



## IN THIS ISSUE...

Message From The President.....	1
2010 Annual Meeting Update.....	2
Call For Award Nominations for 2010 Annual Meeting .....	5
Flashing Yellow Arrow Left Turn Display.....	6
ITS Texas On The Web.....	8
Did you miss the 2010 Summer Training? .....	8
Upcoming Training Opportunity .....	9
Call For ITS Texas Scholarship Applications.....	10
Automated Freeway Diversion Routes in El Paso .....	11
New Student Chapter At Texas Southern University.....	12
Write an Article For The Newsletter! .....	13
Transportation In The News .....	13
Your 2010 ITS Texas Board of Directors.....	14

## MESSAGE FROM THE PRESIDENT

BY BOB BRYDIA, TEXAS TRANSPORTATION INSTITUTE

Howdy! This newsletter brings you updates on all of the latest things going on with ITS Texas. You'll read about a recap of the summer training and get all the details on the upcoming annual meeting, including sessions, tours, training and the ever popular and growing vendor exhibition area. You'll probably feel the same excitement as the board when you read about our new student chapter at Texas Southern University!

The call for awards is out for the 2010 annual meeting and all of the details are here in the newsletter. Let's continue the fine tradition we have of recognizing excellence and innovation within our industry.

Speaking of recognizing excellence, the call for applications for the ITS Texas scholarship is also out, again with details presented later in this newsletter. ITS Texas has a tradition of

rewarding outstanding students and our aim every year is to keep that support going!

Our goal is to continue to grow the attendance at the annual meeting. Let your colleagues — both within your agency, and within your profession — know about ITS Texas and encourage them to attend. Registration is already open for the 2010 meeting and early results point to another great year. Everyone is welcome! Invite your colleagues from your city, town, county, MPO, local consultants, educational institution, vendors and more. There's room, and more importantly, knowledge to share, for all.

Our newsletter, listserv, and web site are the primary ways of keeping you up to date on news and important information at times outside of the annual meeting. If you want to write for the newsletter—a project summary,

your experiences with an ITS application, etc—we want to hear from you and so does the membership. Articles can be both short and informative. Why not give it a try for the next newsletter?

Your board is hard at work on finalizing all aspects of the 2010 annual meeting. We've

already started working on the 2011 annual meeting and you should see preliminary information on it shortly.

Please [feel free to contact me](#) if I can assist you in any way. I look forward to hearing from you, reading your newsletter articles, and visiting with you at the 2010 annual meeting. **REB**

## 2010 ANNUAL MEETING UPDATE

### REGISTRATION NOW OPEN!

You've been waiting all year to come to the ITS Texas 2010 Annual Meeting! Following on the success of the 2009 meeting in Galveston, we're planning a bigger, better conference, with more technical presentations, more vendor exhibit area, exciting and pulse pounding tours, the outstanding food you expect, and more. Our exhibit space is already half-full and registrations are increasing weekly. So let's cover the details!

**November 10<sup>th</sup> – 12<sup>th</sup>, 2010**

[Dallas/Ft. Worth Marriott Hotel & Golf Club at Champions Circle](#)



### HIGHLIGHTS OF THE UPCOMING ANNUAL MEETING

- Wednesday
  - ♦ Training provided by FHWA on the topic of "Managing Active Travel Demand"
  - ♦ Tour – there will be 2 tours of the Texas Motor Speedway
- Thursday
  - ♦ Kickoff the conference with 7 jam packed sessions
  - ♦ Reception that evening
- Friday
  - ♦ Final day with 4 great sessions including Ethics.
  - ♦ Business & Awards Lunch

