

texite NEWS

TEXAS SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

VOLUME 47 NUMBER 1

SPRING 2001

SMART GROWTH - WHAT'S IN IT FOR TRANSPORTATION PROFESSIONALS

A PANEL DISCUSSION AT THE SOUTHERN DISTRICT
ANNUAL MEETING APRIL 18, 2000

Panel Members:

J. Richard Atkins, Presiding, Neel-Schaffer, Inc.
Howard R. Chapman, Charleston Area Regional Transportation Authority
Laura L. Cove, Transportation Engineering Manager, NCDOT
Douglas B. Robert, Traffic Engineer, Jefferson Parish, Louisiana

Smart Growth is a subject that many persons across a broad range of backgrounds and interests are discussing, debating and trying to define. Topics such as: What is smart growth? How do you relate transportation and land use to produce livable communities? What role do the various professions such as land development, transportation, urban planning, environmentalists and politics play in defining and achieving smart growth? -All are legitimate and important topics in trying to address and define the issue.

The Southern District at its meeting in April 2000 sponsored a session on Smart Growth. This session featured three panelists - a State DOT Environmental Planner, the Executive Director of a Metropolitan Transportation Authority and a traffic operations engineer with a large local jurisdiction. The panel was moderated by Richard Atkins, retired (1999) transportation director of a medium size city.

WHY THE CONCERN?

Perhaps some background on why the concern with Smart Growth is appropriate here. As Laurie Cove expressed there is a realization that "rapid growth, especially in outlying areas coupled with not enough money to solve the congestion problem" dictated that state government begin to

address the problem. Howard Chapman used the results of the S.C. Governor's Growth Summit to indicate concern at the metropolitan level - the anticipated increase of population in Charleston of 250,000 people in the next 30 years, but more significantly, while population between 1973 and 1994 increased by 40%, the urbanized land area increased by 250%! Doug Robert posed a somewhat different approach with the statement "congestion is positive" and stressed the thought that "people are not ready for compromise." These three statements by three different transportation professionals perhaps best explains our dilemma:

How do we define Smart Growth in such a way that the general public will accept the compromises that will be necessary to achieve the goal?

DEFINING WHAT SMART GROWTH IS

Before one can arrive at a solution to the problems of current development and traffic congestion, he/she must formulate what approaches will help solve the problem. If the problem is ever increasing vehicle registrations and vehicle miles of travel by private automobile with the consequent high levels of congestion and air pollution, then what elements of Smart Growth can provide

PROCEDURES FOR TURNING ON NEW TRAFFIC SIGNALS

By Nazir Lalani P.E. &
Martin Bretherton P.E.

INTRODUCTION

Litigation involving collisions that occur immediately before, during or shortly after new traffic signals are activated for the first time appears to be on the increase. In an effort to establish proper procedures for activating new traffic signals to minimize future litigation, various publications were reviewed such as ITE's Manual of Traffic Signal Design¹ and IMSA's Traffic Signal Inspection Study Guide². The current edition of the ITE publication does not address this issue at all. Chapter 8 of the IMSA Guide on "Final Acceptance and Turn On" makes mention of the need to flash new signals for up to three days and conduct activations during light traffic conditions.

MEMBERSHIP SURVEY

The ITE Traffic Engineering Council List Serve was used to ask Council Members where a set of comprehensive procedures could be found. The responses are summarized below:

- Some agencies reported flashing new signals for up to three days prior to activation.
- Several agencies made mention of turning on signals only during the week and avoiding Mondays and/or Fridays.
- A number of agencies in Florida flash signals for up to 48 hours and add "Signal Ahead" signs with orange flags for three to six months after activation.
- City of Los Angeles uses a one minute all red flash, followed by 4 seconds of all red, followed by normal full signal operations.

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SMART GROWTH CONT'D FROM PG. 1.

an effective solution? Laura Cove of the NCDOT says directing growth to produce livable communities includes: (1) development where housing, jobs, and schools are within walking distance; (2) slower traffic speeds and dispersed traffic patterns; (3) development of sidewalks, bikeways, and alternative modal infrastructure; (4) mixed land uses within communities; and (5) the preservation of natural features are those elements that NCDOT will consider. Howard Chapman comments from the Growth Summit: (1) defining places to encourage growth; (2) development and application of community standards; (3) the development of "hub communities" that blend the old with the new; (4) strengthen transit options; (5) develop walkable communities; and (6) encourage "in-fill development" rather than suburban sprawl. Doug Robert expressed frustration in trying to solve the urban traffic problem and stressed the need for balance - "more God based balance." "Goals do not align anymore; we don't know how to balance anymore."

HOW DO WE GET THERE?

The panelists generally agreed that Smart Growth is desirable and that as transportation professionals, we need to encourage Smart Growth. Some strategies that were postulated by Laura Cove included:

- designing with pedestrians, cyclists and transit in mind;
- creating incentives for in-fill and revitalization;
- integrating land use and transportation on a regional scale;
- creating "true" neighborhoods; and
- defining limits to urban growth.

