CUTR continues to build on a solid foundation of assisting MDT in its goal of spending public funds wisely, maximizing revenues, and controlling expenditures while providing high quality service to its customers in order to provide the citizens of and visitors to Miami-Dade County with a world-class transit system.

Just over a year ago, the voters of Miami-Dade County approved a one-half percent increase on the county sales tax to be used to improve transportation in Miami-Dade County. While some of the new funding is to be used for public works and municipal improvements, the vast majority of the new revenue has been provided for the enhancement of Miami-Dade’s transit system. Implementation of the associated set of projects and programs that have been committed to the residents, labeled the People’s Transportation Plan (PTP), rests with the agency’s recently-appointed director, Roosevelt Bradley.

Bradley, who also serves on to CUTR’s Advisory Board, began his career at Seaboard Systems Railroad, now CSX Transportation, and joined Miami-Dade Transit (MDT) in 1985. He moved through the MDT organization and, prior to his appointment as Director, was Assistant Director for Transit Services in Miami-Dade County, responsible for the operation and maintenance of Metrorail, Metrobus and Metromover. Now, as Director of the second largest department in Miami-Dade County and the 16th largest public transportation system in the U.S., Bradley manages more than 2,800 employees, an operating budget of $227 million, and a capital budget of approximately $104 million annually.

Since the passage of the transit surtax, numerous transportation enhancements already have been put in place.

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The “Golden Passport Program” was expanded in November 2002 to provide free fares for all residents 65 or older or those who are Social Security beneficiaries. Also, on the day after voter approval, Metromover became free for all passengers. Special Transportation Services (STS) began 24-hour service in April 2003 with Metrorail and Metromover going “24/7” in June. In addition, in July of 2003, 11 Metrobus routes were expanded to 24-hour service. A total of 70 service improvements to 48 routes have been implemented since the passage of the sales tax increase.

CUTR continues its tradition of assisting Miami-Dade Transit and now has an expanded role. The agency has engaged the Center to help it identify innovative and efficient methods of addressing the challenges of delivering the new program that has resulted from the sales tax increase, while maintaining and improving its basic services.

New challenges include increasing Metrobus miles of service from a current level of 27 million annually to 44 million miles a year before 2008. While bus service is nearly doubling and the bus fleet is being increased from 775 to 1,191 vehicles in the next five years, the planning, design and construction of a massive expansion of the rail system also will take place. The current plan calls for construction to begin on three of the nine rail corridors included in the PTP in that same time frame.

A December report to the organization charged with the oversight of the PTP, the Citizens’ Independent Transportation Trust, projects that, with reasonable financial assumptions, the plan is affordable over the next 30 years. To the extent that the growth of operating costs can be contained and operating revenue enhanced, the entire transit program will be more comfortably afforded.

Within the newly published Business Plan for Miami-Dade Transit, several significant initiatives have been undertaken to increase efficiency, many with CUTR’s assistance. Examples include:

- a review of the bus fleet deployment plan to determine appropriate bus departure locations to minimize “deadhead miles” and maximize revenue miles;
- an examination of ridership to correlate Metrobus deployments and headways with demands for the most effective use of resources;
- the initiation of a diligent loss prevention program;
- the start of an aggressive advertising, sales, and, promotions program to find creative ways to inform the public of new services and explore revenue-generating campaigns.

MDT is looking at adjusting service in the future, based on the results of an operational analysis, if there is little demonstrated use of new or existing service. CUTR has been engaged by the agency to conduct a comprehensive bus operations analysis to help the County match transit service with the citizens’ needs and ridership demands. The initial results of this study, to be available in mid-2004, will provide the information needed to allocate MDT resources wisely, taking into account factors such as traffic, new travel destinations, land use, and transit trip patterns.

“CUTR has really risen to the challenge that we have given them over last few years. Its objectivity, reliance on data and fact, and commitment to a doing a thorough and timely job have helped MDT increase its credibility with local elected officials and with the Federal Transit Administration. We look forward to a continued productive collaboration with CUTR.”