### ANNUAL MEETING COSTS

- **REGISTRATION** (includes meals and breaks as identified in the schedule of events)
  - ♦ Member - \$190
  - ♦ Speaker - \$190
  - ♦ Non-Member - \$240
  - ♦ Late Registration - \$300
- **TRAINING**
  - ♦ Member - \$35
  - ♦ Non-Member - \$50
- **EXHIBITORS** (includes exhibit hall space with 2 booth representatives)
  - ♦ 8' x 6' space - \$590
  - ♦ 10' x 10' space - \$850
- **TOURS**
  - ♦ Adult - \$8.00
  - ♦ Senior Citizens 65 and over - \$6.00
- **SPONSORSHIPS**
  - ♦ Available! [See here for details](#)

## TECHNICAL SESSIONS

### **Session 1: The Role of Social Media in ITS**

Over the past several years, social media has transformed the web by increasing interactions and feedback, and allowing for content to be generated by a wider audience than a web site developer. Social media is now being used in the arena of transportation and some of the same transformations are already taking place. Come to this opening session and explore the technologies and hear how organizations both large and small are using social media to get their message out and meet the information

needs of an increasingly technologically advanced user group.

### **Session 2A: Traveler Information: Are we there yet?**

This session explores the variety and variability of the public's traveler information needs, different technologies use to capture data, and the ways to present traveler information in an appealing and user-friendly format. Please join us for the Who, What and How in Traveler Information so travel inquiries can be answered with confidence and ease.

Time	Wed, 11/10/2010	Thurs, 11/11/2010	Fri, 11/12/2010
7:30 am			Continental Breakfast
8:00 am			Continental Breakfast
8:30 am			Continental Breakfast
9:00 am		1: Social Media in ITS	Vendor Exhibits
9:30 am			Registration
10:00 am		Sponsored Break	5A: Performance Measures
10:30 am			5B: National Issues
11:00 am		2A: Traveler Information	Sponsored Break
11:30 am		2B: Incident Management	6A: Texas ITS Systems
12:00 pm	Registration		6B: Professional Development
12:30 pm	Training	Registration	Business and Awards Luncheon
1:00 pm			
1:30 pm			
2:00 pm		3A: Special Events	
2:30 pm		3B: Transit Management	
3:00 pm		Sponsored Break	
3:30 PM		Vendor Exhibits	
4:00 pm		4A: Design/Build	
4:30 PM		4B: New Technology	
5:00 pm			
5:30 pm		Vendor Reception	
6:00 pm			
6:30 pm			

### **Session 2B: Incident Management**

Incident Management has been more and more of a focus in improving mobility in our urban areas. More and more frequently, ITS professionals are interacting with public safety and emergency management officials to help facilitate both planned and unplanned events.

This session will focus on how ITS can be used to augment incident management programs

through incident detection, traveler information systems and advanced traffic management tools.

### **Session 3A: Operations 1: Special Events Traffic Management**

The Dallas/Fort Worth area has a number of venues that host large special events. This session will look at the traffic management plans put in place and operated during large

special events including the Texas Motor Speedway bound by three highways and one of the largest on-site parking lots in the nation. We will also look at the traffic management plan for the upcoming Super Bowl at the Cowboy Stadium in Arlington which will direct a large amount of tourist, media and local travelers.

### ***Session 3B: Transit Management***

Transit isn't just the big city bus anymore. Now there are apps for rural transit, commuter rail, and even high speed rail. Join this session to find out more.

### ***Session 4A: Design/Build and ITS Deployments***

As funds in Texas for reconstructing highways and streets are more and more constrained, agencies are looking for new ways to complete these projects more quickly and efficiently. One method now being utilized is Design/Build. This session looks at how the deployment of ITS can be impacted by the Design/Build process from three perspectives: the client/customer, the designer, and the contractor.

### ***Session 4B: Thinking Outside the Box-New Technology***

New and emerging technologies are rapidly changing the face of ITS. As agencies experience reductions in staffing and funding levels, new technology offers the opportunity to leverage existing resources and infrastructure to meet increasing transportation demands. This session will highlight new technologies and how they were applied to solve specific ITS problems.

### ***Session 5A: Performance Measures***

Now that you have that new ITS app, you need to tell everyone what a great job it does (or not!). Join this session to learn what is in, and what is on the horizon, for performance measures.

