Tuesday, March 23

11:00 a.m.—12:30 p.m.
Opening Plenary Session with Keynote Speaker Ryan Russo, Director, City of Oakland (CA) Department of Transportation

1:30—3:00 p.m.
Concurrent Sessions

- Keeping up with Speed Management
  Virtual Room 1
  State and national policies are trending towards greater flexibility in speed limit setting, which requires new strategies for setting appropriate speed limits. This session brings together researchers and practitioners to discuss new guidance, best practices, and equity considerations in managing speeds. It includes a case study of how systemic approaches to speed limit setting can succeed.

  Learning Objectives
  - Understand the latest research and tools for setting context-sensitive speed limits
  - Discuss the strategies adopted by cities to improve safety by lowering vehicle speeds
  - Assess how speed enforcement can be balanced with concerns over policing

  Moderator: Priyanka Alluri, Associate Professor, Department of Civil & Environmental Engineering, Florida International University

  Speakers:
  - Kay Fitzpatrick, Ph.D, Senior Research Engineer, Texas A&M Transportation Institute, *NCHRP 17-76: Guidance for the Setting of Speed Limits.*
  - Dongho Chang, City Traffic Engineer, Seattle Department of Transportation, *Citywide Speed Limit Setting in Seattle*
  - Karina Schneider, Transportation Planner, Fehr & Peers, *Equity Considerations in Speed Enforcement*

- Innovation in Transportation Impacts Analysis
  Virtual Room 2
  Over the past 30 years, Traffic Impact Analyses have been an integral and primary tool in evaluating future traffic impacts to local road networks generated by new land development. The
primary function on these studies are to assess future traffic conditions to determine the best engineering solutions to offset impacts from a land development project. This session discusses the importance of assessing safety and future conflicts in the review of traffic impact analysis for land use development and real-world applications of big-data platforms in performing transportation studies, which are particularly helpful with atypical traffic conditions such as those experienced during the COVID-19 pandemic.

Learning Objectives

- Understand the importance of safety in the evaluation of site-specific development and change of land use
- Describe the policy and regulatory considerations in assessing safety
- Summarize real-world applications of big-data that have been used in practice
- Identify the limitations of big-data and areas where future enhancements would be helpful

Moderator: Aaron Zimmerman, Senior Transportation Planner / Site Development Program Manager, District Department of Transportation

Speakers:

- Daniel Solomon, AICP, LEED ND, Director, Planning, Gorove Slade and Sasha Redmon, EIT, Transportation Engineer, Gorove Slade, *Applications of Big-Data in Transportation Impact Analyses*
- (invited) Will Capers, PTP, Director of Planning and Community Development, Town of Dumfries, Virginia
- (invited) David Thatcher, Senior Principal, Stantec

4:00—5:30 p.m.
Concurrent Sessions

- **Alternative Intersection Treatments**
  *Virtual Room 1*
  This session will review several alternatives to traditional intersections, including continuous-flow intersections, diverging diamond interchanges, protected intersections, and roundabouts. The roundabout presentation will be given from an Australian and New Zealand perspective, where roundabouts have been a common intersection treatment since the 1970s, and it will focus on how roundabouts have developed over the decades, as well as techniques that may be used to address roundabouts with long delays.

Learning Objectives

- Describe the state of the practice for alternative intersections and treatments
- Understand various ways to address future problems with roundabouts
- Understand what protected intersections are and how to lay them out

Moderator: Cynthia Peck, P.E., PTOE, Project Manager, DLZ Corporation

Speakers:
Adopting to New Challenges: How to Transition a City’s Parking Division to a Progressive Curbside Management Program

Virtual Room 2

With the evolution of shared mobility, commercial docking, and pending connected and automated vehicle (CAV) demands competing with traditional parking at the curb, many cities have started to redefine their curbside management practices. This session will guide participants on how to assess their jurisdiction’s ability to manage this change, mapping a path forward towards a successful curbside management program. Attendees will also have the opportunity to use a tool to self-assess their jurisdiction’s parking / curbside management program.

