Over the last six months, President Esther Shaw-Smith and the rest of the Board of Directors have been assessing how the reorganization of the Institute of Transportation Engineers (ITE) is going to affect our relationship with the Oklahoma Traffic Engineering Association (OTEA).

In this issue of the OTEField, you will find two different opinions on the value of this relationship. The pros are articulated in an opinion piece by Michael Hofener (see Page No. 7) while the cons are summarized in a second opinion from Don Russell (see Page No. 15).

Ultimately, the entire membership will need to vote to decide how we move forward.

As we ponder this decision, I thought it would be good to revisit our history as an organization; a history that had us running a successful organization independent of ITE for 38 years.

OTEA had its beginnings at Oklahoma State University in 1961. At that time a group of traffic professionals formed a committee known as the Oklahoma Traffic Engineering Advisory Committee (OTEAC) to advise a branch of OSU, the Southwest Center for Safety on speakers and topics for an annual safety conference. The first annual conference was held in January 1962. The committee met in the fall of each year to

(Continues on Page No. 5)
Spring may have finally sprung here in Oklahoma. The days are finally getting warmer and longer. I want to thank everyone for the terrific year I’ve had serving as your President. We have a great Spring Meeting planned May 1-3, 2019 at the Ardmore Convention Center. I hope everyone can make it out to golf at the lovely Dornick Hills Country Club on Wednesday, and then stay for the technical conference Thursday and Friday. We have a wonderful slate of speakers lined up to discuss Connected and Autonomous Vehicles, Copper Theft Prevention, OneITE Initiative, Bus Rapid Transit in Tulsa, BikeWalkOKC Master Plan, OTA Driving Forward update, Distracted Driving Countermeasures, along with vendor presentations on Roadway Safety and Traffic Hardware. We are planning some line dancing and boot scooting for our Thursday night banquet so get ready to YEE HAW!

Please keep in mind that the Board is open to any feedback you may have regarding the OneITE Initiative. As a reminder, the goal of ONE ITE is to enhance the membership experience, increase consistency, better meet member expectations, attract new members, and effectively support leaders, volunteers, and members across all levels of ITE. ITE adopted a new 2018-2020 Strategic Plan with the objective to maximize and provide a consistent ITE membership experience, regardless of geographic location. The strategic plan includes an effort to realign the Midwest and Great Lakes Districts and MOVITE Section into a “new Great Lakes District” and Missouri Valley District. This will elevate MOVITE to a District rather than a Section. The transition is set to occur January 2020.

As always, I appreciate your support and effort in continuing to make OTEA such a wonderful organization. The Board is always seeking volunteers to serve as board directors, so if you are interested please let us know. Be sure to visit and thank the vendors at the Spring Meeting. It is because of their support that we are able to keep registration costs affordable.

It has been a privilege to serve as your President and I look forward to working with the incoming President and Board as they lead us this coming year.

Sincerely,

Esther M. Shaw-Smith, PE, PTOE

2018-2019 OTEA Board President
assist in putting together the traffic engineering portion of the program.

The third meeting of OTEAC occurred on January 14, 1964 to plan for the Fourth Annual Traffic Control Conference. Committee members in attendance included Bill Thomas, Lee Knight, Keith English, Tom Hicks, Hal Hofener, Ken Long, and others. Tom Hicks was the chair.

The sixth meeting of the committee was held September 22, 1965 again chaired by Tom Hicks. Committee members present included Keith English, Lee Knight, Guy Stanton, Lt. Elmo Lyman, George Morgan, Hal Hofener, Tom Hicks, Pete Lombard, & Ken Long. These men can be considered the founding fathers and charter members of OTEA. At the meeting a Constitution and Bylaws were drafted for the Oklahoma Traffic Engineering Association (OTEA). The organization was to be an association of traffic professions and technicians statewide. The purpose of the

association was to disseminate current information, educate, and to hold technical meetings.

On Friday, February 3, 1967 at the end of the Annual Safety Conference at OSU, the first meeting of OTEA was held. The meeting started at 11 a.m. and adjourned at 12 p.m.. Lee Knight served as the acting President. The meeting was held in the Circus room of the OSU Student Union. There were 60 members present. The Constitution and Bylaws were approved and the first officers elected. Elected was Lee Knight, President, Hal Hofener, Member, George Morgan and Buford Watson as Associate Members. Sometime in 1967, Hal Hofener’s position title was changed from Member to Vice President. George Morgan’s title was change from Associate Member to Treasurer.

(Continues on Page 18)

2018 Fall Meeting Finances

By: Angelo A. Lombardo, PE.

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<th>Income &amp; Expenses</th>
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Place Your Ad Here for $100
The Oklahoma Traffic Engineering Association (OTEA), now in its 53rd year, has been the premier transportation organization in the State of Oklahoma. The association has brought together professionals in the transportation industry in Oklahoma that have the common goals of networking, information sharing, member education and student support. OTEA was founded in 1966 and operated as a standalone organization within the State of Oklahoma until 2006 when OTEA became a chapter of the Institute of Transportation Engineers (ITE).

OTEA becoming a chapter of ITE was a natural fit. ITE and OTEA both have strong histories of advancing the transportation industry. The similarities between the two can be seen in the stated purposes of each. ITE is “an international association of transportation professionals who work to improve mobility and safety for all transportation system users and help build smart and livable communities.” OTEA is an organization of transportation professionals with goals “to achieve safer and more efficient transportation on the streets and highways of Oklahoma through the use of traffic engineering principles in the planning, design and operation of all traffic facilities.” It is clear that the goals of both organizations are closely aligned. Further, one of ITE’s points of focus is to “improve mobility and safety for all transportation system users” while one of OTEA’s points of focus is “to achieve safer and more efficient transportation on the streets and highways of Oklahoma.” While ITE’s statement is directed at a higher, overarching level, OTEA’s statement is directed more at the local, state level.

In 2018, ITE’s Executive Board charted a new strategic direction. As part of this direction the board identified three key strategic opportunity areas: membership, technical knowledge, and institutional sustainability. This resulted in a detailed look at ITE’s structure and operations. Particularly, an analysis of the organization of the Districts, Sections, and Chapters and the governance of each. Consistency within the organizational structure benefits both membership opportunity and institutional sustainability. ITE determined that due to such wide variety of membership numbers among the Chapters and Sections, there is also great variance in the governance at these levels. This has an effect on sustainability and membership experience. Each of these levels must be better aligned under the ITE International organization. This reorganization focus has been termed as the ONE ITE initiative.

To better understand the purpose behind the ONE ITE initiative, it is important to understand the current structure of ITE. ITE currently consists of 10 Districts, 62 Sections, and 30 Chapters. The ONE ITE initiative has illuminated the fact that many chapters function like Sections and some of the Sections function like Districts. Districts within ITE are defined by geographic areas that give “due regard to equality of representation, mutuality of interests and facility of travel” for members within a particular geographic area. Ideally, the number of members within each district should be approximately equal. Sections and Chapters are further defined subregions of Districts.

Through recent reviews conducted as a result of the ONE ITE initiative, it has been determined that some of the Districts and Sections within ITE have become somewhat imbalanced by membership numbers and the District, Section, and Chapter roles have shifted as a result. The ONE ITE initiative aims to realign these imbalances to better serve the members.

Where does OTEA fall within the ITE structure? The OTEA chapter of ITE is located within the Missouri Valley Section of ITE (MOVITE). MOVITE is located within the Midwestern District. The Midwestern District consists of the MOVITE Section, the Illinois Section, the North Central Section, and the Wisconsin Section. For more information on the Districts, Sections and Chapters of ITE please refer to www.ite.org. The ONE ITE initiative has identified that MOVITE, due to its membership and its operation, functions more like a District of ITE. As such, it was proposed MOVITE become its own District. This was agreed upon by MOVITE in 2018 and steps have been taken to make this transition. A part of this transition is to analyze each of MOVITE’s current Chapters to determine if they should become Sections or remain Chapters. Currently the goal is that most current Chapters within MOVITE will become their own Sections. This works out well for OTEA since the boundaries as stated in the current Charter and By Laws are the State of Oklahoma. ITE and MOVITE are thus proposing that OTEA become a Section.