### ***Session 5B: National Issues***

Limited budgets, increased congestion, Work Zone safety & mobility, how to transition Intellidrive from concept to deployment, innovative ways to fund projects, technology evolution, these are just some of the issues facing the transportation community across the country. We will bring speakers from across the country to discuss approaches and results of initiatives to address these important issues that we all face today.

### ***Session 6A: Operations 2: ITS systems around the state***

Outside the confines of the large TMC's there are a number of ITS systems operating on non-urban highways and roadways. This session will look at a number of these systems including rural ITS operations and work zone ITS operations. We will see how and why the systems were implemented and how the systems collect and disseminate information about the roadway to the traveling public.

### ***Session 6B: Professional Development***

Professional Engineers are required to complete one hour of engineering ethics each year. This session is designed to complete this requirement in a fun and informative way

## **ANNUAL MEETING TRAINING**

On Wednesday, November 10th, a one-day workshop on “**Managing Active Travel Demand**” will be offered for those with planning, operations, transit, and/or TDM responsibilities or oversight. This new workshop, developed under the direction of the FHWA Office of Operations, looks closely at travel demand and integrates a balance of demand and supply based strategies as management and operations activities to both mitigate congestion and improve system efficiency.

Full details on the training, including course objectives can be found on the [ITS Texas web site](http://www.itstexas.org)

Participants in the training will have an opportunity to ride a shuttle bus to the [Southlake Town Square](#) where an assortment of dining is available, as well as shopping and daily events. The shuttle bus is free and the luncheon time frame has been expanded to two hours to allow participants to fully enjoy this unique atmosphere. The cost of lunch is not included in the training registration fee.

## ANNUAL MEETING TOURS

*Ladies and Gentlemen, start your engines!*



Take the flag for a high-speed visit to one of the world's largest and most modern sports and entertainment facilities, [Texas Motor Speedway](#). ITS Texas has arranged for 2 opportunities to tour the Speedway; one at 10 am and the second at 2 pm. Each tour is limited to a maximum of 24 participants (minimum of 20 participants required per tour in order for

the tour to make). So hurry and [get registered for the conference](#) and take the Tour!

Speedway tours include a stop on the luxury suite level. Get a high-level birds-eye view of more than 150,000 seats and the 1,500 acres that make up Texas Motor Speedway. Bring your camera for numerous photo opportunities. Finally, imagine yourself getting ready to negotiate one of the Speedway's 24-degree, high-banked corners that allow racecars to exceed 200mph! Laps of the racing oval, in our tour van, produce the same hold-your-breath sensations experienced by the greatest race drivers in America. (Laps around the Speedway are subject to availability at the time of each tour.)

### ITS TEXAS ADVERTISER



ITS Texas is both pleased and fortunate to be supported by advertising from a variety of companies. Did you know that in the past month alone, the ITS Texas website had more than 350 unique visitors and more than 500 sessions? For the year to date, we've had nearly 1,500 unique visitors and nearly 2,000 total sessions. That's a pretty good draw for a professional society web site and shows that advertising on the site (and the newsletter) can really reach the desired audience. Why not consider [advertising with ITS Texas](#) today?

## CALL FOR AWARD NOMINATIONS FOR 2010 ANNUAL MEETING

ITS Texas invites you to submit nominations for the ITS Texas Annual Awards Program. The awards program was created to recognize individual(s) or group(s) (e.g., a city, agency or company) for a project or other contribution in the fields of ITS policy, planning, design, deployment, research or education.

The nomination should identify the individual(s) or group(s) being nominated (name(s) and agency or agencies), and should describe the unique innovation, distinctive service or outstanding leadership making the nominee(s) worthy of statewide recognition. You are

encouraged to keep nominations brief (200 words or less).

The Awards Committee will evaluate all nominations and select award winners. Submission of a nomination is not a guarantee of selection.

