How Can OTEA Better Serve All of Its Members?

By: David Riesland, P.E.

As a traffic and transportation professional, I have a number of publications and reference materials on my bookshelf. Some of these are textbooks that I used in school while others are more standard references that tend to get used more often. Two specific agencies are responsible for publication of key references which are consulted nearly every day by traffic professionals. These include the Transportation Research Board (TRB) and the Institute of Transportation Engineers (ITE). TRB is the publishing agency for the Highway Capacity Manual. Meanwhile, ITE is the publishing agency for Trip Generation and other heavily used references.

As a member of OTEA, our members have the opportunity to take advantage of membership in larger organizations such as MOVITE (the section of ITE to which OTEA is a member chapter) and ITE. Benefits of membership in ITE include, among other things, an opportunity to interact with more than 17,000 transportation professionals worldwide. In addition, ITE offers benefits to its members in the areas of Resources, Professional Development, Networking, Leadership, and Discounts. Resources include such things as the ITE Journal, the ITE Bookstore, the ITE Community, and the ITE Employment Center. Professional development opportunities include multiple training opportunities as well as conferences to earn either continuing education units or professional development hours. Networking opportunities are available through the ITE Community, conferences, and Special Interest Councils. A number of Leadership opportunities are available through Special Interest Councils, volunteer opportunities, and mentorship opportunities with Student Chapters. Finally, ITE offers its members discounts on publications and meeting registration costs as well as through the Membership Advantage Program. Information on all of these programs is

Continues on Page No. 15
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losing their balance on a bus and fear being victimized. Arizona professor Sandra Rosenbloom, an authority on the transportation implications of trends such as an aging population, said. By the time that happens, the physical and mental conditions that made driving untenable are also likely precluding hiking to a bus stop, especially if there’s no bench.

The act of getting on and off a bus can be prohibitive. Many older people — especially those over 80 — don’t move at all,” Rosenbloom said. They may extend the driving careers of some seniors, but they’re certainly not a panacea,” cautioned Dr. Bonnie Dobbs, a gerontology professor at the University of Alberta. She notes that many technologies could distract or confuse older drivers, which could lead to accidents.

Better designed roads may also help. For example, traffic lights could help reduce left turn-related crashes, which make up a disproportionate share of the accidents that kill older drivers. "As people get older and lose the ability to drive, they narrow their circle of friends and their circle of activities, and narrow their vision," Rosenbloom said. "They may extend the driving careers of some seniors, but they’re certainly not a panacea," cautioned Dr. Bonnie Dobbs, a gerontology professor at the University of Alberta. She notes that many technologies could distract or confuse older drivers, which could lead to accidents.

What’s not being addressed is how to keep older Americans mobile after they lose their driving skills, said University of Vienna, Va. She didn’t want to move from her neighborhood, where she has lived for the past 40 years. Night, and she stays off the interstate. She does much of her grocery shopping and other errands early in the morning when parking lots are nearly empty. Rarely does she drive more than a few miles from home.

“I feel it is safer for other people if I stay right in the local area that I know,” said Savarese, a widow and retired estate jewelry dealer. Now, she’s back on the road despite a loss of some of her peripheral vision. To compensate, she said she’s trained herself to turn around to look more than before. She rarely drives at night, and she stays off the interstate. She does much of her grocery shopping and other errands early in the morning when parking lots are nearly empty. Rarely does she drive more than a few miles from home.

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OTEA Wins Outstanding Chapter Award

by Angelo A. Lombardo, P.E.

The Missouri Valley Section of the Institute of Transportation Engineers (MOVITE) awarded the 2013 Outstanding Chapter award to OTEA during the September 18-20, 2013 Fall meeting. President David Riesland attended the meeting and received the award on behalf of OTEA.

The award is offered annually by MOVITE to the Best Chapter whose annual activities are selected as most outstanding based upon guidelines established by MOVITE for this competition. Eight Chapters from six different states competed for the award. All active Chapters of MOVITE and Chapters having petitioned for Charter are eligible. Entries were judged by the Transportation Awards Committee on the Annual Report of Activities submitted by each Chapter.

The annual report of Chapter activities is required of all MOVITE Chapters. These reports were submitted to the Section President on January 15, 2013.

Chapters were judged at the discretion of the Awards Committee by weighing the following criteria:

A. Involvement of Section Members.

B. Regular Meetings and meeting attendance as a percentage of membership.

C. Promotion of membership activities.

D. Involvement with local Student Chapters.

E. Other activities that promote the mission of ITE and MOVITE.

During the presentation of the award, MOVITE President Mark Pohlmann sited OTEA’s “Make a Difference Campaign” and continued commitment to work zone traffic control training as pivotal in the selection of OTEA as the best MOVITE Chapter for 2012-2013, which was unanimous among members of the Awards Committee.
This year OTEA received five applications (all from O.U., students). The applications were reviewed by members of the selection committee headed by Don Russell - Past President.

Recipients for 2013 are:

Mohamed Ali Eliazgi

Mohamed, a native Oklahoman, is the son of ODOT Bridge Division Engineering Manager Mohamed Eliazagi. He is currently a senior and plans to graduate in the spring of 2014.

Dr. Jin-Song Pei describes Mohamed as a dedicated student who has earned his respect because of his academic and professional growth. She writes in her letter of recommendation that “Mohammed’s strong interest and commitment to traffic and transportation engineering are self-evident”.

Mohammed hopes to continue working with ODOT after graduation and wants to specialize in bridge design. He understands that the State of Oklahoma needs a lot of work when it comes to infrastructure, and plans to dedicate a part, if not all of his career, helping the state construct better and safer bridges for the people of Oklahoma.

Ambika Narayan

Ambika, a native of Oklahoma, is the daughter of ODOT Bridge Division Retiree T. R. Narayan. She is currently a junior and expects to graduate in the spring of 2015.

In his recommendation letter, Professor Jerry D. Holmes writes: “I have never known anyone I consider more deserving of this scholarship. Not only is she brilliant, but she is one who has dedicated her life to making the world a better place. She is absolutely amazing.”

She received a bachelors of science degree in environmental design in 1986 and a degree in landscape architecture in 1996, both from the University of Oklahoma. She is currently working towards her third college degree.

