



Frisco Fire Safety Town

The City of Frisco was presented Special Recognition Award at the Winter TexITE Meeting, Irving, TX for their efforts in championing Frisco Fire Safety Town. Frisco Fire Safety Town is an interactive, hands-on program that features both indoor & outdoor elements, all working together to create a fun safety experience for children of all ages.

Safety lessons start in the Educational Facility which includes two classrooms, an interactive fire engine and a Safety House with a realistic living area, kitchen, bathroom and bedroom for children to explore and learn about home hazards, severe weather, fire safety and more.

The outdoor 'town' resembles a miniature Frisco complete with real buildings, all created at a 5/8th scale, that represent Frisco area businesses. Among the Safety Town buildings are scaled homes built by the same homebuilders who built Frisco area homes. Intermingled with the home and business buildings are paved and marked streets complete with working traffic signals, a railroad crossing and a toll booth.

At Frisco Fire Safety Town, children are provided with safety education using fun, hands-on activities in a safe and interactive environment. For example, during classes about the importance of seat belts, students drive battery-operated jeeps throughout the outdoor streets of Safety Town. They also ride bicycles during lessons about wearing helmets while skating or cycling.

Each grade level attending classes at Frisco Fire Safety Town studies a different safety topic. Classes are presented in a fun and interactive environment with age-appropriate lessons and hands-on learning. After each class, students are given the opportunity to tour the outdoor area of Frisco Fire Safety Town, weather permitting.

To assist classroom educators, Teacher Resource Guides are provided for each individual grade level. The guides include Facility and Program Information, Curriculum, Lesson Plans and Texas Essential Knowledge and Skills (TEKS) correlations. Once students have completed their study trip to Frisco Fire Safety Town, classroom teachers are provided with follow-up classroom materials they may choose to use with their students once back in the classroom. All students and teachers are also provided with take-home materials that reinforce the safety message and give parents a clear understanding of the safety topics covered with their children while at Frisco Fire Safety Town.



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Save the Date

2008 TexITE Summer Meeting

San Antonio, TX

June 26—28, 2008

Awards Committee Update

The Texas District (TexITE) Awards Committee would like to promote the following TexITE awards. Please consider applying for or nominating someone for these awards. The announcements and applications for these awards may be accessed at www.texite.org. Questions should be directed to Melisa Finley, District Award Coordinator, 979-845-7596, m-finley@tamu.edu.

TexITE Section Activities Award

The Section Activities Award is designed to encourage and promote active involvement by Institute sections in activities promoting the purpose and objectives of the Institute. It recognizes the overall quality of section activities, be they technical or non-technical in nature, and may include technical meetings, technical committees, technical reports, seminars and training programs, student participation, career guidance, membership campaigns, public relations activities and others. The deadline to apply is April 1, 2008.

TexITE Technical Paper Award

The TexITE Technical Paper award is presented annually to recognize the outstanding technical paper prepared by a non-student member or affiliate of TexITE. The submitted paper shall be prepared by either an individual or collaboration and represent initiative beyond the author or author's routine employment or educational duties. The subject of the submitted paper shall be a transportation issue or project. Paper specifications are described in the call for papers. The deadline to apply is April 30, 2008.

TexITE Younger Member of the Year Award

The TexITE Younger Member of the Year Award is presented annually to recognize an individual young member of TexITE for leadership, commitment to excellence and activism within TexITE and other professional groups. Eligibility criteria for award are limited to those members of TexITE who are age 35 or younger. Past recipients of this award are not eligible. Nominees shall have demonstrated unusual or continuing and outstanding contributions to TexITE and other professional groups through their leadership, commitment to excellence and activism. The deadline to apply is May 15, 2008.

TexITE Transportation Engineer of the Year Award

The Transportation Engineer of the Year Award is presented annually to recognize an individual member of TexITE for outstanding practice, teaching or research of the science and art of

transportation engineering in the State of Texas. Criteria for award is that nominees shall be a member of TexITE, licensed to practice engineering in the State of Texas and have demonstrated unusual or continuing and outstanding contributions to the transportation engineering profession in any of the areas of administration, professional practice, teaching or research. The deadline to apply is May 15, 2008.

