

texite NEWS

TEXAS SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

VOLUME 46 NUMBER 2

WINTER 2000

DANIEL B. FAMBRO
2000 TexITE TRANSPORTATION
ENGINEER OF THE YEAR
AND RECIPIENT OF THE
WILBUR S. SMITH DISTINGUISHED
TRANSPORTATION EDUCATOR AWARD

By Kay Fitzpatrick

During the Summer Meeting Kick-off Lunch (June 23, 2000, College Station), TexITE was informed that Dan Fambro was selected for the Wilbur S. Smith Distinguished Transportation Educator Award to be presented at the upcoming 2000 ITE Annual Meeting in Nashville. The award "recognizes the recipient's outstanding contributions to the transportation profession by relating academic studies to the actual practice of transportation." I was also able to honor Dan by presenting to Pam his 2000 TexITE Transportation Engineer of the Year award. Following is my speech:

It was the spring of 1999. I had just received the annual request for nominations for the TexITE Transportation Engineer of the Year Award. When I opened the letter I knew exactly whom I wanted to nominate. But wait, perhaps he had already won. I better check. I waited until I knew his office was empty and then I snuck in. There were plenty of teaching awards and other recognition plaques, but no TexITE Transportation Engineer of the Year Award. The challenge now was to condense all of his accomplishments into a page and a half. I was later told that there were two finalists for the award in '99, both very worthy individuals. The committee felt they had winners for the next two years, and the decision was to honor John Hudson in 1999 and Dan Fambro in 2000. Unfortunately,

Dan is no longer with us, but his accomplishments will be around for many, many years. A few years ago, TTI developed a map of Texas and the US with dots to indicate where former TTI employees are now located. I believe that a similar map of dots representing students and co-workers that have benefited from Dan's teachings and guidance would also show extensive coverage. And the benefits from Dan's accomplishments will continue to expand. The next edition of the AASHTO Green Book will include Dan's stopping sight distance work. The new definition of design speed has been referred to as the "Fambro" definition. Chapter 11 of the current edition of the Highway Capacity Manual contains much of Dan's work on left-turn capacity, traffic signal progression, and improvements to the delay equation. Dan made several significant contributions in the development of PASSER III used for evaluation of diamond interchanges. In addition to being a leader in geometric design and highway capacity, he is also recognized for his work in advancing highway-railroad grade crossing safety. And Dan did all of these research accomplishments part time!!!! He was beyond a doubt a key player within the Texas A&M Civil Engineering department. He was a mentor to both graduate and undergraduate students. He was a dynamic teacher and an involved professor. Dan was

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CITY OF
GRAPEVINE, TEXAS
SPEED LIMITS SURVEY
RESPONSE SUMMARY

The City of Grapevine would like to thank all the municipalities, consultants, and state agencies that responded to the speed limits survey. Eleven municipalities and two state agencies responded to our request. The municipalities ranged in size from the Town of Westlake to the City of Grand Prairie. A list of the respondents and their addresses is attached.

The survey primarily dealt with speed limits, school zones, and crossing guard programs. We have identified each municipality that has specific criteria concerning school zones and crossing guard programs. Not all respondents provided information to each of the questions, and the Town of Westlake does not have any schools or bus pick-up/drop-off locations within their town limits. Each question is stated below with a summary of the responses.

What is the prima facie speed limit on residential streets in your city? Have there been cases where the city has reduced or increased the speed limit from the prima facie speed limit? If so, on what basis?

All of the municipal respondents indicated that the prima facie speed limit in their jurisdiction was the state minimum of 30 mph.

Of the thirteen respondents, seven indicated that their municipality has either reduced or increased the speed limit from the prima facie speed limit. In one municipality, the speed limit was reduced from 30 mph to 20

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PRESIDENT'S MESSAGE

Fellow TexITE Members,

The following paragraph is in TexITE code. Those of you who figure out what the sentences say should email the answer to me prior to the San Antonio meeting. My email is: dan@trafficengineers.com. Winners will be announced at the Kickoff Luncheon.

12345672131874 627f955874415
g91 84v71v9d. 7u2 49x1 m99184g 85
84 534 3417487.

Mr. Frieble has a great meeting planned for us in San Antonio. I hope you are planning to attend.

I also want to take a moment to thank all of those who are working to help put on the TexITE training sessions. This very worthwhile program is being led by Mr. Robert Wunderlich, Mr. Dave Carter, and Ms. Connie Clark. If you have any specific needs in your area, please discuss them with either of these members. Your input is important.

See you in San Antonio.

Dan

CONTINUED FROM PAGE 1.

DANIEL B. FAMBRO AWARDS

also very active in professional societies. He was chair of the TRB Geometric Design Committee and served on numerous other TRB and ASCE committees. And as most of you know, Dan held several positions with ITE and TexITE. Dan viewed ITE as a second home. An area filled with wonderful people where you can sit down, take your shoes off, and put your feet up. While Dan was ITE District 9's Director, I was the chair of ITE's Traffic Engineering Council. There were several issues of concern to the councils that were discussed at the board meetings. I knew that Dan's abilities to clearly articulate alternatives and develop consensus would serve all members of the Institute well. Dan also taught us to keep a focus on producing quality products, examine issues from several sides before setting a direction, and always look for the good in people. Dan's qualities have and will continue to motivate each of us that knew him. I am honored to be here today to announce to you that the winner of the 2000 TexITE Transportation Engineer of the Year Award is Daniel B. Fambro. We will now present the plaque to Dan's wife, Pam.

