

Alaska Tribal Transportation News



The Alaska Tribal Technical Assistance Program (TTAP) is administered by the Urban Planning Program at Eastern Washington University under contract with the Federal Highway Administration. Funds are provided by the Federal Highway Administration LTAP, the Bureau of Indian Affairs Indian Reservation Roads Program, locally generated resources and individual contributions.

Special points of interest:

- 2004 Alaska Tribal Transportation Symposium will be held in Anchorage April 20th - 22nd.
- The registration form for the symposium is on page 6
- Vendor and sponsor information is on page 7

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New Safety Studies Suggest: When and Where to Create Marked Pedestrian Crossings.

By Dick Winchell

In recent years, especially for urban areas, traffic engineers have identified problems with placing marked pedestrian crossings at intersections. The main problems identified are that drivers often don't stop for pedestrians, and sometimes pedestrians think they are "safe" and tend not to be alert for on-coming traffic where there are marked pedestrian crossings. Recently several studies have provided additional data on these topics. This article is a summary of a report by Charles Zegeer, Caron Tan Esse, J. Richard Stewart, Herman Huang, and Peter Lagerwey, published in the Institute of Transportation Engineers Journal, January, 2004. Full copies are available from the NW and Alaska TTAP. Although the focus of these studies were urban streets, they provide insight for

Indian Reservation Roads, most of which are low-volume rural roads.

The central concept the article identified which should be embraced by all persons working with transportation is that: **"Streets should be designed with the premise that there will be pedestrians—that pedestrians are going to cross streets and that they should be able to do so safely."** For IRR and roads on reservations, this is an important change in how road design is approached. Two issues become important, especially for higher speed routes (over 35 mph): 1) is the separation of pedestrians along the side of roads to safe pedestrian sidewalks or trails; and 2) the design of "safe" locations for pedestrians to cross roads.

According to the Uniform Vehicle Code Section 1-112, "legal crosswalks exist at all public intersections where there is a sidewalk on at least one side of the street and/or where crosswalk markings exist." Midblock locations, now being studied and identified as potentially safer in multi-lane or higher speed routes, are legal crosswalks only when marked. For many reservations where no sidewalks exist, and few crosswalks are marked, this means intersections are not identified as legal crosswalks. That places even more burden on IRR and reservation transportation planners and engineers to identify potential locations of pedestrian traffic across roads, and to begin to develop higher levels of sidewalks and paths, as well as marked intersections, to provide

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Avoiding Office Email Gaffes Smart Email use is all about common Sense

By Eric Wilinski

Just because e-mail is an everyday part of life in the office doesn't mean it's something you don't have to think carefully about. Sending or receiving ill-conceived or improper email via your work account can lead to every-

thing from embarrassment to disciplinary action.

Or both. Consider the case of one London couple, which last year had their private email correspondence forwarded

around the world after the young man involved forwarded a sexually revealing email from the young woman to some pals at work. In addition to the resulting ignominy both suffered, the young man

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New Safety Studies Suggest: When and Where to Create Marked Pedestrian Crossings.

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the maximum safety for tribal members. Information on an evaluation of crosswalks with pedestrian warning signs or flashing lights is available on-line at: www.walkinginfo.org

Materials and quotations from this article come from the following article: Zegeer, Charles V., P.E.; Carol Tan Esse; J. Richard Stewart; Herman F. Huang, Ph.D.; and Peter Lagerwey. 2004. "Safety Analysis of Marked Versus Unmarked Crosswalks in 30 Cities." Institute of Transportation Engineers Journal. January, 2004, pp. 28-33.

The study of "Marked versus Unmarked" crash sites examined 2000 sites, 1,000 marked and 1,000 unmarked, to see if there were higher crash rates at marked sites, which the previous literature had suggested. Important findings which should be incorporated into reservation road improvements and designs are listed below.

The most significant finding was that raised medians (or raised crossing islands) were associated with significantly lower pedestrian crash rates on multi-lane roads with both marked and unmarked crosswalks. The raised medians are recognized by drivers, who slow down or become more alert. Medians that were painted but not raised on multi-lane roads did not offer significant safety benefits for either marked or unmarked roads compared to no median at all. Speed of traffic was not shown to be a significant factor, but most of the roads examined had speed limits between 25 and 35. For higher speed roads, common on many reservations, there are increased safety issues.