The TexITE Awards Committee would also like to promote the following ITE awards and scholarship program. If you apply for or nominate someone for these awards, please inform Melisa Finley, District Award Coordinator, 979-845-7596, m-finley@tamu.edu. Additional information about these, as well as other, ITE awards can be found at <http://www.ite.org/awards/index.asp>. Questions should be directed to Heather Talbert at ITE, 202-289-0222, ext. 138, htalbert@ite.org.

ITE Past President's Award for Merit in Transportation

Open to any non-student member of ITE who has not reached his or her 35th birthday by March 31, the Past Presidents' Award is intended to encourage the conduct and reporting of independent and original research and to provide a means for recognizing outstanding accomplishments by young engineers in the field of transportation engineering. The deadline to apply is April 1, 2008.

ITE Young Consultant Award

The Young Consultants Award, sponsored by and funded by ITE's Transportation Consultants Council, recognizes achievement in transportation consulting by younger employees of member firms of the Transportation Consultants Council. The award is bestowed annually for a paper reporting on transportation consulting activities; the paper does not have to report upon a total project, but can cover the portion of the project for which the writer was responsible. The deadline to apply is April 1, 2008.

Young Professionals Travel Scholarship Program for ITE 2008 Annual Meeting and Exhibit

The ITE Transportation Consultants Council is again sponsoring a travel scholarship program for young professionals in the transportation industry. Ten winners of this scholarship will be provided \$1000 in travel assistance to attend the 2008 ITE Annual Meeting and Exhibit in Anaheim, California. The deadline to apply is April 1, 2008.

Legislative Report

Although the State Legislature does not meet this year, there still is some activity in Austin that our profession needs to stay current on. This includes the sunset review of



Walter Ragsdale

TxDOT, the special legislative committee on Toll Roads and the summer senate committee meetings.

TxDOT Sunset Review

Every 12 years each state agency in Texas undergo a detailed review process by the Legislature. This process will evaluate TxDOT and recommend changes in how TxDOT will do business for the next 12 years. This process even has the power to eliminate a State Agency. TxDOT has hired an independent management consultant to do an assessment of their management and business operations. These 8 summaries can be found on the TxDOT web site (www.dot.state.tx.us). In May, TxDOT will issue a report recommending solutions to problems found. In June hearings will be held for public testimony. The Sunset Commission (P.O. Box 13066 Austin Texas 78711) will also let YOU suggest methods to improve the mission or operations of the agency. These ideas are due by Dec. 17, 2008. Prior to the Jan. 2009 a formal report will be issued. The State Legislature will then start their process to modify TxDOT.

Legislative Study Committee on Private Participation in Toll Projects

A special committee has been appointed to study toll projects. The committee is

(Continued on page 7)

Message from the President

We have started this year on a very positive note. Irving served as able host to a very well-attended Texas District Meeting at which there was a highly successful technical exchange and networking with colleagues. You, the members of TexITE, have shown that you value this association of transportation professionals by sharing your time and talents at these meetings. Everyone who participates, from the hosts, moderators, presenters, leaders and Highway Products Group to the attendees, plays a role in the success of the events.



Rick Charlton
President

Last year, then President Jason Crawford had the vision to form a committee to review how we conduct our technical meetings and determine if any changes are needed. Under the chairmanship of Dave Carter the committee has made good progress through a survey of our members, and they have met several times to discuss the survey results and exchange ideas. I am confident that with this committee's ongoing effort, our technical meetings will continue to be fresh and vibrant and in keeping with what our members want them to be.

At the Irving meeting, we experimented with the Highway Products Group showcasing new technology through presentations in one of our technical sessions. The room was packed, and my impression was that it was quite well received. HPG Chair Dale Thomson, Vice President Brian Jahn, and Technical Committee Chair Paul Luedtke were instrumental in putting that session together, and I personally look forward to them bringing on another such session for the San Antonio Meeting. Vendors who are interested in making a presentation should contact Dale to start the ball rolling.

Brian Jahn tells me that he already has grand ideas for the upcoming technical sessions, and the Technical Committee plans to be very active in assisting with the development of future sessions. Brian has a call out on the TexITE website right now for presenters for San Antonio. Many of you have projects that we want to hear about, so get on the web site and let Brian hear from you. Younger Members have stepped up to present at past meetings, and I'm looking forward to their future contributions. I was very gratified with the response of TexITE members who volunteered to give presentations at the last two meetings. The quality of the topics and presentations was excellent. With that kind of continued teamwork, future technical sessions are sure to be outstanding.