Laura indicated that some aspects of Smart Growth legislation had been implemented in Maryland, Virginia, Tennessee, South Carolina, Georgia, and Florida. In North Carolina, the legislation includes preserving natural areas improving air quality, and revitalizing urban centers. Howard Chapman reported that in Charleston, South Carolina, the comprehensive plan identifies growth areas, an urban boundary line, and purchase of development rights to preserve open space. Doug Robert stressed that "a basic American freedom is to go," and the public

does not understand how interwoven is the funding of public improvements. Howard Chapman quoted statistics from a survey by the National Home Builders Association, which emphasize challenges to be overcome in Smart Growth legislation:

- 54% of respondents oppose townhouses in single family neighborhoods;
- 78% of respondents oppose apartments in neighborhoods;
- 72% of respondents feel that controls on growth are the responsibility of local government; and
- 77% oppose higher density single family development.

A number of Smart Growth strategies were postulated by Howard Chapman including:

- decision making by communities on where and how to grow;
- preserving local character and recycling historic buildings;
- using discretion when developing open space and farm lands; and
- building systematically to minimize the disturbance of natural habitats.

SUMMARY OF ISSUES

Based on numerous questions and comments between the panel and the audience, the following issues and problems with smart growth emerged.

- There was unanimity of concern about current land use and transportation policies and the resulting traffic congestion and deteriorating quality of life in urban areas.
- While we have a definite idea about the results that we wish Smart Growth to achieve - reduced vehicles miles of travel, less congestion, improved air quality,

preservation of natural resources and open space - *there is not a consensus* of how to best implement Smart Growth.

- A number of possible techniques were presented that might compose a unified Smart Growth strategy, but most involve land use control and the provision of non-motorized transportation infrastructure which has not been the primary responsibility of traditional transportation engineers.
- There is a real challenge in educating the public as to the new realities related to traffic congestion and land development. We cannot keep up with the rapid pace of urban travel and maintain acceptable levels of service with traditional highway construction programs.
- The implementation of Smart Growth requires a balance between individual property rights and the common good. This means implementing strategies, that preserve local character, protect "beautiful places," and encourage "Hub Communities."
- There are "two pieces" of Smart Growth - the provision of non-motorized transportation and transit infrastructure, and land development and control strategies that support transportation demand management.
- The implementation of the land development Smart Growth Strategies is primarily a local or regional responsibility. While the State and Federal government may encourage, aid, and assist in Smart Growth, the actual implementation of the land development and control side lies with local jurisdictions.



IN-PAVEMENT FLASHING LIGHTS AT CROSSWALKS NO LONGER CONSIDERED EXPERIMENTAL

By Bridget Smith

The December 2000 Manual on Uniform Traffic Control Devices (MUTCD) includes guidance for In-Roadway Lights at Crosswalks. Section 4L.02 governs the installation of these increasingly popular crosswalk enhancements.

For more information, consult the MUTCD Millenium Edition, available for purchase from ITE by contacting Ken Wallington at (202) 289-0222, ext. 130.

CANDIDATE FOR ITE INTERNATIONAL VICE PRESIDENT

JOHN R. (JACK) FREEMAN, JR., P.E., P.T.O.E. (F)

PRINCIPAL ENGINEER

KITTELSON & ASSOCIATES, INC.

ORLANDO, FLORIDA, USA



It is a great honor to be a candidate for ITE International Vice President. I have been an active member of ITE for over 20 years serving in many leadership positions. Two positions of which I am most proud are:

- Vice Chair (1995-1996) and Chair (1997-1999) of the ITE Coordinating Council –Facilitated transition from Technical Council to the Coordinating Council. Also represented the Coordinating Council in the International Board of Direction.
- District 10/Florida Section Board of Directors (1990-1994) and President in 1993 – The Florida Section received ITE's Outstanding Section Award for activities in 1993 and 1994.

Leadership Priorities

As Vice President, the focus of my activities is to enhance the opportunities for our members to volunteer to serve ITE. My priorities as an elected leader of ITE are as follows:

Management & Operations – This emerging area will change the way transportation professionals do business. Customer service to the traveling public with performance measures based on system operation will be a focus. My priorities are:

- Facilitating dialogue of information with ITE membership
- Encouraging membership to volunteer to carry this effort to transportation professionals and decision makers.

Mentoring & Training - The training of transportation professionals and the

mentoring of young professionals will be a priority by:

- Providing reasonable cost training programs to Districts/Sections, eg. New Capacity Manual, new MUTCD, communications skills.
- Developing further incentives for young professionals to attend ITE meetings and volunteer for activities.

Member Services – Expand member services by:

- Improving avenues for members to volunteer skills.
- Facilitating collaboration with other professional organizations to expand opportunities.

Enhanced Programs with Districts/Sections/Chapters – The backbone of ITE is the activities of our Districts, Sections and Chapters. My priorities are:

- Delivering technical programs for use at local meetings.
- Reducing volunteer administrative workload.

Planning for the Future – To remain as the premier transportation organization, we must plan for the future. My priority is:

- Updating our strategic plan using District/Section/Chapter leadership input.

