

### Message from the President

Beth Ramirez, P.E.

#### Engineers are also communicators

Most of us chose the engineering profession because we love solving problems, especially for the good of the public. The transportation industry presents many challenges with its changing technologies, new urban development strategies, unpredictable political influences, and of course ever increasing traffic congestion. Our jobs are made even more challenging because we are usually asked to solve these problems with a minimum of resources. For this very reason, we need to communicate with each other, share our innovations, good/bad experiences, and offer one another support.

Let's use our newsletter to share our experiences in Texas. Your projects don't have to be about the latest technology or an innovative idea. Knowing that others experience the same day-to-day challenges is comforting and bonds us. Send us just a few paragraphs and a related picture about news in your office or city. It doesn't matter if it's a small project or a big complicated one. If you have a good transportation joke or cartoon clipping, send it in.

ITE is here to bring professionals together to present, discuss, and debate. There are a lot of innovative ideas being tested all over the world, and we need to be sure to keep ourselves abreast of current issues and technology. Thanks to the Internet, our organization is more

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### Jim Carvell Named TexITE Transportation Engineer of the Year



James D. Carvell, Jr. is TexITE 2001 Transportation Engineer of The Year. Jim received the award at the summer TexITE meeting in Midland.

A Research Engineer with the Texas Transportation Institute (TTI), Jim has an honored career as a researcher and consultant. He recently completed his 20<sup>th</sup> year with TTI.

Jim is a 1961 graduate of Vanderbilt University and received his masters degree from Texas A&M University. His two careers with TTI have been split by several years as a consulting engineer. Jim has served TexITE on numerous committees and as Secretary, Vice President, and President. He has participated in several TexITE and ITE programs.

Jim and wife his Nell are the proud parents of two sons, Wade and Jay, and grandparents of two granddaughters.

Although Jim was raised in Bill Clinton's home state of Arkansas, not New York, we will not hold that against him. He is a big supporter of President George W. In fact, he and Nell recently attended a reception at the White House at the invitation of First Lady Laura Bush.

In announcing the award in Midland, longtime friend, Jack Hatchell, said "Jim

has been a mentor to many a young professional and is always there when you need him. When you need something done, you can always rely on Jim Carvell to get the job done."

"When I visited with Nell last night, she said that Jim is not only a proud husband, father, and grandfather, but equally as proud to serve our Lord and his Presbyterian Church as an Elder."

"Fellow TexITE members, that typifies my friend and yours, Jim Carvell."

Congratulations to Jim on receiving this great honor. You are very deserving.

### A Meeting with Congressman Dick Armey

*By Cesar J. Molina, Jr. P.E.  
Director of Transportation, City of Carrollton*

In May 2001, Congressman Dick Armey of Irving released a report entitled "The Red Light Running Crisis -Is it Intentional?" This report called into question the red light running crisis. It claims that increasing the yellow times at intersections could eliminate red light running. It goes on to say that local governments were working with private firms to set up red light enforcement systems and generating higher revenues by intentionally lowering yellow times.

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# Garland's Automated Red Light Enforcement Program

By Paul Luedtke P.E., Assistant Director of Transportation, City of Garland

On August 17, 2001, Garland's first automated red light enforcement camera began taking pictures on southbound Jupiter Road at Kingsley Road. It recorded nearly 100 violations the first day and more than fifty the next. The automated red light enforcement project in Garland is nearly underway as final testing and adjustments are being made. This article describes Garland's program to date and some of the challenges we have encountered. In the next newsletter, I will fill you in on the rest of the story – what happens when notices of violations start appearing in people's mailboxes.

December 1999 – A Garland assistant city attorney, stopped at a red light, witnessed several people running the red light and became concerned enough to take action – thus began Garland's automated enforcement program. After inquiring of the police and transportation departments, the City of Garland came to two conclusions. One, that motorists were willfully running red lights, and two, that automated red light enforcement could significantly reduce the number of accidents caused by red light runners.

Garland attorneys believe strongly that a home rule city has the full power and authority to enact any law in the interest of health, safety, and welfare so long as it is not prohibited by the State Legislature. Because automated red light enforcement is not specifically prohibited by the State Legislature, a contract was signed with Lockheed-Martin IMS (Now Affiliated Computer Services or ACS) to provide these cameras and operate them at no cost to the city for a percentage of the fine of each violation. Over the past eighteen months, the City of Garland and ACS have moved through the process of initiating a program aimed at **reducing accidents** and **saving lives** through the use of automated red light enforcement in Texas.

The first step involved passing an ordinance enabling the ticketing of violators through the use of the automated equipment. This ordinance has been on the books for more than a year now. Next,

ACS evaluated several intersections based on volume and accidents to develop a short list for "video validation." Video validation involves videotaping an intersection approach for several hours and then recording each violation to determine the number of violations per day that could be expected. Five approaches at four intersections were determined to have excessive violations warranting automated enforcement. All four locations are now installed and are being fine-tuned. Because these will be the first citations issued in Texas based on an automated system, we have been very careful to ensure that the system is working correctly before the first citation is issued.

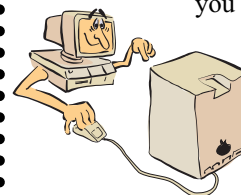
In May 2001, my Congressman Dick Arney decided to go on a media blitz denouncing traffic engineers for conspiring to install these cameras to generate revenue. This was part of a broader campaign against "big brother" issues brought to light recently such as the "face matching" by police in the Tampa area. While I share in some of his concerns about privacy issues, I completely disagree with his assertions that automated red light enforcement is either a privacy issue or that it was an intentional effort by cities to increase revenue. In his report "The Red Light Running Crisis - Is it Intentional?" he accuses traffic engineers of conspiring to shorten yellow times over the past 25 years specifically to allow cities to install red light cameras to then collect more revenue. Since his report was published in May, he has apparently backed off from this position as many have explained the issue to him in more detail and from perhaps an unbiased view. Thanks go to ITE, Cesar Molina (City of Carrollton), and many others for taking time to discuss this issue with Congressman Arney. In one sense, however, there may have been a good outcome from Congressman Arney's initial objections. ITE has assembled a report entitled "A History of the Yellow and All-Red Intervals for Traffic Signals" which should help all engineers to take a deeper look at just

exactly how we ended up with the ITE equation and what it means. I certainly know more about every detail of the change interval than I ever would have, had I not gone through this process. I urge anyone involved in signal timing to take another look at this process.