The student poster session drew a great deal of interest. It served as a great way for students to showcase their knowledge and talent, as well as, an opportunity for interaction between the students and members. I'm sure that there will be more of those kinds of sessions planned in the future.

Briefly stated, we have a lot of folks who have been working very hard to make this the successful district organization it has become. Please know that your colleagues and I are extremely grateful for your contributions. TexITE's successes are because of you. Keep up the great work and I'll see you all in San Antonio.

Rick Charlton

Statements by Candidates for 2009 International Vice-President

Paul Eng-Wong, P.E., Fellow ITE

President, Eng-Wong, Taub & Associates, PA, New York, NY, USA



You, Me & ITE: Working Together

I am honored and humbled to be a candidate for International Vice President. ITE represents the highest standards of professional development and technical advancement in the transportation engineering profession and continues to bring tremendous value to its membership, industry and the traveling public. Professional enrichment through

active and meaningful member participation is the centerpiece of my vision for ITE. The organization must serve as a conduit between individual spirit and collective resolve if ITE is to continue playing a central role in elevating our profession. My vision includes these key areas:

Professional Development – The heart of ITE is its membership, and nurturing the careers of transportation professionals requires effective programs for leadership development. We need to have the membership's pulse at our fingertips; understanding your needs and interests should help guide everything that we do. I will strive to communicate with you and continue to invest in our future.

Technical Advancement – ITE must remain at the forefront of technical expertise to satisfy the needs and demands of transportation systems that are constantly growing in magnitude and complexity. We have an opportunity to bring the best and brightest minds to bear on a wide-array of technical challenges, and I will promote ITE as the premier resource for technical excellence and technological innovation in the transportation industry.

International Partnership – As a worldwide organization, ITE should persist in its commitment to increase collaboration with the international community. I will encourage an exchange of ideas, technology and research that can be developed globally and applied locally.

These areas of emphasis have something very important in common; they rely on the participation, enthusiasm and commitment of an active membership. Both member and employer involvement in shaping the future direction of ITE is integral to its growth and success.

I have always believed that ITE is both a resource and a responsibility, and I have seen first-hand the benefits of investing my time in all that the organization has to offer. Every time I give to ITE, I get back so much more in return. With you, me and ITE working together, we can ensure that ITE continues to be the

Eugene M. Wilson, P.E., PTOE, ITE Honorary Member

Tptn. Eng. Safety Consultant, Wilson and Associates, Laramie, WY, USA



Strengthening the ITE Team

ITE is an outstanding professional society—it would be an honor to serve as your International Vice President.

OBJECTIVES AND PRIORITIES

- Strengthen ITE by helping to solve critical professional and societal core issues.

- Strengthen ITE by working together as a community of transportation professionals.
- Strengthen ITE's global network of members.
- Strengthen ITE member communication & educational training

SELECTED SERVICE TO ITE AND THE PROFESSION

- Intl Board of Direction, Technical Council Representative, 1991–1994
- ITE's representative to the Transportation Professional Certification Board Inc. (TPCB), 1998–2007
- Technical Council, 1982–1994, Chair, 1991–1994
- Transp. Safety Council, Exe. Committee, 97–07,
- Asst Editor, Traffic Control Devices Handbook, ITE, 2001

AWARDS AND RECOGNITION

- ITE 2006 Theodore M. Matson Memorial Award
- 2006 Wyoming Eminent Engineer
- ITE 2004 Edmund R. Ricker Traffic Safety Award
- 59th Honorary Member of ITE, 1999
- ITE 1997 Burton W. Marsh Award
- ITE Colorado/Wyoming Section's Lifetime Achievement Award, 1996
- National Association of Local Technical Assistance Programs representative to the WIN
- ARTBA 1994 S. S. Steinberg Outstanding Educator Award

PROFESSIONAL EXPERIENCE

- Active in ITE for 40 years, I have a broad base of experience.
- As University of Wyoming Professor Emeritus, I am privileged to prepare young engineers for career in transportation.
- I have worked for DOTs providing research, traffic engineering and transportation planning expertise.
- Past activities with ASCE, ARTBA, NACE, APWA, TRB, NLTAPA, NCHRP and the MUTCD National Advisory Committee.

