History of TexITE
Texas Section / District 9
Institute of Transportation Engineers
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Introduction

Texas has had an involved history with traffic and transportation engineering and the Institute of Transportation Engineers (ITE). Whether this involvement was the early creation of a highway engineering program or as a springboard or retirement stop for others, Texas and its transportation engineers have left an indelible mark on the transportation engineering profession.

Pre-Organization Influences

Robert Joseph Potts was assistant professor of highway engineering at Texas A&M from 1907 until 1910. He established the department of Highway Engineering there in 1910 and was head of the department until 1914. It is disputed with Northwestern University whether Potts was the first or second professor of highway engineering in the United States. Potts wrote the law establishing the Texas Highway Department in 1917 and though he was never a member, he likely influenced those who would later found the Texas Section.

Roger L. Morrison had early roots in Texas. He was a Professor of Highway Engineering at Texas A&M for several years in the early 1910s, likely teaching alongside Professor Potts. He later moved to the University of Michigan and was posthumously elevated to Honorary grade within the Institute in 1952.

One of the earliest Texas Section members, Thomas H. MacDonald, was elevated to ITE Honorary Membership Grade in 1943 before the Texas Section was created. He worked for the US Bureau of Public Roads. He retired from the federal government in 1953 and was made a Distinguished Research Engineer and professor at Texas A&M University where he later joined the fledging and energetic Texas Section. He assisted Jack Keese in organizing the Texas Transportation Institute.

ITE Biscuit Banter Breakfast

Shortly after the Institute was formed in 1938, they began holding the Biscuit Banter Breakfast during the Annual Meetings. Now long discontinued, the breakfast served to foster fellowship and the good natured poking of fun. The breakfasts took place in a period when most members of the Institute knew each other and life was much
simpler. During the breakfasts, most of the diners threw hard rolls at each other which was “quite a sight,” thus the “biscuit.” The last breakfast was held in 1958.

Two future TexITE members are noted from these meetings. Warren E. “Skinny” DeYoung was the “ex-offishio” chairman of the 1939 breakfast at the Ritz Carlton Hotel in Atlantic City. Skinny was a noted instigator of dirty tricks. Skinny was also the Chief Rabble Rouser at the 1940 breakfast at the Stevens Hotel (now Conrad Hilton) in Chicago. Lloyd Braff was the chairman of the 1944 breakfast at the Hotel Sherman in Chicago.

The 1950s

The Beginnings and Organizational Meeting

Walter Klapproth, Austin’s traffic engineer, returned from the Buffalo, NY ITE fall meeting with a single thought. If Texas ITE members were to actively participate, being included in the Southern Section was not the answer. Instead they needed a Texas Section. On September 28, 1953, 18 of the 24 ITE members in Texas signed a petition to ITE requesting a new section be formed in Texas. On November 16, 1953, ITE Executive Secretary M. M. Todd responded, directing a constitution and by-laws be presented to the ITE Board at its January 1954 meeting.

The organizational meeting of the Texas Section was held in Austin in the City Council Chambers on December 12, 1953 at 2:00 p.m. Sixteen ITE members, nine who would later become President, were in attendance:

| Lloyd M Braff | Stewart Fischer |
| W.C. Brandes | W.H. Klapproth |
| George E. Cogger | Eugene Maier |
| M.V. Greer | Wilbur H. Miller |
| E.F. Lay | R.H. Oliver |
| Cooper McEachern | Paul R. Tutt |
| Wallace Braff | James S. Saylor |
| W.H. Carsten | William R. Welty |

Six guests, three that would later become President, were in attendance:

| William J. Alsup |
| Sam E. Roper |
| Earl Williams |
| Dale D. Marvel |
| Edwin M. Smith |
| J.E. Wright |

In a short two hours and 45 minutes, Walter Klapproth was elected chairman, a constitution and by-laws drafted, and two committees formed. These were the Committee on Redistricting chaired by W. C. Brandes with W. H. Carsten and Stewart Fischer and the Committee on
Research chaired by Lloyd M. Braff with Wilbur H. Miller and W. R. Welty. They also began planning the first meeting and selected the unofficial name of the newsletter: “Texas ITEms.”

By February 1954, Mr. Klapproth received official correspondence from Executive Secretary Todd, stating that the Texas Section had been authorized by the ITE Board on January 10, 1954. A letter, with copy of the authorization letter and copies of the constitution and by-laws, was then sent to all prospective ITE members in Texas.

Figure 3  Congratulatory letter from M.M. Todd to W.R. Klapproth
The first regular meeting of the Texas Section was held the next May at the Police Training Building in Houston. There were 27 members and 9 Local Section Affiliates at the meeting. W.R. Welty announced a recommendation from the Committee on Research to adopt a project “Traffic Control in the Vicinity of School Zones.” He proposed applying recent articles published in the March and April issues of Traffic Engineering magazine and returning to future meeting to report recommendations for modifications. The newsletter also received its current name, TexITE, at this meeting and was approved for quarterly publication.

**Early Bid for National ITE Convention**

Even as a young section, the Texas Section was aggressive in participating at the national level. In January 1955, just a short 13 months in existence, the Section assembled a committee to make a bid for the 1958 ITE National Meeting. It was noted that finances for the meeting would not be so much a problem as would be finding a sufficient number of people to do the work. Skinny DeYoung stated from his experience with the Los Angeles convention, that 35 people would be needed, five of them acting as “spark plugs to do the work.”

The committee picked the Statler – Hilton Hotel in Dallas. To promote the bid, they planned to distribute novel certificates, “100 Texas Bucks,” and lapel pins saying “Texas State in ’58.” They did all of this on a meager budget of $100, however, despite all of their best efforts, Texas failed to secure the national meeting.

![Figure 4 Statler Hilton Hotel, circa 1970](image-url)
Celebrations

TexITE celebrated its 5th anniversary in 1959. The meeting in Austin had over 140 people in attendance.

The section was also fortunate to have M. V. Greer elected as the Texas Section’s first District 5 Board Member in 1959. Board representation would later be a contentious issue in the 1960s for the Texas Section members.

Figure 5 Highlights from the 5th annual meeting
League of Texas Municipalities

From the very early beginnings of TexITE, efforts were initiated and continued for several years and decades to form relationships with other organizations. This effort was in part, to promote the traffic engineer among these groups.

A Committee was formed to investigate the benefits of affiliating with the League of Texas Municipalities. One of their findings was that the Section would lose its identity within the League.

Newsletter

In 1957, TexITE decided to use treasury funds to print the newsletter, effectively ending the “scrounging for free services.” As is the case today, the newsletter editor’s job was challenging, requiring frequent pleas to membership and likely twisting an arm or two to obtain interesting material. The first president’s message was printed in the late 1959 newsletters and area reporters began to report on happenings around the state.

Humor was a running element to the newsletter. Some editors chose to include more and others less. Newsletter humor included cartoons, pictures, or sayings. One early instance was in reference to Skinny DeYoung’s strange world.
Awards

The December 1955 issue of Readers Digest noted that Fort Worth had won a national award for greatest reduction in traffic fatalities.

TexITE was awarded a certificate of recognition for maintaining a high level of performance in traffic engineering.

Figure 8  1958 Certificate of Recognition
Other Interesting Items

- The Section had a negative bank balance in January 1955, and the difference was paid out of the Secretary-Treasurer’s own pocket.

- The Section passed a motion to cooperate with Texas A&M University, then named Agricultural and Mechanical College of Texas, in sponsoring a Traffic Engineering Conference.

- The first Honorary Member of the Section was awarded to Warren E. “Skinny” DeYoung. At this presentation he was also made an honorary Texan.

- Traffic and transportation has been at the forefront of public interest in Texas since the beginning. R. T. Gregory, Waco’s Traffic Engineer, was doing his part by participating in a Sunday afternoon television show in Waco.

- The Texas Safety Association requested that the Section sponsor a traffic engineering award.

- As early as 1958, local meetings were taking place. The Fort Worth/Dallas group met at Amon Carter Field for dinner when seven members and their wives in attendance.

- M. V. “Bim” Greer called attention to the growing number of files and records, stating a need for a proper storage facility. The Texas Transportation Institute offered to house the Section’s permanent records, and the offer was accepted. An early committee was also formed to develop recommendations on maintaining Section records. One suggestion was that the President serve as chair of the records committee and be responsible for reviewing all Section files, retaining only pertinent data and correspondence. After 50 years, a proper storage place still wasn’t found as the files floated from one collector to another. Today, the Section files under the care of Jim Williams at the University of Texas at Arlington.

Technical Advances and Milestones

- As the Section was born in 1954, Dallas’ first freeway, Central Expressway, opened. Houston’s first computer controlled traffic signal system was installed. The Interstate and Defense Highway System was established. Radio Corporation of America (RCA) began manufacturing color television sets.

- TexITE delayed a traffic engineering conference with Texas A&M because the university was busy starting the Texas Transportation Institute. Jack Keese had left as Midland Traffic Engineer to start the new organization.

- Paul Rice, while at the City of Corpus Christi, invented the yield sign in 1955. The same year, Jack Keese installed the first hot-melt thermoplastic markings with his archaic walking stripper.

- The first Traffic Engineering short school was held February 20-24, 1956. The school was intended for technical or sub-professional people and engineers who have no formal training in traffic engineering. This school would develop through the mid-1970s into basic and advanced level courses.
• Dick Oliver’s design for the Interstate Highway Network Marker was selected in 1957 from a field of five proposals. The same year the first “toll road” opened in Texas between Dallas and Fort Worth along the present I-30 alignment. Within two months of opening, the road was carrying 13,665 vehicles. Also, Bill Welty of the Texas Highway Department made a presentation on digital computers and their potential application in the field of traffic.

• The “scramble” system (i.e. using an exclusive pedestrian phase with simultaneous crossings in all directions including the diagonals) was installed in Houston in 1957 at the intersection of Main & Lamar over the objection of Gene Maier. Since Gene had stated previously that these systems would be installed in Houston over his “dead body,” TexITE members sent him funeral sprays and their condolences. Gene played back with a photo in the newsletter.

• Houston was not the first Texas city to experiment with the scramble system. At one time, 25 intersections in San Antonio were so equipped. The Houston experiment was short lived, however, and its one and only scramble was removed after just a few months. A year later, Dallas also removed its only scramble system, which had been at the intersection of Commerce and Akard Streets after 4 ½ years of operation.

• In 1958, Lynn Andrews initiated the two-way left turn lane in Lubbock. Fort Worth and Waco were installing demand responsive signal systems for urban networks. Winn Carsten tested a television camera scanning traffic flow on Commerce Street in downtown Dallas. By year end, Houston had 700 signalized intersections, 125 of which had been newly signalized within the past year.

![Figure 9 Dick Oliver's winning design](image1.png)

![Figure 10 Famous last words by Gene Maier](image2.png)
Ending the 1950s

Membership growth nearly doubled by the end of the decade. The Section’s membership would close at almost 90 members and local section affiliates with a bank balance near $800.

The 1960s

Growth of the Traffic Engineering Profession

The new decade began with ITE’s firm local presence and the annual report noted that "Many smaller cities now are employing traffic engineers and they are coming to our Section in their quest for personnel."

Work for Professional Engineer Recognition

In the early 1960s, the Texas State Board of Registration for Profession Engineers would not recognize traffic engineering experience in meeting requirements for professional engineering registration. At this time, traffic engineers were not considered professional engineers. A TexITE committee was formed in response to this position with the hopes of changing their policy. The Section sent each Board member a subscription to Traffic Engineering magazine to demonstrate the technical nature of traffic engineering.

Shortly after the close of this decade and after seven years of work by the Section membership, the State Board changed their policy allowing traffic engineers to become professional engineers. As a result, members were encouraged to proceed with registration when they became eligible.

Regional Conferences

In 1960, TexITE began holding regional conferences on traffic facilities. The first was held in Beaumont.

Figure 11 Vergil Stover speaks at a regional conference, 1970
**Student Chapters Formed**

As with many things in his life, Jack Keese blazed a trail for this student chapter and was responsible for organizing it in Fall 1960. The Texas A&M student chapter officially received its charter from ITE in 1962. Its founding members were Joe Ternus, Roy Wilshire, Rod Kelly, John German, Gary Santerre, John Lipscomb, John Haynes, John Roark and Milton Radke. Its first officers were Don Woods (President), Conrad Dudek (Vice-President) and Juergen Fehr (Secretary-Treasurer). Texas A&M's graduate students that year included at least eight future TexITE presidents: Neil Rowan, Don Woods, Roy Wilshire, John Hudson, Rod Kelly, Joe Ternus, Gary Santerre, and John Lipscomb. The chapter traveled to Austin in 1962 to observe the operation of the Austin Origin and Destination study.

The student chapter at the University of Texas at Austin was established in 1965. Dr. Clyde Lee was a moving force behind its organization, and served as its initial faculty advisor.

The first student paper award was given in 1964 and was a tie. John Roark and John Hudson, both from Texas A&M, each received a $25 award. The winning paper was reprinted in the next issue of the newsletter.

Soon after student chapters began organizing, TexITE began sending financial support to each chapter. This was initially $50 and each chapter was requested to inform the Section on how the funds were used.