Finally, the latest issue to arise in this journey to start issuing automated red light citations is a recent court case in San Diego. Judge Ronald Styn ruled that 292 tickets be thrown out partially due to a private company receiving part of the revenue from each ticket. These 292 violations that were thrown out, were defective in the manner in which the photos and violations were processed - it was purely an evidentiary matter, not a substantive defect in the program. This same judge threw out most of the claims being made by the opposition such as the so-called privacy issue and the due process challenges that opponents of automated red light enforcement have been making. The City of Garland is currently restructuring the contract with ACS to address these issues prior to issuing citations. Once these details are worked out, the citations can begin. I'll let you know in the next newsletter how it went.

## www.TexITE.org Check it out!

The TexITE website has a new and improved look. Thanks to many hours of programming by our webmaster, Marc Jacobson, we have a very professional looking site. If you have any



suggestions or comments on how to improve the site, please contact our

TexITE President, Beth Ramirez at [bramirez@bigtex.ci.dallas.tx](mailto:bramirez@bigtex.ci.dallas.tx).

## President's Message

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sophisticated and efficient in how we interact. I encourage you to regularly visit our websites at [www.TextITE.org](http://www.TextITE.org) and [www.ITE.org](http://www.ITE.org) or subscribe to the National Transportation Dialog at <http://www.nawgits.com/opdialog/index.cgi>. The National Transportation Dialog allows engineers to write down their opinions or request information from their colleges about any transportation subject. Several

times a week, I get emails from this site, and it takes just a few minutes to read what is on the minds of engineers from all parts of the nation. One time, I even sent in my two cents worth.

If you would like to discuss ideas on how the TextITE Section can help support your work-related activities or professional development, please contact me at: (214) 670-3122 or email [bramirez@bigtex.ci.dallas.tx.us](mailto:bramirez@bigtex.ci.dallas.tx.us) or comment online at [www.TextITE.org](http://www.TextITE.org).

## Committee for “Future” Engineers

Many of our public agencies and consulting firms are having difficulty filling vacant transportation engineering, planning, and technician positions. We continue to find that the number of engineering graduates cannot supply current demands. The President is calling for volunteers to form a committee to promote engineering as a career choice. This committee would coordinate volunteers to setup high school tours of operations centers, man booths at high school/college career fairs, participate in engineering week, and host high school math/chess contests. Our organization needs to take an aggressive approach to recruiting students into the engineering profession. We need to compete with the computer and information technology industries, and let students know that the transportation industry regularly uses high technology equipment and computer programs. If you would like to be considered for this committee, please contact Beth Ramirez at [bramirez@bigtex.ci.dallas.tx.us](mailto:bramirez@bigtex.ci.dallas.tx.us).

## Join ITE or Upgrade to an International Membership

### Not Dues – Think “Contribution”

Over the past few years, I have developed a strong desire to contribute to my profession and my community. I remember many years ago getting a letter from ITE to upgrade to full member. I thought to myself, “Why upgrade? - Higher dues and no more frills?” Well, somewhere along the line, I stopped thinking “dues” and replaced it with “contribution.” I realize now how important it is to contribute to the growth and credibility of one’s profession. I like knowing that my money is supporting a full-time staff at ITE headquarters devoted to transportation issues. I’m glad that we have ITE staff located in our nation’s capitol who meet with our legislators and federal authorities on a regular basis. I like knowing that my dues coordinate and support technical committees comprised of engineers across the nation. I have found that

my dues support more than a monthly magazine and membership directory – a lot more.

I encourage those of you who practice transportation engineering on a daily basis to contribute as much as possible. For our younger professionals just starting out, the \$15 Local Section dues may be an appropriate investment until they determine their career path. For you long-term professionals, an international membership starting at \$75 would more appropriately reflect your commitment to a career in transportation. Your professional investments can be made through membership dues or by contributing time to committees, papers, or hosting local meetings.

Sincerely,  
Beth Ramirez P.E.  
President of TextITE

**If you would like to join TextITE, you can register on-line [www.TextITE.org](http://www.TextITE.org) or contact our Membership Committee Chair, Ginger Daniels at (512) 467-0946. To become an international member starting at \$75.00, contact Wendy Paxton at (202) 289-0222.**

## TextITE Logo Contest

TextITE is calling for all members to help design a new logo for TextITE. Ideally, the design should represent both Transportation Engineering and the State of Texas. Designs should be emailed in digital format to [mjacobso@pbw.ci.dallas.tx.us](mailto:mjacobso@pbw.ci.dallas.tx.us) before January 1, 2002. Hardcopy designs may be mailed to TextITE at P.O. Box 38631, Dallas, TX 75238-0631. Candidate logos will be published on the website and voted on at the next Texas Section meeting in Irving, Texas. The winner will be recognized at the January meeting in Irving, TX and will receive a \$100.00 prize.

## A Meeting with Congressman Dick Armey

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I, like many of you, was extremely disturbed by this report. The thought that a professional engineer would intentionally lower the yellow time on a signal to generate more revenue for his/her local government never crossed my mind. Over the next few weeks, I followed the discussion on the [itetraffic@lists.io.com](mailto:itetraffic@lists.io.com) forum. As I read the responses coming over the email group, I wanted to add to the discussion, but I could not come up with an appropriate response.

