

...Get FREE Training with APWA Videoconferences—There are only two sessions left this year, so call the site nearest you (*listed below*) to register!

October 20—Managing Change in Local Government: Removing the Fear Factor

Guiding the discussion will be Ron Canham, who has acquired practical wisdom about organizational

change-ready?

Are you and your employees change-ready? In today's dynamic world, municipal and county governments are searching for ways to help their workforces adapt to new technologies, respond to changing political and administrative pressures, respond effectively to emergencies and initiate and implement changes in process and systems.

Many of your colleagues have implemented and sustained successful "planned change" efforts. APWA is convening a panel of change experts and public sector leaders to talk about the factors that drive change in local governments and how to carry out strategic change endeavors.

Attendees will learn:

- **How one major metropolitan public works department took all 850 of its employees through the "Real Time Strategic Change" process and the resulting effects**
- **The importance of getting support and involvement from all levels of the workforce**
- **How to align your people, technology and funding resources to not only implement change, but sustain the changes your organization needs**
- **How to communicate your change goals and overcome resistance**
- **Success stories from your peers who have been through significant organizational and system transition**

change over his 20 years of leadership experience in both business and government settings. Ron will set the stage by listing the strengths and weaknesses of some of the change management models practiced today. He'll also outline a five-step process for moving all the stakeholders in a change effort from resistance to acceptance and involvement.

Hear how other communities accomplished their change goals!

Remember to mark your calendar now for...

December 8—Using Risk Management to Protect

Investments

HOW TO

1999 Florida Chapter APWA Videoconference Sites

<u>South Florida</u> Lou Aurigemma Phone: (954) 345-2161 Fax: (954) 345-2169	<u>Alachua / Marion County</u> Gib Peaslee Phone: (352) 392-2371, ext. 245 Fax: (352) 392-3224	<u>Hillsborough Co. / Tampa</u> Walt Davis Phone: (813) 272-7021, ext. 3430 Fax: (813) 272-7058
<u>Palm Beach Co. / West Palm Beach</u> Tracy Dills Phone: (561) 355-2006 Fax: (561) 355-2090	<u>Jacksonville / Clay & Duval Counties</u> George Knecht Phone: (904) 632-4426 Fax: (904) 632-4457	<u>Tampa / CUTR</u> Cesar Ponze Phone: (813) 974-9809 Fax: (813) 974-5168
<u>St. Lucie County / Ft. Pierce</u> Scott Herring Phone: (561) 462-2829 Fax: (561) 462-2363	<u>Lee County / Ft. Myers</u> Richard Hoptar Phone: (941) 334-3897 Fax: (941) 334-8794	<u>Tallahassee / Leon County</u> Chris Brockmeier Phone: (850) 386-5277 Fax: (850) 386-6691
<u>Seminole County / Sanford</u> Randy Williams Phone: (407) 665-5663 Fax: (407) 665-5789	<u>Brevard County / Melbourne</u> Sharon Luba Phone: (407) 690-6843 Fax: (407) 690-6842	<u>Escambia & Santa Rosa Counties</u> Michael Watts Phone: (850) 968-9502 Fax: (850) 968-5672
<u>Sarasota City and County</u> Karen Johnson Phone: (941) 361-6957 Fax: (941) 921-7902	<u>Orlando / Orange County</u> Debbie Owen Fax registrations and inquiries to: (407) 246-2892	<u>Okaloosa & Walton Counties</u> Mark Van Hala Phone: (850) 833-9606 Fax: (850) 833-9640

If you have questions regarding this program please contact Gib Peaslee at (352) 392-2371, ext. 245 or E-mail him at: gib@ce.ufl.edu

...See Clearly

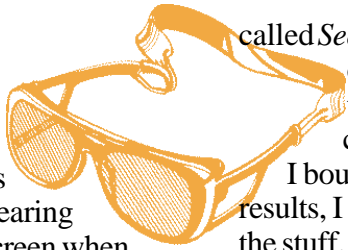
by Tim Ard,

Forest Applications Training, Inc.