CONTINUED FROM PAGE 1.

CITY OF GRAPEVINE, TEXAS SPEED LIMITS SURVEY RESPONSE SUMMARY

mph due to a horizontal alignment problem. Two municipalities passed ordinances that set a lower speed limit for certain areas. Three municipalities have changed the prima facie speed limit based on the 85th percentile speed and an engineering study. Another municipality has one residential street posted at 25 mph due to excessive traffic and speeds. Several municipalities indicated that sometimes speed limits have been set by political direction.

One respondent felt that signing residential streets at 25 mph would not help with speeders, since drivers will drive the prima facie speed regardless of what the sign says.

The City of Lewisville provided informational brochures created by their traffic department that included topics on Children at Play, Stop Signs, and Traffic Signals, How Speed Limits are Set and Adult Crossing Guards. Information in the speed limit brochure indicated that in 1998, the City of Lewisville passed an ordinance lowering the speed limits on residential streets from 30 mph to 25 mph using the variance in Texas speed zone procedures that allows a municipality to set speed limits 5 mph below the 85 percentile speed when enforcement is adequate.

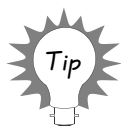
The prima facie speed limit on streets that meet the definition of an urban district is 30 mph as per State law. How do you handle streets that do not meet the definition of an urban street?

The majority of the respondents said that they conduct an engineering study taking into account the 85th percentile speed, accidents, roadway characteristics, sight distance, view obstructions, geometry, width, pavement type, functional classification, traffic mix, adjacent land use, design speed, etc. A respondent indicates that if the street does not meet the urban district criteria, the speed is then set to 55 mph. Another respondent recommends that if the roadway has a very low volume and has very short length, they sign it at 30 mph even though it does not meet the definition of an urban street.

TRANSPORTATION TIPS

Co-editors: Martin Bretherton & Bridget Smith

Traffic Engineering Tips found in this issue are reprinted by permission of the ITE Traffic Engineering Council (TENC)



RESIDENTIAL SPEED SIGNING

BY RICK PEREZ

The City of Federal Way recently experimented with a "Residential Street" warning (yellow diamond) sign with a "Speed Limit 25" sign underneath on minor collectors and local streets in a 10-year-old, single-family subdivision to placate residents that were frustrated because they didn't meet the technical criteria for the city's traffic calming program. The study looked at speed and traffic volume one month before, and one month after, and one year after installation. Changes in speed and volume were statistically (and practically) insignificant.

For more information, contact Rick Perez, Traffic Engineer, City of Federal Way, Washington, (253) 661-4133, email: rick.perez@ci.federal-way.wa.us

What is your standard procedure for doing a traffic engineering study for setting speed limits? Do you use any established standards (national guidelines etc.) as a guide?

The majority of the respondents conduct spot speed studies using either radar or Numetric traffic counters to determine the 85th percentile speed. They use engineering judgement and take into consideration the number of accidents, driveway frequency, roadway design, stopping sight distances, limiting geometric conditions, and adjacent land use. Standards used include *Traffic Engineering Handbook*, the *Manual of Transportation Engineering Studies* by the Institute of Transportation Engineers, *Procedures for Establishing Speed Zones* by the Texas Department of Transportation, AASHTO guidelines, and the *Texas Manual Uniform Traffic Control Devices*.

Is your council well informed on how speed limits are set? Has your Council ever discussed reducing the prima facie speed limit on residential streets to less than the current prima facie speed limit of 30 mph?

Six of the municipalities felt that their council was reasonably well-informed on how speed limits were set. Six municipalities indicated that their council has had discussions on lowering the speed limits. One respondent indicated that sometimes the council has voted to increase or decrease the staff-recommended speed limit by 5 mph. The City of Carrollton has a Traffic Advisory Committee to whom staff presents recommendations on speed zones. To date, the Committee has always accepted staff recommendations.

How do you set school speed limits? What is the predominant school speed limit for schools in the City?

Eleven of the thirteen respondents indicated that the school speed limit is 20 mph. The 20 mph speed limit is used to maintain driver expectancy of the school zone limits. Most indicated that they follow the state law for establishing limits other than 20 mph. The City of North Richland Hills sets the school zone speed limit 10-15 mph below the posted speed limit on arterials and collectors. The two respondents from TxDOT indicate

that the school zone speed limit should not be lower than the normal speed by greater than 20 mph for roadways signed 50 mph and above.

What is the typical school zone (length of street section where the reduced speed is in effect) distance around the schools? What criteria (qualitative and quantitative) do you use to set school limits (i.e. how far from the school does your school zone end)? Does the street have to border the school for it to qualify for a school zone?

The responses to this question varied greatly. Some municipalities provide school zones extending 500 feet from the school property or 500 feet from the location of the furthest crossing guard. Some provide school zones to protect the entire frontage of the school, while others protect only the crosswalk. It appears that a majority of the municipalities set their school zone based on the crossing activity around the school. Some of the criteria used to determine the length of the school zone are designated school walk routes, road classifications, and pedestrian counts. The City of Carrollton establishes a school zone where there is a minimum of five student crossings each in the AM and PM periods. The City of Grand Prairie has a School Safety Program, the City of Arlington has a School Zone Policy and other municipalities use guidelines established in the *Procedures for Establishing School Zones* publication. Four-way stops and traffic signals are also suggested for the protection of the pedestrians.

The majority of the municipalities will allow crosswalks to be located on streets that do not border the school if the crossing is part of a designated walking path or has a large crossing volume without signal or stop sign protection. The City of Grand Prairie requires that for an offsite school zone, the protected crossing must be along the safe school route plan and the crossing be controlled by an adult crossing guard.