In early August, I received a flyer at my home announcing that Congressman Armey was going to hold a town hall meeting at the Carrollton Senior Center on August 21. After some discussions with fellow traffic engineers in the cities of Dallas and Richardson, I contacted the Congressman's office to see if it were possible to schedule a short meeting. Much to my surprise, the Congressman's staff was happy to schedule a meeting. However, they asked that I bring representatives from the Congressman's Congressional District.

On August 21, representatives from the cities of Carrollton, Farmers Branch, Lewisville, Plano, and Richardson met with Congressman Armey to discuss red light running accidents and the use of video enforcement. The meeting started with the Congressman basically lining out his viewpoint. He is a strong believer in personal rights and feels that video enforcement takes that away from people. He stated that our judicial system is based on the presumption of being innocent until proven guilty while the use of cameras creates a system that is the opposite. He also feels strongly that cities are using these devices to fatten their coffers and that it is just another form of a hidden tax.

During the course of the conversation, the various representatives stated that their cities are not interested in enhancing revenue, but are solely concerned with the safety of the travelling public. We also discussed the various techniques that we have employed to combat this problem. We discussed the use of red light indication lights, high enforcement areas at intersections, public education

campaigns, and the Metroplex Chief of Police Red Light Running Campaign.

Assistant Police Chief Greg Rushin provided a number of statistics on red light running accidents in Plano in 2000. He discussed the various campaigns that have been conducted in Plano but that have yet to make an impact. Walter Ragsdale provided statistics on the intersection of US 75 and Main in Richardson. The most revealing statistic was that since 1996, the number of red light running accidents at this intersection has stayed constant at about 30 percent of the total accidents at this intersection. This is in spite of increased public awareness, higher enforcement, and other modifications to the signal timing.

As the meeting concluded, the congressman indicated that there was a place for video enforcement, if done correctly. If the priority is first and foremost, the safety of the public then it may be appropriate. Some of the things he felt should be done include the cities buying and operating the equipment themselves and not contracting out with a for-profit company. The cities also need to take a close look at the potential for increases in rear end accidents. He also felt that people's privacy should be respected as much as possible. He ended the meeting by indicating that he was not obsessed with this issue, and he had a number of other issues to address.

Going into this meeting, my goal was to present to the Congressman "our" side of the story. I had no illusions of being able to persuade him to advocate using red light enforcement. But, I hoped to at least make him understand some of the positive benefits from this technology, in the hope that he would not be an obstacle to its implementation. To that end, I believe that we did make some progress. I also felt that our position was greatly strengthened by having three Chiefs of Police at this meeting. Having law enforcement personnel sitting at the table with transportation professionals added tremendous credibility to our side and hopefully, helped the Congressman see a different side to this issue.

## Softball Cookout Invitation



On behalf of the members of the Dallas and Fort Worth Chapters, this is an invitation to the members and associates of TexITE and their families to attend a cookout/softball event on Saturday, Nov. 3<sup>rd</sup>, 11:00AM - 4:00PM, at Churchill Park in Dallas. This is a nice City park located off of Hillcrest Rd. near IH635 in Dallas. We've reserved a pavilion and a ball field for the event. For a location map, go to - <http://www.mapquest.com> and search for Churchill Park in Dallas.

We will start at 11:00AM with a pot-luck lunch and begin playing a couple of softball games at 1:00PM for anyone who wants to play. There is a playground for the younger kids, an outdoor basketball court, and plenty of shade if you just want to relax in your lounge chair. (Bring your own mosquito repellant).



The chapters will provide the hamburgers and hot dogs for the event, and we will send out an RSVP in a few days to coordinate the pot-luck support.

This is just a preliminary announcement, so no need to RSVP yet. We just want to let you know the basic info so you can put Nov. 3 on your calendars.

Hope to see y'all there!  
The Dallas & Fort Worth Chapter  
Officers



# Highway Safety Program Training Courses

October 1 starts another year for the "Highway Safety Program." This program provides public and private agencies a way to allow employees an opportunity to be selected to become traffic signal technicians, or a "build your own Technician program" with existing personnel. This program provides free technical training for new and current signal technicians. This is possible because the tuition is funded by the Federal Highway Administration and managed by the Texas Department of Transportation. We plan to accept student registrations in the classes on a first-come, first-served basis.

Once the contract is finalized, we plan to mail out confirmations and class information for those pre-registered for classes. Should there be any problems with funding, we will postpone or cancel classes as needed and will give all registered students notification as soon as possible.

For more information or to register for the courses, contact Stephanie Martinez at (512) 452-7180.

## Basic Electronics

November 27 – 30, 2001	Mesquite	Starts Ends	Nov. 27 Nov. 30	8 am 5 pm
December 4 – 7, 2001	Mesquite	Starts Ends	Dec. 4 Dec. 7	8 am 5 pm
February 19 – 22, 2002	Houston	Starts Ends	Feb. 19 Feb. 22	8 am pm

## Traffic Control Systems Troubleshooting and Maintenance

Oct. 30 – Nov. 8, 2001	San Antonio	Starts Ends	October 30 November 8	8 am 5 pm
April 2 – 11, 2002	Mesquite	Starts Ends	April 2 April 11	8 am 5 pm
April 23 – May 2, 2002	Mesquite	Starts Ends	April 23 May 2	8 am 5 pm
May 14 – 23, 2002	Austin	Starts Ends	May 14 May 23	8 am 5 pm
July 23 – August 1, 2002	Houston	Starts Ends	July 23 August 1	8 am 5 pm

## Design, Installation, and Maintenance of Detection Systems

June 25 – 27, 2002	Houston	Starts End	June 25 June 27	8 am 5 pm
August 13 – 15, 2002	Mesquite	Starts Ends	August 13 August 15	8 am 5 pm

# Brazos Valley Chapter

The Brazos Valley Chapter completed their first year as a chapter this June. As of June 2001, the Brazos Valley Chapter had 47 members. Including professionals from the City of Bryan, the City of College Station, Texas Department of Transportation, the Texas Transportation Institute, the Bryan/College Station Metropolitan Planning Organization, the Texas Engineering Extension Service, private consulting firms, and the Texas A&M ITE Student Chapter. Of these members, 31 are ITE members and 33 are TextITE members. Initial Chapter activities included the development of a listserv and an Internet site (<http://www.textite.org/bv>). Our chapter invited speakers from various agencies like TxDOT, MPOs, the City of College Station, and TTI.

