OTEA to Revisit its Relationship with ITE by: Angelo Lombardo, P.E.

In 2004, OTEA members voted on the affiliation of our organization with the Institute of Transportation Engineers. In doing so, OTEA became one the nine Chapters in the Missouri Valley Section of ITE (MOVITE), which encompasses the states of Oklahoma, Kansas, Arkansas, Missouri, Iowa and Nebraska. This new affiliation necessitated the adoption of a new Charter and bi-laws, which have been in effect for almost fifteen years.

During that time, OTEA has been represented in the MOVITE Board of Directors through the election of an Oklahoma Director who is a member of OTEA. Our spring and fall meeting have included topic presented by members of MOVITE which help our membership see innovative practices in other states. OTEA also submits an annual report that is included in the Section's report that goes to ITE. But I have to admit, that the business of OTEA has not been significantly altered since the decision to affiliate was made.

Fifteen years later, we find ITE in the middle of process that has identified specify strategic initiatives aimed at the modernization of the organization so that it



Institute of Transportation Engineers Missouri Valley Section continues to grow and be relevant in the profession for many years to come. This effort is what ITE is calling ONEite. Please read the article in Page 7 of this OTEField for more details on this ongoing effort.

One of the things that has become apparent is that as ITE moves in this direction it will be necessary to rethink and modify its organizational structure.

OTEA Board members have had preliminary discussions on this matter with Michael Hofener who has recently served in the Board of Direction of MOVITE, and with Shawn Leight, who is the Past President of ITE, a member of MOVITE and one of its Missouri Chapters (TEAM from the Saint Louis area).

As we understand it so far, the model under consideration will require OTEA to become a Section of ITE while MOVITE becomes a District. This will impact our current charter and bi-laws, our financial accounting, Board member responsibilities, particularly for the President, as well as the requirements for full membership in OTEA, which will most likely be contingent on membership in ITE.

As most of you know, while OTEA boasts a membership of close to 200 people, Oklahoma has less than 50 ITE members. Incentives are being discussed which would allow OTEA members to join ITE for free during the first year and at a 50% discount

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A Message from the President

By: Esther M. Shaw-Smith, PE, PTOE

The months have really flown by since our 2018 OTEA Spring Meeting at the state-of-the-art Shangri-La Golf Club, Resort & Marina on Monkey Island in the center of beautiful Grand Lake O' the Cherokees. The resort was such a wonderful setting for our meeting and I want to thank the Board, the presenters, sponsors and We started the conference off with a round of vendors for their support. championship golf on the Champions and Legends Nine. Any time you can get margaritas and bloody marys on tap on the beverage cart, you know you're at a premiere golf course. The conference on Thursday was filled with insightful topics including ODOT Policy and Funding for HAWK Signals, High Friction Surface Treatments, Autonomous Transportation, Multi-Modal Facilities, Complete Streets, the Longest Mile (Lindsay Street Project), and a panel of leading experts presenting a few Trials and Tribulations of Traffic Engineers. Our luau on Thursday night was dampened somewhat by wind and rain but was still very enjoyable. We started Friday with presentations from our vendors over high mast LED lighting, delineator installation, and roadside safety hardware and wrapped up with the OTEA Business Meeting. I believe a grand time was had by all and it was a great place to bring the family. I sincerely enjoyed seeing and meeting all the spouses and kids.



The 2018 OTEA Fall Meeting will be held Thursday, October 25th at the City of Oklahoma City Maintenance Facility in the Mike DiGiacomo Auditorium located at SW 15th Street & Portland Avenue in Oklahoma City. We anticipate a variety of speakers and presentations from around the state. Pelco has been gracious in volunteering to sponsor coffee, donuts, and snacks at the event, so when you get a chance, please be sure to pass along a big 'Thank You' to those guys.

We have set our sights on Quartz Mountain Resort for the 2019 OTEA Spring Meeting in Lone Wolf, OK from May 1 - 3, 2019. It has been several years since we've been down to Quartz Mountain, but the facility is a fantastic getaway and a great venue to host our meeting. As a Board, we are constantly striving to have a good mix of both technical and practical topics; so, if you have a project, product, or topic you are interested in presenting on, please let someone on the Board know so we can get you on the agenda.

As many of you may already know, ITE has started the ONE ITE initiative. 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 OTEA Board is working with ITE and MOVITE leadership to determine what effects the ONE ITE initiative will have on our organization and we will update you over the coming months.

I want to thank all of you for your continued support of OTEA with your attendance at meetings, sponsorships, input, and fellowship. It is an honor and privilege to serve as your President and I look forward to a successful year.

Sincerely,

Esther M. Shaw-Smith, PE, PTOE

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OTEA to Revisit its Relationship with ITE

by: Angelo Lombardo, P.E.

(Continues from Page No. 1)

during the second year of the transition period. This is a generous offer when one considers that annual dues for ITE are around \$300.

While most of the discussion is reasonable, the OTEA Board wants to proceed cautiously to make and informed decision that could eventually result in a membership vote for the approval of these changes. To update the membership, we have asked Shawn Leight to speak at our fall meeting in Oklahoma City. He will talk in more detail about the benefits and challenges of this change.

As you learn more about the impacts of this change, pelase make sure you share your thoughts and concerns with the OTEA Board.



2018 Spring Meeting Finances

By: Angelo A. Lombardo, P.E.





Spring 2018 Meeting

Income & Expenses

	AMOUNT	
INCOME		
Registration (136)	\$	20,720.00
Sponsorship (22)	\$	11,700.00
Trinity Industries Donation (Hospitality)	\$	1,681.00
Golf Tournament (Hole Sponsorship & Green Fees)	\$	4,459.60
Total Income	\$	38,560.60
EXPENSES		
Shangri-La Resort (Food and Conference Room Rental)	\$	20,486.23
Ad Specialities (Registration Gifts)	\$	2,311.80
Sooner Trophies	\$	92.44
Shangri-La Resort - Board Member Lodging - One Night	\$	93.00
Golf Prizes, Trophies and Green Fees (Marty Pinkley - Reimbursement)	\$	3,029.60
Door Prizes and Speaker Gifts (Angelo Lombardo - Reimbursement)	\$	3,460.19
Annual Dues (136 @ \$25)	\$	3,400.00
Total Expenses	\$	32,873.26
Net Income	\$	5,687.34

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I am writing to you to both share more details about the ONE ITE initiative and to make you aware of the potential changes that are emerging from it.

