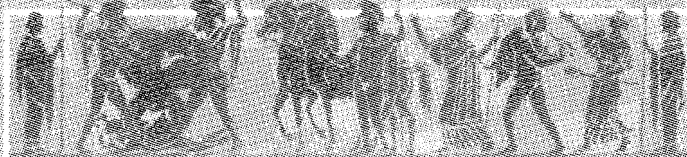


Review

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August 1983, Vol. 6, No. 4



XTH OLYMPIAD
"LOS ANGELES 1932"

Meeting the Olympic Challenge 1984

Southern California counties. Thus, 12,000 athletes housed at three locations, training at 20 sites, and competing at 23 venues will be dependent upon transportation during the games. In addition, Olympic officials and workers and an estimated 8,000 members of the press will need transportation. During the 16 days of activities, a projected 75,000 ticket holders daily will be traveling to and from events. Another estimated 1.5 million people are expected to attend non-ticket events during this period.

An article on traffic and the Olympics appearing in the *Los Angeles Times* on May 8 quoted Captain Ken Rude, head of the California Highway Patrol's Olympic planning unit: "Of all the problems we're faced with with these Olympic Games, transportation is the surest and the most inevitable mess unless we get the cooperation and support of people to adjust their use of their personal vehicles."

Rude was one of four participants at a special session on transportation planning for the 1984 Olympics at the California Transportation and Public Works Conference held May 11-13 in Los Angeles. At the conference, Rude pointed to traffic problems as having the greatest potential for disruption if they are not handled effectively.

As coordinator of security and transportation planning for the California Highway Patrol (CHP), Rude journeyed to Lake Placid, Montreal, and Knoxville to find out firsthand how other cities have coped with similar problems. The CHP is developing traffic management plans for its affected jurisdictions, making use of existing tools such as road monitoring capabilities and changeable message signs. Operational plans

for each venue take into consideration the estimated number of spectators, the availability of parking, and traffic routing (using knowledge of average daily traffic and freeway capacity).

Other transportation tasks for the CHP will be defining emergency vehicle routes, diverting commercial vehicles so they don't interfere with traffic flow at the most critical times, and, as might be expected, enforcement activities related to the quick removal of disabled and abandoned vehicles and dealing with illegally parked vehicles. The CHP is also responsible for the security of visiting dignitaries, including President Reagan who will open the games on July 28.

Coordination and communication are the key words to those planning the event. A multi-agency traffic command center will make traffic management decisions. Operating from an ac-

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Los Angeles is attempting to do what no summer Olympics host city has done since 1960—move masses of people quickly and efficiently around a large area without benefit of a subway or a comparable single centralized rapid transit system.

—*Los Angeles Times*, May 8, 1983

The greatest challenge facing Los Angeles as host city to the Olympic Games next summer may be managing traffic.

Transportation is crucial to the success of the athletic events which will be held at 23 competition venues spread over 140 miles in an area whose freeways are ordinarily heavily traveled and, in some places, where freeway capacity exceeds 80 percent even during off-peak hours.

Aside from three specialized stadiums being erected primarily with private funds, no new construction of arenas or housing for the Olympics is planned; the 1984 games will make use of existing facilities scattered throughout four

Courtesy of The Bancroft Library

Part-time Labor

Efforts to increase the efficiency of transportation in the United States have found their direction in our Yankee faith in gadgetry: we keep looking for the ideal shape, weight, and size for cars and buses; we work on mechanical modifications and alternative fuels.

But transportation, and especially transit, continues to be inefficient. Perhaps we're knocking our heads against a door that doesn't necessarily conceal solutions to the efficiency problem as we've defined it. Notions of achieving cost-effective transit systems, measured in terms of dollars and cents, are peculiar to America (in Europe, for instance, transit is subsidized as a public good). Our knowledge is sketchy about less readily quantifiable factors, such as labor productivity and overall benefits to society. We've designated the pursuit of such knowledge as "soft science"—and with this implicit slur, we've often failed to give these studies their due in support and expertise.

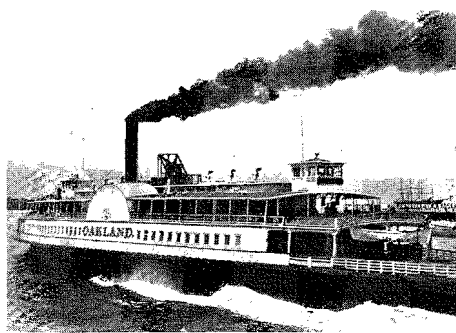
A research team at ITS-Irvine has just been funded by a \$90,000 year-and-a-half grant from the Urban Mass Transportation Administration's (UMTA) Office of Service and Methods Demonstration to look into the fiscal and organizational impacts of part-time labor in public bus systems. The work is an offshoot of another UMTA-funded study (1981) by Professor Charles Lave of ITS-Irvine and Irvine doctoral student Kenneth Chomitz, who concluded that part-time labor utilization in public transit systems can lead to cost savings, depending upon certain work-rule and service factors.

