



## PRESIDENT'S COLUMN

Welcome again to our quarterly newsletter where we aim to provide a brief overview of recent local and international activities, provide information on upcoming events and have a little fun exploring the situations our fellow traffic engineers from around the globe are faced with (and how they try to solve it).

I would like to begin my column by encouraging all of our members to vote in the current elections for the ITE International President and Vice President. It is very important to the standing within ITE of the lands outside the USA and Canada to get good numbers of members voting from the Australian and New Zealand section.

If you are a current member, you should have received (via email) your electronic username and password for the election. I encourage you (if you haven't already) to take a few moments of your time to assess the candidates and cast your vote.

Voting closes 1 August, 2008, so don't miss out.

Additionally, we are fortunate enough to have our current International President, Alf Guebert, visiting both Australia and New Zealand in September. He will be attending events in New Zealand, Melbourne, and Canberra during his trip. Further details will be provided once all arrangements are confirmed.

Speaking of membership, did you know that you can join ITE as an 'e-member' for less than AU\$100 a year? This membership is different from full membership only in that the monthly ITE journal arrives via email rather than as a hard copy magazine.

So if your membership has lapsed or you are looking to become a new member and join an association that offers international links and activities, this substantially discounted (and environmentally friendly) membership may be right for you. Visit our webpage ([www.ite.org.au](http://www.ite.org.au)) and navigate to the 'Join ITE' page for more information.

I look forward to seeing you at our next event.

*Daniel Przychodzki*

## ITEANZ PRESIDENT'S DINNER 2008

The ITE President's Dinner of 2008 has been confirmed for the Kooyong Lawn Tennis Club on for Tuesday 25<sup>th</sup> November, 2008. This year's speaker will be announced soon.

Please reserve a spot in your calendar for this popular event.

## JULY SEMINAR ON LEVEL CROSSING SAFETY

Our next seminar is scheduled to take place on Wednesday 23<sup>rd</sup> July, starting at 4:30pm, and will be held at the Department of Transport Theatre, Melbourne. Our Guest Speaker, Terry Spicer, will discuss the recently released 'White Paper' on the 'Learnings and Lessons from Deploying the Australian Level Crossing Assessment Model (ALCAM) in Victoria'. RSVP's are essential; please refer to the link for more details.

[Click here](#) to download the flyer.

## ITE ANNUAL MEETING & EXHIBIT

The long-awaited ITE 2008 Annual Meeting and Exhibit is being held 17 to 20 August at the Anaheim Convention Center in sunny California, just down the road from Disneyland. The location is as convenient as it gets for Australians and New Zealanders looking to attend a major ITE meeting in North America.

The programme this year is focussed around the theme of "Making a Difference" and alongside the international speakers, their also includes a number of particular functions and receptions for all District 8 members.

The meeting this year has 53 technical sessions arranged in tracks covering Traffic Engineering and Design, Safety, Planning, Management and Operations, Discussion Sessions, and Professional Development Seminars and includes a range of international authors. Early registration at the conference Web site expires this coming week. See the ITE International [website](#) for more information on what's on at the meeting, how to get there, where to stay, and what to do...



### INSTITUTE OF TRANSPORTATION ENGINEERS AUSTRALIA & NEW ZEALAND SECTION INC

The special ITE group rates at the Anaheim Marriott expire 5:00 p.m. on Tuesday 22<sup>nd</sup> July, 2008. [Click Here](#) for more details.

For a visit to Disneyland, there are specially-priced one-day and multi-day theme park tickets. These tickets are created just for ITE meeting attendees and are not available at the front gates of the theme parks. The order cut-off date is 31<sup>st</sup> July, 2008. More details are available – [Click Here](#).

We look forward to seeing you there.