Over the past three years ITE has undergone significant change. With the hiring of Jeffrey F. Paniati, P.E. our first new CEO in 30 years and new executive leadership, the changes include improving communication to our members, closer coordination with District-Section-Chapter (D-S-C) leadership, and providing members with enhanced products and services. With all of this, we have seen a modernization and transformation of the operation of ITE. This has resulted in membership growth, increased meeting attendance, and an improved financial position.

In parallel with Jeff's efforts, over the last several years the ITE Board of Direction charted a new strategic direction. This work began with the establishment of a Strategic Initiatives Committee charged with examining all aspects of ITE. This strategic analysis produced ITE's four major initiatives – Vision Zero, Smart Communities, Connected and Automated Vehicles, and Transportation and Health. It also resulted in the reformulation of our international efforts around our Global District and the establishment of cooperative agreements with sister organizations in the United Kingdom, South Korea, and Greece. The Strategic Initiatives Committee's work culminated with the development of ITE's 2018-2020 Strategic Plan establishing the focus on three key strategic opportunity areas: membership; technical knowledge; and institutional sustainability.

It became apparent that to align with our strategic plan in the areas of both membership and institutional sustainability, it was time for ITE to look at the structure and operations of its D-S-C. Our current structure has evolved over a long period of time. Jeff and his staff have looked for opportunities to enhance our efficiency and provide better service to members, but it became clear that the wide variation in our D-S-C structure and governance is a significant barrier. The Strategic Initiatives Committee also identified the lack of a consistent member experience across the D-S-C and pointed to the establishment of a clear "brand" as crucial for the long-term viability of ITE.

Earlier this year I established the ONE ITE Task Force under the leadership of Dan Beaty, ITE International Director. The focus of this task force is to examine the membership experience and identify opportunities to enhance this experience, increase consistency, better meet member expectations, attract new members, and effectively support our leaders, volunteers, and members across all levels of ITE. The ONE ITE Task Force has identified many opportunities for improvement. These range from new definitions for Districts, Sections and Chapters, to a new global dues structure, to the development of an Institute Affiliate transition plan, to restructuring some of our D-S-C.

The ONE ITE effort is still very much a work in progress. However, it has progressed to the point where it is clear that this effort will result in some significant changes to the ITE's D-S-C structure. Many of these changes are localized, meaning many members will not be affected at all and for others the changes will be relatively transparent. However, some of you may see your Chapter elevated to a Section or your Section become part of a reformulated District. Those of you in a Section or Chapter with affiliates will hear about an affiliate transition plan. During 2019-2020 all D-S-C will undergo re-chartering and develop new bylaws to be in compliance with the Constitutional changes passed by members in 2017 and these ONE ITE driven changes.

Our goal throughout this process is to keep our members fully informed at the appropriate level of interest. While we hope these changes will enhance the ITE member experience for all of our members, we recognize that the impacts will vary. We have developed a two-page ONE ITE overview that outlines why we have initiated this effort, why now is the right time to take this on, what is included, and how these actions will make ITE better.

For those interested in more details, I invite you to listen to a recording of a webinar that I recently conducted with D-S-C leadership. This Powerpoint presentation walks through each aspect of the ONE ITE effort and provides additional details.

Additional information will be forthcoming as the ONE ITE Task Force, the ITE Board of Direction and D-S-C leadership work together to finalize the details of the various components and develop implementation schedules. In the meantime, if you have questions please don't hesitate to reach out to me (msanderson@sandersonstewart.com), Jeff (jpaniati@ite.org) or any of the ITE International Directors.

Thank you.

Michael P. Sanderson, P.E., PTOE, LEED AP ITE International President



OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

SUMMER 2018

2018 State Report Cards

On Support for Walking, Biking, and/Physical Activity

Updated Report Cards Grade Each State's Support for Walking, Biking, and Active Communities

fe Routes National

The Safe Routes to School National Partnership and the Y have released Making Strides: 2018 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities, a report that helps state leaders and decision makers prioritize transportation investments, resources, and policies that support walkable communities.

The rankings show that there is enormous opportunity for states to enact new, healthpromoting, evidence-based policies-and strengthen existing ones that will benefit our communities. The report finds that a majority of the states rank in the middle categories of "Warming Up" and "Making Strides," with only two states ranking in the highest category of "Building Speed," and three states ranking as "Lacing Up," the lowest category.

Each state was evaluated using 27 indicators, with several new indicators including: Adopted a bicycle, pedestrian, or active transportation plan; Supports walking, bicycling & physical activity in school design



guidelines; and Funds Safe Routes to School non-infrastructure projects. These indicators were then applied across four strategic areas:



- · Complete Streets and Active Transportation
- Safe Routes to School and Active Transportation Funding
- · Active Neighborhoods and Schools · State Physical Activity Planning

The findings show that over the past two years, many states have made considerable progress in their support for walking and biking. Nearly twice as many states are providing state dollars for Safe Routes to School programs, and more states are providing funding for shared use and hiring dedicated staff for physical activity. At the same time, there are still many opportunities for states to strengthen their support for healthy, accessible communities particularly with regards to allowing TAP funding to be used to support Safe Routes to School programs and prioritizing Safe Routes to School programs in TAP competitions.