—Roosevelt Bradley, MDT Executive Director
This Comprehensive Bus Operations Analysis will be conducted with CUTR’s partner on the project, Behavioral Sciences Research of Miami (BSR). BSR has been delivering high-level market research services in Miami-Dade County for over 20 years. This project, under the direction of CUTR Senior Research Associate Mark Alvarez, is just the latest in a series that CUTR has undertaken for MDT in recent years to help the agency perform more efficiently and effectively.

Several other CUTR projects are now under way at Miami-Dade Transit. A review of Metrobus maintenance operations entails an employee survey of bus operators and maintenance personnel that will help determine attitudes about the work environment and suggestions for employee incentives.

Current activities involve an analysis of bus maintenance manpower and materials requirements and the reliability of the bus fleet. CUTR Senior Research Associate Janet Davis is managing this project as well as several others. This effort will culminate in CUTR assisting the agency in drafting the Federal Transit Administration’s (FTA) required Fleet Management Plan for Metrobus. CUTR already has helped MDT to produce its fleet management plans for Metrorail and Metromover.

Similar to a fleet management plan, FTA is starting to require that transit agencies develop facility maintenance plans to demonstrate how investments in the physical plants of transit agencies are being protected. The fleet management plans that MDT has prepared and submitted to FTA with CUTR’s help have been extremely well received. Because of this success, FTA has selected Miami-Dade Transit as the national pilot to develop a model facilities management plan, again with CUTR’s advice and technical expertise.

Finally, a project that is just getting off the ground is to help the agency establish appropriate practices relating to material management. With myriad bus models, model years, and parts supply outlets, the agency has asked CUTR to assist in determining the appropriate levels of inventory that should be carried and to help specify requirements for a new asset management system that is being deployed in Miami-Dade County.

“CUTR has really risen to the challenge that we have given them over last few years,” said Bradley. “Its objectivity, reliance on data and fact, and commitment to a doing a thorough and timely job have helped MDT increase its credibility with local elected officials and with the Federal Transit Administration. We look forward to a continued productive collaboration with CUTR.”

For more information on CUTR’s projects with Miami-Dade Transit, contact Janet Davis at (813) 974-6920, davis@cutr.usf.edu
Repair time standards for transit vehicles developed

In the current public transportation arena, it has become extremely important to operate more effectively within available resources. As part of the National Center for Transit Research, a study recently was undertaken to establish statewide repair time standards for transit vehicles in Florida public transit systems and to develop a database for evaluating the performance level of technicians.

Results of the study are aimed to help transit bus maintenance managers develop standards to minimize the time required to perform tasks, continually improve reliability of services, and conserve resources and minimize costs. Data for bus repairs were collected from participating transit agencies including Lynx in Orlando, PalmTran in West Palm Beach, HARTline in Tampa, and PSTA in Clearwater, Florida.

The data collected were compiled and analyzed to develop a standard methodology independent of the facility layout to ensure its robustness. Depending upon the standard method, time standards were developed for repairing brake systems, based on the actual time taken. Both experienced and new technicians were taken into account to obtain a fair estimate for the time standard. The study was further extended to preventive maintenance tasks, given their importance and frequency.

A database was developed to assist maintenance managers in the maintenance of driver records and in the evaluation of a technician’s performance over time. The database stores data about individual employees, the standards for each element or task of a repair, the buses upon which repairs were made, the technicians assigned, and the specific repair conducted.

A recently added component allows maintenance managers to track vehicle “comebacks,” enabling managers to identify technicians who consistently perform repair work ineffectively. This modification to the database will assist managers in identifying training needs and responding to those needs. The database will also assist maintenance managers in the scheduling of repairs by expertise and efficiency, resulting in better resource allocation.