In her scholarship application, she writes: “Traveling in the United States and around the world has given me a sense of what good infrastructure design can do to provide a sense of place and identity for a city.” She believes that the transportation user experience is more than concrete, steel and asphalt, and that it needs to consider sustainable construction practices, careful selection of construction materials, color choices, design elements, public art, rest areas, signage and designing with nature in mind.

In 2006, the OTEA Board of Directors approved the establishment of a scholarship program to recognize outstanding Oklahoma civil engineering students. Every year, students from the University of Oklahoma and Oklahoma State University have an opportunity to apply for one of three $1,000 scholarships awarded on an annual basis.
Ambika is a full time student and works in the ODOT Bridge Design squad at the University of Oklahoma.

Andre Guzman-Rocha

Andre, a native of La Paz, Bolivia, is beginning his junior year at the University of Oklahoma and expects to graduate in May of 2015. He has been interested in transportation engineering since his childhood. In his application he writes: “I have always been interested in the traffic area of engineering. I am particularly interested in how engineering techniques are used to achieve safe and efficient movement of commuters and freight haulers on roadways. Since I was child, I was interested in road, bridge and tunnel construction and they all help traffic flow efficiently. It is one of the reasons why I decided to pursue a degree in civil engineering. It will mean very much to me not only to earn a degree and specialization in this area, but also receiving a scholarship for pursuing my dream. Being a traffic engineer is more than an occupation; it means giving to the community your time, planning and best effort to make traffic and commuting more efficient.”

In his letter of recommendation, Dr. Kianoosh Hatami writes: “Andre’s resume speaks highly of him as a talented individual with a wide range of skills and interests. His major GPA at O.U. is 3.7 and he has been involved in different extracurricular activities including sports, student societies and volunteer work.”

Andre is also a competitive tennis player and works as a private tennis instructor in the Oklahoma City area.

Andre is a full time student and works in the ODOT Bridge Design squad at the University of Oklahoma.

Students were recognized during the 2013 Spring meeting banquet. Mohamed, Ambika and Andre attended the meeting and shared a few words of gratitude with those who were in attendance.

Scholarship disbursements were made directly to the University of Oklahoma Bursar’s Office on September 18, 2013.

OTEA will continue its support of outstanding civil engineering students who aspire to make a difference as transportation professional. Applications for next year’s awards will be available in the spring of 2014 and are due to the Secretary-Treasurer by April 1, 2014. If you know a deserving college student attending any of the major universities in the State of Oklahoma who is majoring in civil engineering, please let them know about this opportunity. For additional information, please contract OTEA Past President Faria Emamian.
Thanks to our OTEA Annual Meeting Sponsors

The following companies donated funds and purchased booth space during our annual meeting. Their contributions and continued support help offset the cost of our meeting. It is through this support that we are able to maintain a relatively low annual membership fee and meeting registration cost. Please thank them and consider patronizing their businesses.

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Spring 2013 Meeting Income & Expenses

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2013 OTEA Spring Meeting

2013 Spring Meeting Participants during the Technical Session
A Message from the President

By: David Riesland, P.E.

As we embark on a new year at OTEA, I would very much like to thank our outgoing Board members—Don Russell (past-President), Richard McCubbin (City/County Director), and Joyce Flatt (Contractor/Supplier Director)—for their hard work and dedication to OTEA during the past year. I would also like to extend a heartfelt welcome to our incoming Board members—Ken Phillips (ODOT/OTA/FHWA Director), Jack Stewart (City/County Director), Esther Shaw (Consultant Director), and Jennifer Sheehan (Contractor/Supplier Director). If you see our newest Board members, be sure and congratulate them on their election and thank them for their willingness to serve. We certainly look forward to another excellent year of membership in OTEA.

In May of 2013, we finished another very successful Spring meeting at Quartz Mountain. The weather was certainly very different this year than it was at our last meeting there in 2012. I joked with a number of people about what would be most memorable from this year’s meeting—the technical sessions, the vendor booths, the cookout, the hospitality suite, the golf tournament, or the weather. I think it was nearly unanimous that most would remember the unusual weather. Of course, we need the other things, too, in order to have a successful meeting, and I think we certainly did. The folks at Quartz Mountain treat us exceptionally well when we go there. It makes it very reassuring when we return. They set the bar high and continue to meet it for us.

Over the summer, your current Board will be busy planning the Fall and Spring meetings of OTEA. We will be considering topics and locations for each meeting. Prior to the first meeting of the new Board, I was approached by Wayne Russell (Oklahoma Director to MOVITE) regarding a joint meeting with MOVITE in Oklahoma to coincide with our Spring Meeting. That meeting will likely be in the Tulsa area at MOVITE’s request. Stay tuned for further details concerning both meetings.

I am looking forward to the many events that will be coming up this year. I welcome input from the membership regarding meeting locations and/or topics to be covered at any of our technical sessions. Keep in mind that topics can also address “in the field topics” and don’t necessarily have to be technical. In addition, if you have suggestions for additional avenues for OTEA to explore, please drop me a line anytime at 405-329-0528 or by e-mail at David.Riesland@NormanOK.gov.

Finally, the public awareness campaign (the OTEA Safe Driving Presentation) continues to be of interest to me. I have made a number of presentations over the past couple of years and find each a new and rewarding experience. I encourage any of you who might be interested in being a presenter to contact me. On the other hand, if you have been able to make contact with a school and find that they might be interested in a presentation at their school, please let me know that as well. To date we have been able to reach nearly 3,400 students across the state. I have been able to update the presentation recently with up-to-date collision statistics in order to keep the presentation fresh and current. This includes some brand new information that was not part of the original presentation rolled out by OTEA. We need to keep the momentum that we have in this area moving in a positive direction. If you have a school in mind or desire to present, please let me know.
Some Oklahoman’s are upset because the Oklahoma Highway Safety Office intends to walk away from a federal grant that could provide Tulsa with more than $1/4 million dollars to make streets safer for pedestrians.

Last month, the Oklahoma Highway Safety Office decided not to apply for a federal grant to improve pedestrian safety. The Obama administration offered the grant to cities like Tulsa that were recently ranked as the deadliest cities for pedestrians. Six eligible cities will be selected to share $2 million in federal funding.

The grant is to be used for “education and enforcement” to assist with the development and implementation of a comprehensive pedestrian safety program. State agencies must apply for the grant in partnership with eligible cities in their state.

