



NEWSLETTER

3rd Quarter 2006 Edition

INSTITUTE OF TRANSPORTATION ENGINEERS
AUSTRALIA & NEW ZEALAND SECTION INC

PRESIDENT'S COLUMN

Welcome to another edition of the ITEANZ Newsletter. The Executive Board has been busy on a number of fronts over the past few months and so I provide a few lines on some of the recent activities for your information.

Newsletter and Website – the Executive Board has been focussed on the development of an ITEANZ website that will shortly be released for general use. It will contain a range of key information on upcoming events as well as general information about the ITEANZ, who we are and what we can offer to assist in your professional development. The newsletter is becoming a regular feature – if you have any contributions to enhance the technical content please contact the editor Mark O'Brien on mark@obrientraffic.com.

Seminars – ITEANZ has initiated several seminars and has instigated joint seminar planning sessions with the AITPM and the Engineers Australia Transport Branch to rationalise the traffic and transport related seminars undertaken in Melbourne. This has resulted in the joint sessions on Transport Planning at the Commonwealth Games and the Transport and Liveability Statement, hosted by AITPM on 3 May and 28 June respectively and the Arterial Road Travel Time Information session on 12 July. All sessions were well attended and stimulated active debate around the issues. The next session will be in late August, details are being finalised and will be released shortly.

New Executive Board Member – Keith Midson from GHD in Hobart has joined the ITEANZ Executive Board and we look forward to Keith's future contributions.

Milwaukie Annual Meeting and Exhibit – How time flies, it is now 12 months since the AME was held in Melbourne and the AME is currently underway in Milwaukie. The ITEANZ once again has representation with Peter Daly, Andrew O'Brien, Deborah Donald and others in attendance to wave the ITEANZ flag. Another successful conference I am sure.

New Zealand Activities – ITEANZ has joined with the IPENZ to conduct joint seminar sessions that have been well attended.

ITEANZ Awards – the annual awards process is once again underway, including the development of new awards for a Young Professional Award and a Student Prize Award to add to the Contribution to the Industry Award and the Contribution to ITEANZ Awards that have been presented in recent years.

President's Dinner – the annual dinner will be held later this year and we have brought it forward to avoid the pre-Christmas rush. Arrangements are underway and it is scheduled to occur on 27 November (subject to venue availability). Please reserve this date in your diaries to enjoy an evening with your transport colleagues and the presentation of the ITEANZ Awards.

Annual Breakfast Meeting – the joint annual breakfast with the Engineers Australia will again occur in early February next year. Pre-planning is underway so stay tuned for more details.

Regards,

Peter Hunkin
President ITEANZ

ITE SEEKING CANDIDATES FOR 2008 INTERNATIONAL VICE PRESIDENT

Dear Fellow ITE Member:

It is my honor to serve as chairperson of this year's ITE Nominations Committee seeking prospective candidates for next year's international officer elections. I encourage anyone interested in running next year for the position of International Vice President to contact me at tim.harpst@ci.sl.c.ut.us or your District representative on the Nominating Committee listed below. *(Note that the International Vice-President in 2008 automatically becomes the International President in 2009 and Immediate Past-President in 2010).*

- Kim Hazarvartian, District 1
- Ed Papazian, District 2
- Michael Cline, District 3
- Wayne Higgins, District 4



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- Ken Voorhies, District 5
- Rory Grindley, District 6
- Joanna Musters, District 7
- Peter Daly, District 8
- Robert Wunderlich, District 9
- Ed Mierzejewski, District 10

To be eligible, you must obtain the membership level of Fellow within the Institute by the close of nominations, September 1, 2006. Members of the Nominating Committee can provide an information packet for prospective candidates explaining the nominations process and the duties of the position. Additionally, we are pleased to answer any questions about the nominations process and the commitment to serve.

I hope you will give this opportunity strong consideration. Becoming a member of the Institute's Executive Committee is a professionally and personally rewarding experience. It is a unique opportunity to not only give something back to our profession, but to help identify and direct the vital services that ITE provides its members. If you wish to have your name considered, please contact me or your District representative on the Nominating Committee at your earliest convenience.

Prospective candidates will need to provide their resume, a letter of support from their employer and a

response to several questions from the Nominating Committee no later than September 1, 2006.

Thank you,

Tim Harpst
Immediate Past International President
Chairperson, 2006 International Officer
Nominations

FROM OUR MEMBERS

Would you do this? – Part 1

By Chris Dack

Scene: Entrance to a small parking area behind a public toilet in the main street of a rural town.



Confusing Pavements Markings

Would you: Place a NO ENTRY pavement marking beside the pavement arrow indicating the way in to the car park?