It is my belief that one should give back to the profession more than the profession provides. I have a passion to serve you as an ITE member, to serve ITE as an organization, and to serve the transportation profession. I would appreciate your support.

MARK YOUR CALENDAR FOR THESE UPCOMING EVENTS

ITE 2001 Annual Meeting and Exhibit

August 18-22, 2001

Chicago, IL USA

Hyatt Regency Chicago Conference

For more information contact ITE at (202) 289-0222

ITE District 9 / TexITE 2002 Winter Meeting

January 24-26, 2002

Irving, Texas

For more information contact Jim Cline at (972) 721-3720

ITE District 9 / TexITE 2002 Summer Meeting

June 27-29, 2002

Houston, Texas

For more information contact either Mike Ogden at (281) 589-7257 or mike.ogden@klotz.com or Connie Clark at (713) 755-4452 or connie_clark@co.harris.tx.us

POSITION AVAILABLE

TEXAS TRANSPORTATION INSTITUTE SEEKS TRAFFIC DATA COLLECTION COORDINATOR

The Texas Transportation Institute (TTI) is seeking to fill a position in the Arlington, Texas office. Duties include operation of automatic vehicle counting equipment in the Dallas/Fort Worth area, assistance with traffic field studies and data reduction, and management of student work force. Related experience preferred. Salary range is \$11-\$14/hour, commensurate with experience and qualifications. TTI is a member of the Texas A&M University System. TTI employees enjoy a significant benefits package, including medical coverage, paid holidays and a retirement plan. To apply, send a resume to Stephen Ranft via fax: (817) 461-1239, e-mail: s-ranft@tamu.edu, or mail to: 110 N. Davis Dr., Arlington, TX 76013.

- City of San Diego flashes the signal for up to one hour before turn on. The contractor's flagger then stops all approaching traffic while the signal is turned on to full operations.
- Agencies in Georgia prefer to flash new signals in either All Red or Yellow/Red mode for seven days.
- Some agencies in Washington State use no flash prior to turn on, but supplement "Signal Ahead" warning signs with "Traffic Flow Revision Ahead" signs also with orange flags.

COMPREHENSIVE PROCEDURES

Some agencies provided a document containing a set of comprehensive specifications for turning on new traffic signals. These were used to develop the following model procedure for activation of new traffic signal system installations:

PHASE 1: FLASHING OPERATION

Prior to turning a new signal installation over to full normal operations:

1. "Signal Ahead" warning signs with orange flags advising the motorists of the signal actuation should be posted in place prior to signal activation.
2. All testing should be completed and successful, all defects and deficiencies corrected, all indications operational and properly aimed, cables tagged, controller fully operational performing all timing functions required, all other items of work associated with the signal completed, and all signs and pavement markings properly installed at least two working days before the scheduled activation of the signal.
3. The local agency should conduct a final inspection of the signal system within these two days, and upon satisfactory conditions of the signal system, confirm the scheduled activation date. Any deficiencies found during the final inspection should result in the activation being re-scheduled.
4. Actual activation should consist of the following steps:
 - a) Installation of all required equipment in the controller cabinet.
 - b) Testing of installed equipment (timing, conflicts, push buttons, etc.).

- c) Unbagging of all signal heads and signs if applicable.
- d) Activation of the signal with contractor's flagger stopping all traffic momentarily as the signal is turned on.
- e) Minor re-aiming of signal heads, if necessary.
- f) All Red or Yellow/Red (Depending on Agency Preference) Flashing operation for up to three days prior to activation of the signal to normal operation.

PHASE 2 : NORMAL OPERATION (FOLLOWING SUCCESSFUL COMPLETION OF PHASE 1)

Activation of the traffic signal systems should not be scheduled for Mondays, Fridays or days right before public holidays and also not during peak hours of traffic flow. Actual activation typically consists of the following steps:

- a) Entering signal timing data into the controller including coordination of timing plans.
- b) Activation of the signal.
- c) Final testing of controller equipment under normal operation conditions.
- d) Minor re-aiming of signal heads, if necessary.
- e) Observation of signal operation/traffic flow and timing modifications as needed.
- f) Fine-tuning and modifications of the other traffic control devices as needed.
- g) Removal of the flags on the "Signal Ahead" signs after three weeks of normal operation.

PHASE 3 : ASSUMPTION OF MAINTENANCE

A traffic signal system at an intersection should be considered as a separate entity, and maintenance and operational responsibility for the signal should:

- a) Not be accepted prior to the completion of the project and completion of a minimum of five days of full problem-free operation.
- b) Maintenance acceptance should take effect only after all testing has been completed, defects corrected, all indications are operational and properly aimed, cables tagged, controller fully operational performing all timing functions required, and all other items of work associated with the signal are completed.

- c) The contractor should be required to provide as-built plans within seven days of the successful activation of traffic signal system.
- d) Assumption of maintenance should not be considered as acceptance of the project.
- e) If temporary equipment or an existing signal was in operation before the new facility was installed, it should upon assumption of the new facility maintenance responsibility, be immediately removed and stored by the contractor or returned to the agency, depending on what the specifications state.