Later in the decade, the Student Chapters Committee recommended establishing chapters at Texas Tech, the University of Houston, and the University of Texas at Arlington. A chapter was subsequently formed at the University of Texas at Arlington in the early 1990s. Sometimes it takes time for the seed to begin to grow.
Figure 13  Early Texas A&M student chapter poster presentation

Figure 14  Texas A&M student chapter logo, circa 1963
**Newsletter**

Prior to 1961, the Secretary-Treasurer served as editor for the newsletter. Don Johnson was the first appointed editor and the responsibility would change each year with the incoming president.

![Figure 15 1960s newsletter humor](image)

**Meetings**

The 1961 meeting in Fort Worth became a “blazing” success when an annex to the Hilton Hotel had caught fire and everyone was evacuated from the hotel. To help the members pass the time until the hotel could be reoccupied, Dave Stroffalino set up a makeshift hospitality suite on the curb of Main Street. Honored guests at the meeting were ITE President Al Malo and Executive Secretary Dave Baldwin. Everyone was allowed back into their rooms at 3 a.m.

The Convention Committee – chaired by James Saylor – recommended a rotation of convention sites between three areas in the state, maintaining the maximum $25 fee for tickets, and that the profits be placed in the Section general fund. These areas would change at least twice before the present areas were selected.
Figure 16 1970 newsletter cover depicting meeting rotation areas

Figure 17 Meeting regions used in 1970s

Figure 18 Summer 1968 meeting program
Other Interesting Items

- William Welty passed away in July 1960. He was remembered by fellow members for conceiving the idea for accident records and the coding system used at the time, as well as the computer program he wrote to help size signal wire.

- Donald Cleveland won the Past Presidents Award for best paper at the 1962 ITE National meeting. This would be the first of many awards TexITE members would receive for superior technical work.

- The Center for Transportation Research at the University of Texas was founded in 1963. It was the second university-based transportation research agency in Texas.

- Skinny DeYoung authored a three-act play in honor of Walt Klapproth titled “The Making of a Traffic Engineer.” This was performed at the 1963 summer meeting in Wichita Falls.

- The Section awarded members who had papers published. Joe Wattlesworth received $100 for his paper published in the September 1963 issue of Traffic Engineering magazine titled “Peak-period Control Systems for Urban Freeways.” Tom Nuckols received the same award for his paper published in the October 1963 issue of Traffic Engineering magazine titled “Austin Employs CPM Scheduling of New Signals.”

- Neil Rowan discussed plans to hold another Traffic Engineering Short School in 1964 at the Memorial Student Center on the Texas A&M campus. The school was for technical or sub-professional people and engineers with no formal training in traffic engineering and registration was $10.

- A motion passed for TexITE to appoint a committee to assist in developing a technical institute at Waco’s James Connally Air Force Base recently acquired by Texas A&M.

- Dale Marvel led the successful campaign for bringing the 1970 ITE Annual Meeting to Houston. This would be the first ITE Annual Meeting that the Texas Section would host.

- In response to John Exnicios’s (Southern Section) nomination by petition against Stewart Fischer (Texas Section), a motion was passed at the summer 1966 meeting for the President to write to Southern Section members explaining the gentlemen's' agreement between the Texas and Southern Section to rotate ITE Board representation.

- In 1967, both the Vice President and Secretary-Treasurer positions were held by new incoming candidates because Charles Pinnell declined to run for Vice President.

- The Standards Committee – a technical committee – was formed at the end of the decade in response to many difficulties with the delivery of traffic signal equipment. The committee’s purpose was to develop standards that all equipment users could accept in order to reduce cost and delivery times. The committee was: Stewart Fischer (chair), Bill Hensch and Herman Haenel.
Technical Advances and Milestones

- R. T. Gregory was hired by Dallas County as the state’s first County Planning Engineer.
- Dr. Donald Drew’s work on gap theory was the basis for ramp metering on the Gulf Freeway in Houston.
- Leon Hawkins developed the specifications for breakaway sign support in 1964, which was adopted by the State Department of Highways and Transportation. In the same year, a full-scale lighting test was conducted by TTI. These lighting systems are still in use today.
- Paul Tutt and Charles Pinnell developed the Texas U-Turn.
- Lubbock installs their first loop detectors and removed its parking meters. Lubbock also installed a traffic diverter at a residential street intersection well before the field of traffic calming took shape in the 1990s.
- The countdown vehicular traffic signal was developed in Abilene in 1966 and was later installed in Houston and Abilene.
- In 1966, Wichita Falls installed the first digital computer signal system in the U.S. using an IBM 1800. Roy Wilshire was the city’s Director of Traffic and Planning at the time.
- The first weigh-in-motion system was developed by Dr. Clyde Lee of UT. He also developed a telephone answering machine.

Ending the 1960s

Membership would close at almost 190 members and local section affiliates, with a bank balance near $400.

The 1970s

Hosting the ITE Annual Meeting – At Last

Houston hosted the 40th Annual ITE meeting at the Shamrock Hotel. There were 600 attendees. The Planning Committee for National Convention was: Jerry King (Chair), Paul Tutt (Technical Program), Harvey Hawkins (Publicity) and Cooper McEachern (Tours).
**ITE Constitutional Convention (Con-Con)**

The ITE Constitutional Convention was held in 1971 in Hot Springs, Arkansas. The Texas delegates were Richard Conley, John German, Frank Kiolbassa, Tommy Nuckols, and Stewart Fischer. A special dues assessment of $5 was approved to pay for the travel expenses for these delegates.
A key change was the basic membership categories. Rather than the Junior Member, Associate Member, and Member grades they became the Associate Member, Member, and Fellow grades.

Another change gave districts a stronger role in ITE government. The new District 5 would contain the Texas, Southern and Florida Sections.

A result of the Con-Con was a review and change to the section by-laws. At this time the Advisory Council, chaired by Joe Wright, recommended creating a section board with staggered terms.

**More ITE Changes**

ITE International began in the mid-1970s recruiting those transportation professionals not necessarily having traffic engineering backgrounds. Later in 1976, ITE changed its name from Institute of Traffic Engineers to Institute of Transportation Engineers to represent this broadening effort. This was a much debated topic as was later debates to remove “Engineers” from the organization’s title. A year later the monthly magazine’s title changed from Traffic Engineering to ITE Journal. The preferred title was Transportation Engineering but freight organization had already copyrighted that name.

The Section Representatives (representing TexITE on the District 5 Board) had previously been appointed; however, a change in the District 5 by-laws now required them to be elected starting in 1976. Joe Ternus and Paul Tutt were TexITE’s first elected Section Representatives.

In the same year, the State of Virginia separated from the Southern Section to become its own independent section.

**Student Chapters**

Recruiting continued in this decade for new student chapters. Over several years, reports were made regarding interest in forming new chapters at Texas Tech, the University of Houston, and the University of Texas at Arlington.

The two chapters were undertaking exciting projects. In 1971, the UT student chapter was developing a film on how to enter a freeway and the A&M chapter was designing major traffic improvements on the A&M campus. The A&M student chapter began preparing a film script for a national ITE publication, “Introduction to Traffic Engineering” in 1973. In 1978, the UT student chapter completed a slide presentation to recruit minority students into the transportation engineering profession.

A need for guidance to the student chapters was recognized. As a result, a Student Chapter Manual was drafted and approved, which provided information on forming new student chapters, eligibility for membership, dues, awards and prizes. It also gave suggestions for student meeting programs, guest speakers, and joint meetings.

TexITE continued to find ways to recognize outstanding students. In 1977, the first outstanding student paper award was given to Dan Rathbone, A&M, for his presentation titled "Estimating Demand for Park and Ride Lots." He then won the District 5 student paper competition.
Figure 21  UT student chapter (Dr. Clyde E. Lee-Advisor)

Seated (From Left):
Dr. Clyde E. Lee, Humberto Pendola, Peter Crivello, Larry J. Butler.

Standing (From Left):

Figure 22  UT student chapter model display at meeting
**Newsletter**

Other changes came to the newsletter in the 1970s. A professional services directory within the newsletter was approved by resolution at the 1972 summer meeting. The directory was published first published in the April 1973 newsletter issue. The annual cost for the space was $25-50. Also, in 1978, a TexITE publisher was appointed to help print and affix mailing labels to the newsletters. The first publisher was Don Hatcher.

In the wake of the Arab Oil Embargo, the May 1974 newsletter featured a 7-page article on the response of various agencies and industries to the energy crisis.

Area reporters were selected to gather information on members and local projects to share in the newsletter. Much of the information on members — job changes, vacations, children, funny stories — was shared through this venue. It is striking to see the color and character expressed in these early newsletter compared to modern editions, which appear more formal and less personal.

![Figure 23 Reporting areas for newsletter](image)

**Meetings**

In 1972, the Technical committee recommended the summer meeting move to a two-day format providing more time for technical programs, workshops, & committee meetings. As the decade closed, the membership voted 2:1 in favor of eliminating the dance and banquet at the winter meeting.

The final draft of "Organization and Operation of Texas Section Meetings" was reviewed and approved to serve as the foundation for future meeting hosts. Future meeting locations were also chosen 18 months prior to the meeting date.

The regional meetings were again encouraged to meet at least quarterly by the Section leadership.

The only meeting ever held outside of the state was the 1978 winter meeting held in Texarkana, Arkansas. The hosts offered Texas receipts for those whose agency did not allow them to travel out of state. Also, this meeting was running concurrently with the Miss Arkansas USA pageant.
At each meeting, TexITE members were greeted with special messages for their arrival. Two examples are shown below from College Station and Fort Worth.

Figure 24  Cover of meetings manual
Other Interesting Items

- Though no ITE National awards existed at the time, E. D. “Ken” Layer – ITE Executive Director – commended the A&M student chapter on their annual report and the Section on its newsletter at the 1971 summer meeting.

- In 1974, Randy Machemehl and Bill Stockton were the first recipients of the TexITE Outstanding Transportation Engineering Student Award.

- A “rotation practice” began to distribute elected representation within the section. Secretary-Treasurer candidates would rotate between municipal, consultant, academia, and highway department employees.

- Joe Ternus was likely the first TexITE President to outline his goals for the year upon taking office. When he assumed the office, he stated these goals: (1) Development of professional leadership in Texas, (2) Foster closer intergovernmental activities, (3) Development of Section technical activities, (4) Provide professional recognition, and (5) Implement constitution and by-laws revisions. Joe was also the first president to adopt Robert’s Rules of Order. He appointed Neil Rowan to be the Parliamentarian at the 1972
summer meeting. In contrast, Neil Rowan had but one goal the next year when he assumed office – Communication.

- Informational membership brochures were developed by the Membership Committee. This committee also sought representation from each of the areas. A by-laws change was approved to allow for Life Section Affiliate members. Sam Roper became the first Life Section Affiliate member.

- The Task Force on Education and Training discovered a shortage of traffic engineers, traffic signal technicians, and traffic technicians. To correct this shortage they recommended (1) developing a two-year traffic technician course at Dallas County Junior College, (2) conducting a traffic technician short course throughout the state with cooperation from TTI, (3) conducting a traffic signal technician short course with joint cooperation from TTI and IMSA, and (4) developing a correspondence course on basic traffic engineering with cooperation of TTI. By 1976, 25 Correspondence Courses were sold and the first applicants to complete the course were Constantino Barreiro, Richard W. Charlton, Chi Ping Ha, Allen Holden, Jr., Jackie W. Robinson, Gary L. Schafer, and Ronnie R. Varnell.

- In June 1974, outgoing Secretary-Treasurer John DeShazo was elected President when Vice President Charles Davis declined the nomination due to health reasons. Stewart Fischer was unsuccessful in a 1974 campaign for ITE International Vice-President against Samuel Cass. Neil Rowan ran successfully as a candidate for ITE International Vice-President in 1979. Roy Wilshire was elected in 1979 as TexITE’s Section Representative to District 5.

- In 1975, the Groups Formation Task Force recommended creating four interest groups (1) Highway Products Group, (2) Consultants Group, (3) City Traffic Engineers Group, and (4) State Highway Employees Group. The current Consultant’s Council – or CCTexITE – was not actually formed until 1986 and only the Highway Products Group has been in continuous existence since 1975.

- The Technical Committee, in 1972, recommended establishing an awards program for outstanding traffic engineering. The Traffic Engineer of the Year award, later renamed Transportation Engineer of the Year Award, was first given to Joe E. Wright in 1974.
Technical Advances and Milestones

- In 1971, the Technical Committee announced that they would begin preparing and publishing a series of data sheets. They also recommended that the committee have a larger, more active role in program selection of the two section meetings. They further recommended bi-monthly technical meetings in the regions established in the convention by-laws or procedures manual.

- Also in 1971, the pennant-shaped "No Passing Zone" sign had been approved as part of the new Manual on Uniform Traffic Control Devices (MUTCD). The American Association of State Highway Officials (AASHO) had approved a new railroad pre-emption sequence in which traffic parallel to the tracks would have flashing yellow signals (previously, all approaches had flashing red signals).

- In 1972, Jim Carvell reported that the North Central Expressway ramp metering project had reduced ramp accidents by over 50 percent.