State Rankings (200 Max Score)

- 1. California 185
- 2. Washington 155
- 48. South Dakota 49
- 49. North Dakota 37
- 50. Oklahoma 35

(Continues on Page No. 10)

2018 State Report Cards on Support for Walking, Bicycling and Physical Activity

(Continues from Page No. 9)

C)klahoma 2018	
	O VERA	85 / 20
Scorir	ng Key: Lacing up warming up making strides buildin	G SPEED
COMPLETE STREETS AND ACTIVE TRANSPORTATION		
Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 /
	Adopted strong core state Complete Streets commitment	0 /
	Addresses additional jurisdictions in state Complete Streets policy	0 /
	Addresses implementation in state Complete Streets policy	0 /
Design for Active Transportation	Adopted/endorsed NACTO guidelines	0 /
Active Transportation Planning	Adopted a state pedestrian, bicycle, or active transportation plan	0 /
Active Transportation Goals	Adopted goals to lower walking and bicycling fatalities	0 /
	Adopted goals to increase walking and bicycling mode share	0 /
		0 /
AFE ROUTES TO SCHOOL AND		
ACTIVE TRANSPORTATION FUNDING		
ctive Transportation Funding	Retained Transportation Alternatives Program (TAP) funding without transfers	-10 /
	Awarded TAP projects	10 /
	Obligated state-controlled TAP funds	6 /
	Provides special consideration for high-need communities	0 /
	Provides matching funds for high-need communities	0 /
Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	
	Funds Safe Routes to School non-infrastructure projects	5 /
	Dedicates state funding for Safe Routes to School	0 /
Safe Routes to School Supportive Practices	Has state Safe Routes to School coordinator	
	Provides technical or application assistance to Safe Routes to School initiatives	$\frac{2}{13}$
ACTIVE NEIGHBORHOODS AND SCHOOLS		
Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 /
	Provides funding/incentives in support of shared use of school facilities	5 /
School Siting and Design	Requires large school sites (minimum acreage guideline)	-10 /
	Supports walking, bicycling & physical activity in school design guidelines	3 /
Physical Education	Adopted PE minutes & graduation requirements	2 /
Supportive Neighborhoods for Physical Activity	Level of access to recreation & community centers for youth	0 /
	Level of access to parks	<u> </u>
STATE PHYSICAL ACTIVITY PLANNING		/
	Adopted a state plan with commitments to physical activity	5 /
	Dedicates state staff to physical activity	10 /
		15 0

WORK-ZONE WARNINGS COULD SOON BE DELIVERED TO YOUR SMARTPHONE

by: Christine Anderson



Imagine that you're driving to work as usual when your smartphone announces, "Caution, you are approaching an active work zone." You slow down and soon spot orange barrels and highway workers on the road shoulder. Thanks to a new app being developed by University of Minnesota researchers, this scenario is on its way to becoming reality.

"Drivers often rely on signs along the roadway to be cautious and slow down as they approach a work zone. However, most work-zone crashes are caused by drivers not paying attention," says Chen-Fu Liao, senior systems engineer at the U's Minnesota Traffic Observatory. "That's why we are working to design and test an in-vehicle workzone alert system that announces additional messages through the driver's smartphone or the vehicle's infotainment system."

As part of the project, sponsored by MnDOT, Liao and his team investigated the use of inexpensive Bluetooth lowenergy (BLE) tags to provide in-vehicle warning messages. The BLE tags were programmed to trigger spoken messages in smartphones within range of the tags, which were placed on construction barrels or lampposts ahead of a work zone. The researchers also developed two applications for the project. First, they designed a smartphone app to trigger the audio-visual messages in vehicle-mounted smartphones entering the range of the BLE work-zone tags. A second app allows work-zone contractors to update messages associated with the BLE tags remotely, in real time, to provide information on current conditions such as workers on site, changes in traffic, or hazards in the environment.

Field tests proved the system works. "We found that while traveling at 70 miles per hour, our app is able to successfully detect a long-range BLE tag placed more than 400 feet away on a traffic barrel on the roadway shoulder," Liao says. "We also confirmed the system works under a variety of conditions, including heavy traffic and inclement weather."

"This was a proof of concept that showed that smartphones can receive Bluetooth signals at highway speeds and deliver messages to drivers," says Ken Johnson, work-zone, pavement marking, and traffic devices engineer at MnDOT. "Future research will look into how we should implement and maintain a driver alert system."

(Continues on Page No. 19)



vehicle design, such as better headlight standards and pedestrian-detection

Meet the 2018-2019 OTEA Board of Directors



2018-2019 OTEA Board of Directors

From Left to Right: Shelly Williams (City / County / FHWA Director), Chad Pendley (ODOT Director), Esther Shaw-Smith (President), Robert Powell (Consultant Director), B. J. Hawkins (Past President), Alan Soltani (Vice President) and Angelo Lombardo (Secretary-Treasurer) Not Pictured - Brandon Parduhn (Contractor / Supplier Director)



- The OTEField is intended to inform and create discussion in our profession.
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- Send articles, comments or suggestions to Angelo Lombardo, Editor, 4405 Trophy Drive, Norman OK 73072 or E-Mail at <u>OTEField@sbcglobal.net</u>.

Chapter, Section, District and International Meetings



2018 OTEA FALL MEETIN



Oklahoma Traffic Engineering Association

Mark your

calendar for the

2018 Fall Meeting

Date: October 25, 2018 City of Oklahoma City Central Maintenance Facility Mike DiGiacomo Auditorium 3738 SW 15th Street Oklahoma City, Oklahoma







2019 OTEA Spring Meeting May 1-3, 2019 Lone Wolf, Oklahoma

Before Cities Can Enforce Multimodal Policies, They Need Good Data by Skip Descant

Companies want to help cities enforce and regulate new mobility devices like e-scooters, bikes or carshares by offering up real-time data.

Movement through cities is becoming more multimodal — taking the form of bikes, scooters, trams and more — and the management of these transportation options is becoming more complex, driven by a relentless supply of data.

Increasingly, cities are partnering with private mobility providers — like Bird scooters or Jump bikes — to operate services that can offer both cheap transportation and help to get cars off of already clogged streets. As part of these partnerships, city officials are requiring bikes, scooters and others to help them achieve intrinsic city goals around topics like equity, sustainability or safety.

"I think it's really important to see cities leverage those partnerships to achieve the local goals," said Paul Supawanich, head of mobility policy at Remix, a San Franciscobased software technology firm specializing in transportation. "I don't think it's enough for a city to say, 'Yeah, we want to permit these things and allow them just to exist.' I think cities should be treating them as just another level to help them achieve those broader livability, economic development types of goals."

Cities like San Francisco, Columbus, Ohio, and others are requiring that e-scooter operators place the devices in underserved or economically disadvantaged neighborhoods. Meanwhile, nearly all cities are being explicit in their demands that scooters and bikes do not block sidewalks, doorways, parking spots and other areas in the public space.