Also, as part of ITE’s new strategic direction the membership requirements of the Institute have been reviewed. It was decided that it would be to the Institute’s benefit to be more inclusive. Let’s explore the membership requirements of both organizations and how the new membership requirements will impact OTEA members.

(Continues on Page No. 10)
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pelco

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In the traffic industry, products are constantly being designed to withstand the elements. Galvanic corrosion in coastal areas, freezing temperatures in norther states, extreme high temperatures and UV exposure in southern states, and wind force: a factor all across the US.

When an engineer designs an intersection, a full analysis will be performed to determine the loads and stresses that the mast arm, pole, and mounting hardware will have to endure. The higher the loads, the larger, heavier, and more expensive the components become to survive. AASHTO provides four different group loading combinations to determine allowable stress. All of these loading combinations require wind force calculations.

When performing a wind force calculation, drag coefficient and area are the two variables that contribute to the EPA (effective projected area). As the EPA increases, so does the wind force. Backplates contribute a significant amount to the overall EPA of a mast arm and pole assemblies. The wind force also puts stresses on backplate mounting hardware resulting in frequent tear out and fracture. In order to reduce the overall stresses on the components and complete assembly, the EPA of backplates must be decreased through design.

The most popular backplate design to attempt this would be the louvered backplate. It can be inferred that the design intent is to see a reduction in wind force from the reduction in area resulting from the louvers; however, there are a few issues with the louvered backplates. Lack of consistency between manufacturers for size, shape, and amount of louvers, along with limited documentation make it hard to understand the true benefit of louvers. When looking at the projected area of a sample louvered backplate compared to a non-louvered backplate of the same dimensions, the reduction in projected area could be as low as 3%. The percentage reduction in projected area as an assembly with a 3 section signal filling the inside is less than 1.5%.

Analytically, it can be argued that there is negligible difference between louvered and non-louvered signal assemblies.

Curved backplates have also been produced. This product aims to reduce wind force by lowering its drag coefficient by having a more “generally rounded” shape. This product does accomplish this; however, only when the wind is coming from a set direction.

Backplates will continue to be used in traffic signal assemblies. Although the induced wind force cannot be entirely avoided, attempts can be made to continuously improve backplate designs. Louvered backplates offer reduced area; however, it may not be enough to be effective. The drag coefficient of curved backplates is lowered, but only in one direction. Both of these products serve as a gateway to possibilities for improvement and encourage innovation to continue in this field. A solution will have to encompass a decreased EPA by reducing the drag coefficient and the area and maintain its advantage in wind from any direction.

Source: Pelco Products, Inc.
Traditionally, membership in ITE required that members be “in the active practice of transportation engineering” and have graduated from “a school of recognized standing.” ITE has recognized that it would be of great benefit to be more inclusive and allow anyone working within the transportation profession the ability to become a member. As a result, the Institute has modified its membership requirements to also include anyone in the “active practice of transportation engineering or in a transportation-related field” and, if not a graduate from a school of recognized standing, “have five years of professional experience in transportation engineering or in a transportation-related field.” As a result these modifications to the membership requirements eliminated the need for the Affiliate Membership title and opened the doors for Affiliate members to become full members.

If OTEA becomes a Section of ITE what is the status of current members that are not ITE members? This has been a long-standing concern between the organizations given the traditionally tight restrictions on ITE membership. Let’s take a look at how the revised membership requirements in ITE will impact OTEA members by first analyzing the OTEA membership.

Currently OTEA has 182 members. Approximately 25% of the members are full members of ITE. OTEA has members that fall within the full spectrum of the transportation industry. This ranges from technicians, to contractors, to public officials, to engineers and planners. The current OTEA membership is stratified as follows:

- 21% Vendor/Supplier
- 5% Contractor
- 24% Private Engineering
- 48% Public Agency
- 1% Academia
- 1% Student

With the new strategic direction adopted by ITE in 2018 allowing more inclusiveness, membership in ITE is now available to all OTEA members. This eliminates the need for the affiliate designation within OTEA and allows the opportunity for all OTEA members to be ITE members. A move for OTEA to become a Section of ITE will not exclude any current OTEA members. In fact, ITE has been collaborative in finding solutions that help the ONE ITE initiative work for OTEA.

What are the benefits to becoming an ITE member? ITE is the organization in the transportation industry that connects those carrying out the duties of the industry to others across the world. The members in the Institute include transportation professionals in academia to technicians in the field and everyone in between. ITE is the hub that provides education, networking, and community within the transportation industry.

We are in a time where the transportation industry is changing rapidly. Technology is providing transportation opportunities never experienced before. Technology such as Connected Vehicles, Autonomous Vehicles, Smart Cities, Transportation and Health, and the capability to document, process and share large quantities of data are reshaping the industry before our eyes. ITE actively keeps up with these new developments on both a nation and global level and keeps its membership up-to-date with changes happening around the industry.

ITE’s annual meetings are the largest meetings of their kind in the industry. The meetings are a place to learn and to connect with others in the transportation industry and more importantly to connect with others who perform the same duties. The meetings are generally held at major metropolitan areas within the United States but have also been held in Canada and Australia in the past. Last year the Annual Meeting was held in Minneapolis, Minnesota and had an attendance of 1,271. The two Annual Meetings previous to the Minneapolis meeting had attendance of 1,383 (Toronto) and 1,227 (Anaheim). This year’s meeting will be held July 21-24 in Austin, Texas. For those members not able to attend, presentations can also be watched online at their own convenience. While watching the presentations online is beneficial, the full value of the meetings is truly realized in the activities outside of the presentations. Activities include organized social outings, organized events promoting friendly competition, or just getting together for dinner with colleagues. These meetings provide great learning and networking opportunities.

ITE serves as the go to organization for transportation related resources. Its robust website serves as the hub. ITE houses a library of information in the form of webcasts, webinars, meeting presentations, reference manuals, and many other technical resources. This is the place to go for any transportation related topic.

An online forum is also housed through the website. The forum is aptly named ITE Community with nearly 10,000 members subscribed. The community has a wide variety of sub forums that are active. Some examples of these sub forums are Advanced Traffic Signal Programming, ATC.
House Subcommittee Targets Design Changes To Improve Roadway Safety

The House of Representatives' Transportation & Infrastructure Subcommittee on Highways and Transit delved into ways to improve roadway safety during a hearing on April 9 and roadway design changes were targeted by members of Congress as well as witnesses as one of several ways to achieve that goal. Yet the need to increase transportation funding loomed over that discussion.

“We need to look at safety from all angles – not just promoting more responsible behavior by road users, but by ensuring that roadway design takes into account all users through smart policies, such as complete streets,” noted Rep. Peter DeFazio, D-Ore., chair of the House T&I Committee, in his written remarks.

Addressing the unique elements of each community, such as pedestrian accessibility, street crossings, and bus and bike lanes, rather than a cookie-cutter approach can have a profound impact on reducing traffic accidents and fatalities,” he added.

But Rep. DeFazio also stressed that “while we invest billions of dollars in research for cancer and other diseases and allocate new resources to combatting the opioid crisis, we have failed to seriously invest in lowering deaths on our nation’s roadways.”

“I am anxious to learn from today’s witnesses … what we can do about reducing roadway fatalities,” said Rep. Eleanor Holmes Norton, D, the at-large-representative for Washington D.C. and chair of the highways and transit subcommittee.

“I would very much like this re-authorization [of the Fixing America’s Surface Transportation or FAST Act] to transform our approach to roadway safety,” she noted. “To get anywhere close to zero deaths, we need to improve how we design our transportation networks, educate the users of those transportation networks, and improve how as how to enforce the proven strategies that aim to save lives but are not doing so.”

Rep. Ross Spano, R-Fla., provided additional opening remarks, noting in his written testimony that many of those “proven strategies” are safety programs administered by the Federal Highway Administration and the National Highway Traffic Safety Administration.

