President's Message

It is an honor for me to serve as this year's President. I will do everything in my power to make this another great year for the Alabama Section. We have a dedicated Board of Directors and Committees and if we all work together there will be nothing we can't accomplish.

The Committee appointments are included in this newsletter. My sincere thanks to each of you who agreed to serve. If anyone else is interested in serving on a committee, please let me know.

The Spring meeting in Auburn will be on March 11th. Vice President Bubba Bowden, Bob Vecellio and the Student Chapter are planning an outstanding technical program. You don't want to miss this meeting!

The 1993 Board of Directors is here to serve you. If we can assist you in any way or if you have comments or suggestions, please let us know. I look forward to seeing you in Auburn.

Nancy

Current Dues and Membership Status Report

DUES STATUS ON FEBRUARY 5, 1993

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<tr>
<th>Members</th>
<th>Affiliates (Class I)</th>
<th>Affiliates (Class II)</th>
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<tr>
<td>Paid</td>
<td>70</td>
<td>Paid 51</td>
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<tr>
<td>Owe $10</td>
<td>4</td>
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<td>Totals</td>
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<td>Totals 61</td>
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Summary

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<th>Members</th>
<th>Affiliates (Class I)</th>
<th>Affiliates (Class II)</th>
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<tr>
<td>Paid</td>
<td>170</td>
<td>Members 83</td>
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<td>Owe $30</td>
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<td>Retired Members 4</td>
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<tr>
<td>Owe $4</td>
<td>10</td>
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Secretary/Treasurer's Report

October 14, 1992

FINANCIAL REPORT

Treasury balance on June 11, 1992.................. $4044.28

Receipts since June 12, 1992
Annual Meeting (Dues, Proceeds, etc.)............ $4548.01
Dues Payments........................................ 938.00
Professional Services Directory.................. 75.00
TOTAL RECEIPTS...................................... $5561.01

Expenditures since June 12, 1992
ITE Endowment Fund.................................. $2710.00
AU ITE Student Chapter......................... 125.00
Stacey Glass (Transportation to Meeting)... 175.00
John's Photo & Video (Slides for Meeting)..... 16.68
U.S. Postal Service................................. 87.00
Walker Printing (Letterheads & Envelopes)..... 309.97
City of Montgomery (ITE International Meeting) 182.50
Nancy Hudson (Room Guarantee Civic Center).... 75.00
Berney's Office Outlet (copying dues notices) .... 23.38
Waller Business Forms (Newsletter Fall 1992) ... 410.00
Ken Cush (Membership Dues Mailouts)........... 86.00
U.S. Postal Service (Fall Meeting Mailouts).... 75.40
Service Charge..................................... 1.64
TOTAL EXPENDITURES......................... $4277.57

Treasury Balance on October 14, 1992........... $5327.72
III. Officers/Directors Reports:
   a) Secretary/Treasurers Report:
The Secretary/Treasurers Report was presented by Bubba Bowden, detailing the receipts and expenditures since June 12, 1992. It was reported that the receipts since June 12, were $5561.01 and expenditures were $4277.57, leaving a current balance of $5237.72. The current membership status was reported to be 79 members, 59 Class I Affiliates, 140 Class II Affiliates, and 4 retired members for a total membership of 282. It was reported 88 Members and Affiliates have paid their dues, 101 owe $30, 17 owe $24, 48 owe $10, and 24 owe $4. Since June 12 there have been three Class II Affiliates, one Class I Affiliate and one Member to resign and 10 Expulsions. Also there have been five new Class I Affiliates, four new Class II Affiliates, and two new Section Members. Dave Griffin made a motion, seconded by Dick Garner, to accept the report as presented. The motion was adopted unanimously by voice vote.

   b) Southern District Representative's Report:
Jim Meads reported that District President Richard Atkins' goals was to develop a better communication link between the District and each Section.

   c) Vice President's Report:
Jim Meads reported that Vice President Nancy Hudson was unable to attend today's meeting due to illness in the family. He reported that the Board had established the minimum for the Annual Scholarship to be $1500. He also reported that the Board of Registration for Professional Engineers and Land Surveyors had established the requirement for the Professional Development Hours for Professional Engineers and that today was the first day for that requirement. He stated that the organization sponsoring technical session could not prequalify a meeting and that each Professional was responsible for keeping his or her records. He stated that there were letters available for the PE's to show that they could possibly qualify for three PDH's.