To achieve these goals, companies like Remix are stepping in and suggesting they can help enforce rules and maintain oversight. By gathering location data from scooter, bike-share or other sources like public APIs, Remix is able to present key pieces of data to city transportation departments in real time to allow officials to see what devices are in demand, where they are being used and whether they are available to disadvantaged or other communities.

"[Cities] are overseeing a private company who is helping them achieve their goals. There just hasn't been the infrastructure in place to allow a city to have insight to what is going on. And so you can imagine a situation where... we don't have enough options in this particular community for x, y, z reasons. We want to make sure we leverage these private companies to help provide those options," said Supawanich.

Today's real-time data starts to answer the question of "what is the volume of movement here so that I can justify the bike lane, or justify the improvement, which has always been the struggle," Supawanich said.





Cities understand the role data can play in enforcement of the various policies and regulations overseeing e-scooters or carshares and have made the sharing of this data a cornerstone in their agreements with the private companies.

"Part of the responsibility of managing this is also to enforce it," said Jeff Ortega, assistant director of public service in Columbus. "And of the ways to enforce this is to have a situation where there is a requirement for robust data-sharing."

Electric scooters, electric-assist bikes, electric-vehicle car-share programs — all rentable for a few pennies or dollars a minute — are taking off, in various forms across the country as smart city-focused mobility efforts guide residents toward more sustainable forms of transportation.

"If the cities don't have those policies and guidelines in place to require the data compliance, and the API compliance, then what Remix is offering has no teeth," Marcel Porras, chief sustainability officer for shared mobility at the Los Angeles Department of Transportation, explained.

The movement has opened the door to new opportunities to use the data associated with these devices to achieve larger policy goals.

"I think a lot of cities are walking into these pilot programs for initial agreements, with good intentions, but still saying to themselves, 'We have to figure how we are going to do 'policy implementation,'" said Supawanich. "How do we take these wellintentioned policy goals and make it a reality?""

Source: Government Technology, September 27, 2018

Federal Highway Administration Plans New Edition of National Traffic Control Manual to Address Innovation, Get Ready for Automated Vehicles

Updated Manual to focus on new highway technologies

The Federal Highway Administration (FHWA) today announced it is pursuing an update to the "Manual on Uniform Traffic Control Devices for Streets and Highways"—the MUTCD—in preparation for the future of automated vehicles and to afford states and local communities with more opportunities to utilize innovation. "The new manual will be forward-looking in accommodating technologies necessary to support highway connectivity, automation and innovations that improve safety and efficiency," Deputy Federal Highway Administrator Brandye L. Hendrickson said. "The revised edition will lay the groundwork for supporting the infrastructure of the future."

The MUTCD update was announced as part of USDOT's release of new federal guidance for automated vehicles -- "Preparing for the Future of Transportation: Automated Vehicles 3.0."

The MUTCD is the national standard for traffic signs, signals, and pavement markings. The last edition was published in 2009 and was revised in 2012. The upcoming new edition will propose to update the technical provisions to reflect advances in technologies and operational practices, incorporate recent trends and innovations, and set the stage for automated driving systems as those continue to take shape.

The publication of a new edition will propose to streamline processes and reduce burdens on state and local agencies by adopting many of the successful devices that have resulted from some of the 150 official experiments that FHWA has approved, including congestion-reduction strategies such as variable speed limits, dynamic lane control and shoulder use and pedestrian safety enhancements such as the rectangular rapid-flashing beacon and crosswalk marking patterns. Overall, the new edition will propose to allow more flexibility and innovation to improve travel for drivers, pedestrians and bicyclists.

Hendrickson added that FHWA's goal was to ensure that the MUTCD improve the public's travel experience – whether driving on the interstate or in a large city, small town or rural America—and that FHWA was being responsive to stakeholders who requested an update to the MUTCD.

As part of the process of updating the Manual, FHWA will seek input from the public nationwide, including state and local traffic engineers, traffic control device technicians and other stakeholders. The proposed changes are expected to be released for public review and comment next spring.

The FHWA has administered the MUTCD since 1971 and has published six editions. The MUTCD was first published in 1935 to establish uniform and easily recognizable traffic control features on the highways as car travel increased. While technologies and travel trends have evolved since 1935, the need for uniformity—for the safe and efficient movement of road users—still remains today.

Source: U.S. Department of Transportation, Federal Highway Administration, Press Release, October 5, 2018



Intrusion Alert More is being done to protect Workers in Work Zones By: Brad Sant

It is just before 6 a.m. when you are awakened by the phone. Annoyed that someone would call you at such an early hour, you answer thinking, "what could be so important?"

Your world begins to spin when you learn your spouse has been killed by a motorist while working on a nearby roadway.

Perhaps this was not your experience on Friday, May 9, 2014, but it was for the families of Kenneth Duerson Jr. and Coty Demoss of Indiana. On April 28, 2014, the families of Michael Turner and Ronnie Blagg of Oklahoma received a similar call, as did loved ones of Garvin Barnes of Mississippi on March 25, 2014. Calls to the families of roadway workers killed by motorists were made in Oregon and Virginia in February, in Maryland in January. . . and so on. Nearly every month, somewhere in the U.S., roadway workers are struck and killed by motorists. News stories often cite causes such as speed, impairment or distraction.

When these tragedies occur, employers feel despair, anger and renewed determination to ensure such accidents never happen to their workers again. Sadly, in some cases they do. Year after year, we continue to count the number of roadway-construction-worker deaths caused by work-zone intrusions.

In a recent report prepared by the U.S. Occupational Safety and Health Administration (OSHA), the agency found: "There were 129 deaths in highway, street and bridge construction from FY 2011 to FY 2012. Fifty-six (56) deaths, or 43%, were due to workers being struck by vehicles. In 39 cases, 69.6%, the victim was struck by a vehicle on the road that was not associated with the worksite." In other words, nearly one-third of roadway-worker deaths are not caused by construction hazardsthey are caused by errant motorists.