Informed Reader

A Survey of Research From Around the Country

New Strategies to Improve Safety

Source: [Click Here](#)

U.S. Transportation Secretary Mary E. Peters announced a new national strategy that will bring new focus, including resources and new technology, to reducing deaths on the nation's rural roads. The Rural Safety Initiative will help states and communities develop ways to eliminate the risks drivers face on America's rural roads and highlight available solutions and resources. The new endeavor addresses five key goals: safer drivers, better roads, smarter roads, better-trained emergency responders and improved outreach and partnerships. The Secretary said approximately \$287 million in existing and new funding is available to support the effort.

One of the key components of this program is the Rural Safety Innovation Program, which was announced in the Federal Register. The program is geared toward entities responsible for rural roads and highways such as counties, towns, townships and tribal governments partnering with the state DOTs to submit applications for rural safety projects. Applications must be received within 45 days of the publication of the notice. Those applicants selected will be invited to submit more detailed project proposals. For more information, please visit www.dot.gov/affairs/ruralsafety/.

Vehicles to Public Transportation

Source: <http://trb.org/news/blurbs/detail.asp?id=8741>

The National Center for Transit Research (NCTR) at the University of South Florida has released a report that explores the level of transit capacity and service that would be needed to reduced the level of private vehicle ownership. The report also examines the potential consequences of reduced vehicle ownership.

Despite continued and growing public support of public transit, traffic congestion continues to get worse and transit ridership and service levels have grown but not sufficiently to play a more meaningful role in addressing growing travel demands.

This report estimates the average costs of private car ownership in the country based on the household income and expenditures using the Bureau of Labor Statistics (BLS) data. Travel behavior as a function of vehicle ownership is explored with the National Household Travel Survey (NHTS). Analysis of the datasets is used to develop a better understanding of the economic and travel implications potentially arising as a result of households reducing their automobile ownership. The research offers several observations regarding the magnitude of the behavior changes that might be expected with lower vehicle ownership as well as the capacity and cost of transit expansion required to accommodate the demands.

Variable Speed Limit Signs Effects on Speed and Speed Variation in Work Zones

Source: <http://trb.org/news/blurbs/detail.asp?id=8788>

The Utah Department of Transportation has released a report that explores compliance and examines potential advantages from the use of variable speed limit equipment.

Variable Speed Limit (VSL) signs are used across the country to lower posted speed limits in certain areas. They allow for operators to adjust the posted speed limit without changing the physical sign. They are used in conjunction with Intelligent Transportation Systems to lower speed limits for several reasons including: congestion, construction, accidents, fog, snow, and ice.

The purpose of this research is to test the use of this technology in Utah. In addition to the use of signs, a review of UDOT Administrative Rules governing the establishment of speed limits was also addressed to ensure that UDOT is in a position to appropriately take advantage of this evolving technology.

The primary focus of this research was geared towards driver response to VSL sign usage. A single test site consisting of a relatively long duration and long distance work zone on I-80 north of Wanship, Utah was used to test the response of driver speeds using VSL signs.

Based on this test, the response and long term application of VSL signs is very positive. Both the average speed and variation in speeds were reduced by providing drivers real time speed limit information which reacted to the construction conditions in the field. The net result of lower speed variations, as well as lower speeds where conditions require, should result in improved safety to highway users and construction personnel. Long term use of VSL signs is recommended for further application in Utah.

News You Can Use

A Collection of Articles and Events to Help Keep You Up-To-Date

Call for Data: ITE's *Trip Generation*

ITE currently is working to publish the 8th edition of its Informational Report, *Trip Generation*, and is interested in obtaining data for all land uses. To produce this significant reference, ITE relies on the voluntary submittal of data from the transportation community. Presently, the following land uses are of particular interest: arena; casino; convention center; elementary school; free-standing discount store/superstore; garden center; museum; office building (small); outdoor sport field; self-storage facility; senior adult housing/assisted living/congregate care facility; stand-alone specialty food (coffee shop, bagel shop, donut and sandwich shop, etc.); video rental store; warehousing; and mini-warehouse.

Please submit data on the data collection form found in Volume 1 of *Trip Generation*, 7th Edition or at www.ite.org/tripgen/Trip_Generation_Data_Form.pdf.

Data for this publication are being collected continually; however, to ensure data are considered for inclusion in the upcoming 8th edition, please submit by February 1, 2008 to Jina Mahmoudi, Associate Engineer, ITE, 1099 14th Street, NW, Suite 300 West, Washington, DC 20005 USA; fax to +1 202-289-7722, or e-mail jmahmoudi@ite.org.