Do you set school zones (reduced speed limits) for all schools including elementary, middle and high schools?

Nine of the municipalities and the two state along designated school walking routes,

agencies out of twelve total respondents indicate that school zones are set for elementary schools. Seven of the municipalities and the two state respondents indicated that school zones are set for all middle and high schools. Two municipalities indicated that school zones are set for some middle schools. One municipality indicated that school zones were set for high schools only in special circumstances, and one municipality indicated that school zones were not set for high schools. North Richland Hills indicated that school zones are also set for private schools.

Do you use flashing beacons for school zones? If you use them, how effective do you perceive them to be?

Seven of the municipalities and the two state respondents indicated that school zone flashers were used at all locations and three municipalities indicated that flashers were used at most school zones.

Most respondents indicated that the school zone flashers were effective because they grab the driver's attention and help the driver perceive that the school zone is ahead. One respondent felt that a sign with "time periods" would only work in the middle of a subdivision in which virtually everyone knows that the school is there. Another respondent felt that flashers require a fair amount of police presence and the distribution of education materials to be effective. The City of Grand Prairie has criteria for the installation of flashers based on pedestrian volume, vehicle volume, vehicle speed, and roadway geometry.

Do you have a crossing guard program? What criteria (quantitative and qualitative) do you use in deciding whether a crossing guard is needed?

Nine of the municipalities have some form of a crossing guard program. In North Richland Hills, the school crossing guards are handled by the Police Department. They use a Hazard Index to determine which sites require school crossing guards. The Hazard Index takes into consideration the number of students who cross the street, speed, and volume of traffic. Some crossing guards are placed at the request of the school district

while others are placed due to political reasons.

The City of Mesquite works in conjunction with the Mesquite Independent School District. The city conducts the warrants, and the school district provides and manages the guards with the cost of the program being split 50/50. The City of Mesquite uses the 1970's Tom Walton's method for determining crossing guard locations. The city reports that it is more conservative than ITE or AAA and results in more guards, but that the method is objective instead of subjective.

The City of Carrollton uses a School Crossing Guard Index as their main criteria. A study is conducted for two weeks with a crossing guard recording all of the crossings in the AM and PM. The number of crossings

is then averaged over the two-week period to determine if the minimum criteria five pedestrian crossings in the AM and PM are met. The School Crossing Guard Index is also calculated to determine if the minimum Index value of seven is met.

The City of Duncanville uses an Exposure Rating using age group, number of users, types of traffic control at intersection, speeds, street characteristics, traffic volumes, and land use. The City of Grand Prairie has an established safety program with a Pedestrian Exposure Rating Index for determining the location of crossing guards, and the City of Arlington also has a school crossing guard program. Other popular methods for determining if crossing guards are needed are gap studies at key locations, pedestrian counts, sight distance, speed, and engineering judgement.

In the course of the survey, Staff identified the following publications and documents that may be of use to other traffic engineers. *Speed Zone Guidelines- A Proposed Recommended Practice*, Published by ITE (Publication Number RP-024) *School Trip Safety Program Guidelines Recommend Practice*, Published by ITE (Publication No. RP-001A) *Survey of Traffic Circulation and Safety at School Sites*, Published by ITE (Publication No. IR-094) *Survey of Establishing Reduced Speed School Zones*, Published by ITE (Publication No. IR-104) *Procedures for Establishing Speed Zones*, Published by TxDOT *School Area Pedestrian Safety*, Published by the State of California Department of Transportation (Caltrans). This document is used as the de facto guide by all agencies in California.

ANALYSIS OF THE FUTURE 15TH STREET LRT AT-GRADE CROSSING IN PLANO, TEXAS

BY

DAVE CARTER, P.E., P.T.O.E.; BRIAN MOEN, P.E.; AND YANG OUYANG, P.E.

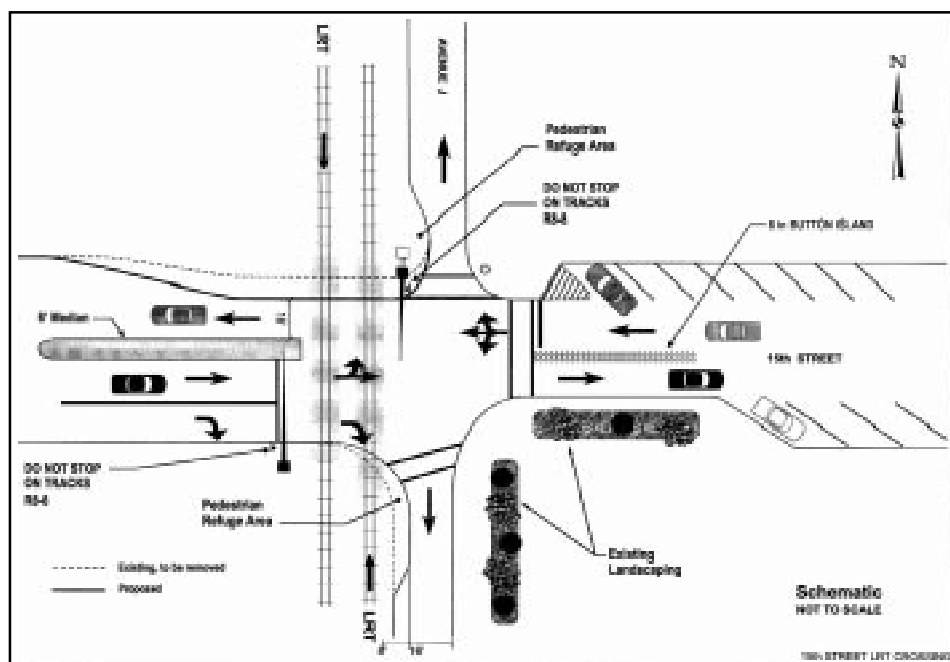
The following is a summary of the paper that won the Year 2000 TexITE Young Consultant Award. That paper describes the results and study process used by Parsons Transportation Group (PTG) to analyze Dallas Area Rapid Transit's (DART) future LRT alignment in the City of Plano, Texas. This alignment is a part of the overall extension of DART's twenty-mile starter-system to the cities of Richardson, Plano, and Garland. PTG is a member of the General Engineering Consultant (GEC) design team for these extensions.