Kind regards

Peter McCombs

ITE District 8 Director

### THE LATEST FROM NEW ZEALAND

#### BIRTH OF THE NEW ZEALAND TRANSPORT AGENCY

It has recently been confirmed that the birth of the New Zealand Transport Agency (NZTA) will be on the 1st of August, 2008. The new agency is a merger of Transit New Zealand and Land Transport New Zealand - which itself was the product of a merger of the Land Transport Safety Authority (LTSA) and Transfund in December 2004. To complete a rather complicated picture: Transit was created in 1989 as a stand alone crown entity from the roading division of the Ministry of Works & Development (now the Ministry of Transport); the LTSA became a crown entity in 1993 built on the land transport division of the Ministry of Transport; and Transfund (which provided funding for transport infrastructure) was split from Transit in 1996.

The NZTA was conceived by the State Services Commission in May 2007 in a report titled "Next Steps in the Land Transport Sector Review". The government agreed with this recommendation and we have been on the path to merge since then.

This merger was prompted by a number of previous reports all indicating problems with planning and funding in the land transport sector, particularly achieving value for money. The merger was seen as way of ensuring the two agencies would be working more collaboratively and with a common purpose.

So going forward we will now have the Ministry of Transport leading the transport sector, and the NZTA planning and funding the land transport sector, and also planning, designing, building and maintaining the state highway network. Additionally it will develop policy, standards and rules that will apply to the road and rail sectors and ensure these rules are being followed, particularly in relation to the vehicles and drivers using both the road and rail. This includes the Transport Registry Centre which handles all aspects of motor vehicle registration, motor vehicle licensing, road user charges transactions and the Driver Licensing Register.

The person who has been appointed to co-ordinate all these functions is Geoff Dangerfield, previously the Chief Executive of the Ministry of Economic Development. He views the creation of the new organisation as the Government looking for change. "The direction of that change looks pretty clear – building adaptability and responsiveness of the sector to meet the environmental sustainability challenge, while keeping an eye firmly on value for money."

#### OTHER RELATED NEWS

Martin Matthews has been appointed the Chief Executive and Secretary for Transport, Ministry of Transport. He is currently the Chief Executive of the Ministry for Culture and Heritage, a position he has held since September 2000. This follows the resignation of Alan Thompson who has now taken up the position of Secretary, Department of Parliamentary Services for the Australian Parliament in Canberra. He was Chief Executive of the Ministry of Transport since May 2006. Prior to this role he was the inaugural chief executive of the Auckland Regional Transport Authority (ARTA), where he established a clear agenda for the expansion of public transport in Auckland.

#### BIG CROWD AT JUNE SEMINAR

The joint ITE ANZ, Victorian Transport Branch of Engineers Australia, and AITPM seminar on the East-West Needs Assessment study on 11<sup>th</sup> June, 2008 was very popular with over 150 people in attendance at the Department of Transport (DoT) Theatre in the Melbourne CBD.

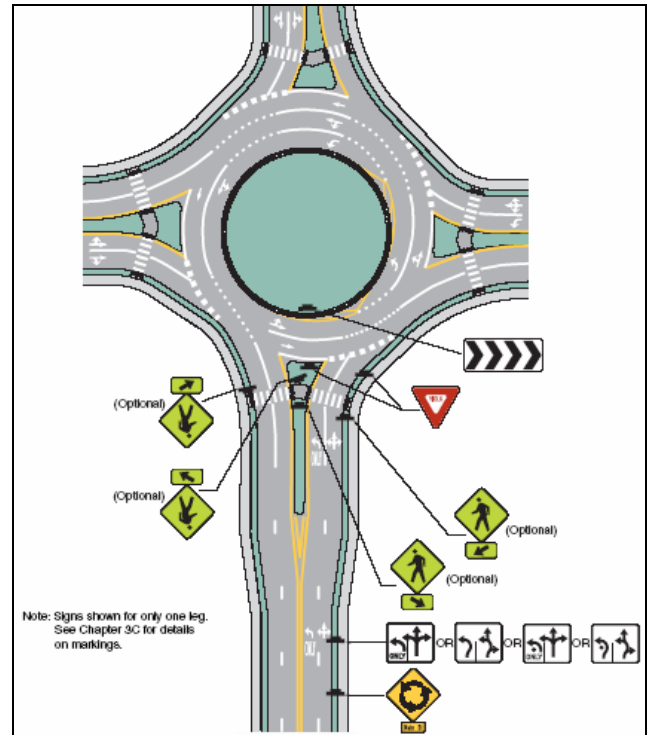


The two speakers, Tony Canavan and Geoff Rayner presented a wealth of interesting information. If you would like to review the notes from the event, please [click here](#).