Lave and Chomitz are being joined by Associate Specialist Genevieve Giuliano for the 1983 project, which will attempt to fill in missing data through a series of in-depth case studies of part-time labor use.

Transit management has championed the use of part-time drivers as a means of substantially improving labor productivity. But transit unions have bitterly opposed its implementation, claiming that the use of part-time labor is nothing more than an attempt to circumvent hard-won work rule provisions. Conflict over this issue has catalyzed strikes at transit districts across the country.

Chomitz, Giuliano, and Lave will catalog some indirect effects of adding part-time labor to the transit workforce, examining supervisory costs, labor morale, absenteeism, turnover and hiring costs, changes in the service schedule, and the "costs" of union contract concessions needed to win the right to use part-time labor at all.

These indirect effects do not lend themselves to quantification on a theoretical basis. The Irvine team will analyze their data empirically, looking at actual cases and evaluating what took place. Interviews with both labor and management representatives will be conducted, and detailed numerical data will be collected in a sample of five or six transit districts that have used part-time drivers for at least two years.



On the Waterfront

Since the 1960s, Oakland has been an innovator in the field of containerized freight, establishing its success as an international port, and often eclipsing its older sibling, the port of San Francisco. What is not generally known is that the Oakland port was no more than a quiet tidal creek until 1850. It was only with the mid-century surge of growth in San Francisco brought on by the California Gold Rush that the Oakland waterfront came to be viewed as a valuable commercial resource.

ITS librarian Daniel C. Krummes and Douglas S. Brookes, curator for the Navy-Marine-Coast Guard Museum on Treasure Island, have assembled an annotated bibliography covering the Oakland waterfront from 1849 to the present. The document is a useful guide to information about the port, from photographs and anecdotes depicting its history to technical engineering studies and trade statistics about its growth. Much of the collection is based on Brookes' dissertation research for a master's thesis in museum studies from John F. Kennedy University (available in the ITS library).

There were sixty-eight years of litigation during which the city of Oakland battled the Southern Pacific Railroad over rights to the waterfront. In 1893, the mayor of Oakland himself led a crowd down Broadway to tear up a fence erected by Southern Pacific constructed to exclude the city from waterfront access. In this spate of civil disobedience which would probably be considered less than dignified by any of our present-day city officials, a Southern Pacific ticket officer was "captured," and the mayor hired a piledriver to remove the rail company's fence posts as quickly as they could be driven in. Southern Pacific stationed boxcars across Broadway, but the city brought in horses to pull them away.

Battle-weary by 1910, each side was ready to compromise. Southern Pacific recognized the city's title to all waterfront holdings; and the city, in turn, granted the railroad a fifty-year franchise to wharfage.

Krummes and Brookes' bibliography, *The Oakland Waterfront, 1849-1983* (UCB-ITS-LR-83-2), is available from ITS-Berkeley Publications for \$2.50 (see page 7).

New Transit Center

The Center for Transit Research and Management Development at UC Irvine (part of ITS-Irvine) has initiated its first Transit Managerial Effectiveness Program, one result of a multiyear research and training grant from the Urban Mass Transportation Administration (UMTA).

The program takes place on the Irvine campus August 15-27. A second session will be offered early in 1984. The course is specifically designed for mid- and upper-level managers with supervisory responsibilities or managerial growth potential. Each session will be "team taught" by faculty from UC Irvine, academics from other universities, and practicing transit managers.

UMTA Section 10 funds and additional scholarship monies have been made available to help small properties pay for course expenses. The financial aid requires some paperwork by applicants, but the entire course fee of \$1400 can be subsidized. Enrollment is on a first-come, first-served basis, with a ceiling of 40 participants.

The Center for Transit Research and Management Development at ITS-Irvine can be contacted for further information: Institute of Transportation Studies, University of California, Irvine, CA 92717; (714) 833-5985.

Scholarship Fund

A scholarship fund in honor of the late Thomas B. Albert, an advocate for the needs of small transit systems, has been established at UC Irvine. Created by the California Association of Publicly Owned Transit Systems (CAPOTS) and Albert's family and friends, the fund is to provide financial assistance for employees of small- and medium-sized transit organizations to attend management training programs offered by ITS.