The planned LRT alignment will have three at-grade crossings in Plano's downtown area near the proposed 15th Street Station. These at-grade crossings are located between Avenue I and Avenue J on 14th Street, 15th Street, and 18th Street. A traffic study was conducted to: identify the potential queuing problems at the nearby intersections of these crossings, evaluate the impacts of the LRT operations on local traffic flow in terms of delay and level of service (LOS), and recommend mitigation measures. The focus of this paper is the detailed evaluation of the 15th Street crossing and its nearby

intersections along 15th Street. Figure 1 illustrates the configuration of the 15th Street crossing that is currently under construction.

This study evaluated the traffic conditions of the local street network during the AM and PM peak periods with and without the

LRT operations. Several proposed traffic controls at the 15th Street crossing were analyzed for their safety, effectiveness, and efficiency. These different scenarios were created using VISSIM, a microscopic computer simulation program, to model the interactive operations of traffic and transit



vehicles. The selection of VISSIM to perform this analysis is due to its unique ability to simulate the mixed operation of vehicular traffic, transit, and pedestrians in a realistic way. VISSIM is also capable of modeling complex traffic control strategies such as preemption and priority systems. The model uses inputs such as lane assignments and geometries, intersection turning movement volumes, vehicle speeds, percentages of vehicles by type, and pretimed and/or actuated signal timing. It is capable of producing outputs that contain measures of effectiveness commonly used in the traffic engineering profession such as total delay, stopped-time delay, and queue lengths.

A baseline model was first created to represent the existing traffic operating conditions during the AM and PM peak hours. Existing traffic volumes and intersection geometries were used to evaluate five LRT grade crossing control strategies for the 15th Street crossing: 1) a standard, train-actuated gated crossing, 2) a traffic signal at the crossing operating in actuated-coordinated mode, 3) a gated crossing with an eastbound queue clearance interval at the adjacent traffic signal at 15th Street and Avenue K, 4) "greenband" operation in which the trains are only allowed to enter the gated-crossing during a predetermined period of time in the adjacent traffic signal cycle, to minimize the interruption to the traffic progression on 15th Street, and 5) "greenband" operation for southbound trains and normal gated operation for northbound trains.

Scenarios in which the trains would be required to stop and wait for a green light or available crossing opportunity ("greenband") generally resulted in the highest levels of overall person delay throughout the system. Because the projected ridership of the LRT is relatively high, the added delay to transit patrons significantly outweighed the benefits to traffic on 15th Street. Furthermore, without the presence of a train-actuated gate, safety at the crossing would be greatly compromised because of traffic violations. For this reason, the gated options were chosen as the preferred alternatives.

Under current conditions, the back of the queue on eastbound 15th Street at Avenue K occasionally extends across the LRT tracks

during the PM peak hour. To improve the safety of the crossing, an advance preemption system was modeled to provide a track clearance green interval for eastbound traffic at the Avenue K intersection. While this eliminated the safety problem of queuing on the tracks, it also resulted in a significant increase in delay for southbound traffic on Avenue K because of the large amount of time required to clear the eastbound queue. In the final recommended solution, it was found that by optimizing the traffic signal progression on 15th Street, the eastbound queue at Avenue K intersection could be reduced to minimize the probability of blocking the LRT crossing. In addition, it was also recommended that an interconnection be provided between the LRT crossing and the traffic signal at 15th Street and Avenue K in the event that signal preemption is warranted at a future time. As an intermediate mitigation measure, an automobile queue detector and flashing beacons will be installed at the crossing to advise LRT operators that vehicles are on the crossing, and they should prepare to stop.

For questions, comments, or a copy of the full paper, please contact Brian Moen by email at Brian.Moen@parsons.com or by phone at (972) 991-1900.

MARK YOUR CALENDER FOR THESE UPCOMING EVENTS

ITE 2001 Spring Conference

March 25-28, 2001
Hyatt Regency Monterey
Monterey, CA, USA

ITE 2001 Annual Meeting and Exhibit

August 19-22, 2001
Hyatt Regency Chicago
Chicago, IL, USA

For more information contact ITE at (202) 554-8050 or www.ite.org.

ITE District 9 Summer Meeting

June 21-23, 2001
Midland, TX.
Contact Gary Saunders at (915) 685-7280 or gsaunders@mail.ci.midland.tx.us

MAKE PLANS NOW TO ATTEND THE TEXITE WINTER MEETING

**January 25-27, 2001
San Antonio, Texas
Menger Hotel**

The historic Menger Hotel is across the street from the Alamo and adjacent to the RiverCenter Mall in the heart of San Antonio. Room rate is \$91 per night, plus tax (16.75%). TexITE's 150 rooms are guaranteed through January 3, 2001, or until they are sold out, whichever come first. Call the Menger Hotel reservations at 1 (800) 345-9285, or contact them at www.mengerhotel.com. Be sure to reference the group "Texas Institute of Transportation Engineers" to receive the discounted rate.