RECOMMENDATION

To minimize the potential for collisions during activation of new traffic signals, local agencies are encouraged to include procedures similar to those outlined above in the specifications of new traffic signal construction projects. Use of such procedures is especially important if the new signals are isolated (more than half a mile apart) and not part of an existing system.

COMMENTS

If any ITE members have comments on the above procedures or are able to share their agencies' procedures, please email them to nazir.lalani@mail.co.ventura.ca.us. Based on input received, the authors will provide an update to this paper in 2001.

REFERENCES:

1. "Manual of Traffic Signal Design", Institute of Transportation Engineers Second Edition, 1991
2. "Traffic Signal Inspection Study Guide". International Municipal Signal Association, 1999.

PTOE EXAMINATION DATE AND LOCATION

**August 18, 2001
Chicago, IL**

For information on certification as a PTOE, please contact:

Transportation Professional Certification Board Inc.

525 School St. SW, Suite 410
Washington, DC 20024-2797

Phone: (202) 554-8050 Fax: (202) 863-5486
or certificat@ite.org or www.ite.org

CANDIDATE FOR ITE INTERNATIONAL VICE PRESIDENT

DON M. HENDERSON, P. ENG., P.T.O.E.



As a candidate for International Vice President, I am honored to be able to serve as an ambassador for the Institute. The Institute is the largest individual member transportation or-

ganization in the world with the two principal objectives: to support the mobility needs of society and to provide for the needs of its members. My overall goal is to continue to build on the success the Institute has achieved while addressing the continuous changes in the transportation profession.

How have I served ITE?

In 1997, I completed a 3-year term as an International Director on the International Board. I have also served in all offices for District 7 Executive including District President from 1991-93. I have served as the Chair of the National Committee on Uniform Traffic Control (Canada) and chaired the rewrite of the 4th Edition (1998) of the Manual of Uniform Traffic Control Devices for Canada.

My Professional Experience

I have been a transportation engineer for over 25 years. My work experience includes both public sector and private sector assignments, primarily in the areas of traffic management and transportation planning. I have worked for the City of Winnipeg, the Regional Municipality of Ottawa Carleton, the City of Vancouver, Texas Transportation Institute, Wilbur Smith and Associates, and Bunt & Associates.

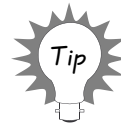
What will I do for ITE?

I will actively pursue needs of ITE members by enhancing the services the Institute offers. A major role of the Vice President is to serve as Chair of the Institute's Budget Committee, which determines the allocation of funding for member services. The following are some ways that we can work together to increase the value of your membership:

- ◆ Keep dues and annual meeting costs affordable by careful financial management, the continuation of key member services, and the identification new of revenue sources.
- ◆ Maintain and encourage new and revised technical products by increasing the number of volunteer contributors and through the use of consulting services.
- ◆ Increase membership through increases in student members, agency members, and career awareness programs at universities and schools.
- ◆ Increase the International focus through an increased International content in publications, the facilitation of user-friendly electronic communication, and the promotion of the 2005 Annual Meeting in Australia.

With your **confidence and support**, I will **lead** the Institute to continue to be a great organization. I look forward to hearing **your ideas** and taking these ideas forward to the International Board for implementation so that together we can make this **strong organization even stronger**.

STOP SIGN



PROCEDURES

By Jenny Grote

In 1980, the City of Phoenix conducted a survey of major western cities in the United States. The survey was conducted to confirm procedures used by cities for installing STOP signs. Findings were that most all cities depended entirely on the Manual on Traffic Control Devices for general guidance, flavored by local find-

ings. Virtually nobody depended on the



AASHTO publications for STOP sign

placement, but rather only for initial design of roadway issues. Additionally, we sent out a synopsis of the City of Phoenix's lengthy policy (philosophy) and inquired as to whether or not other cities agreed with the general premises contained therein, and all cities indicated agreement.

With the new millennium, it is Phoenix's experience that many of the old precepts still hold true, and the concept of depending on the State Right of Way Law where everybody shares the responsibility for safety by being required to YIELD TO THE DRIVER ON YOUR RIGHT serves as an effective tool for restraining speeds within neighborhoods.

If you have any questions, please contact Jenny L. Grote, P.E., Traffic Engineer III, City of Phoenix, Street Transportation Department, Phoenix, AZ 85003, (602) 262-7597, jgrote@ci.phoenix.az.us

SUBMITTING ARTICLES FOR THIS NEWSLETTER

Do you have an article you would like to see published in the TexITE Newsletter? You may send your articles to Editor Brian Shamburger at the following address:

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Fort Worth, TX 76102	

TEXAS A&M UNIVERSITY

Throughout the Fall 2000 semester, the chapter provided its 39 student members the opportunity to meet with transportation professionals through biweekly lunch meetings. Each lunch meeting consisted of a general chapter meeting followed by a presentation by the guest speaker. Presentations included:

- Safety improvements to Highway 6 near Navasota - Chris Bonhe and Bob Appleton
- TransGuide and the advancements in ITS technology - Pat Irwin
- Issues surrounding the relocation of the rail corridor through Brazos county - Michael Parks
- TEA 21 legislation and the American Road and Transportation Builders Association (ARTBA) - Jack Albert
- TranStar and new developments in signal cabinet design - Wayne Gisler
- Work zone research at TTI - Jerry Ullman
- Master of Engineering research paper on ITS standards - Derrick Bailey

At the last lunch meeting for the semester, the chapter held elections for four officer positions. The chapter welcomes Jacqueline Jenkins as President, Sean Merrell as Public Relations Director, and John Denholm as Librarian/Web Master. Karl Zimmerman begins his second term as Treasurer.