During the spring of 2001, the Brazos Valley Chapter held speaker meetings on the last Wednesday of every month. Topics included changes in geometric design, managing traffic operations in the City of College Station, and tours of Translink® and the driving environment simulator (joint meeting with the Brazos Chapter of ASCE/TSPE). Future meeting topics and dates can be accessed on our website (<http://www.textite.org/bv>).

In addition to our monthly meetings, the Membership committee hosted a "New Year Luncheon," and the Chapter, in conjunction with the Texas A&M ITE Student Chapter, sponsored a transportation symposium for 5th graders. Approximately 40 students attended this symposium where they learned about traffic signs, pedestrian and bicycle safety, and TransLink® and, the driving environment simulator.

On May 23, 2001, the Chapter held its annual business meeting at which the 2001-2002 Officers were elected. The newly elected officers are as follows: Srinivasa Sunkari-President; Bill Lowery-Vice President; Angelia Parham-Secretary/Treasurer; Melisa Finley-Immediate Past President. To obtain membership information, please contact Angelia Parham at (979) 845-9878 or Brook Durkop (Chair Membership Committee) at (979) 862-6636.

# Is It Time for Our Chapters to Become Sections?

by Wayne Kurfees, P.E., District 9 International Director



Last year, the TexITE Board asked me to chair a Task Force that was charged with reviewing the current organizational structure of ITE in Texas. One specific

question that we were asked to consider is whether or not it is time for Texas to have multiple ITE sections. After extensive consideration, the consensus seems to be that the answer is a cautious “Yes.” The purposes of this article are to provide some historical perspective on our current organization and discuss the benefits of possible changes.

Historical Perspective on the Current Organizational Structure. ITE is subdivided geographically into Districts, which in turn are subdivided into Sections. Currently, there are 10 Districts, 8 of which are within the United States. The number of Sections per district ranges from a high of 16 (in District 6) to a low of just 1 – our District 9 has only the Texas Section or “TexITE.”

Prior to 1987, the Texas Section was part of District 5, which originally included two other sections – the Florida Section and the Southern Section. The latter was further subdivided into 8 “Divisions” – Virginia, North Carolina, South Carolina, Georgia, Tennessee, Kentucky, Alabama, and Deep South (Mississippi and Louisiana). District 5 had always been a “weak” district – all ITE activities within the District were conducted at the Section or Division level. District 5 was governed by a Board made up of “Section Representatives” elected by the Sections. That Board meet three times a year to conduct the ITE business that has to be done at the District level. Otherwise, District 5 was essentially invisible because there were no District-wide meetings of the membership.

In the mid-1980s, several changes occurred that affected the structure and operation of District 5. First, the Virginia

Division (of the Southern Section) petitioned the District 5 Board to become a Section. A year or so later, the other Divisions of the Southern Section decided that they also wanted to become Sections. More significantly (to us), the membership of these former Divisions wanted to retain the longstanding heritage and tradition of the Southern Section Annual Meeting by having District 5 evolve into a “strong” organization that would begin having an Annual Meeting.

Those of us in Texas felt that such a meeting would compete (for time and budget) with our twice-yearly TexITE meetings and with our attendance of International ITE’s Annual Meeting. Accordingly, in 1986, the Texas Section Board concluded that the ITE membership in Texas would be better served if we became a separate District. The International Board approved our request, and District 9 became effective on February 1, 1987.

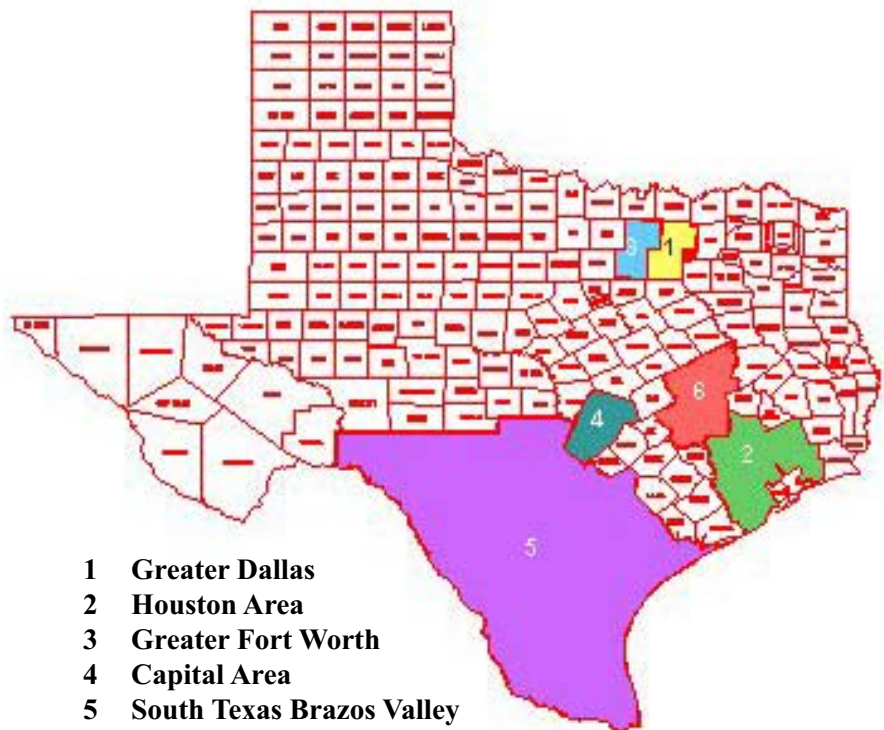
As we set about to develop by-laws for our new District, we intentionally created

a “weak” district organization that would exist only to conduct the business that has to be done at District level. It was our desire at the time not to disturb the heritage and tradition of the Texas Section and its meeting structure, and we felt that it would be appropriate for all ITE activities in Texas to continue to be done by the Section.

