



# OTEFiField

## 2014 Fall Meeting Recap

*By: Angelo A. Lombardo, P.E.*

The Fall meeting was held on October 10, 2013 at the Norman High School Conference Center. It was attended by 86 people, including 13 individuals who came to their first ever OTEA meeting. Federal, state, county and local governments were well represented. We had participation from Tulsa and Canadian Counties. Local government participation was particularly good with attendees from Oklahoma City, Broken Arrow, Edmond, Stillwater, Shawnee, Ardmore, Guymon and Norman. The private sector was also well represented with individuals from thirteen different consulting engineering firms, six vendors, two contractors, academia and law enforcement. It was truly an excellent cross section of transportation professionals exchanging valuable information.

The first presenter was Dr. Caleb Riemer, the ODOT Resident Engineer who is overseeing the

construction of the second Single Point Urban Interchange (SPUI) in the state. The project, which reconstructs the I-35 and Main Street interchange in Norman, is scheduled to be completed in the spring of 2014. Dr. Riemer talked about the benefits of the SPUI design, the reasons why it was chosen for Main Street, some of the construction challenges inherent with the reconstruction of a major interchange under traffic and the future phases of improvement along the I-35 corridor, which include the reconstruction of interchanges at Lindsey Street and State Highway 9 East. He discussed the importance of a well thought out traffic management plan, which is a federal requirement for projects of this scale, and the benefits of the smart work zone technology being used on the project, which are somewhat limited due to the short extents of the area under construction.

*Continues on Page No. 15*

Roadway Fatality Numbers Down in 2013	3
FHWA Issues Interim Approval for Use of Bike Signal Faces	7
President's Message	11
Meet the Candidates for the 2014-2015 OTEA Board of Directors	28
Member News	35

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## Many State DOTs Report Record Low Roadway Fatality Numbers in 2013

Last year showed significant safety improvements on many states' roadways, according to preliminary data released by multiple state transportation departments.

In Kentucky, roadway fatalities dropped to the lowest level in 64 years. Kentucky Transportation Cabinet officials say that preliminary data shows 635 people died on the state's roadways through 2013, down from 746 in 2012. The 2013 level shows the lowest total since 1949, when 573 fatalities were reported.

"We are encouraged by the reduction in fatalities, but firmly believe that one fatality is too many," said American Association of State Highway and Transportation Officials President and KYTC Secretary Mike Hancock in a statement. "The Governor's Executive Committee on Highway Safety is committed to providing direction on traffic safety issues as we move 'Toward Zero Deaths' on Kentucky's roadways."

Kansas Department of Transportation officials report that there were fewer roadway fatalities in 2013 than in any other year on record, according to preliminary data. KDOT says 344 people died on Kansas roads last year, compared to 405 last year. Before 2013, the lowest year for roadway fatalities in the state was 2008, when 385 deaths occurred.

"One fatality is one too many and we are going to work hard to have this number decrease in 2014," said KDOT Secretary Mike King in a statement. "In Kansas, we strongly emphasize safety in the engineering of our highways and that's an important component to keeping travelers safe."

Wisconsin Department of Transportation reported 527 traffic fatalities in 2013, the lowest reported number since 1944 (which saw one less person die on Wisconsin roadways). When comparing 2013 to 2012, WisDOT saw a 12 percent reduction, as 601 people died on in traffic incidents in 2012.

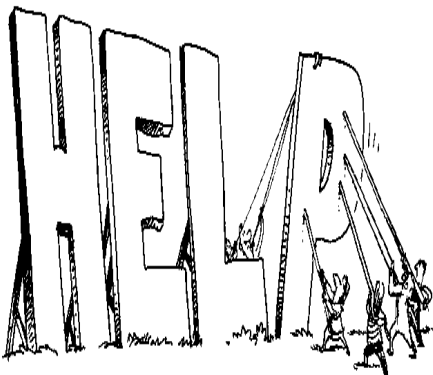
"There is no single factor we can identify as the main reason for such a significant reduction in traffic fatalities," said

WisDOT Secretary Mark Gottlieb in a statement. "Motorists deserve a great deal of credit for saving their own lives and lives of others by slowing down, paying attention, buckling up, and driving sober. In addition, WisDOT and its partners continue to invest funding and resources to improve traffic safety enforcement, education and engineering. These investments are clearly helping to prevent fatalities."

Finally, fewer than 1,000 people died in 2013 on Ohio roadways, representing the lowest number since the state began keeping track in 1936. The preliminary data show that 981 people died on Ohio traffic incidents last year. Ohio Department of Transportation Director Jerry Wray credited this roadway fatality rate decrease on a number of factors.

"Roadway engineering is getting better, vehicle engineering is getting better and law enforcement is getting better," Wray said in a statement. "When you combine all of those, you get safer roadways for the traveling public and more people making it home safely to their families each day."

*Source: AASHTO Journal - January 10, 2014*



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# Bicycle tax?

## It's tempting for some cities

Early blasts of snow, ice and below-zero temperatures haven't stopped a surprising number of Chicago cyclists from spinning through the slush this winter, thanks in part to a city so serious about accommodating them that it deploys mini-snow plows to clear bike lanes.

The snow-clearing operation is just the latest attention city leaders have lavished on cycling, from a growing web of bike lanes to the nation's second largest shared network of grab-and-go bicycles stationed all over town. But it also spotlights questions that have been raised here, a city wrestling with deep financial problems, and across the country.

Who is paying for all this bicycle upkeep? And shouldn't bicyclists be kicking in themselves?

A city councilwoman's recent proposal to institute a \$25 annual cycling tax set off a lively debate that eventually sputtered out after the city responded with a collective "Say what?" A number of gruff voices spoke in favor,

feeding off motorists' antagonism toward what they deride as stop sign-running freeloaders. Bike-friendly bloggers retorted that maybe pedestrians ought to be charged a shoe tax to use the sidewalks.

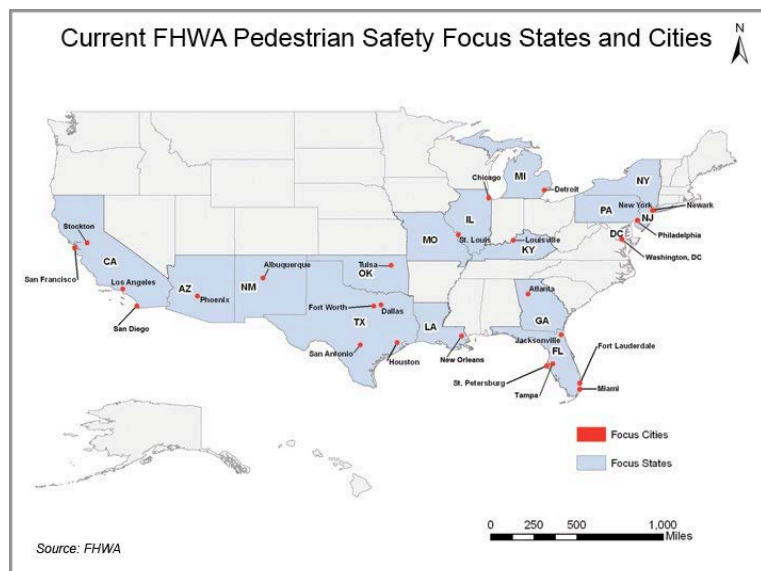
"There'd be special bike cops pulling people over? Or cameras? What do you do (to enforce this)?" asked Mike Salvatore, owner of Heritage Bicycles, a new Chicago hangout that neatly blends a lively cafe with a custom bike-building workshop in a 19th-century building.

Chicago is by no means the only place across the U.S. tempted to see bicyclists as a possible new source of revenue, only to run into questions of fairness and enforceability. That is testing the vision of city leaders who are transforming urban expanses with bike lanes and other amenities in a quest for relevance, vitality and livability -- with never enough funds.

*Continues on Page No. 14*

## Clarification

The Fall 2013 Edition of the OTEField included an article entitled **"Oklahoma State Agency Passes on Federal Grant Opportunity to Improve Pedestrian Safety in Tulsa"**. This article was authored by the newsletter's Editor - Angelo Lombardo, P.E., based on a story published in the Tulsa World. Along with the article, the OTEField included a map of the U.S. that depicted FHWA's Pedestrian Safety Focus States and Cities with a note indicating that the source of the map was FHWA. For some readers of the OTEField, the note on the source of the map was construed to mean that the article was also from the FHWA. The fact is that the article was written by the Editor of the newsletter and only the map was provided by the FHWA. Please accept my apologies if you felt misled by this oversight.