Awards will be presented at the ITS Texas Annual Meeting in Fort Worth, Texas at the Business and Awards Lunch on Friday, November 12, 2010.

Please submit all nominations to Robert Brydia at [r-brydia@tamu.edu](mailto:r-brydia@tamu.edu) no later than Friday, October 15, 2010.

ITS TEXAS ADVERTISER



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## FLASHING YELLOW ARROW LEFT TURN DISPLAY

BY DAVE CARTER, CITY OF RICHARDSON

You may have noticed a new style of left-turn signal at intersections in Texas. This new signal display includes a Flashing Yellow Arrow (FYA) that indicates that left turns are permitted but must Yield to oncoming traffic and pedestrians. It is the new standard for left turn signals and in coming years, this type of signal will replace the green ball in left-turn signals that are now common. Many Texas cities have already started to deploy these signals including Irving, Carrollton, Garland and Richardson. Irving was the first to install it under a trial case for the Federal Highway Administration (FHWA). The City of Richardson has established it as its standard display for Protected/Permissive locations and has already

installed the new display at 10 intersections. Approximately 45 additional intersections will be upgraded to the FYA over the next few years as traffic signals are updated throughout the City of Richardson.

## EXECUTIVE SUMMARY

Research has shown that left-turn motorists occasionally misunderstand the circular green ball and inadvertently turn left thinking they are "protected" even though the protected left-turn green arrow was not displayed. Research has shown that a Flashing Yellow Arrow (FYA) is more clearly understood to mean "proceed left with caution and yield to oncoming traffic" than the circular green ball display when used for permissive left-turn movements.

The Federal Highway Administration (FHWA) believes the Flashing Yellow Arrow (FYA) is the best alternative to the circular green ball as the permissive signal display for left-turn movements. FHWA also believes FYA has a low risk of operational safety concerns. The studies show that motorists responded strongly and favorably to the FYA display with little or no additional information; these highway users intuitively knew that the flashing yellow arrow meant to yield. Further, the optional use of the FYA provides safety and operational benefits that merit implementation by agencies that wish to use it. Several other Cities in the DFW area have already implemented this display with very positive results.

As a result of the safety and operational benefits, the City of Richardson has begun implementing the new FYA permissive left-turn display. It is considered the new standard for Left Turn signals and each intersection in the City will be updated as traffic signals are reconstructed and new equipment and signal heads are installed.

## HISTORY AND PROBLEM DESCRIPTION

For many years, traffic engineers have been concerned about drivers inadvertently turning left on a permissive circular green ball without yielding when they mistakenly believe they have a protected movement. Some motorists inadvertently mistake the circular green ball signal indication as implying the left turn has the right of way over opposing traffic. In order to minimize the confusion, traffic engineers have used a variety of different indications and signal face arrangements for permissive left turns over the years. However, prior to the mid-1990's no comprehensive research had been conducted to evaluate all of the potential displays.

## COMPREHENSIVE STUDY

In order to thoroughly evaluate the situation and determine the best solution, FHWA and the American Association of State Highway and Transportation Officials (AASHTO) sponsored a National Cooperative Highway Research Program (NCHRP) study. This very comprehensive research program was conducted over a 7-year period of time. The study included engineering analyses, static and video-based driver comprehension studies, field implementation testing, video conflict studies, and extensive crash analyses. In 2003, the completed research was published in NCHRP Report 493. Below are links to the project website and the final report.

- [NCHRP 3-54 Research Project Web Site:](#)
- [NCHRP 493 Report in PDF format](#)

## NCHRP 493 RESULTS AND FINDINGS

The Flashing Yellow Arrow (FYA) was found to be the best overall alternative to the circular green ball as the permissive signal display for left-turn movements.

The FYA was found to have a high level of understanding and correct response by left-turn drivers, and a lower fail-critical rate than the circular green ball.

The FYA display in a separate signal face for the left-turn movement offers more versatility in field applications.