Garry Thomas, Director of the Oklahoma Highway Safety Office, told Channel 2 News in Tulsa that his agency is too busy dealing with other labor-intensive grant applications, including some aimed at reducing drunk driving in Oklahoma.

"I simply just don’t have the staff to take on this additional grant," said Thomas.

Thomas says, besides, Tulsa’s share of the $2 million would likely total a little less than $100,000 per year. He also believes the initiative would have a fairly low potential of reducing fatalities.

Thomas said his agency’s top priority is to reduce DUI’s because more Oklahomans are killed by drunk drivers than die in pedestrian-related crashes.

The state has until the end of the August to reconsider its decision about the grant. As of August 20, 2013, it has not done so.

According to the Oklahoma Highway Safety Office, ten pedestrians were killed by vehicles in Tulsa in 2011. Another 163 pedestrians were able to walk away after being struck by vehicles.
Section, District and International Meetings

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OTEA 2013 Spring Meeting Sponsors
available on the ITE website. Many of these same benefits are available to OTEA members who become members of ITE and MOVITE.

As an organization, OTEA has something in common with both of these international groups. Like OTEA, both TRB and ITE hold significant annual meetings for their respective memberships. These meetings serve as a time to renew acquaintances as well as a time to learn about new and emerging technologies. We, in OTEA, also have these opportunities at our meetings throughout the year. In preparing for our meetings, the Board of Directors strive to assemble a group of presentations that will appeal to a wide range of audience while at the same time sprinkling in a bit about new technologies. Our affiliation with larger groups, such as MOVITE, allow us opportunities to draw on the experiences of peers in neighboring states as well as our peers around the State of Oklahoma.

During a recent on-line search, I was looking at the conference fliers for the 2012 ITE Annual Meeting and the 2013 TRB Annual Meeting. Both of these groups are large enough that they develop parallel tracks for their members to be able to pick and choose the areas that they might be interested in learning more about. For example, the 2012 ITE Annual Meeting offered presentations in the areas of Transit, Cutting Edge Technologies, Multi-modal Issues, Bicycle Transportation, Safety, and Intersection Design among other groups. Obviously, these sorts of offerings will appeal to a wide range of attendees. Meanwhile, the 2013 TRB Annual Meeting offered sessions in areas such as Aviation, Bridges, Construction, Design, Materials, Operations, and Security. This, too, is an incomplete list of all session groupings. However, this also demonstrates how TRB attempts to appeal to the diversity in its membership.

Within OTEA, our membership numbers may not be as high as the membership numbers of either ITE or TRB, but this does not mean that we don’t have diversity among our membership. Recently, we have been hearing a great deal of discussion during our Board of Director meetings about the benefits of OTEA’s affiliation with organizations such as MOVITE and ITE. Much of this discussion has been centered on the diversity that exists within our own organization. Of course, all members of OTEA work in the traffic industry, but some of us are engineers, some are technicians, some are suppliers, some are contractors and some are planners. To use the diversity in our membership to our advantage, I suggest that we strive to modify the way we think about our technical program. Perhaps, we should think about creating parallel tracks within our presentations. One track could appeal to the engineering members and another track could appeal to our field and operations members. The logistics of such a change will have to be thought through because we will need twice as many speaker and two rooms in the facility hosting our meetings to accommodate the parallel tracks. These, however, are only challenges that the Board can and should be willing to think through for the benefit of all of our members.

We can also use the influence that we have to suggest that MOVITE consider parallel tracks for their future meetings as well. We have joint meetings with MOVITE roughly once every two and a half to three years and OTEA members should be involved with the Local Arrangement Committee planning joint MOVITE/OTEA meetings. By taking advantage of our influence on these meetings, we can assure that the technical program at the joint meetings in Oklahoma will appeal to the majority of our membership without compromising our ability to gain knowledge from our peers in neighboring states. Eventually, the parallel track concept will spread to joint meetings in other MOVITE states helping to make attendance from OTEA members more enjoyable. The joint MOVITE/OTEA meetings also provide us with the opportunity to renew old acquaintances and to make new ones. I encourage all OTEA members to take advantage of the tremendous opportunities that are available as a result of our affiliation with larger groups such as MOVITE and ITE.
OTEA 2013 Spring Meeting Sponsors
OTEA 2013 Spring Meeting Sponsors
The City of Oklahoma City has been awarded a Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation in the amount of $13,591,178 for the initial phase of renovating and converting the historic Santa Fe depot into an intermodal transportation hub.

The TIGER-funded renovation of the Santa Fe depot will include five major components, as highlighted by the U.S. Department of Transportation: rehabilitation of the grand hall and common area, an Amtrak station area for ticketing, baggage and passenger waiting, added streetscape and improved bicycle pedestrian facilities oriented to both Bricktown and downtown, improvements on E.K. Gaylord Boulevard to provide and ensure connectivity among modes and improved public space.

Additionally, the U.S. Department of Transportation highlighted the intermodal hub as a new transportation center and gateway for the Oklahoma City metropolitan area that provides personal transportation choices, enhances the image of public transportation and serves as a catalyst for economic development.

In a MAPS 3 press release Oklahoma City Mayor Mick Cornett said “This is a huge win for the citizens of Oklahoma City, whose support of MAPS 3 led to this critical investment in public transit. This will allow us to continue to enhance our public transportation options, including a better bus system and the streetcar that citizens approved as part of MAPS 3.”

Per the grant application, the roughly $13.6 million provided by the TIGER grant will account for 48% of the overall project cost; the remaining matching funds will be provided locally by the City of Oklahoma City and other partner agencies. The total project cost is expected to be $28,429,872. The project schedule illustrated in the grant application indicates much of the work will be completed in 2015 with the project open in the second quarter of 2016.

Announced the morning of Wednesday, September 5th, the 2013 TIGER discretionary grant program is providing approximately $474 million to 52 projects across 37 states. The TIGER program was launched as part of the American Recovery and Reinvestment Act of 2009 to allow the U.S. Department of Transportation to invest in road, rail, transit and port projects with a significant impact on the nation, a region or a metropolitan area and especially projects that are multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs.