“These programs require states to have a data-driven, performance-based approach to address their unique highway safety challenges,” he said. “The FAST Act expires on September 30, 2020, and as we continue with our re-authorization process, it is important that we gather feedback on how well these programs are working and what other policy and programmatic changes the committee should consider.”

Jennifer Homendy, a member of the National Transportation Safety Board, noted in her written remarks that changing the speed limit guidance within the Manual of Uniform Traffic Control Devices or MUTCD is one potential performance-based safety tactic.

“Speed limits are a critical component of speed management [and the MUTCD] emphasizes that states and localities set speed limits within 5 miles per hour of which 85 percent of vehicles are traveling,” she explained. “The focus on the 85th percentile has led to increasing speed limits across the United States. For...
Pedestrians and E-Scooters are Clashing in the struggle for Sidewalk Space
By: Peter Holley

By the time John Meuleman noticed the Bird scooter on the ground outside the entrance of San Diego’s SDCCU Stadium, he would later tell relatives, it was too late. The 75-year-old was already writhing on the pavement after tripping over the device, his right knee throbbing in pain, he recalled.

Meuleman was taken to a hospital, where X-rays revealed his knee was shattered in four places, according to a copy of the medical report.

Unable to walk during his recovery, the formerly active retiree relocated from his home in Boston to an assisted-living facility in Florida to be closer to family. There, his health rapidly deteriorated, according to his daughter, Robin Miskel. Nearly two months after his accident, Meuleman died days after doctors discovered he had metastatic bone cancer.

Though she doesn’t blame Bird for her father’s death, Miskel said her family is considering suing the company for her father’s injuries, saying its practices “robbed him of a chance of any quality of life for his last weeks on earth.”

She added, “This accident was completely avoidable. . . . What other mode of transportation can you just leave in the middle of the sidewalk with no repercussions?”

Citing rider privacy, a Bird representative said the company does not comment on “specific incidents.”

For months, public officials, doctors and scooter company employees have warned about the dangers associated with riding electric scooters, which have appeared in more than 100 cities worldwide since last year. At the same time, in emergency rooms across the country, trauma doctors have reported an influx of severe injuries among users of the devices that began as soon as they appeared on city streets.

Now, many of these people are beginning to warn about the dangers the devices pose to pedestrians. There are no official numbers illustrating how frequently pedestrians are injured by scooters, but doctors interviewed in five cities say badly injured pedestrians are showing up in trauma centers multiple times a week.

In San Diego — where thousands of e-scooters have flooded the streets — the founder of one neighborhood group told the city council’s public safety committee that his elderly neighbors are afraid to set foot outside, knowing a broken hip can be a debilitating injury requiring surgery. Curt Decker, executive director of the National Disability Rights Network, said the devices are a commuting nightmare for the visually impaired and those who get around via wheelchair.

While able-bodied people can usually maneuver around e-scooters, the elderly and disabled can have a much harder time, said Wally Ghurabi, medical director of the Nethercutt Emergency Center at the UCLA Medical Center in Santa Monica.

“I’ve seen pedestrians injured by scooters with broken hips, multiple bone fractures, broken ribs and joint injuries and soft tissue injuries like lacerations and deep abrasions,” he said, estimating he sees several people injured by e-scooters each week.

Last month, the Centers for Disease Control and Prevention announced plans to study the health risks associated with the devices by analyzing injuries to riders and pedestrians in Austin over two months.

An e-scooter zips along a Washington, D.C., street

People try to activate electric scooters in Washington, D.C (Salwan Georges/The Washington Post)

(Continues on Page No. 17)
Community (contains discussions about ATC Controllers and their operations), County and Local Government Employees and Traffic Impact Fees (contains discussion on application of traffic impact fees), Complete Streets, Autonomous Vehicles, Ethics, Street Lighting, Roundabouts and many more. Within each of these forums are both technical and application based discussions. These discussions range from design to construction and are contributed to by all levels of professionals from all over the world.

Recent statistics show that there is an average of 6 responses on each thread. This translates to an average of 6 replies from members sharing information on any particular issue. As an example, a current thread in the All Member forum is regarding the visibility of raised median noses. There are currently 10 replies from city officials located in California, Florida, Alaska, and Colorado as well as private consultants and professors from Florida and Minnesota. The information being shared includes design details from various agencies, pictures of various installations in the field, and information from research that has been conducted. All this information shared in just 10 replies.

ITE also produces a monthly publication that is sent to all members. The ITE Journal is an award winning, information sharing publication that is written by its members. Each month the Journal includes articles that explore various transportation related topics. It is considered to be one of the leading periodicals in the transportation industry. Its intent is to keep those in the industry abreast of current trends and hot topics.

Membership in ITE is not only rewarding through the connections made with like-minded professionals from across the world but also adds to your expertise by providing limitless resources to assist you in your profession. The Institute is truly trying to maximize the value of the member experience and has created the opportunity for all involved in the transportation industry to be involved. The existing value of membership in ITE is already invaluable and the ONE ITE initiative is proof that it is only going to get better.

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**House Subcommittee Targets Design Changes To Improve Roadway Safety**

Continues from page No. 11

example, in 2012, 35 states had maximum speed limits at or above 70 mph; that increased to 41 states by 2016, with 7 of those states at or above 80 mph.”

She said the NTSB recommends de-emphasizing the 85th percentile approach and instead require consideration of factors which are currently only optional, such as crash history, roadway characteristics, and roadway conditions. The agency also recommends incorporating a “safe systems approach” for urban roads by evaluating pedestrian and bicycle traffic alongside motor vehicle needs.

Jay Bruemmer, vice president of Missouri-based roadway contractor K & G Striping Inc. and chairman of the government relations committee for the American Traffic Safety Services Association, noted in his testimony that while “mitigating driver behavior is a perennial challenge for transportation leaders,” several “cost-effective” roadway infrastructure countermeasures – such as wrong-way driver detection systems, high friction surface treatments, new work zone management tools, and highway cable barriers – are being successfully deployed by state departments of transportation and others in order to combat “negative driver behavior.”

In written testimony submitted for the hearing record, the American Association of State Highway and Transportation Officials emphasized that the design guides they produce provide planners, engineers, and designers with significant flexibility in how they ultimately design a transportation project while taking into account the overall safety and operations of the facility.

Source: AASHTO Journal, April 12, 2019
Chapter, Section, District and International Meetings

ITE 2019 Annual Meeting and Exhibit
July 21 – 24, 2019
Hilton Austin and Hilton Garden Inn
Austin, TX, USA

Event Calendar - Institute of Transportation Engineers

These are the events, webinars and meetings — both organized by ITE and our partners. It changes often and is not a complete picture of all scheduled events. To contribute a meeting to this calendar, please contact Pam Goodell.

**Upcoming Meetings and Conferences**

- **National Rural ITS and ITS Arizona Annual Conference + Exhibit**
  - October 21-24, 2018
  - We-Ko-Pa Conference Center
  - Fort McDowell, AZ

- **ITE 2019 Annual Meeting and Exhibit**
  - July 21 – 24, 2019
  - Hilton Austin and Hilton Garden Inn
  - Austin, TX, USA

**ITE Events (including District, Section, and Chapter Meetings)**

- **OCTOBER 2018**
  - 10/03 - 10/05: Missouri Valley ITE 2018 Fall Meeting
  - 10/21 - 10/24: National Rural ITS and ITS Arizona Conference and Exhibit
  - 10/29 - 10/31: FSITE Annual Meeting 2018

- **MARCH 2019**
  - 03/31 - 04/03: Joint Southern and Mid-Colonial District Annual Meeting

- **MAY 2019**
  - 05/16 - 05/18: ITE Intermountain Section Meeting

- **JUNE 2019**
  - 06/02 - 06/05: Canadian District Annual Meeting
  - 06/23 - 06/26: Western District Annual Meeting

- **JULY 2019**
  - 07/21 - 07/24: ITE 2019 Annual Meeting and Exhibit
  - 07/21 - 07/24: Joint ITE International and Texas District Annual Meeting and Exhibit

- **AUGUST 2020**
  - 08/02 - 08/05: ITE 2020 Annual Meeting and Exhibit

- **MAY 2021**
  - 05/19 - 05/21: Intermountain Section Annual Meeting

- **JULY 2021**
  - 07/18 - 07/21: ITE 2021 Annual Meeting and Exhibit

**ITE Events Webinars**

- **Student Chapter Contacts**
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**2019 ITE Midwestern District and MOVITE Annual Meeting**

Early registration is now open. Sign up before April 19th and save $50. You can register at https://www.2019itestl.com/conference-registration.html. While the full program has yet to be announced the conference schedule certainly provides ample opportunity for professional development and networking. Activities on Wednesday, June 19th include a 9-hole golf outing, the mITEy Race, and an evening welcome event on the Hyatt rooftop. On Thursday, June 20th a full day of sessions is offered, as well as the Traffic Bowl, and an evening event at the City Museum. Finally, events on Friday, June 21st include a half day of sessions, an optional lunch event, and an outing to a Cardinals baseball game.