- In 1973, Houston installed its first red yield signs. The first driver to be ticketed remarked that he thought it was a Coca-Cola sign. Toll booths were removed from the DFW turnpike in 1978.
In 1974, the City of Austin's Traffic & Transportation Department became the Department of Urban Transportation under Joe Ternus’ leadership. The Texas Highway Department and the City of Houston were working together to develop off-freeway Accident Investigation Sites. An experimental air pressure-powered device was being used to push conduit for Amarillo's new traffic signal system. San Antonio was beginning the installation of wheelchair ramps.

In 1976, the City of Dallas had disassembled its former Department of Traffic Control, Rod Kelly was appointed Director of the Office of Transportation Programs, and the City combined Traffic Engineering into a department known as Streets, Sanitation, and Traffic. Herman Haenel was developing a polycarbonate signal head specification for the Texas State Department of Highways and Public Transportation (SDHPT). The City of Arlington was participating in a National Highway Traffic Safety Administration-funded "Orbis III" speed monitoring experiment using sensors taped to the roadway and a battery-powered minicomputer. The system was abandoned because drivers objected to having their photo taken by the system as they were sometimes accompanied by “unauthorized personnel.” In preparing for reconstruction of the West Freeway, the City of Fort Worth and the Texas SDHPT used the "Progressive Movement Warrant" to install several additional signals on Camp Bowie Boulevard.

In 1979, the City of Houston had implemented a 1.2 mile reversible lane on Richmond Avenue.
**Ending the 1970s**

Membership would close at almost 400 members and local section affiliates, with a bank balance near $4000. Gene Maier suggested that TexITE not allow too large a surplus to build up in the bank account.
The 1980s

Organizational Change: Creation of District 9

An idea for an Executive Secretary for the Texas Section was discussed but not supported. Later as TexITE grew, it appointed a District Administrator.

Since 1972, the Texas Section had been one of several sections in District 5. In 1985, the largest of those – the Southern Section – proposed an organization change under which all of its “Divisions” would become Sections. Then, to carry on the tradition of the annual Southern Section meeting, they were proposing that there be an annual meeting of the District 5 membership. TexITE’s membership felt this would not be in its best interests. TexITE members were not part of that particular tradition and the membership and executive board feared that participation in a district meeting might diminish TexITE member’s participation in the ITE annual meeting. Rod Kelly began efforts to determine if and how Texas could become a separate District.

Accordingly, after much deliberation, TexITE’s members passed a resolution requesting the formation of a new District 9 that would include the State of Texas as its only section. In 1986, after much arm twisting by TexITE’s International Director Rod Kelly, the ITE Board voted 8-5 in favor of creating District 9. Since the new district was the only one having just one section, it was sometimes referred to as the “Lone Section District.”

Texas’ action prompted the Florida Section’s subsequent secession from District 5. In 1988, the ITE Board approved the creation of District 10, which initially included only the Florida Section. In the early 1990s, the Puerto Rico Section was transferred to District 10 and TexITE again was the only “Lone Section District.”

Figure 30  TexITE receives ITE District status
International Director Rod Kelly (second from right) and TexITE President Wayne Kurfees (far right) accept District 9’s charter from ITE President Walt Kraft. ITE Executive Director Tom Brahms is at far left.
**Growth of Consulting Engineering**

During the 1980s, the state of the economy caused cut back in all areas. Safety program funds and government personnel were significantly reduced. As a result, membership in TexITE dropped. Consultants began to move into Texas. Firms moving into Texas in the early 1980s included Kimley-Horn and Associates, Barton Aschman & Associates, Beiswenger Hoch & Associates, and Harland Bartholomew & Associates. In the late-1980s traffic signals were retimed using “oil overcharge” funds. This program provided a large benefit to motorists throughout Texas as well as to the consultants performing the work.

**Student Chapters**

In the early 1980s, TexITE began to send newsletters to the student chapters to get students more involved in the organization. By the end of the decade, the student chapters were receiving $400 of combined financial assistance from District 9 and the Texas Section.

By 1984 the Texas A&M student chapter was the largest of the 50 chapters in the nation with 62 members. By 1985 the membership had grown to over 90 under then President Brian Shewski’s efforts. The next largest student chapter was Purdue University with 35 members.

The Texas Southern University student chapter was chartered in 1985. Bob Stokes would was presented a certificate of appreciation in 1986 for his efforts to organize this chapter. At the end of the decade, John Lipscomb was diligently working to organize a student chapter at the University of Houston, but was not able to garner the needed support.

**Meetings**

The 1980 summer meeting was held in Arlington during a record heat wave. The temperature was 113 degrees on both Thursday and Friday, which was too hot for the kids to go to Six Flags. Also for the first time, committee meetings were held concurrently with the Friday morning Highway Products Group reception.
Suggestions were made to support additional technical sessions on the Thursday preceding the regular two-day, semi-annual meetings. The first extra technical study was a short course planned on micro-computers. Other special technical sessions included Planning and Implementing Work Zone Traffic Control developed by Connie Dudek and instructed by Ed Smith and John Mounce.

It was again time for District 5 to submit bids to host an ITE Annual meeting. However, Dallas’ bid for the 1990 meeting eventually lost out to Orlando. Later in this decade another opportunity arose and Dallas was selected to host the 1994 Annual ITE meeting.

At the 1984 summer meeting, ITE President Mel Meyer recognized TexITE members who had made valuable contributions to the International organization. Those recognized were Neil Rowan, Rod Kelly, John Friebele, Mark Goode, Richard Peterson, Herman Haenel, Brian Bochner, Wiley Cunagin, Connie Dudek, Shelly Johnson, Clyde Lee, Jim Lee, William Stockton, and Randy Machemehl. President Meyer also remarked that TexITE members were serving as chairs on 9.1 percent of all ITE Technical Committees (a very high percentage considering TexITE membership represented 4.7 percent of total International membership).

Speaking of new winds of change, President Meyer also noted that 16 to 18 percent of members were not engineers, so a task force would be formed to look at how everyone could be pulled under one umbrella.

Beginning in 1985, the TexITE meeting formats changed from two to three 30 minute presentations from the Highway Products Group on Friday morning to a specific area set aside for exhibit space allowing all vendors to participate and mingle with the membership. This is also forever remembered for the casino night sponsored by the A&M student chapter. Nada Huddleston was recognized as an A&M "Honorary Student Chapter Member" for her ideas for TexITE hats and casino night.
TexITE hosted another ITE International Meeting. Dallas was the site of the spring ITE technical conference in March 12-15, 1989.

Awards

The 1980s saw the Texas Section awarded on many occasions at the International level. The Student Chapter Award was given to a Texas Section chapter two times in 1985 and 1988; both times to Texas A&M University. The Texas Section won the Section Technical Award twice: in 1984, Dennis L. Christiansen was the coordinating author for “Restoring Mobility in Houston;” in 1986, Randy B. Machemehl was the committee chairperson for “An Evaluation of Left-Turn Analysis Procedures.” In 1988, Committee 6A-37, Effectiveness of HOV Facilities, chaired by Dennis L. Christiansen was awarded the Coordinating Council Award. The Urban Traffic Engineering Achievement Award was given to the City of Arlington, Department of Transportation in 1989. For three consecutive years, students from the Texas Section won the Student Paper Award. From 1987 through 1989, Cesar J. Molina, Jr, Christopher M. Poe, and Russell H. Henk received this honor, respectively. The Texas Section swept the Transportation Achievement Award in 1989. The award for operations went to the City of Arlington, Department of Transportation and the award for facilities went to Metropolitan Transit Authority of Harris County and Texas State Department of Highway and Public Transportation. In 1989, Beverly A. Thompson (now Kuhn) was awarded the Burton W. Marsh Fellowship for Graduate Study in Traffic and Transportation Engineering.

In 1982, the Best Article Award from the TexITE Newsletter went to Don Anderson for "At the Corner of Walk and Don't Walk." A formal policy on awards given by the section was formed in 1986. The six recommended awards were Student Paper Award, Transportation of the Year, Special Recognition, Distinguished Service, Section Technical Paper, and Outstanding Student. At the 1988 winter meeting, a Special Recognition Award was given to Bob Buckman for his years of service to the transportation profession and to TexITE. A Special Recognition Award was approved to be presented to Rick Mobley at the 1988 summer meeting for his outstanding service as editor and publisher of the newsletter.

Other Interesting Items

- In 1980, the Audit Committee recommended the surplus bank balance be invested in interest bearing funds. The Advisory Committee recommended (1) revoking LSA membership after 1 year for ITE membership eligible members, (2) appointing a standing Membership Committee, and (3) appointing a special task force to work with Texas Municipal League, Good Roads Association and other organizations to influence statewide decisions that relate to transportation.

- Also at the summer meeting that year the Executive Board decided to form five special committees to address Future Directions of ITE: (1) Organization and International Activities; (2) Publications; (3) District, Section, Division, and Chapter Programs and Member Services; (4) Technical Development and Education and Training; and (5) Public Relations and Governmental Relations.

- Neil Rowan served as ITE International President in 1981. Also in 1981, a special task force was appointed to determine if TexITE should become involved in lobbying efforts. The task force recommended individuals stay abreast and make their feelings known. Involvement in the Texas Municipal League was reviewed again by the task force, which
recommended that members become involved in the organization and work from within to have their positions supported.

- After the economic recession’s effects on government agency staffing levels and benefits, TexITE began encouraging the SDHPT to support their employees attending the semi-annual TexITE meetings.

- The Correspondence Course was updated in 1982 by Don Woods, with assistance. It was updated again in 1989 with the help of Terry Watson.

- Efforts began in the first part of the decade to computerize the membership roster. Up until this time, the rosters were kept as typewritten lists. It was first programmed in dBase II. As the years passed it would grow in complexity due to Executive Board requests for specific information and the growth of local chapters.

- CC TexITE, or the Consultants’ Council of TexITE, was formally organized in 1986 with a set of by-laws. Hal Jones was the ramrod and he served as the first Chair. The group also decided at this time to begin supporting students at the semi-annual meetings by paying for their business meeting lunches.

![Figure 32 1980s newsletter humor depicting the coming age of multi-tasking](image)

**Technical Advances and Milestones**

- First “3-phase/4-phase” controller was installed in Fort Worth in 1981. The controller automatically changed phasing schemes based on intersection congestion.

- In Austin, the MoPac Freeway mainlanes across Lake Austin opened in 1982. The same year, the first Cycle Programmer, developed by Harold Watters in the Texas State Highway and Public Transportation’s Dallas District, was installed to permit phase reversal, phase elimination and detector switching with NEMA TS1 controller units.
• In 1983, Gerry deCamp installed Emco 828 controllers at several interchanges along IH-635. These controllers were the first offering up to four different phase sequences. The City of Fort Worth's Transportation & Public Works Department had acquired an Osborne I microcomputer. Walt Cooper, Russ Wiles and Rick Campbell installed a 10 phase signal sequence at Fort Worth's famous University Drive, Camp Bowie Boulevard, Bailey Avenue and 7th Street intersection.

• The first closed loop system in the State of Texas (Econolite) was installed in Farmers Branch in 1984. That same year Gerry deCamp of the City of Dallas implemented the first variation of the “Dallas Left Turn Display” to prevent the “yellow trap” when lead-lag sequences are used in conjunction with protected-permitted left turns.

• In 1985, the City of Arlington purchased the street light system. The Houston City Council voted to keep the Traffic & Transportation Department separate from the Public Works Department in 1987. Work began in 1988 on the SH 146 cable-stayed bridge over the Houston Ship Channel in Baytown.

Ending the 1980s
Membership would close at almost 750 members and local section affiliates. ITE International membership stood near 9,600. The bank balance was near $22,000.

The 1990s
Marshall Elizer was elected Secretary-Treasurer in 1990 but moved to California a few months into his term. Immediate Past President Herman Haenel volunteered to perform the Secretary-Treasurer duties for the remainder of the unexpired term. Carol Walters was elected Vice President in 1990, by-passing the Secretary-Treasurer office. She would subsequently become the first woman president of TexITE.

In the late 1990s, Betty Bell was hired to act as the first District Administrator, if not formally called by this title. She helped with bookkeeping and maintaining a more static mailing address for Section correspondence.

Chapters Created and Grow into Sections
Only four years after the creation of District 9, serious discussion began regarding subdivisions within the Texas Section. The primary impetus was a request by John DeShazo (at the January 1990 meeting) for TexITE to pass a resolution in support of Dallas Area Rapid Transit’s proposed financial plan. Several TexITE members felt a statewide organization should not take a position on a local issue; however, it was suggested that instead the Dallas-area members should consider forming a chapter.

A subsequent bylaws amendment concerning the creation of chapters failed on a technicality – although 93 percent of those voting were in favor, the total number of ballots received was less than the required 50 percent of the eligible voters. Since the membership was overwhelmingly in favor of chapters being allowed, the TexITE Board instead passed a policy formalizing the process under which chapters could be created. This policy was adopted at the 1991 winter executive board meeting in Lubbock.
The first chapter, which initially was called the “Eastern DFW” chapter, later renamed the Greater Dallas Chapter, was formed in 1992. In just eight months, the Greater Dallas Chapter had 100 members. Other chapters would follow in Houston in 1993, Greater Fort Worth, Capital Area, and South Texas chapters in 1997; and the Brazos Valley Chapter in 2000.