Congratulations! Jaime Helmuth remains Vice President, Michelle Jozwiak continues as Membership Secretary, and Andrew Holick continues as Corresponding Secretary. Jaime Helmuth, the chapter Vice President is responsible for the technical projects conducted by the chapter. During the fall semester, the chapter successfully conducted a series of traffic counts on Texas Avenue in College Station on behalf of WHM Engineering. The chapter is currently completing a signal warrant analysis for Parking, Traffic and Transportation Services at Texas A&M University and anticipates additional work will be required during the Spring 2001 semester.

The chapter regularly provides landscaping and gardening assistance to the Habitat for Humanity. On October 21, several members volunteered to landscape four new homes in Bryan. The chapter looks forward to continuing this relationship. In March

2001, the chapter will have the opportunity to participate in the Big Event. This community service project is organized by Texas A&M University students to show their appreciation to the Bryan-College Station community.

Andrew Holick, the Corresponding Secretary is responsible for providing chapter members with a continuous referral service, job postings, and for the organization of the annual career fair. The 2000 Career Fair was

held on October 4th and 5th and included representatives from a total of ten private firms and public agencies. It was a great success! Historically, the Corresponding Secretary was also responsible for the compilation and distribution of a resume book. Resumes are now available on line at the Texas A&M University ITE Student Chapter Home Page at ite.tamu.edu. Librarian/Web Master John Denholm maintains the Web Page and will be updating the site to reflect the current status of the chapter.

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POSITION AVAILABLE

CITY OF RICHARDSON TRAFFIC SIGNAL TECHNICIAN I

Salary merit growth range \$3075 - \$3739/mo. Requires HS/GED; Associate degree in electronics from a college or trade school preferred; Course work, practical knowledge to maintain & repair microprocessor systems to the component level, & past work experience will be considered. TX Class A CDL driver's license; Level III Traffic Signal Technician Certification, IMSA; 5 yr. exp. in the installation, maintenance, & repair of electrical equipment; 2 yr. exp. in traffic signals; & 1 yr. supervisory experience.

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City of Richardson
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Richardson, TX 75080
Job Information Line
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<http://www.cor.net/jobs/homepage.html>

AREA 2

Wilbur Smith and Associates (WSA) is pleased to announce that **Butch Babineaux, P.E.** was recently elected a Vice President of the firm. Mr. Babineaux is currently the Office Manager/Associate-in-Charge of the firm's Houston office and has been with WSA since 1986. He is a graduate of Louisiana State University (LSU) and is a registered professional engineer in Texas, Louisiana, Arkansas, New Mexico and Oklahoma. Mr. Babineaux has been responsible for managing major transportation engineering and planning projects throughout the Southwest Region of the United States.

Wilbur Smith Associates is pleased to welcome three new staff members to our Traffic Engineering/Transportation Planning Division. Amer Gilani and Kwesi Okyere recently joined WSA's Houston office and Michael Schrader, P.E. recently joined WSA's Dallas office. WSA would also like to congratulate Bob Hamm, wife Sheryl, and big sister Courtney on their recent family addition! Kristen Emily was born on December 7, 2000!

Rene U. Garza, PE, PTOE recently joined LAN to head up the transportation team in the Austin office. He has 16 years experience in transportation design and project management. His diverse experience in traffic and transportation engineering includes performing level of service analysis, traffic capacity analysis, traffic impact analysis, accident analysis and transportation planning. Glenn Bandy, PE has over 15 years experience, including four with TxDOT. He specializes in ITS and traffic design, as well as freeway interchange and intersection design. His current projects include Houston Street Reconstruction in San Antonio and Alameda Avenue in El Paso.

LAN also welcomes Greg Wood, an experienced transportation planner specializing in environmental documentation with 10 years of TxDOT experience. He is also knowledgeable in long-range planning, project assessments and evaluations, and public involvement.

AREA 6

John Overman was appointed to the Arlington Citizens Transit Advisory Committee (CTAC) and served as the Committee Chairman for the past six months. CTAC worked with Linda Cherrington of LKC Consulting Inc., of Houston, to develop public transportation options for Arlington. Mr. Overman presented CTAC's recommendations to the Arlington City Council in November. The recommendations include: 1) providing transit service to the entire city with connections to the "T", DART, and the TRE; 2) using a 15 percent sales tax to fund the estimated \$17 million system, and 3) joining the Fort Worth Transportation Authority to provide service. CTAC also recommended that a portion of sales tax revenues (15%) be dedicated to general mobility improvements for streets, intersections, sidewalks, and bikeways. The Arlington City Council is currently reviewing the consultant's report and CTAC's recommendation in consideration of possible future actions by the council to address public transportation in Arlington.

