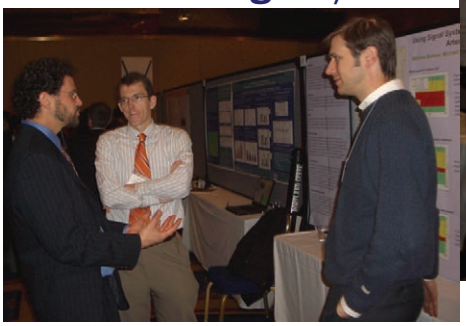
OTREC at TRB 2008

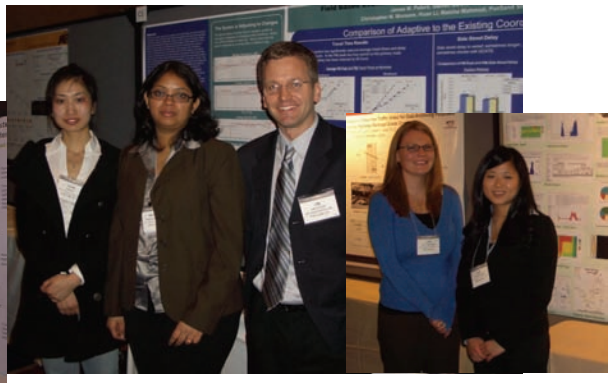
Oregon was well-represented at the Transportation Research Board's 87th Annual Meeting in January in Washington, D.C. More than 15 faculty participated and presented research in numerous poster sessions and workshops and served as presiding officers for various sessions, committees and subcommittees. In addition, we are pleased that more than 20 students also attended. OTREC staff attended the annual meeting of the Council of University Transportation Centers (CUTC), and the 2007 OTREC Student of the Year banquet. In addition, OTREC and the Region X UTCs (Alaska, Idaho, Oregon and Washington) hosted a reception at the beginning of the conference week.

STEP Students Enjoy TRB and Washington, D.C.

"I enjoyed seeing the diversity of topics being researched and discussed at the TRB conference. As a student, it gave me a better idea of just how vast the transportation field really is and showed me how far-reaching transportation is in everyday life."

Leah Tomlinson, *PSU*





Fifteen students from Portland State University's Students in Transportation Engineering and Planning (STEP) group attended the Transportation Research Board's 87th Annual Meeting in Washington, D.C., many sponsored by OTREC. Graduate and undergraduate students from civil engineering, urban planning and computer science attended presentations and committee meetings on a wide variety of topics, presented posters, and found time to take in the sights of Washington, D.C. The students say the conference provided opportunities to meet faculty, students and practitioners from around the world.

"I enjoyed the conference because you can see transportation management from different countries around the world. Thanks to OTREC for providing such a good chance to experience a big international conference."

Huan Li, *PSU*

LiveMove Student Group at UO

LiveMove, the new transportation student group supported by OTREC, has had an active year at the University of Oregon. In March LiveMove students participated in a multi-disciplinary design "charrette" focused on re-designing nine blocks of downtown Eugene, Oregon. This "Initiate a New Downtown" workshop focused on community input and collaboration and looked at integrating land use, transportation, and community quality of life. Students, professionals, business owners and community members developed a list of "rights and blights" of the neighborhood and key design principles were identified. This discussion continued during an all-day workshop at the 2008 Holistic Options for Planet Earth Sustainability (HOPES) Conference at the UO in April 2008.

LiveMove joined other student and community groups to sponsor several activities at the Eugene Earth Day celebration, and organized a campus-wide community bike fair in May. LiveMove is a unique new group, bringing together students from different disciplines including planning, public policy, architecture, geography, business, landscape architecture, etc. Members meet every other week to discuss innovative ways to communicate transportation issues and find interdisciplinary approaches to transportation problems. Visit LiveMove's web site: http://www.uoregon.edu/~livemove/.

Left: LiveMove students Tim Brass (grey bike shirt) and Nick Kraemer (black shirt) decorate their bikes for a bike ride around Eugene as part of the UO bike fair.