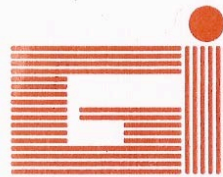


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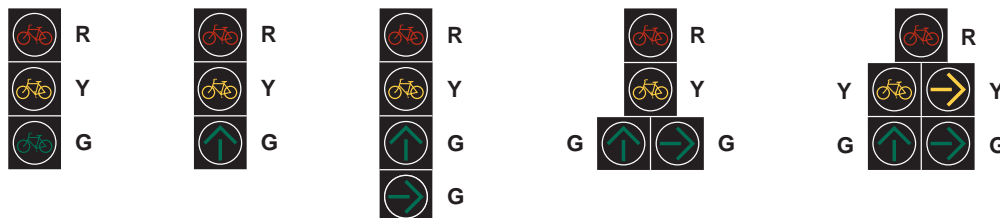


# FHWA Issues Interim Approval of Bicycle Traffic Signal Faces

On December 24, 2013 FHWA issued an Interim Approval for the Optional Use of Bicycle Signal Faces (IA-16). Interim approvals allow the interim use, pending official rulemaking, of a new traffic control device, a revision to the application or manner of use of an existing traffic control device, or a provision not specifically described in the MUTCD. Additional information can be found in FHWA's Interim Approval (IA-16) Memorandum [[HTML](#), [PDF Letter](#) 345KB, [PDF Version Attachments](#) 382KB] or on their Web site: [http://mutcd.fhwa.dot.gov/res-interim\\_approvals.htm](http://mutcd.fhwa.dot.gov/res-interim_approvals.htm).

## Attachment IA-16-1 Typical Arrangements of Signal Sections in Bicycle Signal Faces

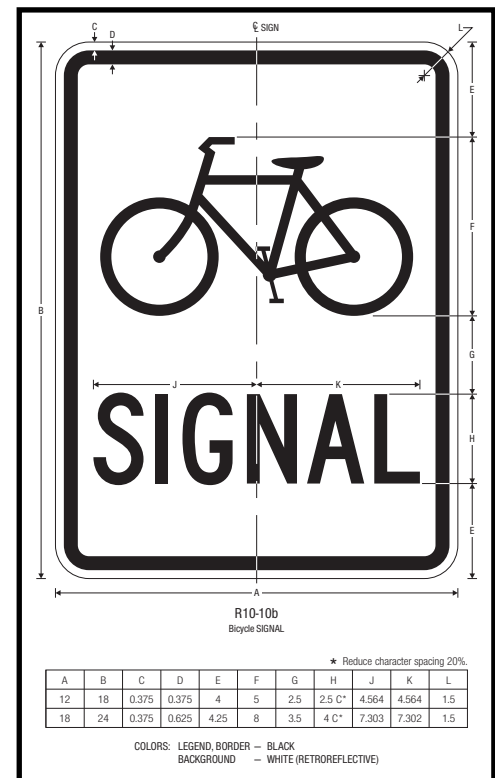
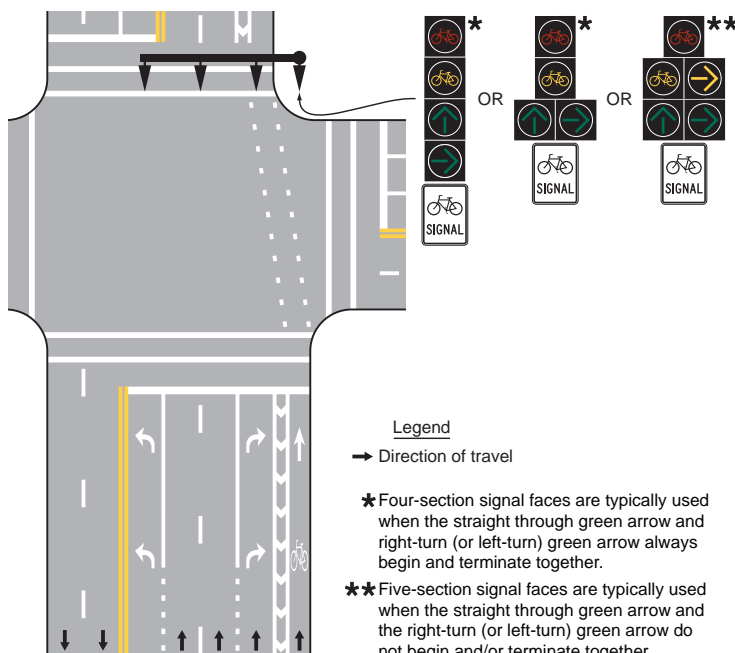
### A - Vertical signal faces



### B - Horizontal signal faces



## Attachment IA-16-2 Example of How to Prohibit a Left-Turning Bike Movement



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## Are Transportation Engineers Still Relevant?

*Samuel I. Schwartz, P.E.*

As I write this, the top transportation positions in the three largest U.S. cities are up for grabs. New York, Chicago, and Los Angeles Commissioner or General Manager posts are open, and active searches are going on. Boston's commissioner will likely be replaced by the incoming mayor. Seattle's commissioner just resigned. Is anyone from our ranks, transportation engineers, going to get these jobs? My guess, if we get one out of five, we will be lucky. In fact, not one of the outgoing chiefs is a transportation engineer. If a prominent transportation engineer has an equal opportunity of being selected commissioner as a lawyer or any other profession, is this just a fluke? I think not.

Years ago we did occupy these posts. In the 1950s, the head of New York City's (NYC) Traffic Department was T.T. Wiley, a prominent engineer. He was followed by the legendary Henry Barnes, perhaps the most famous traffic commissioner of all

time. Barnes suffered no fools, and his battles with Robert Moses and others oft en played out on the front pages of the New York dailies. He also served as traffic commissioner in Denver, CO and Baltimore, MD. But, since 1986 the NYC Department of Transportation (formed by the unification of the Traffic and Highway departments in 1977) has not had a transportation engineer at the helm. Of the last seven commissioners in Chicago, IL, none was a transportation engineer. Gabe Klein, an acclaimed commissioner but not an engineer, served as Chicago's commissioner until December 2013.

So why has this happened? Have we become irrelevant? I'm afraid the answer may be we, as a group, have not kept up with the rest of the world, especially lawyers and MBAs. We have allowed ourselves to take on the role of technician, not engineer, as we compute, estimate, design, and solve the problem sets, like we are taught to do in school. I



*Continues on Page No. 10*

# Are Transportation Engineers Still Relevant?

*Samuel I. Schwartz, P.E.*

*Continues from Page No. 9*

recall being pigeon-holed by a NYC politico who referred to me as an engineer as pejorative; I could "engineer" but not set policy. I eventually took his job!

Stereotypes frequently present engineers to the world as inarticulate, poor presenters of ideas, nerds who can calculate, but not imagine; draw, but not conceive; follow, but not lead. I actually think some of us are proud of that image. Others think it is appropriate that we do what others say as a form of purity; politics and public discourse are beneath us and dirty our calculations. It wasn't always this way.

A century ago, engineers were the rugged but well-educated Clint Eastwoods of the time. We were cited for our opinions and not just for our calculations. We were men (and unfortunately few women) of applied sciences. Willa Cather in her first novel, *Alexander's Bridge*, describes the protagonist Bartley Alexander, the engineer, as the man the weekly magazines write about – others seek his opinion and he stands out as virile and handsome. Compare that with the image of the engineers and scientists on the modern TV series *The Big Bang Theory*.

So how do we recapture the golden days, or at least escape from irrelevancy and improve our image?

1. Get ahead of the curve rather than follow it. This means transportation engineers stay up-to-date, not just with technology and design, but with human culture and its direction. I don't know any transportation engineers who in 2005 realized that vehicle miles traveled per capita had peaked and would likely stay below peak for generations. But Gabe Klein in Washington, DC, and then Chicago knew it. Janette Sadik-Khan in NYC figured it out. They opened their eyes and saw European and Asian cities that were transforming themselves from being car-oriented to being human-oriented. (Yes, I hear the groans now; Sam, who do you think is behind the wheels of those cars, robots? Well, soon Google-cars may be zipping around driverless.)