Ever had a problem with eyeglasses or safety glasses fogging? Over the years I tried to come up with excuses for not wearing safety glasses. I always use the helmet screen when sawing, but glasses were a bit of a bother. They were useless—you couldn't see through them. Besides, they always fogged up. Yet, I knew how important they are in protecting your eyes.

Well, at a training session one day I told the class that I couldn't wear glasses, "I sweat like a pig." A gentleman came up to me at break and said, "Son, you were wrong about one thing you said this morning. You said you sweat like a pig. Pigs do not sweat!" You can learn something everyday if you only listen I guess. But I still had the excuse of fogging I could use.

At a show a couple of years ago I passed a booth in the fishing and hunting tent. They were cleaning glasses and gun scopes with a product



called *See Clear* from International Performers, Inc. out of Florida. I watched the demonstration and became a believer that this stuff could work.

I bought a bottle and upon a few weeks of test results, I called the manufacturer to get the scoop on the stuff. *See Clear* is all natural, doesn't irritate your eyes as some cleaners do and really works to fill scratches and stop the fogging.

See Clear is a liquid/gel that goes on by just rubbing one small drop on each lens with your finger then buffing with a dry cloth. Cleaning the glasses daily will keep you in clear sight. I use the product at least three times a week and I am still on the same bottle after almost 16 months. I think even with heavy use you will find *See Clear* very economical as well as an amazing product.

You can purchase *See Clear* for \$4.00 per bottle through Bailey's at (800) 322-4539, Item No. 35735 or order off the Internet from www.Baileys-online.com

Printed with permission from Forest Applications News, Vol. 10 No. 1, 1999

...Waste Not and Make School Signs Stand Out, Too!

Seminole County has a new idea that is saving them almost \$2,000 for every 300 signs, and since they have about 850 signs to replace, this is substantial savings!

This year they started replacing their school/pedestrian crossing signs with ones made from the newly approved 3M Yellow/Green sign material. The new signs come in large squares and, after cutting, there are two good-size triangles of the bright green material left over.

Since the material costs \$1,920 for a 30-inch by 50-yard roll, they wanted to find a use for the left-overs—and ended up making their school speed limit signs more visible in the process. They have simply pieced the two left-over triangles together to make a decal for the top of the school speed limit sign.

The left-over material was enough for 300 decals!

How's that for ingenuity?



Jose Cordero with the County's new school speed limit sign. The word "school" is made of left-over 3M Yellow/Green sign material from school/pedestrian crossing signs.

Safe Ways to Schools Pilot Project

Throughout 1998, the Florida Traffic and Bicycle Safety Education Program—a Florida Department of Transportation grant-funded program operating out of the University of Florida Department of Urban and Regional Planning—has been working in conjunction with ten Florida pilot schools on the *Safe Ways to Schools* project. The ultimate goal of the project is to improve conditions within a two-mile radius around each school so more students are comfortable and safe walking and bicycling to their school.

Each school created a School Traffic Safety Team (STST) comprised of the principal, teachers, parents, students, local traffic engineers and Community Traffic Safety Team (CTST) representatives. Through each of the STSTs, student and parent attitudinal surveys were administered and a school site and neighborhood design analyses were conducted. In addition, a bicycle/pedestrian safety component was written into each “School Improvement Plan” and a “List of Planned Improvements” was generated and presented to the appropriate entity for consideration and funding.

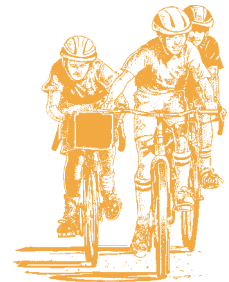
Overall, the process has been very successful.