**A Glimpse of the Future**

- Connected and Automated Vehicles
- Oklahoma’s Transportation System
- OTA Driving Forward Update
- Preventing Copper Theft
- OKC’s Walk/Bike Plan
- OneITE Initiative Update
- Vendor Exhibits
Why should OTEA Remain Affiliated with ITE - Cons
by: Don Russell, P.E.

The Oklahoma Traffic Engineering Association (OTEA) was founded and established in 1966. It is a professional association whose primary objective is to achieve safer and more efficient transportation on the streets and highways of Oklahoma through the use of traffic engineering principles in the planning, design and operation of all traffic facilities. In early days, the association consisted primarily of traffic engineers.

I have been an active member of OTEA for about 40 years. I have been involved as an officer and as an instructor for the Work Zone Traffic Control certification class. I am proud of the organization and I tell people that it is the best value of any professional organization that I belong to. I am not actively involved in the practice of traffic engineering. OTEA meets my needs by keeping me up to date on what is going on in the field, as well as keeping me in touch with others involved in traffic engineering in Oklahoma.

ITE was established in 1930 as a professional organization, requiring that its members be professional engineers. Recently ITE dropped that requirement in order to become more inclusive and to grow the membership by allowing others involved in traffic engineering to become members. At the same time, they dropped the classification of Affiliate Member. I have heard the term “Friend of ITE” but I do not find it anywhere in the ONE ITE transition literature.

At this time OTEA has 182 members, with about 25% of those being ITE members. The number of ITE members has increased with the recent addition of Agency Memberships to ITE. This is a good decision by ITE because a lot of public agencies will not pay the $300+ cost of individual ITE membership for their employees, but they can justify the cost of an Agency Membership.

OTEA and ITE have similar goals and objectives, but OTEA is focused on Oklahoma, while ITE is an international organization. The cost of ITE membership is necessary to support the large staff located in Washington, D.C. The $25 per year membership in OTEA is possible because we are a volunteer driven organization and because of the Work Zone Traffic Control classes taught by some of the members. The much lower cost of the conferences is because of our volunteers and the support of our vendor members.

The ITE Model Section Charter would make OTEA a Section of ITE as part of the MOVITE district. The charter would in effect give control of OTEA to the District Board. OTEA would have an Executive Board with Section bylaws, in conformity with the policies of the institute and the policies of the Board of Direction of the Institute. Membership in OTEA would be limited to members of ITE. The Section would be allowed to adopt a policy which would allow Section Affiliates.

I am a proud member of OTEA, but I do not consider the cost of ITE membership to be a benefit to me. I hope that we can continue as OTEA in its present form.
Six mayors from central Oklahoma communities made history and brought the region one step closer to mass transit when they signed a historic agreement Tuesday to create the Central Oklahoma Regional Task Force. The memorandum of understanding was signed at the designated regional transit hub, the Santa Fe Station in Oklahoma City.

“As we look at what’s happening around the country and where investment is going and where new growth and energy are going, it’s in regions that work together,” Norman Mayor Cindy Rosenthal said. “With this historic step, we have an opportunity to make central Oklahoma the most vibrant region in the country.”

Each of the participating city councils individually approved the agreement and participation in the task force. Rosenthal emphasized the importance of regional cooperation.

“Yesterday marked the first time in my experience as mayor that all the six largest communities’ mayors were in the same room, celebrating the same milestone and working toward creating transit options for all the citizens of central Oklahoma,” she said. Rosenthal joked that hobbling around with a fractured knee for the last few weeks made her even more conscious of the need to provide transit options as soon as possible.

Highway congestion, growing populations and the need to provide transportation to jobs and key services throughout the area for people who may not own a vehicle or who have disabilities that prevent driving has made the need for public transit a growing concern. Additionally, mass transit is easier on roadways and the environment.

The Oklahoma Department of Transportation has warned that Interstate 35 cannot be widened further. Based on future population and job growth estimates, that will mean increasingly high levels of traffic congestion.

The Association of Central Oklahoma Governments will coordinate the task force’s activities.

The organization’s executive director, John G. Johnson, said numerous community stakeholders have been working on the project for more than a decade.

(Continues on Page No. 35)
Pedestrians and E-Scooters are Clashing in the struggle for Sidewalk Space
By: Peter Holley

(Continues from Page No. 12)

Charged overnight by scooter company workers, e-scooters are left on city streets during the day, where they can be accessed using an app. Because the devices are dockless, they can be left anywhere, including on crowded sidewalks, once a user has finished riding.

Though laws differ nationwide, in many cities, riding e-scooters on sidewalks is banned, with Denver being a notable exception before its city council outlawed the devices on sidewalks this week. In some cities, such as Austin and Washington, riding on sidewalks is permitted in some areas but not in others.

Two of the largest e-scooter companies, Lime and Bird, say that safety is a top priority and that they encourage riders to follow local regulations. Lime says the company is investing more than $3 million to “promote safe-riding behavior and proper etiquette.”

Bird says the company provides in-app safety information tailored to local laws. In some cities, the company also employs “Bird Watchers,” whose job it is to ensure the company’s devices are “parked and picked up correctly,” a Bird representative said. “Bird instructs riders to follow all local rules regarding e-scooter riding. We are deeply committed to the safety and well-being of the entire community, and so we make a concerted effort in every city where we operate to provide safety information to our riders that reflects their city’s rules.”

Regardless of local laws, critics say, scooter riders — often lacking access to bike lanes and hoping to avoid speeding cars — frequently take refuge on crowded walkways. The results can be deadly.

In August, a Spanish teenager riding an electric scooter while reportedly looking at his phone struck a 90-year-old woman out for her daily walk, according to the newspaper El País. The victim died due to severe head injuries several days later, becoming the first pedestrian publicly identified as being killed by an e-scooter. According to El País, prosecutors have said the teenager may face involuntary manslaughter charges.

Efforts to confirm details from the case, such as the defendant’s name, were unsuccessful.

A month earlier, Cody Daniels said, he was walking out of a parking garage in downtown Dallas when he was mowed down by a man traveling “full speed” on a Lime scooter. The rider left the scene.

The 200-pound 32-year-old was left with scrapes on his knee and face, as well as a deep gash above his right eye that required seven stitches.
The Clock is Ticking!
OTEA must decide whether or not to remain affiliated with ITE
by: Angelo Lombardo, P.E.

OTEA continued holding their meetings in conjunction with the Annual Safety Conference at OSU from 1967-1969. The first OTEA meeting away from the Safety Conference was held at the Skirvin Hotel in Oklahoma City in 1970. The meeting was a joint meeting with the regional section of the Institute of Transportation Engineers (ITE) a national association known as the Missouri Valley Institute of Transportation Engineers (MOVITE). There were 112 registered participants at the meeting. The President of OTEA at the time was Harold Miller, Traffic Engineer for the City of Tulsa. The OTEA meeting then moved back to OSU with the Safety Conference for 1971-1973. The meeting announcement for 1873 shows a registration fee of $6 which included a breakfast and lunch meal. The hotel rate was $15 per night.