OTREC Short Courses

OTREC is pleased to offer a series of two-day transportation short courses in 2008. Course descriptions and registration information can be found on the OTREC web site: http://otrec.us/otrec_short_courses.php

Geometric Design: Contemporary Considerations of Traditional Elements - June 3-4, 2008

Traffic Signal Design - July 23-34, 2008

Urban Traffic Solutions - September 23-34, 2008

IBPI Workshop—August 2008

The Initiative for Bicycle and Pedestrian Innovation (IBPI) at Portland State University will offer a week-long intensive workshop, "Comprehensive Bicycle and Pedestrian Design and Planning," August 3-8, 2008. This course will provide practitioners with the fundamentals of pedestrian and bicycle planning and design through classroom, field, and project experience. In addition, the course will integrate intersection design, transit access and connections, bridges, trail crossings, etc. Daily field tours will explore Portland's "living laboratory" of bike and pedestrian facilities. More information: http://www.ibpi.usp.pdx.edu/summerworkshop.php.

OSU Traffic Safety Workshops

The Kiewit Center and ODOT offer a series of traffic safety workshops at Oregon State University. More information: http://kiewit.oregonstate.edu/workshops.html. The final spring workshop is Lighting and Illumination—June 17-19, 2008. More courses are planned for 2008-09.

OIT Research Roundtables

Dr. Roger Lindgren, OTREC Associate Director at the Oregon Institute of Technology, has been working with OREC (the Oregon Renewable Energy Center) to organize co-sponsored seminars about research opportunities. The first, "How to Get and Spend Research Money at OIT," was held at the main Klamath Falls campus, and a second was held at the Portland campus. The goal is to bring faculty together who are new to research to discuss research ideas and funding strategies.

Northwest Transportation Conference at OSU

Faculty from all four OTREC partner campuses participated in the 2008 Northwest Transportation Conference at Oregon State University in February. Under the theme of "Making the Most of What We Have: Innovations for the 21st Century," faculty served as session moderators and as roundtable members for a variety of topics. Portland State University participants included Jennifer Dill, Peter Dusicka, Miguel Figliozzi, Hau Hagedorn, Chris Monsere, Tony Rufolo, Kristin Tufte and Brent Zenobia. University of Oregon faculty participating were Nico Larco, Marc Schlossberg and Yizhao Yang. Faculty from Oregon State University included Karen Dixon, Chris Higgins, Starr McMullen, Todd Scholz, Michael Scott and Lei Zhang. OTREC Associate Director Roger Lindgren from the Oregon Institute of Technology also attended.

Welcome Carol Wallace

Carol Wallace joined OTREC as the Fiscal Operations Coordinator in March, and we are happy to add her experience to our team! Carol has a B.S. in Accounting from Portland State University. She worked for ten years at Oregon State University in the College of Oceanic and Atmospheric Sciences as a grant and contract fiscal coordinator for the college and as the fiscal manager for CIOSS, a cooperative institute funded by NOAA. At Oregon State University, Carol had oversight for over 300 grants and contracts totaling more than $28 million. She was on the President's Commission on the Status of Women and the board of the Women's Center. Carol is looking forward to working with everyone at OTREC and learning more about a new area of research (transportation!).

Schlossberg Receives UO Award

Marc Schlossberg, Associate Professor in the Department of Planning, Public Policy and Management at the University of Oregon, was a recipient of a Fund for Faculty Excellence Award in December. This award honors faculty members performing at the forefront of their areas of research at the UO. Dr. Schlossberg is an OTREC Associate Director and Executive Committee member, and principal investigator on a project studying "active transportation, neighborhood planning and participatory GIS" (see front page article). Congratulations, Marc!

ITE Chapter at OIT

The ITE Student Chapter at the Oregon Institute of Technology, with student leaders Jared Lowther and Nicole Bigoni, has been active this year. The Chapter hosted a series of webinars made available from ITE International and ASCE. One was on traffic control devices, and a two part series was on roundabout design. Over 30 students and faculty went on a Chapter field trip to the Knife River pre-cast concrete plant in Harrisburg, Oregon to see bridge girder construction, then to Eugene to see the construction of a large interchange "flyover." A "casino night" was held to bring students and faculty together in a casual setting.

Below: OIT ITE Chapter technical tour at a south Medford, Oregon interchange.