A modeled brake system repair based on the newly developed standards reduced the total time needed to complete a brake repair by 33 percent, from an average time of 4.5 hours to 3 hours. A more efficient use of resources, a reduction in comebacks, and the development of more effective technicians will result in cost savings to the agencies involved.

For more information, contact CUTR Transit Training and Technical Assistance Program Director Lisa Staes, (813) 974-9787, staes@cutr.usf.edu.
Message from the Director

The National Center for Transit Research (NCTR) is a university-based center that is incredibly active, productive, connected, relevant, and appreciated and is achieving great success in carrying out its mission. Since starting four years ago, our research faculty have completed more than 35 research projects and made more than 100 presentations at state and national conferences where they have been asked to share their research results with thousands of other professionals who are trying to improve transportation systems and services in our nation.

There is a genuine excitement among the faculty and students at NCTR about the value being added to the public transportation industry by NCTR’s education, research, and technology transfer programs. Housed in the Center for Urban Transportation Research in the College of Engineering at the University of South Florida, NCTR has the opportunity to provide practical research experience for students who wish to supplement their coursework with real world issues and problems. Here they join with the largest university-based public transportation research program in the country to develop solutions to the many challenges faced by public transportation systems. Descriptions of the various projects completed this past year are provided in this report and demonstrate the practical value NCTR has provided to transportation agencies dedicated to providing alternatives to the single occupant automobile.

NCTR continues to be a platform for multiple training programs attended by hundreds of professionals in the country this past year. The faculty of CUTR have served as program chairs of state and national conferences, while serving in leadership positions on numerous committees among organizations such as the American Public Transportation Association, the Transportation Research Board, the American Planning Association, and the Association for Commuter Transportation. Faculty members who are national leaders in transportation demand management practices have done an outstanding job of electronically connecting over a thousand practicing professionals to each other. Through positive management of listservs and netconferences, CUTR’s faculty have facilitated the sharing of information that allows members of the industry to help improve transportation conditions by learning from each other on an ongoing, frequent, and free basis.

Over the past year, NCTR has, among many other things, helped transit agencies find ways to save or earn millions of dollars, contributed to the development of future transportation professional capacity by introducing high school students to the field of public transportation as potential careers, assisted numerous agencies considering the implementation of bus rapid transit systems, and trained almost 1,000 transportation professionals in various workshops and conferences. While the mission of the center is being carried out, the work is never done in an ever-changing environment. The faculty, students, and staff at NCTR remain enthusiastic participants in the never-ending challenge of improving our nation’s transportation system.

Joel Volinski, NCTR Director
**Program Overview**

NCTR has now completed its fourth year, having been approved for funding in September 1999. This funding helps to significantly expand the area of public transportation research already conducted by CUTR staff over the last 15 years. Federal funds for the program are matched with a 100 percent match from the Florida Department of Transportation. In a 2001 competition among 17 University Transportation Centers (UTCs) in the U.S., NCTR was awarded an additional two years (Years 5 and 6) of program funding at an increased level of $2 million per year. This award was made to 10 of the original 17 UTCs.

**Fourth-Year Accomplishments**

**Research**

The fourth year of the NCTR program supported 20 projects approved by the NCTR Advisory Committee, including 6 core programs that will be conducted throughout the life of NCTR and 14 newly-selected research projects that explore methods to accomplish the goals of the Center in enhancing the performance of public transportation. Core program areas include continued development and maintenance of:

- the National Transportation Demand Management (TDM) and Telework Clearinghouse
- the National Bus Rapid Transit Institute (NBRTI)
- STEP (Student Transportation Education Program), an annual program for developing high school student interest in transportation careers
- ongoing production of teleconferences and webcasting
- graduate student professional development
- the *Journal of Public Transportation*

In FY 2003, in addition to projects that fall into these core program areas, research topics were solicited from public transportation professionals throughout the U.S. and Canada; more than 100 research ideas were received, and 14 were selected for funding.