2. Work on communications skills. Not only do we need to be smart and have good ideas, we need to translate those ideas to others in ways they will understand. Take drama classes, act in the local theater, or join Toastmasters – whatever it takes learn and master the art of public speaking. Learn how to make powerful presentations.

3. Grow our own commissioners and elected officials from the ranks of transportation engineers. Let's not inhibit our young from speaking out and leading us in new directions. Let's encourage them to take part in community organizations and political action. Engineers, especially consultants, can be among the most timid creatures on earth – fearful of upsetting a client when the position we may take as individuals, totally unrelated to our work with the client, is the least bit controversial.

4. Diversify. Be inclusive. An organization that encourages and promotes regardless of gender, race, politics, and outspokenness exudes appeal, fosters exploration, and cross-educates. It makes it easier to step into the public realm – any public realm.

The Institute of Transportation Engineers is transforming itself for the 21st century, and I commend it. The Institute recently did some soul searching by conducting member surveys, focusing particularly on ways to encourage the young professionals to join. In 2014, ITE will graduate the first LeadershipITE class, building its own future officers. The recent leadership has undertaken the biggest revolution in ITE since the name change from "Traffic" to "Transportation" in 1975 by embracing complete streets, coauthoring the *Designing Walkable Urban Thoroughfares* book, and working side-by-side with planners, urban designers, and architects. I am more optimistic about ITE's future than I've been in decades.

And the answer to my headline question is becoming more and more YES!

*Source: ITE Journal, January 2014*

# A Message from the President

By: David Riesland, P.E.



It is hard to believe that another year is nearly over. I say this because the arrangements for the Spring Meeting have been going on for several months and are very nearly complete. In addition, work has been ongoing to assemble a slate of candidates for the next OTEA Board. Of course, all of this means that my time as President is winding time and it will soon be time to pass the reins to the next President.

Before that occurs, I would like to take some time to reflect on the events of the past year. First of all, the Safe Driving Presentation has been given a total of four times since the last Spring Meeting. To date, we have reached over 3,440 students. This is remarkable for such a short period of time. We should all be very proud of this effort.

In September, I was fortunate enough to attend the MOVITE meeting in Des Moines, Iowa. While the trip there and back with Stuart Chai and Richard McCubbin was definitely adventurous, the meeting itself was an excellent opportunity to network with colleagues in neighboring states and to learn a little more about the practices that

are ongoing outside of Oklahoma. The highlight of the meeting for me was being able to accept the Best MOVITE Chapter Award, on behalf of OTEA, at the Thursday evening banquet. This is an award for which we should all be very proud.

With the Spring Meeting being a joint meeting with MOVITE in the Tulsa area, the OTEA Board was not instrumental in planning the meeting. Instead, a Local Arrangements Committee, of which I was the OTEA representative, took care of the arrangements. This freed the Board to address other issues. The highlight of this additional time was the development of a Member Satisfaction Survey. The survey will help to guide future Boards in their service to OTEA and its members. The survey was first made available in mid-January and will remain open through the end of February. Please visit <https://www.surveymonkey.com/s/8R9HMGQ> to complete the survey if you haven't done so already. Look for more information concerning the survey results at or shortly after the Spring Meeting.

The OTEA Board has decided to take the results from the Member Satisfaction Survey to develop a one-half day retreat with the current Board and the incoming Board. This meeting will likely occur in late April just after the Spring Meeting. More information about the outcome of this Leadership Retreat will likely be available in the next edition of the OTEField.

Finally, if there are any ideas you have concerning public outreach, possible topics for future meetings, or if you'd just like to talk, please feel free to give me a call at 405-329-0528 or drop me an e-mail at [David.Riesland@NormanOK.gov](mailto:David.Riesland@NormanOK.gov). I look forward to seeing you all in early April in Tulsa.



## Bike Facilities Guide Gets Major Tune-Up

An excellent resource on planning and constructing bicycle facilities is now even better. The **Guide for the Development of Bicycle Facilities, 4th Edition**, released in June 2012 by the American Association of State Highway and Transportation Officials (AASHTO), gives transportation designers and builders sound guidance on ways to incorporate bicyclists into the roadway environment.

Known as the AASHTO Bike Guide, this 200-page publication has undergone extensive revision and expansion since it was last released 14 years ago. It has grown from 75 pages to more than 200, and from four to seven chapters. The Guide provides comprehensive information and guidance to designers and planners on the facilities needed to accommodate bicycle travel. Safety and operational efficiency are emphasized. "Transportation engineers know that the entire system works more efficiently when we build streets, bridges, and highways that can accommodate bicyclists and pedestrians in the safest way possible," said John Horsley, recently-retired AASHTO executive director.

### What's new?

One of the new chapters, Bicycle Operation and Safety, includes information on the critical physical dimensions and operations

characteristics of bicyclists, traffic principles for bicyclists, and the causes of bicycle crashes.

Another new chapter, Design of Shared-Use Paths, covers the design of sidepaths, shoulders, and other shared-use facilities.

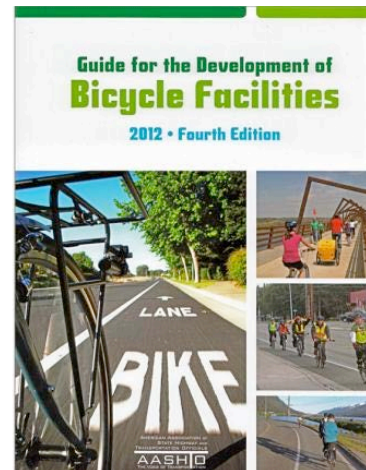
A third new chapter, Bicycle Parking Facilities, focuses on planning requirements for both short-term and long-term parking of bicycles.

The chapter on Design of On-Road Facilities was significantly revised to include guidance on shared lanes with various roadway configurations, as well as new sections on shared lane markings and signage. The chapter also covers retrofitting existing roadways to better accommodate bicycles.

Information included in the Guide on signs, signals and pavement markings for bicycles is consistent with the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD).

### Use of this guide

The use of the guide is specially recommended for local agencies developing or maintaining bicycle facilities. The Guide can be a very useful tool for local communities working to make



improvements to their bicycle and pedestrian facilities. The Guide provides information on what types of facilities fit best in various locations," she said. The City of Norman uses the AASHTO standards provided by the Guide for their projects, and any communities receiving federal funding for bicycle and pedestrian project must also follow the standards.

### Where to obtain the guide

The bicycle design guide is available in print or as a downloadable PDF from AASHTO. Call (800) 231-3475 or go to [bookstore.transportation.org](http://bookstore.transportation.org) and search for publication "GBF-4." The Guide is \$120 for members and \$144 for nonmembers.

For more information, the online Pedestrian and Bicycling Information Center has a seven-part webinar series on the AASHTO Bike Guide produced by AASHTO and the Toole Design Group. ([http://www.walkinginfo.org/training/pbic/AASHTO\\_webinars.cfm](http://www.walkinginfo.org/training/pbic/AASHTO_webinars.cfm).) The webinars are archived and are available for download. The first webinar in the series is an overview of the Guide's content and changes. The remaining webinars provide details about the contents of specific chapters. They are well worth a look.

### Sources:

- *New AASHTO Bike Guide: Helping Road Designers Meet the Needs of Bicyclists*. AASHTO press release. [http://news.transportation.org/press\\_release.aspx?Action=ViewNews&NewsID=444](http://news.transportation.org/press_release.aspx?Action=ViewNews&NewsID=444)
- *AASHTO Bike Guide Video*. <http://www.youtube.com/watch?v=WeE62AGXQZg>



The Guide's Design of On-Road Facilities chapter was significantly revised to include guidance on shared lanes for various roadway configurations, and it also covers retrofitting existing roadways to better accommodate bicyclists.



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Institute of Transportation Engineers



# Bicycle tax?

## It's tempting for some cities

*Continues from Page No. 5*

Two or three states consider legislation each year for some type of cycling registration and tax -- complete with decals or mini-license plates, National Conference of State Legislatures policy specialist Douglas Shinkle said. This year, it was Georgia, Oregon, Washington and Vermont. The Oregon legislation, which failed, would even have applied to children.

"I really think that legislators are just trying to be as creative as possible and as open to any sort of possibilities to fill in any funding gaps. Everything is on the table," he said.

It's not a new idea. The Netherlands, where a cycling lifestyle has long been the norm, had bike taxes from 1924 to 1941, when the Nazis did away with it in a gesture meant to win over the Dutch.