Repairing the many physically unsafe conditions surrounding the schools was feasible in most instances. Each STST worked intensively to insure that funding for the improvements was found and the improvements were made. In addition to physical constraints, it was also discovered that, in some instances, the perception of unsafe conditions outweighed the reality of the situation. In these cases, the STSTs are using several strategies to inform the parents and students of the improved conditions and the ultimate goal they are trying to achieve.

A “Tool Kit” is in development and will contain information on how communities can create their own *Safe Ways to Schools* program at their local school. It is projected to be available in January 2000.

For an informational brochure on the *Safe Ways to Schools* project, please write to:

Florida Traffic and Bicycle Safety Education Program
 University of Florida
 Department of Urban and Regional Planning
 PO Box 115706
 Gainesville, FL 32611-5706
 E-mail:
trafficsafety@yahoo.com



CTSTs Sometimes Need a LIFT

Florida Highway Patrol Troop G Commander Major Grady Carrik says there are three ingredients in revitalizing your Community Traffic Safety Team (CTST):

1. Know Your Current Team Composition

- Maintain a current list of members
- Use mailings to keep members informed
- Make personal contacts
- Embrace players who replace current members because of organizational changes (transfers, promotions, etc.)

2. Involve Team Members

- Create subcommittees

- Conduct special events
- Insure equity in team causes/don't let one theme dominate

3. Seek New Members

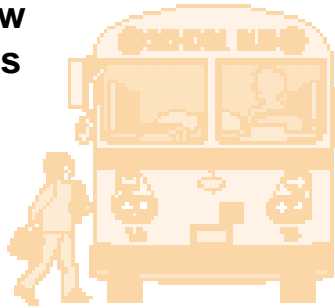
- Recall team composition (public, private, non-profit)
- Balance activities and discussions so no one segment (enforcement, engineering, etc.) dominates and no one organization dominates

Also, remember that dynamic people are needed for successful teams, and each member of the Team should market the CTST at every opportunity.

The information presented here comes from the Florida Community Traffic Safety Team Summit held on July 12, 1999.

Florida's New Law: Seat Belts for School Buses

Traveling on a school bus is the safest form of motor vehicle transportation in the United States.



There are fewer than 10 fatalities per year out of approximately 10 billion student trips. On the other hand, more than 800 school-aged children are killed in passenger vehicles during normal school hours.

School buses are safe mostly because of compartmentalization—from 20 to 24 inches of spacing makes it hard to get thrown about in case of a crash. Also, the Federal Motor Vehicle Safety Standards for buses were changed in 1977 to cover body-joint strength, roll-over structure and better seat construction. Now seats have higher, more flexible seat backs and thicker padding made of energy absorbent material.

According to the National Academy of Sciences, the National Transportation Safety Board and the National Highway Transportation Safety Administration, "There is no supportable need for lap belts in large school buses."

The Association for the Advancement of Automotive Medicine states there is overwhelming medical evidence of "...injury risks to children restrained in two-point belts including contusion of the abdominal wall, fracture of the lumbar spine and intra-abdominal injury." This is called seat belt syndrome.

Another problem is with transporting children under five, who should be properly restrained in car safety seats instead.

Regardless, Florida has enacted a new law—HB 1837 Section 3. (1) (a)—which states that school buses purchased after December 31, 2000 must be equipped with safety belts or any other restraint system approved by the Federal Government.

Fortunately, it does not provide for retrofitting school buses.

DUI Enforcement Alternatives

In 1997, Florida racked up over 900 alcohol related fatalities, almost 22,000 alcohol related injuries and over 24,000 alcohol related crashes.

Florida's goal is to reduce the percentage of alcohol and drug fatal crashes by—providing basic and advanced DUI training to prosecutors, creating 11 new DUI enforcement positions in targeted communities and providing specialized DUI training to law enforcement and breath test operators.