There is a wealth of informational resources regarding the intermodal transportation hub project as well as the TIGER grant; the City of Oklahoma City has a dedicated page that includes the grant application itself, maps, related resources, programs and studies and even the letters of support provided by organizations and policymakers including Senator James Inhofe, Senator Tom Coburn and the Departments of Transportation for Oklahoma, Kansas and Texas. The U.S. Department of Transportation has published fact sheets for all 52 projects.

Finally, it is worth mentioning the City of Oklahoma City’s TIGER grant is one of two Oklahoma projects benefiting from the 2013 TIGER grant program. The Oklahoma Department of Transportation also received $1.8 million for rehabilitation of 15 miles of state-owned freight railroad between Erick and Sayre in rural western Oklahoma.
Would Checking Cellphones After Collisions Truly Help Police?

by: Scott Amundson

Some in law enforcement see legislation that allows police to look through cellphones without warrants as helpful in maximizing investigations, while others argue there are more pressing issues to attend to post-collision.

In New Jersey, a bill introduced to the state Senate on May 20 is still pending -- and perhaps for good reason. Senate Bill (SB) 2783, which would allow police to look through cellphones without warrants, aims to determine whether drivers were texting or talking when a traffic accident occurred should officers have reasonable grounds to believe that may be the case.

But as is expected, the bill has drawn suspicion from the American Civil Liberties Union of New Jersey, which told CNN that the state and federal constitutions "generally require probable cause before authorizing a search, particularly when it comes to areas that contain highly personal information such as cellphones."

Despite privacy concerns, however, there is the matter of driver safety, and cellphone usage has become a major problem for motorists. According to the New Jersey Division of Highway Traffic Safety, 1,840 cellphone-related crashes were reported in 2011.

And the issue isn't limited to the state. (Continue on Page No. 21)
Would Checking Cellphones After Collisions Truly Help Police?

(Continue from Page No. 20)

"I think it's a national problem," said Robert Van Diest, traffic lieutenant in charge of Traffic and Special Events with the Reno, Nev., Police Department. "We already have laws in place in Nevada that prohibit texting and talking on the phone while driving. Yet we have no problem finding violators when we do our operations to target that specific offense."

Though Van Diest agrees that something must be done about motorists using their phones while driving, he questions whether the proposed legislation would solve this problem.

"Our cellphone regulations in Nevada deter some people," he said. "Others are so tied to technology that they're just going to do what they're going to do. Since the Nevada law to prohibit texting was passed, I've seen people pulled over on the side of the road talking on their phones. I suspect that before, they would have done that while they were driving."

But in California, Sgt. Darren Greene with the California Highway Patrol (CHP) has a differing view; he says he thinks the proposed legislation would, in fact, help police with their work.

"This law would help us do our job by maximizing our abilities to conduct more thorough investigations," Greene said. "In the event of a collision, the law could help us paint a picture of what was occurring before the collision."

But Van Diest also questions the usefulness of checking cellphones after major collisions. "I don't think I'd want to be going through somebody's phone if they were involved in an accident," he said. "Half the time, we're trying to find out who's even at fault."

If it's a 'good' accident, he said, cars may not even be pointing in the direction they were initially headed. "We have more pressing issues, such as preservation of life, preservation of the crime scene, trying to figure out who is at fault, making sure family members are notified and getting them en route if someone is hurt," Van Diest added. "Checking someone's cellphone would be way, way down on our list of priorities. If it came to it, we could probably apply for a warrant right now, and go from there."

As for whether such a law even passing, Van Diest sees the problems with the constitutionality of the proposed legislation, and isn't sure such a thing would survive a Supreme Court challenge -- a process the bill would likely go through.

"Cellphones are mini computers; you can store so much information in them," he said, adding that law enforcement can't simply enter someone's home and check their computer. "I just don't know whether the Supreme Court is going to allow officers to start looking through cellphones. If they do, it's going to be on a very limited basis. You might be able to look at the most recent call or text, but not all of them. What if you're checking their cellphone after a crash and you find some other criminal activity?"

Should SB 2783 pass, however, Van Diest says it would represent a major shift in the way police officers deal with cellphones.

"Our common practice with looking at cellphones is to get a warrant or consent, or to go off exigency or any other factors that negate getting a warrant to search something," he said. "We don't just go willy-nilly grabbing people's cellphones and looking through them."

Source: Government Technology, July 15, 2013
The City of Edmond held an Open Streets-style event from 2 pm to 4 pm on Sunday, November 3rd to dedicate the installation and opening of their first bike lane at Ayers and University Drive.

The event took place along University Drive which was converted to a car-free, pedestrian- and bike-friendly street for the day. Kick-off was at 2 pm with a ribbon-cutting ceremony that officially opened Edmond’s first bike lane followed by a group ride lead by members of the Edmond City Council and the Edmond Bicycle Committee. A new public art installation, “Love My Bike” by San Diego-based artist Amos Robinson was also unveiled in Gossett Park. Additionally, the event featured bike education and information on Edmond’s trail development, healthy refreshments, music, children’s activities and a bike rodeo. A local bike shop was on hand to offer bike tune-ups for cyclists and families who wished to take advantage of the car-free street.

This special event will include children’s bike handling opportunities led by the Edmond Fire Department; CityLink Bus demo on how to load your bike on the bus; Yoga, Zumba and fitness challenges; children activities at Gossett Park; UCO Outdoor Activity Recreation opportunities, bike handling challenges for adults and more. Healthy refreshments will be available for purchase as well.
My wife, daughter and I recently took a day-trip to the Salt Plains National Wildlife Refuge to dig for selenite crystals. For those who have never been, the Salt Plains National Wildlife Refuge is located in Alfalfa County, Oklahoma, between the towns of Jet and Cherokee. We took a day in April for this adventure. The Salt Plains are open for crystal digging between April 1 and October 15. My daughter is enrolled in Norman Public Schools. She had a day off from school for a teacher in-service day and I had some annual time accrued that I would lose if not used by the end of the current fiscal year. So, it seemed like a great time for a little drive. We had one of our daughter’s friends from school spend the night at our house the night before our trip and she accompanied us. The trip from Norman took roughly three hours. We drove through rain on the way there and on the way back, but we caught a good break with the weather while we were there.