Five of TexITE Sections are relatively small areas surrounding one major city or metropolitan area:

- The Greater Dallas Section includes five counties (Dallas, Collin, Ellis, Kaufman, and Rockwall).
- The Houston Area Section includes seven counties (Harris, Brazoria, Chambers, Fort Bend, Liberty, Montgomery, and Waller).
- The Greater Fort Worth Section includes six counties surrounding Fort Worth (Tarrant, Denton, Hood, Johnson, Parker, and Wise).
- The Capital Area Section includes three counties (Travis, Hays, and Williamson).
- The Brazos Valley Section includes seven counties (Brazos, Burleson, Grimes, Leon, Madison, Robertson, and Washington).

In contrast, the South Texas Section is slightly larger than the combined areas of the States of Ohio and Connecticut. Its 46 counties include the metropolitan areas of San Antonio, Corpus Christi, Laredo, and the Lower Rio Grande Valley.

About 94 percent of TexITE’s members reside with the area collectively encompassed by the six sections. On the other hand, this area constitutes less than one-third the area of the State of Texas. (The area not within a section is slightly larger than the combined area of the States of California and South Carolina.)

**ITE International President**

Several TexITE members campaigned for ITE’s top elected position in the ‘90s. Two ran from District 9/TexITE: Rod Kelly, an unsuccessful ITE Vice-Presidential candidate in 1990 and
Dennis L. Christiansen. Dennis L. Christiansen became District 9’s first (and the Texas Section’s second) International President in 1996. Two former Texas Section members also served as International President: R. Marshall Elizer in 1995 and Brian S. Bochner in 1998.

**Elevation to Honorary Member**

The Texas Section has had three members elevated to Honorary Member grade: Neilon J. Rowan in 1992, C. J. “Jack” Keese in 1999, and most recently John J. DeShazo, Jr. in 2004. Though never a TexITE member, Francis “Frank” C. Turner was also elevated to this grade in 1999. He graduated from the Texas Agricultural and Mechanical College (now Texas A&M University) in 1929 and earned a graduate degree in civil engineering from Texas A&M in 1940. He would later become a dominant force at the Federal Highway Administration.

![Figure 34 ITE Honorary Members](image1)

(Left to right) Neilon J. Rowan, C. J. “Jack” Keese, and John J. DeShazo, Jr., and Frank C. Turner

![Figure 35 Rowan receives honorary membership](image2)

Neilon J. Rowan, Ph.D., P.E., becomes the newest Honorary Member of the Institute of Transportation Engineers. This highest honor was awarded by the ITE Board of Directors, and presented by Leon Goodman, ITE International President.
Hosting the ITE Annual Meeting – Part Deux

For the second time, Texas hosted an ITE Annual Meeting. International ITE’s 64th Annual Meeting was held at the Anatole Hotel in Dallas, October 16-19, 1994. John DeShazo served as General Chairperson and Rod Kelly as Associate General Chairperson. The meeting was a great success and everyone enjoyed the Texas hospitality.

Figure 36  Anatole Hotel in Dallas, Site of 1994 ITE Annual Meeting

Student Chapters

Two new student chapters were chartered in this decade. The University of Texas at Arlington was chartered June 15, 1991 and the University of Texas at El Paso was chartered August 19, 1994. The University of Texas at Arlington quickly became a very active and successful chapter, with several students earning outstanding paper awards. Students from the University of Texas at El Paso, though small in number, made many long distance trips to meetings to represent their chapter with pride.

Newsletter

The newsletter began its migration to desktop publishing format in the early 1990s. TexITE was on the cusp of fully embracing electronic publishing and distribution, but the first distribution of a newsletter through the Internet would not happen until the turn of the next decade.
Awards

The 1990s saw the Texas Section awarded on many occasions at the International level. The Student Chapter Award was received three times in 1991, 1993, and 1998 by the Texas A&M University chapter. The Section last won the Section Technical Award in 1990 for the Traffic Engineering Correspondence Course. Brian S. Bochner received the Burton W. Marsh Distinguished Service Award in 1999. The Intelligent Transportation Systems Council Achievement Awards have recognized Edward J. Seymour in 1996 and Houston TranStar in 1997. The Urban Traffic Engineering Achievement Award was given to David Gerard in 1993 and the Department of Public Works and Transportation, City of Austin in 1990. In 1997, the Dallas Area Rapid Transit won the Transportation Achievement Award for facilities. The Young Consultants Award was presented to Kevin R. St. Jacques in 1990 and Robert A. Hamm in 1994. Gary Thomas was awarded the Past Presidents’ Award for Merit in Transportation in 1999.

In 1990, TexITE bestowed Special Recognition Awards to Earl Washington, K. R. Marshall, and Rick Mobley for their distinguished service as newsletter publishers and editors. Special Recognition Awards were also given to Jim Carvell for his work as editor of the 1990-1991 TexITE newsletter and his continuing work as publisher, and Wayne Kurfees for his many years of work on behalf of TexITE and especially his efforts in preparing a TexITE Meetings Manual.

Former TexITE President Ed Sokolowski received the American Society of Civil Engineers Surveying and Mapping award in 1991. For his work on the EDS Legacy project, Roy Wilshire won the 1994 Outstanding Strategic Planning award from American Planning Association's North Texas Chapter.
Other Interesting Items

- A Young Engineers Committee was formed in 1990 with Rick Collins as its chair. The committee goals included increasing high school interest and encouraging more active involvement by TexITE’s younger members. For a period in the 1990s, this committee sponsored a technical session utilizing younger members as speakers. Later this committee would be asked by the Executive Board to help on several special projects.

- In 1992, responsibility for the Correspondence Course was transferred from the Texas Engineering Extension Service (TEEX) to the University of Texas at Arlington’s Jim Williams. After a heavy demand for the course through the 1980s, interest began to taper.

- ToneDef, whose name says it all, TexITE’s own country and western band, was formed at the 1992 summer meeting in Amarillo. Its first venue was the lobby of the host hotel which they were asked to vacate at 11:00 PM. Charter members are John Black, Jim Carvell, Don Cranford, John Friebele, Don Penny, and Carol Walters. The band has been described, as “putting on a performance” at every subsequent TexITE meeting. It was also rumored that they were negotiating an exclusive recording contract and were expected to produce an album at any time.

- The Membership Committee completed a three-color brochure in 1992 for recruiting new members. This brochure was considered an important tool to communicate with other transportation professionals about what TexITE was and present the benefits of being a member.

- A badge of honor and a source of great pride, District 9 won the “Traffic Bowl” at the 1999 ITE Annual meeting in Las Vegas. This Jeopardy-style game proved to be a challenge but not an obstacle for the District 9 team.

- TexITE finally joined the dot com craze of the 90’s when it created an Internet site for the 1996 summer meeting. After the meeting it became TexITE’s official website. Tony Voigt was the father of the site and maintained it until 2000.
**Technical Advances and Milestones**

- In 1991, the first movable barrier HOV lane in the country was installed on IH 30 in Dallas.

- Known as the zipper, a specially designed vehicle moved the "Jersey barrier" linked sections to take advantage of unbalanced flow.

- In 1995, Texas' first large-scale Freeway Management Center (TransGuide) implemented by TxDOT in San Antonio.
• In 1996, DART’s light rail service begins in Dallas. In Fort Worth, probably the first ever Windows NT server/client computerized traffic signal system was installed. Baytown’s cable-stayed Fred Hartman Bridge on SH 146 opened. Houston’s TranStar, first multi-agency control center, opened.

• In 1998, value pricing program began in Houston (Quickride) -- on IH-10.

The 2000s

Organizational Change – Again

One of ITE’s great strengths is not imposing a “one size fits all” organizational structure. Each district and section organization varies slightly to accommodate the unique needs and desires of its members. Since its creation in 1987, District 9 had been unique in one respect – it had only the Texas Section. This was felt to be an appropriate arrangement in 1987 – TexITE felt strongly that geographic sub-units should not be created arbitrarily as a “top down” mandate.

However, beginning in 1992, local organizations (which had been chartered as chapters of the Texas Section) had come into existence. By 2000, TexITE had six chapters that collectively encompassed about 94 percent of its membership.

Recognizing that the chapters had become as strong as many of ITE’s sections, the District and Section Boards jointly established a Task Force to address the fundamental question: “Is it time to have multiple sections within District 9?” Chaired by Wayne Kurfees, this Task Force held numerous open meetings and over the next 18 months. Finally, at the January 2002 TexITE meeting in Irving, the decision was made to go forward with a bylaws amendment creating a new, strong District 9 to assume the responsibility for all ITE activities on a statewide level. In March 2002, TexITE members overwhelmingly approved this amendment and, as of May 1, 2002, the current Texas Section officers became the officers of the new, strong District 9. At its first meeting, the District Board then issued a Section charter to each of the former chapters.

To ensure that members throughout the State are represented on the TexITE Board, the new District bylaws established a District Board Member-at-Large position. As part of the transition, Gary Saunders held this office through the end of 2002. James Condry was subsequently elected for a two-year term 2003-04.

The bylaws amendment also reverted TexITE’s fiscal year back to a calendar year, effective May 1, 2002. Accordingly, as part of the transition, the 2001-02 TexITE officers were privileged to serve for 18 months.

ITE International Leaders

TexITE members were also very active on national ITE committees. In 2003, the following members were leading many ITE committees:

Srinivas Sunkari: Benefits of Retiming Traffic Signals
John Overman: Bicycles and Transit
Kevin St. Jacques: Criteria for Marked Crosswalks at Uncontrolled Locations
John D. Friebele: Curbside Management
Rod Kelly: Sessions at Spring and Annual Meeting 2003
Rod Kelly: Geometric Design Handbooks: (1) Urban and (2) Freeway and Interchange Design
Shawn Turner: Informational Library Development
Shawn Turner: Untraditional Signalized Crosswalk Treatments
Gary Thomas: Professional Development Seminar – Teaching Methods
Tom Ryden: Survey of Transit Council Membership
Tom Ryden: ITE Journal Article on Transit for 2003
Tom Ryden, Cynthia Gilliland: LRT and Smart Growth
Brian Bochner: Smart Growth Guidelines Proposed Recommended Practice
Brian Van De Walle: New Technology Survey (2)

In addition to being very active with national committees, the following were council chairs in 2003:

Tom Ryden: Transit Council
Gary Thomas: Transportation Education Council
Robert C Wunderlich: Public Agency Council

Ties to ITE International President

TexITE’s influence on ITE leadership continued into the new millennia. A native Texan but District 2 (Pennsylvania) resident, Bob Rogers became International President in 2000. Another previous TexITE member, Steven D. Hofener, became International President in 2004. Steve won TexITE’s outstanding student award in 1977 and worked for both TTI and TEEX before moving to Oklahoma City. Though not a TexITE member, he had very strong ties to TexITE and stronger friendships.

Meetings

The first meeting after the Y2K computer worries was held in Fort Worth. The contract with the hotel included a protection clause for this anticipated event. Though the Section was protected with the contract language, the year 2000 came and went with a big party bang, but without the end of civilization as many had expected. It was time to return the year’s supply of rice, beans, and other survival supplies that were stockpiled by the public. The meeting did not fare as well with the weather though. A large winter storm moved in the night before the meeting laying a sheet of ice throughout the metroplex, which prevented members to the south from travel to the meeting the day it started.
Awards

Two Coordinating Council Awards were presented to TexITE members in the early 2000s. The Traffic Engineering Council Committee, chaired by Shawn M. Turner was recognized in 2000 and Kay Fitzpatrick received the Outstanding Council Chair Recognition in 2001 for the Traffic Engineering Council. The Section newsletter, TexITE, was recognized in 2001 with the District/Section Newsletter Award for circulation over 500. Then Editor, C. Brian Shamburger accepted the award. Several honors have been bestowed on TexITE members from the Traffic Engineering Council. Shawn M. Turner received the Outstanding Council Project Award in 2000 in recognition of the project report entitled “Automated Enforcement in Transportation.” During this same year, Paul J. Carlson received the Outstanding Council Chair Recognition for his outstanding service as Co-Chair of the Traffic Information Program Series (TIPS) Committee. In 2002, Kelly Parma was awarded the Outstanding Chair Recognition for his outstanding service as Chair of the Survey of Speed Zoning Practices, TENC-99-12. Roelof J. Engelbrecht received the Outstanding Paper Award in recognition of the paper titled "A Safety Checklist for Traffic Signal Operations Near Highway-Rail Grade Crossings" in 2003. Daniel B. Fambro was posthumously awarded the Wilbur S. Smith Distinguished Transportation Educator Award in 2000. The Young Consultants Award was presented to Susan M. Langdon in 2002.

Also, in recognition of his legacy in the field of transportation engineering education and his positive and lasting influence on scores of students, ITE’s annual student paper award was named in honor of Daniel B. Fambro, becoming the Daniel B. Fambro Student Paper Award.
Other Interesting Items

- Jim Williams assumed Betty Bell’s responsibilities to become the District Administrator in 2000. With this transfer, the Executive Board also gave the District Administrator more responsibilities.
- Jason Crawford received the first Younger Member of the Year Award.
- Melisa Finley led the Future Engineers Committee to involve high school students from the winter meeting’s host city through a transportation engineering-related contest.