The study developed recommendations for when intersections should be considered for marked crosswalks or other pedestrian improvements at uncontrolled locations. The study identified C = Candidate sites for marked crosswalks following careful assessment, review and design; P = Possible increase in pedestrian crash risk if crosswalks are added; and N = Marked crosswalks alone are insufficient because pedestrian crash risk may be increased due to providing marked crosswalks alone. Other treatments should be considered in these situations such as traffic calming or substantial crossing improvements. All roads with speeds 40 mph were identified as P or N, as were all roads with more than 9,000 ADT, except two lane roads at 30 mph.

Traffic volumes for this study were roads under 9,000 ADT (average daily trips), 9,000-12,000, 12,000-15,000, and over 15,000. Reservations Roads are often classified as low volume roads, less than 400 ADT, and often have higher speeds, 50 mph or greater. Those reservation roads have different requirements, but still there are potential insights from the study which may guide decisions on reservation roads as to how to create safe pedestrian crossings.

For the lowest volume roads in the study (<9,000 ADT), those with two lanes, three lanes, and even four lanes with raised medians, were identified as C-Candidates for marking pedestrian intersections where speeds were 30 mph and 35 mph, but listed as P or N at 40 mph. Higher volume roads generally were in the P or N categories, where providing pedestrian crossings which are safe will require more than simply signs and painted crosswalks.

Although any applications for reservation roads, especially at much lower volumes, need additional review and assessment, several suggestions may be made. First, reservations should consider a "safety audit" to include identification of potentially dangerous conditions, and especially examine reservation roads in terms of pedestrian travel and pedestrian street/highway crossing safety. For information on "How to conduct a safety audit" contact Kyle Kitchell, BIA NW Regional Office.

Second, where pedestrians are crossing roads, those crossing points should be assessed for safety, including consideration of signs and painted crosswalks. These simple pedestrian crossings seem to be most effective when traffic speed is 35 mph or less, and where there are raised medians in the center of the road. Otherwise, painting crosswalks with signage has the potential to make pedestrians less careful, without necessarily slowing or alerting traffic. In those cases, more extensive improvements which would include flashing lights and traffic calming designs may be needed.

Finally, tribal transportation planners need to be aware of the findings of this study. "Adding crosswalks alone will not make crossings safer, nor will it necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (such as raised medians, traffic signals, roadway narrowing, enhanced overhead lighting, traffic calming measures and curb extensions) as needed to improve the safety of the crossing. These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks."

Avoiding Office Email Gaffes

Smart Email use is all about common Sense

By Eric Wilinski

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involved became the subject of an investigation by his law firm.

Of course, your email gaffes are most likely not going to turn you into a global laughingstock. But office email, when used improperly, can undermine your efforts to get ahead in your career. Following are some tips to help you use email to your advantage rather than detriment.

Keep it short and sweet.

Email is not a form of communication that lends itself to long missives. If you do send a long e-mail-if you send a product description to a potential client, for instance, or if you send a clarification of departmental policy to your colleagues - make sure you go over the details in person as well as in your email, since relying on your email to communicate all the details often fails. And use paragraphs-readers have a much easier time deciphering longer emails that impart information in discreet, readable chunks than in endless-seeming blocks of text.

Avoid discussing sensitive information. Despite the seeming harmlessness of email, it is not really private; just ask the London couple mentioned above. It's way too simple for the recipient of your email to forward it to others. And remember that your company can access any email going into or out of your account. Rule num-

ber one for emailing sensitive information: Assume that any email you send will be read by people other than its intended recipients.

Another reason to avoid including sensitive information in e-mail is that you might change your mind about whether you want to let that information be known. Michael Eisner, for instance, once sent financial information about Disney to journalists without realizing it had not yet been publicly released. Rule number two for emailing sensitive information: Think before you hit "send."

Know when to use email, and when to have a discussion in person or over the phone. These days people like to use email for all kinds of purposes for which it is usually not ideal. If you want to brainstorm, or to manage or critique others, it's usually best to do so in person - or, failing that, over the phone.

There are a number of reasons for this. For one thing, email does not communicate unspoken nuances the way personal communication does. For another, people are often not as "present" when they read email as they are in a real-time meeting. Think about it: How many times have you thought you communicated something perfectly clearly via email, only to have to go over it all again later in person?