Activities will include an outstanding panel of technical sessions arranged by Beth Ramirez, Highway Products Group exhibits, bi-annual golf extravaganza, and tours for spouses. Dale Thomson promises exciting door prizes at Thursday night's Highway Products Group exhibits.

Friday night we will party under the Texas Hill Country stars at the Don Strange Ranch. We will board the stage coach at the Menger Hotel and travel to Waring to taste some of the best Texas BBQ with all the trimmings. Boot scootin' is a definite possibility.

If you have questions contact John Friebele at (210) 207-7720 or johnf@ci.sat.tx.us or check out the meeting information at <http://san-antonio.tamu.edu/texite/texite2001/texite2001.htm>.

TEXAS A&M UNIVERSITY

The ITE Student Chapter at Texas A&M University traditionally uses the summer as time for attending conferences, field trips, and future planning. This summer's activities are centered on planning and attendance at the Summer TexITE meeting in June, and a field trip in August.

At the last regularly scheduled meeting of the spring term, the Chapter held elections for two positions. **Andrew Holick** was elected as our Corresponding Secretary, and **Michelle Jozwiak** was elected as our Membership Secretary. Congratulations Andrew and Michelle!

Summer TexITE was held locally in June, and the Texas A&M Student Chapter assisted in the planning of several of the events. Chapter members assisted the conference by manning an information desk during the conference to help visiting ITE members. **Derrick Bailey** (Public Relations Director) organized a successful golf outing as one of the social functions associated with the conference. **Josias Zietsman** represented the Chapter by giving a presentation during the student presentation session of the conference on disaggregate modeling of vehicle emissions.

On August 10th, eight members participated in a daylong field trip to Houston, Texas. While there, the members visited Houston TranStar, the state-of-the-art traffic management center for the Houston area. The visit included a technical tour of TranStar operations, including its role in natural disaster management. The field trip also included a meeting with engineers from Parsons Transportation Group, who detailed their role in the development of the traffic control plan for the new Enron Field near downtown Houston. The trip ended with the opportunity to see the Astros play the Mets at Enron Field.

TEXAS SOUTHERN UNIVERSITY

The ITE Student Chapter at Texas Southern University achieved a long list of accomplishments for the 1999/2000-year for which they could be proud. The Chapter had their first official meeting in October 1999 to elect new officers. The 1999/2000 officers

are as follows: **Curtis Wilson**, President; **Tiko Luster**, Vice President; and **Ajani Thornton**, Secretary/Treasurer. Several goals were established including getting involved in the community, planning fundraising events, and increasing their knowledge base and experience in the transportation field with the help of transportation professionals.

As a Chapter, they participated in "Mentor Day." They invited transportation entrepreneurs, officials, and professionals to an all-day seminar and discussion that benefited the participants as well as the students. The Chapter also toured the Port of Houston where a past graduate is working as a freight and logistics manager. As a community outreach activity, Chapter members participated in a Habitat for Humanity project. Throughout the year, numerous consultants and professionals visited the campus to address students on issues such as light-rail, air quality, and transportation planning. The final event of the year was a forum with panelists Shirley Delibrio, Leonard H. O. Spearman, Jr., and Lee Waddleton. Additional speakers included representatives from METRO, TNRCC, TxDOT, DART, Parsons Brinckerhoff, and LKC Consultants. Activities slowed during the summer, but several students were able to attend the recent TexITE meeting in College Station. **Lenin Williams** presented a paper during the Saturday morning student presentation session.

The Chapter was pleased to learn that three student chapter members received national scholarships from two separate organizations. **Curtis Wilson** and **Selendras Jackson** received scholarships from the Conference of Minority Transportation Officials, and **Ajani Thornton** received the National Eisenhower Fellowship.

Goals for this year included: register all transportation engineering students as ITE members; participate in Habitat for Humanity, food drives, yard sales, and clothing drives; seek GIS & GPS certifications; solicit mentors from the local TexITE Chapter; encourage intern programs; assist with marketing the Transportation Program at TSU; and support

the Technology Laboratory proposal for the Center for Transportation Training & Research.

UNIVERSITY OF TEXAS AT ARLINGTON

The ITE Student Chapter at the University of Texas at Arlington held six student chapter meetings and four seminars last year. The September meeting was a joint meeting with the American Society of Civil Engineers (ASCE) student chapter in which Mr. Fernando Costa from the City of Fort Worth Planning Department presented an overview on the Redevelopment of Lancaster Avenue in Downtown Fort Worth. Guest speaker Mr. Kevin St. Jacques from Wilbur Smith Associates highlighted the November meeting with a presentation entitled "Traffic Engineering for the Bicycle Mode." The Chapter was also fortunate to have Mr. Jim Cline, current TexITE President, as their guest speaker in March. His speech covered the "Northwest Corridor Major Investment Studies." Mr. Rick Denney gave an interesting presentation in April entitled "Jail: An Alternative to Engineering Ethics." Everyone in attendance had nothing but good things to say about Rick's presentation. (I figure that he either really moved them... or really scared them. Keep up the good work Rick!) Establishing a link with MASS (The Mathematical and Analytical Student Society) allowed the Chapter to invite speakers from other departments that could present on issues related to Transportation Engineering. As a result, members attended Dr. Ghandehari's seminar on "Differential Equation Models in Traffic Flow on Two Lane Highways."