ISSUE: Drivers entering the car park are given a mixed message, and are likely to stop to try to ascertain where they should actually enter the car park. With a caravan, I stopped to see where I was supposed to go, when entering from the opposite side of the road, and hence the caravan blocked the lane I was crossing for a few seconds whilst I worked out that I could not enter anywhere else. To make matters worse, the long vehicle parking was actually in front of the toilet block, and was identified only by parking signs indicating long vehicle parking, rather than any more obvious signing. I could not park in the long vehicle parking lane as there was one car preventing me from stopping in that area.

WOULD YOU DO THIS? – Part 2

By Chris Dack

Scene: Section of roadway adjacent to a major railway line, opposite hotels and houses, in a major country town in Victoria, Australia.

Would you: Place a bus zone sign for a length of a couple of hundred metres in a town where there are very limited public buses?



Poorly Placed Double-Headed Arrow Bus Zone Sign

ISSUE 1: A bus stop is located outside the railway station on this road, and has a normal bus stop sign. Under the Road Rules Victoria (RRV), a driver (excepting the driver of a public bus) cannot park within 20 metres on the approach side of this sign, nor within 10 metres after the sign, unless a parking control sign permits such parking (Rule 195(1)).

Council has, however, installed a bus zone sign that has a double-ended arrow, indicating that the bus zone applies in each direction for an indeterminate length, in this instance to the nearest intersection in each direction. No other signs were located along this length (Rule 183).

A public bus is a bus operated for the purposes of a regular passenger service within the meaning of the Public Transport Competition Act 1995, or a road

transport passenger service on a fixed route and a regular timetable operated within the meaning of that Act to carry students to or from a school.

People regularly park within the length of road that is available to public buses, and as far as I am aware, no action has been taken. Should such action be taken, it could very likely not be supported, as the only relevant sign is remote and is not facing approaching drivers. The sign is also not reflectorised.

Australian Standard AS1742.11—1999 applies to parking controls. Appendix B Installation of Signs indicates that the sign should be oriented to $30^{\circ} \pm 10^{\circ}$ to partially face traffic on the approaching roadway. Appendix A Illumination and Reflectorisation of Signs states that signs shall be illuminated or reflectorised if they apply during the hours of darkness.

ISSUE 2: In recent times, additional signs have been placed along this length of road. There has apparently been a problem with hotel patrons early in the morning, so new No Stopping signs have been installed to cover the times from 9:30 pm to 6:00 am. Firstly, the question must be asked as to whether public behaviour should be controlled by parking signs, if this is indeed the reason for the signs.



Unpopular Parking Control Sign Adjacent to a Hotel

Secondly, as can be seen from the photographs, the signs are placed out into the traffic stream, on the gravel shoulder. They do not face approaching traffic. They are not illuminated or reflectorised. For both these reasons, they do not meet usual standards for installation or for night use. In addition, where the parking would take place adjacent to the fence, the signs would normally be located adjacent to the fence, rather than in front of the area where cars would normally park. Clause B2.2 of AS1742.11—1999 covers lateral placement.

One of the parking prohibition signs has already been knocked over, probably by a vehicle doing a U turn.



Original Parking Sign Position



Revised Parking Sign Position

OFFICER CITES 82-YEAR-OLD WOMAN FOR BEING TOO SLOW TO NEGOTIATE BUSY STREET

This article was first published in the Dailynews newspaper in Los Angeles in April 2006. It was written by staff writer Dana Bartholomew.

Sunland, California...

Mayvis Coyle, 82, was shuffling with her cane across busy Foothill Boulevard while a traffic police officer watched and waited.

And watched and waited.

Even before Coyle finished crossing the intersection at Woodward Avenue, he had scribbled a \$114 ticket for crossing against a don't-walk signal. "I entered the crosswalk, it was green," said Coyle, of Sunland, who is fighting the infraction issued Feb. 15. "It turned red before I could get over. There he was, waiting, the motorcycle cop.

"He said, 'You're obstructing the flow of traffic.'"

Coyle and other seniors at Monte Vista Mobile Estates are up in arms over signals they say are too short to safely cross the five-lane boulevard.

They say signals turn red before they can reach the opposite curb on Sunland-Tujunga's busiest thoroughfare. They risk their lives each time they enter the crosswalk, they insist. At least one resident calls a cab just to cross the street.

"I can go halfway, then the light changes," said Edith Krause, 78, who uses an electric cart because she has difficulty walking. "I try my darndest to get to the other side without being killed."

So many seniors have complained about hasty intersections that Councilwoman Wendy Greuel asked transportation officials last week to study how to accommodate them.

The standard speed used for timing pedestrians is 4 feet per second.

The Coyle incident "has brought to bear an issue that is relatively common," Greuel said. "We should look at those areas with predominantly seniors and accommodate their needs in intersections."