Send email only to those who will want or need to see it. Don't cc: emails about your company's Widget Version 4.0 to people who are not involved in the Widget Version 4.0 project. Don't hit "reply all" if your message is really meant just for the person whose email you're responding to.

And don't send that forwarded joke about the pope, the rabbi, and the e-business consultant to everyone in the office. Those who don't share your sense of humor - or are too busy to laugh - will lose respect for you over time. Far better to try to spread cheer to a select few who will appreciate it than to everybody.

Give your email context. A message without context is a message that's likely to be deleted as soon as it's read. There are a number of ways to avoid this. For one thing, you should use your emails' subject lines to make it clear what they're about. Don't say "FYI" when you can say "FYI Widget Version 4.0 Q3 revenue estimates." For another, you should use a salutation at the top of the body of your emails, and include your electronic signature at the bottom; that way, those who are forwarded or cc:ed the email will have an easier time understanding who is speaking to whom and why they are being involved in the conversation. Finally, try to respond to emails by cutting and pasting so that your email contains snippets of earlier emails followed by

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your specific response to each snippet.

Spell recipients' names correctly. This may seem like a no-brainer, but you'd be surprised by how often people misspell their coworkers' names. If the person you're sending an email to is named "Kerry," make sure you don't address her as "Kerri." It shows that the recipient is not important enough to you to take the time to address correctly.

Materials Library Spotlight

Journal of the Transportation Research Board Construction 2003: Materials and Construction

Contents: Part 1- Portland Cement Concrete Pavements; Part 2-Bituminous Pavements; Part 3 - Quality Assurance; Part 4 - Bridges and Structures; Part 5 - Construction Management

Meeting 21st Century Challenges of System Performance Through Better Operations

Meeting the nation's mobility needs in the 21st century requires moving from a construction-based focus to an emphasis on system operations across all transportation modes. The Federal Highway Administration, American Association of State Highway and Transportation officials, and National Cooperative Highway Research Program sponsored a scanning study of Germany, France, England, and the Netherlands to investigate current and planned strategies for sustaining good system performance and operational practices in those countries. The U.S. delegation observed that reducing congestion and integrating transportation systems and services are national commitments in each country, and that funding for these activities is higher than in the United States Governments base both strategic investment and tactical operations decisions on the priorities of safety and customer service.



Be sure to check out the NW & AK TTAP lending library. It is there for your use.

FOCUS - Accelerating Infrastructure Innovations: December 2004

Contains the following articles: Safety, Security, Reliability, and Efficiency: Working Together for Better Bridges and Tunnels 2. A virtual introduction to segmental concrete bridge technology 3. The concrete of the future 4. Your guide to Transportation Asset Management

FOCUS - Accelerating Infrastructure Innovations: January 2004

Contains the following articles: 1. Shields of Steel: California Introduces New Mobile Work Zone Protection Device 2. Mobile asphalt lab: Technology on the go 3. Choosing the accelerated construction route in New Jersey 4. FHWA Construction and Project Management Team: Reach for your tool box 5. LTPP traffic data pooled-fund study underway.

On Again, Off Again: A Guide To Mounting and Dismounting Heavy Equipment

Provides a training tool for Oklahoma counties to address the increasing injuries from mounting and dismounting heavy equipment. Video 18 minutes

2004 Native American Transportation Safety Conference

Mark your calendars!!

May 11th – 13th, 2004

Coeur d'Alene Resort

Worley, Idaho

**Registration and Agenda information
will be available by the end of March 2004.**

2nd Annual Alaska Tribal Transportation Symposium

Trails to the future
Transportation in Alaska

April 20, 21, 22, 2004

ANCHORAGE HILTON

500 West Third Avenue
Anchorage, AK 99501
1-800-245-2527 or www.hilton.com

Hear from the Experts!

The 2nd annual Alaska Tribal Transportation Symposium will give you an opportunity to learn about the latest developments in Tribal Transportation issues, such as:

- SAFETEA – The next transportation authorization bill
- Indian Reservation Roads Program Rules & Regulations
- The Alaska Indian Reservation Roads Inventory
- Multi-model transportation planning for Alaska
- State/Tribal Liaison with ADOT&PF
- “638” Contracting – Program or Project
- Environmental Justice
- Best Practices – Tribal Success stories from around the state
- And Much, Much More

There will be many more topics to cover in the three days we have at the wonderful Anchorage Hilton. A full agenda will be sent out in a separate mailing.