Infrastructure Financing Commission

Source: www.financecommission.dot.gov/

Authorized in SAFETEA-LU, the National Surface Transportation Infrastructure Financing Commission was charged with analyzing future highway and transit needs and the finances of the Highway Trust Fund. The commission released an interim report on February 1, 2008. The report highlights some initial observations including:

- Transportation system demands are outpacing required investment.
- Maintenance costs are competing with necessary expansion of the system.
- The fuel tax, which has been the key federal funding source for the system, is no longer sufficient at current rates.
- More direct user charges should be explored.
- More intelligent investment complemented by better operation of the system is required.

The commission will continue to examine existing and potential funding mechanisms, including direct user charges and other financing options that may augment current revenues and encourage more efficient use of system capacity before issuing a final report at the end of 2008. The commission is accepting comments on the interim report. The report may be accessed at www.financecommission.dot.gov/.

U-Turns: State Laws and Practices

Source: <http://trb.org/news/blurbs/detail.asp?id=8731>

The standard Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement, a performance specification of ITE, was prepared by the LED Committee of the Traffic Engineering Council.

The purpose of this specification is to provide the minimum in-service performance requirements for 300-millimeter (12-inch) LED vehicle arrow traffic signal modules.

This specification is not intended to impose restrictions upon specific designs and materials that conform to the purpose and the intent of this specification.

For more information or to order this standard, visit www.ite.org/bookstore/.

Financing Transportation: 21st Century

Source: <http://trb.org/news/blurbs/detail.asp?id=8863>

The National Academy of Public Administration and six national associations representing state and local officials have released a report that explores, from an intergovernmental perspective, options to strengthen the nation's transportation finances.

In addition to the National Academy of Public Administration, the other participating organizations included the Council of State Governments, the International City/County Managers Association, the National Association of Counties, the National Conference of State Legislatures, the National Governors Association, and the National League of Cities.

The report presents a non-partisan intergovernmental perspective on the topics.

Student Research Corner

Regression-Based Model for Corridor Prioritization when Retiming Traffic Signals

By Manjari G. Mittal and Stephen P. Mattingly (University of Texas at Arlington)

Traffic signals are used by transportation engineers to safely and efficiently manage vehicle, bicycle and pedestrian traffic on roadways. Around two thirds of all miles driven each year are on roadways controlled by traffic signals. When programmed for optimum timing efficiency, signals can increase the traffic handling capacity of an intersection, and also reduce the delay and occurrence of crashes. A traffic signal is effective only as long as the traffic patterns used to generate the signal timing do not change significantly. However, traffic patterns often change over time due to growth and other development activities in the area. Improper signal timing and inaccurate sequencing can add to driver frustration and increase the number of severe accidents. Therefore, to maintain the effectiveness of traffic signals, the Federal Highway Administration (FHWA) recommends adjusting or retiming signals every two to three years to match the current traffic patterns.

A region may contain a large number of traffic signals all of which cannot be retimed at once due to limited availability of funds and other resources; only a subset of signals can be retimed at any given time. To make the most effective use of (limited) resources, signals to be retimed need to be selected carefully. Typically, signals at closely spaced intersections such that operation at one intersection may affect operations at the other intersections are grouped into a corridor and are retimed together. This research proposes a new approach to prioritize corridors based on predicting monetary benefits signal retiming is expected to yield after the signals along a corridor have been retimed. The monetary benefits are computed by calculating savings for three factors (travel time, fuel consumption and NOx emissions). Savings in travel time capture the improvement in traffic conditions due to retiming, whereas savings in fuel consumption and NOx emissions capture the reduction in pollution (i.e., improvement in air quality) due to retiming. The monetary benefits obtained when retiming a corridor are referred to as its project benefit score. To compute the project benefit score of a corridor, suitable monetary values were assigned to travel time, fuel and NOx.

Many factors can influence the project benefit score of a corridor. Some of the important factors are: corridor length, number of signals along a corridor, mean spacing between signals, signal density and average daily traffic. Travel time studies for twenty-one corridors in the Dallas-Fort Worth (DFW) region that were retimed recently were used to conduct analysis and construct several regression models for estimating the project benefit score of a corridor. Nineteen corridors were used to construct regres-

sion models and two were used for validation. The best fitting regression model is:

$$\text{project benefit score (in thousand dollars)} = 0.0027 \times \frac{\text{ADT} \times \text{Delay}}{\text{Signal Density}} + 1127.7$$

where,

ADT : average daily traffic

Delay : difference between measured travel time and travel time at speed limit

The model has an adjusted value of 0.83. Analysis was also conducted to determine the sensitivity of the model to changes in value of time, fuel and NOx. The above regression model can be used by agencies to select those corridors for retiming that enable the most effective use of available resources by maximizing the benefits produced by retiming projects. One of the advantages of our approach is that it helps in capturing other types of benefits obtained by signal retiming besides improvements in traffic conditions such as reduction in air pollution.