**Project Status**

New, ongoing, and completed research projects are as follows.

**Summary of Year 4 Newly-Designated NCTR Projects**

- Public Transportation Synthesis Series
- State Bus Transit Safety Guide
- Benchmark Rankings for Transit Systems in the United States
- Impacts of Transfer Fares on Transit Ridership and Revenue
- Alternative Sampling Techniques for NTD Reporting
- Commuter Choice Program Case Study Development and Analysis
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Assessing the Hierarchy of Needs in Levels of Service
- Public Transit in America: Evidence from the 2001 National Household Travel Survey
Summary of Ongoing NCTR Projects

- Lessons Learned in Transit Efficiency—Second Edition
- Analysis of National Transit Database
- Bus Rapid Transit Technology—A Case Study of the Lynx Lymmo Project in Downtown Orlando, Florida
- Safe Operation of Low Speed Vehicles and Golf Carts
- 2003 Florida Transportation Almanac
- Ridership Models at the Stop Level
- Expanding Commuter Choice Tax Benefit Options
- Best Practices in Voluntary Driving Cessation Programs for Seniors
- FDOT Statewide GIS for Transit Technical Assistance Program
- National Transit Database Automated Data Collection Procedures
- Worksite Trip Reduction Model and Manual

Summary of Completed NCTR Projects

- Bus Rapid Transit—Phase 1, Evaluation of the South Miami-Dade Busway
- Analysis of the FDOT Transit Corridor Program
- FDOT Statewide On-Site Technical Assistance Program
- FDOT Statewide Transit Training Program
- Inventory and Analysis of Advanced Public Transportation Systems in Florida
- Analysis of Florida Transit Bus Accidents
- FSUTMS Mode Choice Modeling—Factors Affecting Transit Use and Access
- Enhancement of the Public Transportation Promotional Materials Clearinghouse
- Evaluation of the Economic Viability of Narrow-Gauge Local Rail Systems
- Transit Customer Satisfaction Index
- Assessment of Operational Barriers and Impediments to Transit Use
- Cops, Cameras, and Enclosures: A Synthesis of the Effectiveness of Methods to Provide Enhanced Security for Bus Operators and Passengers
- State Park-n-Ride Lot Program Manual
- Pedestrian Mid-Block Crossing Difficulty
- Neighborhood Intermodal Transfer Facilities
- Where Are Tomorrow’s Maintenance Technicians Coming From?
- Telecommunication and Its Future Role in the Public Transportation Arena
- Effectiveness of Bus Signal Priority
- Environmental Justice and Community Impact Assessment for Transit
- Land Developer Participation in Providing for Bus Transit Facilities/Operations
Education

Education is a core program area of NCTR and, in light of the growing appreciation of the importance of professional capacity building, the educational component of NCTR is and will be getting additional attention. Student involvement in project research always has been a high priority of CUTR and remains so in the NCTR program. For many years, CUTR has been an active member of the Southeastern Transportation Center (STC), a consortium dedicated to training professionals to address the transportation safety needs of the region and nation. During the fourth year of NCTR, graduate and undergraduate students were involved in ongoing public transportation research projects and were supported by funding from NCTR. The major areas of study of these students are multidisciplinary in nature, including engineering, economics, anthropology, business, geography, and public administration. Through research and guidance, NCTR helps develop well-informed, educated individuals, some of whom will serve as future ambassadors in the public transportation industry while others will carry out their career activities with a far richer understanding and appreciation of public transportation.

Enhanced Degree Offerings

NCTR has supported initiatives to explore additional transportation degree offerings at USF. This has included a specific program to pursue an additional master’s degree program as well as various other initiatives to enhance course offerings and explore additional teaching strategies. A comprehensive assessment of offering an interdisciplinary degree has been carried out, and NCTR and USF continue to explore that prospect.

