

get RID of rhetoric...

REAL INTERSECTION DESIGN

intersection design training workshop

Description

Real Intersection Design is a focused training workshop which pragmatically addresses the complex issues that urban street designers face in providing for the needs of various street users. In essence a problematic intersection is redesigned from six points of view: walkers, wheelchair users, transit riders, cyclists, drivers, and pedestrians with visually impairments. The six plans are then compared and contrasted with the goal of identifying which elements are common to all and which are problematic for others. In addition each team is led by a recognized expert in the field which allows for intensive information exchange. The intended audience is practitioners who want to sharpen their skills and knowledge of various intersection users, and others who want to get a better understanding of the complexity of urban intersection design.

A typical Real Intersection Design workshop has 24-36 participants and lasts 5-8 hours. Each team is given scale drawings, aerial maps, speed, crash, volume and other available data. The team leaders bring pertinent guidebooks and props (AASHTO Green Book, SmartLevel, a bicycle, a wheelchair, a white cane). Before the site visit each team leader offers a short presentation on the specifics of their user mode. This usually takes place in a classroom setting. In addition the intersection is near the classroom so that teams can walk and discuss issues on the way.

Rationale and Goal

The Real Intersection Design workshop idea was born out of frustration with the usual conference session fare. Often times only the theoretical is dealt with and participants never emerge from their rhetoric shells. The goal of RID is to get past the abstract and begin a progressive, practical dialogue.

Credit

Professional Development Hours and Continuing Education Units are available as approved by your state licensing board.

Cost

The course fee ranges from \$125 to \$225 based on the length, location and sponsor.

Report

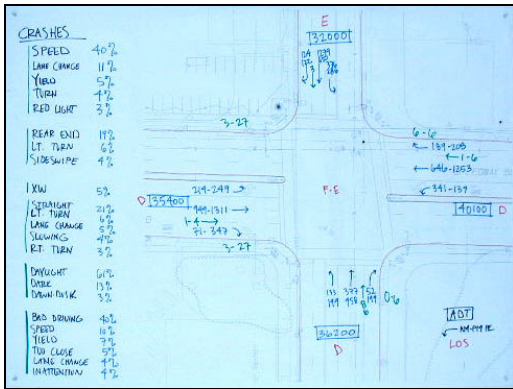
After each workshop a report is written summarizing the results and distributed to the participants. Past reports can be downloaded from www.apbp.org.

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data map



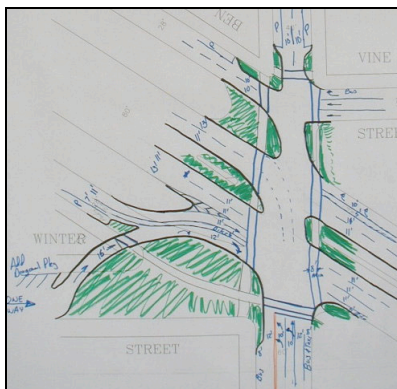
measuring a wheelchair ramp



taking the drawing table to the site



ebullient drawing



reorganized intersection



presenting and defending one's plan

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Past RID team leaders

- Janet Barlow, Certified Mobility and Orientation Specialist, Atlanta
- Gihon Jordan, Traffic Engineer, Philadelphia DOT
- John LaPlant, former Chief Traffic Engineer, Chicago and co-author of the (upcoming) AASHTO Pedestrian Facility Design Guide
- Barbara McMillen, Program Manager of *Designing Sidewalks and Trails for Access*, FHWA.
- Michael Moule, former Traffic Engineer, Asheville, NC
- Guido Mueller, Research Institute for Urban & Regional Development, Dortmund, Germany
- Michael Ronkin, Bicycle and Pedestrian Program Manager, Oregon DOT
- David Scott, Director of Highway Design, Vermont AOT
- Cara Seiderman, Bicycle and Pedestrian Program Manager, Cambridge, MA
- Lois Thibault, Coordinator of Research, US Access Board

Past and future RID workshops

2004: ProBike/ProWalk Conference, Victoria, BC

2003: Association of Pedestrian and Bicycle Professionals Seminar, Cambridge MA;
NJDOT Training Sessions, Plainsboro and Newark, NJ

2002: Institute of Transportation Engineers Annual Meeting, Philadelphia; PBPW
Conference, St. Paul

2001: APBP Training Seminar, Tucson

2000: PBPW Conference, Philadelphia

Some (positive) feedback following RID workshops

- "The RID workshop was a great (and humbling) experience (especially for a know-it-all engineering type like myself)."
- "Speaker insights very informative."
- "Now I can go back and speak to the traffic engineers, rather than pound my fist in anger."
- "This workshop should be repeated at all annual and section meetings."
- "This workshop itself was worth the \$2000 that I paid for the entire conference."