AREA 10 W

Gilmer D. Gaston, P.E. relocated to San Antonio to join Pape-Dawson Engineers, Inc. as Senior Transportation Manager to establish a traffic engineering practice for the firm. Pape-Dawson is a 220 person firm that operates from a single office, based in San Antonio.

Dan Carroll has joined Pape-Dawson Engineers, Inc., as a transportation graduate engineer. Dan holds a BS degree from Air Force Academy and BS & MS degrees in Civil Engineering from Texas A&M.

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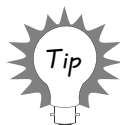
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OVERSIZE AND RECREATIONAL PARKING RESTRICTIONS

By Nazir Lalani

The City of Simi Valley, CA has developed an ordinance, which allows some short-term parking and visitor parking, but prohibits the long-term, on-street parking of vehicles exceeding specified dimensions. A brochure has been developed to assist the citizens in developing awareness of the ordinance, the commencement of enforcement and where it is legal to park (off-street). The brochure may be accessed at www.ci.simi-valley.ca.us by looking under "What's New," Hank Hein, Acting Traffic Engineer (805) 583-6882.

POSITION AVAILABLE

**KIMLEY-HORN AND
ASSOCIATES, INC.**

**ENTRY LEVEL
TRAFFIC OR TRANSPORTATION**

We are seeking top level candidates with the proven skills, knowledge and creative processes necessary to assist us in conceptualization, development, and implementation of transportation solutions for our clients current and future needs.

We offer a competitive base salary, outstanding benefits including an incentive bonus program, opportunity for ownership, profit sharing, 401 (k) and retirement, medical, dental and vision plans. Kimley-Horn is an Equal Opportunity Employer. Pre-employment drug screen required.

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Require BS or MS in Engineering, EIT, 0-3 years experience and a concentration and interest in traffic or transportation. Must have excellent computer skills, a good foundation of technical knowledge, and the ability to communicate effectively through writing and oral presentation.

For consideration for this position or for further information please submit your resume to Robbie Stansifer at: email address: rstansifer@kimley-horn.com or fax to (972) 239-3820 or mail to 12700 Park Central Dr., Suite 1800, Dallas, TX 75251 Attn: Robbie Stansifer. Visit our web site at www.kimley-horn.com

AREA NEWS

AREA 5

Siemens Gardner Transportation Systems now has an office in Irving, Texas. It is located at 122 West Carpenter Freeway, Suite 290, Irving, Texas 75039. Staff in this office may be reached at (972) 717-1308 or by fax at (972) 717-9179. Siemens Gardner provides advanced system analysis, design and integration services to the ITS community. Please contact Gary Jost, P.E. or Janice McPhail for additional information.

AREA 6

Carter & Burgess Inc. has moved its corporate headquarters and Fort Worth operations from its current location on Hulen Street to downtown Fort Worth. The firm has signed a 13-year sublease, effective January 1, 2001, that will give it 363,250 square feet in the 40-story UPR Plaza office tower. The sublease includes 15 floors, the building's basement, and a concourse lobby suite. Options on three additional floors that are currently occupied would give it a combined total of 442,947 square feet.

The sublease agreement signed with Union Pacific Resources Group Inc. will also change the name of the building to Carter Burgess Plaza, reflecting the firm's position as the building's largest tenant.

For Carter & Burgess, the move represents a return to the firm's historic roots in the central business district. Founded in 1939 by Gene Carter and John Burgess, the firm occupied leased space downtown until 1956 when it built its own office building downtown on Macon Street. After several expansions of that property, the firm bought and moved into the six-story Hulen Tower South in 1992. Since then, it has leased additional space in Hulen Tower North and in an adjacent strip center.

The move to Carter Burgess Plaza will involve approximately 650 people. Carter Burgess Plaza will house the firm's corporate staff, the leaders of the firm's national Facilities, Transportation and Retail & Distribution Divisions, and local units providing services in transportation, facilities, program and construction

management, land development, planning and landscape architecture, public works, survey and environmental.

For more information, contact Carter Burgess' Media Relations Manager Jeff Hampton at 817.735.6235 <http://www.cb.com/news/story.asp?ArticleNum=280>

Turner Collie & Braden Inc. has made a significant move to expand their Fort Worth traffic engineering capabilities with the addition of Robert Jenkins, P.E.; Don Szczesny, P.E.; and Clarence Wiesepape (all formerly of PTG). These three joined TC&B along with two roadway design staff, Phil Weston, P.E. and Stephen Kitchens, E.I.T. Robert Jenkins will head up the Transportation Practice in Fort Worth and lead the development of an expanded traffic engineering practice in Fort Worth and throughout Texas. Don Szczesny, as a Senior Project Manager, will lead local traffic engineering study and design efforts. Phil Weston, Senior Project Manager, will lead a transportation design team. Clarence and Stephen will provide design support in their respective areas.