Hawaii has had a statewide bike registration law for decades, as has the normally tax-hating city of Colorado Springs, Colo., though in both cases, they are one-time fees and all proceeds go toward bicycle infrastructure.

In the case of Colorado Springs, the proposal came from the cycling community itself. The \$4 tax on the purchase of new bikes has been in place since 1988, and no one seems to mind. It only raises up to \$150,000 a year, but it's useful as a local match for federal grants. And it gives cycling advocates leverage when pushing for bike projects. For one thing, it has revealed that 25,000 bikes are sold each year, a big number in a city of 430,000.

"The idea was to legitimize bicycles," explained Al Brody, a cycling enthusiast and retired Air Force officer who once coaxed a city councilwoman on a trek up Pikes Peak to lobby for opening up the mountain roadway to bicyclists. "It's in your face: We're paying taxes, this is how many bikes we're selling."

Portland, Ore., is handing over entire traffic lanes to cyclists downtown, irritating some businesses.

Robert Huckaby, who owns a moving company, tried but couldn't raise \$1 million to get a measure on Oregon's statewide ballot requiring a bicycle registration fee and licensing. He acted after the city permanently closed a road that was a main entrance for his business because



cyclists blowing a stop sign were getting hit by vehicles making turns.

"The unfortunate part is that we want to be known as the bike-friendly city of the United States, but no one's listening to John Public," Huckaby said. "They're just listening to basically the city of Portland and the bicyclists."

In Chicago, Mayor Rahm Emanuel has made bike lanes and bike programs a signature issue, believing it makes downtown an attractive place for bright young people and innovative companies. More bikes means less pollution, less traffic congestion, practically zero wear and tear on the city's roads and a healthier population.

Nevertheless, the idea that cyclists aren't paying their fair share has resonated. But many bike riders are also car owners who pay the fuel tax that helps fund highway construction, or home owners who pay property taxes, which go partly toward road construction.

The city councilwoman didn't do herself any favors by trying to sell her bike tax idea as an alternative to a hike in cable TV taxes; opponents accused her of wanting to subsidize coach potatoes at the expense of healthy cyclists.

Good or bad policy, some bikers feel the debate heralds cycling's re-emergence into the American mainstream.

"Who would have taken (the councilwoman) seriously 10 years ago?" Salvatore, 32, said. "Seriously, 10 years ago, there was (only) a handful of nutcases who biked around Chicago."

*Source: Associated Press - Jason Keyser, 12/27/2013*

## 2014 Fall Meeting Recap

*By: Angelo A. Lombardo, P.E.*

*Continues from Page No. 1*



Rendering of Main Street SPUI in Norman

The next presentation was given by Stuart Chai, Traffic Engineer for the City of Oklahoma City, who discussed the local ordinances needed for the introduction of the Flashing Yellow Arrow signal display for left turn movements. He also talked about the lack of uniformity with the supplemental sign that is commonly installed next to the signal head. He referenced a national study that recommends a message sign rather than the symbols that are being used by many of the cities in Oklahoma. The study recommends the use of the words "flashing yellow". The morning session was wrapped-up by Sargent Ed Ferguson and Officer Tim Collins, both from the Broken Arrow Police Department. Sargent Ferguson



Norman's Flashing Yellow Arrow Signal Display

and Officer Collins described in detail their city's plan and the procedures used to deal with traffic incidents. Sargent Ferguson hit a home run with his enthusiastic presentation. He described the approach and the requirements in the plan. Elements such as the use of high visibility clothing by responding officers and mandatory training among all officers in the force. He emphasized their approach to enforcement of the state's Quick Clearance law. Dispatchers are trained to advise callers to move vehicle off the travel way if still operable. Wrecking crews are dispatched upon notification from the citizen and police traffic units are equipped with push bars. These two practices have resulted in a 20-minute average reduction in traffic lane closures with no liability exposure to the City. Police and Fire Department personnel are issued brooms and shovels to clear debris after a crash. Officers are also required to complete their investigation after opening the road to traffic.

After a great barbecue lunch arranged by Phyllis McElroy and catered by Klein's Catering Service, participants gathered again for the afternoon session



Sargent Ed Ferguson discussing Broken Arrow's Incident Management Plan

*Continues on Page No. 16*



# 2014 Fall Meeting Recap

By: Angelo A. Lombardo, P.E.

*Continues from Page No. 15*

which was kicked off by Doug Wright of the OSU Local Technical Assistance Program (LTAP) and Dr. Jason Peak from the City of Stillwater. Doug talked about the various training programs offered by LTAP while Jason discussed plans to begin a series of courses to train and certify traffic signal technicians.

The second presentation of the afternoon was given by Michael Schrader, doctoral student at Wayne State University and former traffic engineer for the City of Tulsa. Michael talked about a number of innovative intersection designs that greatly improve the efficiency of traffic flow.

The third presentation of the afternoon session was given by Keith Stewart, Field Services Superintendent for the City of Edmond and Craig Wallace from the consulting engineering firm of Smith, Roberts and Baldischwiller. They discussed the assistance provided by the Oklahoma Chapter of the American Public Works Association (APWA) to the City of Moore during the aftermath of the May 20, 2013 tornado. Specifically, with the reinstallation of street name signs at close that 60 different intersections. The APWA Chapter members provided logistics and field recognizance with the cities of Edmond and Norman providing the materials, fabrication and installation of he signs.



Damaged Street Name Sign after Moore Tornado

The last presentation of the day was given by OTEA President David Riesland and Frank Fisher of Consolidated Traffic Controls. The presentation covered a recent project done in the City of Norman that replaced over 80 school zone flashing beacon assemblies with LED solar powered devices with remote communication capabilities for programming and trouble shooting.

Special thanks to Jennifer Sheehan and Hill & Smith Company for the generous donation of the coffee, soft drinks and snacks offered during the breaks.

Meeting finances are summarized as follows:



Klein Catering Service (Lunch)	\$752.78
Miscellaneous Supplies	\$6.91
<b>Total Expenses</b>	<b>\$759.69</b>
Registration	\$2,700.00
Member Dues	\$600.00
<b>Total Income</b>	<b>\$3,300.00</b>
<b>Net Income</b>	<b>\$2,540.31</b>





# Oklahoma Traffic Engineering Association

Please reply to: OTEA  
c/o Angelo Lombardo  
4405 Trophy Drive  
Norman, OK 73072  
Phone No. (405) 360-6664

## CLASS REGISTRATION FORM

**Class Date: May 12-14, 2014**

**Location: Moore Norman Technology Center  
4701 12th Avenue NW  
Norman, OK, 73069**



Name: \_\_\_\_\_

Work Type: ☐ Planning ☐ Design ☐ Construction ☐ Operations ☐ Maintenance  
☐ Inspection ☐ Incident Management

Employer Type: ☐ Contractor ☐ Consultant ☐ Government ☐ Utility

Employee Identification Number: \_\_\_\_\_

Employer Name: \_\_\_\_\_

Mailing Address

Street / Box: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-Mail: \_\_\_\_\_

Telephone No.: \_\_\_\_\_

Years of Experience in Traffic Control: \_\_\_\_\_



Send this form with a Check for \$500 (Government Employee)  
or \$550 (Non Government Employee) to:

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



# Pedestrian Deaths Drop After Three-Year Rise

by: Larry Copeland

*After three straight years of increases, the number of pedestrians killed in traffic crashes appears to be dropping.*

## STORY HIGHLIGHTS

- 1. Pedestrian deaths fell in first half of last year after a puzzling three-year rise, report says**
- 2. Traffic deaths of those on foot had risen while every other category of road death dropped**
- 3. No firm answers on why pedestrian deaths dropped**

After three straight years of increases that baffled experts, the number of pedestrians killed in traffic crashes in the USA appears to be dropping.

Compared with the first six months of 2012, pedestrian deaths fell 8.7% during the first six months of 2013, the Governors Highway Safety Association says, citing preliminary data reported to the federal government by the

In Florida, which in a 2011 report had four of the nation's five deadliest cities for pedestrians, the number of pedestrian deaths in the first half of last year fell to 179 from 234 in the same period the previous year — a 23.5% drop. But Billy Hattaway, who was tapped in the fall of 2011 to head the Florida Department of Transportation's pedestrian and bicycle safety efforts, isn't declaring victory just yet.