In 1974, a joint conference with MOVITE was again held at the Lincoln Plaza in Oklahoma City. 1975-1976 saw a return of the OTEA meeting to the OSU Safety Conference. In 1977 another joint conference was held with MOVITE at the Lincoln Plaza in Oklahoma City.

Mr. Doug Henderson, Traffic Engineer for the City of Stillwater was President of OTEA in 1977-1978. Attendance at the OTEA meetings was waning. He led the board to try a meeting at a state lodge as a way to boost attendance. The first lodge chosen was Fountain Head Lodge on Lake Eufaula by McAlester, Oklahoma. In 1978, the first OTEA meeting at a state lodge was held. It was a great success with very positive feedback from the members. This started the trend of holding the OTEA meeting as a stand alone meeting at a state lodge. Meetings continued at Fountain Head Lodge as a centrally located meeting place from 1978-1984 with the exception of a joint meeting with MOVITE in 1980 at the Holiday Inn in Oklahoma City.

The publication for OTEA was named the OTEField. It was published approximately four times a year. It started early in the organizations life and served to inform the members of upcoming events, technical articles, and a tool for dissemination of information. As early as 1982, an article on “Speed Humps to Reduce Speed” was published in the OTEField. In 1984-1985 Daryl French, Traffic Engineer for the City of Tulsa was President of OTEA. The board under his leadership decided to try holding the OTEA meeting at other state lodges. The first one chosen was Lake Texohma Lodge on Lake Texohma in southern Oklahoma. There was a concern about the decentralization of the meeting. However, the meeting was a great success. This was the beginning of moving the OTEA meeting around to a number of state lodges.

In 1991, Neal Chambers, Traffic Manager for the Oklahoma Department of Transportation was President of OTEA. Steve Hofener, President of Traffic Engineering Consultants, Inc. was President of MOVITE. OTEA & MOVITE held a joint meeting to celebrate MOVITE’s 40th Anniversary. A reunion of past Presidents of MOVITE and the History of MOVITE was the central theme of the meeting. The joint meeting was held at the Embassy Suites in Oklahoma City.

From 1985 to present, the OTEA meeting has rotated among the state lodges except for the years when joint meetings were held with MOVITE. In 1998 Marsha Hinds became the first woman President of OTEA. She also is the first and only person to serve as President twice as she also served as President in 2001.

Brion Bannister was President of OTEA in 2003-2004. Under his leadership, exploration began for moving OTEA from a separate organization, to joining the international organization of ITE as a Chapter of MOVITE. After much hard work on details, the membership approved OTEA becoming the sixth Chapter of MOVITE in 2006.

Since becoming a MOVITE Chapter, OTEA has continued to grow, attracting a new generation of young professionals that value the quality of our spring and fall meetings. The number of new members has outpaced the number of members who have retired or moved out of state. Meeting attendance continues to increase, with an average of 150 people attending the spring meeting and 100 attending the fall meeting. The 2018 fall meeting broke the all-time record with 117 people attending. Also increasing is the number of OTEA members choosing to pay annual dues to join ITE (currently 25% of the OTEA membership or 46 people).

As a thirty plus year member of both OTEA and ITE, I see value in this relationship. But I also worry about the potential financial impact to our membership if OTEA members are required to also pay ITE membership dues.

Please take the time to read the opinions written by Michael and Don, and let members of the OTEA Board of Direction know your thoughts and feelings about a continuing relationship with ITE. We will have a great opportunity to do so both formally and informally during our upcoming spring meeting in Ardmore.

The clock is ticking and a vote is coming. Regardless of the outcome, I am confident that OTEA will continue to strive and be the organization of choice for traffic and transportation professionals in the State of Oklahoma.
Last month, ITE released the Speed Management for Safety resource hub, which is an interactive website on speed management for all transportation professionals seeking to safely manage speeds. ITE developed the resource hub, with funding provided by the Road to Zero Coalition.

This Speed Management for Safety resource hub provides a comprehensive overview of factors and resources available to transportation professionals when evaluating, designing, implementing, and enforcing safe speeds. The resource hub is not meant to be a stand-alone resource on all aspects of speed management, but instead is intended to expose all transportation professionals to speed management concepts and available resources. Click on the focus areas below to learn more about each element of speed management for safety.

**Speed as a Safety Problem** covers the relationship of speed to crash causation and fatalities.

**Setting Speed Limits** provides approaches and factors to determine speed limits based on various road conditions.

**Measures for Managing Speed** summarizes how the 3 Es — engineering, enforcement, and education — can be used to provide effective speed management and safe streets.

**Creating a Speed Management Program** guides creation of a comprehensive speed management program in all types of communities.

Part of the ITE Speed Management for Safety resource hub is a community portal where interested professionals can post questions, issues, success stories, and engage in dialogue on speed management issues. The community portal is open to the public and an ITE membership is not required to participate in the conversations. You can subscribe to the conversations by visiting: https://groups.google.com/forum/#!forum/speedmanagement.
In October, multiple pedestrians joined a class-action lawsuit in Los Angeles County Superior Court, accusing Lime and Bird, as well as other e-scooter companies, of “gross negligence” and “aiding and abetting assault.”

Responding to the allegations, Bird said cars “remain the greatest threat to commuters.”

Lime said the company is reviewing the complaint.

How will the lawsuit fare? Legal experts say the patchwork of differing rules suggests that establishing liability in cases involving e-scooters and pedestrian injuries will largely depend on where accidents take place and the circumstances. In the coming years, they say, test cases will give the industry a clearer definition of liability.

Unlike shared bicycles, they say, which tend to place liability on the user, or vehicles, which are covered by liability insurance, e-scooters operate in a gray zone in which liability is often undefined. The difference between tripping over a scooter left on the sidewalk and tripping over a random piece of trash is that it is likely a scooter’s owner or rider can be identified, one expert said.

In some situations, multibillion-dollar scooter companies may be held liable, but in others, reckless scooter riders, local governments or their insurers could be forced to compensate injured pedestrians, according to Bryant Walker Smith, a law professor at the University of South Carolina who is teaching a technology law class next semester exploring e-scooter regulation.

The question for courts surrounding electric scooters will be whether someone — or something — behaved unreasonably, Smith said, whether that’s an e-scooter company, a local government or someone who left a scooter on a sidewalk.

“Was that person legally required to act and did their failure to reasonably act cause a pedestrian’s injury?” Smith added. “Pretty soon, judges will face injured people with limited options, and they will begin to answer that question by creatively shaping the law.”

In Cincinnati, where riding e-scooters and bicycles on the sidewalk is illegal, the city council has forced scooter companies to create a $1 million fund covering medical costs and lost wages incurred by injured pedestrians.

It’s a step in the right direction, council member David Mann said, though he added that he’s still troubled that police are being forced to monitor sidewalk riders.

“We’re using precious police resources to deal with a problem caused by a profit-making company,” he said. “It’s just bizarre, in my opinion, that we have to deal with this. We have lots of wide streets and walking pathways.”

Tara Williams, 44, was returning to work from lunch in late August when a young man riding an e-scooter ran a red light and slammed into her, throwing her to the ground, she said. Williams said she has racked up about $1,000 in medical bills, and though Bird agreed to cover it, she said, the company’s insurance provider refused. Williams paid the bill herself, noting she had never heard of a $1 million fund for pedestrian injuries.

Bird narrowed down the suspect to three people, whose accounts were suspended, Williams said. But Bird refuses to reveal the rider’s identity, citing privacy laws, she added.

Without disputing the details of Williams’s claims — or explaining why the company wouldn’t pay her medical costs — a Bird representative declined to comment.

“We see tons of little kids on these scooters, some of them not even tall enough to see over the handlebars,” said Williams, who is convinced the person who hit her was a teenager. “They’re just whipping around not even looking for pedestrians, and there’s no repercussions for them using Bird’s property.”

Bird requires riders to upload a driver’s license to confirm they’re at least 18. A company representative said Bird also encourages people to report “irresponsible behavior” to local authorities.