The Editor thanks Dr. Stephen Mattingly and Manjari Mittal for submitting their research work to TexITE newsletter.

Legislative Report *(continued from page 3)*

chaired by Senator Carona and consists of 2 additional senators, 3 house members and 3 public members. This committee will hold public hearings and issue a final report and recommendations for the Legislature in January 2009. Status of the meetings and schedules can be found at Texas Legislature Online (www.capitol.state.tx.us).

Senate Committee on Transportation & Homeland Security

This Senate Committee will meet on May 20, Aug. 12, and Nov. 18, 2008 to discuss the following topics:

- Study and make recommendations for improving management and oversight of Metropolitan Planning Organizations.
- Study Comprehensive Development Agreements and make recommendations to ensure the maximum benefit to taxpayers.
- Review the status of structurally deficient bridges and provide increased oversight of TxDOT's bridge repair activities.
- Study and make recommendations relating to the status of current and planned toll road projects in Texas.
- Study the effectiveness of the Trans-Texas Corridor and make recommendations for it.

Student Research Corner

Modeling Lane Change Distance on Sign Placement

By Xiaoyue Liu and Fengxiang Qiao (Texas Southern University)

Guide signs play an important role in informing drivers of the upcoming interchanges and directing them to right destinations. Proper placement of guide signs is essential for drivers to find their way toward the correct exits especially on unfamiliar highways.

The equation describing the sign placement is expressed as follows: sign placement from the exit on the highway is defined as the distance during lane changing plus the distance during deceleration from the mainline speed to the advisory exit speed, then less the distance between the sign and drivers' position right after the cone of vision angle to be reached. The calculation of all these distances is based on assumptions of predetermined drivers' behaviors.

This research develops lane change distance models tested by a large set of vehicle trajectory data collected in Los Angeles, California at a high time resolution in naturalistic driving conditions. The research results determine the sign placement on highways mainly for controlled access facilities by adopting these models.

Due to the specific purpose of determining the sign placement, the models of lane change distance emphasize the action itself with initiation and completion point of lane change defined as the position when the lateral movement of the subject vehicle begins and ends, respectively. Lane change distance is affected by traffic conditions captured by traffic density, the distance from exit, and other vehicles around the subject vehicle.

The entire lane change maneuver consists of several submaneuvers, which includes lane change movements from one lane to its adjacent lane, and the intermediate distance between each lane change maneuver. The generated dataset includes the trajectories of 4,084 vehicles. In this research, this dataset was analyzed to detect lane changes that took place on the four right-most lanes (including three mainline lanes from the right and the auxiliary lane). Lane change distances were measured as vehicles passing from one lane to the adjacent lane.

The simulation result uses the lane change model to determine the advanced guide sign placement for ground-mounted, overhead-mounted, and median-mounted guide signs separately under different combinations of roadway conditions, including number of lanes, deceleration zone speed and mainline highway speed.

The employed field data cover only a limited number of the traffic states. Thus, when the methodology is adopted, it can be ex-

tended to other prevailing combinations of independent variables and yield the related lane change distances reflecting a wider range of trajectory dataset.

The proposed methodology considers lane change distance, deceleration distance and the vision-concerned distance as the crucial factors in sign placement. Further study is needed to determine whether driver reaction to the variables mentioned is consistent when the characteristics of the area (socio-economic, population density, rural/urban) change. This methodology can be used as a supplementary reference to MUTCD for effective guide sign placement.

About the Authors:

Xiaoyue Liu is a Master's student and Graduate Research Assistant at Texas Southern University. She expects to graduate in August, 2008. Dr. Fengxiang Qiao is an assistant professor at the Texas Southern University.

The Editor thanks Xiaoyue Liu and Dr. Fengxiang Qiao for submitting their research work to TexITE newsletter.