## FAQS:

### Q: What does a flashing yellow left-arrow signal mean?

#### A: This signal displays four phases:

- Red Arrow = STOP, No left turns allowed.
- Green Arrow = Left turns allowed.
- Steady Yellow Arrow = Prepare to Stop, the left-turn signal is about to change to red.
- Flashing Yellow Arrow = Left turns are permitted but must Yield to oncoming traffic and pedestrians.

## ITS TEXAS ON THE WEB

Have you visited the ITS Texas Web recently? Located at <http://www.itstexas.org>, the website is your source of information for what's going on in your state chapter. We are always working to improve the website and make it a source of information for you. Here are just a few highlights of the website.

[2010 membership application](#) – The membership application form is electronic and accepts credit card payments. Checks can also still be mailed in. If you become a member, you receive discounted rates at the annual meeting and ITS Texas training.

[The 2010 membership list](#) is on-line. You can use this list to check your membership status prior to registering for the annual conference, to make sure you get the best rate. The list is dynamic and pulls directly from our membership database. As soon as it is updated, the on-line list is updated. You can also access the list under the membership section.

[2010 ITS Texas Annual Meeting](#) – Your one stop information place for all things “annual meeting”. Learn more about the hotel, sessions, speakers, and tours, vendors and more. Do you have a topic you'd like to speak

on next year? Use the contact information on the page and let us know!

[Student chapters of ITS Texas](#) Visit this section to learn more about the student chapters of ITS Texas, links to their website, their annual report, and requirements for starting a student chapter at your school!

Updates to the web site. – Did you know that all major information updates to the website are listed on the [home page](#)? You can visit the site and see at a glance if there's new information that you'd like to read.

ITS Texas also publishes update information via the RSS feed. Do you know what RSS is? If not, it stands for Really Simple Syndication. Sometimes it is difficult to visit the home page of every web site you are interested in. Many people use RSS feeds to “bring the news to them”, using an RSS feed reader. ITS Texas also utilizes this method of distributing information and has an RSS feed available at:

<http://www.itstexas.org/its-texas-rss.xml>

## DID YOU MISS THE 2010 SUMMER TRAINING?

The ITS Texas Summer training session, Operations Performance Measures Workshop, held on June 29 in Dallas by Cambridge Systematics and sponsored by the Federal Highway Administration was quite a success. The session was well attended with participants from government agencies, consultants,

vendors and academia from around the state. The workshop presented by Richard Margiotta had many interactive discussions and went over many aspects of performance measures from developing a plan for operating performance measures to using operating performance measures in decision making.



We want to thank the FHWA for sponsoring the workshop and with a registration cost of \$15 the benefits to our membership were outstanding. Feedback from the attendees showed that the workshop was useful, had a good format and was well presented. We also want to thank TxDOT for their training facilities located at the DalTrans Traffic Management Center. Lunch was catered in and coffee and drinks were available in the room throughout the day.

## UPCOMING TRAINING OPPORTUNITY

In addition to the training at the annual meeting, ITS Texas membership may be interested in an upcoming training opportunity in Texas from NHI. The *“Advanced Work Zone Management and Design”* (NHI #380072) course will be taught **November 16-18, 2010**, in College Station, TX.

This 3-day course provides participants with advanced levels of knowledge and competencies with technical and non-technical aspects of work zone traffic control practices including work zone planning, design, project management, and contract issues. The course is designed to provide maximum flexibility by including core, recommended, and optional

lessons. Each participant receives a copy of the Advanced Work Zone Management and Design reference manual and a participant workbook that contains all lesson materials.

The target audience is state, and local design engineers, traffic and safety engineers, senior work zone traffic engineers, transportation planners, employees of metropolitan planning

organizations and board members, regional planners, regional construction engineers (with work zone experience), and senior engineering technicians.

Upon completion of the course, participants will receive 1.8 CEUs (18 PDHs).

For more information on the course and to register, visit the [NHI Web site](#).