## PROPOSED CHANGES TO USA MUTCD

On 2<sup>nd</sup> January, 2008, the Federal Highway Administration (FHWA) in the United States published the Notice of Proposed Amendment (NPA) to the Manual on Uniform Traffic Control Devices (MUTCD) 2003 Edition in the Federal Register for public review. It contains several significant revisions and additions, many of which will require public agencies within the USA to replace existing signs, and modify traffic signal or other traffic control devices. Other changes will require these jurisdictions to change the way their existing devices currently operate such as pedestrian signal timings.

The changes proposed are many and varied and can be viewed at <http://mutcd.fhwa.dot.gov/>. Although the MUTCD does not carry formal weight in Australia or New Zealand, it does provide an interesting insight into both the progress of innovations in traffic control coming from the USA and the “catch-up” occasionally played there in regards to control items such as roundabouts. The outcomes of the debates concerning the adoption of “Alberta” style roundabout linemarking and “fish-hook” roundabout signage provide an interesting viewpoint in jurisdictions where these treatments have long been accepted.

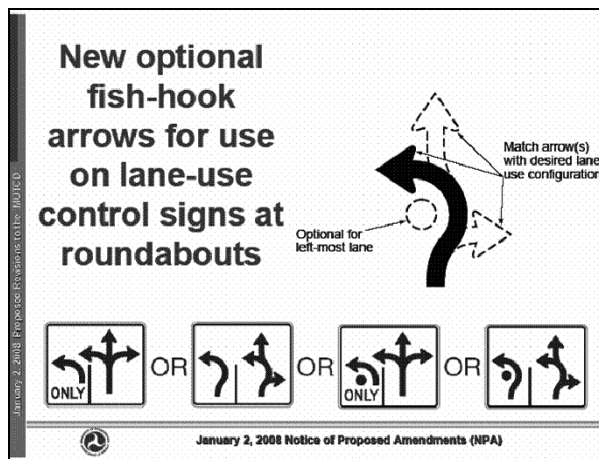


From MUTCD Figure 2B-26

Commentary on the proposed new MUTCD sections on roundabouts was included in the most recent ITE District 6 (USA west of the Rocky Mountains) newsletter hints at the debates that have occurred to date:

*Multi-lane channelization and markings are included, some of which may be quite useful, and others which indicate “left-turn only” and “hook” left (both with and without “dots” symbolizing the middle of the roundabout), and other similar pavement legends and markings in the pavement and on signs approaching the roundabout. Some of these closely resemble existing mandatory left-turn pavement legends and signs which could be interpreted by drivers that a left-turn approaching the roundabout is required.*

*Additionally, the use of “No Left Turn” signs is specifically prohibited at roundabout entries while the “One-Way” (RT) sign remains as an implied, subtle option for posting in the center of the roundabout. Instead, the R6-4 (black/white chevron arrows to the right) sign is listed as a “should” for the central island, see excerpts from new Figure 2B-26.*



“Fish-Hook” Roundabout Signage



Among the innovations added to the proposed MUTCD update include a new "Hybrid Signal," also known as the "Hawk" for pedestrian crossings which has been widely utilized in Tucson, Arizona (contact Richard Nassi). This "Hawk" style vehicle head can also be used for emergency vehicle applications called "Emergency- Vehicle Hybrid Signal".

Overall, the task force will concern itself with sharing the safety and performance benefits of roundabouts for all users. The task force also will address public involvement issues and experiences.