What is more alarming is many work-zone intrusions may be intentional. In a report prepared by the Texas A&M Transportation



Institute, based on a study of work-zone intrusions in New York state during the period 1993-98, researchers found that motorists deliberately entered closed lanes 44% of the time that such intrusions resulted in crashes. The study also found that many intrusions occurred because traffic was stopped or moving slowly or because drivers encountered conflicts at merging tapers.

Industry Response

For the roadway-construction industry, these deaths are frustrating because they continue to occur despite significant efforts to eradicate the hazard. For example, in 1998, the Federal Highway Administration (FHWA) in partnership with the American Road & Transportation Builders Association (ARTBA) opened the National Work Zone Safety Information Clearinghouse (www .workzonesafety.org). While this facility is primarily aimed at providing research and information to the transportation industry as opposed to motorists, it does contain a significant amount of information designed to prevent motorist intrusions into work zones.

In 1999, FHWA joined with theAmerican Association of State Highway & Transportation Officials (AASHTO) and the American Traffic Safety Services Association (ATSSA) in signing an agreement to create a National Work Zone Awareness Week. This annual event is now celebrated across the U.S. and is aimed directly at promoting driver safety

(Continue on Page No. 21)

Oklahoma to spend \$6.5B on Transportation Infrastructure Projects

The Oklahoma Department of Transportation (ODOT) plans to spend \$6.5 billion on transportation infrastructure projects in the state over the next eight years. Included in the plan is an \$80 million Interstate 44 project in Tulsa, which received \$45 million in federal infrastructure grant money.

"The plan right now for I-44 for the widening between Union Ave. and the Arkansas River will be adding in an extra lane in each direction and also making some operational improvements at the U.S. 75 junction," announced ODOT's Kenna Mitchell, adding that with most of Oklahoma's bridges being brought up to standards, the focus would shift to road conditions.



"We'll still see some bridge projects over the next few years, and we'll also begin more of a focus on our pavement conditions," Mitchell said. "So, there are projects that will be focused on not just the pavements, but also improving some of the two-lane highways across the state."

More than half of the 1,386 projects planned cover 720 miles of added shoulders or other improvements to twolane highways, 152 miles of interstate pavement improvements, and projects to address urban highway congestion. The rest are bridge replacements or major rehabilitations.

Source: Better Roads Magazine, September 27, 2018



Interstate 44 in Tulsa

WORK-ZONE WARNINGS COULD SOON BE DELIVERED TO YOUR SMARTPHONE

by: Christine Anderson

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This future work includes using the results of a human factors study currently under way at the U's HumanFIRST Laboratory to create recommendations for the in-vehicle message phrasing and structure. Then, researchers plan to conduct a pilot implementation with multiple participants to further evaluate the system's effectiveness.

According to MnDOT, another phase of the project may investigate how to effectively maintain the BLE tag database. This phase could also investigate implementation options, such as how MnDOT can encourage drivers to download and use the app.



Source: Crossroads, MnDOT Research Services & Library, the University of Minnesota's Center for Transportation Studies and the Minnesota Local Road Research Board, April 27, 2017

Pedestrian Deaths in U.S. Surged 46% Over Last Decade by Benjamin Din



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risk. Other factors may include increased smartphone use and demographic changes. However, more research needs to be done on the issue, he said.

Last October, a Honolulu ordinance drew attention for banning pedestrians from using mobile devices while crossing the street, with fines ranging from \$15 to \$99.

New York City saw its pedestrian fatalities fall to 101 last year, the lowest since record keeping began in 1910, according to the city.

"The lower speed limit, increased enforcement and safer street designs are all building on each other to keep New Yorkers safe," Mayor Bill de Blasio said in a statement.

Source: Bloomberg, September 25, 2018

OTEA Awards Three \$1,000 Scholarships during the 2018 Spring Meeting

The Board received three applications from qualified students and awarded the annual \$1,000 scholarship to each of them.



Kendal Nicholas is a graduate student from Oklahoma State University and was able to attend the spring meeting in Shangri-La.

She works in the OSU ODOT Roadway Design squad and plans to graduate in May of 2019. She has already accepted a position with ODOT as an Engineer-in-Training. She attended the spring meeting at Shangri-La and was recognized during the Thursday luncheon.



McKenzie Allen is a senior at the University of Oklahoma. She plans to graduate in the spring of 2019 and plans to work in the Oklahoma City area. Her college advisor had this to say about her in his letter of recommendation: "Ms. Makenzie



Kendal M. Nicholas with Past President Lauren Ludwig during the Spring Meeting

represents the best of our next generation. She possesses the ability and right temperament for embarking in a successful professional engineering career.



James Deavers is a Junior Civil Engineering student at the University of Oklahoma. He is interested in the design of airports and hopes to design and build better airpots to allow the transportation industry to grow and prosper across the State of Oklahoma and across the nation. In his application essay he wrote: " Being able to work in the transpiration industry would be a dream come true for me and working on airport projects would give me the opportunity to help others with the knowledge that I have and continue to gain". He served as a page in the U.S. Senate and is a Distinguished Scholar at OU. He holds a private pilot's license, is a member of the OU ASCE Steel Bridge Team, is active in his church and has done missionary work in Haiti.



Congratulations to the 2018 OTEA Scholarship!

Intrusion Alert More is being done to protect Workers in Work Zones By: Brad Sant

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when approaching roadway work zones.

In 2006, ARTBA and FHWA launched "Turning Point," a campaign to instruct new drivers on how to safely navigate roadway work zones. This program contains materials, both video and written, intended for driver-education programs, particularly teen drivers.

Many states also have enacted laws to increase penalties for unsafe driving in work zones.

Industry Progress

While intrusion incidents continue to frustrate roadway-safety advocates, a significant amount of progress has been made. For example, total work-zone-related fatalities—workers, motorists and passengers—reached a peak in 2002 with 1,186 deaths. In 2012, the most recent year for which data is available, the U.S. DOT reported 609 deaths—nearly half the amount one decade ago. During the same 10-year period, the value of roadway construction put in place was flat, with less than a 1% change. So, as compared with the total value of construction, the reduction in fatalities seems to be a real improvement.