IV. Committee Reports:
   a) Past Presidents Report:
Bob Vecellio presented a poster that had been developed by International ITE and District 5 has also developed a poster that can be sent out. If interested in obtaining this poster, or the District 5 poster, the member should contact Bob Vecellio. He also stated that Auburn University Civil Engineering Department had copies of the Career Guidance Video and if members knew of High Schools that had Career Guidance Day, he would be glad to furnish them a copy of the video for that day.

   b) Technical:
Bob Vecellio reported that he is the technical advisor for the Alabama T2 program and that Brian Bowman was the Section's liaison. He reported that Alabama T2 was going to present a

(Please see Minutes on page 3)
MINUTES...

seminar on Traffic Control Management at various cities in the State. Members Dan Turner and Harold Raynor would be conducting this seminar.

c) Scholarship:
Dave Griffin reported that the latest balance was approximately $36,795. He stated that in January of this year there had been an adjustment of negative $294. He had investigated this matter and found it to be correct. President Meads reported that he had received a very nice letter from Stacey Glass thanking the Section for the scholarship.

d) Newsletter:
President Meads reported that the Fall Newsletter was the last for Editor John Koniar and asked for interested people who would like to take on the responsibility of Newsletter Editor to contact Nancy Hudson.

e) Technical:
Brian Bowman reported that the Sign Vandalism survey had been completed and a summary will be forthcoming. He said he would like input from the members as to other Technical Programs to undertake.

f) Membership - Ad Hoc Committee:
President Meads stated that he thought the review process was going well with the Membership Committee. He also stated that the By-Law changes has been submitted to the District and will appear at the District Business meeting this Fall.

g) JECA:
Don Arkle reported that JECA has been active in the passage of the recently passed highway bill. He also stated that JECA had played an active role in Workman's Compensation bill, that the Statue of Limitations bill had failed, and that JECA would join with the Architect's Council in the matter of Tort Reform.

h) Fall Meeting Arrangements:
Rod Higginbotham reported that there were 61 paid registrants, with 58 attendees, and five guests for a total of 63.

V. New Business:
a) Meetings/Site Selection:
President Meads reported that the 1993 Spring Meeting will be held in Auburn on March 11. Bubba Bowden asked for any input into the Technical Program.
b) 1992 Annual Report:
President Meads asked that anyone that had participated in any activities during the year to report them to the ALSITE activities form and return this to Nancy Hudson for inclusion in the 1992 Annual Report.
c) Other Items:
Richard Caudle reported that there was going to be a Bicycle Safety Workshop Friday, November 6, 1992 at the ALAGASCO training center in Birmingham.

VI. Adjourn:
The meeting was adjourned at 1:45 P.M.

Spring 1993

People And The Profession

James A. Meads, P.E., Past President of the Alabama Section of ITE has left Gorove/Slade Associates and joined Sain Associates, Inc. as the Director of Traffic/Transportation...Best of Luck Jim.

Tony Snyder recently joined Cecil Jones and Associates as a Transportation Engineer. Tony came from the U.S. Air Force stationed in Columbus, Mississippi.

Luke Clarke, P.E., has been named an Associate with Post, Buckley, Schuh & Jernigan, Inc.

David Volkert & Associates, Inc. will be moving from One Perimeter Park South, to 2019 Highland Avenue, Birmingham, AL 35205, (205) 933-5556, on February 1, 1993.

Ibrahim Abousaud, P.E., has recently joined David Volkert & Associates, Inc., as a Senior Transportation Engineer. Mr. Abousaud moved from Arizona.

Linda Harris in October 1992, was promoted to CE II in Rail Highway Safety.

Bob Kratzer in November 1992, was promoted to CE I as Assistant Rail Highway Safety Project Coordinator.

Condolences to Member Charles Powell with the loss of his brother, Bill Powell, in November 1992.

Robbie Anderson has been promoted to Assistant State Traffic Engineer.

National Committee News

The National Committee on Uniform Traffic Control Devices held its semi-annual meeting in January. A new National Manual on Uniform Traffic Control Devices is scheduled to be printed and released in 1996. Those in attendance from the Alabama Section were Wayne Blackwell, Traffic Engineer, Jefferson County; Paul Weldon, State Traffic Engineer; and Bubba Bowden, Traffic Engineer, City of Montgomery. The next meeting for the National Committee is scheduled for June, 1993.

Auburn University Student Chapter News


The Student Chapter is busy planning for 2 major events to be held Winter Quarter: implementing a van shuttle system for E-Day on February 26 and hosting the ALSITE Spring Meeting on the AU campus on March 11.