Albert, former general manager of the Monterey-Salinas Transit system, served on the executive committee of CAPOTS, the technical advisory committee to the California Transportation Commission, and was active on committees of the American Public Transit Association (APTA). As a member of APTA's program committee, he was instrumental in encouraging small transit systems to participate in the association. Albert, a UC Irvine alumnus, died in August 1982 following an extended illness.

Financial assistance from the newly established fund is available now for individuals who would like to attend the training programs offered at Irvine's Center for Transit Research and Management Development (see above).

Contributions to the Thomas D. Albert Memorial Scholarship Fund are welcome.

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Shoring Up the Infrastructure

Over 350 people participated in the Thirty-fifth California Transportation and Public Works Conference held May 11-13 in Los Angeles. An annual event, the conference is presented by the Institute of Transportation Studies (ITS) in conjunction with the American Public Works Association (APWA) and the Institute of Transportation Engineers (ITE). The ITS Review presents a report on the general sessions of the conference at which national, state, and local leaders indicated some new directions for transportation and public works activities under their guidance.

Worries about deteriorating infrastructures and not enough money to repair them clouded an otherwise optimistic outlook at the Thirty-fifth California Transportation and Public Works Conference. There was general agreement that funds made available through the new federal gas tax and California's SB 215 will not suffice to alleviate the backlog of long-accumulated needs. Many speakers, however, perceived a growing recognition at all levels of government, and in the private sector, of the crucial importance of transportation to state and national economic development.

Mayor Tom Bradley of Los Angeles, in the opening session of the conference, declared the provision for infrastructure needs to be paramount for attracting business and industry to communities. He called for property tax hikes as the "only sensible way" to raise funds for basic services.

Several speakers urged local level involvement in bringing infrastructure needs to the attention of legislators and stressed the urgency of raising additional monies. Public awareness and support are mandatory.

State Senator John Foran, author of SB 215, acknowledged that the new bill is not scaled to the magnitude of the problem—"it was a question of taking what we could get." Foran reminded conference participants that there is little time to act again, in the pause between election years, to mobilize an entirely new revenue program. Foran suggested that something might be done this year with "adequate support," but doubted whether such support could be rallied in light of the governor's reluctance to impose new taxes.

Citing infrastructure problems and the availability of funds as major concerns across the nation, APWA President Robert C. Esterbrooks also exhorted public works leaders in California to do their best to obtain additional funding. The federal gas tax is not enough to do the job, warned Esterbrooks.

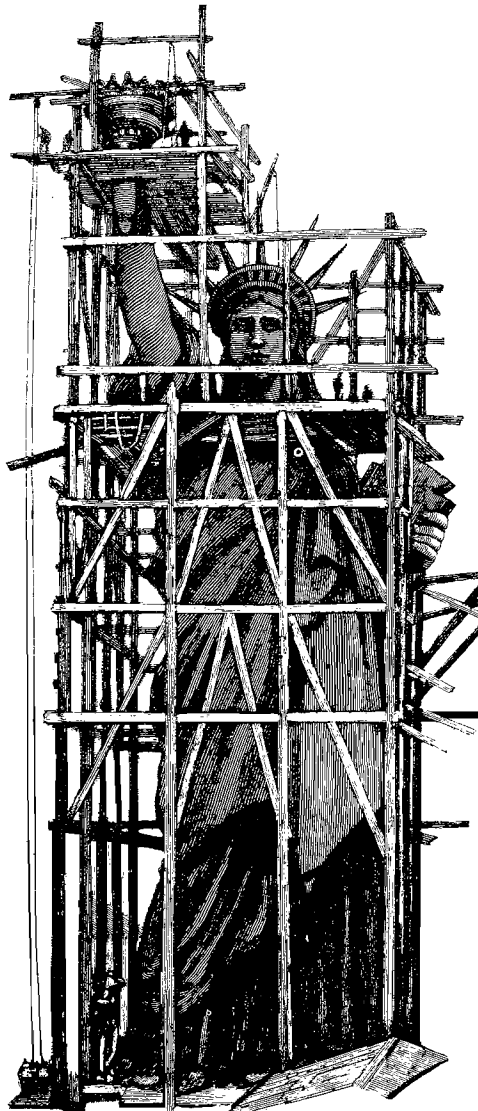
The 1982 Act

Also presenting a national perspective, David S. Gendell, director of the Federal Highway Administration's Office of Highway Operations, discussed implications and implementation of the Surface Transportation Assistance Act of 1982, signed into law in January 1983. The challenge that lies ahead, said Gendell, is to

maintain, rehabilitate, and, if necessary, reconstruct the nation's highways; it is a challenge that may not be as "glamorous" as the initial construction of the interstate system, but is one of equal importance.