While 600 deaths per year are certainly not acceptable, they show that when industry steps up its





safety advocacy, real progress can be made and lives saved. Sadly, the number of annual worker deaths caused by motorists has not declined as sharply as overall work-zone deaths, with an average of 30 worker deaths each year since 2003, according to data from the U.S. Bureau of Labor Statistics. More work needs to be done to help the traveling public understand the dangerous nature of work zones and the fragility of those working inside.

So, the question remains... how can the industry protect its workers from vehicles that stray into its work space and strike, kill and maim workers?

Industry cooperation

To address the continuing challenge of work-zone intrusions, ARTBA has created a partnership with the National Asphalt Pavement Association (NAPA), the Associated General Contractors of America (AGC), leading national contractors, organized labor and others with the goal to prevent worker deaths caused by motorists. A national dialogue began with a summit held in March 2014 in Las Vegas. Representatives from construction companies, safety manufacturers and state DOTs presented research, findings, problems and solutions. The coalition decided on a focused program of work:

 Gather best practices from across the country and around the world to document how governments, contractors and others are prevent-ing intrusions;

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AASHTO Releases 7th Edition of its Highway & Street Design "Green Book"

The American Association of State Highway and Transportation Officials recently released the 7th edition of its "Policy on Geometric Design of Highways and Streets" manual – commonly referred to as the "Green Book" – which is considered by many to be the pre-eminent industry guide to current highway and street design research and practices.

AASHTO said the latest edition of the "Green Book" presents an updated framework for geometric design that is more flexible, multimodal, and performance-based than in the past – providing guidance to engineers and designers who strive to make unique design solutions that meet the needs of all highway and street users on a project-by-project basis.

AABHE

A Policy on Geometric Design of Highways and Streets

THE GREEN BOOK 2018



The group noted that not only are "traditional" functional classifications for roadways – such as local roads and streets, collectors, arterials, and freeways – contained within the Green Book, but so is an expanded set of new "contextual" classifications – such as rural, rural town, suburban, urban, and urban core – that will help better guide geometric design efforts. On top of that, AASHTO said the first chapter of the new manual – entitled "New Framework for Geometric Design" – also introduces a "new approach" in terms of how functional and context classifications can be used together to create more "flexible and performance-based" designs for new projects as well as for existing roads.

[A list of key revisions and updates to the new manual are available at: http://downloads.transportation.org/publications/ GDHS-7_SummaryOfChanges.pdf.]

The "Green Book" is available to order in hard copy or as a downloadable PDF from the AASHTO Store at: https://store.transportation.org/item/ collectiondetail/180. It can also be ordered at a discounted rate when purchased in a set that includes both the hard copy and downloadable PDF versions, the group noted.

Summary of Key Revisions:

CHAPTER 1: NEW FRAMEWORK FOR GEOMETRIC DESIGN

Chapter 1 is a new chapter that explains application of the Green Book to accomplish flexible, performance-based design. The chapter presents the traditional functional classifications for roadways (local roads and streets, collectors, arterials, and freeways), as well as a new set of context classifications (rural, rural town, suburban, urban, and urban core) to guide geometric design. The chapter also explains how the functional and context classifications can be used together in a flexible and performance-based manner in the design of new construction projects, reconstruction projects, and projects on existing roads.

CHAPTER 2: DESIGN CONTROLS AND CRITERIA

Chapter 2 has been reorganized to emphasize transportation of people, rather than focusing primarily on moving vehicles. The chapter discusses multimodal level of service and puts greater emphasis on lower-speed, walkable, urban zones. The pedestrian walking speeds have been updated based on recent research.

CHAPTER 3: ELEMENTS OF DESIGN

The key changes to Chapter 3 include the following:

- Added an 85 mph design speed to the tables for stopping sight distance
- Explained how to compute superelevation and minimum radius for design speeds greater than 80 mph
- Provided more flexibility in the distribution and rate of rotation of superelevation in superelevation transitions
- Added an equation to check for potential oversupply of superelevation through superelevation transitions

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Intrusion Alert More is being done to protect Workers in Work Zones By: Brad Sant

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2. Create regional workshops and peer-to-peer exchanges to discuss the problem, share ideas and gather information; and

3. Create a guidance document that describes the findings and best explains steps needed to carry out best practices.

An example of a model practice was shared during the March meeting by representatives from the Texas Department of Transportation (TxDOT). The agency recently launched an innovative approach to improve work-zone safety through the inclusion of a new provision in many of their roadway construction contracts. TxDOT realized that contractors sometimes find roadway conditions to be more hazardous than expected during construction operations. Typically when this occurs, the contractor might ask the DOT for a modification to the contract, requesting extra funding to provide more protection for workers, which might include concrete barrier, crash attenuators, portable changeable-message signs or the use of law enforcement. These requests are difficult for the DOT to approve because once the contract is in place there are no additional funds to pay for increased safety measures. In recognition of this dilemma, TxDOT now includes a reserve account (2-3% of total contract value) in certain contracts that can be used to provide additional safety equipment when the contractor and DOT mutually agree upon the need. This special provision ensures funds are available to protect workers and motorists even though those needs were not anticipated when the contract was let.

In addition, TxDOT has conducted research on the use of automated stop/turn signals that can take the place of flaggers; equipment that can be placed in the road well forward of a work zone that will alert drivers, as well as the new contract language that will allow TxDOT and contractors to work together to keep workers and state employees safe.

TxDOT reserves these extra funds exclusively for safety needs; they cannot be disbursed for other purposes. In a time of belt-tightening, this ensures that safety equipment will find its way to the jobsite and not to other projects. TxDOT has seen an increase in safety devices used and a decrease in overall workzone-related accidents since implementing this policy.

Protective Products

Several companies continue to manufacture devices and equipment to help prevent motorist intrusions, and an increasing number of DOTs are approving these devices for use in their work zones. They include portable rumble strips that warn and "wake up" drivers as they approach roadway-construction sites. These strips are temporary and can be used during construction and then easily removed and moved to another location once that work is done.

Another innovative product uses a heavy metal frame, mounted like a trailer to heavy-duty trucks. This crash- worthy, durable frame provides positive protection for workers during mobile and shortduration projects where concrete barrier may not be feasible.

The roadway-construction industry is working together, as never before, to gather and develop new practices, products and strategies to prevent work-zone intrusions.