RITA Site Visit

OTREC welcomed Robin Kline, Amy Stearns and Lydia Mercado from the USDOT Research and Innovative Technology Administration (RITA) to Oregon early last November. They met with OTREC staff, university leadership and the OTREC Executive Committee. A poster session and reception was held in the afternoon, where RITA staff heard from faculty principal investigators and students who are working on OTREC projects (photo right). Members of the OTREC Board of Advisors also met the RITA representatives. OTREC appreciates the dedication and expertise of Robin, Amy and Lydia!

OTREC to Host 2011 CUTC Summer Meeting

OTREC is pleased to announce that the Council of University Transportation Centers (CUTC) Board has approved our proposal to host the annual CUTC Summer Meeting in Portland, Oregon in 2011. Portland is a great destination and we look forward to hosting our colleagues from around the country.

Region X Collaborative MOU

In November 2007, a formal Memorandum of Understanding was initiated between the University Transportation Centers and state DOTs in Alaska, Washington, Idaho and Oregon, officially forming the Region X Transportation Consortium. The purpose of the consortium is to facilitate collaboration on transportation research and education projects of mutual interest amongst the consortium members and other transportation-related institutions in Region X.

Building Transportation Leadership Workshop

In January, more than 100 professionals from regional public and private agencies attended a unique workshop at PSU aimed at sharing knowledge with future leaders in transportation. Guest speakers and panel members from TriMet, Metro, David Evans and Associates, Zimmer Gunsul Frasca Architects, and the City of Portland shared their passion for the Portland transit story with those who will be developing the transportation systems of tomorrow. They led sessions and participated in panel discussions about success factors from Portland, a city recognized nationally for its transportation system and ability to catalyze community participation and secure funding for successful transit projects.

Conference moderator David Knowles (standing) from David Evans and Associates, leads a discussion by a panel of regional transportation leaders, from left: Olivia Clark (TriMet), Neil McFarlane (TriMet), Greg Baldwin (Zimmer Gunsel Frasca Architects), Tom Markgraf, Andy Cotugno (Metro), Richard Feeney (TriMet), and Richard Brandman (Metro).

Speakers explored the connection between land use and transportation planning, shared the "art of the deal" in building communities that work towards a common purpose, described how agency stakeholders can be brought together to prioritize transit needs, and discussed how to work with the FTA. Participants even heard a few stories from behind the scenes about strategies and plans that didn't turn out as expected, and what could be done differently in the next generation of transportation projects. A reception hosted by David Evans and Associates was held at the end of the day. This inaugural workshop was targeted to local planners and transportation professionals, but may be offered again to a more broad audience in 2010. Thank you to our co-sponsors: David Evans and Associates, Metro, ZGF & TriMet. A video archive of the presentations is available: http://otrec.us/BuildingLeadership.php.

Advisory Board Profile: Rob Inerfeld

OTREC Advisory Board member Rob Inerfeld is the Transportation Planning Manager for the City of Eugene Public Works Department, where his team works on a variety of issues including regional transportation planning, traffic calming, development of pedestrian and bicycle facilities, public involvement for street design projects, and activities to encourage use of alternatives to single occupancy driving. Rob recently led the development of Eugene's first Pedestrian and Bicycle Strategic Plan. Rob notes that, "a key partner in the development of the Plan was the Community Planning Workshop (CPW) at the University of Oregon (through a project co-sponsored by OTREC), which provided a tremendous amount of work during the planning process. The students involved organized public involvement activities, facilitated meetings, performed research, and helped write the plan and design graphics." Rob explains that the Eugene Pedestrian and Bicycle Strategic Plan is different from most other city plans in that it assigns responsibility for implementation of action items not only to city departments and agencies, but also to community based organizations.

Rob came to Eugene in 2005 from the City of Takoma Park, Maryland where he worked as Senior Planner. Previous work experiences include directing Community Greens, a national initiative that encourages the development of green spaces inside urban blocks, and serving as Program Director of the Neighborhood Design Center in Baltimore, Maryland. Rob earned a Masters of Regional Planning from the University of North Carolina at Chapel Hill in 1998 and a Bachelor of Applied Science from the School of Engineering and Applied Science and a Bachelor of Science in Economics from the Wharton School, both at the University of Pennsylvania in 1993. We welcome Rob to the OTREC Advisory Board!

OTREC is a National University Transportation Center sponsored by the U.S. Department of Transportation's Research and Innovative Technology Administration

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