Located in the center of the downtown area, the Anchorage Hilton is an ideal location for the traveler.

Hotel:

For reservations call 1 (800) 245-2527; Room rate: \$80.00 + tax single or double occupancy (Be sure to mention the Alaska Tribal Transportation Symposium.)

ACT FAST, ROOMS ARE LIMITED

***SAVE YOUR PERDIEM
MOST MEALS COVERED BY REGISTRATION***

Registration Form
2nd Annual Alaska Tribal Transportation Symposium

April 20, 21, 22, 2004

HOTEL RESERVATION CONTACT:
ANCHORAGE HILTON

500 West Third Avenue
Anchorage, AK 99501
1-800-245-2527
www.hilton.com

SYMPOSIUM REGISTRATION: COMPLETE THE REGISTRATION INFORMATION SECTION AND SEND by MAIL, FAX or E-MAIL THE COMPLETED FORM AND PAYMENT TO:

Fax: (509) 359-7485
Mail:

NW & Alaska Tribal TTAP
ATTN: Michele Siedenbug
216 Isle Hall
Cheney, WA 99004

Questions? 1-800-583-3187
E-mail: rrolland@mail.ewu.edu

Pay by Check, PO, Or Visa/MC (circle one)
Credit card information: Visa or Master Card only

Name on Card:

Card Number:

Expiration Date:

Signature:

Cost: \$90.00 per person (includes: 3 continental breakfasts, 3 Lunch and 1 dinner)

Participant Name _____

Tribe/Organization _____

Address _____

City/State/Zip _____

Phone: _____ **Fax** _____

E-Mail: _____

Do you have any special needs (dietary or other)? If so please specify

Pre-registration is greatly appreciated and will help assure that adequate materials are prepared for all participants.

Vendor Registration Form
 2nd Annual Alaska Tribal Transportation Symposium

Trails to the future Transportation in Alaska

April 20, 21, 22, 2004

Anchorage Hilton

500 West Third Avenue; Anchorage, AK 99501

1-800-245-2527 or www.hilton.com

First Name _____ Last Name _____
 Name on Badge _____ Job Title _____
 Name of Organization _____
 Address _____
 City _____ State Zip Code _____
 Daytime Phone _____ Fax _____
 E-mail _____
 Do you have any special needs (dietary or other)? Yes No
 If yes, please specify _____

Conference Registration Fee

The vendor registration fee is \$500.00 which includes one 6' table and one registration for the conference. If more than one plans to attend, each additional person must pay the conference registration fee and complete a conference registration form. Complete this form and return with credit card information, check, or purchase order payable to:

Northwest & Alaska TTAP
 216 Isle Hall
 Cheney, WA 99004
 (FAX: 509-358-2267)

Method of Payment (Circle one) Check P.O. Credit Card MC Visa

Master Card or Visa *only* (must fill out section below)

Credit Card Information

Name on Card _____
 Credit Card Number _____
 Expiration Date _____
 Signature of Cardholder _____

Office use only Conf # _____ NTag _____ PayRec. _____ Receipt # _____ Comment: _____ _____

Sponsorship's

If your company is interested in sponsoring or co-sponsoring one of the coffee breaks, the reception or one of the lunch's please contact Richard Rolland at 800-583-3187 for more details.

Welcome to the New Alaska TTAP Coordinator

Starting March 8, 2004 the Alaska Tribal Technical Assistance Program will have a new coordinator, Mr. Daniel Moreno. Dan has many years of experience with Tribal Transportation issues and implementation of federal state and tribal programs and was a member of the federal Negotiated Rule Making Committee responsible for developing new regulations and funding distribution methodology for the Indian Reservation Roads Program.

Dan, a member of the Sitka Tribe of Alaska, is a past councilman and most recently has been responsible for the tribes Transportation and TERO programs. Contact information will be disseminated in the near future. In the mean time you can continue to contact the Alaska TTAP toll free at 800-399-6376.



Welcome Aboard Dan!

Skip the Cruise Control on Slick Roads

The American Automobile Association says turning off cruise control when its raining or snowing is just common sense. Not only do you have greater control without it, disengaging cruise is an extra step to take if you are losing control of the car.

Most vehicles call for tapping the brakes to disengage. When it's raining or the road is slick with snow, that can be dangerous, especially at high speeds.