Florida is experiencing about a 14 percent recidivism (i.e., relapse) rate within three years. Studies in other states have shown that ignition interlock devices can be effective in reducing reoccurrences in the short term, but as soon as they are removed, the problem resumes. It has been shown that the faster you get the defendant into the criminal process, the better the chance you have of changing his behavior.

DUI checkpoints are very effective. In 1986, Clearwater, FL had a 20 percent reduction in alcohol related crashes after they began a DUI checkpoint program. Elsewhere, Binghamton, NY has shown a 23 percent reduction in late night crashes and a 39 percent reduction in drinking drivers on the road. In a year-long effort in 1994, Tennessee law enforcement held 882 checkpoints, stopped 144,299 vehicles and made 773 DUI arrests. They also gave out over 1,500 occupant restraint citations and over 7,000 others. They calculated a greater than 20 percent reduction in alcohol related fatalities and almost 6 percent reduction in single vehicle night time crashes. Even 21 months after the conclusion of the effort, these numbers still held.

Any DUI reduction effort must include the active involvement of law enforcement. However, despite basic training efforts, many areas still suffer from poor training or failure to use learned techniques.

Officers need to truly believe that their efforts make a difference before changes will occur.



Florida Transportation Safety Training Program Courses

Please call the Training Center's contact person nearest you (listed on page 13) to register or for additional information.

<u>Course</u>	<u>Date</u>	<u>Center</u>	<u>Location</u>	
Traffic Safety in the Work Area <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Successful completion of Traffic Safety in the Work Area qualifies the student at FDOT Level II. </div>		T ² /Mid-Florida Tech	Orlando	
		Sept. 7-9	T ² /Mid-Florida Tech	Orlando
		Sept. 21-23	T ² /Haney Tech	Panama City
		Oct. 18-20	T ² /Lee County High Tech Ft. Myers	
		Oct. 26-28	T ² /Lively Tech	Tallahassee
		Nov. 2-4	T ² /Mid-Florida Tech	Orlando
		Nov. 9-10	T ² /Lively Tech	Tallahassee
		Nov. 15-17	T ² /Haney Tech	Panama City
		Dec. 14-16	T ² /Lively Tech	Tallahassee
	2000	Jan. 11-13	T ² /Mid-Florida Tech	Orlando
		Jan. 24-26	T ² /Lee County High Tech Ft. Myers	
		Jan. 25-27	T ² /Haney Tech	Panama City
		Mar. 7-9	T ² /Mid-Florida Tech	Orlando
		Mar. 21-23	T ² /Haney Tech	Panama City
	Apr. 10-12	T ² /Lee County High Tech Ft. Myers		
Level I Signs and Markings		T ² /Haney Tech	Panama City	
		Oct. 19-21	T ² /Haney Tech	Panama City
		Nov. 4-6	T ² /Lee County High Tech Ft. Myers	
2000	Feb. 1-3	T ² /Mid-Florida Tech	Orlando	
Level II Signs and Markings		Dec. 14-16	T ² /Mid-Florida Tech	Orlando
	2000	Feb. 23-25	T ² /Lee County High Tech Ft. Myers	
		Apr. 4-6	T ² /Mid-Florida Tech	Orlando
		Apr. 25-27	T ² /Haney Tech	Panama City
Level I Signals		Sept. 27-29	T ² /Haney Tech	Panama City
		Nov. 22-24	T ² /Lee County High Tech Ft. Myers	
	2000	Apr. 18-20	T ² /Mid-Florida Tech	Orlando
Level II Signals	2000	Feb. 28-29	T ² /Haney Tech	Panama City
		Mar. 1-2	T ² /Haney Tech	Panama City
		Mar. 6-9	T ² /Lee County High Tech Ft. Myers	
		Aug. 14-17	T ² /Lee County High Tech Ft. Myers	
		Sept. 13-16	T ² /Lee County High Tech Ft. Myers	
Flagging <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Successful completion of Flagging qualifies the student at FDOT Level IV. </div>		Sept. 10	T ² /Lee County High Tech Ft. Myers	
		Nov. 23	T ² /Mid-Florida Tech	Orlando
	2000	Jan. 28	T ² /Lee County High Tech Ft. Myers	
Traffic Control Plan Design <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Successful completion of Traffic Control Plan Design qualifies the student at FDOT Level I. </div>		Oct. 5-6	T ² /Lee County High Tech Ft. Myers	
		Oct. 11-12	T ² /Mid-Florida Tech	Orlando
		Nov. 2-3	T ² /Haney Tech	Panama City
	2000	Feb. 22-23	T ² /Haney Tech	Panama City