I could not help but think, while we were walking from our vehicle to the dig area that the Salt Plains National Wildlife Refuge does not look anything like the rest of Oklahoma. It had the look and feel of being at the ocean. It was pretty amazing in a landlocked state like Oklahoma. For those who may not know, selenite is the crystalized form of the common mineral gypsum. The crystals form a short distance below the surface of the salt encrusted surface. Iron oxide in the soil gives the crystal the chocolate brown hourglass shape in the center. See the photograph for some examples of the crystals we took home.

The pathway between the parking area and the dig area was used by both vehicles and pedestrian. It was a multi-modal path of sorts. As the ground was somewhat soft from the recent rain, we opted not to drive our vehicle in this area and risk getting it stuck. As we were leaving the dig area and walking back to our vehicle before the next round of rain arrived, we noticed a sign along the path between the parking area and the dig area. We could not help but take a picture of the sign. At first, we thought it was just an unusual sign. Then, as I thought more about it, I could help but think that this could be the first instance of a changeable message sign in the State of Oklahoma. We never did see the next line, though. What do you think?

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**Oklahoma’s First Changeable Message Sign?**

by: David Riesland, P.E.
Steven D. Hofener received the Burton W. Marsh Distinguished Service Award at the Institute of Transportation Engineers (ITE) 2013 Annual Meeting and Exhibit, held August 4-7, in Boston, MA, USA.

Steve continues to serve as a leader, a dedicated professional, a mentor, and a friend to many. His service to his chosen profession is exemplary and has included serving as International President (2004), Director on the International Board of Direction (2000-2002), Chair of the Consultants Council, and Chair of the Transportation Professional Certification Board Inc. (TPCB), (2007-2012).

Steve is a model for leading with modesty and sincere dedication to the advancement of the profession. Steve’s calming demeanor as a soft-spoken individual has helped to spark dialogs without having the participant’s views skewed by personal perspective. He avoids the spotlight and does not seek accolades but contributes in order to advance the profession in a meaningful way. He continues to support ITE at the local, regional, and international levels—his sage advice and mentoring is apparent to all. His contribution to the TPCB is another example of his “giving back” to the profession. The legacy that he brings to ITE is certainly unique with three generations of his family choosing traffic engineering as a profession. Steve has served the public sector and built a successful private practice.

The Burton W. Marsh Distinguished Service Award recognizes an individual who has contributed to the advancement of the Institute of Transportation Engineers (ITE) over a period of years in an outstanding fashion. Burton W. Marsh was “Mr. ITE.” He was a founder, past president, and former executive secretary of ITE.

For more than 57 years, Burt was one of the most active ITE members. He provided sage and friendly counsel and always was willing to pitch in and do more than his fair share. He was a pioneer in urban traffic engineering and recognized early on the importance of traffic safety programs that incorporate the driver, vehicle, and roadway elements.

This year’s Marsh winner is Steve Hofener. In accepting the award, Steve “encourages transportation professionals to work together and volunteer, believing that “together we can make a difference.”

Steve shared the following thoughts about the award in an article published in the 2013 Edition of the ITE Journal. He wrote:

IT IS TRULY AN HONOR TO BE awarded the Burton W. Marsh Distinguished Service award for 2013. I consider service to the Institute of Transportation Engineers (ITE) and the profession to be a privilege and a responsibility for all individuals. I did not expect recognition for my service and am humbled by the award. In reflecting on the meaning behind the Marsh Award, I reviewed my history of service to ITE. When I served as president of the ITE International Board in 2004, I ended each monthly article I wrote for ITE Journal with "Together we can make a difference." I truly believe for an organization and profession to thrive, it takes a small amount of work from many people. I can tell you from personal experience that volunteering will benefit you as much as, if not more than, the organization.

The transportation profession offers a significant number of options for developing expertise. Expertise by definition is a narrow focus in a particular discipline. Inherent with discipline, focus is working in black and white where there is only one logical answer. However, to view the world in color is significantly more pleasing than in black and white. I have learned over the years that no matter his or her background, every individual can contribute to a solution, and the more diversity there is within a team, the better the solution they develop. Be open to listening to all input,
and structure a solution based on that input. Do not constrict yourself to what is in black and white.

There is always resistance to change. A recent example of this is the fear to change to Flashing Yellow Arrows. It is a significant departure from treatments in the past. Think about this next statement before you dismiss it. "Without change, nothing will change." There can never be improvement in what we do without change. Change does not come about with perfection. There has to be failure in experimentation in order for you to arrive at a better solution. Do not be afraid to fail; just make every effort to control the impacts of failure in order to mold a better solution.

Have you heard the saying, "The world is becoming a smaller place?" I have had the opportunity to travel in recent years. It is the single most educational experience of my life. Every country I have visited has something to offer the transportation field. From high-speed passenger rail in China and highly automated highways in Europe, to countdown signals (including green and red) in many countries and pedestrian/vehicular treatments in Korea, there is an abundance of ideas already proven. There is an opportunity to learn from each other regardless of geographic location. You can also further your education through your own travel.

I would encourage you to volunteer every opportunity you get. You will gain from it personally, and the profession will be better for it. Open your ears, eyes, and mind to input from all individuals, and view the world and your environment in color. Embrace change and do not be afraid of failure. Finally, remember that no matter where you are from, we are not but one country. We can learn from peers and deployed technology throughout the world.

STEVEN D. HOFENER, P.E., PTOE, became a member of ITE as a student at Texas A&M University in 1976. He has served on numerous ITE committees throughout the years. He has served as president of the Oklahoma Traffic Engineering Association, and as president of the Missouri Valley Institute of Engineers. Mr. Hofener is a past president of the ITE International Board serving as president in 2004. He recently completed serving as the chair of the Transportation Professional Certification Board Inc. Mr. Hofener was inducted into the Oklahoma State University College of Engineering, Architecture, and Technology Hall of Fame in 2004. Mr. Hofener is an ITE Fellow.
US Traffic Fatalities Fall Sharply
During 1st Half of 2013
Road deaths down 4.2% – reversing upward surge in 2012.
by: Paul A. Eisentein

U.S. traffic deaths fell by 4.2% during the first half of 2013, according to preliminary figures from the National Highway Traffic Safety Administration, reversing an unexpected upward surge the previous year. The federal safety agency still estimated that 15,470 people died in all forms of motor vehicle crashes between January 1 and June 30, though that was down from the 16,150 fatalities reported during the first half of 2012. Some states, such as Ohio, are on track to have their lowest death tolls since record keeping began on a per-mile basis.