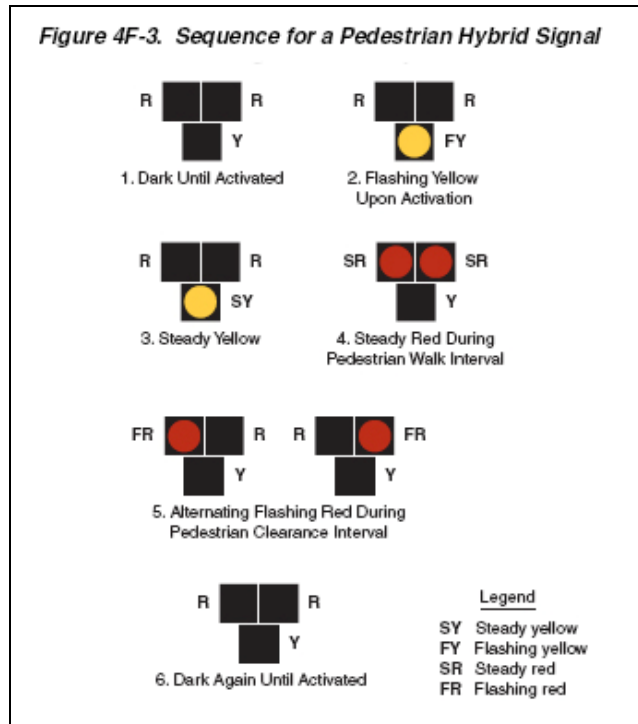
In order to ensure proper coordination with the Transportation Research Board's roundabouts task force ANB75T, which is focused on research, the ITE task force will address practitioner-oriented products.

The first task force meeting will take place in conjunction with the ITE 2008 Annual Meeting and Exhibit in Anaheim, CA, USA.

Persons interested in becoming members of the new ITE Roundabout Task Force should send a brief one-page statement of interest to Edward Stollof, Senior Director, Safety Programs, at [estollof@ite.org](mailto:estollof@ite.org).

Your statement of interest must include a brief biography, a description of how you might contribute to the task force and, if applicable, specific work tasks that you may have an interest in performing regarding this particular subject matter. The statement of interest was due Friday, July 18, 2008 but late expressions will be considered.

Task force membership will be limited to 25 individuals, reflecting in total all geographic areas within ITE via district, section, chapter and council representation.



"Hawk" Style Hybrid Traffic Signal

## ITE ROUNDABOUT TASKFORCE

The ITE Board of Direction and Coordinating Council have agreed that, due to the increasing interest in the use of roundabouts both within the USA and internationally, it would be in the interest of the membership and the profession to establish a Roundabout Task Force under the auspices of the Transportation Safety Council. The task force will also be co-sponsored by the Traffic Engineering Council, the Pedestrian and Bicycle Council, and the Transportation Planning Council.

The task force will have the following mission and will first develop a working charter to define how it will best accomplish all stated goals and objectives.

The Task Force will consider all aspects of modern roundabouts including their planning, engineering and design, operations, construction and maintenance.

## OTHER INTERESTING NEWS IN SIGNAGE

When you don't know where to park your moose after a long journey, the City of Moosejaw, Saskatchewan, Canada is happy to assist...



Moose Crossing Sign in Moosejaw, Saskatchewan, Canada



Detail of the Moose Crossing Sign

When Tokyo's railway engineers and architects could not provide adequate sight lines at a busy pedestrian junction, they helpfully inform patrons of the consequences of that outcome...



Tokyo Railway Station – Admission of Poor Sight Lines



Tokyo Railway Station – Sign Detail

Lane-specific dynamic speed signs indicate that the right-hand lane should travel 30km/h slower than the adjacent two lanes and default static speed signs show a generalised slower speed limit. Is it safe to deliberately create a speed differential of that magnitude between adjacent expressway lanes?



How fast can you go in your lane?

## LATEST NEWS IN DRIVER BEHAVIOUR

An example of the intrepid driving attitude required to survive on the streets of Europe. We're guessing that bumper bars may have been a French innovation in car design...



Europe's Intrepid Drivers #1 – Parisian Parking

European freight deliveries also require a distinct sense of adventure...



Europe's Intrepid Drivers #2 – Italian Freight Routes

## CONSTRUCTION INNOVATIONS

European building renovators have tackled the perception that their historic buildings are always under reconstruction by going to significant lengths to disguise the external appearance of the scaffolding.



Spot the Scaffolding

This technique has also been used recently in Canada according to several eagle-eyed ITE members.