Pilot/Escort Flagging

Successful completion of Pilot/Escort Flagging meets half of FDOT qualifying requirements.

	Sept. 17	T ² /Lee County High Tech Ft. Myers	
	Sept. 20	T ² /Haney Tech	Panama City
	Oct. 5	T ² /Mid-Florida Tech	Orlando
	Oct. 8	T ² /Lee County High Tech Ft. Myers	
	Oct. 18	T ² /Haney Tech	Panama City
	Oct. 29	T ² /Lively Tech	Tallahassee
	Nov. 19	T ² /Lee County High Tech Ft. Myers	
	Dec. 7	T ² /Mid-Florida Tech	Orlando
	Dec. 10	T ² /Lee County High Tech Ft. Myers	
	Dec. 13	T ² /Lively Tech	Tallahassee
2000	Jan. 14	T ² /Lee County High Tech Ft. Myers	
	Jan. 18	T ² /Mid-Florida Tech	Orlando
	Jan. 24	T ² /Haney Tech	Panama City
	Feb. 11	T ² /Lee County High Tech Ft. Myers	
	Mar. 17	T ² /Lee County High Tech Ft. Myers	
	Mar. 20	T ² /Haney Tech	Panama City
	Apr. 11	T ² /Mid-Florida Tech	Orlando
	Apr. 14	T ² /Lee County High Tech	Ft. Myers
	Apr. 24	T ² /Haney Tech	Panama City

Is your Pilot/Escort Driver Legal?

The laws are changing—is the company that transports goods to you aware of the changes? After July 1, 2000 every driver escorting an overdimensional load permitted by the Florida Department of Transportation must be either:

- a law enforcement officer
- a Pilot/Escort certified in another state will only be acceptable for loads with origin or destination outside Florida.
- A person meeting the



following requirements—at least 18 and possesses a valid driver’s license; must have successfully completed a minimum 8-hour defensive driving course as provided by a National Safety Council qualified instructor or possess a valid commercial Driver License class A, B or C; and must have successfully completed an Escort qualification course offer by FDOT-approved sponsors. Escort requalification will be required every four years.

To preregister for Florida Transportation Safety Training Program classes, call the contact person listed below at the site of your choice.

CENTER	CONTACT	LOCATION	PHONE
Pinellas Technical Education Center	Roland Bryant	St. Petersburg, FL	(727) 893-2500, x1086
Lee Co. High Tech Center, Central	Shirley Morrison	Ft. Myers, FL	(941) 334-3897
Mid-Florida Technical Institute	Andra Clark	Orlando, FL	(407) 251-6161
First Coast Technical Institute	Jean Salce	St. Augustine, FL	(904) 829-1023
Lively Area Technical Center	Dianne Reed	Tallahassee, FL	(850) 487-7456
Haney Technical Center	Marcia Forehand	Panama City, FL	(850) 747-5556

New Media from the Center: Videos • Training Materials • Guides • Manuals

Because of space limitations, only a sample of new additions to the Florida T² Media Center is listed here. There currently are more than 9,000 publications and 900 videos available.

Request a copy of our updated catalog to see all listings by category by using the FAXBACK form on page 19.