The Student Chapter is helping to publicize the Charles E. Alexander Transportation Engineering Scholarship for 1993-94. Current Chapter Officers are: President Steve Jones (Birmingham); Vice President Stacey Glass (Montgomery); Secretary-Treasurer Ed Blackmon (Bay Minette) and Engineering Council Representative Keith West (Hodges).
Alabama Section ITE Spring Meeting
Auburn University • March 11, 1993

8:15 - 9:00 a.m. Registration

9:00 - 9:10 a.m. Alabama Section Welcome
Locke D. (Bubba) Bowden, Vice President

Auburn University Welcome
Dr. Loren D. Lutes, Head
Department of Civil Engineering

TECHNICAL SESSION I

Presiding: Steven L. Jones, President
AU ITE Student Chapter


9:40-10:10 a.m. "Application of ITEA to Bicycle Planning", Dr. William H. Bailey, Department of Geography, Auburn University

10:10-10:30 a.m. BREAK

TECHNICAL SESSION II

Presiding: Stacey N. Glass, Vice President
AU ITE Student Chapter

10:30-11:00 a.m. "Challenging Ourselves for the Year 2000"
Marsha D. Anderson, ITE International Vice President and President of Street Smarts, Duluth, GA

11:00-11:30 a.m. "Interchange Development: City/State/Private Partnership" Darrell C. Meyer, Department of Community Planning, Auburn University

11:30-12:00 p.m. "Transportation Planning for the 1996 Atlanta Summer Olympic Games"
Representative from Post, Buckley, Schuh & Jernigan, Atlanta, GA

12:10 p.m. LUNCH

1:00 p.m. Business Meeting

1:30 p.m. Adjourn

Past President's Spotlight
James A. (Jim) Meads

Mr. Meads received a B.S. in Civil Engineering from The University of Alabama at Birmingham in 1983 and continued with educational course work in "Basic Practices and Principles of Traffic Engineering" and "Closed Loop Traffic Control System Operation".


At the Alabama Section ITE, 1988 Annual Meeting, Mr. Meads presented his publication, "Transportation Planning for Alabama's Universities".

Some of the professional societies of which Mr. Meads is a member, include the Institute of Transportation Engineers, (President '92, ITE Alabama Section); and the American Society of Civil Engineers, (Vice President '89-90, ASCE Young Member Forum - Birmingham Branch, and Young Engineer of the Year, '91 - Birmingham Branch). His Professional Registration is with the State of Alabama.

ALSITE Membership Spotlight
Paul Weldon

Mr. Weldon received a B.S. from Auburn University in 1972 and an M.S. from Georgia Institute of Technology in 1976, majoring in Civil Engineering - Transportation.

He has twenty-three years total traffic engineering experience with the City of Montgomery as Assistant Traffic and Electrical Engineer, City of Savannah, GA, as City Traffic Engineer; Wilbur Smith & Associates as Principal Engineer; City of Tampa, FL, as City Traffic Engineer; State of Alabama as Assistant Chief, Urban Planning Bureau and State Traffic Engineer.

He earned the rank of Lieutenant in the U.S. Navy Reserve Civil Engineer Corps and was also Scout Master for five years for Boy Scout Troop 50 in Wetumpka, Alabama. He has been presented with several awards including, Eagle Scout; Fellowship from U.S. Department of Transportation for graduate study in Civil Engineering; "Best Technical Paper Award", Institute of Transportation Engineers - based on masters thesis, "Transit 5 - Computerized Arterial Traffic Signal Optimization".

The National Committees and Professional Societies of which he is a member include, AASHTO Special Committee on Transportation Systems Operations (IVHS); NCHRP - Panel for Highway Capacity Project; I.T.E. - Membership Chairman; AASHTO - Traffic Engineering Committee; MUTCD Signals Committee; Fellow Member of the Institute of Transportation Engineers; Member of the American Society of Civil Engineers; Member of the Society of American Military Engineers.

Mr. Weldon's family includes his wife, Terry, daughter Wendy who is 18, and his son Wesley, who was just awarded the Eagle Scout.
neighborhood traffic safety" by getting their four-way stop installation(s).

Naperville is a fast growing suburban community of 92,000 residents at the west end of the East-West Research Corridor running west along I-88 through DuPage County from the City of Chicago. Population just after WWII was 13,000. Naperville has a strong mix of Major office research facilities with several strong commercial centers and more than 44,000 residences, 28 elementary and middle schools, two major high schools, and two commuter stations on METRA. Naperville also has 92 homeowners associations, the majority of which are quite active in securing services and changes to benefit their neighborhoods.