Technical Advances and Milestones

- In 2001, construction began on the Dallas High Five Interchange (IH 635& US 75), the highest cost public works project in Texas ($261 million) at the time. The first private toll road (Camino Columbia) built for about $90 million and opened near Laredo; auctioned (after defaulting on bond payments) to an insurance company in 2004 for about $12 million. Richard completed installation of Texas’ first wayside train horn system.
- Uptown Houston opens, in 2002, the first “privately run” traffic management center.
- In 2003, bids were taken on the largest single project let by TxDOT, IH610/IH-10 interchange in Houston, $263 million, exceeding the previous record holder, Dallas’ High Five, by $2 million. Also in Houston, TxDOT, FHWA, Harris County Toll Road Authority (HCTRA) signed an agreement for the first toll road imbedded within an Interstate highway, IH-10: the Katy Freeway.
- In 2004, the first fully automated stand-alone tollway in US opens - Westpark Tollway. This 8 mi, 4 lane section in Houston links the uptown area to western suburbs.

At 50 Years

Membership in TexITE after 50 years has grown to more than 900 including ITE members and local section affiliates, with a very healthy bank balance which would surely cause Gene Maier to issue a caution.
Appendices
TexITE Officers

(TexITE was the Texas Section prior to May 1, 2002 and the Texas District after May 1, 2002)

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<th>No.</th>
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# Deceased

*** May 1, 2002 was the effective date of the transition from the original Texas Section organization to the new, strong District 9 organization. The Texas Section officers whose terms would have expired on June 30, 2002 became the respective officers of District 9 through December 31, 2002.

# Deceased

*** May 1, 2002 was the effective date of the transition from the original Texas Section organization to the new, strong District 9 organization. The Texas Section officers whose terms would have expired on June 30, 2002 became the respective officers of District 9 through December 31, 2002.

Secretary-Treasurer Charles Pinnell resigned from office.

For health reasons, Vice President Charles Davis declined to run for President.

Secretary-Treasurer Marshall Elizer resigned mid-year after accepting a job in California. Immediate Past President Herman Haenel agreed to accept appointment as Secretary-Treasurer for the remainder of the term.
Biographies of Past Presidents
John Friebele, P.E., PTOE
2004

John Friebele, P.E., PTOE (#113) has 30 years experience in the Traffic Engineering field and is currently the Traffic Engineer for the City of San Antonio where he has been since 1996. He has previously worked for the City of Austin as Traffic Systems Engineer and the City of Garland as Director of Traffic & Transportation as well as 12 years as a consultant with Jones-Friebele Consulting Engineers and Hunter Associates of Dallas.

He has been an ITE and TexITE member since 1972 and has served on several committees of the Section and as Chairperson of District 9. He is also a charter member of ToneDef, a group of musical wannabes and a distinction of dubious value.
Jody Short earned a BS and MS in Civil Engineering from Texas A&M University as has been a Licensed Professional Engineer in Texas since 1994. Mr. Short worked for Barton-Aschman/Parson Transportation Group in Dallas between 1988 and 1992 and in Fort Worth between 1992 and 1997. Jody has been with Lee Engineering since 1997 where he is currently Vice President and managing the Dallas office.

Mr. Short’s ITE involvement dates back to 1987 when he was a student at Texas A&M. During that time, he served as president of the student chapter in 1987-88. Jody has also served as Secretary/Treasurer, Vice President and President of the Dallas Chapter between 1998 and 2001.
Beth decided to focus her Civil Engineering studies on Transportation after working for Dr. Patrick McCoy on data collection and computer analysis for various research projects at the University of Nebraska. In 1983, she graduated from the University Nebraska with a Bachelors of Science in Civil Engineering.

Since 1984, she has enjoyed public service as a Traffic Engineer for the City of Dallas. In 1988, she received her professional engineering license from the State of Texas. For many years she managed projects related to the design and installation of signal hardware and signal-timings for high-volume arterial-coordination systems.

Beth is currently the Program Manager of Transportation Management Systems and is responsible for the traffic signal operation of 1274 signals. She managed the installation of a centralized computer control system that monitors and controls all of the traffic signals in Dallas. She also manages an ITS program that includes surveillance cameras and dynamic message signs throughout the city. In 2003 she received an award from ITS-Texas recognizing the Arterial Dynamic Message Sign project in Dallas.

Beth has also served on regional and national committees. She served two years (2001-2003) as the Chair of the Surface Technical Transportation Committee for the North Central Texas Area. Over the years, Beth has co-authored several papers and presented at International ITE meetings. She has also served on several technical committees sponsored by ITE and FHWA related to transportation operations and systems management.
Following his graduation from the University of Missouri, Dan received a Master’s at the University of Houston and completed postgraduate studies at Northwestern and Rice. Dan served as Traffic Operations Engineer, Traffic Design Engineer, Traffic Planning Engineer and Assistant Director of Traffic and Transportation for the City of Houston during the 1970’s. Among his accomplishments during his tenure with the City were the development of transit priority on streets and freeways (installed the first bus only lanes on Main Street and prepared conceptual planning for the IH 45 HOV contra flow lane) and the development of a comprehensive method of prioritizing Houston thoroughfare improvements.

In 1978, Dan began private practice as a principal with Traffic Engineers, Inc. He has directed Federal, State, County, City and Metro projects in all areas of transportation engineering including intersection, roadway and freeway design and planning. He is a recognized expert in geometric design. Dan served on the Greater Houston Partnership Transportation Committee, Governmental Relations Committee, and Business/School Partnership Committee. He was a founding member of the Houston Area Chapter of TexITE, chairman of the TexITE Technical Committee, and Chairman of ITE District 9. He also served as TexITE Section Representative from 1994 to 1995, including serving as Chair in 1995. He is a member of the Houston Engineering and Scientific Society. He served on the City of Houston Citizens Advisory Committee for Solid Waste Disposal Solutions and the University of Houston Alumni Engineer of the Year Committee. He is a licensed professional engineer, as well as, one of the first certified professional traffic operations engineers in the United States.
Jim Cline, P.E.

July 1999 – June 2000

Jim Cline began his traffic engineering career in 1985 in the position of Research Associate with the Texas Transportation Institute in College Station, TX after receiving his B.S. in Civil Engineering from Texas A&M University. In 1986, he entered the private sector as an Engineering Analyst at the Dallas, Texas office of Kimley-Horn and Associates, Inc., while completing his M.S. in Civil Engineering at TAMU. After receiving his Professional Engineer’s License, he returned to the public sector as the Traffic Engineer for the City of Beaumont (1990-1998). He currently is the Director of Public Works and Transportation for the City of Irving. His professional experience has included many facets of traffic operations and traffic management including working with traffic signals and signal systems, signing, striping, traffic impact analysis, freeway management systems, rail transit, bus transit, safety, and parking enforcement.

Jim served as TexITE Section Representative from 1992 to 1993, including serving as Chair in 1993. Jim’s accomplishments include several awards including the Sabine Chapter TSPE Young Engineer of the Year (1991), Army Achievement Medal (1986, 1989, and 1992), Army Commendation Medal (1993 and 2002), and the TexITE Past President Award (2000). He has over 18 years service in the Texas Army National Guard in various leadership positions. Jim is happily married to Nancy and the proud father of Bob, Greg, and Allison.
Robert C. Wunderlich’s varied career includes municipal engineering and management, consulting and research. His overarching principle has been to use his transportation experience and expertise to achieve community and client goals. His strong desire is to make a positive difference for the traveling public. As President of TexITE, he worked to increase the training opportunities for TexITE members, improve communication to the membership, increase the resources and support for local arrangement committees, and to explore the best relationship between the Section, District and rapidly growing Chapters. He also served as Newsletter Editor, Section Representative, and District 9 Chair. At the International level, he served as Chairman of Department 2 of the Technical Council and as Vice-Chair of the Public Agency Council.

During his tenure as President of TexITE, he was the Managing Director for the City of Garland responsible for the planning, design, construction, operations and maintenance of the transportation and drainage infrastructure in that city. He joined the City of Garland as Director of Transportation in 1995 after achieving the position of Principle with Barton-Aschman Associates. His consulting career included projects in Mexico City, Mexico, Albuquerque, New Mexico, Durango, Colorado, Mesa, Arizona, and Louisville, Kentucky as well as numerous projects in Texas. He is very proud of his role in the planning and design of the DART Light Rail Starter System in Dallas. Prior to joining, Barton Aschman, he was an Assistant Director of Transportation in Arlington and a Traffic Engineer with the Urban Transportation Department, City of Austin. He began his career in Texas at the Texas Transportation Institute as an Engineering Research Associate. Robert received B.S. and M.S degrees from the University of Tennessee and his blood still runs bright orange.
Dr. Jim Williams, P.E.
July 1997 – June 1998

Dr. Williams worked for the Texas Department of Transportation as a traffic engineer in the headquarters offices in Austin (1978-1982) after receiving his BSCE and MSCE from the University of New Mexico in 1976 and 1977. There his work included design and operation of small computer-controlled traffic signal systems as well as isolated signals, freeway capacity studies, freeway control analysis (including ramp metering), and highway signing. He received his Ph.D. from the University of Texas at Austin in 1986. He began teaching and conducting research at the University of Texas at Arlington soon after.

Since then, his research activities have included work in traffic flow theory at the network level, ranging from the theoretical development of network flow models to an assessment of the effect of traffic control on the quality of traffic service provided by the network. Dr. Williams is also involved in traffic operations research, having investigated motorist understanding of left turn indications at signalized intersections, the effects on delay and safety of traffic signals at low volume intersections, and is now investigating the implementation of Intelligent Transportation Systems (ITS) for the Texas Department of Transportation.
Jim Carvell, P.E.

After serving for two years as an Artillery Officer in the U.S. Army, Jim Carvell began his career as a traffic engineer with the Arkansas Highway Department in 1963. From 1967 to 1977, he served with Texas Transportation Institute as on-site project engineer during the implementation of the Dallas Corridor Freeway Surveillance, Communication, and Control System, one of the first integrated freeway and surface street control and management systems in the country. From 1977 to 1992, Mr. Carvell was in private engineering consulting for and served as Project Manager for numerous signal system analysis, design, and implementation projects. He rejoined TTI in 1992 and is manager of TTI’s Dallas Research and Implementation Office.

Mr. Carvell is author or co-author of over 65 published research and other technical documents including the FHWA Freeway Management Handbook and has taught courses in Freeway Traffic Operations in over 15 cities. Mr. Carvell is Past-President of the Texas Section of the Institute of Transportation Engineers (TexITE) and of the Intelligent Transportation Society Texas. He is also a past editor for TexITE News. TexITE named Mr. Carvell Transportation Engineer of the Year for 2001. Mr. Carvell received a B.E. and M.S. in Civil Engineering from Vanderbilt University and Texas A&M University respectively. He is a licensed professional engineer in Texas, Arizona, and North Carolina.
Richard C. “Rick” Mobley, II, ASLA, AICP

Richard C. “Rick” Mobley, II, ASLA AICP grew up in Houston, Texas. After graduating from Strake Jesuit College Prep, he went to Texas A&M University where he earned his B.S. in Landscape Architecture and his Master of Urban Planning with an emphasis in Transportation Planning. Upon graduation, he joined Wilbur Smith Associates in 1983 as a Transportation Planner. In 1987 he was named Associate –in-Charge of the Houston office. His responsibilities progressed and in 1994 Mobley was named Vice President and a year later was appointed Regional Vice President. In 2000, he was elected to the Board of Directors of Wilbur Smith Associates, Inc.

Mobley has been involved in hundreds of projects across the U.S. over the years involving transportation planning, traffic access and parking, transit systems planning and facility development and comprehensive land use planning for large office buildings, retail development, regional shopping centers, CBD’s and major activity centers, hospitals, medical centers, universities and special event centers. Several of the projects he has worked on have been recognized by professional organizations including the design of the Laredo Intermodal Transit Terminal which won an Award of Merit by the International Parking Institute; the design of Houston Metro's Gessner Park and Ride received an Honor Award from the Houston Chapter of the American Institute of Architects; The Comprehensive Plan for Baton Rouge and East Baton Rouge Parish which was recognized by the Louisiana Chapter of The American Planning Association as an Outstanding Planning Award winner; the Institute of Transportation Engineers Technical Council Award for his work on the report ‘Effectiveness of HOV Facilities', and many more.

Mobley has also held leadership positions in many professional associations, including serving as President of the Texas Chapter of the Institute of Transportation Engineers (ITE) and it's Consultants Council; Board Member and Treasurer of The Texas Chapter of the American Planning Association (APA); President and Charter Board Member of the Texas Parking Association; Board Member of the Texas Chapter APA Educational Foundation. He has also served as Chairman of Texas A&M's College of Architecture, Department of Urban and Regional Planning and Landscape Architecture Former Student Advisory Council. He was recently appointed to Texas A&M's, Texas Transportation Institute Council.

Rick resides in Kingwood, Texas with his wife and four children. He and his family are active in St. Martha’s Catholic Church and he has been Den Leader and Assistant Cub Master for Pack 3603.
Walt A. Cooper, P.E.
July 1994 – June 1995

While attending classes at the University of Texas at Arlington (UTA), Walt Cooper worked 3 years in the scientific computer department at General Dynamics in Fort Worth during the F-111 program witnessing and participating in the transitional times from analog to digital computing applications. After graduation from UTA in 1971, Walt began his Transportation engineering career at the Fort Worth District offices of the Texas Department of Transportation. He served as an engineer–in–training in the areas of roadway design and construction. In 1973, he served as a Transportation Planning Engineer for the City of Fort Worth during the development of the comprehensive multi-modal long-range transportation plan. During this time he participated in such projects as Bus operational studies, D-FW corridor route feasibility studies, Bikeway planning studies, Freeway and fixed route location studies, CBD subway extension studies and some other pie-in-the-sky stuff.