To borrow publications, videos or other materials, simply contact the T² Center:

Fax: (352) 392-3224 **FASTEST WAY**

Phone: (352) 392-2371, ext. 237

SUNCOM: 622-2371, ext. 237

Messages: (800) 226-1013

E-mail: pamela@ce.ufl.edu

PUBLICATIONS For fastest service, please mark the item(s) you wish to borrow with an “X” and fax with completed page 19 to (352) 392-3224.

q **Earthwork Inspection**, 1992 (FDOT) (P5849.01)
A FDOT training course that discusses activities necessary to ensure proper field control of earthwork operations.

q **Effective Traffic Calming Applications and Implementation**, 1998 (Braun Intertec Corp.) (P5794.01) Provides a “toolbox” containing purpose, cost, pros and cons and effectiveness of various traffic calming applications.

q **Empowerment Zone Workshop Topics 1998**, 1998 (USDA) (P5850.01) The USDA’s development office workshop material including—Implementation and Benchmarking for Rural Communities, Tax Incentives for Empowerment Zones and Other Distressed Communities, and Strategic Planning for Rural Communities.

q **Enhanced Traffic Control Devices and Railroad Operations for Highway-Railroad Grade Crossings**, 1997 (Texas DOT) (P5759.01) This research developed, tested, evaluated and recommends improved methods for communicating with drivers at both active and passive highway-railroad grade crossings.

q **Evaluation of Roadway Lighting Systems Designed by STV Methods: A Review of the Design**, 1997 (Gilman) (P5765.01) Evaluates the design of roadway lighting systems by the Small Target Visibility (STV) method and compares it to current design methods.

q **Hurricane Evacuation Traffic Analysis and Operational Measures**, 1999 (CUTR) (P5806.01) Covers advanced technologies for improving operations management during hurricane evacuations.

q **Identification of Critical Issues Involving School Bus Safety**, 1999 (UF) (P5778.01) Concerns identified were illegal passing of a stopped school bus by other motorists, use of nonconforming vehicles, handrail snagging, student discipline and

supervision, special needs students and more.

q **Identification of the Structural Benefits of Base and Subgrade Stabilization**, 1995 (TTI) (P5798.01) Evaluates base course and subgrade stabilization, current mixtures and thickness design and approaches to minimize structural damage.

q **Impacts of Access Management Techniques**, 1999 (TRB) (NCHRP420.01) This report has information on traffic signal spacing, corner clearances, median alternatives, left-turn lanes, U-turns, access separations and frontage roads.

q **Improved Design Specifications for Horizontally Curved Steel Girder Highway Bridges**, 1999 (TRB) (NCHRP424.01) Provides a full description of the research performed to develop improved specifications for horizontally curved bridges.

q **Materials and Mix Design for Slurry Seal—Aggregate Grading Requirements**, no date (ISSA Conference Paper) (P5730.01) Includes a description of components—aggregate, asphalt emulsion, mineral filler, chemical additive—mix design tests, slurry seal and micro-surfacing comparison of test requirements and detailed information on aggregate grading requirements.

q **Mix Design Methods for Asphalt Concrete and Other Hot-Mix Types**, 1998 (Asphalt Institute) (P5834.01) A practical guide to asphalt mix design for engineers and others concerned with the technicalities of constructing all types of pavement with hot mix asphalt. It also serves as an excellent textbook for students being initially exposed to asphalt mix design.

q **Toll Facilities in the United States 1999**, 1999 (US DOT) (P5785.01) Contains information concerning toll facilities for bridges, roads, tunnels and ferries including interstate and non-interstate systems, vehicular toll ferries, toll mileage trends, history and current policy.

q **FDOT Standard Specifications for Road and Bridge Construction**, 1999 (FDOT) (P5847.01)

VIDEOS



For fastest service, please mark the item(s) you wish to borrow with an "X" and fax with the FAXBACK form on page 19 to (352) 392-3224.