Naperville enjoys its role as a leader in the suburban Chicago area. The Riverwalk along the west branch of the DuPage River flowing through the City is known throughout the region for its artful park setting through the old downtown. Naperville pioneered municipal recycling. It is one of two cities in Illinois to have its own Traffic Impact Fee Program.

In the mid 1970's a City wide review of existing all-way stop intersections was carried out, resulting in the downgrading from all-way stop control to two-way stop control of more than 25 intersections. The focus at that time was that many of these all-way stops were no longer needed due to changes in traffic patterns and the removal of unneeded stops would reduce traffic delay. At this point in time, summer of 1992, of the City's 2033 intersections, 70 are traffic signal controlled, 78 are all-way stop controlled, 793 are two-stop controlled or yield controlled, and 800 are Cul-de-Sac intersections.

II. DEVELOPMENT OF RESIDENTIAL ALL-WAY STOP WARRANT: In the summer of 1991, City Council appointed a committee of representatives of homeowners associations, of the Council itself and from the City's Transportation Advisory Board (Appointed by Council to review and act on all traffic issues and requests in the manner as a Plan Commission for development) to seek out, identify "new" expertise and procedures beyond the current all-way stop warrants as set forth in the Illinois and National MUTCD. This committee was identified as the Residential Stop Sign Review Panel.

In terms of the legal standing of such an effort, the City Attorney rendered an opinion in July of 1991 that "City Council, pursuant to its home rule authority, authorize four-way stop signs in such a way that is not inconsistent with the State warrant requirements and which promotes the public health, safety and welfare."

Letters of invitation were sent to 29 traffic engineers and traffic engineering consulting firms across the country inviting them to submit their experience and expertise toward the development of warrants for stop control in residential neighborhoods, as well as how they would carry out this work for the City of Naperville and an estimate of the expected cost. Thirteen written responses and four verbal responses were received for a total of seventeen responses. Five (5) professional traffic engineering firms submitted detailed proposals suitable for review by the City toward the selection of a consultant who could be the City decide to proceed. Many firms declined to carry out this professional traffic engineering work which they feel would be outside the laws and statutes of the State of Illinois.

The Residential Stop Sign Review Panel requested that two firms present their ideas and expertise. Upon completion of the extensive presentations, the committee chose to press on with the task themselves in the light of the lack of any new directions being presented and asked staff of the City's Traffic Engineering and Safety Division to assist in developing a new approach to residential traffic control beyond the current criteria in the National and Illinois Manual on Uniform Traffic Control Devices for Streets and Highways.

The Residential Stop Sign Review Panel compiled an extensive listing of the concerns in the neighborhoods about traffic safety in their meetings. Slowing traffic, protecting walking children in their trips to school, to parks, and keeping traffic out of the neighborhoods were among these concerns. With the technical assistance of DOT staff, the factors and criteria that should be included in any consideration of a residential intersection toward identifying the appropriate and safest form of traffic control were:

1. Pedestrians/bicyclists - Numbers of young pedestrians, older adults, and visually/physically/audibly impaired pedestrians, presence/lack of sidewalks
   a. Age 13 and younger
   b. Age 13 - 60
   c. Age 60 +

2. Safe Walking School Route - Numbers of crossing school children (Elementary School and Junior High), presence/lack of sidewalks

3. Speed of traffic on all approaches.

4. Cut-through traffic.

5. Traffic crash experience and types of crashes.

6. Sight obstructions and sight distance adequacy (Critical Approach Speeds) for all quadrants.

7. Unexpected and unusual traffic hazards and their proximity to the residential intersection, such as location of bridges and underpasses, railroad crossings, location of curves, hills, positive guidance checklist and analysis.

8. Conflict analysis (observation of near misses), human factors observational analysis.

9. Location of parks, swim and racket clubs, churches, shopping centers.

10. Current conditions of the intersection, the approaching streets, their width, presence of shoulders and their width, street lighting, parking.

11. Traffic volumes including approach volumes by turning movement and presence of pedestrians, stopped delay times.

12. Functional classification and designation as a collector or arterial street.

These twelve (12) factors were viewed as going far beyond the two (2) specific criteria of approach traffic volume and traffic accidents contained in the all-way stop warrant of the MUTCD and incorporated the additional traffic concerns judged important by Naperville residents.

