

Session One

What are Integrated Traffic Management Systems?

J. Robert Doughty, consultant — presiding

Welcome Address

Irv Pickler

Anaheim City Council

Orange County Transportation Authority

I would like to take this opportunity to welcome you to Orange County, California. When I first came to California in 1945, we had no smog and no traffic jams. You are all aware of the problems that have developed in this area since that time with the rapid growth we have experienced. When I moved to the Anaheim area 37 years ago, we had a population of about 25,000. Today we have a population of some 280,000.

I think Orange County is one of the most dynamic areas in this country today. It is home to 2.5 million people. We currently face many problems that threaten the standard of living we have come to expect. Today, I would like to address one of those challenges: transportation. This is the area you have come to discuss over the next 2 days.

The street and freeway systems in Orange County provide the basic mobility for area residents and visitors. Although the traffic situation in Southern California is often the focus of numerous jokes, I want you to know we approach transportation in anything but a light-hearted manner. In fact, our attention to transportation has led us to be one of the most innovative areas in the nation.

I hold the unique position of viewing traffic problems from two vantage points. I am both a member of the Orange County Transportation Authority and the Anaheim City Council. As a member of the Orange County Transportation Authority, I can safely say that the passage of *Measure M* in November of 1990 has had a significant impact on the area. This countywide



initiative added a half-cent sales tax to the county transportation funds for 20 years. This will raise more than \$3 billion for a variety of transportation projects.

Forty percent of these funds have been allocated to freeway improvements, including the widening of the I-5 freeway and the addition of carpool lanes on other facilities. In addition, \$350 million has been committed to the enhancement of the regional road network. This includes the creation of 21 super streets, covering 220 miles of the county's busiest roadways. Further, \$650 million has been earmarked for local street and road programs that will address a variety of local road repairs and improvements. The remaining 20 percent of the *Measure M* funds will be used to develop and enhance a mass transit system. This mass transit system will include

intercity and commuter train services between Orange and surrounding counties.

Recently, the Orange County Transportation Commission adopted a \$710 million budget, the largest budget ever adopted by the agency. This level of funding is directly attributable to *Measure M*. Approximately 73 percent of the budget was comprised of *Measure M* funds. In this era when the popular cry is "no new taxes," the voters of Orange County are to be commended for the foresight and vision of approving *Measure M*.

I would also like to note that 3 years of negotiations recently culminated in the agreement by six Southern California counties to purchase 340 miles of existing railroad lines to use for a comprehensive commuter rail project. This \$500 million acquisition has put Southern California on the fast track to develop mass transit rail service in a fraction of the time it would take to develop a project of this type from scratch. In fact, by 1993, we expect thousands of commuters to make the switch from driving alone to using the rail system. This will help relieve congestion on our freeways.

These are exciting times for transit projects in Orange County. We are tackling the challenges head on, with ample resources to solve many of the chronic problems that have plagued us for years. These are also exciting times at the local level. As a member of the Anaheim City Council, I have also had the opportunity to participate in the city's creative approaches to traffic problems. We need people like the transportation professionals gathered here today to help us solve these problems.

I believe the jewel of our efforts is the Anaheim Traffic Management Center. Don Dey was one of the key people that helped put the management system in place. This state-of-the-art system keeps millions of tourists, baseball and football fans, and local residents moving efficiently throughout the streets of Anaheim. From a single control center in central Anaheim, we are able to direct the flow of traffic at major intersections throughout the city with the use of

real-time video cameras and sophisticated signal switching equipment.

For example, we can now empty a capacity crowd at Anaheim Stadium, which holds approximately 70,000 people, in about 45 minutes. Before the system was developed it took twice that long. The Traffic Management Center also includes a link to Caltrans and the University of California-Irvine. These links provide for the monitoring of regional traffic conditions.

These features have provided a good start to addressing our traffic problems. We continue to explore new technology to enhance our capabilities at the Traffic Management Center. In combination with other innovative projects, the Traffic Management Center has made Anaheim a leader in solving regional traffic problems.

It is fair to say that traffic problems will be with us for many years to come. With the continued cooperation between agencies and the growing use of advanced technology systems, we will meet these challenges today, tomorrow, and well into the twenty-first century. Thank you and enjoy your symposium.

Federal Highway Administration Perspective

Dennis C. Judycki
Federal Highway Administration

It is a pleasure to be here on my first visit to the Beckman Center. I was pleased to be asked about a year ago to participate in this symposium. I think the topic of traffic management is very timely. Certainly, the Federal Highway Administration (FHWA) is interested in promoting and encouraging integrated traffic management systems (ITMS). I would like to share with you some views of where we have been and where we are going in the future with traffic management systems. I very much look forward to learning from the other panelists who will address the state, city, and user views of ITMS.

The first question often asked is, What is an integrated traffic management system? This will