Certification Board Update

The board has scheduled the following dates for the exams—Professional Traffic Operations Engineer (PTOE), Professional Transportation Planner (PTP), Traffic Operations Practitioner Specialist (TOPS) and Traffic Signal Operations Specialist (TSOS):

August 16, 2008

- Anaheim, CA

October 18, 2008

- Atlanta, GA; Boston, MA; Chicago, IL; Columbia, SC; Dallas, TX; Las Vegas, NV; Philadelphia, PA; Nashville, TN; Seattle, WA; Toronto, ON



Section News & Activities

Brazos Valley Section

At the beginning of 2007, Section activities included the continuance of a listserv and an Internet site (<http://www.texite.org/bv>). Through these mechanisms the membership continues to be notified of upcoming meetings and any other Section news. At the web site, members may RSVP to monthly meetings, view information on Section leadership, and obtain membership applications and a copy of the bylaws. Membership dues are \$8.00 annually to be collected at any time during the calendar year. The executive committee approved a motion to allow section dues to be collected on the international ITE yearly invoice. In conjunction with this change, section dues were increased to \$10 yearly, beginning in 2008.

Other activities included our regular section meetings and webinars. Average attendance for section meetings was 29. Average attendance for webinars was 12.

As of December 31, 2007, the Brazos Valley Section had 31 members, 13 section affiliates, and 3 student members. This membership includes professionals from the Texas Department of Transportation, City of Bryan, City of College Station, Bryan/College Station Metropolitan Planning Organization, Texas Engineering Extension Service, Texas Transportation Institute, private consulting firms, and the Texas A&M Student Chapter. Of the 47 members and affiliates, 31 are ITE members and 31 are TexITE members.

Capital Area Section

The Capital Area Section had 46 members in 2007 with 1 being part of agency memberships. Of the 46 members, 21

were International ITE members within the Capital Area Section boundaries.

Greater Dallas Section

The Dallas Section currently has 117 paid members.

A private tour of the Frisco Safety Town was given for the Dallas Section on October 13, arranged by Brian Moen and Frisco Transportation Staff. Safety Town is a scale construction of City streets and buildings, including working traffic signals. Children rode bicycles and 4-wheelers on the streets to learn and practice rules of the road and traffic safety. Attendees also heard presentations about fire and traffic safety, and were given a tour of the City's Emergency Operations Centre.

Greater Fort Worth Section

The Greater Fort Worth Section has 62 dues paying members in 2007 with 26 being part of agency memberships. As of January 2008, there were 126 international ITE members within the Greater Fort Worth Section boundaries.

The Section currently has three ongoing committees: the Membership Committee and the Service/Outreach Committee. The Membership Committee is co-chaired by Mark Mathis of the City of Fort Worth and Mitzi Ward of NCTCOG. Jennifer Butcher chairs the Service/Outreach committee which made a \$200 dollar charitable donation to the Como Community center for toys and food on behalf of the Section following the December annual meeting.

The section bylaws were revised to allow online voting and also to change dates to accommodate the desired schedule of yearly events. The bylaws were approved by the District 9 Executive Board during

the October 29, 2007 meeting. The approved bylaws are now posted at the Section webpage:

<http://www.texite.org/fortworth/Site.Files/By.Laws.html>

Greater Houston Section

The Section has three current standing

(Continued on page 10)

Section Presidents

Brazos Valley Section

Michael Martin
Jacobs Engineering
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Capital Area Section

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South Texas Section

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Section News & Activities *(continued from page 9)*

committees: Membership, Technical, and Program; and Web and Scholarship Committee. The Membership committee is chaired by Dave Wright of Jacobs, the Technical Committee is chaired by Rick Staigle of Traffic Engineers Inc., the Program Committee is chaired by Matt Johnson of LJA, the Web Committee is chaired by Dustin Qualls of Traffic Engineers Inc., and the Scholarship Committee is chaired by Sean Merrill of Brown and Gay.

Based on 2007 end of year information, the Section has 132 dues paying members

of which 120 are individual members and 12 are agency members. ITE also has listed 22 student members within the Section.

The Section's has funded and hosted 7 different ITE webinars since January 2007 with an average attendance between 15 and 22 section members. To increase the availability of webinars the section is investigating co-hosting some with area agencies to increase the variety and number of sessions for area engineers. The section plans to host at least 6 webinars in the Year 2008.

The 2nd annual scholarship is currently calling for applications for \$1,500 in scholarships to be presented at the section's March Meeting.