Together, this staff addition brings over 70 years of traffic engineering experience and over 30 years of roadway design experience to TC&B. Although located in Fort Worth, they will provide traffic engineering expertise and leadership for the firm in Texas. Their traffic engineering capabilities include interchange feasibility studies, freeway operations studies, traffic safety studies, traffic impact studies, signal/signal system design, signal timing, signing/pavement marking design, site access and parking studies, corridor and thoroughfare planning studies, and construction traffic control planning.

The expansion complements TC&B's recognized roadway design practice by providing the core traffic engineering experience and capabilities to effectively provide these services to its clients.

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POSITION AVAILABLE

CITY OF LEWISVILLE GRADUATE ENGINEER/TRAFFIC

Department: Community Development / Engineering
Salary Range: \$3,590/month plus a \$300 / month car allowance
Closing Date: Open until position is filled
Announcement #: FY0001-28

Responsible for designing, coordinating, analyzing, and updating traffic control and transportation systems.

Minimum Qualifications:

- Bachelor's degree in Engineering required.
- One year experience in a related field required.
- Traffic engineering experience preferred.
- Ability to interpret and apply City and State policies, codes and standards related to traffic operations and transportation planning.
- Ability to coordinate, direct, and manage the work of consultants.
- Ability to communicate effectively with the public.
- Ability to read and understand highly technical or specialized material relating to traffic and signal engineering specifications.
- Ability to attend work regularly.

Special Requirements:

- Valid Class C TX Driver's License with a good driving record as defined by City policy
- Must submit to and pass pre-employment drug test

Work Hours: 8:00 a.m. - 5:00 p.m., Monday - Friday (overtime as required).

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AREA 2

Turner Collie & Braden Inc. (TC&B) is managing 32 consultant firms in the preparation of construction plans for 16 sections on the 13-mile Westpark Tollway for the Harris County Toll Road Authority (HCTRA). The Westpark Tollway is located in West Harris County and will connect the arterial loops of Interstate Highway 610, Beltway 8 and State Highway 6/Farm Road 1960. It will eventually be extended into Ft. Bend County to State Highway 99 (Grand Parkway), Houston's most outer loop. This expressway facility will be one of the first of its kind to utilize fully automated toll collection with no manned toll collection facilities. The Westpark Tollway is scheduled to open in 2004. Joel Schramm, P.E., is the Project Director for TC&B.

LAN was selected by TxDOT to develop geometric schematics for the section of IH 69 from Victoria to Hungerford. Other responsibilities include public outreach, screening and evaluation of criteria for the preferred alternative, development of a Purpose and Need Statement, preparation of a Draft Environmental Impact Statement (DEIS), preparation of a Final EIS, and the preparation of right-of-way maps.

LAN was also selected to rehabilitate Alameda Avenue in TxDOT's El Paso District to improve drainage, vehicular traffic and pedestrian mobility, and safety. LAN's responsibilities include preliminary engineering design (schematic layout), traffic engineering studies, Intelligent Transportation System (ITS) analyses and recommendations, pedestrian facilities development, drainage improvements, traffic control plans and cost estimates.

Kimley-Horn was selected to provide On-Call Traffic Engineering services to the City of Baytown. Kimley-Horn was also selected to assist the Metropolitan Washington Airport Authority with Parking Revenue Control Systems.

Siemens Gardner Transportation Systems is a member of the General Engineering Consultant team led by Parsons Transportation Group providing engineering services for Houston METRO's Regional Computerized Traffic Signal System Upgrade project. This

project is in the initial deployment stage and continues to be designed and deployed by the GEC team. Siemens GTS has begun development of software to allow the use of CDPD technology as the primary means of communications. The new communications scheme will provide real-time monitoring capabilities over the CDPD Network. Siemens GTS is providing the *icons*TM central control and management software, *NextPhase*TM 2070 controller software, as well as installation and integration services. For more information, contact Gary Jost, P.E. at 972-717-1308.

AREA 6

Transportation Director, George Human reports that after 6 1/2 years of planning and debate, the Richardson City Council has agreed on where they want to place the three HOV lanes called for in the region's Master Plan. The light rail corridor had been recommended since 1994 as the most cost beneficial location for the second and third lanes and had been assumed to be the preferred local alternative by most agencies. In 1998 the City Council had reaffirmed its earlier position that the rail corridor be preserved for this purpose. The DART light rail is under construction in this corridor, which is typically 100' wide, and its design was modified, where possible, to accommodate the addition of two HOV lanes in the corridor.

After the Urban Land Institute, at the request of the City, studied the corridor recently, the study team recommended that all three of the HOV lanes be placed in the US Highway 75 right of way. The new plan calls for one reversible lane in the median of the free-way as planned when it was constructed in 1988-90. The new plan also recommends two elevated lanes between the main lanes and the frontage roads. The three lanes are warranted in the NCTCOG's 2025 Plan between IH635 and the George Bush Turnpike (SH190). The reversible lane is under design. The second and third lanes will require a major investment study.