Measured in terms of fatalities per 100 million miles traveled, the rate for the first six months of the year dipped to 1.06, down from 1.10 fatalities during the first half of 2012.

There had been some concern that the total fatality count might rise as the economy recovers, a traditional pattern that reflects more Americans taking to the road – particularly during the dangerous rush hour periods. Government and industry officials are studying the surprising reversal to see what has contributed, instead, to the decline in deaths. Among the possible factors various sources cite:

- Improved passive safety systems in vehicles, including better vehicle designs and improved airbags;
- New active technologies, such as electronic stability control which is now required in all new vehicles, and even more advanced collision avoidance systems;
- Crackdowns on drunk and distracted driving.

Whatever the reason, the preliminary report was taken as good news. Highway deaths had been on a sharp decline for nearly a decade before suddenly reversing course in 2012. Last year, 33,780 people were killed on U.S. roads, an increase of 4.4%.

If the current estimate holds, road deaths will have fallen 26% since 2005. But they’ll also have dropped by more than 40% since hitting a peak of 54,589 in 1972. As recently as 1978 more than 50,000 Americans were killed each year in highway crashes. The figure dropped below 40,000 in 2008 – for only the second time — dipping to 37,423.

There are some worrisome exceptions to the downward trend, however. As more and more states have eliminated motorcycles mandatory helmet laws, fatalities have been on the rise. In Michigan, total motorcycle deaths rose 18% in 2012, even though the law was changed only in April. NHTSA has not provided a breakout of motorcycle deaths for the first half of 2013.

Even the latest overall highway fatality numbers concern safety advocates. But new technologies could help bring the numbers down even faster, proponents contend.

“We have a clear vision of accident-free driving,” Steffen Likenbach, director of emerging technologies Continental, a major supplier of automotive safety equipment, told TheDetroitBureau.com recently.

A number of automakers, including Nissan and Volvo, have set goals of eliminating all highway deaths in their vehicles, though when that would become practical remains to be seen.

Source: The Detroit Bureau, October 31, 2013

Experts credit better safety technology for at least some of the reduction in highway fatalities.
Communities in 46 states, as well as the District of Columbia, have been named to the League of American Bicyclists' 2013 Bicycle Friendly Communities list, showing the increasing demand for alternative transportation options around the country.

Three states (Colorado, California, and Oregon) received platinum status for communities viewed as the most bicycle friendly, while communities in 10 states gained gold status for their receptiveness to bicycle culture. Dozens of other communities in other states gained recognition for their efforts at the silver and bronze level.

The League assesses all 50 states each year. Communities, businesses, and universities are also assessed through a voluntary application process. In response to their submissions, those applicants get feedback and technical assistance from the League on how to make their area more bike friendly. The program sets standards for what advances a bicycling culture and environment, encourages growth at the local and state level, helps communities come up with a plan of action to grow bicycle ridership, and raises expectations for biking communities.

State transportation departments are recognizing the need to consider multimodal transportation options for their communities. "Bicycling plays an important role in Minnesota's multimodal transportation system," said Minnesota Department of Transportation Commissioner Charlie Zelle in a statement. "When MnDOT plans improvements to the state's transportation system, bicycling is an important consideration. These awards recognize communities that are enhancing the contributions bicycling makes to economic, social, health and environmental benefits."

The League promotes bicycling for "fun, fitness, and transportation." The group works through advocacy and education to make communities more bike friendly, representing the nation's 57 million bicyclists and its 300,000 members and affiliates.

The League's full list of 2013 bike friendly communities includes 282 cities and counties in the U.S. Only three communities in Oklahoma made the list: Norman, Stillwater and Tulsa.
Pedestrian Fatality Facts:

- Pedestrians account for 12% of all traffic fatalities.
- Over three-quarters (78%) of all pedestrian fatalities occur at non-intersections, and over half (54%) of these are on roads without crosswalks.
- Of the pedestrian fatalities at intersections, over 40% are at intersections with no marked crosswalk.
- About 30% of all pedestrian fatalities are related to improper crossing of the roadway or intersection.
- In 47% of the pedestrian-fatal single-vehicle accidents, alcohol was involved for either the driver or the pedestrian.

Will marking crosswalks save lives?

In considering how to provide safer crossings for pedestrians, the question should NOT simply be: "Should there be a marked crosswalk or not?" Instead, the question should be: "What are the most effective measures that can be used to help pedestrians safely cross the street?" Providing marked (painted) crosswalks is only one of the many measures that may be used at a pedestrian crossing to improve safety. Appropriate measures will depend on site conditions.

Crosswalk Controversy

There is considerable controversy in the U.S. over whether providing marked crosswalks will increase or decrease pedestrian safety at crossing locations not controlled by a traffic signal or stop sign. Public opinion generally holds that a marked crosswalk is a tool that works to enhance pedestrian mobility and safety. Markings are viewed as proof that pedestrians have a legitimate right to share the roadway. However, by legal definition, crosswalks may exist whether they are marked or not. Crosswalks, legally are defined as existing at all public street intersections, marked or unmarked; marked crosswalks are only required at mid-block locations. People tend to "feel" safer crossing in a crosswalk; many assume that drivers will be able to see the crosswalk markings equally as well as pedestrians, making it safer to cross between the lines.

When citizens request the installation of marked crosswalks, some engineers and planners still refer to the 1972 study by Bruce Herms as justification for not installing marked crosswalks at uncontrolled locations. Herms' study found an increased incidence of pedestrian collisions in marked crosswalks, compared to unmarked crosswalks, at 400 uncontrolled intersections in San Diego, California. Questions have been raised about the validity of that study, and the study results have sometimes been misquoted or misused. The study did NOT conclude that all marked crosswalks are "unsafe." Other studies have tried, un-conclusively, to address this same issue since the Herms study, however disagreement and confusion remain.

New Findings On Crosswalk Markings

A recent, landmark study undertaken by the University of North Carolina at Chapel Hill for the Federal Highway Administration (FHWA), yields fresh results about crosswalks and pedestrian safety at uncontrolled intersections. This study is based on 5 years of pedestrian accident data at 1,000 marked crosswalks and 1,000 matched, unmarked crossing sites. All of the sites were uncontrolled (had no traffic signal or stop sign on the approaches).