Referring to the passage of the 1982 act as a tremendous struggle because of strong opposition from both the Reagan Administration and Congress, Richard J. Sullivan, Chief Counsel to the House Committee on Transportation and Public Works, reiterated the need for local involvement: local pressure can affect legislation. Sullivan was optimistic that adequate federal funds for public works would be forthcoming within the next decade.

Chairman of the California Transportation Commission Claude Fernandez emphasized the role of transit in state transportation planning. He conveyed confidence about attaining public support for funding transportation, which affects everyone's life and not just a particular constituency.



A Growing Partnership

One cause for optimism is the growing incidence of cooperation between public and private enterprise. Traditionally, the private sector has viewed transportation as a public matter, part of the infrastructure to be financed by taxpayers at large, stated C. Kenneth Orski, president of the Corporation for Urban Mobility. According to Orski, private involvement in funding transportation improvements is not a new phenomenon; it is the increasing scale of such projects nationwide that is new. He expressed a belief in a "growing willingness" on the part of the private sector "to consider transportation as a shared concern and responsibility."

For Contra Costa County Supervisor Tom Powers, imagination—not large facilities and billion-dollar investments—is the most important ingredient in these public-private joint ventures. Powers gave the example of the Bay Area Coalition for Transportation, an organization supported by public and private interests which raises funding for transportation projects. The organization is currently seeking an additional five-cent state gas tax for repair and maintenance of streets and highways.

Representing the private sector, banker Hugh Loftus, Vice President at Security Pacific National Bank, noted that cooperation between government and the private sector has to overcome a "natural" antipathy resulting from each partner's different goals and operating methods. Both parties must perceive the cooperation to be beneficial. Loftus recommended that joint ventures be specific, with measurable goals and a time structure.

Trombatore Takes the Lead

Another cause for optimism was the change of leadership at the state level. Under his newly formed administration, California Department of Transportation (Caltrans) Director Leo J. Trombatore promised that transportation development would keep pace with the state's requirements. Pledging responsiveness to local needs, Trombatore indicated that he would encourage local participation in transportation planning, and stated his intentions of building a strong professional organization at the Caltrans district level. He described the state's job as one that is cooperative with local government and supportive of local economic growth. Trombatore announced that more than fifty new projects have been added to the 1983 State Transportation Implementation Plan (STIP) since he has taken charge of Caltrans.

Heading another new state administration, Kirk West—Secretary of the California Business, Transportation and Housing Agency—declared his commitment to encouraging economic development while stressing the need for a cost-effective, balanced program. Acknowledging the significance of transportation goals, West stated that it was equally important not to

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Abandonment of the Rural Poor

The deregulation of intercity bus transportation could materially hurt a number of small communities and rural areas throughout the United States. The Bus Regulatory Reform Act of 1982 (Public Law 97-261), which lifts numerous controls over the pricing and service practices of U.S. intercity bus carriers, has already prompted most large operators to begin cutting or discontinuing services to more sparsely populated and rural areas. In California, Greyhound Lines has reduced services to 344 communities since January and has notified the Public Utilities Commission of plans to totally eliminate services to 94 others. This comes at a time when many small towns and rural areas have just begun to feel the isolating effects of deregulation in other transportation modes such as air, rail, and trucking—which has too often meant the cessation of services or closing of a depot in these communities. The snowballing effect of losing important intercity transportation services, one after the other, could be particularly debilitating to the low-income and elderly residents of affected areas.

The effects of selective service cuts and expansions will be largely redistributive—some people will gain accessibility (for example, large city residents) while others will become more isolated. Thus, following deregulation, some will enjoy greater access to commercial centers, medical facilities, recreational activities, and cultural events dotted throughout a state, while others, primarily poor and elderly rural residents, will have their travel opportunities substantially curtailed. National data generally show that women, the elderly, youths, low-income families, and disabled persons rely on intercity bus transportation far more than most Americans. One survey in Wisconsin found that 46 percent of intercity bus users in that state would have been forced to forego their trips if services were suddenly stopped, primarily because they would have no other option (McGillivray, 1979). Clearly, the prospect of needy residents from sparsely populated regions becoming immobilized by deregulation raises serious equity questions which simply cannot be ignored in Washington.

Diverse factors play a role in the routing of intercity bus services, also determining where the impacts from service cuts might be most heavily felt. Geography and physical factors are examples of these determinants. For instance, California's unique topography, with north-south mountain ranges and valleys, has severely restricted east-west services, while orienting major through-routes along Interstate 5 and State Route 99 in the Central Valley. Deregulation is expected to increase interstate services as well as intrastate traffic between major metropolitan

centers such as Los Angeles and Sacramento. Route abandonments, on the other hand, can be expected in remote parts of the state, as well as along corridors, such as the Sierra foothills, that lie thirty miles or more from major truck lines. The most important factor influencing service policies, however, will be profit and loss potential—markets which provide returns on investment will be retained, routes which are marginally profitable will be cut back, and areas with modest or sporadic demands will probably lose their services.