The job will not be easy, and it will take coordinated efforts of contractors, roadway owners, equipment manufacturers and government agencies to make significant progress toward significantly reducing the number of deaths caused by motorist intrusions. Nevertheless, there is a groundswell of support and optimism that change can take place.

Source: Safety Today, June 2014

STATE OF ITE - 2018 Annual Business Meeting Report by Michael P. Sanderson, P.E., PTOE, LEED AP (F), ITE International President



Michael P. Sanderson ITE International President

The Institute of Transportation Engineers (ITE) is strongly positioned to lead at this time of unprecedented change in the transportation industry. Through our many programs and initiatives, ITE is "Leading the Way" in a dynamic transportation landscape as we work to improve mobility and safety and do our part to build safe, smart, healthy, and livable communities. This 2018 Annual Business Meeting report highlights ITE's strategic and operational progress that has taken place since last year's 2017 Annual Business Meeting in Toronto, ON, Canada.

During the past two years, ITE has been undergoing significant change initiated by the International Board of Direction with the hiring of Jeffrey F. Paniati, our first new Executive Director and CEO in nearly 30 years. Under Jeff's leadership, ITE's operation has been modernized and transformed. We have opened up new lines of communication between leadership at all levels of the organization, and the collaboration between ITE Headquarters and our Districts, Sections, and Chapters has been significantly strengthened. We are delivering technical products faster and have created new initiatives that place us at the forefront of the changes happening within our profession. Our collective voice is being heard louder and more effectively than it has been in years. The results are beginning to show through membership growth, increased meeting attendance, and an improved financial position.

2018–2020 Strategic Plan Adoption

In parallel with the new and improved operational efforts, the ITE Board of Direction charted a new strategic direction for ITE beginning in 2016 with then ITE President Paula Flores' establishment of a Strategic Initiatives Committee, which continued in 2017 under the leadership of Past ITE President Shawn J. Leight. This strategic analysis work has spawned ITE's current four major initiatives—Vision Zero, Smart Communities, Connected and Automated Vehicles, and Transportation and Health. It has also resulted in the reformulation of our international efforts around our Global District and the establishment of cooperative agreements with sister organizations in the United Kingdom, South Korea, and Greece.

The Strategic Initiatives work culminated with the development of our 2018–2020 Strategic Plan, adopted in January 2018. This plan charts our path to the future in the key areas of membership, technical programs, and institutional sustainability. The plan will help inform the International Board of Direction's decisions and actions regarding ITE's strategic direction over the next three



years, while also informing the day-to-day decisions and actions taken by ITE executive headquarters staff at an operational level. Staff have adopted a strategic implementation plan with performance measures that correspond to this new strategic plan, allowing leadership to track and measure ITE's success in meeting its strategic goals. This section of the report describes some of the recent initiatives being informed by the plan at the International Board level.

Diversity and Inclusion

The challenges of consistency, diversity, and inclusion are addressed in the Strategic Plan. At the beginning of 2018, the ITE International Board of Direction launched a significant and consequential initiative to improve ITE's diversity and inclusiveness. A new board-level committee on Diversity and Inclusion was appointed to study the issue both within ITE and the profession at-large and then to develop and implement far-reaching and multi-faceted efforts that could ultimately touch every part of our organization.

A first step towards understanding more about the issues of diversity and inclusion and our members was the STEM Inclusion Study. The study, conducted through a survey link emailed to all members, sought to expand knowledge about the experiences of people across STEM disciplines, industries, and work environments. The survey results are now helping ITE better understand both the role of diversity related to the professional and educational experiences of our members and how ITE can better support its membership.

One of ITE's strengths as an association of transportation professionals continues to be its many talented leaders and volunteers working in a complicated federation of Districts, Sections, Chapters, and Student Chapters to deliver information and to provide opportunities to network, learn, and collaborate. These parts of ITE are varied and diverse, led by a vast group of ITE leaders well versed in local transportation issues and well equipped to lead ITE activities at the local level. However, diverse and local can also mean different.

In its internal analysis of consistency, diversity, and inclusion within ITE, the International Board of Direction observed that different can be desirable if the ITE experience is customized to local needs and issues, but it can be very undesirable when those differences evolve into disparate value and experiences that make parts of ITE unrecognizable as part of the same organization. ITE members should know they are getting the same value for their

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AASHTO Releases 7th Edition of its Highway & Street Design "Green Book"

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CHAPTER 4: CROSS SECTION ELEMENTS The key changes to Chapter 4 include the following:

• Expanded discussion of driveway width guidelines

- Expanded discussion of median geometry to reduce cross-median crashes
- Updated noise abatement discussion based on latest FHWA guidance

CHAPTER 5: LOCAL ROADS AND STREETS Chapter 5 now includes the following:

- Revised rural traveled way and shoulder widths to more right-sized values
- Added material presenting design speed ranges for specific contexts
- Added a new section on driveways in rural areas
- Revised discussions of lane widths for urban streets to better align with the guidance for urban arterials
- Reorganized discussion of recreational roads and special purpose roads into separate sections
- Updated minimum curve radii for unpaved roads based on U.S. Forest Service guidance

CHAPTER 6: COLLECTOR ROADS AND STREETS Chapter 6 now includes the following:

- Revised rural traveled way and shoulder widths to more right-sized values
- Added material presenting design speed ranges for specific contexts
- Added discussion of high-speed to low-speed transition zones
- Revised discussions of lane widths for urban streets to better align with the guidance for urban arterials

CHAPTER 7: ARTERIAL ROADS AND STREETS

The title of Chapter 7 has been changed to Arterial Roads and Streets for consistency with Chapters 5 and 6. Key changes to Chapter 7 include the following:

- Added section on design for the rural town context
- Added section on speed management in design for urban areas
- Added discussion of high-speed to low-speed

CHAPTER 8: FREEWAYS

Key changes to Chapter 8 include the following:

Revised design speed guidance to encourage right-sized and context sensitive designs in urban and suburban settings
Removed material targeting specific levels of service

CHAPTER 9: INTERSECTIONS

Chapter 9 has been updated as follows:

- Added or revised drawings and text on channelized right-turn lanes, offset left-turn lanes, bypass lanes, and reduced-conflict intersections
- Removed seldom-used figures and tables on edge-of-traveled-way designs, median design layouts, and intersection sight distance
- Added table on characteristics of non-motorized users
- Added intersection sight distance discussion for roundabouts
- Revised criteria for turn-lane length

CHAPTER 10: GRADE SEPARATIONS AND INTERCHANGES Chapter 10 now includes the following:

- Added section on diverging diamond interchanges
- Added table on maximum ramp grade
- Expanded tables of acceleration and deceleration lane lengths to include 80 mph design speeds

STATE OF ITE - 2018 Annual Business Meeting Report by Michael P. Sanderson, P.E., PTOE, LEED AP (F), ITE International President

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investment as other ITE members. ITE also must provide a consistent experience in our members' opportunities to participate, and that includes leadership at the highest levels.