The Danger on roads covered with snow or ice is obvious. On rain soaked roads, it might not be as apparent. At

60 mph, there can be total separation of the tire from the pavement when it's raining, a situation called hydroplaning. Even new tires can lose significant traction when there is water on the road.

On wet and snowy roads, the AAA recommends:

1. Slow down and turn off your cruise control.
2. Avoid hard brakes and sharp turns.
3. Stay in the tracks of the car in front of you and increase your following distance.

The same instructions apply

when you find yourself in fast close traffic, everyone is in a hurry. Two or more lines of traffic can be moving at speeds up to 60 miles per hour, and cars are closer together than they should be.

Under these circumstances, you need total and immediate control of the car, and that is easier to achieve when cruise is not engaged. When something happens ahead of you, it will be easier to stop quickly.

*Reprint from the
T3S Quarterly
Winter 2003
newsletter.*



TRIBAL TRANSPORTATION NATIONAL CALENDAR

MARCH 2004

2/29 - 03 **6th Annual National Tribal Transportation Conference** Hyatt Regency Albuquerque, New Mexico
For more information call 800-262-7623 or visit <http://ttap.colostate.edu>.

APRIL 2004

13 - 16 **11th Annual Tribal Transportation Symposium**, Best Western KwaTaqNuk Resort Polson MT
For reservations call (800) 882-6363 Toll Free or (406) 883-3636 ask for the
11th Annual Tribal Transportation Symposium.

For more information contact David Frey at 1-888-944-5454

20 - 22 **2nd Annual Alaska Tribal Transportation Symposium**, Anchorage AK
Host Hotel: Anchorage Hilton for reservations call 907-272-7411 or Fax: 907-265-7140
or visit web site: www.anchorage.hilton.com

For more information contact Richard Rolland at 800-399-6376.

22 - 25 **4th National Conference on Historic Roads**; Portland Oregon
For more information visit web site: www.historicroads.org

MAY 2004

11 - 14 **Native American Transportation Safety Conference**; Coeur d'Alene Resort Casino Hotel, Worley Idaho

17 - 20 **ATNI Mid-Year Conference; Hosted by: The Confederated Tribes of Siletz Indians**
Chinook Winds Casino and Convention Center; Lincoln City Oregon

JUNE 2004

22 - 23 **TRB Native American Transportation Issues Committee**; Coeur d'Alene Resort Casino Hotel,
Worley Idaho

SEPTEMBER 2004

22 - 24 **Ninth National Conference on Transportation Planning For Small to Medium Communities**
Double Tree Hotel, Colorado Springs, Colorado

OCTOBER 2004

11 - 13 **2004 Washington State and Tribal Transportation Conference**, Double Tree Hotel,
Spokane City Center, Washington

24 - 28 **Intertribal Transportation Association Annual Meeting**, Las Vegas, Nevada;
Golf Tournament October 24th

Red-light running low-cost solutions for small communities



One in three people claim they personally know someone who was injured or killed in a crash related to red-light running (RLR), according to the Federal Highway Administration (FHWA). This is similar to the number of people who know someone who was killed or injured by a drunk driver.

Clearly, red-light running has become one of the leading causes of crashes in the United States. In fact, in 2000 there were 106,000 RLR crashes in the United States, resulting in 89,000 injuries and 1,036 deaths.

A recent answer to the problem has been automated enforcement systems, which are better known as RLR cameras. The typical RLR camera system begins recording pictures of a vehicle's license plate when it detects movement during a red-light period. Despite privacy and other concerns, the RLR camera approach seems to be a proven success in lowering occurrences of red-light running and related accidents. However, the initiation of these types of programs can be quite costly for a community.

For many small communities that don't have the resources necessary to implement an automated enforcement system, an RLR camera system is often an unrealistic ideal. It seems that much research has been devoted to RLR cameras lately, while the simpler, lower-cost approaches may have been overlooked. Nonetheless, options are

available to communities looking to decrease RLR incidents on a smaller scale. Some of the potential strategies that have been discussed are improving signal visibility, increasing the likelihood of stopping, adjusting signal timing, and eliminating the need to stop.