What Changes Have Occurred Since District 9 Came Into Existence? Less than five years after District 9 came into existence, the desire emerged at the “grass roots” level to have local ITE organizations (i.e., Chapters). The first, in 1992, was the Greater Dallas Chapter followed by Houston, Greater Fort Worth, Capital Area, South Texas, and most recently Brazos Valley. Each of these Chapter’s areas is officially comprised of specific counties. Even though they collectively encompass only about a third of the area of the state, about 94 percent of the ITE members in Texas reside or work within a Chapter area.

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## Designated Areas of the TexITE’s Existing Chapter



Current Organizational Problems. The consensus of the Task Force and the District and Section Boards is that we do have organizational problems that ought to be addressed:

- Our Chapters, which are successfully flying the banner of ITE at the local level, are not represented on the Section Board – TexITE’s “Section Representatives” are elected at-large.
- The experience levels of the District and Section Boards have become inverted. When we were part of District 5, our Section Representatives were typically former Texas Section officers and therefore had the benefit of that experience as they moved up to represent us at the next higher level of ITE organization. With our current structure, our Section Representatives have typically not served first as Section officers. Since the District Chair and Vice Chair are elected from among the Section Representatives, those who lead us at the District level typically have less ITE experience than those who lead us at the Section level.

Possible Organizational Changes. At its meeting in San Antonio in January, the Task Force again considered the fundamental question: “Is it time for us to have multiple ITE sections in Texas?” Although some concerns remained, the consensus was that our Chapters ought to become Sections and that the current Texas Section organization should evolve into a new, strong District 9 organization. Several details needed to be studied further, and Beth Ramirez and Jim Cline agreed to chair subcommittees to look further into some key issues. One was how to accommodate Section Affiliates. Although a Section can have Affiliates who are not members of International ITE, neither our current District 9 Charter nor ITE’s “standard District charter” would allow a District to have Affiliates. The other issue was the impact on budget – how would such a change affect the dues structure (i.e., the cost of ITE involvement) and the resulting revenue that supports ITE activities?

Accommodation of the Section Affiliates. Approximately 90 percent of

TexITE’s 175 or so Local Section Affiliates (LSAs) work or reside within the designated areas of one of the six chapters. If the Chapters become Sections, those individuals would simply become LSAs of their new Section. A potentially more difficult issue would have been how to accommodate the continued affiliation of the relatively few LSAs who live elsewhere in the State. That dilemma has been averted, however. At its August 18 meeting in Chicago, the ITE International Board approved the District 9 Board’s request to amend our District Charter. As of January 1, 2002, the revised Charter will allow “District Affiliates” within geographical areas that are not part of a Section.

#### Impact on Dues and Budget:

- “Local” Dues. At the local level, those who are members or affiliates of a Chapter now pay dues that are typically \$5 per year. If the Chapters become Sections, the new Section dues will presumably be the same as the current Chapter dues. Therefore, at the local level, there will be no impact at all on dues or budget.
- “Statewide” Dues for ITE Members. At the statewide level, ITE members now pay a total of \$20 per year (\$10 per year Section dues plus \$10 per year District dues). Therefore, for ITE members, the dues of the new, strong District 9 will presumably be \$20, and there will be no impact on dues or revenue.
- “Statewide” Dues for LSAs. LSAs currently do not pay District dues – their cost participation at the statewide level is limited to their Texas Section dues, which are \$15 per year. Under the new organization, our presumption is that about 90 percent of the current Texas Section LSAs will become LSAs of one of the new Sections and will no longer pay any dues at the statewide level. However, if LSAs of the new Sections wish to continue to receive the TexITE newsletter and receive and be listed in the TexITE roster, an optional \$15 “District newsletter/roster” subscription fee can be charged. The other 10 percent of the LSAs will

presumably become “District Affiliates” and will continue to pay \$15 per year. Accordingly, there would again be no overall impact on the costs and the resulting revenues of ITE affiliation.

How Would We Effect the Organizational Transition? If we do decide that the current Texas Section should evolve into a new, strong District 9 organization and that the existing Chapters should become Sections, the process would be relatively straightforward:

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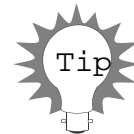
## Transportation Tips

*Co-editors: Martin Bretherton & Bridget Smith*

*Transportation Tips is reprinted by permission of the ITE Traffic Engineering Council (TENC)*

### Bus Bulbs

*By Kay Fitzpatrick*



Bus Bulbs, also known as nubs, curb extensions, or bus bulges are sections of sidewalk that extend from the curb of a parking lane to the edge of the through lane. A major advantage of using bus bulbs is the creation of additional space at a bus stop for shelters, benches, and other bus patron improvements when the inclusion of these amenities would otherwise be limited without additional space. In areas with high transit ridership and 24-hour curbside parking, bus bulbs may provide the opportunity to improve bus operation, provide space patron amenities, and create better pedestrian flow patterns. Guidelines were developed as part of a Transit Cooperative Research Project. The guidelines along with discussion on the issues and concerns on the use of bus bulbs were assembled and published as TCRP Report 65: Bus Bulbs. The report is available from the Transportation Research Board Bookstore (<http://trb.org/trb/bookstore/>).