In 1978 he switched to the Fort Worth Department of Transportation where his career objectives changed. He served as a traffic signal design and operations engineer, Chief Traffic engineer, City Traffic Engineer, and Asst. Director of Transportation and Public Works. Walt retired from the City of Fort Worth in 1996, took a 2-year sabbatical (the honey-do list had gotten quite large). He began a professional consulting business, WAC&A ENGINEERS, in the Dallas - Fort Worth area. In 1998 Walt moved to the northeast Texas area to manage his family farm and other interests. He continues his traffic consulting services mostly specializing in signal design and transportation safety and operations improvements. Walt was honored with the TexITE Engineer of the Year award in 1992 and was elected as president of the organization in 1994-95. He has chaired and served on many regional and statewide boards, committees and other organizations involving transportation programs and issues. He is a licensed professional engineer in the State of Texas. Walt served as TexITE Section Representative from 1990 to 1991, including serving as Chair in 1991.
Dr. Daniel (Dan) B. Fambro, P.E.
July 1993 – June 1994

Dr. Fambro was born in Breckenridge, Texas and was both a longtime researcher at the Texas Transportation Institute and faculty member at Texas A&M University. His research and teaching experience spanned more than 20 years. He received his Bachelor and Master degrees from Texas A&M University and his Ph.D. from the University of Tennessee. He was Associate Professor and Associate Department Head of Civil Engineering at Texas A&M University, Associate Research Engineer and Program Manager for the Texas Transportation Institute. Dan was known his lasting contributions to the transportation profession and his passionate commitment to students.

As a researcher, Dan was widely regarded as an international expert in the fields of traffic signalization, highway-railroad grade crossings, geometric design and highway capacity. In recognition of his research contributions, he received the TTI/Trinity Senior Researcher Award in 1998. Dan was known for his ability to recruit outstanding students and go the extra mile to make sure those students gained the most from their experiences at TAMU. His dedication to the advancement of knowledge was recognized through two major teaching awards at TAMU - the Zachry Award for Excellence in Teaching and the Birdwell Endowed Teaching Award in Civil Engineering.

Dan served as a member of the International Board of Direction (1997-1999) for the Institute of Transportation Engineers. He was also a member of the American Society of Civil Engineers and served as the faculty advisor for the Texas A&M University Chapter. In recognition of his positive and lasting legacy to the field of transportation and to scores of engineering students, ITE’s annual student paper award is now named the “Daniel B. Fambro Student Paper Award.”
Carol Walters, holds a B.S. and an M.S. in Civil Engineering from the University of Oklahoma, where she was named the Outstanding Graduating Senior and was the only female in Civil Engineering. After getting her three children launched in school, she completed work toward a PhD, except for the dissertation, in Civil Engineering/Transportation and Urban Development at the University of Texas at Arlington and taught undergraduate classes. She has since enjoyed 23 years transportation engineering experience, all in the Dallas/Fort Worth area, both in the public and private sectors. A registered Professional Engineer in Texas, she served first with the City of Dallas, developing specialties in urban goods movement, capacity analysis and safety improvements. As a consultant she handled a wide variety of traffic engineering studies, including thoroughfare planning, traffic impact analyses, parking, transit, goods movement facility design, freeway route alternatives analyses, and feasibility studies of ramp and interchange improvements. With TTI since 1986, she supervises a staff of six engineers, conducting research and developing and testing practical applications of research findings on freeways and thoroughfares in the Dallas/Fort Worth area and in the El Paso area as well.

Ms. Walters has been a leader in the development of ITS Plans for both the Dallas and the Fort Worth areas, working with TxDOT and local jurisdictions. Her research has included use of cellular phone reports as the primary means of incident detection, improved wrecker response procedures in Dallas, and incident frequency and clearance procedures. She has recently completed a research project involving driving irritants leading to road rage.

Ms. Walters received TexITE's Engineer of the Year award in 1995 and has been active in TexITE since 1980, serving as the first female elected officer. She has chaired numerous committees at the national level in ITE, has been published in the ITE Journal, and continues to serve on the Executive Committee of the Urban Goods Movement Council as well as the Policy and Legislative Committee. She also serves on the Transportation Research Board Committee on Urban Freight.
Robert Jenkins, P.E.

Robert W. Jenkins began his traffic engineering career in 1972 with TxDOT after receiving his B.S. in Civil Engineering from the University of Texas in Austin, where he studied under Clyde E. Lee. He worked in the Austin District from 1972 until 1974. Robert went back to school at Texas A&M University in the fall of 1974 on a National Highway Institute Fellowship in Highway Safety. At A&M, he studied under distinguished traffic engineers like Don Woods and obtained an M.E. degree in Civil Engineering in August of 1975.

He returned to TxDOT in Austin upon graduation to work as an Associate Safety Engineer under Edwin M. Smith in the Maintenance and Operations Division, Highway Safety Section, from 1975 to 1978. In 1978, Robert transferred to the Fort Worth District to serve as a Senior Traffic Engineer and Bob Hodge’s assistant with traffic design and operations responsibilities. In 1984 Robert joined the consulting world and opened a Fort Worth office for Traffic Engineers Inc. He built a local traffic engineering practice as a Vice President and Principal for TEI between 1984 and 1990.

In 1990, Robert joined Barton-Aschman Associates, Inc. as a Principal Associate/Area Manager, and established a Fort Worth Office. He worked with BA (later Parsons Transportation Group) until early 2001. He joined Turner Collie & Braden, Inc. in 2001 as an Associate Vice President in charge of the Transportation Group in Fort Worth. His career has included most aspects of traffic engineering working with private entities, Cities, and TxDOT to provide traffic solutions.

Robert is currently a member of the Traffic Engineering Council of ITE. He also teaches short courses in Risk Management, Traffic Engineering Basics, and Traffic Signal Design for the Texas Engineering Extension Service (TEEX). He is a licensed professional engineer in Texas.
Donald Penny is originally from Andrews, Texas. He attended Odessa Junior College and Texas Tech University majoring in Civil Engineering. During this time, he joined the United States Air Force and served in Anchorage, Alaska and in Turkey as a Russian linguist.

He moved to Arlington in 1970 and attended the University of Texas at Arlington to finish his studies. While attending UTA and after receiving his B.S. degree in 1974, he was employed by the City of Arlington where he held positions as a street sign serviceman, drafter, Transportation Planner, and finally as Assistant Director of Transportation. In 1986, Donald accepted the position of Director of Transportation for the City of Carrollton. In 1993, he formed the consulting firm of Penny and Associates where he continues to offer transportation engineering services.

Donald’s interests include sailing, photography, antique cars, flying, scuba diving, horses and most especially his three grandchildren.
Herman E. Haenel, P.E., is President of Advanced Traffic Engineering, which consults for both public and private organizations. Mr. Haenel is a leading expert on traffic/transportation engineering and Intelligent Transportation Systems (ITS), with over 40 years of experience, including 34 years with the Texas Department of Transportation (TxDOT). His TxDOT assignments included Freeway Operations Engineer, Traffic Field Operations Engineer in the TxDOT Central Office (Austin), and Head of TxDOT’s Traffic Signal Shop (Austin), which provided technical and repair support to the TxDOT District Office. Since 1990, Mr. Haenel has been a consultant in private practice.

Herman received a BSCE from the University of Texas at Austin and a graduate degree from the Yale Bureau of Highway Traffic at Yale University. He is a licensed professional engineer in Texas. Herman Haenel began his career with the Texas Department of Transportation (Texas Highway Department)-Burnet Residency in 1955. He then served as an officer in the Army Corps of Engineers. After serving in the Army, he worked in the TxDOT Traffic Engineering Section in Houston. Following this, he attended Yale University and then worked in the TxDOT Traffic Engineering Section in Austin from 1958 until 1990. While with TxDOT in Austin, he served as a Field Engineer, as the Freeway Operations Engineer and as the Traffic Operations Engineer. He also worked with the TxDOT Division of Automation on development and implementation of traffic signal systems and freeway traffic management systems. After retiring from TxDOT in 1990, he worked as a consultant until retiring in 2000.

Mr. Haenel is past Chair of the Traffic Signal Systems Technical Committee of the Transportation Research Board (TRB) and member of the TRB’s Freeway Operations Committee. He was also past Chair of the Technical Council Department 7 (Standards) of the Institute of Transportation Engineers (ITS), and past President of the Texas Section of the ITE. He currently serves on the Technical Committee of the National Committee on Uniform Traffic Control Devices.

Herman served as chair of ITE Department 7 for Standards Development and chair for the TRB Traffic Signal Systems Committee. He also served on the TRB Freeway Operations Committee and on the National Committee on Uniform Control Devices Traffic Signals subcommittee. Herman was a principal author and teacher for traffic and transportation short courses at Texas Engineering Extension Service (TEEX). He was the 1981 recipient of TexITE Engineer of the Year award and was also awarded the TxDOT Gib Gilchrist award for outstanding service.
Dr. Randy Machemehl, P.E.
July 1988 – June 1989

Dr. Randy Machemehl obtained his Ph.D. from the University of Texas at Austin in 1975. He practiced Civil Engineering being employed on a variety of transportation and civil engineering projects as a member of the staff of Wilbur Smith and Associates until 1977 when he joined the Civil Engineering faculty of the University of Texas.

Since becoming a faculty member he has published over 150 technical articles and reports in the transportation engineering field. He currently serves as Professor of Civil Engineering teaching and doing research in transportation system operations. He is also Director of the Center for Transportation Research (CTR) at the University of Texas. CTR is one of the largest purely academic transportation research centers in the United States. In 1996, he retired from the United States Army Reserve after serving for almost 29 years and attaining the rank of Lieutenant Colonel as a Corps of Engineers officer.

He has been active in the Institute of Transportation Engineers for many years. He served as Faculty Advisor to the University of Texas Student Chapter of the Institute of Transportation Engineers and was active in a variety of committees at the Chapter, District and National level. He was elected TexITE Secretary-Treasurer in 1986 and became President in 1988.
Born in Brooklyn, New York in 1940 and raised in Bryan, Texas, John W. "Johnny" Hudson, Jr. began his long career in transportation engineering at Texas A&M University. While working toward his B.S. in civil engineering, he worked for the Texas Transportation Institute and then the Texas Department of Transportation. He became a member of Chi Epsilon and was the Student Chapter president in 1962. After earning his BS in 1962, he continued studies for a Master of Engineering in civil engineering at Texas A&M University. He was awarded the ITE Student Technical Paper Award in 1963.

After graduation, John began work for the California Department of Transportation and soon took up a position with the US Army Corp of Engineers. In 1966, John returned to Texas to work for the City of Austin. It was here that he was mentored by Walter Klapproth, the first president of TexITE and a national leader in the "traffic engineering" field.

Consulting engineering attracted him in 1969 first to Crouse Hinds Company and later he formed Traffic Engineers, Inc, where he was Chairman of the Board for 30 years. John worked on many projects in Texas, Ecuador, El Salvador, Bolivia and Peru. For his most challenging project, for over 11 years, he directed work from conception to completion for the Veterans International Bridge at Los Tomates in Brownsville, Texas and Matamoros, Mexico. In 1999 TexITE selected him as the Transportation Engineer of the Year. Also in 1999 the Texas Section of the Consulting Engineers Council selected his project, Veterans International Bridge at Los Tomates as the outstanding 1999 Transportation Project in Texas. In year 2000 the same project was selected by the Institute of Transportation Engineers for the Transportation Achievement Award.

John served as the President of TexITE and later was elected by District 9 to serve as the International Director ITE from 1993-1996. Early he had served as the Chairman of the ITE Consultants Council. During his long career, John felt that ITE was an important part of his professional development through service on committees and in elected positions at the state and international levels. John is a Fellow of ITE and now resides in Sugar Land. He continues to provide transportation consulting services for his company, JWH & Associates, Inc. His past time activities include golf, fishing, traveling and most importantly entertaining his four grand-children.
Wayne Kurfees received his B.S.C.E. and M.C.E. degrees at North Carolina State University and is a registered professional engineer in North Carolina, Texas, Arizona, Tennessee, and Iowa. He began his professional career in 1973 as transportation planning engineer for the City of High Point, NC. In 1975, he became Director of Traffic & Transportation of the City of Abilene, where he planned and oversaw major upgrades to the city’s traffic signal system and transit system.

From 1985 through 1987, he served in the same capacity for the City of Garland, where he planned and began the implementation of a new citywide computerized signal system. Since 1987, he has served as a Senior Transportation Engineer and Vice President for Kimley-Horn and Associates, Inc. In that capacity, he has managed over 100 traffic operations, traffic signal systems, and ITS projects.