“We investigate each report, cooperate with local authorities, and take appropriate next steps, which can include removing individuals from the platform,” the representative added.

But if there’s one city experiencing the greatest friction between e-scooters and pedestrians, it may be San Diego, which has a large population of retirees and e-scooter-using tourists.

Mayor Kevin Faulconer has proposed regulating scooters by restricting their speed to 8 mph in busy pedestrian-traffic zones, and California law bars e-scooters from being operated on sidewalks.

But Jonathan Freeman, the founder of Safe Walkways — a Facebook group started by concerned neighbors that seeks to keep scooter riders off sidewalks — wants the city to ban e-scooters until companies can ensure they are ridden only on the street.

Freeman said his elderly neighbors, terrified to walk along the city’s waterfront promenades for fear of being struck, find themselves under self-imposed house arrest.

“A 200-pound projectile traveling at 8 mph is going to do severe damage to an elderly person, a disabled person or any person traveling on foot who is hit by them,” he said. “The mayor’s proposal is a non-starter — an utterly ridiculous proposal.”

*Source: Washington Post, January 11, 2019*
Ten years ago, Oklahoma City Mayor Mick Cornett stood at the front of a news conference at the Oklahoma City Zoo to announce, “This city is going on a diet.” The proclamation drew national media attention and sparked a dieting frenzy that claimed more than a million pounds before it was finished.

As important as that resolution was on New Year’s Eve 2007, it was only the beginning wave of a growing sense of health awareness that has powered Oklahoma City’s drive to be more healthy and more active than ever before.

Cornett stood in front of news cameras again on Friday to dedicate the Will Rogers Trail, an $11.6 million commitment to health, fitness and safety in Oklahoma City.

The 8-mile urban pathway between Lake Hefner and the Oklahoma River is wide, smooth and inviting to anyone who is not driving a car, a truck, a motorcycle or a motorhome.

It follows an unlikely route through the heart of northwest Oklahoma City, skirtng some of the city’s busiest streets and highways, escorting bike riders and runners all along the way.

As dozens of cyclists watched near the trail’s southern entrance at May Avenue and the Oklahoma River, Cornett and others officially opened what is obviously the flagship of OKC’s growing trail system.

Cornett said he never realized that his 2007 diet proclamation would eventually lead to a multimillion dollar trail system, but, the initiative began a community conversation about improving health and quality of life.

As a result, voters stepped up to approve nearly $40 million in funding for trails as part of the MAPS 3 initiative in 2008. Projects included construction of the West River Trail, connecting the Oklahoma River to Lake Overholser, the Will Rogers Trail and the Lake Draper Trail, which begins construction this month. Once complete, the city will have more than 100 miles of existing trail, with an additional $20 million in non-MAPS funding earmarked for future trail growth and enhancements.

The MAPS 3 Trails promote a more active lifestyle by taking advantage of Oklahoma City’s natural beauty. The trails wind through wetlands, wooded areas, and natural landscapes, and also neighborhoods and more urban settings. The trails are part of the City of OKC’s Trails Master Plan.

(Continues on Page No. 22)
Completed Will Rogers Trail gives cyclists, runners an 8-mile Pathway

By: Chip Minty

Over the past decade, Oklahoma City has invested heavily in its trails system in an effort to remake the city and promote more healthy living.

The Will Rogers Trail was by far the most complicated and expensive segment of Oklahoma City’s system, said David Todd, program manager for MAPS 3.

While most of the city’s trails were built away from city streets with limited contact with traffic, much of the Will Rogers Trail is only a short distance from traffic, presenting challenges for designers, Todd said.

Beginning from an existing trail on the Oklahoma River’s north side, the Will Rogers Trail passes State Fair Park and proceeds north, along Interstate 44. At one point, engineers claimed one lane of Grand Avenue, closing a half-mile section to traffic and dedicating it to the trail. The trail crosses more than 2,000 parcels of land. Much of it was city-owned land or easement, but other parcels had to be purchased, Todd said. The trail crosses several busy streets along the route, further adding to the array of engineering challenges.

From I-44, the trail turns west, along Northwest Expressway and then along NW 63rd Street to Meridian Avenue, where it heads north about a half-mile to join an existing trail near Lake Hefner’s southern shore.

Along with runners and recreational cyclists, the trail is expected to be used heavily by people who use bicycles to commute to work and for basic transportation, Todd said.

The city broke ground in October 2016, and construction was completed in February 2018. Cornett and others knew construction was going to be difficult, but in the end, the city overcame the challenges and came in almost $2 million under budget.

When he launched his campaign to encourage people to lose weight and get moving a decade ago, Cornett said he didn’t realize the city lacked the sidewalks and trails that active people needed, but the community has responded, and the city has come a long way.

“I would venture to say that we have come farther, faster than any other city in the country,” he said. “And, we did it all by paying attention to quality of life.”

Source: NewsOK.com, March 5, 2018

Will Rogers Trail in Oklahoma City:
The trail starts at the Lake Hefner trail parking lot at NW Expressway and Meridian.
It follows Meridian south, across 63rd, then east to Portland.
Then south to 56th street, east to I-44/Grand Blvd. and south to 50th.
The Oklahoma Transportation Commission announced the appointment of Tim Gatz as the new Executive Director of the Oklahoma Department of Transportation effective April 1, 2019, following a unanimous vote at its February 11, 2019 - meeting. Gatz previously served as the Secretary of Transportation and the Executive Director of the Oklahoma Turnpike Authority, responsibilities he will retain in addition to his role at ODOT. He succeeded Mike Patterson, who has served as ODOT’s Executive Director since 2013 and retired on April 1, 2019.

“Secretary Gatz’s successful career at ODOT, his leadership of the Oklahoma Turnpike Authority and his nomination to the post of Secretary of Transportation show that he is eminently qualified to lead ODOT in serving the needs of the people, businesses and communities of Oklahoma,” Transportation Commission Chairman David Burrage said. “The commission’s unanimous vote of confidence speaks to the trust that has been placed in him to lead the state’s transportation efforts.”

Gatz began his transportation career in 1990 as a Draftsman at ODOT and rose through the ranks, becoming Deputy Director in 2013. He left ODOT in 2016 to head the state’s turnpike agency, which he has been leading through its largest expansion program in history.

He earned a bachelor’s degree in landscape architecture from Oklahoma State University in 1989 and is a registered professional landscape architect.

Gatz has received several honors including the Oklahoma Good Roads & Transportation Association’s Bill Skeith Stewardship Award, the Governor’s Public Service Award and the Federal Highway Administration’s Partners In Quality Award. He is a member of the American Association of State Highway and Transportation Officials, the International Bridge, Tunnel and Turnpike Association and the American Society of Landscape Architects.

Gatz and his wife, Sandy, live in El Reno and have two sons.

Outgoing Executive Director Mike Patterson retired in April. His career with ODOT began nearly 40 years ago, when he joined the agency as Deputy Comptroller in 1980. He subsequently served as Comptroller, Director of Finance and Administration, Deputy Director and eventually Executive Director. In 2017, Governor Mary Fallin appointed him Secretary of Transportation.

Highlights of his time at ODOT’s helm include the agency nearing its goal of addressing the state’s remaining structurally deficient highway bridges by the end of the decade and major corridor improvements on I-35 in Norman and I-235, SH-74 and the Oklahoma City Boulevard in Oklahoma City. As the agency’s top finance and budget official, Patterson oversaw funding initiatives including the state’s Capital Improvement Program and use of federal Grant Anticipation Revenue Vehicle bonds. He worked closely with the state legislature as one of the architects of the plan to create the Rebuilding Oklahoma Access and Driver Safety fund and new, dedicated state funding for transportation without new taxes, effectively reversing the decades-long trend of flat funding. More recently, he worked with state lawmakers to make texting while driving illegal and to meet federal mandates allowing for the operation of the Oklahoma City Streetcar.

Patterson’s tenure saw a wider embrace of new technology and innovations including installation of centerline rumble strips on two-lane highways, a working group on autonomous and connected vehicles, conversion of much of the agency’s statewide fleet to Compressed Natural Gas and installation of the state government’s first electric vehicle charging station.