As a result, this year the International Board of Direction has been laying the groundwork to address the question: How do we give our local leaders the autonomy they need to deliver timely and locally relevant services, tailored to their local constituents, but at the same time give them a framework of policies and tools that let them deliver an experience that is consistently ITE to all our members? This question is informing many actions now underway outlined by the Strategic Plan.

ITE Constitution Updates

A major initiative undertaken by the International Board of Direction in 2017 that was put into practice in 2018 was an update of the ITE International Officer Nomination and Election Process and updates to the Constitutional Amendments, which were voted on and passed by members following the 2017 Annual Business Meeting. We thank members for taking the time to participate in this important governance process for ITE. The new amendments are helping ITE accomplish two major goals: making ITE more inclusive to the broader transportation community and changing the election process for International Vice President to remove barriers that are keeping highly-qualified candidates from volunteering for this position.

In 2018 we have been transitioning from references of "transportation engineers" to "transportation professionals"—a change that is helping grow ITE and position members to have a stronger voice on the important transportation issues facing our profession and communities. The election process changes, which were implemented for the 2019 election, shortened the election cycle, lessening the burden on the candidates and allowing the successful candidate to be known in time to attend District Meetings in the spring.

While lack of diversity is an issue in our profession overall, ITE can do better to attract and retain a diverse membership. ITE can and should lead our profession and give all its members, from student to experienced professional, opportunities to contribute and to lead. There is new energy, excitement, and opportunity in our organization, and our prospects for the future are bright. To maintain that momentum and build off of it, now is the time to examine the operational structure to make sure we are best positioned to deliver a consistent member experience.

ONE ITE

A ONE ITE Task Force under the leadership of Dan Beaty, International Director, was established in early 2018 as another development to address diversity and inclusion within ITE itself. This task force was charged with implementing the 2017 Constitutional changes in the area of membership, identifying opportunities to streamline the ITE structure, reduce inconsistencies, and minimize bureaucracy; clarifying the roles and responsibilities of ITE Headquarters (ITE HQ) Districts, Sections, and Chapters; and creating opportunities for ITE HQ to better serve our members through the Districts, Sections, and Chapters. The ONE ITE Task Force is examining the membership experience and identifying opportunities to enhance it, increase consistency, better meet member expectations, attract new members, and effectively support our leaders, volunteers and members across all levels of ITE.

So far, the task force has identified many opportunities for improvement. They range from new definitions for Districts, Sections, and Chapters, to a new global dues structure, to the development of an Affiliate transition plan, to restructuring some of our Districts, Sections, and Chapters. While the ONE ITE effort is still very much a work in progress, it has progressed to the point where it is clear that this effort will result in some significant changes to ITE's District- Section-Chapter (D-S-C) structure, and the presentation explains these changes. Many of the changes are localized, meaning many members will not be affected at all and for others the changes will be relatively transparent.

A high-level, two-page ONE ITE overview is available on the ITE website that outlines why we have initiated this effort, why now is the right time to take this on, what is included and how these actions will make ITE better. For those interested in more details, there is a recorded webinar that walks through each aspect of the ONE ITE effort. Additional information will be forthcoming as the ONE ITE Task Force, the ITE Board of Direction, and D-S-C leadership work together to finalize the various components and develop implementation schedules. In the meantime, members are invited to reach out to the ITE Executive Committee, Jeff Paniati, or any of the ITE International Directors with any questions.

ITE Leading the Way

We are in a time of tremendous change in our industry and one of opportunity for ITE. We must continue the positive momentum we have started. If we do, I am confident that ITE will be the professional organization of choice for transportation professionals across North America and globally. Through this new task force, we are taking another step further in becoming "ONE ITE" as part of our work "Leading the Way."

This report contains only highlights of many ITE activities underway. As a community of transportation professionals we have much to be proud of, and the International Board of Direction is delighted to have such a robust program, which is only possible through the hard work and leadership of so many member volunteers. This work and its fruits will continue to build and evolve through the remainder of 2018 and beyond. Thank you for these efforts and for your trust in the elected leadership. It is an honor and a privilege to serve ITE, the transportation profession, and our communities.



2018 Annual Golf Tournament



















2018 Annual Golf Tournament













2018 Annual Golf Tournament













2018 Annual Meeting Highlights



















2018 Annual Meeting Highlights



OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

SUMMER 2018







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Member News

Joyce Flatt Retires

After forty years promoting highway safety in the United States, Joyce Flatt retires from Trinity Highway Products.

Joyce has been a member of OTEA for more than twenty years and a faithful supporter of the organization, which she served as a Board member in 2012–2013.

Our OTEA meetings will not be the same without Joyce. Thank you for your support of OTEA and specially for the friendship you extended to everyone you ran across.

Congratulations on your retirement and please come visit us at one of our future meetings.



Meet Camila Rose Radunzel

On July 19, 2018, Angelo Lombardo was blessed with his second grand-daughter

Congratulations to the parents, Joseph and Anna Radunzel, and to the proud grandfather!



Kevin Drury Retires

After a long career with ODOT, spending the last few years in the Traffic Engineering Division, Kevin Drury retires.

Kevin has been OTEA's "A/V person" during many of our recent meetings making sure power point presentations and video clips run smoothly. He plans to remain involved with OTEA.

Congratulation to Kevin on his retirement!



OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

SUMMER 2018

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