The criteria contained in the MUTCD All-Way Stop Warrant require satisfaction of one of the following three minimum requirements based upon traffic engineering study;

1. Where a traffic signal is warranted and urgently needed for safety and operational reasons, all-way stop control is warranted as an interim measure while the construction of the signals is taking place.

2. Substantial traffic volumes of nearly equal amount on two intersecting streets - a total approach volume (all approaches) of 300 vehicles per hour for any eight hours of an average weekday, and

3. A major traffic accident problem correctable by installation of all-way stop control, such as right-angle and left-turning accidents - 3 reported accidents of this type in a 12

(Continued on the back)
Examination of the MUTCD warrant criteria notes that the first two requirements focus on "assignment of right-of-way" for an intersection toward addressing excessive delay for the two-way stop controlled approach. The application of All-way stop control is to equally provide for the interchange of two streets with nearly equal and substantial volume. Some experienced professional traffic engineers have incorporated pedestrian and speed considerations into the decision making process for all-way stops, but the warrants themselves as set forth in the MUTCD have not been modified or updated in decades.

It is of interest to note that "increasing safety" and "slowing traffic" are not cited as outcomes of the current all-way stop warrants. In fact, the actual experience in Naperville for the last several years for the 4-way stop intersections have more traffic accidents than do the two-way stop controlled ones.

Toward the development of a new approach that comprehensively takes into account and quantifies measurable traffic and roadway factors, the Residential Stop Sign Review Panel grouped the concerns that they felt should be included and any determination of stop control. This process was carried out in a like manner to the process that traffic engineers have used over the years of applying "professional engineering judgment" to application of the standards of the Manual, wherein the standards of the Manual are the end-point of the process, but the guidelines to establish a "starting point".

The concept was to utilize the "systems warrant" approach in the Manual for traffic signals, a proven process of many years, as a methodology to expanding an all-way stop warrant to take into other factors beyond a single volume condition and an accident condition. In fact, there are eleven (11) warrants for installation of traffic signals in comparison to only one for all-way stops. Three (3) are based upon traffic volumes, two (2) on delay of traffic on the minor approach, one for school crossings, one for pedestrian crossings, one for accident experience, and three with progressive movement, traffic signal systems, and combination of warrants.

Meeting the minimum conditions for any individual warrant, say for a school crossing, satisfies the "warrant" for a traffic signal. And additionally, satisfaction of 80 percent of the minimum conditions of Volume Warrant I or Interruption of Traffic Warrant II in combination with satisfaction of most of the minimum conditions of any of the other warrants. It is this "combination" aspect of the warranting of traffic signals that is absent from the warranting of all-way stop control.

The methodology for a "combination of warrants" approach to all-way stops is to be comprised of the following components:

1. satisfaction of 80 percent of the minimum approach traffic volume conditions of the current MUTCD (500 vehicles per hour), i.e., an average traffic volume of all approaches to exceed 400 vehicles per hour for any eight hours of an average weekday.

2. satisfaction of 80 percent of the minimum approach traffic volume from the sum of the minor approaches (200 vehicles per hour), i.e., an average of 160 vehicles per hour for any eight hours of an average weekday.

Additionally, under MUTCD Warrant II and IX, X, and XI, other combinations of total traffic and minor street approach volumes are used, with a basic underlying relationship of the less the traffic level of the minor approach, the more the minimum level of traffic on the major approach.

3. satisfaction of the school component of the overall warrant be by location as the primary crossing location for the school that does not have an adult crossing guard. However, the location of the primary crossing for an elementary or middle school is not sufficient by itself to warrant an all-way stop; at least 60 percent of the satisfaction of the warrant for an all-way stop must come from volume and other conditions.

4. presence of adjacent all-way stops or traffic signal control would be included in the process by assignment of penalty points.

5. the methodology would be applied to the intersection of residen- tial streets only. For intersections involving collector and arterial streets as identified in the City's Master Thoroughfare Plan, the regular MUTCD warrants would be applied.

Based upon these premises, each of 12 factor groups identified by the Residential Stop Sign Review Panel were to be added to the decision making process toward determining the appropriate and safest form of traffic control for a residential intersection. The difficulty at that point lay in how to integrate one factor with the others into the total determination, which was addressed by combining the input of each of the 12 identified factors is a "point system" which provides for the input of each concern toward combining their cumulative effect. With this approach, a basic factor, such as volume or accidents, if severe enough, could warrant all-way stop control, while a combination of factors, if their magnitude was high enough, could combine to warrant an all-way stop. This approach was to specifically incorporates each of the factors that residents and homeowner's associations have cited as "absent" from the process as they see it now.