National Engineer's Week was the Chapter's main technical activity. Engineer's Week was held from February 14-19, 2000. Chapter members set up a booth including various signs, signal heads, traffic buttons, and an actuated controller that were on loan from the City of Fort Worth. Special thanks to Russ Wiles.

Various social activities are planned to help students in getting to know the other members better. During Fall 1999 and Winter 2000, the Chapter organized six off-campus social gatherings for its members.

As part of their effort to introduce other UTA students to ITE, the Chapter had a campus wide Chess Competition in Fall 1999 and a campus wide Backgammon Competition in Spring 2000. They received favorable responses from students in Civil Engineering, Computer Science, Mathematics, Architecture, Philosophy, and Information Systems. The Chapter also actively participated in both the Summer 1999 and Winter 2000 TexITE meetings. The UTA Chapter was happy to help host the winter meeting, that included stuffing invitation envelopes. They would like to thank the TexITE membership in attendance and the UTA Department of Civil Engineering Faculty and Staff that supported the Chapter by purchasing their coffee mugs. *Special thanks to Ms. Diana Vasquez, City of Fort Worth.*

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AREA 2

Daniel A. Penaloza, P.E., joins Sylva Engineering Corporation as Vice President. Formerly with Metropolitan Transit Authority of Harris County, he brings with him 36 years of experience in engineering design, project management, business development, and operations management. Dan's responsibilities will be business management, contract administration, and project management. Dan is a graduate of Texas A&M University.

Monard L. Kinman, Jr., P.E., also joins Sylva as a Project Manager in their Houston office. Since graduating from The University of Texas, Monard has managed numerous design projects, including site engineering, water supply and wastewater treatment systems, public and private utilities, and street design. At Sylva, Monard will utilize his 33 years of experience to manage site development, city streets, water/wastewater, and county projects.

AREA 4

Shawn Turner of the Texas Transportation Institute, and his wife Anne, are proud to announce the birth of their daughter, Hannah Emily, on June 25, the day after the Summer TexITE meeting in College Station.



Doug Johnson started work as a Planner on July 15th with the Bryan / College Station Metropolitan Planning Organization. Doug is 2000 graduate from Texas A&M. He will

be working on a number of planning issues, including improving efficiencies with public transportation and enhancing the MPO's land use and traffic databases.

AREA 5

Kimley-Horn and Associates, Inc. is pleased to announce the addition of **Susan M. Langdon, P.E.**, P.T.O.E. to their Dallas office. Susan spent the last 10 years working for the Wisconsin Department of Transportation. While at the DOT, Susan was the area engineer responsible for the ITS and signal operations for the entire Milwaukee metropolitan area. Ms. Langdon was also quite active with the Wisconsin Section of ITE. Before leaving for Texas, Susan achieved the position of Section Vice President.

AREA 10E

C. L. "Roy" Mynier, P.E., has been promoted to Austin Branch Manager for Sylva Engineering Corporation. He has been with the company 3 years and relocated from Sylva's Houston office in May 1999. A graduate of Texas A&M University, Roy specializes in design and management of traffic and transportation engineering projects. He will be supervising an ever-increasing staff of experienced engineers and technicians.

Alliance-Texas Engineering Company is pleased to introduce **Jack Jones** as a new addition to their team. Mr. Jones spent his last seven years with the Texas Department of Transportation working in the field of travel demand modeling and traffic forecasting.

AREA NEWS

AREA 4

The **Bryan / College Station MPO** has slated its next round of public meetings for their local rail effort for September 19-21, 2000. The MPO is examining solutions that mitigate train/pedestrian/auto conflicts and capacity problems for Union Pacific train traffic congestion through the Cities of Bryan and College Station. The study is

called "The Local Rail Economic Feasibility and Location Study" and is being conducted by Carter & Burgess for the MPO. These public meetings will constitute the official "Scoping" meetings in accordance with the federal National Environment Protection Act (NEPA) process. For additional information on the project, please visit the MPO's web site: www.bcsmpo.org, or call toll-free 1-(877) 394-9321.

AREA 6

Freese and Nichols is currently providing engineering and planning services for the widening of FM 544 for over four miles in Denton County. The project involves the expansion of the two-lane rural roadway to a six-lane divided urban arterial in rolling terrain and includes the environmental, public involvement, schematic, right of way, and design phases. The roadway will have a railroad grade separation and an 800-foot bridge for a stream crossing. Project Coordination is a significant portion of the project with Denton County the contractual client; Innovative Transportation Solutions the program manager; Texas Department of Transportation letting the project; many affected property owners; and the jurisdictional Cities of Carrollton and Lewisville. The project will connect with Parker Road in Plano.

Freese and Nichols is also providing design services for a new direct interchange from International Parkway to Terminal D, the new international terminal at DFW International Airport, and service road grade separations. A variety of other projects have been completed for several other governmental organizations including computer simulation of interchanges and intersections and signal design for the City of Fort Worth and City of Colleyville.

AREA 10E

Alliance-Texas Engineering Company is pleased to announce the relocation of their offices. They can now be reached at:

Alliance-Texas Engineering Company
100 East Anderson Lane, Suite 100
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Alliance-Texas Engineering Company recently began designing a statewide zone structure for the Texas Statewide Analysis Model. They will create the methodology for estimation of this model with a 1997 base year and 2025 forecast year. A statewide network will be designed using an original method for development of external trips, while trip generation rates and an innovative area type system for statewide modeling are being formed. The detailed software code will then be written to interface the Atom2 and TripCal5 TxDOT trip distribution and trip generation programs using the TransCAD software.