Nationally, Patterson has been active in AASHTO for many years, serving in several leadership roles and testifying before the U.S. Congress on transportation issues. Patterson also served as a member of the Governmental Technology Review Board for the State of Oklahoma, the Oklahoma chapter of the Women’s Transportation Seminar, the State Charitable Campaign and Oklahoma’s Credit Union, formerly the Oklahoma Employees Credit Union.

His spare time is devoted to coaching girls fast pitch softball and piloting airplanes. Patterson and his wife, Joy, live in Edmond and have two daughters and five granddaughters.
A new study released by the Insurance Institute for Highway Safety (IIHS) blames rising speed limits for 37,000 additional highway fatalities over the past 25 years, including more than 1,900 in 2017 alone.

The group’s research – an update to a study it conducted in 2016 – analyzed the effect of changes to the maximum posted speed limit in every state from 1993 to 2017. Looking at annual traffic fatalities per mile traveled for each state and taking into account other factors that affect fatality rates, including changes in unemployment, the potential involvement of younger drivers who tend to be more at risk for crashes, and the seat belt use rate.

According to IIHS’ 2019 study, a 5 mph increase in the maximum speed limit was associated with an 8 percent increase in the fatality rate on interstates and freeways — the roads most directly affected by changes to the maximum speed limit — and a 3 percent increase on other roads.

In total, over the 25-year study period, there were 36,760 more deaths — 13,638 on interstates and freeways — and 23,122 on other roads than would have been expected if maximum speed limits hadn’t changed over that time.

Of the 37,133 people who died on U.S. roads in 2017, IIHS estimates that 1,934, or 5 percent, would still be alive if speed limits hadn’t changed since 1993.

The group also noted that 41 states now have maximum speed limits of 70 mph or higher and six states have 80 mph limits, while drivers in Texas can legally drive 85 mph on some roads.

However, some states are working to lower speed limits on certain roads based on their own analysis. Last year, a safety study conducted by the Illinois Department of Transportation convinced the agency to reduce speed limits along certain stretches of two major highways by 10 mph.

Based on its study of I-74 and I-57 in the Champaign-Urbana area, the Illinois DOT concluded that – given the current prevailing speeds, crash rates, and number of interchanges – reducing the posted speed limit from 70 mph to 60 mph along a portion of I-74 connecting to I-57 was justified.

“Reducing the speed limit of through traffic to closer to that of traffic from interchanges gives drivers more time to react, thereby reducing the severity of a crash or avoiding one altogether,” the agency stressed at the time.

Source: AASHTO Journal, April 12, 2019
Oklahoma Traffic Engineering Association
2019 Spring Meeting Registration Packet

Meeting Program Highlights
✓ OneITE Initiative Update
✓ Connected and Autonomous Vehicles in Oklahoma
✓ Bus Transit in Tulsa
✓ Copper Theft Prevention
✓ Distracted Driving Countermeasures
✓ The Art of the Public Meeting
✓ Vendor Exhibits

Important Dates
April 9, 2019 - Room Reservations
All reservations must be in by midnight on this date. Rooms will be dropped after this day, which may result in loss of rooms or room type.

April 19, 2019 - Early Meeting and Golf Registration Due

April 26, 2019 - Last day to cancel and receive full registration refund

Date: May 1 - 3, 2019
Ardmore Convention Center
Ardmore, Oklahoma
OTEA SPRING MEETING
May 1 - 3, 2019
Ardmore Convention Center
Ardmore, Oklahoma

REGISTRATION FORM

NAME: ____________________________________________

EMPLOYER: _______________________________________

ADDRESS: _________________________________________

CITY: __________________________ STATE: _______ ZIP: __________________

TELEPHONE: __________________________ E-MAIL: _______________________

Registration Fees
Conference fees include ice breaker on Wednesday, technical sessions, breakfast, lunch and dinner on Thursday, and breakfast on Friday.

❏ Before April 19, 2019 $150.00
❏ After April 19, 2019 $200.00
❏ Thursday Only (with Lunch) $ 60.00

Extra Meals for Spouse/Guest

❏ Thursday Lunch $ 25.00
❏ Thursday Dinner $ 35.00
❏ Friday Breakfast $ 15.00

Golf Tournament

❏ Tournament Registration $ 80.00
❏ Golf Hole Sponsorship $100.00

TOTAL FEES: $ _______

Payment
Make checks payable to OTEA. Refunds provided if cancellation is made prior to April 26, 2019

❏ Check Included
❏ P.O. Included
❏ Credit Card (Pay Pal through OTEA Web Page)
  (Need to include Pay Pal receipt with registration form)

Golf
Are you playing golf on Wednesday?

❏ Yes
❏ No
Golf tournament registration is $80. Payment must be included with your registration. The tournament will be held at Dornick Hills Golf and Country Club, located at 519 Country Club Drive in Ardmore. It is an 18-hole par 70 course ranked among the top five courses in Oklahoma. The fee includes green fee, cart, prizes and the tournament entry fee. To register, please complete the golf tournament registration form. If you wish to sponsor a hole, please check the box in the form and include the $100 sponsorship with your payment.

Accommodations
The meeting will be held at the Ardmore Convention Center. Hotel accommodations can be made through the Courtyard Marriott located next to the Convention Center (2025 North Rockford Road, Ardmore, OK 73401). Rooms are available for $94 per night plus tax for single or double occupancy. Reservations can be made by calling 580-224-2764 or Toll Free at 1-877-654-0232. A block of rooms will be held until April 9, 2019.

Special Dietary Needs
Please check the box if you have a special dietary requirement

❏ Yes (Vegetarian)

Submit Form
Mail, fax or e-mail this completed form to:

Oklahoma Traffic Engineering Association
c/o Angelo Lombardo, Secretary - Treasurer
4405 Trophy Drive
Norman, OK 73072

Fax: (405)366-5418
E-Mail: angelo.lombardo@normanok.gov

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OTEA SPRING MEETING
May 1 - 3, 2019
Ardmore Convention Center
Ardmore, Oklahoma

WEDNESDAY - MAY 1, 2019

10:00 am to 11:45 am  Golf Tournament Check-In (Dornick Hills Golf and Country Club)
12:00 Noon  Golf Tournament Shot-Gun Start
4:00 pm to 7:00 pm  Cookout - Hamburgers and Hot Dogs (Ardmore Regional Park - Pavilion)
7:00 pm to 8:00 pm  Meeting Check-in (Courtyard by Marriott - Lobby)
8:00 pm to ?  Hospitality Suite (Courtyard by Marriott)

THURSDAY - MAY 2, 2019

7:30 am to  8:30 am  Continental Breakfast (Ardmore Convention Center)
7:30 am to  9:00 am  Meeting Check-in (Ardmore Convention Center)
8:15 am to  8:30 am  Welcoming Remarks Esther Shaw-Smith, P.E., P.T.O.E. - President
                     Mayor Sheryl Ellis - City of Ardmore
8:30 am to  9:00 am  OneITE Initiative Update Michael Hofener, P.E., P.T.O.E. - TEC, Inc.
9:00 am to 9:45 am  Connected and Autonomous Vehicles in Oklahoma Dawn Sullivan, P.E. - ODOT
9:45 am to 10:30 am  Copper Theft Prevention Panel Discussion Brian McNabb - City of Norman
                      Len Scantling - Midstate Traffic Control
                      Quincy Chapman - OG&E
10:30 am to 11:00 am  BREAK
11:00 am to 11:30 am  Bus Rapid Transit in Tulsa Timothy C. Morgan, A.V.P., P.E. - HNTB Corporation
                      Heidi Katz, P.E. - HNTB Corporation
11:30 am to 12:00 Noon  OTA Driving Forward Update Joe Echelle, P.E. - OTA
12:00 Noon to 1:30 pm  LUNCH - Scholarship Awards / Golf Tournament Results & Prizes
1:30 pm to 2:00 pm  BikeWalkOKC LaKesha Dunbar, City of Oklahoma City
2:00 pm to 2:45 pm  Oklahoma Transportation Update Tim Gatz - Secretary of Transportation
                     Russell Hulin - ODOT
2:45 pm to 3:15 pm  The Art of the Public Meeting Brandon Huxford, P.E. - Freese & Nichols
                     … Oh and a Roundabout!
3:15 pm to 3:45 pm  BREAK
3:45 pm to 4:30 pm  Distracted Driving Countermeasures Dario Alvarez- PSS Innovations
7:00 pm to 10:00 pm  BANQUET - Western Theme (Wear your Cowboy Hat and Boots!)