With technical assistance from staff of the Traffic Engineering and Safety Division and input from the technical publications of the Transportation Research Board and ITE on the safety impacts of roadway features, a preliminary residential all-way stop warrant was developed in September and October of 1991. This preliminary warrant was reviewed in detail by the panel and their comments and concerns were incorporated into the warrant. The Residential Stop Sign Review Panel concluded their work in November and reported their recommendations for a new RESIDENTIAL ALL-WAY STOP WARRANT to Council.

III. RESIDENTIAL ALL-WAY STOP WARRANT: Under the operating rules of Council, the work of the Panel was forwarded to the City's Transportation Advisory Board for their review and action. TAB carried out an extensive examination of the candidate warrant, reviewing in detail the mechanics of the warrant and how it applied to intersections currently under study. In their monthly meetings and in a special workshop in early June, TAB suggested adjustments to the candidate warrant, as well as discarding of the factors for speed limits on the approaches as the City of Naperville uses a uniform 30 m.p.h. for residential streets in accordance with Illinois statutory provisions, but retaining use of data on actual speeds of traffic.

At this point in time, the candidate warrant has been prepared in a finalized form and for action by the Transportation Advisory Board at their July 11 meeting.

Spring 1993 Insert-b
1993 Southern District Annual Meeting
Program Highlights • Richmond, Virginia

SUNDAY, APRIL 4
Morning/Afternoon  Golf Tournament
Evening Reception  Welcome Reception
                                   ABD Hospitality Rooms

MONDAY, APRIL 5
Morning  Technical Session - Legislative Issues
        • "Status Report on the Latest Developments in ISTEA"
        • "Update on Clean Air Act and Impacts on Transportation"
        • "Update on Status of and Experiences with ISTEA's Safety Management Plans"
        • "Increased Opportunities for Technology Transfer in ISTEA"
                                   ABD Equipment and Materials Exhibit
Afternoon  ABD Equipment and Materials Exhibit; Professional Development Seminar - Dr. Dee Howell, Professor, University of Mississippi
Evening  ABD Party (Virginia Aviation Museum; ABD Basketball Gathering - Jefferson Hotel

TUESDAY, APRIL 6
Morning  Technical Session - IVHS
        • "IVHS Programs and Activities from a National Perspective"
        • "Virginia's Strategic Plan for IVHS"
        • "Update on the TRAV-TER Experience in Orlando"
        • "Advanced Vehicle Control System Technology"
                                   ABD Business Meeting
Technical Session - Intermodalism
        • "Intermodal Activities from a National Perspective"
        • "Intermodalism from a State and Transit Perspective and Comuter Rail Service between Fredericksburg and Washington"
        • "Virginia's Inland Port at Front Royal"

Noon  Keynote Luncheon - Francis Francois, Executive Director, AASHTO, and Board Chairman, IVHS America
Afternoon  Technical Session - Technical Awards
            Presentations by Winners of Districts' Technical Awards

WEDNESDAY, APRIL 7
Morning  Workshop on Neo-traditional Neighborhood Planning
            Formal Presentations
            • "Background Information on Neo-traditional Developments"
            • "Overview Information on Neo-traditional Developments - Planning and Traffic Operations"
            • "Neo-traditional Neighborhoods - Traffic Modeling and Impacts"
            Panel Discussion
            • Robert L. Trachy, Jr.
            • Martin J. Wells
            • Milton Herd
            • Gaye G. Sprague

ITE District IV Conference
Warrants for All-Way Stops in Residential Neighborhoods
Fred Ranck, P.E., Member of the Institute

"There must be something out there that is better than these 4-way stop warrants from the Manual. They do not address any of the concerns our residents have for the safety of their children walking to school, for their own safety as pedestrians and cyclists in their own neighborhoods, the real problems of inadequate sight distance, of hills, curves, the lack of sidewalks, the presence of parks, schools, swimming pools, nor do they do anything about the number one problem we have - speeding. These 4-way stop warrants may have been fine for rural roads in Montana at the time of WWII, but they sure don't meet the needs of a modern suburban community."
City Councilman Tenison, July 1991.

I. INTRODUCTION: In less than a 12 month period in 1990 and 1991, the City of Naperville received requests from homeowners associations and residents for installation of all-way stop control at more than 120 intersections. Each of the two City Council meetings per month featured group after group of residents each seeking the "holy grail of (Please see Conference on insert page)
1993 ALSITE Board of Directors...

**Immediate Past President:**
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