"Oh, God, I hope so," he says, when asked if the comprehensive program he oversees caused the drop. "But I'm not quite there yet, comfort-level wise."

Florida's wide-ranging approach includes adding two full-time bike and pedestrian safety specialists to each of seven DOT district offices, plus two in central headquarters; one member of each team focuses on planning and design of roads and streets, the other on safety programs once infrastructure is built.

The state sought a National Highway Traffic Safety Administration assessment of its bike and pedestrian safety program, then built a strategic safety plan based on that, Hattaway says. The state added enforcement and education components, is re-writing bike and pedestrian traffic laws for clarity, and is increasing the use of roundabouts and road "diets." That means reducing unnecessary capacity on some roads to discourage speeding — cutting the number of lanes from four to three, for example.

states and the District of Columbia.

There were 1,985 pedestrians killed in crashes in the first half of last year, down from 2,175 in January through June of 2012. Pedestrian fatality data for all of 2013 is expected later this year.

Pedestrian safety experts, who were puzzled by the 15%, three-year jump in deaths since it came while all other categories of road fatalities were dropping 3%, are just as stumped by the recent decline.

"I don't know if the year was an anomaly," says Allan Williams, who compiled the GHSA report. "The economic recession might have gotten some people out of cars and walking, and now they're back in their cars so there are just fewer pedestrians."

He speculates that distracting behavior — by both drivers and pedestrians — might also have contributed to the previous rise in walking deaths.

Williams, like others who study pedestrian safety, cautions that one-half or one year's worth of data doesn't mean the puzzling trend is over.

"I hope that we're doing a better job of enforcing the laws, and that Complete Streets (a national effort that emphasizes streets that enable safe access for all users) is starting to take hold," says Mark Plotz, vice president of Project for Public Spaces, parent group of the National Center for Bicycling and Walking. "But it's too early to know."

Source: USA Today, March 5, 2014





AT THE INTERSECTION OF INNOVATION AND EXPERIENCE.



THE ART DECO OF BOSTON AVENUES  
UNITED METHODIST CHURCH



THE LEGENDARY CAIN'S BALLROOM

Welcome to Tulsa! This year's annual spring meeting will be held at the Hyatt Regency located in Tulsa's downtown Arts District. Many of the buildings in this district date back to the Art Deco movement of the 1920's with several being listed on the National Register of Historical Places. A short walk to the north of the Art Deco District lies the Brady District. Dating back to the late 1890's this district is an eclectic mix of bars, clubs, restaurants, museums and art establishments. It includes the legendary Cain's Ballroom. This venue

April 2-4, 2014

MOVITE/OTEA Spring Meeting  
The Hyatt Regency – Tulsa

Tulsa, OK  
Page 1





was home to live radio broadcasts by Bob Wills and the Texas Playboys in the 1930's and has hosted thousands of artists through the years; everyone from Bob Dylan to Van Halen and from U2 to Willie Nelson.

The MOVITE Local Arrangements Committee (LAC) has prepared an outstanding technical program for the conference and the technical session. Topics include connecting vehicles with traffic infrastructure, traffic management centers, flashing yellow arrow effectiveness evaluation, a new type of compact traffic signal head, HAWK pedestrian signals, autonomous vehicles, work zone safety and guardrail cable barrier systems among others. There will also be a presentation on *A Gathering Place for Tulsa*. This 55 acre, \$200 million riverfront project will create a world class park with gardens, water features and community buildings. The project will relocate Riverside Drive underneath the park taking it through a series of two 300 foot long tunnels. Another presentation that you won't want to miss will be the presentation on the *River Spirit Casino/Margaritaville Expansion Project*. This development is expected to be a large traffic generator and will feature a 26 story luxury hotel, a large pool deck with a riverfront entertainment area including a Margaritaville-branded "Landshark Landing" beach bar venue, a 30,000 sf convention/meeting venue, a themed casino, an entertainment venue with theater-style seating for 2,500 plus VIP suites, a new parking structure and upscale food and beverage establishments.

The Thursday night event will be held at the Tulsa Air and Space Museum (TASM), which features interactive exhibits, a flight simulator lab, a planetarium, and Segway rides. The museum chronicles the aerospace heritage of Tulsa which includes early Tulsa aviators, the rise of the Tulsa Municipal Airport, the work done at Douglas Tulsa, American Airlines, North American, Rockwell, McDonnell Douglas and Boeing. The museum is the repository for not only its own artifact and aircraft collection but is also custodian of the Tulsa Airport Authority collection. The LAC has also planned a delicious catered bar-b-que dinner (and we're talking ribs, brisket and all the fixin's) to be held at the TASM. Transportation to and from the TASM will be provided by The Urban Trolley. We are confident that this will be an unforgettable experience!



TULSA AIR AND SPACE MUSEUM



THE URBAN TROLLEY

We look forward to seeing you in April,

**Your MOVITE/OTEA Local Arrangements Committee**

April 2-4, 2014

MOVITE/OTEA Spring Meeting  
The Hyatt Regency – Tulsa

Tulsa, OK  
Page 2



MOVITE/OTEA 2014 Spring Meeting - Conference Schedule				
Time	Wednesday, April 2, 2014		Thursday, April 3, 2014	Friday, April 4, 2014
7:00 AM			Breakfast & Registration	Breakfast & OTEA Business Meeting
7:30 AM				
8:00 AM				
8:30 AM			Welcome Session Mayor Dewey Bartlett	Work Zone Variable Advisory Speed Limits Yi Hou, Missouri Columbia Student
9:00 AM				
9:30 AM			A Gathering Place for Tulsa Ken Levit, Executive Director George Kaiser Family Foundation	Engineering Ethics Steve Hofener, P.E. Traffic Engineering Consultants, Inc.
10:00 AM	Registration		Break	Break
10:30 AM			River Spirit Casino/Margaritaville Expansion Project Pat Crofts, CEO, Muscogee (Creek) Nation Casinos Gaming Operations Authority Board	Flashing Yellow Effectiveness Evaluation David Riesland, P.E., City of Norman
11:00 AM			Tulsa Traffic Management Center Brian Shamburger, P.E. Kimley-Horn & Associates	Golf
11:30 AM				
12:00 PM	Lunch	Lunch & MOVITE Business Meeting		
12:30 PM				
1:00 PM	Maintenance of Guardrail and Cable Barrier Rick Lowry, ODOT Division 4			
1:30 PM	Traffic Signal Maintenance Steve Outen, Econolite			
2:00 PM	New Striping Policies and Performance Greg Hietpas, Action Safety and Supply			
2:30 PM	New Vehicle Detection Technologies Bill Droessler, Mid American Signal, Inc.			
3:00 PM	Break			
3:30 PM	The Importance of Work Zone Safety Jim Ruggeri, Sun Safety Co.			
4:00 PM	Proper Flagging in Work Zones Mike Bracken, ODOT Safety Branch			
4:30 PM	HAWK Pedestrian Crossing System Review Gary Schatz, City of Austin, TX			
5:00 PM	Free Time	Free Time		
5:30 PM				
6:00 PM	Ice Breaker		Social and Bar-B-Que Dinner at the Tulsa Air and Space Museum	
6:30 PM				
7:00 PM				
7:30 PM				
8:00 PM				
8:30 PM				
9:00 PM				
9:30 PM				
10:00 PM				

April 2-4, 2014

MOVITE/OTEA Spring Meeting  
The Hyatt Regency – TulsaTulsa, OK  
Page 3



## GENERAL INFORMATION

### SUBMISSION OF REGISTRATION

Please complete the registration form and submit by mail, or e-mail. Full payment is required at the time of registration and early registration is encouraged. OTEA will be handling the registration for this joint meeting.

Submit forms to:

OTEA

c/o Angelo Lombardo

4405 Trophy Drive

Norman, OK 73072

E-mail: [OTEFfield@sbcglobal.net](mailto:OTEFfield@sbcglobal.net)

405.366.5327

Full registration is for the Thursday and Friday technical sessions, Thursday evening event (which includes dinner), lunch on Thursday, breakfast on Friday, and breaks. Guests can purchase guest tickets to the Thursday lunch, Thursday evening event (which includes dinner), and Friday breakfast.