## Is It Time for Our Chapters To Become Sections?

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- Through amendment of the District 9 bylaws, a “transition clause” would result in the current officers of the Texas Section becoming the corresponding new officers of the District. These would include the President, Vice President, Secretary-Treasurer, and Immediate Past President.
- The new District Board would presumably include the International Director, one Section Representative from each of the new Sections, and one Board Member At-Large (to represent those who are not within a Section area). Per the transition clause, four of the five Year 2002 Section Representatives would become the initial Section Representatives from his respective new Section (Wayne Gisler – Houston, Bill Stockton – Brazos Valley, Rick Collins – Capital Area, and John Black – Greater Dallas). The other existing Section Representative (Gary Saunders from Midland) would become the initial At-Large Board Member. The transition clause would also authorize the Boards of the other two existing Chapters (Greater Fort Worth and South Texas) to appoint their initial Section Representatives.
- As one of its first actions, the new District Board would issue Charters to the six new Sections.
- As Sections, our local organizations will be even stronger and can do even more to promote involvement in International ITE.
- As officers of a Section (rather than a Chapter), the local leadership will have more prestige within International ITE.
- Each local organization (i.e., new Section) will be assured of representation on the District Board.
- The District officers will be elected by the membership (rather than by the Board) and, as such, will have more prestige within International ITE.
- The District Board members will most likely be those who have first gained experience through ITE leadership at the Section level.
- By having multiple Sections, District 9 will no longer be conspicuously different than all of ITE’s other Districts. From my perspective, this will also give our District considerably more respect within International ITE.
- Within the boundaries of Texas, we will have eliminated one level of organization and made the remaining two much stronger. Also, at the Board level, we will have eliminated the confusion and ambiguity that has existed since 1987 (and which seems to have gotten progressively worse over time).

With this transition, all of the technical and social activities heretofore conducted under the banner of the Texas Section would go forward, but as activities of the new, strong District 9. Simply put, District 9 will have become “TexITE.” Similarly, the activities of the current Chapters will go forward, but as activities of the new Sections.

What Are the Benefits? Our current organization has served us well for a long time, and we should change it only if the benefits clearly outweigh any drawbacks. As I see it, there are a number of benefits:

Summary. The consensus of the current District and Section Boards is that the time has come for our Chapters to become Sections. Before things go further, however, we sincerely want to get as much input as possible from all Members and Affiliates. Please take the time to let us know your opinions. Also, please don’t hesitate to contact any of us if you desire any additional information.

## Membership Directories

In the past, our policy on providing membership directories has been to mail a hard copy directory to all members every 18 months. This method is not only costly (\$2500) and labor intensive, but it no longer serves our current trend of ever-changing email and phone information. We will now email the directory in a PDF format on a quarterly basis to provide members with current information



and allow us to redirect these funds to useful membership services.

Any members who have changed jobs, phone numbers, email or mailing addresses, please fax or email this information to our database manager, Susan Langdon at (972) 717-9179 or email

[susan.langdon@gts.sea.siemens.com](mailto:susan.langdon@gts.sea.siemens.com).

**Please do not contact Susan**

**unless you have changes.** You may also order a hard copy of the directory for \$15.00 by contacting Susan. A hard copy request list will be compiled, and all hard copy directories will be mailed simultaneously on a quarterly basis. Directories will also be available for purchase at Section meetings.



# TexITE Summer Meeting 2001

## Midland, Texas - June 21 - 23

The Summer meeting in Midland had 77 members in attendance, 21 students, and 36 vendors. We had 12 players for the golf tournament on Thursday and 8 participants in the Spouse's tour. Jim Bob Solsbury was our keynote speaker at Friday's Kickoff Luncheon where we had 99 in attendance. Technical sessions included presentations on video detection systems, signal timing tips, safety improvement programs, and updates on NTCIP, bus priority, and emergency vehicle preemption systems. A total of 21 student members from UTEP, Texas A&M, UT Austin, and UT Arlington attended the meeting. The Friday night social was held at the Confederate Air Force Hangar with catered BBQ and The Shades providing entertainment.

Overall, it was an outstanding meeting. Our sincere appreciation goes out to Mark Barnes (Local Arrangements Committee Chair) and everyone else who helped in the planning of the meeting.



## Texas A&M University



The student chapter has a new look. Out of ten entries submitted for the logo contest held last spring, the winning entry belongs to Andrew Holick. Congratulations Andrew!

The student chapter also has new responsibilities. The chapter is pleased to announce that its application for the Adopt-A-Highway program has been approved. This program allows our members to donate their time to clean a portion of the roadside in an effort to change the attitudes of the public and promote local pride in the appearance of the roadsides. Our chapter has adopted a 2-mile section of SH 47, beginning 2 miles south of SH 21 and extending south. Keep an eye out for our Adopt-A-Highway signs. This is just one more way for the chapter to give back to the community.

As always, the chapter extends the invitation to those visiting Texas A&M University to drop by and address our members. Last spring we welcomed Don Johnson of Trinity Industries who spoke about a variety of roadside safety devices and test standards; Dr. Kara Kockelman of the University of Texas at Austin who presented her work on the use of behavioral models to describe traffic flow regimes; and City of Houston Councilman Carroll Robinson who led the chapter in discussions about the importance of transportation engineers in local politics.

If you happen to be in the area, we would be pleased to have you speak at a luncheon. To make arrangements, please contact Jacqueline Jenkins at [j-jenkins@ttimail.tamu.edu](mailto:j-jenkins@ttimail.tamu.edu).

## University of Texas at Austin

The ITE chapter at the University of Texas at Austin was founded in 1965 as a result of the efforts of Dr. Clyde Lee. Students and faculty from Texas A&M University and some TexITE members from Austin created the Chapter. Our

current Faculty Advisor is Dr. Chandra Bhat. Under Dr. Bhat's guidance, the chapter seeks to enrich the transportation academic experience of members by sponsoring technical presentations, field trips, and social events. Using funds from TexITE and District 9 ITE, refreshments are served at the conclusion of each presentation to provide an informal setting for discussions. The chapter also promotes technical presentations organized by the Advanced Institute for Transportation Infrastructure Management. This year, ITE has also collaborated with the UT Intelligent Transportation Society (ITS) to organize meetings and social activities. The UT chapter also undertook an active membership drive, resulting in 18 new national members. Almost 75 percent of the incoming graduate students from last fall became members.