FRIDAY - MAY 3, 2019

8:00 am to 9:00 am  Breakfast (Lobby - Courtyard by Marriott)
9:00 am to 9:45 am  Roadway Safety Hardware Greg Neece - Trinity Highway Products
9:30 am to 10:30 am  Traffic Hardware Product Updates Bob Magness and Paul Koenig - Pelco Products
10:30 am to 11:00 am  Business Meeting
11:00 am to 11:15 am  Election Results and Introduction of New Officers
11:15 pm to 11:30 am  Closing Remarks
Accommodations

OTEA has secured a block of rooms for $94 per night until April 9, 2019. Make sure you make your reservation before then.

Check In: 3:00 pm
Check Out: 12 Noon

Address: 2025 N Rockford Rd, Ardmore, OK 73401
Website: https://www.marriott.com/hotels/travel/admcy-courtyard-ardmore/
Reservations: (580) 224-2764
Dornick Hills was built in 1914 by Perry Maxwell on what was previously the Maxwell’s dairy farm. This was the first golf course he designed and built. The renowned golf course architect went on to design and build over 70 courses including Southern Hills and Prairie Dunes, both listed in the top fifty courses of the world. He also remodeled 50 other courses, including Pine Valley and Augusta National, both listed in the top ten courses of the world.

The Dornick Hills Golf Course was named from the Gaelic word “Dornick” meaning “small rocks.” Thousands of these rocks had to be removed before the course could be built. There are still several outcroppings of the natural rock formations on the golf course, including the cliff at our famous signature hole, “The Cliff Hole.”

Maxwell, the "Father of Dornick Hills," died in 1952 at the age of 73 and is buried in the family cemetery on the ridge north of the seventh fairway.

Dornick Hills is one of the oldest and most prestigious clubs in Oklahoma. It boasts the first Oklahoma golf club affiliation with the United States Golf Association, as well as being the site of numerous tournaments including the Ardmore Open, a P.G.A. tour event, from 1952 to 1954. It is also home to the clubs signature event "The Oilmen's" since 1963, and the premier college event of the region "The Maxwell" for over 10 years.

The club also enjoys the distinction of being ranked in the top 5 golf courses in Oklahoma by Golf Digest on several occasions.
Dear OTEA Member and Supporter:

The spring meeting has been set for May 1 - 3, 2019 at the Ardmore Convention Center. We hope that you will be a meeting sponsor and / or purchase an exhibit or display table. The following two levels of sponsorship are available:

- **Platinum $600 and More** provides (1) Meeting and Breakfast Sponsor, (2) Exhibit Booth, (3) Special Recognition, (4) Meeting Registration for one person

- **Gold $300** provides (1) Meeting and Breakfast Sponsor, (2) Exhibit Booth. (Must Register for the meeting separately)

Please send OTEA a check at the address above for the level of sponsorship that you desire. Your sponsorships enable us to keep the registration fees low and allow many of our members to attend who do not have meeting budgets.

The golf tournament will be held on Wednesday, May 1, 2019. Please consider sponsoring a hole. The proceeds help fund the three college scholarships awarded every year. If you choose to do so, please include the $100 hole sponsorship with your meeting sponsorship and registration.

Marty Pinkley has agreed to organize the golf tournament. Please call him at 405-755-0858 or mpinkley@aol.com if you wish to donate prizes.

Thank you for your interest in being a sponsor for the OTEA conference! Confirm your registration by April 19, 2019 to ensure your logo is included in conference publicity materials and make sure you complete the registration form regardless of sponsorship level.
## Vendor and Sponsor Registration

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<th>Sponsorship Level</th>
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Please complete the meeting registration form for each person attending. Platinum sponsorship level includes one registration fee only. Additional people must register and pay the full registration fee separately.

| **Gold**         |                    |                      |                   |
| Includes         |                    |                      |                   |
| (1) Meeting and Breakfast Sponsor |                      |                      |                   |
| (2) Exhibit Booth |                      |                      |                   |

Please complete the meeting registration form for each person attending and include payment along with the sponsorship.

| **TOTAL**        |                    |                      |                   |

Submit registration form and check to: OTEA c/o Angelo Lombardo at 4405 Trophy Drive, Norman, OK 73072. Angelo can be contacted at 405-566-5327 or via e-mail at angelo.lombardo@normanok.gov. Make checks payable to OTEA. If paying by credit card, please do so by using Pay-Pal through the link in the OTEA Web Page (www.otea-ok.org)

Confirm your registration by April 19, 2019 to ensure your logo is included in conference publicity materials.

Method of Payment (please check one): □ Check □ Credit Card (Pay-Pal)
Grandaughter of Angelo Lombardo Baptized

On November 24, 2018, Angelo Lombardo, City of Norman Transportation Engineer, OTEA Secretary Treasurer and also a permanent Deacon in the Catholic Church, baptized his second Grand-Daughter - Camila Rose, at Saint Francis of Assisi Parish in Milwaukee, Wisconsin.

Congratulations to Angelo, the parents Joseph and Anna Radunzel (Lombardo), and the Godparents Nate Radunzel and Alicia Stem (Lombardo)!

Member News

Signing Ceremony held to form RTA of Central Oklahoma

(Continues from Page No. 16)

“The RTA Task Force is a continuation of the Regional Transit Dialogue process that brought together elected officials and key representatives from throughout the region,” Johnson said. “A regional transit system is vital for central Oklahoma, and we look forward to this next step in the process.”

Mayors who attended the signing ceremony included Mick Cornett, Oklahoma City; Rosenthal; Charles Lamb, Edmond; Glenn Lewis, Moore; Jay Dee Collins, Midwest City; and Brian Linley Sr., Del City.

Norman’s share of investment for this step was $63,000. Investment is based on population percentages, so Oklahoma City will pay the lion’s share. There will be future annual appropriations as the project moves forward, but the city council would have to approve any additional investment.

ACOG studied to determine the viability of various forms of regional mass transit and found that commuter rail running from Norman to Edmond — with stops at Moore and Oklahoma City — would be feasible. A proposed spur running east from the Santa Fe station hub would include Del City and Midwest City.

The RTA Task Force will establish the structure, design and rules of operation for the proposed RTA including geographical boundaries, governance and staffing. The task force partnership will allow cities to speak directly to each other about the direction the RTA should go.

Norman is expected to have two representatives on the RTA Task Force. If all goes well, the Regional Transit Authority — the body through which federal dollars will flow — will be established down the road, provided enough cities stay on board.

The goal of the RTA is to provide a funding and governance structure for regional cooperation for bus routes and commuter rail connecting partner cities.

This has been in the works since 2009 and included a series of public dialogues on local and regional transportation needs to deal with increasing traffic counts and to facilitate job, retail and tourist opportunities.

Norman’s Comprehensive Transportation Plan adopted by the council on May 13, 2014, affirms that Norman residents have a strong interest in alternative and public forms of transportation.

On May 23, 2014, Gov. Mary Fallin signed House Bill 2480 into law to support this and other future regional transportation partnerships.

Source: Norman Transcript
OTEA Membership Data Form

Name ________________________________

Title / Job ____________________________

Employer ______________________________

Mailing Address __________________________

City _____________ State _______ ZIP ______-_____

Telephone __________________ Fax _________________

E-Mail ________________________________

New Members and Renewals Send Check for $25 per Year and mail to:
OTEA
C/o Angelo Lombardo
4405 Trophy Drive
Norman, OK 73072