The actual scope of deregulation's impacts can only be conjectured at this early stage. But evidence from deregulation in other industries does provide some glimpse of what might be in store. It has been estimated that 30 percent of American communities with populations under 30,000 have lost air services since airline deregulation in 1979. Airline deregulation has brought about incidences of discriminatory pricing, with some outlying, captive markets experiencing huge rate hikes, while many residents of more populous areas have enjoyed tremendous cost savings on long distance flights. The benefits of airline deregulation seem to have accrued to those traveling to and from large traffic hubs at the expense of passengers from smaller communities.

Why Deregulation?

As part of the Reagan Administration's efforts to promote free competition among transportation carriers, intercity bus deregulation was launched on the speculation that the industry would eventually be strengthened and thus services would become more efficient and of a better quality. Passed in September 1982, the Bus Regulatory Reform Act lifts all controls over fare rates by 1985, and grants free entry into the intercity bus market to any private interest which is considered "fit, willing, and able" to provide services "consistent with the public interest." Moreover, in the absence of formal protests filed before appropriate state regulatory bodies, intercity bus carriers will be given the freedom to discontinue services to those areas considered unprofitable.

Prior to the 1982 act, many state regulatory agencies required carriers such as Greyhound Lines to provide service on unprofitable routes in exchange for a monopoly on highly lucrative ones. Though certain low ridership routes were being cross-subsidized prior to deregulation, intercity bus carriers were still making an overall profit. With carriers operating more like private companies than like public utilities, the deregulated environment can be expected to prompt a number of industrywide changes, such as higher fares set at compensatory levels, selective service cuts and expansions, increased freight



From The Depression Years by Arthur Rothstein

business, wholesale route abandonments, and public subsidies, when available, for supporting undesirable routes. The major U.S. intercity bus carriers—Greyhound and Trailways Lines—appear ready to prune unprofitable services and expand money-making routes, just as the act intended them to. In the words of Greyhound Lines' chief executive officer and chairman of the board, Frank Nageotte, "all we're cutting out are those little towns where there isn't business; where are all the people who are discommoded? They're not on our buses" (Mitchell, 1983). The writing certainly seems to be on the wall—small community and rural residents will bear the brunt of the service cuts, fare increases, and route eliminations brought about by the 1982 deregulation.

What Will Be the Impacts?

The prospect of small and rural communities throughout the U.S. losing regional bus services is a serious one. For many residents of these areas, intercity bus is the transit of last resort. However, local bus depots provide more than mobility to small-city residents. They also serve



air, bus, and rail modes, some 14,000 are served only by bus. In California, intercity bus carries over 14 million passengers annually and provides services to over 500 localities in the state, representing ten times the number of places served by commercial airlines, and twelve times the number of places served by passenger rail. It is especially the very small communities, singularly reliant on intercity motor bus transportation, that will be dealt the harshest blow if Greyhound, Trailways, and other large carriers suddenly decide to abandon services on a wholesale scale. Overall, the succession of reduced air, rail, and intercity bus services can be expected to impose significant hardships on the economies of sparsely populated areas within California and throughout the U.S.

In Great Britain, the deregulation of regional express bus services has been found to impose significant hardships on a small number of users living along several minor routes (White, 1983). Although the nation as a whole has enjoyed lower fares and better services after deregulation, those left without interregional bus services suffered considerably. In Britain's case, the gainers far outnumbered the losers—though the elderly, poor, and disabled residents in a few rural areas which lost their services were severely hurt. Few incidences were recorded of new service-providers entering the impacted areas after Britain's deregulation.

What Can Be Done?

The Reagan Administration and other proponents of deregulation maintain that the short-run problems caused by decontrol will eventually subside with time. In theory, they argue, a competitive marketplace will encourage the entry of many new, smaller bus companies to take over many of the routes abandoned by Greyhound and other large carriers. Thus, some argue, residents of small communities will eventually be served by smaller companies operating van-size vehicles providing services tailored to the unique needs of these areas.