### MEETING FACILITY AND RESERVATIONS

The Hyatt Regency – Tulsa

100 E 2nd Street

Tulsa, OK 74103

Tel: 918.582.9000

Fax: 918.574.8161

<https://aws.passkey.com/event/10776503/owner/55460/home>



A block of rooms has been reserved for the MOVITE conference. To get the special room rate your reservation must be received before March 11, 2014. The group rate is \$109 for a king room. All room rates are plus tax and fees. **PLEASE USE THE ABOVE LINK TO MAKE YOUR RESERVATIONS!** This will assure that we get the proper room credit for each room our group uses so that we don't risk paying for extra rooms.

### TRANSPORTATION

The Hyatt offers a shuttle service between the airport and the hotel. Local cab companies are also available at:

<http://www.yellowcheckercabtulsa.com> / 918-582 -6161

<http://www.tulsacitycab.com> / 918-637-6912

<http://www.tulsataxicabllc.com> / 918-743-0420

### PARKING

The hotel offers both valet and self-parking from the 2<sup>nd</sup> Street entrance at the following rates:

Self-parking: \$8

Valet: \$15

Short-term Valet: \$10

### ATTIRE

Business casual attire is appropriate for the conference.

April 2-4, 2014

MOVITE/OTEA Spring Meeting  
The Hyatt Regency – Tulsa

Tulsa, OK  
Page 4





## GOLF TOURNAMENT INFORMATION

MOVITE/OTEA  
GOLF TOURNAMENT

Throw caution to the wind as you experience a fun filled afternoon with colleagues and friends playing by scramble rules with a twist here and there!

Location: LaFortune Park Golf Course  
5501 Yale Ave.  
Tulsa, OK 74135

Cost: \$50 (Includes greens fee, cart)  
\$55 (for late golf registration after Feb 19, 2014)

Check-in begins at 11:00 a.m. on Wednesday, April 2, 2014 – Tee off is at 12:00 PM .

Format is a 4-person scramble.

Prizes awarded to 1<sup>st</sup> and 2<sup>nd</sup> in the top two flights. We will also award four hole prizes including: longest drive, closest to the green, longest putt and longest throw with a Lacrosse stick. Other prizes may be awarded at the discretion of the organizing committee.

Name \_\_\_\_\_

Company \_\_\_\_\_

Phone \_\_\_\_\_

Team Request \_\_\_\_\_

For more information contact Marty Pinkley at 405-755-0858 or [mpinkley@aol.com](mailto:mpinkley@aol.com) .

**Please fill out this form if you would like to golf and submit with your registration.**



## REGISTRATION FORM

### 2014 MOVITE/OTEA SPRING MEETING • TULSA, OK

Name

Title

Employer

E-mail

Street Address

City/State

Telephone

Fax

Conference Registration	Before February 19	After February 19	Subtotal
<b>Full Registration</b> ( <i>Registration includes all Thursday and Friday breaks, meals and events</i> )	\$225	\$250	
<b>Thursday One-Day Registration</b> ( <i>Registration includes breaks, meals and events for Thursday only</i> )	\$150	\$175	
<b>Student Registration</b> ( <i>Registration includes all Thursday and Friday breaks, meals and events</i> )	\$40	\$50	
<b>Technical Seminar (Wednesday)</b>			
Various Topics (See Agenda)	\$50	\$75	
<b>Golf (Wednesday)</b>			
Player Entry Fee ( <i>Please include player entry form with registration form</i> )	\$50	\$55	
<b>Extra Meal Ticket for Guest (Please List Guest Name: _____)</b>			
Thursday Lunch	\$30	\$35	
Thursday Evening Banquet	\$90	\$100	
Friday Morning Breakfast	\$20	\$25	
<b>Total Amount Due</b>			

April 2-4, 2014

MOVITE/OTEA Spring Meeting  
The Hyatt Regency – Tulsa

Tulsa, OK  
Page 6



# MOVITE / OTEA SPONSORSHIP

Oklahoma Traffic Engineering Association  
4405 Trophy Drive  
Norman, OK 73072  
[OTEFIELD@sbcglobal.net](mailto:OTEFIELD@sbcglobal.net)

Dear MOVITE / OTEA Member and Supporter:

The spring meeting has been set for April 2-4, 2014 at the Hyatt Regency Hotel in Tulsa, Oklahoma. 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 \$500 and More** makes you a Meeting and Breakfast Sponsor and provides an Exhibit Booth, Special Recognition and a Meeting Registration for one person

**Gold \$250 to \$499** makes you a Meeting and Breakfast Sponsor and provides you with an Exhibit Booth

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, April 2, 2014. Marty Pinkley has agreed to be the contact person for those wishing to contribute to this event (e.g., donate prizes or sponsor holes). Please call him at 405-755-0858 or [mpinkley@aol.com](mailto:mpinkley@aol.com).

Thank you for your interest in being a sponsor for the MOVITE / OTEA conference! *Confirm your registration by February 19, 2014 to ensure your logo is included in conference publicity materials.*

## SPONSORSHIP



Institute of Transportation Engineers



April 2-4, 2014

MOVITE/OTEA Spring Meeting  
The Hyatt Regency – Tulsa

Tulsa, OK  
Page 7





# MOVITE / OTEA

## VENDOR & SPONSORSHIP REGISTRATION

Company:			
Name(s):			
Address:			
Telephone:		E-Mail:	
Sponsorship Level	Sponsorship Amount	Exhibitor (Yes / No)	Sponsorship Total
<b>Platinum</b> Meeting and Breakfast Sponsor Exhibit Booth Special Recognition Meeting Registration for <u>one person</u>	\$500 and More		
<b>Gold</b> Meeting and Breakfast Sponsor Exhibit Booth	\$250 to \$499		
<b>TOTAL</b>			

Submit registration form and check to: OTEA c/o Angelo Lombardo at 4405 Trophy Drive, Norman, OK 73072. Angelo can be contacted at 405-366-5327 or via e-mail at [angelo.lombardo@normanok.gov](mailto: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](http://www.otea-ok.org)). Confirm your registration by February 14, 2014 to ensure your logo is included in conference publicity materials.

April 2-4, 2014

 MOVITE/OTEA Spring Meeting  
 The Hyatt Regency – Tulsa

 Tulsa, OK  
 Page 8



## REGISTRATION PAYMENT OPTIONS

### PAYMENT PROCESSING

Make checks payable to **OTEA** or pay on website via PayPal ([www.otea-ok.org](http://www.otea-ok.org)). A non-reimbursable handling fee will be added to all online transactions. The handling fee will be added automatically to the total and will be shown as a shipping and handling fee when you pay.

If paying via PayPal, please print a receipt and submit with your registration form. Please mail or email registration forms to:

OTEA  
c/o Angelo Lombardo  
4405 Trophy Drive  
Norman, OK 73072  
E-mail: [OTEFIELD@sbcglobal.net](mailto:OTEFIELD@sbcglobal.net)  
405.366.5327

### EARLY REGISTRATION PAYS – DON'T MISS IT!!

Everyone that registers on or before February 19<sup>th</sup>, 2014 will be entering into a drawing for a \$100 VISA gift card. We will have five of these \$100 VISA gift cards to give away for early registrants. Thanks for registering early and good luck in the drawing!

## 2014 - 2015 OTEA Board of Directors Meet the Candidates

### President

Kristie McCain Drury, P.E.



Kristie Drury is the Construction Engineer for the Oklahoma Turnpike Authority where she oversees projects that are currently under construction. She achieved her bachelor's degree in Civil Engineering from Oklahoma State University and is currently completing the curriculum for a Masters Degree in Transportation from OSU. In addition, Kristie earned an Associate's Degree in Industrial Drafting from OSU Tech. in OKC. Prior to going to OTA, Kristie served as an Engineering Manager in the ODOT's Traffic Division, she also served as a Lead Engineer in ODOT's Roadway Division as well as three years as a Project Engineer in the Edmond Construction Residency.

Vote

**Meet  
the  
Candidates**



## Vice President

### Esther Shaw, P.E.



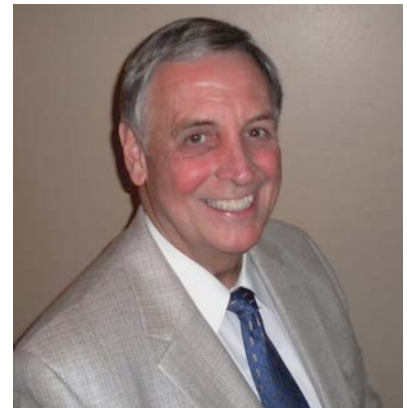
Esther M. Shaw-Smith, P.E. is the Branch Manager of the Oklahoma office of Lee Engineering, a specialty traffic engineering firm founded over 25 years ago with offices in Phoenix, Dallas, Albuquerque, San Antonio, and San Diego. She has held this position since the office was opened in January 2012. She is responsible for the primary project management, engineering design, and business development duties for the office. Esther has worked in the consultant field for over 10 years and also has experience in the government sector.