The Convention Center Hotel is a hot topic in the Austin area. Alliance-Texas Engineering is proud to be a part of the process, providing traffic engineering support and a traffic impact study for the site. This expansion to the Austin Convention Center is expected to double the current site's capacity.

The new State Highway 130 has been the subject of many debates for several years now. Running from Georgetown to Seguin, the purpose of this highway is to relieve traffic on the already congested IH 35 route

through Austin. Alliance-Texas Engineering Company was involved in the oversight of an origin-destination survey to determine the best use for this highway. The project included developing a non-biased survey and distributing the survey at 32 intersections throughout the Austin metropolitan area. A total of 135,000 survey forms were passed out. A web based origin-destination response system was utilized for those who could not respond on site. Over 18,000 completed surveys were returned, then geo-coded and assembled into a comprehensive database for analysis.

TAMING THOSE BIG, MEAN, NASTY STREETS: ARTERIAL TRAFFIC CALMING



By DAVE ROUSE

Great demand is placed on arterial streets in order to accommodate the City of Gresham, Oregon's continued population growth. Arterials must now accommodate autos at an appropriate level of service, as well as an increasing number of pedestrians, bicyclists, and transit users. Additionally, arterials need to be safe and aesthetically appealing to support new residential development required to be located closer to the street. To balance these competing interests, the City of Gresham created the Boulevard Program. Gresham's Boulevard Program works within existing right-of-way to retrofit major arterials into multi-modal boulevards. As a result the street functions more efficiently, and neighborhood livability is enhanced. Six Boulevard projects have been identified, two are currently funded through federal grants (TEA-21).

Gresham's first Boulevard project is Division Street, a heavily trafficked, five-lane arterial considered unsafe to all users. Major sections of sidewalk are missing, no bike lanes are designated, and cars move at very high speeds for an urban area. Major intersections are currently operating at a low level of service, and automobile collisions are occurring at a significant rate.

The function and adjacent land use on Division Street make it an excellent demonstration project. It connects Gresham and Portland as well as links historic downtown with a large transit-oriented development. It ties the city's parks, shopping centers, and schools to established neighborhoods and is served by both bus and light rail service.

Although posted travel speeds remain the same, the final design will slow actual travel speeds by changing the perception of the street from a fast moving arterial to an urban boulevard. Travel lanes are narrowed, and on-street parking is added. Street trees will provide a vertical dimension to further the perception of a narrow street and encourage travel at posted speeds. The project also adds sidewalks, pedestrian-scale street lighting, bicycle lanes, and a raised, landscaped median with frequent mid-block pedestrian crossings and U-turn bays.

For more information, contact Dave Rouse, Director of the Department of Environmental Services for the City of Gresham, Oregon at (503) 618-2430, rouse@ci.gresham.or.us or 1333 NW Eastman Pkwy., Gresham, OR, 97030.

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THE NEW BRAZOS VALLEY TEXITE CHAPTER

In early April 2000, a group of transportation professionals met to discuss the possibility of forming a local TexITE Chapter in the Bryan/College Station region. At this meeting, a letter was drafted to the TexITE Board to request formal organization of the Brazos Valley Chapter, which was approved on April 28, 2000. Since that time, the Brazos Valley Chapter has held two business meetings. At the first business meeting, the Chapter members adopted by-laws, elected officers, and established the goals of the Chapter. The 2000-01 Brazos Valley Chapter Officers are **Melisa Finley** - President, **Srinivasa Sunkari** - Vice President, and **William "Bill" Lowery** - Secretary/Treasurer.

The focus of the Chapter is to address local transportation related issues. In addition, participation in this Chapter allows individuals the opportunity to network with peers and discuss technical issues in an open forum. The primary goal of the Chapter is to encourage ALL individuals that are interested in the transportation field to become active in the Chapter. Thus far, individuals from the Texas Transportation Institute, City of Bryan, Texas Engineering Extension Service, Bryan/College Station MPO, TxDOT, City of College Station, and Texas A&M ITE Student Chapter have attended Chapter meetings. For membership information, please contact Bill Lowery at (979) 458-6757 or Bill.Lowery@teexmail.tamu.edu.

The Chapter hosted a "Get Acquainted" Party on August 22, 2000. Monthly technical luncheons are scheduled for the last Wednesday of each month. Future projects include the development of a logo and a website.

For more information about the Chapter, please contact Melisa Finley at (979) 845-7596 or m-finley@tamu.edu.

GOOD NEWS FROM A FORMER TEXAN

Former Texan and TexITE Newsletter Editor, Rick Denney married Karla Cabaniss on September 16, 2000 in Leesburg, Virginia. Karla is a native of Leesburg and is not a traffic engineer.



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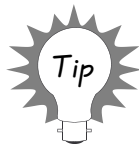
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“EASY” DELAY STUDY FOR PRACTICING TRAFFIC ENGINEERS

BY MARTIN BRETHERTON, P.E.

Do you do signal warrant studies? Based on research I did (see the 1991 ITE Compendium), Warrant 10 is the hardest signal warrant to meet. I feel it is the best warrant for justifying an intersection for a signal based on traffic volume. However, this warrant requires a delay study. This data collection is very time consuming and expensive especially after doing an AM and PM peak-hour turning count.