- ☐ **Forklift Handling—Safety in Dangerous Situations**, 1999 (Coastal) (V0757.01) This video deals with standard forklift operator procedures and safety rules.
- ☐ **Scrub Seal**, 1996 (MO DOT) (V0755.01) Demonstrates the scrub seal process for pavement maintenance—a strategy intended to arrest light deterioration, retard progressive failures and reduce the need for routine maintenance.
- ☐ **Shooting Good Video**, 1996 (FHWA) (V0766.01) Provides useful tips for documenting road work on video.
- ☐ **Building the Notched Wedge Joint**, no date (NAPA) (V0768.01) Covers the four key processes needed to build a notched wedge joint.

- ☐ **On the Road to Equality—Women in Highway Construction**, 1993 (USDOT) (V771.01) Covers opportunity, recruitment, demographic demands, governmental compliance, sexual harassment, equal employment responsibility and ISTEA of 1991.
- ☐ **Daily Preventive Maintenance: Dump Trucks, Blades and Industrial Tractor Operations**, no date (NM Training Bureau) (V772.01) Covers engine compartment, walk around and start-up/shut down inspections for trucks, blades and industrial tractor operations. It is useful to reduce breakdown time, damage and injury.
- ☐ **Highway Safety Series**, 1995 (IRF) (V774.01) Identifies safety problems, alternative improvements, selection of safety alternatives, implementing highway improvements and using various formulas to determine hazardous locations and improvement ratios.

NEW MEDIA SERVICE

The Media Center now offers members a **specific topic search**. If you are unable to find information on a certain subject, just let us know. We will do a query of our database and send you the titles and descriptions of the available publications and videos.

For a quick response—fill out the information below and on page 19, fax it to us and we'll respond with a list of items available for checkout.

Subject: _____

Keywords: _____, _____,

Type of materials needed:

_____ Publications _____ Videos _____ Both
(please check)

T² Giveaways... FREE, While Supplies Last

Brochures

- ☐ Child Safety Restraint Use (assorted collection)

Documents/Manuals

- ☐ Concrete Pavement Repair—Manual of Practice
- ☐ Distress Identification Manual for the Long Term Pavement Performance Project
- ☐ Local Low Volume Roads and Streets—ASCE Report 1992
- ☐ Transportation Action: A Local Input Model to Engage Community Transportation Planning



Videos

- ☐ Child Passenger Restraint Safety Program Training



Chief Jackson Promotes Traffic Safety at Seminole County Railroad Cross-

We explained this program in the March '99 issue, and now we'd like you to meet the man responsible—Longwood Police Chief Thomas S. Jackson.

After working several incidents during his time as a traffic sergeant, Chief Jackson felt that extra measures should be taken to heighten the awareness of the dangers associated with railroad



Chief Jackson and one of Seminole County CTST's railroad crossing safety billboards.

are receiving national recognition. Funding for the billboard was made possible by CSX Railroad and the local Ace Hardware store made placement possible.

Jackson's efforts have earned him a place on the newly formed CSX Railroad Safety Task Force. He hopes his participation will increase

crossings. With this thought in mind, he approached the Seminole County Community Traffic Safety Team with an idea for billboards which have now been erected at eight locations in the County and

the ability of Florida's CTSTs to improve safety at railroad crossings. We commend Chief Jackson for his continued support of traffic safety.

Notes and Notables

Advanced Methods Training Seminar for Bicycle and Pedestrian Networks

Tampa

September 23-24

Have you ever needed to improve the quality of bicycling conditions or wanted to influence roadway cross-sectional design for bicyclists and pedestrians? Perhaps you want to create bikeways for less money? If so, this is the seminar for you!

At the Advanced Methods Training Seminar, you will learn how to apply innovative methods that many planners across North America are using to successfully expand their bikeway and pedestrian networks.

This two-day, interactive seminar lets you gain

Sponsored by APBP, FDOT and SCI



new insights and take home power-

ful software that will enable you to achieve your goals. The Seminar consists of stimulating instruction by nationally-known bicycle and pedestrian system planners, hands-on computer applications, and fun team-building exercises.