Esther received her Bachelor of Science degree in Civil Engineering from the University of Oklahoma. She is a registered Professional Engineer in the State of Oklahoma, a member of the Institute of Transportation Engineers, the American Society of Civil Engineers, the American Public Works Association, the Society of American Military Engineers, and the OU Alumni Association. Esther has been a member of the Oklahoma Traffic Engineering Association since 2005.

Esther and her husband Chris enjoy spending time together at the lake, fishing, and golfing. They welcomed their first child, Eli, this February.

### Jack Stewart, P.E.

Jack Stewart is a County Commissioner in Canadian County and has been since April, 2010. Besides being an administrator for the county, he oversees the design, construction, and maintenance of over 400 road miles. He has been a registered Professional Engineer in the State of Oklahoma for over 30 years. Additionally, he recently became registered as a Certified Floodplain Manager.



Jack received his Bachelor of Science degree in Civil Engineering from Oklahoma State University in 1974. Upon graduation, he joined the Oklahoma Department of Transportation (ODOT) where he had already worked for two summers while in school and in their Roadway Design squad on the OSU campus while a student.

He completed the Engineer-in-Training Program in 1975 and then took a full-time position with the Clinton Residency for 2 years. From there, Stewart spent 3½ years as a Project Engineer in the Research Division, 3½ years as ODOT's Geometrical Design Engineer, 3 years as El Reno Residency's Asst. Resident Engineer, 1 year as Duncan Resident Engineer, 2½ years as Division 7's Maintenance Engineer that also oversaw Traffic Engineering, and finally, his last 15 years at ODOT were as the Division Engineer of the Office Engineer Division.

After 31 years at ODOT, Jack slid over to the private sector as the Transportation Unit Manager for Carter & Burgess Engineering Co. There he oversaw the design and construction of all transportation projects that the company had under contract in Oklahoma. Stewart previously served on the Yukon Traffic Commission for 3½ years just prior to becoming a County Commissioner. During this time, both Yukon and Canadian County were among the fastest growing areas in the state.

Jack has been married to wife Jan for 36 years. They have three grown daughters: Lisa, a Reading Specialist in Yukon; Dina, a Speech Pathologist in Dallas; and Maryann, an Elementary/High School art instructor in Yukon.

---

## ODOT / OTA / FHWA Director

### David Glabas, P.E.



David Glabas came to the Oklahoma Department of Transportation in 1991 after graduating from Northeastern State University with a degree in Mathematics. David worked for Bridge Design for 5 years and then went back to school and completed a degree in Civil Engineering.

Immediately following, he went to work for Division One, in eastern Oklahoma, and spent all of his 8 years there in Traffic to eventually become the Field Division Traffic Engineer.

When ODOT created its first Highway Safety Engineer position David applied for the position, which he holds today. His responsibilities include managing the Collision Analysis and Safety Branch, assisting with the Highway Safety Improvement Program and the Strategic Highway Safety Plan, and providing knowledge, support, and training to colleagues both at the state and local levels.

David has 22 years with ODOT and his ongoing passion is to continue to make Oklahoma Highways safer.

### Lauren Parrish Ludwig



I was born and raised in Dallas, Texas where I became interested in transportation and traffic engineering. I moved to Oklahoma to attend the University of Oklahoma. I graduated in 2008 and became a full-time employee at Benham/SAIC after interning there during college. This year I moved to ODOT Traffic Engineering Division. I have enjoyed being on the consultant side and the state side of projects. Currently, I am most excited about working on an experimental crosswalk out in Division 5. It has been quite the learning process to come up with the design and experimental approval through FHWA.

My husband, Evan, is a structural engineer focused on bridges so you can imagine how entertaining we are outside of work =) Other than that, I keep active with horseback riding and with our two puppies (an English Mastiff and a St. Bernard).

Fabio Capillo, P.E.

Fabio graduated in 2006 with a MS in Material Engineering at the Univesità degli Studi di Napoli Federico II. He moved from Italy to Oklahoma City right after completion of his university's studies.

After first few months of challenging adapting time trying to convince people that he was not a clone of the famous blond model, he now absolutely loves his adoptive State. He obtained the US citizenship and he is now a proud naturalized American!

Fabio works since February 2007 as an Engineering Assistant II for the Traffic Management Division at City of Oklahoma City. Some of his duties are to meticulously review

private and public construction plans to ensure compliance with City codes, ordinances, standards, and overall project feasibility; Oversee final inspections of completed Public Works Dept. construction projects; Daily interact with the loving Oklahoma City residents to review and promptly resolve their complaints and concerns. He is also a member of the City of Oklahoma City Interdepartmental ADA Compliance Committee where he focus his attention on ADA compliance of signalized intersections, sidewalks, curb ramps, streetscapes, and other elements in the public rights-of-way.

Fabio used to be (with the benefit of the doubt) a decent soccer player but since he doesn't play anymore (lots of people are glad to hear that) he enjoys being a big supporter of his much-loved soccer team Napoli following its successes in the SERIE A and CHAMPIONS LEAGUE championships. Forza Napoli!

Fabio is a member of the OTEA since 2007. He is happily married with Alexia and he is a proud and loving father of 3 beautiful children Matteo, Adriano and Alessandra.



## Consultant Director

### Tim Miles, P.E.



Tim Miles is a Transportation Engineer and Norman Office Manager for Wilson & Company, Engineers & Architects. He has been with Wilson & Company since 1988 and relocated from Salina, KS to Norman, OK in 2010 to open their Oklahoma office.

Tim received his Bachelor of Science Degree in Civil Engineering from Kansas State University in 1990. Prior to moving to Oklahoma, Tim managed all of Wilson & Company's transportation projects in Nebraska as well as for select municipalities in Kansas. Although Tim is technically a Transportation Engineer, he has a great interest in Traffic Engineering and is heavily involved in those aspects of his projects. He is a registered Professional Engineer in Oklahoma, Kansas, and Nebraska and is a current member of Oklahoma Traffic Engineering Association, American Society of Civil Engineers, American Public Works Association, and the American Council of Consulting Engineers in Oklahoma.

Tim has been married to his wife Anne for 7 years. They have four grown children- three Kansas State University graduates and a junior at the University of Kansas. In his spare time, Tim enjoys spending time outdoors golfing, hunting, and exploring the back roads.

### Aruna Mathurayanagam, P.E.

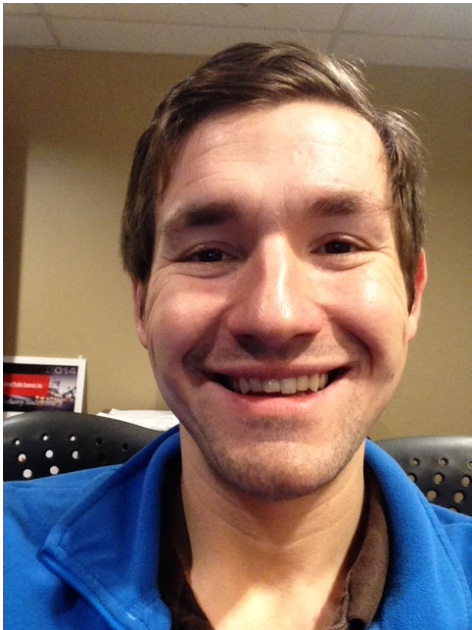


Ms. Mathurayanagam is a civil engineer with Leidos Engineering, LLC, specializing in traffic engineering and transportation planning. Leidos was formerly a part of SAIC and focuses on engineering, national security and health sector areas. Ms. Mathurayanagam has over 13 years of experience in both public and private sector level projects, and likes new and challenging projects. A few of her notable projects include: Phase I Planning Study for Future Turnpike Widening (Creek, Kilpatrick, Turner & Will Rogers Turnpikes); Phase II Study for Creek Turnpike Mainline and Interchanges; CKT-2121 Creek Turnpike Mainline Widening Design & Construction Plan Development; I-235/I-35/I-40 Interchange; I-35 Environmental Assessment (Main Street to Canadian River Bridge); US 412 / I-44 Interchange at 193<sup>rd</sup> East Avenue; I-44 and Lewis Interchange; NW Expressway Improvements and Lindsey Street Improvements.