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## CALL FOR ITS TEXAS SCHOLARSHIP APPLICATIONS

ITS Texas is pleased to announce that applications for the ITS Texas Scholarship are now being accepted. This is a non-renewable scholarship for one academic year. The award is \$1,000 per qualified and selected recipient with the pool of candidates being students in a graduate degree (Masters or Ph.D.) program in any ITS-related field, e.g., transportation engineering, electrical engineering, systems engineering, etc.

The [information page on our web site](#) details the complete requirements for the application

process. The web page also has a link for [downloading a PDF](#) of the application requirements.

Note that submissions must be postmarked by October 15, 2010 for consideration. The ITS Texas mailing address is in the footer of this newsletter and is on the information pages linked above.

. Please feel free to forward this information to any graduate student who may be qualified.

## AUTOMATED FREEWAY DIVERSION ROUTES IN EL PASO

BY MARK CONWAY, WALTER P. MOORE

The El Paso Incident Management Plan (IMP) was triggered in 2003. A large truck overturned on IH-10 and shut down the freeway for hours in an area with no service roads or obvious alternate routes. This was just one of many high-profile incidents that resulted in long delays for a large number of motorists. A Texas state senator caught in the traffic jam vowed to find relief for such problems. He prompted a study which evolved into the current Incident Management Plan (IMP). The project has generated area-wide support and spurred some innovative technologies – including a new automated Rotary Drum Sign System (patent pending).

The Texas Department of Transportation (TxDOT) took the lead in the development of the IMP. The El Paso Incident Management Plan was created with unprecedented cooperation of multiple agencies and departments as a tool for first responders. With guidance provided by TxDOT, the agencies defined alternative freeway diversion routes and Standard Operating Guidelines based on incident severity and location. A Geographic Information System (GIS) comprised of interactive, retrievable maps is used to graphically define routes, as well as agency roles, responsibilities, and first responder contact information, thereby enabling more efficient travel through the El Paso metropolitan area, the fifth largest in Texas, during freeway incidents and closures.

The El Paso District of TxDOT operates an invaluable traffic operations center (TOC) known as “TransVista.” The TOC is the heart of regional incident management activities and integrates vehicle detection, closed-circuit TV cameras, dynamic message signs, traffic signal operations and incident response teams to efficiently and expeditiously clear incidents and congestion. The IMP is a logical extension of TransVista.

Once the diversion routes and procedures were established and proven to be effective, TxDOT took the IMP to another level by automating guidance along the detour routes. Through the innovative use of dynamic message sign technology, TxDOT blazed the trail for travelers diverting off the freeway.

The sign system used along the diversion routes had to meet specific requirements:

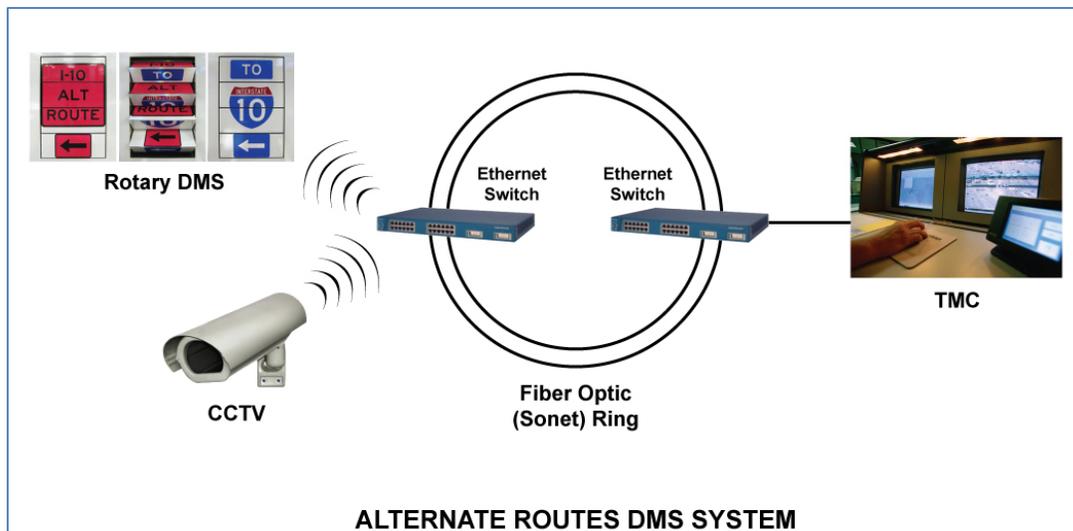
- Low unit cost, since over 100 signs were needed.
- Minimal power consumption.
- Solar-powered, due to the unavailability of power on some diversion routes.
- Conformation with highway standards, AASHTO and the TxMUTCD.
- High-intensity reflective coating due to the unavailability of direct lighting.
- Only 2-3 very specific messages, as opposed to a full matrix dynamic message sign.
- Communicate via wireless Ethernet technology.