The current strategy involves incremental expansion via leveraging current curriculum. Working with the Department of Civil & Environmental Engineering, a Master of Transportation Science is
being pursued as an additional degree option of the College of Engineering. This degree would be offered to a more diverse student body by not requiring an undergraduate engineering degree and offering various non-research options. The Dean of the College of Engineering and the Chair of the Civil & Environmental Engineering Department have supported this strategy. Work will continue to specify this program during the academic year 2003-2004 for subsequent implementation on or after fall 2004.

Curriculum Delivery Enhancements

A new undergraduate course, Transportation and Society, introduced transportation to a more diverse undergraduate population to help identify individuals that might have a career interest in transportation and/or pursue a graduate curriculum in transportation. The course was well received and attended and will be offered two semesters each academic year. Additional marketing will be conducted, and certification will be sought for the course to be eligible to meet various graduation requirements in other undergraduate programs.

New teaching methods are being explored with several recent changes in course delivery capabilities. During 2003, two courses, Travel Demand Modeling and Transportation Network Analysis, were offered as 40-hour, weeklong course options. These compressed formats enable working professionals and more distant students to take the courses on site in an intense and time efficient manner. These courses were offered as both traditional for-credit offerings and as continuing education offerings.

In Spring 2003, the course Public Transportation was offered via distance learning, and the distance learning element has changed from requiring recipients to go to a satellite receiving site to a web-based streaming media delivery capability available over broadband internet. This new technology, combined with the growing availability of broadband access, offers the prospect of enhanced distribution of courses to a vast array of potential users.

 Exploration of Additional Public Transportation Graduate Courses

During 2002-2003, informal discussions began with the Federal Transit Administration and leading academicians in public transportation on the prospect of collaboration on curriculum development. As public transportation is only one of a broad range of modal interests for students of advanced transportation education, and the number of students in any given program is limited, few if any programs are able to offer more than a single course in public transportation. Both student interest and faculty time and expertise preclude multiple course offerings. In light of this common problem, a small group of individuals throughout the U.S. are discussing collaboration of curriculum development with the objective of producing additional public transportation course materials that could be offered nationally or packaged in a “special topics” class format.

Graduate Interdisciplinary Transportation Certificate

A graduate certificate is offered and administered by CUTR in cooperation with the USF Civil & Environmental Engineering Program, Economics Program, and Public Administration Program. Eighteen semester hours are required, and each student is required to take a set of three common courses, one from each program. The remaining hours may be met by selecting one course of interest from each program for a total of six courses. This provides a firm grounding in transportation, meets the degree requirements within the respective departments, and provides students with additional choices to meet their needs and interests. Participants are exposed to multidisciplinary perspectives on transportation and develop a broad and rich appreciation for transportation policy. The program is evaluated on an ongoing basis with the intent of keeping the certificate responsive to market demands of students and the needs of industry.
Research Experience for Undergraduates Program (REU)

As an outgrowth of a successful NSF program, USF has implemented a Research Experience for Undergraduates program to expose undergraduates to research experiences earlier in their education to motivate them to remain interested in the respective topic. CUTR is continuing to participate in this program.

Developing Interest in the Field of Public Transportation—STEP 2003

NCTR has been committed to the concept of introducing high school students to the various career opportunities in the field of public transportation. For the second year, the Summer Transportation Education Program (STEP) was held at CUTR. STEP is a three-day program designed to provide students with the opportunity to learn more about careers in the field of public transportation through discussions with practicing professionals, hands-on activities, and field trips. The 2003 STEP class consisted of 15 students, primarily freshmen and sophomores in high school, who were introduced to public transportation career opportunities related to engineering, safety, operations, and planning, as well as many others. The students participated in discussions with planners and engineers from local planning/engineering firms and made site visits to Tampa International Airport, the Tampa Port, and Hillsborough Area Regional Transit (HART).

Technology Transfer

Excellent research is of limited value if the results are not made available to as many parties as possible that might benefit from the findings. Extensive technology transfer is a key determinant of NCTR’s value. The following sections summarize specific accomplishments in the area of technology transfer by NCTR staff over the last year.