Ms. Mathurayanagam has been a member of ITE, MOVITE and OTEA. She likes to read, travel and spend time with friends during her spare time.

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## Contractor / Supplier Director



### Walter Floyd

Walter Floyd is Project Manager for Traffic & Lighting Systems, a leading traffic signal and electrical contractor with offices in Oklahoma City, Tulsa and Springdale, AR.

He oversees purchasing and procurement for all three divisions and oversees projects in the Oklahoma City Division. He is also directly responsible for the 29 field, shop and mechanic personnel in Oklahoma City. Walter maintains strong relationships with the company's suppliers and works to ensure the equipment TLS installs meets the needs and specifications of the end user.

An Oklahoma City resident, Walter is a relative newcomer to the traffic industry. He studied journalism at Oklahoma State University and majored in Public Relations with minors in Marketing and Spanish. After college, he worked in public relations for a year and a half, but decided to join the family business when the opportunity arose in 2009.

He is engaged to Whitney, a psychiatry resident at Barnes Jewish Hospital in St. Louis. She recently graduated from the University of Oklahoma School Of Medicine. They have one dog, a Papillion named Milo and a kitten named Priscilla.

During his frequent visits to St. Louis and as his schedule permits, one of his favorite hobbies is observing traffic signal installations in other parts of the world. This makes him proud to be a part of the fine work being done in our state by Oklahoma engineers and contractors.

### Randy Barth



I was born and raised in Topeka, KS. After 14 years working for the Goodyear Tire & Rubber Company at its factory in Topeka, I accepted a position with 3M's Traffic Safety and Security Division as a government transportation safety specialist in August of 2004. My job responsibilities include reflective sign sheeting, pavement marking and related services for state and local accounts in Kansas and Oklahoma. I have been married to Kate for 20 years and we have five children (Tyler, Emily, Jessica, Abbie and Olga).

I joined OTEA in 2006 when Oklahoma was added to my territory upon Dan Pesta's retirement. I observed instantly what a close organization this is. It is by far and away the best conference / meeting of its type that I attend in Kansas or Oklahoma each year. OTEA can be very proud of their organization and how members from all levels of government, contractors, vendors and competitors can gather together to discuss a common goal... improving the safety for the motoring public.

# University of Missouri Study Shows Controversial J-Turns Reduce Crashes

by: Andrew Denney

J-turns might not be the most popular traffic design scheme with area motorists, but University of Missouri researchers have found that employing the design at intersections of high-speed rural expressways and minor roads results in fewer accidents at those intersections than at those that are controlled by two-way stops.

For the study, researchers conducted field work by setting up video cameras at the J-turn at Highway 63 and Deer Park Road just south of Columbia and at Highway 63 and Calvert Hill Road, a two-way-stop intersection just north of Columbia.

The researchers assessed crash data from five J-turns in the state and found that there had been no fatal crashes at these sites and that there were almost 35 percent fewer accidents. At the J-turn south of Columbia, there was an average of about 13 crashes annually for the three years before the installation of the J-turn, compared with six in the year after it was installed.

Researchers also used crash analysis data from five Missouri J-turn sites and conducted a survey of travelers using the J-turn at Highway 63 and Deer Park Road. Opinions about J-turns were negative: Of 423 respondents, 62 percent said they either disagreed or strongly disagreed that J-turns were easy to navigate, and 60 percent either disagreed or strongly disagreed that the J-turn made the intersection safer.

"I think some people sometimes still get lost in what is safe versus what is convenient," said Dave Silvester, district engineer for MoDOT's Central District. He compared some motorists' opposition to J-turns to a similarly negative public sentiment about roundabouts that the department saw

several years ago when they were introduced to Missouri. That resistance has since faded.

Ashland city leaders have expressed concern that the Missouri Department of Transportation's plan to construct a J-turn south of the overpass at the Routes M and Y interchange and roundabouts at the interchange could divert heavy volumes of traffic through the center of town down Henry Clay Boulevard.

MoDOT also has proposed a J-turn for Highway 63 at Clark, where the expressway intersects with Routes P and B, but many of those present at a public meeting earlier this month in Clark said they oppose the plan.

Both the Columbia Fire Department and the Boone County Fire Protection District have instructed firefighters not to drive firetrucks through J-turn intersections in nonemergency situations and to instead use the next available overpass. They are allowed to use J-turns in emergency situations but are advised to use extreme caution.

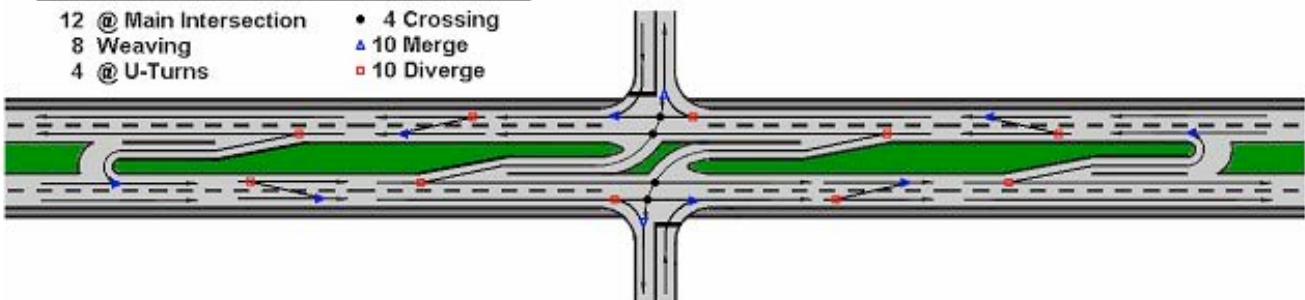
Battalion Chief Gale Blomenkamp of the Boone County Fire Protection District said that while J-turns could make travel time longer in nonemergency situations, the researchers' study shows that J-turns could be making firefighters' jobs easier by reducing accidents.

"A little bit of an inconvenience in a nonemergency situation? So be it," Blomenkamp said.

*This article was published in the Thursday, December 26, 2013 edition of the Columbia Daily Tribune with the headline "Study: J-turns reduce crashes on Missouri roads."*

## 24 Total J-Turn Conflict Points

- |                        |              |
|------------------------|--------------|
| 12 @ Main Intersection | • 4 Crossing |
| 8 Weaving              | ▲ 10 Merge   |
| 4 @ U-Turns            | ■ 10 Diverge |





# Member News

## ***Congratulations to Esther Shaw on the birth of her Son***

Eli Walker Smith was born Wednesday, February 19, 2014 at 7:47 am, weighing 7 lbs - 3 oz and measuring 20 in long.



Mom, dad, and Eli are doing great.

## ***Michael Hofener selected for the Inaugural Class of the New ITE Leadership Program***



The ITE Leadership program is a strategic opportunity for the Institute of Transportation Engineers to fortify the profession with leaders who can confidently lead, communicate, and engage with the multidimensional stakeholders required to build and maintain vibrant communities of the 21st Century. Congratulations to Michael upon his selection as one of fifteen members of the 2014 inaugural class. Good luck to you as you embark on your leadership journey.

## ***Welcome New Members***

Sam Arnold - Kimley-Horn and Associates  
 Barry Burks - Jacobs Engineering  
 Branden Fosdick - City of Guymon  
 Tom Fulton, Olsson and Associates  
 David Griffin - Leidos Engineering  
 Mike Hinkston - OSY/LTAP  
 Bill Ische - Trafficware  
 Sharla Lovern - City of Stillwater  
 Bradley Manhalter - Oklahoma Turnpike Authority  
 Mike Malone - Iteris

Charlie Oden - City of Shawnee  
 Jason Peak - City of Stillwater  
 John Quinnett - City of Edmond  
 Jared Schwennsen - ODOT  
 James Sholar - City of Edmond  
 Ron Stacey - City of Shawnee  
 Keith Stewart - City of Edmond  
 Raymond Stokes - City of Guymon  
 Doug Wright - OSU/LTAP



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### OTEA Membership Data Form

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New Members and Renewals Send Check for \$25 per Year and mail to:

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