No “off-the-shelf” sign met the project’s criteria. A new, first-of-its-kind directional device needed to be designed. Sign design, construction and communications interface are all unique.

The electronic “rotary drum” signs are 5 ft by 3 ft and constructed of high-grade aluminum, so they are lightweight and easily mounted on standard pedestrian poles. Each sign is comprised of four drums with three sides per drum, allowing for three individual messages per sign. Each message, and the entire sign face, is covered in 3M Reflective Sheeting material, so they reflect ambient light from car headlights or street lighting at all times without the need for external light. Most of the time, they display standard guide sign information. When an incident occurs and the signs are activated, the drums rotate and provide appropriate detour information. The wireless, solar-powered signs require no fiber optic cable

or hard-wire communications interconnect. Since they use solar energy, they facilitate “green” design. It is the only automated diversion sign of its kind.

The signs are controlled from the TransVista Traffic Operations Center through a combination of wireless Ethernet and fiber optics. Sign and camera information is transmitted to fiber optic (SONET) nodes along the freeway. The SONET system carries the signals to the TransVista TOC.



**HOW IT WORKS:** El Paso’s system of 104 signs and eight closed-circuit television (CCTV) video cameras piggy-backs on a fiber-optic sonnet ring installed along the freeway. The \$3.8 million projects was developed and installed with a Federal Highway Congestion Mitigation Air Quality (CMAQ) grant that required a 20% state match.

With a flip of a switch in TransVista, the signs go into action. This all occurs in "real time" and the signs change in less than a second. The entire area is alerted at once -- seamless activation.

The *Incident Management Plan* being executed by El Paso is an innovative approach to improving regional mobility during incidents and events. The automated Rotary Drum Sign is an economical and effective IMP tool.

Walter P Moore was the design consultant, Skyline Products fabricated the sign system, and Tri-State Electric LLP is the general contractor.

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*Mark Conway, P.E., is Director of Intelligent Transportation Systems for WALTER P MOORE. He can be reached at 800-364-7300 or [MConway@walterpmoore.com](mailto:MConway@walterpmoore.com)*

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## NEW STUDENT CHAPTER AT TEXAS SOUTHERN UNIVERSITY

ITS Texas is pleased to announce the formation of a new student chapter! Housed at Texas Southern University (TSU), the chapter is the second student chapter for ITS Texas, following in the footsteps of our initial student chapter at the University of Texas-Austin. TSU student chapter and all its members and hopes to foster a mutually beneficial

Having an ITS Texas Student Chapter at Texas Southern University (TSU) provides TSU students the opportunity in the study, research and applications of advanced technologies in Intelligent Transportation Systems. The first chapter meeting is scheduled for September 23<sup>rd</sup>, 2010 with about 30 members waiting to join. The objectives of this new student chapter are:

1. to promote the advancement of intelligent transportation and traffic engineering through close association with the profession;
2. to acquaint students with topics of interest in intelligent transportation systems through professional speakers and field trips; and
3. to promote common interests in intelligent transportation among different disciplines, such as Electrical Engineering, Electronic Engineering, Computer Science, etc.