Journal of Public Transportation

The Journal of Public Transportation is a respected international journal containing refereed papers on current, original research and case studies associated with public transportation and related policy issues. Topics are approached from disciplines including economics, engineering, planning, finance, and safety, and include methodological, technological, and financial perspectives, with emphasis on the identification of innovative solutions to public transportation problems. The Journal has nearly 2,100 subscribers, representing the U.S. and 58 countries, and boasts a distinguished editorial board. Over the past year, the focus has been on improving the quality, reputation, and usefulness of the Journal. One result of this focus was the production of a special issue focusing on Bus Rapid Transit. Approximately 3,500 copies of that issue were distributed, demonstrating its widespread success. Another outcome was a meeting of the editorial board that included member participation in a live netcast discussion of BRT. In addition to presenting opinions on predetermined questions, the panelists answered questions submitted by viewers.

Net Conferences

NCTR’s netconferencing initiative provides an innovative, cost-effective (and trip reducing) means to present research results and interact with public transportation professionals, many of whom are finding it increasingly difficult, costly and time-consuming to travel to conferences and workshops. The NCTR National TDM and Telework Clearinghouse uses netconferencing as a means for delivering information to transportation professionals in real-time and on-demand. In a netconference, “attendees” hear the audio portion of the live presentation via a toll-free telephone call and simultaneously


view the PowerPoint presentation via the Internet. No additional hardware or software is needed to participate as a speaker or member of the audience. In the past year, NCTR sponsored the following netconferences in partnership with the Association for Commuter Transportation, attracting more than 40+ “attendees” who participated live from coast-to-coast:

- “Access Management: Expanding the Congestion Management Toolkit”
- “Bus Rapid Transit: A New Commuter Choice for your Community”
- “Getting to Yes! Lessons Learned for Increasing the Effectiveness of Commuter Benefit Programs”
- “Making Telework Happen: Tips for an Effective Regional Telework Program NetConference”

**On-Demand Streaming Presentations**

Demands on today’s public transportation professional are making it increasingly difficult for them to sort through reams of publications. They also are faced with tightening travel budgets. NCTR’s solution to help address both issues is to record brief summaries of NCTR research reports. In usually less than 15 minutes, the public transportation professional can be informed of the key results. Additions to the on-demand library of research projects include diverse research topics such as Telecommunications and Its Future Role in the Public Transportation Arena, Land Developer Participation in Providing for Bus Transit Facilities and Operations, and Synthesis of Securement Device Options and Strategies.

**Website**

In addition to the netconferences and on-demand streaming presentations, NCTR provides links to 35 completed research projects in HTML and pdf formats and has created more online communities for a variety of special interest groups. The Bus Rapid Transit discussion group joins the Transportation Demand Management and Telework groups that reach nearly 1,500 transportation professionals. These peer-to-peer discussion forums allow for quick access to information and assistance from across the country. With NCTR’s upgraded system, a web interface lets list members manage their own accounts and mail preferences without administrator involvement. Subscribers can view past messages with searchable web archives, which include a “multiview” option for access via newsgroup readers. This year, NCTR introduced its opt-in e-newsletter using the same listserv product. More than 200 people signed up to receive notices of upcoming events, new publications, netconferences, etc. Members of the national media also subscribe to this e-newsletter.

**Conclusion**

In its fourth year, CUTR’s National Center for Transit Research is producing a large volume of high-quality research of practical value to public transportation agencies throughout the country. The results of the research are being effectively distributed through a variety of means, including new electronic techniques that allow fast and flexible access to the information being produced. The program is helping to cultivate the next generation of transportation professionals by providing opportunities for dozens of students who assist in the research being conducted. NCTR and CUTR continue to enjoy a strong relationship with the Florida Department of Transportation and are leveraging UTC program funds through partnerships and contracts with non-profit foundations and the Federal Transit Administration.