The UT chapter of ITE strives to keep the students abreast of the latest developments in the transportation field through technical seminars and field trips.

The chapter sent students to both the winter and summer TexITE conferences. These conferences provide an excellent opportunity for students to interact with transportation professionals, faculty members, and ITE student members from all parts of Texas. The TexITE membership's interest in students is deeply appreciated. This interest was evident from the discounted registration fee and members' unsolicited offers of career advice. Brian ten Siethoff delivered the chapter president's address at the summer meeting and Keisha Slaughter presented the chapter's activities at the winter meeting. Students from our chapter delivered these presentations: "Effects of Highway Capacity Expansion on Land Development" by Brian ten Siethoff (summer meeting), and "Evaluation of High Occupancy Toll (HOT) Facilities: Incorporating a Stochastic Mode Choice Model in Dynamic Traffic Assignment" by Pamela Murray (summer meeting).

Many of the chapter members also attended the Transportation Research Board (TRB) Annual Meeting in Washington D.C. in January. A directory

of UT contributions to the 2001 TRB meeting was also prepared by ITE for UT faculty, students, and alumni. Many current and former chapter members also attended a reception for UT's past and present students and faculty that was held at TRB. The UT chapter organized accommodations for students in Washington and provided them with other valuable information to make their trip comfortable and productive. The chapter members truly enjoyed staying together and attending the sessions as a group.

As the first social event of spring 2001, ITE organized a trip to the Star of Texas Fair and Rodeo. Also, each month ITE hosts a birthday party for the transportation students. This has become a regular social event.

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# People News

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## Area 2

A new engineer is born! Brandon Joseph Glenn was born on the afternoon of June 27<sup>th</sup> to Don and Dionne Glenn. **Don Glenn** is the Houston Area Manager of Parsons Transportation Group Inc. Congratulations to Don and his whole family!



Please join us in welcoming **Bryan Nash**, who joined the Parsons Transportation Group on June 18, 2001, as Texas Highway Practice Manager. Bryan joins PTG from Freese & Nichols where he led the development of that firm's highway practice. He will have responsibilities for the development and management of PTG's highway work statewide. **Ginger Oakes** has joined Parsons Transportation Group as the new Business Development Coordinator for the state of Texas. Ginger joins Parsons from John E. Chance & Associates, Inc., a member of the multi-national Fugro group of companies where she was the Business Development Coordinator. In this new position, she will have responsibilities for the proposal development and client relations.

Turner Collie & Braden Inc. (TC&B) is pleased to announce the promotion of **Joel L. Schramm** to principal. Mr. Schramm began his engineering career with TC&B as a project engineer in 1994. As principal, he will direct transportation program management and design projects in the Houston region. Prior to joining TC&B, his transportation design and management experience included assignments with the Texas and Michigan Department of Transportation. Mr. Schramm earned his Bachelor of Science degree in civil engineering from the University of Texas at Austin in 1986 and a Master of Science degree in civil engineering from the University of Houston in 1993. He is a licensed professional engineer in Texas, Colorado, and Louisiana.

Turner Collie & Braden Inc. is also pleased to announce the promotion of **Craig L. Hester** to principal. Mr. Hester

began his engineering career with TC&B as a graduate engineer in 1984. As principal, he will direct transportation projects and traffic engineering studies throughout southeastern Texas. Mr. Hester earned his Bachelor of Science degree in civil engineering from the University of Houston in 1984 and is a licensed professional engineer in Texas.

**Ashish Loney** and **Mario Toscano** joined Wilbur Smith Associates in April 2001.

## Area 5

**John Denholm** joined Lee Engineering's Dallas office in August. Mr. Denholm recently earned his Master of Science degree in civil engineering from Texas A&M University.

**Kelly Parma** has completed work on the ITE committee he chaired on speed zoning. The committee developed an informational report titled "Survey of Speed Zoning Practices" which summarizes the speed zoning practices used around the United States. ITE has published the informational report and copies are available from the ITE bookstore. Kelly also recently received his Professional Engineering registration in Texas. **Jody Short** has been promoted to Vice President of Lee Engineering.

**Chris Pierce** of Lee Engineering and his wife Shauna welcomed two new members to their family. Twins Brandon and Kelsey were born on July 3<sup>rd</sup>. Mom and babies are home and doing well.

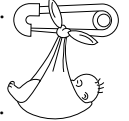


**Bowman Kelly** (Turner Collie & Braden) was elected Co-Chair of the Princeton Planning & Zoning Commission at the June 15<sup>th</sup> meeting and will serve a one-year term. Princeton is a community of 2,500 in Collin County. The Planning & Zoning Commission approves subdivision plats, regulates zoning, and advises the city council on municipal planning issues. Bowman has served on the commission since June 1999.

Dallas County Public Works announces the hiring of **Craig Goodroad** of Beaverton. Craig graduated from Portland State University with a BSCE, specializing in Traffic/Transportation. He has been working for the City of Beaverton the past three years as an Engineering Technician and has been in charge of traffic studies and database development. Craig will be assisting in the final development of the Dallas County CMAQ program and other transportation issues. Craig began his HOT Texas stay on August 20. Help us give him a WARM welcome!

**Ronnie Bell** is now a Senior Traffic Engineer for the City of Plano. He can be reached at (972) 941-7151 and at [ronnieb@gwmail.plano.gov](mailto:ronnieb@gwmail.plano.gov).

**Chris Poe** and his wife are proud to announce the birth of their son Cameron Poe who was born on April 17<sup>th</sup>. He weighed 7 lb. 6 oz. and was 19 and 3/4 inches long. Mom, baby and Dad are all doing fine.