Dr. Fengxiang Qiao, an assistant professor at TSU Department of Transportation Studies serves as the advisor of this new student chapter. Dr. Qiao's research focuses are on: (1) intelligent traffic simulation and forecasting, (2) massive data processing of intelligent

transportation system data, (3) intelligent dependent modeling of traffic flow, and etc. Dr. Qiao teaches the course Intelligent Transportation System Technologies and Application for graduate students at TSU.

Miss Huimin Xing is the first president of ITS TSU Student Chapter. Miss Xing is currently a graduate student at TSU majoring in Transportation Planning and Management. She obtained her Bachelor Degree in electrical engineering with four years working experience in the electrical field. Miss Xing is now working on intelligent processing of massive cell phone data for intelligent transportation system.

If you are interested in starting a student chapter at your college or University, please read the [student chapter requirements](#) and contact any [officer of the board](#) for questions or information. Also, don't forget the [student scholarship opportunities](#) from ITS Texas

## WRITE AN ARTICLE FOR THE NEWSLETTER!

The ITS Texas newsletter is a great way for you as an ITS professional to **share your projects, plans or other ITS related items with the ITS community**. If you have information concerning any ITS project within the state that you feel may be of interest to the membership, please

contact any of your ITS Texas board members. If you have an idea and are not sure of its interest go ahead and contact us and we can discuss it with you. SERIOUSLY – the membership wants to hear from YOU about completed, upcoming or ongoing ITS projects.

## TRANSPORTATION IN THE NEWS

Transportation is in the news, every day, all around us. News comes from the Federal level, discussions in Congress, other states, the great state of Texas, professional organizations, and the general media. We all know it, but it's hard to keep up with the vast array of news that is out there. A sampling of recent items in the news is below.

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Read a [broad outline of the Administration's transportation strategy](#).

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Did you know you could vote for America's Transportation Award? The People's Choice Award is one of two national awards sponsored by the American Association of State Highway & Transportation Officials (AASHTO), AAA, and the US Chamber of Commerce. [Vote for your winner amongst the 10 finalists here.](#)

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Did you know that the Research and Innovative Technology Administration (RITA) routinely publishes lessons learned across all aspects of ITS deployments? [Your ITS Texas website gets a feed of these lessons and publishes them on the ['Transportation News' page](#)]. A sampling of recent lessons published include:

- [Design traffic video transmission systems around the constraints of bandwidth limitations and provide provisions for remote configuration of video compression hardware](#)
- [Provide ITS training for transit systems managers, operators, and maintenance personnel when deploying Advanced Public Transportation Systems](#)
- [Beware of costs, utility, reliability, and maintenance issues in deploying a statewide transportation network monitoring system](#)

You can get the full listing of ‘Lessons Learned’ at the [ITS Lessons web site](#)

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The Federal Highway Administration has published “[The Field Operations Guide for Safety/Service Patrols.](#)” This guide was developed for use by Safety/Service Patrol operators and supervisors. It is expected that Safety/Service Patrol personnel will carry the guide in their vehicle to use as a quick reference while performing patrol tasks. They should refer to this guide on a regular basis as a refresher on steps and tasks associated with managing incidents - particularly for those situations not encountered every day. This guide is not designed to stand alone, but in conjunction with training and exercises that will indoctrinate the Safety/Service patrol operators into these good practices as well as Agency formal Standard Operating Guidelines or Procedures. (Publication Number: FHWA-HOP-10-014). [Find more publications from the FHWA, in the area of Operations.](#)

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Washington State recently deployed the nation’s most advanced active traffic management system on I-5. The same technology is slated for SR520 and I-90 this fall. [Learn more about this technology.](#)




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The Dallas Morning News maintains a [transportation section](#) for items pertaining to the Metroplex.

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## YOUR 2010 ITS TEXAS BOARD OF DIRECTORS

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