For more information about the National Center for Transit Research, contact NCTR Director Joel Volinski, (813) 974-9847, volinski@cutr.usf.edu, or NCTR Program Administrator Dennis Hinebaugh, (813) 974-9833, hinebaugh@cutr.usf.edu.
Building transit oriented development in established communities

Transit oriented development (TOD) patterns and major investments in transit are seen as ways to combat or alleviate traffic congestion, air pollution, over-reliance on foreign oil, and other problems associated with urban sprawl. With funding from CUTR’s National Center for Transit Research, a study was recently completed that focused on how established car-oriented communities have begun to take steps to retrofit their land development to encourage the use of alternative modes of transportation.

The study found that the transportation planning literature does not address how the implementation of TOD can be made to appeal to the individual homebuyer and commercial property buyer. It is up to the professionals who support the use of TOD to more proactively and carefully consider the perspective of these groups to better accomplish TOD. The study also found that good transit oriented design alone is not enough to make TOD work. It must be supported by some combination of other tools as described in this report, including:

- developing financing methods
- offering financial incentives to land developers
- coordinating stakeholders
- carefully tailoring land development regulations
- crafting transit supportive design guidelines
- providing effective access by alternative transportation modes
- managing parking

- pre-designating transit corridors and incorporating transit service into future development
- adapting transit services to suburban areas
- providing home loan incentives to homebuyers
- addressing and overcoming community resistance through public education

Physical design features of TOD may be critical, depending on the particular goals of the development. For that reason, it is important that goals of the TOD be defined early in its development.

Based upon this synthesis of conceptual information about TOD as well as the experience and insights offered by municipal planners, transit professionals and other practitioners, several observations and conclusions can be drawn:

- The acceptance and adoption of TOD in established communities is an incremental process that may take decades to come to fruition.
- Developing transit oriented communities will have a greater chance of success when a combination of tools are used, including regulations such as zoning and parking ordinances, together with incentives such as tax exemptions, an expedited permit review process, density bonuses, or a reduction or waiver of certain development fees.
- For TOD projects to be successful, they must strive to capture most of the traditional suburban amenities that
are so valued by suburbanites, such as the perception of quiet, spaciousness, light, privacy, safety, and security, while capitalizing on its unique strengths not shared with suburbia. These strengths include more stimulating commercial opportunities within walking distance and a cohesive sense of community.

For TOD to be successful and for residents to rely less on automobiles, residents must be able to make most routine personal trips by foot. There will have to be a sufficient variety of retail establishments to meet resident needs, within walking distance from home or by uncomplicated transit trips. This suggests finding a workable balance between providing sufficient development density while preserving other elements of suburban appeal.

TOD retrofitting has the best current chance of success in areas with initially amenable markets, such as high concentrations of single adults, “empty nesters,” childless couples, and immigrants.

TOD approaches can differ significantly from place to place depending upon factors and circumstances such as land development regulations, zoning ordinances, market factors, development opportunities, available public transportation services, resources, and the regional economy. For example, Atlanta’s Lindbergh City Center covers 47 acres, is based around a rail station, and includes major housing, retail, and office space. King County’s Village at Overlook Station, on the other hand, covers five acres, is built over a bus station, and includes rental housing units, a park and ride, and a child care facility.

New technologies add some degree of optimism for the future of transit to better serve suburbia as it exists today.

For more information on this project, contact CUTR Research Associate Sara Hendricks, (813) 974-9801, hendricks@cutr.usf.edu.

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**New research faculty join CUTR**

**Alexander Kolpakov** has joined the CUTR Transportation Program Evaluation and Economic Analysis Program as a Research Associate specializing in economic policy analysis. He was a CUTR Graduate Research Assistant and worked as Regional Sales Manager for ZEIM Plc. in Cheboksary, Russia, prior to beginning his studies at USF. Mr. Kolpakov has a master’s degree in Economics from USF and an MBA from Chuvash State University in Cheboksary. He can be reached at (813) 974-4038, kolpakov@cutr.usf.edu.