**Joel Fitts** of Parsons Transportation Group recently received his Professional Engineering registration in Texas, has been promoted to Senior Transportation Engineer, and to top it all off, got married! Joel's wife, Anna, also works at Parsons as an Accounting Associate.

**Boro Dedetrich** of Parsons Transportation Group recently obtained his Texas PE. He also has PE registrations in Florida and Georgia. Boro is a Senior Transportation Engineer and is conducting the State Farm Safety Study at the intersection of Preston and Beltline for the City of Dallas. Boro has conducted numerous other safety studies under the State Farm program.

**Dave Carter** of Parsons Transportation Group was recently appointed to the Planning & Zoning Commission for the City of Celina. Celina is a rapidly growing community in northwest Collin County, with a current population of 2,000. The

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## People News

*Continued from page 11.*

ultimate population of Celina could exceed 350,000 even with reasonable density projections, so careful planning will be very important!

### Area 6

NCTCOG Transportation Department has promoted the following members to Senior Transportation Planner: **Natalie Bettger, Ruth Boward, David Jodray, Jeff Neal, and Christie Zupancic.**

The City of Fort Worth promoted **Diana Vazquez and Gordon Alderman** to Senior Professional Engineer.



**Scott Cothron (TTI)** and wife Kristi welcomed Sarah Kristen on May 17th.

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## Area News

### Area 2

Lockwood, Andrews, and Newnam, Inc. (Houston) was awarded a work authorization contract from the TxDOT Austin District to provide on-call engineering services. The project manager for the contract is Brock Miller, P.E. The initial work authorization will be the schematic design of an overpass for US 183 over a Southern Pacific rail line and Town Branch Creek on US 183 in Lockhart, Texas for the TxDOT Bastrop Area office.

The Turner Collie & Braden team was selected by the Grand Parkway Association to prepare the schematic design and environmental impact statement for Segment B of the Grand Parkway (SH 99). The 25-mile new alignment route will pass through Brazoria County and a portion of Galveston County spanning between SH 288 and IH 45, Gulf Freeway. The TCB team will develop alignment alternatives for the new alignment facility, prepare final schematics for the Association's selected alternative, and conduct an environmental impact assessment. The feasibility of toll financing for the project will also be evaluated. Robert Sutton, P.E. is the Project Manager and will be assisted by Craig Hester, P.E. and Patty Matthews, P.E.

The Texas Department of Transportation selected Parsons Transportation Group Inc., (PTG) to provide engineering services to develop of conceptual layouts and recommend improvements to address "hot spots" along the 610 South Loop. Jeff Scherbarth, P.E., A.I.C.P. is leading this project as Project Manager.

Texaco/Havoline Grand Prix of Houston has contracted with PTG to a complete Traffic Control Management and Operations Plan for the Texaco/Havoline Grand Prix of Houston. This plan will provide contractors and all governmental agencies involved, a timetable for installation of various components that address the concerns with the management

*Continued on page 13.*



## Area News

*Continued from page 12.*

of both vehicular traffic and pedestrian traffic. In addition, the plan will address daily transit and shuttle bus operations, emergency medical operations, safety operational deployment and staging areas, and all activities within the street right-of-way. The plan developed for this year's Grand Prix evaluated the impacts of Enron Field and the Houston Astros being in town for the final weekend of the baseball season.

PTG was recently selected to update and expand the *Transportation System Plan for Downtown Houston*. This project will accurately depict the base conditions for traffic and transit operations for planned roadway construction and future development, determine areas where improvements are needed, and recommend efficient and economical solutions. Identified target years for analysis include 2005, 2010, 2015, and 2020. The study network consists of approximately 300 signalized intersections.

### Area 5

The City of Plano, Texas has been quite active over the last year. The city is currently working on the extension of the Dallas North Tollway (DNT) from Legacy Drive to FM 720 (in the City of Frisco, Texas). Construction is scheduled to begin in November 2001. The project will include a 3-level diamond at the interchange of the DNT and SH 121.

Plano is continuing to work with the North Texas Turnpike Authority (NTTA) on the possibility of constructing an additional northbound exit ramp on the DNT between Park Boulevard and Parker Road.

Plano has also begun testing 2070 controllers in anticipation of a citywide controller upgrade. The project should begin in 2002 and last approximately two years. Finally, the city recently completed the installation of two more traffic video surveillance cameras on Park Boulevard near the new Shops of Willow Bend Mall.

### Area 6

The City of Fort Worth successfully conducted a test this summer and transmitted video camera images over their CBD twisted-pair signal interconnect system. An excellent video image was obtained using a pair of codecs and DSL modems to transmit a distance of 5800 feet over standard interconnect wire. The city intends to install 5 video cameras in the CBD area by the fall of 2001.

### Area 8

The City of Amarillo and the Texas Department of Transportation recently selected Kimley-Horn and Associates, Inc. to design a new signal system for the Amarillo CBD. The new system will replace the existing mini-computer with a PC-based system, replace 72 cabinets and controllers, and replace the existing hardware interconnect. There will be other improvements to signal displays and handicap ramps. The construction contract is due to be let June 2002.

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## Upcoming Events

### 2002 TexITE Meetings

#### 2002 TexITE Winter Meeting

January 24-26  
Irving, Texas



#### 2002 TexITE Summer Meeting

June 27-29  
Houston, Texas



### 2002 International ITE Events

#### 2002 Spring Conference and Exhibit

March 24-27  
Tampa, Florida



#### 2002 Annual Meeting and Exhibit

August 4-7  
Philadelphia, Pennsylvania



## Job Postings

For a list of current job postings, please visit the TexITE web page at [www.TexITE.org/position.htm](http://www.TexITE.org/position.htm). For more information on how to post a position online, please contact Mark Jacobson at [mjacobso@pbw.ci.dallas.tx.us](mailto:mjacobso@pbw.ci.dallas.tx.us).

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