According to this study, under no condition did the presence of a marked crosswalk alone at an uncontrolled location result in a significantly lower pedestrian accident rate when compared to the pedestrian accident rate of an
unmarked crosswalk. Furthermore, on multi-lane roads with traffic volumes greater than 12,000 vehicles per day, having a marked crosswalk alone (without other substantial improvements) was actually associated with a higher pedestrian accident rate when compared with an unmarked crosswalk. Therefore, the addition of a marked crosswalk alone, with no engineering, enforcement, or education enhancement, did not reduce pedestrian accidents for any of the conditions included in the study. The type of crosswalk marking (e.g. parallel lines, solid bar, zebra or ladder striped) and the condition of the crosswalk marking (e.g. excellent, good, fair or poor) had no significant effect on pedestrian accident rates.

In addition to crosswalk markings, this study also found several other factors were associated with pedestrian accidents. Traffic and roadway factors such as higher pedestrian volumes, higher traffic volumes (ADT), and greater number of traffic lanes were related to a higher frequency of pedestrian accidents. Surprisingly, after controlling for other factors, speed limit was not significantly related to pedestrian accident frequency. One possible explanation for this is that pedestrians may be more careful when crossing streets with higher speeds, avoiding short gaps between oncoming vehicles. However, as expected, higher speeds were associated with greater severity of injury to the pedestrian.

Installation of marked crosswalks at uncontrolled pedestrian crossing locations should not be regarded as a magic cure for pedestrian safety problems. However, marked crosswalks should also not be considered as a negative measure that will increase pedestrian accidents in all cases. Marked crosswalks are appropriate at some locations to help channel pedestrians to preferred crossing locations, but in many cases should be accompanied by other improvements. The guidelines presented in Table 1 are those provided in the FHWA study.

Examples Of Measures To Help Pedestrians Cross Safely

A variety of pedestrian facilities have been found to improve pedestrian safety and/or ability to cross the street under various conditions. Considerations must always include pedestrians with disabilities, and enhancements must always conform to ADA requirements. Some examples for use at uncontrolled and/or signalized intersections include:

- Provide a median. Raised medians and crossing islands can improve pedestrian safety by giving pedestrians refuge when crossing multi-lane roads. Raised medians may provide aesthetic improvement and may control access to prevent unsafe turns out of driveways, as well. Refuse islands should be at least 4’ wide and of adequate length for pedestrian storage while waiting for gaps. Landscaping should be designed and maintained to provide good visibility between pedestrians and approaching motorists from both directions.

- Install signals. On some high volume or multi-lane roads, traffic and pedestrian signals may be necessary. Audible signals assist the visually impaired. Countdown displays provide information to the pedestrian regarding the amount of time remaining to safely cross the street, which may help pedestrians make better decisions about when to enter, or not enter, the crosswalk. Review the MUTCD pedestrian signal warrant.

- Reduce street crossing distance. Curb extensions at intersections or mid-block locations reduce the effective street crossing distance for pedestrians.

- Utilize traffic calming techniques. Raised crosswalks can control vehicle speeds on local streets and at pedestrian crossings.
Crosswalk Markings - For Better Or Worse?

Continues from Page No. 29

◦ Provide adequate nighttime lighting. Adequate nighttime lighting is particularly important near schools, churches, and community centers with nighttime pedestrian activity.

◦ Construct a grade separated crossing or pedestrian only street. Pedestrian bridges are very expensive and would only be considered in extreme situations, such as where pedestrian crossings are essential (e.g. school children crossing a highway), street crossing at-grade is not feasible for pedestrians, and no other measures are considered appropriate.

◦ Supplement crossing with pedestrian warning signs. Warning signs, flashers, and other traffic control devices can be used at unusually hazardous locations or in places where pedestrian crossing activity is not readily apparent.

◦ Install railings to direct pedestrians to their right while crossing. Directing pedestrians to the right after crossing the first half of the street increases the likelihood of looking for oncoming vehicles before crossing the second half of the street.

◦ Use more two- and three-lane roads when designing new road networks so fewer multi-lane arterials are required.

◦ Post an advance stop line with warning sign "STOP HERE FOR CROSSWALK."

◦ Eliminate parking across the crosswalk, or so close to the crosswalk that sight distance and visibility are impaired.

◦ Employ remote sensing technologies. Microwave or infrared detectors can be used to sense pedestrians waiting to cross, replacing or augmenting the standard push button used to activate the pedestrian call feature. Or, remote sensing can be used to detect pedestrians in the crosswalk and extend the clearance interval as necessary.

◦ Install in-pavement lighting to alert motorists to the presence of a pedestrian crossing or preparing to cross the street. Lighting can be activated for a fixed time interval, only when the signal displays "WALK", or combined with ITS technology to be activated only when a pedestrian is in the crosswalk.

◦ Adopt a transmitter/receiver system at signalized intersections. Infrared or LED transmitters located at the ped-head can transmit a speech message to hand-held receivers to assist the visually impaired. Audible messages may identify the location and direction of travel of the pedestrian, give the name of the street to be crossed, and provide real-time information when it’s safe for the pedestrian to cross.

References

Contact the Institute of Transportation Studies Library for these documents and other related items.


Continues on Page No. 31


**Suggested Coursework**

Learn more about safe pedestrian facilities at one of our training courses.

- **TE-20 Designing Safe, Accessible Pedestrian Facilities.** Coming Spring 2004
- **PL-04 Traffic Calming: Strategies that Work.**
- **TE-11 Access Management and Site Design.**
- **Good Practices for Improving Safety at Intersection Locations.**

Continues on Page No. 32
These guidelines include intersection and mid-block locations with no traffic signals or stop sign on the approach to the crossing. These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.

Marked crosswalks alone are not recommended, since pedestrian crash risk may be increased with marked crosswalks. Consider using other treatments, such as traffic signals with pedestrian signals to improve crossing safety for pedestrians.

The raised median or crossing island must be at least 4 ft wide and 6 ft long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and AASHTO guidelines.