Learning Objectives

- Define a successful, sustainable curbside management program
- Understand which elements of a street’s right-of-way should be considered when assessing a curbside management program
- Summarize the toolbox and methods to achieve sustainable curb use

Moderator: Lawrence Marcus, Founder, Forward Progress, LLC

Speakers

- Benito O. Pérez, AICP CTP CPM CAPP, Curbside Management & Operations Planning Manager, District Department of Transportation and David Carson Lipscomb, Curbside Management Planner, District Department of Transportation
- Mary Catherine Snyder, Parking Strategist, Seattle Department of Transportation
- Michael Sawyer, City Transportation Engineer and Vision Zero Coordinator, City of Richmond, Virginia
- (invited) Graham Young, Complete Streets Manager, City of Baltimore, Maryland

Wednesday, March 24

11:00 a.m.—12:30 p.m.

Concurrent Sessions

- Innovations in the Public Realm (Open Streets / Slow Streets / Streateries)
  Virtual Room 1

How do you move your city outdoors in a matter of weeks, especially in the midst of a life-changing pandemic? Examples from Norfolk, Virginia, Farmers Branch, Texas, Washington, DC, and Austin, Texas and other locations, where engineers, planners, business owners and citizens have come together to meet the challenge of delivering services, opening the economy and staying sane during a pandemic will be presented. Speakers will also discuss examples of tactical
urbanism projects local jurisdictions can use in the short-term to shift the prioritization of public space from vehicles to people.

Learning Objectives

- Discover tactical urbanism projects in the District of Columbia that seek to reclaim and prioritize pedestrians and people, including Open Streets, Slow Streets, and Streateries
- Identify quick build project delivery methods and cutting-edge temporary traffic control devices and materials.
- Describe various street design approaches using temporary traffic control to maintain residential access, signal shared space and slow motor vehicle speeds
- Explain how federal CARES Act funding was used and how future stimulus funds could harden existing temporary measures

Moderator: Patricia Tice, Principal, CREWS LLC

Speakers:

- Kim Vacca, Transportation Planner, District Department of Transportation, Reclaiming Public Space for People
- Andrew Howard, Director, Placemaking, WGI, How COVID-19 Accelerated the Need and Deployment of Open/Healthy/Slow Streets
- (invited) Laura Dierenfield, Active Transportation Program Manager and (invited) Jesse Duncan, Engineering Associate, City of Austin, Texas, Austin’s Healthy Streets Program

• Policies and Guidance for Advancing Bicyclist and Pedestrian Safety

Virtual Room 2
A summary of the planned ITE Bicycle Signal Resource Hub will be presented, explaining the various topics to be included, followed by presentation of two key case studies (Portland and Minneapolis). Practical approaches to developing a crosswalk policy, proactively improving pedestrian safety, and prioritizing locations Implementation will also be described, highlighting the latest guidance on crosswalk enhancements to make your jurisdiction’s crossings safer.

Learning Objectives

- Become familiar with the information to be included in ITE’s Bicycle Signal Resource Hub
- Describe specific bicycle signal applications from the case studies presented
- Explain the importance of developing a crosswalk policy for local jurisdictions
- Understand the tools that are available to approach pedestrian crossing safety holistically and the various resources for choosing appropriate crosswalk treatments

Moderator: Bob Murphy, P.E, PTOE, RLS, Vice President/Regional Practice Leader, KCI Technologies, Inc.

Speakers:

- (invited) Peter Koonce, P.E., Principal Engineer, Portland Bureau of Transportation
- Scott Poska, P. E., PTOE, RSP1, Senior Traffic Engineer, Alliant Engineering, Inc.
- Ryan McClain, P.E., Principal, Fehr & Peers
Trey Tillander, P.E., Director, Traffic Engineering and Operations, Florida Department of Transportation

1:30—3:00 p.m.
Concurrent Sessions

• Traffic Signal Timing and Performance Measures
  Virtual Room 1
  In this session, several methods of managing and adjusting traffic signal timings and delay information in close to real time through “Big Data” and/or real time intersection monitoring will be described and discussed.