The danger to pedestrians - particularly senior citizens - is acute, Los Angeles police say. Of the 94 pedestrians killed in the San Fernando Valley from 2003-05 while crossing the street, 31 were seniors.

Sgt. Mike Zabolski of the Valley Traffic Division said he couldn't comment on Coyle's ticket, that it was her word against the officer who cited her - identified only as Officer Kelly - as to whether she entered the crosswalk on the green.

"Right now, pedestrian accidents are above normal," he said Friday. "We're looking out for pedestrians - people who think they have carte blanche in crossing the street."



"I'd rather not have angry pedestrians," he said of those like Coyle. "But I'd rather have them be alive."

"It's a safety concern," added Jerry Baik, an assistant supervisor of trials for City Attorney Rocky Delgadillo, whose office prosecutes traffic infractions like Coyle's.

"It's the officer's observation ... that she was acting in a dangerous way to herself as well as oncoming traffic."

Others besides Coyle, however, say signals on Foothill prompt a foot race to the other side.

On Friday, students ran - not walked - to make the lights, measured at 20 seconds from green to red.

"It sucks," said Sara Johnson, 14, of Sunland, who had just scampered with friends across the crosswalk at Woodward. "When the light turns red, you can't cross the street."

Chung Kim, manager of Jimmie Dean's Charbroiled Burgers at Foothill and Woodward, has seen close calls.

"Very hard to cross," he said, watching the intersection from his grill, "because signal's too short, the cars go so fast, every car over 45 miles per hour. It's crazy."

Coyle, a Cherokee medicine woman who splits her time between Sunland and the mountains above Sedalia, Colorado, has done everything to fight her ticket, including send letters to Greuel's office.

The octogenarian, who has no phone or car, said she was simply hefting her groceries home when she not only got trapped in a busy intersection but got a ticket from a cop to boot.

"I think it's completely outrageous," said Coyle, wearing an Indian feather cap and homemade rock pendant. "I can't walk without a stick and I lose my balance."

"He treated me like a 6-year-old, like I don't know what I'm doing. I'm in shock that somebody's going to stop me on a green light while crossing the street."

ROADSIDE HAZARDS AND CRASHES

Smashing due to road hazards is no accident, experts warn. Lynda Edwards reports.

According to road experts, Lady Diana died a needless death because the road she was travelling on was hazardous. When the limousine's driver, Henri Paul, drove into the dimly-lit underpass at the Pont de l'Alma, the outcome was fatal.

Yet speaking at the 75th annual Institute of Transport Engineers conference in Melbourne last year, Michael Dreznes a safety expert at Quixote Corp, (crash cushion specialists) in Chicago said that road hazards contributed to Lady Diana's death and as a result her death was needless.

Mr Dreznes said people continued to needlessly die because road hazards were not removed and known safety issues were not addressed.

"When a driver makes a mistake they should not have to pay for it with their lives because the road has a hazard on it. Lady Diana died a 'needless' death because the road was unsafe. If someone dies a needless death it is because someone did not do something they could have done to make the road better," Mr Dreznes said.

"In the United States one third of fatal accidents occur from single vehicle and non-pedestrian accidents where the driver hits a road object," Mr Dreznes said.

RACV road traffic engineer, Thanuja Gunatillake agreed and said road hazards such as trees and poles contributed to half of the road deaths in Victoria. She told the conference that as a community we did not go far enough to address the problem.

"We know how to fix roads and what constitutes a safer roadside. We believe that by removing roadside hazards we could reduce certain crashes by 40%," Ms Gunatillake said.

But Ms Gunatillake said the problem was not just a case of safety engineers removing the hazard – she said as a community we needed to be on guard and set up safety watchdog committees to report road trauma to key agencies. She said the government needed to make a formal commitment to funding safer



roads and local communities needed to lobby for change.

“Road deaths from hazards is an unspoken health epidemic,” Ms Gunatillake said.

“In some cases there are not the resources to bring everything up to scratch. There may be political constraints, lack of public acceptance and/or acceptance of the solutions,” Ms Gunatillake said.

“Cultural and institutional barriers often stand in the way of improving roadside safety and in many cases there is no natural incentive to do so. Essentially we need key individuals in key agencies to better understand the priority they grant to road environment safety.”

Mr Dreznes warned engineers to be vigilant.

“Our challenge (as road engineers) is to design roads, which are safer. Road safety is: the driver, education and enforcement, the car and the road itself – we need to design the roads keeping in mind that those who use the roads will make mistakes,” Mr Dreznes said.

Mr Dreznes added: “What is the cost to society for a life? It is not a game – it is a serious issue.”

“Go home and do the homework. You can either do nothing or understand the options available to you: knowledge plus prudence equals wisdom.”

Lynda Edwards is a Melbourne journalist who attended the ITE 2005 Annual Meeting and Exhibit.