In an FHWA study that reviewed RLR-related crashes, 40 percent of violators reported that they "did not see the signal" and 12 percent mistook the signal indication as green. Although this information was self-reported by violators and therefore questionable, it seems the number of RLR incidents could be reduced to some extent by improving signal visibility. Common techniques used to ensure signal visibility include effective placement of the signal, appropriate number of signal heads, adequate size of signal displays, use of visors and LED (light emitting diode) lenses, and use of black backplates. Recommendations by the Institute of Transportation Engineers in Washington, D.C. include using an overhead signal head for each approaching lane as well as a supplemental pole-mounted signal head to the side. The legal requirement is two signal heads, but research shows that more can be beneficial.

Second, in order to increase the likelihood of stopping, it is necessary that drivers be given adequate warning when approaching a traffic light. This is especially important in areas where traf-

fic lights are infrequent. Common methods to give warning are signal ahead signs, advance-warning flashers, rumble strips, and pavement surface friction. These techniques can be effective; a pilot program in Bloomington, Minnesota showed a 29 percent reduction in RLR violations after installing advance-warning flashers.

These first two strategies have focused on unintentional violations. However, one survey conducted by the FHWA showed that respondents believed that over half of all traffic light violators do so intentionally. Though the exact numbers are hard to quantify because many drivers will not admit to doing so, more than 55 percent of Americans admit to running red lights. One of the strategies that addresses this concern is improved signal timing due to the fact that poor signal timing can cause a rushed driver to become frustrated and respond inappropriately. Appropriate cycle lengths for the intersection are crucial to driver respect of traffic signals. Going a step further, interconnected or coordinated signal systems ("timed lights") are one of the best ways to limit stops, which in turn reduces the opportunity to run red lights. An Iowa study revealed that coordinated signal systems reduce the number of signal violations as well as improve traffic flow and efficiency. However, coordinated systems are only valid in areas with sev-

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eral successive traffic lights. Overall, though, if drivers are given the best signal coordination possible, they may not be as compelled to try to beat the red light.

Perhaps the most intriguing solution to red-light running is simply eliminating the need to stop. Though the idea may seem counteractive to the cause, methods such as removing unnecessary traffic signals or using flash mode during times of low traffic can actually reduce the risk of red-light running and its related crashes. In rural areas, high incidence of RLR behavior may indicate that local drivers perceive the signal as unnecessary and have chosen to ignore it. Granted, intersections must meet minimum traffic volume requirements in order to justify a traffic signal, but sometimes need decreases over time. If this is the case, officials should consider removing the signal and changing it to a multi-way stop sign control or yellow flashers.

Studies have shown that converting low-volume intersections to multi-way stop signs leads to reduced accident frequency at the intersection. During one study by the Department of Civil Engineering at Ryerson Polytechnic University, results indicated that replacing signals with multi-way stop signs is associated with a reduction in crashes of approximately 24 percent.

For the most part, the countermeasures listed here are low-cost and may be suitable for smaller communities. None should be deemed superior to the others; rather, they are all viable solutions that should be considered for use based on the situation at hand, according to research findings. LTAP

—Kari Seppanen

Sources

Compiled with the assistance of Arlene Mathison, Minnesota LTAP librarian

Iowa State University Center for Transportation Research and Education and Iowa Department of Transportation, Highway Division. Red Light Running in Iowa: The Scope, Impact, and Possible Implications (Final Report). December 2000.

Federal Highway Administration Office of Safety. Stop Red Light Running Program Web Site.

<http://safety.fhwa.dot.gov/programs/srlr.htm>

Persaud, B. et al. "Crash Reductions Related to Traffic Signal Removal in Philadelphia." Accident Analysis and Prevention, Vol. 29. 1997.

Institute of Transportation Engineers. Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running. 2003.

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Are you missing out?

Along with the Alaska Tribal Transportation newsletter the Northwest and Alaska TTAP actively sends out emails trying to keep everyone updated on issues and upcoming events. If you are not

currently on one of our email list and are not receiving updates on current events please email us at nw&akttap@mail.ewu.edu letting us know that you would like to be added to our email list.





The Alaska Tribal Technical Assistance Program (TTAP) is administered by the Urban Planning Program at Eastern Washington University under contract with the Federal Highway Administration. Funds are provided by the Federal Highway Administration I.T.A.P., the Bureau of Indian Affairs Indian Reservation Roads Program, locally generated resources and individual contributions.

ALASKA TRIBAL TRANSPORTATION NEWS
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Advisory Board

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