The registration fee is \$365 and includes all sessions, activities and software. To register, call (888) 462-3514 or visit the SCI website at:

www.sciworld.net

Continuing Education Credits available.

Applied Mathematics Refresher Course Numbers Grow

What a response to the Math Refresher Self-Study Course! There are 350 active students—and everyone is doing a great job!

Join folks like **Esther A. Buehn from the Florida Department of Transportation (FDOT) in Deland, Carol L. Santana from FDOT in Ocala and Christopher L. Thompson from the City of Tavares.** Mr. Thompson completed the English version last year and has now begun taking the Metric version. *Way to go!*

The course covers General Math, Algebra, Geometry and Trigonometry and is offered in both English and Metric units. It is free to all Florida public employees. If you work for private industry or are out of state, the cost is just \$300 for this instructor-led course.



Interested in signing up? Call Michele at (352) 392-2371, ext. 243 or check *Math Course* on the FAXBACK form on page 19.



TCSP

Transportation and Community and System Preservation Pilot Program

The Transportation and Community and System Preservation pilot program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

States, local governments and metropolitan planning organizations are eligible for discretionary grants to:

- plan and implement strategies that improve the efficiency of the transportation system
- reduce transportation's environmental impacts
- reduce the need for costly future public infrastructure investments
- ensure efficient access to jobs, services and centers of travel
- examine private sector development patterns and investments that support these goals.

A total of \$120 million is authorized for this program for fiscal years 1999 through 2003.

For 1999, the Gainesville Metropolitan Planning Organization (MPO) was awarded \$150,000 to develop and apply integrated land use and transportation sketch planning methods to meet community goals.

For all the information on TCSP check out their web site at <http://tosp-fhwa.volpe.dot.gov/> or call Shana Baker—Florida's FHWA representative at (850) 942-9677.

FY 2000 TCSP Milestones...

- Federal Register Notice Request for FY 2000 Grants, Research proposals and comments—May 1999
- Grant requests and comments due to FHWA Division Offices—July 15, 1999
- Research proposals due to FHWA—September 15, 1999
- Grants awarded—October 1999
- Research projects awarded—January 2000

Fifth International Conference on Managing Pavements

Closing the Gap between Vision and Reality
August 11-14, 2001 **Seattle, WA**

For the first time, this conference will have a track devoted to local agencies and municipalities. If you're interested in submitting a paper or want to be placed on the conference mailing list, check the FAXBACK form on page 19 and we'll get you the information.

Note: A one-page abstract describing the objectives, scope and findings must be submitted by October 29, 1999.

Conference Objective—to combine input from practitioners, academics, private industry and governmental agencies to present, discuss and exchange experiences, ideas and proposals on Pavement Management Systems (PMS).

Within the theme of the conference—*Closing the Gap between Vision and Reality*—there are five areas of concentration:

- Integrating a PMS with Transportation Asset and Infrastructure Management
- Ensuring a PMS Continues to Meet an Agency's Needs
- Collecting and Analyzing PMS Data
- Applying PMS Information to Construction and Maintenance Programs
- Adopting and Using Innovative Approaches

These areas will be further subdivided into four tracks: national and state highway agencies, airport agencies, local agencies and authorities, and privatized agencies and authorities.

WHAT:

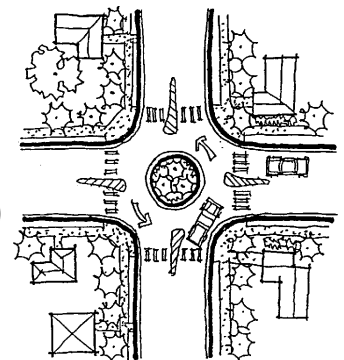
**Roundabout
Conference**

WHEN:

May 1-3, 2000

WHERE:

Seattle, WA



Mark your calender now--details to come.