Whether such events will transpire is debatable. It will help if state-level programs are set up to encourage small operators to enter low-density markets. The provision of user-side subsidies and travel stipends to needy residents of small towns and rural areas, for instance, could attract new services to these settings and perhaps encourage conventional taxi companies to expand their traditional boundaries as well. Moreover, a user-side subsidy program administered through local human services programs could stimulate greater price and service competition among such carriers as motor buses, taxis, and paratransit systems. Subsidies could also be channeled directly to carriers to maintain their interests in rural and sparsely populated markets. In Cali-

ifornia, legislation has already been introduced for earmarking subsidy dollars for supporting intercity and rural bus services, though the current statewide deficit of \$1.5 billion might thwart such efforts. Other possible approaches for lessening the impacts of deregulation on small communities include the use of chartered vehicles, school buses, and church buses on an as-needed or special contract basis, and the encouragement of regional ride-sharing and voluntary carpooling programs. Clearly, there should be an ambitious effort to explore the range of public policy actions available which might ease the maldistributive effects of bus deregulation on small and rural communities.

Several studies are currently underway to examine the possible consequences of intercity bus deregulation on small communities and to explore ways to mitigate impacts, including one being conducted by a special congressional study commission (pursuant to Section 10 [c] [2] [B] of the 1982 act). The U.S. Department of Transportation is also interested in funding research in this area as part of the Secretary's Program of University Research. The author is interested in receiving any correspondence from other researchers who have studied the intercity bus deregulation problem, as well as from other people involved with the issue at the local, regional, and state levels. Please write to: Robert Cervero, Department of City and Regional Planning, 228 Wurster Hall, University of California, Berkeley, CA 94720.

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as tangible symbols of a community's ties with the outside world. The loss of intercity bus service could serve to functionally isolate a region and diminish its relative standing and perceived importance. Further, the abandonment of routes threatens to cut off basic goods and lifeline services critical to the day-to-day existence of small areas, such as vital medical supplies.

Experiences with bus deregulation in Florida have shown surprisingly modest impacts to date. Since the state deregulated bus operations several years ago, most regular-route carriers from towns losing services were generally inconvenienced by the cuts, but certainly not immobilized (Borlaug and Rastatter, 1981). Increases in chartered services and small-carrier operations seem to be taking up some of the slack in Florida. Whether such would be the case in states like North Dakota, Mississippi, and Wyoming, however, remains unclear.

The effects of bus deregulation will be far more severe to rural and small-town residents than whatever impacts air and rail deregulation had. Of the 15,000 American communities served by common carriers of passengers, including

ITS Extension Calendar

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Redding September 13
San Diego September 22
Fresno October 13

Automotive Fleet Administration

Sacramento, September 21-22

Claims Protection Systems for Public Works Projects

Richmond September 22-23
Los Angeles October 6-7

Hazardous Materials Incident Response

Burbank September 27-29

Safety and Supervision in Motor Fleet Operations

Richmond October 4-6

Roadway Lighting Design

Richmond October 14-15
Buena Park October 28-29

Urban and Highway Drainage Systems

Richmond October 20-21
Los Angeles November 3-4

Management and Evaluation of Transportation Projects

Richmond November 9-10
Los Angeles November 17-18

Two Courses on Highway Capacity: Intersection and Arterial Street Quality of Flow Aspects; Freeway and Rural Highway Operations

Richmond November 14-18

Special Assessment Proceedings for Public Works Administrators and Engineers

Redding December 2-3
Los Angeles December 9-10

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Irvine December 5-7

Selected Topics in Transportation Engineering Operations

Irvine December 7-9

Asphalt Paving Mixtures: Design, Construction, and Performance

Berkeley December 14-16

24th Airport Management Course

Asilomar January 11-13

Geotechnical Aspects of Street and Highway Construction

Fresno January 12-13
San Diego January 26-27

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For information write or call ITS Extension Programs, 102 Naval Architecture Building, University of California, Berkeley, CA 94720. Phone (415) 642-7350.

News to Note

Staff News

The April 1983 issue of *TSM News* is devoted to an abridged version of the transportation systems management (TSM) bibliography compiled by ITS-Berkeley public services librarian ELIZABETH CARTER. The newsletter is published quarterly by the Transportation Research Board for the purpose of disseminating information on TSM strategies. The unabridged publication is available from ITS as LR-82-1 (\$4.50).

ITS-Berkeley researcher ELIZABETH A. DEAKIN was one of eight judges for the General Motors Awards of Excellence in Transportation competition, the culminating event of the 1983 International Science and Engineering Fair in Albuquerque, New Mexico, May 8-14. The purpose of the award is "to focus on the transportation needs of society and the relationships between transportation and the surrounding environment in which it performs." Deakin also coordinated a visit and series of lectures, July 6-8, for 28 students from France's Ecole Nationale des Ponts et Chaussées.