**Karen E. Seggerman, AICP** has joined the CUTR Planning and Corridor Management Program as a Senior Research Associate specializing in land use and zoning and public participation. Prior to joining CUTR, she worked as the National Zoning Manager for American Tower Corp. and as a Senior Transportation Planner for the Polk Transportation Planning Organization. Ms. Seggerman has master’s and bachelor’s degrees in Urban Planning from the University of Illinois at Urbana-Champaign. She can be reached at (813) 974-5723, seggerman@cutr.usf.edu.
Two CUTR students receive national transportation awards

Two CUTR student transportation researchers have won national honors as outstanding transportation graduate students.

Both awards carry a $1000 cash prize, and the recipients received a certificate from the USDOT at an awards banquet in Washington, D.C. in January. Students were selected for the awards on the basis of technical merit and research, academic performance, and professional and leadership qualities.

Julie Goodwill, who recently received a master’s degree in public administration from USF, was named NCTR Student of the Year. Goodwill has been working with the Transportation Demand Management Team at CUTR and was co-principal investigator of a study entitled “Building Transit Oriented Development in Established Communities.”

“I became interested in transportation issues because my father managed the local transit agency,” says Goodwill. “I am especially interested in land use planning, public policy and social and environmental issues as they relate to transportation.”

Lavenia Toole-Holt, a civil engineering master’s degree student, was named STC Outstanding Student of the Year by the Southeastern Transportation Center, a research consortium of ten universities, including USF, based at the University of Tennessee in Knoxville. Toole-Holt earned a bachelor’s degree in civil engineering in 2002 and will receive her master’s degree in 2004. She recently co-authored several papers, including “Trends in Socioeconomic Conditions and Travel Speeds and their Influence on VMT Growth,” “Forecasts and Observations Regarding the Growth of U.S. Vehicle Miles of Travel,” and “A Pocket Guide to Florida Transportation Trends and Conditions.”

“I have always been interested in transportation issues because they are so critical to our quality of life,” says Toole-Holt. “I am especially concerned with travel behavior, safety and design.”

CUTR Director Ed Mierzejewski said CUTR was particularly pleased to have these students recognized for their contributions. “One element of CUTR’s mission is to educate and train the next generation of transportation professionals who will help provide solutions to our very challenging transportation problems, said Mierzejewski. “These two individuals will be great additions to the profession.”

2003 Florida Transportation Almanac
now available at
www.cutr.usf.edu
For further information, contact
Mike Baltes, baltes@cutr.usf.edu, (813) 974-9843
Mierzejewski receives FSITE Distinguished Service Award

CUTR Director Ed Mierzejewski has been awarded the 2003 Sherwood H. Hiller Distinguished Service Award by the Florida Section of the Institute of Transportation Engineers. This is the highest honor conferred on Florida Section members for their outstanding level of commitment and distinguished service to ITE. The Florida Section presents the Sherwood H. Hiller Distinguished Service Award on a non-annual basis to individuals who have displayed pioneering vision, innovation and dedication to the Florida Section above and beyond standard membership participation.

Dr. Mierzejewski is a registered Professional Engineer with more than 30 years’ professional experience. He has been with CUTR since it was established in 1988 and was named Director in 2001. Prior to joining CUTR, he held program management responsibilities with major private and public sector transportation engineering and planning organizations, including PBS&J and HDR Engineering. A member of the Institute of Transportation Engineers since 1971, Mierzejewski is a Fellow of the Institute and past President of the 1000-member Florida Section ITE.

FSITE also recognized Dr. Mierzejewski in 1995 with the Edward A. Mueller District 10 Transportation Engineer of the Year Award, which recognizes outstanding contributions to the Florida Section and to the transportation profession during a given year.