Learning Objectives
  o Describe the state of the practice for active management of traffic signals
  o Explain new applications of traffic signal performance measures
  o Learn about best traffic signal optimization practices

Moderator: Adam Allen, P.E., PTOE, TSOS, IMSA II, Transportation Design Market Leader, Colliers Engineering and Design

Speakers:
  o Luigi Casinelli, P.E., PTOE, Area Planning, Traffic & Advanced Technology Lead, HDR, Inc.
  o John Albeck, P.E., PTOE, Traffic Operations Program Manager, Iteris, Inc.
  o Sajad Shiravi, P.Eng., Product Manager, MioVision Technologies
  o Ted Trepanier, P.E., Senior Director – Public Sector Services, INRIX

• Micromobility Facility Design
  Virtual Room 2
  Micromobility devices utilize existing right-of-way and transportation infrastructure that was not explicitly designed with these devices in mind. This session will focus on specific real-world examples of micromobility facility designs and how cities and jurisdictions accommodate micromobility in their roadway designs. The session will also include how safety and data play a role in micromobility design decisions as well as how the roadway can be reimagined in the future with micromobility devices in mind.

Learning Objectives:
  o Describe real-world examples of micromobility infrastructure.
  o Understand the concept of the third lane and how to rethink street design.
  o Explain how safety and data can be used to identify how and where to improve micromobility infrastructure.

Moderator: Christopher Darwent, P.Eng, Senior Parking Engineer, City of Vancouver

Speakers:
  o Pam Shadel Fischer, MLPA, Senior Director of External Engagement, Governors Highway Safety Association
Implementing the Safe System Approach: Emerging Assessment Tools, Policies, and Technologies

Virtual Room 1

The Safe System Approach encompasses safe roads, safe road users, safe speeds, safe vehicles, and post-crash care – all with a shared responsibility to meet the goal of zero severe injuries and fatalities on our roadways. This session presents emerging Safe System practices and considerations for autonomous vehicles, intersection assessment and control evaluation, and proactive risk measurement through data analytics.

Learning Objectives:

- Describe how to use the Intersection Control Evaluation (ICE) process to identify safer solutions earlier in the project development process, and provide consistent consideration and proper documentation regarding decisions leading to the selection of a preferred alternative.
- Explain how to assess the circumstances of crashes at intersections and make recommendations such that the kinetic energy imposed on the human body be kept at levels that are tolerable in terms of survivability and degree of harm.
- Identify how safety analytics can be used to measure high-risk road user behaviors, and how to combine findings from safety analytics with the safe system methodology to more effectively reduce crashes.
- Understand the main safety benefits and risks related to the AV-active transportation interface, and how AVs may advance or hinder Vision Zero/Safe System policies and approaches.

Moderator: Samuel Harris, P.E., State Safety Engineering Manager, Georgia Department of Transportation

Speakers:

- “Evolving the ICE Process to Implement Safe System Solutions”, Jeff Shaw, Intersection Safety Program Manager, FHWA Office of Safety
- “A Safe System-Based Framework and Analytical Method for Assessing Intersections”, R.J. Porter, Highway Safety Engineer, VHB
- “Using Proactive Safety Analytics to Identify Safe System Solutions”, Andrew Janzen, CEO, Street Simplified
- Eleanor Leshner, Senior Transportation Planner, Fehr & Peers

Multimodal Performance Measures

Virtual Room 2
Roadway designs that address the safety of all road users are being implemented in many cities around the United States and are increasingly the focus of planning and design projects. This session will focus on the evaluation of safety treatments in Highway Capacity Manual (HCM) methodologies, the latest research and developments from the FHWA on pedestrian/bicycle safety measures, and an example of a Statewide Pedestrian System Plan that includes a number of measures to track progress on achieving the plan’s goals and objectives.

Learning Objectives

- Show scalable guidance for jurisdictions (urban, suburban, and rural) to recommend enhancements to HCM methodologies
- Describe how a state DOT selects performance measures and sets targets for measures
- Identify methods to track progress on pedestrian planning initiatives

Moderator: Fabio Sasahara, Ph.D, PMP, Associate Engineer, University of Florida McTrans Center

Speakers

- Darren Buck, Pedestrian and Bicycle Program Coordinator, Federal Highway Administration
- Jake Rueter, Pedestrian and Bicycle Planner, Minnesota DOT, *Measuring Outcomes from MnDOT’s Statewide Pedestrian System Plan*
- Paul Ryus, Principal Engineer, Kittelson & Associates, *New HCM Methods for Evaluating Pedestrian Crossings*