Mr. Kurfees has been continuously active in the Institute of Transportation Engineers since 1973. He was President of the Texas Section (1986-87), Vice Chair of District 9 (1990), and International Director (1999-2002). In 1986, he chaired the committee that developed the bylaws for the new District 9. During his tenure as International Director, he led efforts to effect the reorganization under which TexITE’s six chapters became sections of a new, stronger District 9. Mr. Kurfees was named TexITE’s Transportation Engineer of the Year for 1997.
Richard L. Peterson, P.E.
July 1985 – June 1986

Richard L. Peterson began his career in October 1967 with the Nebraska Department of Roads in the traffic engineering section. After graduating in 1970 with a BSCE from the University of Nebraska in Lincoln, Richard was going back to school for a Masters Degree. He considered MIT, Penn State, and Texas A&M ~ Neil Rowan recommended TAMU over the other schools (thanks Neil for helping me make the right decision).

After graduating from A&M in 1973 with a MECE, Richard went to work for the City of Fort Worth with Gary Santerre. Richard returned to Texas A&M in 1981 to pursue his doctoral degree and joined the Texas Transportation Institute as Assistant Research Engineer with Dennis L. Christensen. In 1987, Richard moved to Dallas County as Director of Transportation Planning where he retired in 1997.

Throughout his career Richard has held a number of offices and served on many committees. He was a flight crew chief in the 24th Medical Company of the U.S. Army from 1966-1972, he was awarded the Urban Transportation Certificate from Carnegie Melon University in 1978, he served as a TexITE newsletter editor from 1975-1979, he was Department 5 chair of ITE Technical Council in 1990, a TexITE officer from 1983-1986, Director of Intelligent Transportation Systems Texas from 1994-1996, and served on Advisory Committee of TTI from 1995-1996. He also served as ITE Section Representative from 1988 to 1989, including serving as Chair in 1989. He was awarded the 1988 Transportation Engineer of the Year Award by TexITE.

Richard is a licensed professional engineer in Texas, Nebraska and California. Those who know Richard well know that he is the "Official Chief Toe Taper" of Tone Death.
H. Wayne Sherrell
July 1984 – June 1985

H. Wayne Sherrell studied Mechanical Engineering at the University of Arkansas and Traffic Engineering at Northwest Traffic Institute. He began his career in Transportation Engineering as Assistant Director of Traffic and Transportation for the City of Little Rock, Arkansas, in January, 1959. He also served as City Manager in Brinkley, Arkansas. Mr. Sherrell was Director of Traffic and Transportation for the City of Galveston and served in the same capacity for the City of Lubbock. Mr. Sherrell then went to the City of Arlington, where he organized that city’s first Department of Traffic and Transportation and served as its Director for over thirteen years. Mr. Sherrell also served as Vice President for PAWA-Winkelmann & Associates, Inc. consulting engineers. He retired as City Engineer for Searcy, Arkansas, October 1, 1993.

Mr. Sherrell has been a member of TexITE since 1961 and is a Fellow of ITE. He served as TexITE President from 1984 to 1985 and as Section Representative 1987 to 1988, including serving as Chair in 1988.
Jim C. Lee, P.E.
July 1983 – June 1984

Jim C. Lee began his career with the Oklahoma Department of Transportation in 1967 after receiving his B.S. in Civil Engineering from the University of New Mexico. While with the Oklahoma Department of Transportation he served as District Traffic Engineer, Traffic Studies Engineer and Traffic Planning Engineer. While with the Department, he was sent to the Pennsylvania State University, where he received a M. Eng in Civil Engineering in 1969. Following that he continued his education at the University of Oklahoma, where he completed the necessary course work for a Ph.D.

In 1972, Jim became the City Traffic Engineer for the City of Amarillo and later the Director of Transportation for the City of Beaumont. He completed his research and dissertation while working for those two cities and was awarded a Ph.D. in Civil Engineering from the University of Oklahoma in 1979. Since 1981, Jim has worked in consulting engineering specializing in traffic engineering work. He founded Lee Engineering in 1988.

Jim has served as Chair of the ITE Consultants Council in 1997, 1998 and 1999 and was a member of the ITE Coordinating Council during that period. He is a licensed professional engineer in Arkansas, Arizona, California, Colorado, Louisiana, Nevada, New Mexico, Michigan, Oklahoma, Texas and Utah.
Gary Santerre, P.E.
July 1982 – June 1983

Gary Santerre began his career with the Texas Highway Department in 1962 after receiving his B.S. in Civil Engineering from Texas A&M University. From 1963 – 1965, Mr. Santerre commanded a U.S. Army Corps of Engineers Company and served as a Platoon Leader and as an Executive Officer. While finishing his M.S. in Civil Engineering at Texas A&M University, he worked at Texas Transportation Institute as a Research Assistant directing a feasibility study of staggered work hours to help alleviate traffic congestion on freeways.

Upon graduation, Mr. Santerre accepted a position with the City of Fort Worth Transportation and Public Work Department where he worked until retirement in August 1993. During his time at the City of Fort Worth, Mr. Santerre’s duties included design and timing of traffic signal systems; preparation of traffic engineering studies; design of traffic signals installed in the City; supervision of the traffic signal design and drafting section.

In 1973, Mr. Santerre became the director of the City of Fort Worth Department of Transportation. His duties while serving this position included administration, supervision, and direction of the Department of Transportation. The Public Transportation Planning Section was transferred and joined with the Traffic Engineering Division to become the Transportation Planning Division. A short time later, the City’s carpool program, the Mobility Impaired Transportation Service, and public transportation coordination were added to his duties. In 1981, he became the director of the Transportation and Public Works Department.

Mr. Santerre is a fellow member of the Institute of Transportation Engineers and has served as Secretary-Treasurer, Vice President, and President of the Texas Section. He is currently a registered professional engineer in the state of Texas. He was awarded the 1980 Transportation Engineer of the Year Award from TexITE.
A member of TexITE since 1967, Jack Hatchell has served as Secretary, Vice President and President of the organization. He has also served as Chairman of District 5 of ITE. The owner of Jack Hatchell & Associates, Jack has blended his professional career with one of public service as a member of the Plano City Council and the Collin County Commissioners Court.

Commissioner Jack Hatchell was elected to the Collin County Commissioners Court in 1987. Jack holds Bachelor and Master of Science Degrees in Civil Engineering from Texas A&M University. His employment history includes the Texas Department of Transportation, City of Midland, Texas as Traffic Engineer and consulting engineering firms in Dallas. Commissioner Hatchell serves on the National Association of Counties Transportation Steering Committee. He currently serves as President of the North Central Texas Council of Governments 16-county region and Vice Chairman of its Regional Transportation Council, the MPO for the North Central Texas area. Jack served on the Plano City Council from 1975-85, three terms as Mayor ProTem.

Jack and wife, Pat, are the proud parents of two daughters, Amy Hatchell Briggs and Beth Jamison and grandparents of Jack William Jamison.
John Naylor Lipscomb, P.E.

John Naylor Lipscomb graduated from the University of Texas at Austin in August 1952 with a Bachelor of Science in civil engineering. Upon graduation, Mr. Lipscomb began working for the Texas Department of Highways and Public Transportation in the Houston District. During his employment, he obtained a Master of Science degree in Highway Design and Traffic Engineering from Texas A&M University in 1962.

In April 1963 he became the District Traffic Engineer and held that position until his retirement in October 1984. After retirement he worked as an independent consultant before taking an instructor position with the Texas Engineering Extension Service. He taught traffic engineering courses until his final retirement in 1993.

Mr. Lipscomb’s service to ITE was as the TexITE President from 1980 to 1981 and through a later appointment to the Safety Coordinating Committee. He is a registered professional engineer and surveyor in Texas and is a member of Tau Beta Pi and Chi Epsilon fraternities.
Mr. Kelly received B.S. and M.S. degrees in Civil Engineering from Texas A&M University and is a licensed professional engineer in Texas. After serving for three years as an officer in the U.S. Air Force at the Regional Civil Engineering Office in Omaha, Nebraska, Rod Kelly began his transportation planning and engineering career as a junior traffic engineer with the City of Dallas Department of Traffic Control in 1965. From 1967-1975, he served as Assistant Director for the Department of Traffic Control responsible for traffic control measures, geometric design, traffic safety engineering, land development plan review, research projects, and development of software for traffic data collection and analysis.

In 1975, he was appointed as the Director of the Office of Transportation Programs, responsible for transportation system planning for thoroughfares and public transportation and completed his career with the City of Dallas in 1982 as the Director of a reorganized Department of Transportation, responsible for transportation planning and traffic systems operations.

Rod joined Barton-Aschman Associates in 1982 and has managed a broad range of transportation planning and design projects including corridor studies, thoroughfare plans, public and private development site traffic analyses, roadway geometric designs, parking studies, bikeway plans, as well as bus and rail transit system major investment studies, preliminary design projects, and preparation of environmental impact statements. He is currently a vice president with Parsons Transportation Group, Barton-Aschman Associates' successor company, and continues to manage major transportation systems planning and design projects throughout Texas.

Rod is a member of ASCE and has been a member of the Light Rail Committee of TRB since 1997. He has served the Texas Section of ITE as chairman of the Technical Committee from 1972-1976, as Secretary-Treasurer, Vice-President, and President from 19777-1980, as Chairman of the Past President's Advisory Committee in 1981-1982, and Chairman of the Consultant Council in 1987. Rod received the Transportation Engineer of the Year award in 1987. Mr. Kelly was Texas Section Representative to the District 5 Board in 1982-83. He has served of a variety of International ITE Councils and Committees, including Chairman of Technical Council Department 5, member of the Education and Training, Policy, and Legislative Committees, and currently as a member of the Transit Council Executive Committee. Mr. Kelly served on the Board of ITE as International Director of District 5 from 1984-1986 and as the first International Director of District 9 (Texas) in 1987.
Hal Jones, P.E.
July 1978 – June 1979

After receiving his B.S. in Civil Engineering from Texas A&M University in 1962 and being on active duty in the U.S. Army Reserve, Hal Jones began his professional career in Transportation Engineering in 1964. Following a short tenure with the Phillips Petroleum Company he entered the transportation profession as a traffic engineer with the Texas Highway Department District Office in Houston, Texas. From 1968 to 1970 he served with the Texas Transportation Institute while obtaining a Master of Engineering Degree in Transportation Engineering from Texas A&M University.

Mr. Jones was a design engineer for the City of Austin's Transportation Department from 1970 to 1973. In 1973 he became the first Director of the City of Garland's newly formed Transportation Department. While serving in the cities of Austin and Garland, Mr. Jones implemented the new technology of the IBM 1800 Computer Traffic Signal Control System.

He entered the private consulting field in 1979 and in 1983 started his own practice. In 1984 John Friebele, friend and colleague, joined Mr. Jones and formed the firm Jones-Friebele Consulting Engineer's, Inc. From 1984 to 1990 the firm provided traffic and transportation engineering services for numerous clients in and around the Dallas Metroplex. In 1990 the firm was purchased by Hunter Associates, Inc. Mr. Jones became Senior Vice President of Hunter and manager of the Dallas office.

He is Past-President of the Texas Section of the Institute of Transportation Engineers (TexITE) and had the honor of being President of the Section in 1979 during TexITE's twenty-fifth Silver Anniversary Celebration. He is a licensed professional engineer and professional land surveyor in the State of Texas.
Dr. Donald L. Woods, P.E.
July 1977 – June 1978

Don began his professional career after completing a BSCE degree at Oklahoma A&M College in May 1951. Working as a Bridge Engineer for the Oklahoma Highway Department, he participated in the design of the first prestressed concrete bridge built in that state. Returning to Oklahoma A&M College after a year and a half, he taught engineering mechanics and materials science. A brief year and one-half as a bridge engineer with R.E. Sullivan and Associates, Consulting Engineers in Tulsa, Oklahoma introduced Don to the good and bad parts of consulting.

Following this stint as a consulting engineer, Don returned to Oklahoma State University to complete an MSCE degree with a specialty in engineering materials. In 1962, it became apparent that a doctorate was essential to continue teaching. The Woods moved to College Station, TX and Don joined the staff of the Texas Transportation Institute. He had planned to study engineering materials; however, the discovery that this study program required sixteen hours of chemistry terminate that thinking. Jack Keese talked Don into pursuing a degree in Traffic and Transportation. Don completed his PhD requirements in August 1967.

After a short stint at the University of Arizona, Don returned to Texas A&M University where for the next thirty-one years he split his time between teaching Traffic and Transportation Engineering courses and research at the Texas Transportation Institute. For five years Don served as Division Head of the Transportation Systems Division and for fifteen years he was the Head of the Civil System Engineering Group, in the Department Of Civil Engineering. Don frequently taught short courses on traffic engineering and highway safety in all fifty states, plus Saudi Arabia, South Africa and Korea.

Don served TexITE and ITE in numerous positions throughout his career, including serving as TexITE President in 1977-1978. He was awarded the 1983 Transportation Engineer of the Year Award by TexITE.

Since retirement from TAMU, Don has worked with Habitat, Elder Aid, and the Brazos Church Pantry, were he served as Treasurer for eight years. He also designed and supervised the building of a small house for an elderly couple. Presently he is the Brazos Church Pantry Coordinator with the Brazos Food Bank. Jean and Don travel frequently both nationally and internationally and have participated in two mission trips to Russia, and three to Mexico. They are active members of the First United Methodist Church in Bryan.
Edwin M. Smith received a BSCE from UT-Austin in 1953 and a masters degree in traffic engineering in 1958. He worked for the Texas Highway Department from 1953 until his retirement in 1984 where he organized THD’s Traffic Safety Section.