Berkeley professor CARLOS F. DAGANZO presented a paper on the mathematical modeling of transportation systems at the 1983 NATO Advanced Workshop on Analysis of Qualitative Spatial Data. The workshop was held March 28-April 1 at the Free University in Amsterdam.

GREG THOMPSON was named 1983 Distinguished Student Scholar at the School of Engineering, UC Irvine. Thompson is working at ITS-Irvine on demand models for intercity passenger rail. He was also one of six students nationwide to receive a Transit Foundation Scholarship for summer field research in Washington, D.C.

KENNETH CHOMITZ, an Irvine doctoral candidate in economics, received UC Irvine's Outstanding Graduate Student Award for 1983.

Irvine professor ROGER TEAL (School of Engineering) was appointed to serve another term on the Paratransit Committee of the Transportation Research Board. Teal is principal investigator of an UMTA-funded study being conducted at ITS on the deregulation of transit in Arizona.

UCLA professor MARTIN WACHS (Graduate School of Architecture and Urban Planning) presented a colloquium June 3 at ITS-Irvine on "The Automobile, Transit, and the Sprawl of Los Angeles: The 1920s."

Berkeley professor ADOLF D. MAY traveled the East Coast from south to north this June. Starting in Tampa, Florida, he attended a meeting of the TRB Freeway Operations Committee on June 13 and 14. Flying next to Washington, D.C., he chaired a TRB research review committee which examined TRB-sponsored research projects on traffic signal systems. May then journeyed to New Hampshire where he was one of five keynote speakers at the conference on Traffic Monitoring and Control Systems held June 27-July 1 at New England College in Henniker. May spoke on integrated networks and large systems and chaired a workshop on the same topic.

MICHAEL C. KLEIBER, head librarian at ITS-Berkeley, addressed librarians and information specialists at a session on technology sharing at the conference of the Special Libraries Association held June 4-9 in New Orleans. Kleiber spoke about the participation of ITS in the Federal Highway Administration's Technology Sharing Program for Local Agencies. Participants at the session included Louise Freese of the National Highway Institute and representatives from other technology transfer programs.

PEI-KUN YANG, Associate Professor and head of the Traffic Engineering Division at the Institute of Road and Transportation Engineering, Tongji University, has joined ITS-Berkeley staff for six months to study traffic signal timing. Tongji University is in the province of Shanghai, People's Republic of China.

Visitors

HERBERT GUTH, Air Transportation Specialist with the Transportation Research Board (TRB) in Washington, D.C., visited ITS-Berkeley faculty and research staff on May 13 as part of an information-gathering tour of universities, research organizations, and other transportation-related institutions. TRB staff members regularly circuit the country to keep their Washington-based organization up-to-date on transportation research and activities.

JOHN COLLURA, Associate Professor of Civil Engineering at the University of Massachusetts, Amherst, gave a seminar on May 13 at Berkeley on the use of small-scale computers in rural public transportation systems.

Alumni

SAYED M. SULTAN (PhD '66) spent six weeks in Egypt under the auspices of the Transfer of Know-How through Expatriate Nations project, advising the Cairo International Airport Authority on planning, operations, and organization. Sponsored by the United Nations Development Program and the Egyptian Academy of Science and Technology, the project invites professionals and scientists of Egyptian origin to consult with organizations in Egypt. Consultation time is donated by participants. Berkeley alumnus Sultan is Chief Transportation Planning Engineer for Bechtel Civil & Minerals, Inc. in San Francisco.

Berkeley alumnus SAM YAGAR (PhD '70) is organizing the "Symposium on Risk in Transport" to be held December 6-7 at the University of Waterloo in Ontario, Canada. The emphasis of the symposium will be the risks to travelers and those living near transportation routes associated with conventional modes of transporting people and goods. Further information about the symposium can be obtained from Professor Sam Yagar, Department of Civil Engineering, University of Waterloo, Waterloo, Ontario, Canada N2L 3G1; (519) 885-1211, Ext. 3929 or 2535.

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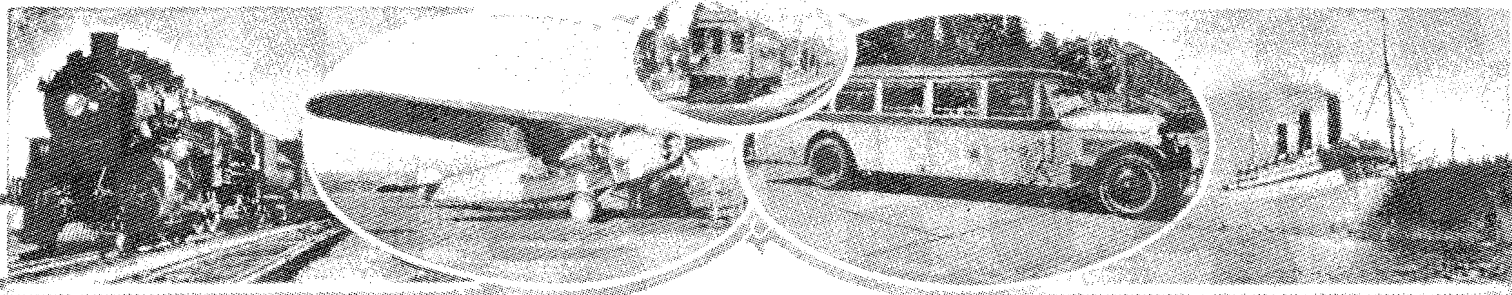
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Los Angeles County