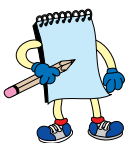
The “easy” delay study is a simple process that provides very reliable delay information. Our technician does a delay study while he does his peak-hour turning movement counts. His turning count board beeps every five minutes when it has completed its interval. You could use 15 minutes, but 5 minutes is recommended because it provides more intervals. The technician looks up and counts the number of cars stopped on the significant minor and major road. The key is to emphasize the left-turn lanes and through queues on the minor street. Also, major road left-turn lanes are important data.

The results are compiled by finding the peak hour and adding the twelve values for each approach. Dividing this total peak-hour delay by 12 (60 minutes/12 intervals) gives an approximate average peak-hour delay (vehicle hours of delay). If the AM or PM peak-hour delay is above 4.0 vehicle-hours of delay, it might meet Warrant 10.

Gwinnett County DOT Traffic Studies Section has been using this procedure for over 10 years. The county conducted a few comparisonS of the “easy” delay study and compared them to the “comprehensive” delay study (requires 15 second intervals by approach). The “easy” method produces results within 15%(+/-) of the comprehensive method. This would be a great research project to compare the “easy” and “comprehensive” delay study methods using research sample sizes.

If you have any questions, please contact Martin Bretherton, Gwinnett County DOT, 75 Langley Drive, Lawrenceville, Ga, 30045, (770) 822-7412, email: brethema@co.gwinnett.ga.us.

SUBMITTING NEWSLETTER ARTICLES



Do you have an article you would like to share with the TexITE members? Send any information you would like to see in the newsletter to the Editor:

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PROFESSIONAL TRAFFIC OPERATIONS ENGINEER EXAMINATION DATES AND LOCATIONS

January 6, 2001 Washington, DC

August 18, 2001 Chicago, IL

For more information on certification as a PTOE, please contact:
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525 School St. S.W., Suite 410
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Phone: (202) 554-8050 Fax: (202) 863-5486 or
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UPDATES TO ROSTER

1999/2000 rosters have been distributed. Following are roster data changes that have been made. The changes are based on member supplied information, ITE membership listings, the TexITE newsletter, and to correct entry errors. Please contact Ronnie Bell via phone at (972) 205-2437, via fax at (972) 205-2823, or via e-mail at rbell@ci.garland.tx.us if changes are needed in your roster data.

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MEM ITE: AFFIL

POSITIONS AVAILABLE

TEXAS TRANSPORTATION INSTITUTE CENTER FOR PROFESSIONAL DEVELOPMENT COLLEGE STATION, TX

The Center for Professional Development at Texas Transportation Institute (TTI), located on the Texas A&M University, College Station Campus, is seeking candidates for the position of Center Director.

Major/essential duties of job: Develop and deliver course and professional development materials for the Center for K-12, college, and continuing education audiences in the ITS areas of advanced traffic management systems, advanced public transportation systems, advanced traveler information systems, and other TTI research appropriate for dissemination. Promote career opportunities in the transportation industry. Work with TTI researchers to develop a strategic plan for TTI's involvement in professional development to support the FHWA professional capacity building initiative. Identify opportunities and secure funding in the federal program and other education-related arenas in which TTI can participate. Work toward developing and implementing a distance learning program to support Center activities. Prepare proposals and promote the research agenda. Serve as overall project director for work obtained in the professional development area.

Education qualifications/training required: Master's degree required, PhD preferred. Degree in civil engineering, related transportation field, or adult education preferred. Knowledge of ITS preferred. Teaching experience required.

Work experience (months, years) and skills required: Minimum of 5 years related experience required.

Other: Salary is commensurate with experience. This position offers a significant benefits package, including an excellent retirement plan and a university-based

holiday schedule. To apply, send a resume to the Center for Professional Development, Texas Transportation Institute, 3135 TAMU, College Station, Texas, 77843-3135. Applications will be accepted until the position is filled. AA/EOE.

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Fax: (713) 956-9667

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Starting salaries for positions may be negotiable based on qualifications and experience.

Major/essential duties of job: Perform applied research in research, research implementation, and technology transfer in transportation planning and operations. Projects may include, but are not limited to, freeway operations, HOV/HOT lane operations, and congestion management. Develop work plans and tasks needed for research projects. Develop proposals, write reports, and other documents as necessary. Meet with project sponsors and other groups to discuss research activities. Identify and pursue potential areas of research with

current and future sponsors.

Occasional duties: Travel to meetings and/or conferences to participate and/or deliver presentations pertaining to research activities. Travel to conduct field studies, data collection, etc. as required for successful completion of projects.

Physical requirements necessary to perform essential duties: sitting for long periods at a desk, walking to various offices, ability to drive a car, hear, see, and speak.

Education qualifications/training required: Masters degree in Civil or Transportation Engineering.

Work experience (months, years) and skills required: Knowledge of traffic engineering principles, traffic operations, and management. Excellent written and oral communication skills. Working knowledge of PASSER II-IV, TRANSYT-7F, CORSIM,

TRANSCAD, and SYNCHRO a plus.

Comments (typing speed, hours of work, etc.): Job opening is in Austin. Photo may be required for the TTI Internet. Please visit the TTI Website for current job openings <http://tti.tamu.edu/jobs/>. This position is for 40 hours per week.

Send resumes to:
Ginger Daniels
1106 Clayton Lane, Suite 112W
Austin, Texas 78723

For any questions/comments regarding this position, please contact Leah S. Smith, TTI Human Resources at (979) 845-9538 or by fax at (979) 862-3474.

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City of Bryan - Human Resources
300 S. Texas Ave.
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