Table 1.
Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations.*

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* These guidelines include intersection and mid-block locations with no traffic signals or stop sign on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations which could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, substantial volumes of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossings safer, nor necessarily result in more vehicles stopping for pedestrians. Whether marked crosswalks are installed, it is important to consider other pedestrian facility enhancements, as needed, to improve the safety of the crossing (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic calming measures, curb extensions). These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.

Candidate sites for marked crosswalks. Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to show whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volumes, vehicle speeds, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

Marked crosswalks alone are not recommended, since pedestrian crash risk may be increased with marked crosswalks. Consider using other treatments, such as traffic signals with pedestrian signals to improve crossing safety for pedestrians.

Source: University of California Berkeley - Institute of Transportation Studies - Technology Transfer, Spring 2013
University Transportation Centers help solve Nation’s Transportation Challenges

by: Greg Winfree

The innovations that we need to advance America's transportation system require research --research in new technologies, new materials, and new methods. And DOT is proud to work with educators, students, and researchers across the country to support our nation’s transportation goals.

Over the last 25 years, DOT has supported the crucial work done by students and faculty at America's research institutions through the University Transportation Centers (UTC) program. And yesterday, the Research and Innovative Technology Administration (RITA) announced approximately $63 million in grants to 33 UTCs to advance research and education programs addressing critical transportation challenges facing our nation, from environmental sustainability to safety.

UTC institutions conduct research that directly supports DOT's priorities to promote the safe, efficient, and environmentally sound movement of goods and people. They also work with regional, state, local, and tribal transportation agencies to help find solutions to the challenges affecting their communities. And they are key to our ability to ensure a robust pipeline of professionals to replace the wave of retirements anticipated in the transportation industry over the next ten years.

This year, RITA received 142 applications, demonstrating the continued popularity of the program.

Five national UTCs will receive $2.8 million each to address national transportation issues in line with DOT’s key strategic goals; eight regional UTCs focused on regional transportation needs received awards of $2.59 million each; and twenty additional UTCs received awards of $1.4 million each.

**Oklahoma Transportation Center receives $2,592,500 for research.**

The OkTC is a multi-disciplinary coalition of Oklahoma State University (OSU), the University of Oklahoma (OU), and Langston University (LU). It serves as a resource for solving critical transportation problems in the State and our nation in a cooperative manner. Founded in 2001, the OkTC has over 30 "founding partners" including the Oklahoma Department of Transportation (ODOT), Oklahoma Turnpike Authority (OTA), private companies and associations representing all transportation modes. The OkTC is designated as one of ten National University Transportation Centers.
OKLAHOMA BIKE SUMMIT
January 17 & 18, 2014 at the
Oklahoma Jazz Hall of Fame

Friday, January 17
Bicycle Facility Design Workshop
A hands-on workshop for professional transportation engineers, city traffic planners, architects, and anyone who is involved with redesigning the urban landscape on a human scale.
Planning professionals can receive 8 CM credits from the American Institute of Certified Planners when they attend.

Friday Evening, January 17
Reception at the Jazz Hall Of Fame
Mingle with our speakers in a relaxed environment. Proceeds will benefit the Oklahoma Bike Summit, education, and safety projects.

Saturday, January 18
The day’s events for all bicyclists will focus on bicycle tourism and its economic benefit for Oklahoma.
Bicyclists will learn about the development process to request, plan, and construct bicycle facilities. Sessions will cover bicyclists rights, safety and education, and advocacy for more bicycle access for all demographics.

The Expo
New to the Oklahoma Bike Summit will be The Expo where groups, clubs, businesses, cities, and others can show their stuff in support of bicycling.

Tentative Speaker List
(Subject to change):

- Michael Moule, PE, TE, PTOE
  Nelson/Nygard Consulting Associates
- Anne Lusk, Ph.D.
  Harvard School of Public Health
- Steve Magas (The Bike Lawyer)
  The Magas Firm
- Preston Tyree
  cycleSMARTer, Active Transportation
- Andy Clarke, President
  League of American Bicyclists
- TJ Juskiewicz, Director
  RAGBRAI
- Joy Hancock, Director
  Freewheel
- Virginia Sullivan, Director of Travel Initiatives
  Adventure Cycling Association
- Jerry Norquist, Executive Director
  Cycle Oregon

Oklahoma Bike Summit
P.O. Box 2614
Stillwater, OK 74076-2614
www.okbikesummit.org

The Oklahoma Bike Summit is a 501(c)3 non-profit corporation.
Member News

In Memory of Larry B. Hall

Larry Beaumont Hall, retired ODOT Assistant Traffic Engineering Division Manager and long time OTEA member, passed away May 23, 2013 in Shawnee, at the age of 67. He was born November 9, 1945, in Shawnee to Louis Berlin and Rachel (Bradbury) Hall. He was raised in Shawnee and graduated from Shawnee High School. After graduation he attended college at Oklahoma State University. He served in the Army Reserve during the Vietnam Conflict. He married Sharon Rowston in 1972 and they have celebrated 41 years of marriage. He retired from the Oklahoma Department of Transportation as a Highway Traffic Engineer after 30 years. After retirement, Larry owned and operated “Rock Island Crossing” model train store. He was an active member of the Shawnee Composite Lodge #107 and the Shriner's having obtained 32nd Degree status of the Scottish Rite of Freemasonry. Larry was preceded in death by his father L.B. Hall, his grandparents, and one granddaughter. He is survived by his wife; Sharon Hall of the home, his son; Steven Hall and wife Gina, his daughter; Amanda Shelton and husband Garrett, six grandchildren, one great-grandchild, his mother; Rachel Hall, his brother; Louis Hall and wife Cindy, two aunts, one uncle and numerous cousins and friends. May he rest in peace.

Mark Brown joins Magellan Midstream Partners

After 13 years as Tulsa's Traffic Operations Engineer, Mark Brown accepts a position with Magellan Midstream Partners as their new Asset Integrity Engineer. The move represents a significant career change for Mark. We wish Mark great success in his new job and thanks him for many years of faithful service to the profession and the organization, including serving as President of OTEA in 2008.

Condolences to Ken Dedering

Our condolences go out to Kenneth Dedering, long-time ODOT employee, and his family on the loss of his wife. Leticia Dedering passed away September 19th after a long battle with cancer. Please keep Ken and his family in your thoughts and prayers.

Larry during his retirement party at ODOT in 1993
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