A new street management center has just been opened by the City of Fort Worth's Transportation and Public Works Department. This "store front" center centralizes control of all types of right of way manage-

ment in the City of Fort Worth.

Citizens now have one place to come at the city to get authorization for an activity that affects city streets and sidewalks, whether it is a developer who needs to close a lane of traffic for construction or a neighborhood group that wants to have a block party.

Fort Worth is one of the first cities in the nation to try this innovative approach to street management. The "one stop" center simplifies and centralizes street management activities, thereby improving customer service.

One of the center's primary goals is to minimize citizen inconvenience by reducing disruptions to traffic and pedestrian flow. For example, if a water line is scheduled for replacement in a street, any street surface maintenance will be delayed until immediately after the line is installed, thereby creating only one disruption of the street. Special events coordination is another example - we make sure that street repairs don't conflict with parades, arts festivals or similar special events.

Activities that are monitored and/or controlled and coordinated through the street management center include:

- Encroachments;
- Construction closures;
- Utility cuts;
- Parkway construction;
- Special events;
- Block parties;
- Parking meters;
- Street and/or sidewalk closures;
- Banners; and,
- Parade routes.

A professional engineering and technical staff, including the city traffic engineer, provides technical and field support for the center. The staff also includes a permit clerk who issues utility and parkway permits, as well as inspectors who monitor and enforce the permits.

For further information, contact the Transportation and Public Works Street Management Center at (817) 871-6673.

Cinde Weatherby Gilliland presented pre-

liminary project findings of a scan of state department of transportation workforce issues to a chief executive officer roundtable session at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) in Indianapolis December 10, 2000. The National Cooperative Highway Research Project was a direct result of the workshop for state DOT CEOs that was hosted last June in Minneapolis by the TRB Strategic Management Committee, AASHTO, Federal Highway Administration, and the Minnesota Department of Transportation. Cinde authored TRB Circular No. 501 that documented the workshop, "Strategic Management Research Needs for State Departments of Transportation," and was distributed at the AASHTO meeting. It is now available from TRB.

AREA 9

The City of El Paso Traffic Engineering Division is planning to upgrade its Advanced Traffic Management Center (ATMC). In an earlier portion of the City's Advanced Traffic Management System Project, the City has procured new Model 170E traffic signal controllers and replaced over 300 of its older traffic signal controllers. The City is currently on line with and managing 90% of the new traffic signal controllers they have installed, and is operationally linked to the

local TxDOT's Freeway Management System's video surveillance capabilities. Also in cooperation with the local TxDOT, the City is in the design stage of incorporating ITS technology on several of its major City arterials. This effort will incorporate video surveillance, video detection and traffic signal control, and dynamic message sign technologies for these arterials.

AREA 10W

Pape-Dawson Engineers, Inc., was selected for the San Antonio-Bexar County Metropolitan Planning Organization's Traffic Sig-

nal Re-timing Study. Gilmer Gaston is the Project Manager for this 112 intersection improvement study.

AREA 10E

Siemens Gardner Transportation Systems continues working on the City of Austin Signal system Upgrade Project. The project is in the final integration stage, and equipment is being installed in the field. A key feature of the implementation is video switching over an ATM network. For more information, contact Gary Jost, P.E. at 972-717-1308.

POSITION AVAILABLE

CITY OF LEWISVILLE TRAFFIC ENGINEER

Department: Community Development / Engineering

Salary Range: \$4,372 - \$4,809/month with a full range up to \$6,557/month in addition to a \$300 month car allowance

Closing Date: Open until position is filled
Announcement #: FY9900-111

Responsible for designing, coordinating, analyzing, and updating traffic control and transportation systems.

Minimum Qualifications:

- Bachelor's degree in Engineering required.
- Four years of traffic engineering experience required.
- Texas Licensed Professional Engineer required.
- Ability to interpret and apply City and State policies, codes, and standards related to traffic operations and transportation planning.
- Ability to communicate effectively with the public.

- Ability to coordinate, direct, and manage the work of subordinates and consultants.
- Knowledge of plans and specifications for traffic control devices and practices relating to traffic control.
- Ability to read and understand highly technical or specialized material relating to traffic and signal engineering specifications.

Special Requirements:

- Valid Class C TX Driver's License with a good driving record as defined by City policy.
- Must submit to and pass pre-employment drug test.

Work Hours: 8:00 a.m. - 5:00 p.m., Monday - Friday (overtime as required).

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TRANSPORTATION ENGINEERING MANUAL



By Bob Turner,
City of Spokane, Washington

The University of Idaho, Oregon State University, and Portland State University have created a great web page. The page has interactive lessons on basic transportation engineering items. The site includes sections on Bus Service Planning, Capacity and LOS Analysis, Geometric Design, Parking Lot Design, Roadway Design, Signal Timing Design, Traffic Flow Theory and Traffic Demand Forecasting. Even more useful are the Excel spreadsheets, which have all the relevant engineering formulas and a very friendly user interface. The site is very useful in helping the public understand some complex engineering issues.

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