The section recognized Dustin Qualls as the Young Engineer of the year.

South Texas Section

The South Texas Section had 36 members in 2007. As of June 2007, there were 72 international ITE members within the South Texas Section boundaries.

People News

Klotz Associates, Inc. has named **Michael Collins**, P.E., PhD, PH, CFM and **Manu Isaac**, P.E. as Associates of the consulting engineering firm. Michael has 37 years of experience spanning all aspects of water resource consulting including drainage and storm water management, groundwater and wetland impact evaluations and desalination feasibility studies. Manu has spent 16 years of experience specializing in traffic and transportation with a focus on improving the mobility and safety of the public.

Susan Langdon and **Jennifer Butcher** opened Savant Group Inc. in January, 2008. Savant Group provides consulting services in traffic engineering, transportation planning and ITS throughout the state of Texas. Our engineers have outstanding engineering backgrounds and long-standing commitments to ITE and the engineering profession. SGI can help your team meet HUB and D/WBE goals while maintaining the highest level of engineering excellence and integrity.

Colby W. Wright, P.E., PTOE, was recently promoted to Principal at Traffic Engineers, Inc. He manages the firm's

traffic signal design section and is a member of the firm's executive committee.

The Board of Traffic Engineers, Inc. is pleased to announce the election of **Rick J. Staigle**, PE, PTOE, as the firm's President. Since joining the firm in 1995, Mr. Staigle has managed traffic and transportation projects throughout the state and has served in a leadership role in all aspects of the firm's planning and engineering practice.

Nader Ayoub, P.E. and **Allison Nelson**, P.E. have recently opened a Texas office for Iteris, Inc. Transportation Systems Group. The Round Rock based office will have a strong focus on traffic signal system integration and technical field support.

Paul Luedtke has joined the Dallas office of HDR as Manager of Traffic Operations. Paul has over 18 years of traffic engineering experience in both the public and private sector. Paul has most recently worked as Director of Transportation Operations with the City of Garland, where he created, planned and implemented the City's Intelligent Transportation System

including a traffic signal and video camera system (ATMS) and a fiber communications system; and was responsible for special event planning/management, traffic signal timing, and flashing yellow arrow implementation. Paul also worked on multi-departmental projects such as the first automated red light enforcement system in Texas and leading several departments to develop a citywide fiber optic system. As a consultant, Paul has worked on traffic impact studies, signal system studies and the Dallas Area Rapid Transit Light Rail Transit starter system.

Michael Wobken, P.E., PTOE, has joined DKS Associates to launch their Dallas area office.

Glenn Grayson, TexITE Affiliate (but still a Texan at heart), reports that he has rejoined the public sector in Las Vegas. After 10+ years with Iteris (formerly Meyer, Mohaddes Associates), Glenn is now the Director of FAST, the integrated freeway & arterial traffic management system/agency serving the Las Vegas valley.

Klotz Associates, Inc. welcomes Mike

(Continued on page 11)

People News *(continued from page 10)*

Strech, P.E. as Director of Toll Roads and **David C. Balmos**, P.E. as Manager of Transportation Planning for the consulting engineering firm. Strech brings extensive experience in toll road design and operation to the Klotz Associates team. Balmos brings 14 years of experience in project management for transportation programs ranging from Houston METRO's \$300 million initial light rail transit system to the Galveston Trolley

Extension.

Dustin W. Qualls, PE, PTOE, is named the 2008 Young Engineer of the Year for the Greater Houston Section of the Institute of Transportation Engineers. Mr. Qualls is a Principal Associate with Traffic Engineers, Inc. He also serves as the webmaster for the Greater Houston Section of ITE.



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ITE also offers a series of courses called the Refresher Course Suites for Professional Traffic Operations Engineer (PTOE) and Traffic Operations Specialist (TOPS) examinations. Purchase the entire suite or just the one seminar that you need to prepare for the exam.

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To submit an article or a news item for future newsletter publications, please send information to Praveen Pasumarthy at vpasumarthy@wilbursmith.com or contact him at 713-785-0080 ext. 23

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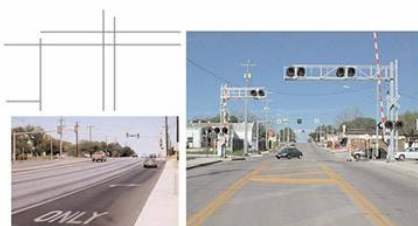
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