offers to its welcome visitors the accommodations of 188 steamship services—3 transcontinental railroads—ample and convenient electric car services—5 air lines and 14 bus and stage lines.

From page 1

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Transportation for the Olympics

cessible location in Los Angeles, the center will be in contact with the media and will receive messages from television monitoring systems located at each competition site. The center will be staffed by representatives from city, county, and state transportation and law enforcement agencies.

Overlapping traffic jams caused by the occurrence of multiple events at the same venue could cause problems, said conference participant Dave Roper, Caltrans Deputy District Director in Los Angeles. In the same *Los Angeles Times* article, Roper expressed concern about the scheduling of events and the lack of time to move around large crowds. Roper noted that it takes about one and a half hours to clear out a football crowd of 60,000 to 70,000. "I'd like to see a gap of not two or three but 4½ hours. In some ways I do feel it's overly optimistic to talk of moving in and out crowds of 50,000 to 100,000 in a three-hour period and at the same time keep the [Los Angeles] basin moving."

At the conference, Roper described some traffic management techniques that will be used during the games: parking regulation, signals, signing, bus plans, and park-and-ride facilities.

City tactics were described by S.E. (Ed) Rowe, assistant general manager of the City of Los Angeles Department of Transportation. Traffic analyses have been performed resulting in predictions of two million Olympic-related trips per day. But these trips would represent only six percent of total regional tripmaking per day, said Rowe. Although the city is estimating that 30 percent of the ticket holders will be arriving by bus, Rowe admitted that 65 percent of them would have to arrive by bus in order for parking facilities to accommodate those arriving by per-

sonal vehicle. The Southern California Rapid Transit District is developing a proposal for busing 40 percent of the spectators. Charter bus companies, local bus carriers, and other private transportation organizations are expected to provide additional services.

William Forsythe, manager of transportation planning for the privately run Los Angeles Olympic Organizing Committee, reported that events will be scheduled to coordinate with transportation needs. He stressed the role of communication with the public both before and during the Olympic events: ticket purchasers will receive information encouraging them to use public transportation; commuters will be kept up-to-date on daily traffic while the games are in progress.

But the organizing committee, according to the *Times*, is banking on lighter summer traffic, a limited number of available hotel rooms, and a campaign to encourage bus travel "to keep a lid on traffic congestion." Citing Caltrans figures, *Times* staff writer Janet Clayton claims that traffic patterns are different in summer, not necessarily lighter. Fewer people are going to work, but there are more cars traveling off-hours. On seven of the sixteen days, major sporting events will overlap; these schedules, says Clayton, were selected by the organizing committee to accommodate network television. A two-ticket limit to premium events, another committee determination, will also cause more problems—decreasing the number of people per car and making car-pooling less feasible.

Little was said at the conference about the role that Los Angeles residents might play in lessening congestion. Will they be willing, for

example, to forgo using their individual vehicles in favor of public transportation or car-pooling during the games? If so, will there be enough buses for them? From both residents and ticket holders, Olympic transportation planners seem to be expecting rational behavior, and Americans—especially Californians—are not known for behaving rationally when it comes to their automobiles.

From page 3

Infrastructure

default on revenue bonds. Like Trombatore, he testified to the importance of local concerns. In consideration of those concerns, both new leaders spoke of cuts in costly delays and review procedures which will speed up projects. West also called for cooperation and the commonsense use of resources for the greater benefit of the state.

"We can't afford to compete with each other," agreed Rudolph Massman, representing the California Engineers Association of California. Massman, however, expressed a dissenting view on state cooperation with local government. He was apprehensive about some of Caltrans' recent actions, which he interpreted as an unwillingness to share funds with local agencies. The street, road, and highway network in California is not funded adequately or equitably, said Massman, who is Public Works Director of San Diego County. He claimed that local governments are not being included in the distribution of new funds and that local agencies are expected to use federal monies for projects that ought to be funded by the state.