Ed was TexITE’s 23rd President, serving from July 1976 to June 1977. From 1980 to 1981, represented TexITE on the District 5 Board.

Roy Wilshire began his career in 1957 as an Engineering Technician for the Texas Highway Department in the Fort Worth District. Experience gained there encouraged him to return to college and complete his Civil Engineering degree at Texas A&M University in 1962. In 1963, while employed by the Texas Transportation Institute, he also completed his Master of Science in Civil Engineering, focusing on transportation engineering.

Following graduation, he served the City of Wichita Falls, Texas, as Traffic Engineer and Director of Transportation and Planning from 1963 to 1969. In 1969, he joined Dr. Charles Pinnell and Dr. Robert J. Anderson in forming the first traffic engineering consulting firm in Dallas – Pinnell, Anderson, Wilshire and Associates. That firm later became PAWA Incorporated. In 1983, Roy and Bill Winkelmann created PAWA-Winkelmann & Associates, Inc., expanding beyond transportation engineering to also provide land development and related services. That firm merged in 1987 into Kimley-Horn and Associates, Inc., where Roy continues to serve as a Senior Vice President and practice builder in the Dallas office. He is a licensed professional engineer in Texas, Arizona, Arkansas, California, Idaho, Massachusetts, Missouri, Nebraska, Nevada, New Mexico, and Oklahoma.

At the City of Wichita Falls, Roy implemented one of the first computer-based traffic signal systems in the United States, even hosting the flamboyant traffic commissioner of New York City – Hank Barnes. The IBM 1800 system, operational in 1968, controlled signals in the downtown and surrounding area. As a consultant, Roy played a key role in the design of computer-based signal systems in Dallas, Amarillo, Omaha, Tulsa, Little Rock, Boise, Las Vegas, and El Paso. He also served as a principal author of the 1976 Traffic Control Systems Handbook and its associated training course, and as project manager for the 1985 update.

In service to ITE, Roy began as Vice President of the Texas A&M student chapter, and continued to serve as Section Representative to District 5, Editor of the TexITE Newsletter, TexITE Vice President, and TexITE President for the July 1975 – June 1976 term. He received the TexITE Transportation Engineer of the Year Award in 1986, and went on to serve on the International Board from 1988 through 1990. He also served ITS Texas as its first Vice President, and then President in 1995. Today, he is a member of the Civil Engineering Advisory Council at Texas A&M University.

During Roy’s term as President of TexITE, the Institute broadened its focus and changed its name from the Institute of Traffic Engineers to the Institute of Transportation Engineers (December 3, 1975). Roy also designated the Past Presidents of the Section as the Advisory Committee to the Section officers. Under the leadership of John DeShazo, Immediate Past President, and Joe Wright, the group convened at Eugene Maier’s Flying Ranch in Bandera to write the Section’s history and begin the tradition of each President writing a summary of his/her term to preserve the contemporary history of the Section. This group also formulated the Past President’s Award, whose first recipient was Jack Hulett – a loyal and devoted Affiliate Member of the Section. The surprise award was presented during the January 1976 Wichita Falls meeting banquet by a representative of the Past Presidents, R. T. Gregory, in a moving and distinguished ceremony.

In a parallel career, Roy was also a member of the US Army and the US Army Reserve, serving for over thirty-two (32) years in infantry and engineer units, in both enlisted and officer ranks. His military education includes Engineer Officer Advanced Course, Command and General Staff College, and the US Army War College. He retired in 1987 as a Colonel.
John DeShazo began his career with the Texas Highway Department in 1950 following his service in the U.S. Army and his graduation from Texas A&M University. He left the Highway Department in 1956 to attend the Bureau of Highway Traffic at Yale University. Following his graduation, he served the City of Amarillo in several capacities – including Traffic Engineer, Director of City Planning and Traffic, and Director of Planning and Streets. He joined the City of Dallas in 1966 as Director of Traffic Control. During this tenure, the City of Dallas, in concert with TTI and the Texas Highway Department, initiated one of the early ITS projects: a freeway/thoroughfare surveillance, communication, and control system.

John DeShazo left the City of Dallas in 1975 to join Young Hadawi DeShazo, a consulting engineering firm. In 1980, he was one of the founders of DeShazo, Starek & Tang, a transportation engineering and planning firm that became DeShazo, Tang & Associates, Inc. in 1993.

John DeShazo is past president of the Texas Section of the Institute of Transportation Engineers, a former chairman of Department 5 of the ITE Technical Council, and a former member of the executive committee of the ITE Consultants Council. He served as ITE's representative on the National Committee on Uniform Traffic Laws and Ordinances for over 25 years. He was named TexITE's Transportation Engineer of the Year in 1984. John DeShazo is past president of the Panhandle and Dallas Chapters of the Texas Society of Professional Engineers and the High Plains Branch of the American Society of Civil Engineers. He is a licensed professional engineer in Texas and California.
Neilon J. “Neil” Rowan began his professional career as an assistant to Bob Chester, Traffic Engineer for the City of Lubbock in October 1955. At the time, he was attending Texas Tech University, working toward a BS in Civil Engineering. Bob Chester introduced him to Jack Keese, who later served most honorably as teacher, mentor, colleague, and friend. Upon graduation from Texas Tech in 1957, Neil served as Instructor under the gentle but demanding guidance of another great teacher, mentor, and friend, Prof. James H. Murdough, head of the Civil Engineering Department at Texas Tech. In 1958, Neil enrolled in a master’s program at the Agricultural and Mechanical College of Texas. He received the MS in 1959 and was promoted to Assistant Professor at Texas A&M University. He was also named Assistant Research Engineer with the Texas Transportation Institute. He earned the PhD at Texas A&M University in 1967, and was promoted to Associate Professor. He was promoted to Professor and Research Engineer in 1970, and finally, to Professor Emeritus upon his official retirement in 1996. Since retirement, he has continued to teach part-time, to provide consulting services, to build, and to ranch.

During his career, Neil has been blessed with opportunities without bounds. He has been associated with a tremendous faculty and staff, to perform some most useful and timely research, and to help teach many of the past, present and future leaders of the transportation profession. His research contributions dealt with breakaway signs and light poles, roadway and high-mast lighting, channelization, signing, delineation and rail-highway grade crossing safety.

He served on numerous committees of the Highway Research Board (and TRB), and ITE. He served on the ITE Board of Direction from 1975 to 1977, and served as the International ITE President in 1981. He, along with Pete Frenz and Tom Brahms, had the dubious honor of guiding the Institute through virtual bankruptcy and into solvency in 1981. In 1978, he was named Transportation Engineer of the Year by the Texas Section, and he received the Highway Research Board Award in 1973 for a paper of outstanding merit. In 1966 he received a Certificate of Commendation from the National Safety Council for his contributions toward the development of breakaway sign supports. He was awarded the highest honor of ITE, that of Honorary Member in 1993.

He has garnered many faculty citations, including the 1989–90 Zachry Teaching Excellence Award, for which he was nominated by his students. He was also named Outstanding Professor in 1985. He was honored recently by his alma mater when he was named to the Texas Tech Engineering Hall of Fame. He is a member of Phi Kappa Phi and Chi Epsilon, the honorary engineering societies, and he is the faculty advisor for the student chapter of Chi Epsilon at Texas A&M.
Joe S. Ternus, P.E.
1972

Joe is a graduate of Texas A&M University with a Bachelor of Science degree in Civil Engineering and has 42 years of transportation experience, including 27 years in four cities. Joe served as City Traffic Engineer in Midland; Director of Urban Transportation in Austin; Director of Transportation in Beaumont; and Assistant Director of Transportation and Public Works in Fort Worth.

He has also worked in the private sector. Joe has served as a transportation consultant in Texas, Louisiana, New Mexico and Arizona with Parsons, Brinkerhoff, Quade & Douglas, Inc., Espey, Huston & Associates and Leedshill-Herkenhoff, Inc. In 1986, he organized Urban Transportation Engineers, Inc. (UTE) with offices being established in Austin, Texas, Las Vegas, Nevada, and Santa Fe, New Mexico. UTE provided transportation planning and traffic engineering services to public agencies and private businesses. Joe is currently working for the City of Fort Worth and is responsible for the Traffic Group of Transportation and Public Works (TPW).

In 1977, Joe was recognized as the “Transportation Engineer of the Year” by TexITE. He is a Registered Professional Engineer in the State of Texas and also a member of the National Society of Professional Engineers.
Dick Conley began his career with the City of Houston. From 1954 until 1960, he served as Traffic Engineer for the City of Beaumont. In 1960, he returned to the City of Houston, serving as Assistant Traffic Engineer. In 1965, he joined Wilbur Smith & Associates. Dick later rejoined the City of Houston, serving as Director of Transportation.

In 1971, Dick served as TexITE's 18th President. During his term, a major re-write of ITE's Constitution was underway and he represented TexITE at the Constitutional Convention in Hot Springs, Arkansas.

From 1974 through 1975, Dick represented TexITE on the District 5 Board.
Born in Lake Geneva, Wisconsin, Edward L. Smith was a veteran of World War II. He served with the Corps of Engineers for three years in Germany, with the 3rd Army, and in the Philippines with the 8th Army. He was discharged at the rank of 1st Lieutenant. Mr. Smith received his Bachelor of Science degree in Civil Engineering from the University of Wisconsin in 1947 and later his Certificate at the Bureau of Highway Traffic at Yale University in 1955.

He began his professional career in Fort Worth, Texas as a structural steel draftsman and detailer for Maxwell Steel Company in 1949. Mr. Smith became a registered professional engineer in Texas. He would later retire from the Texas Highway Department in 1982 as the Waco District Engineer. His career with the Texas Highway Department spanned 25 years. He also worked for the National Safety Council as a Senior Traffic Engineer for three years and the Texas Engineering Extension Service as a transportation consultant and part-time instructor for 7 years.

Professionally, Mr. Smith was very active with both the Texas Society of Professional Engineers and the Institute of Transportation Engineers. He served as the President of the Central Texas Chapter for the Texas Society of Professional Engineers in 1960. He also received the Texas Society of Professional Engineers Central Texas Chapter Engineer of the Year award in 1963. Mr. Smith joined the Institute of Transportation Engineers in 1955 and was elected to Fellow grade in 1992. Mr. Smith served TexITE as the Newsletter Editor in 1962 and later as President in 1970.
C. E. “Chuck” McLeroy, P.E.
1969

C. E. “Chuck” McLeroy, P.E. was born in Amarillo and served in the U.S. Navy during World War II. He received his BS in Industrial Education at West Texas State College and his BS in Industrial Engineering at Texas Technical College. He worked in the Traffic Engineering Departments in the Cities of Amarillo, Lubbock, and Corpus Christi before becoming City Traffic Engineer in Midland and the Director of Traffic Engineering in 1964 for the City of Corpus Christi.
Edward H. Sokolowski, P.E.
1968

Ed obtained a Bachelor's Degree in Civil Engineering in 1950 from New York University after serving in the United States Naval Reserve during and after World War II. Following graduation he took an assignment with the consulting engineering firm of Vogt, Ivers and Associates of Cincinnati, Ohio and gathered experience in highway design of toll roads and the interstate highways in Ohio, Indiana, Michigan and Illinois. Ed employed origin destination studies, using the least time concept, in traffic planning projects in Cincinnati together with channelization and signing. He was among the early users of large scale topographic maps prepared by aerial photography and photogrammetry for the layout of horizontal and vertical alignments in road design.

As an associate Ed opened a branch office of Vogt, Ivers and Associates in San Antonio and joined with International Aerial Mapping Company for further use of photogrammetry in highway design and many other applications. Ed received assignments of preparing Traffic & Drainage Studies for military bases in Texas and prepared a land use inventory of the Eastern Massachusetts Regional Plan. He also provided aerial photography of the Gulf Freeway used by Dr. Donald Drew of TTI in developing his gap theory for ramp design. As president of International Aerial Mapping Company of San Antonio, Ed administered the accomplishment of many cartographic and/or photogrammetric projects in Argentina, Panama, Mexico, US Government Agencies, State Highway Departments, Cities, Consulting Engineering firms and utilities.

Ed assisted TexITE, with others, in particular, Dr. Clyde Lee, the faculty adviser, in helping form the student chapter at the University of Texas. He served as TexITE president in 1968 at the Fall meeting of TexITE during the San Antonio Hemisfair in 1968. Ed is a Life Member of TexITE and had the opportunity of knowing and working with the many fine members of TexITE and ITE past and present. Ed was awarded as the 1975 Engineer of the Year by the Bexar County Chapter of TSPE and the 1991 Surveying and Mapping Award by ASCE.

Ed has also held office and served on committees for the San Antonio Post of the Society of Military Engineers (President), American Society of Civil Engineers (San Antonio Branch President), American Society of Civil Engineers (National Director District 15, Zone III), Texas Society of Professional Engineers (Bexar Chapter President), American Congress on Surveying and Mapping (member), and American Society of Photogrammetry (member).

Ed is also Registered as Professional Engineer in Texas, West Virginia and Ohio, a Registered Public Surveyor in Texas, and a Registered Photogrammetric Engineer in West Virginia. Ed retired in 1999 and he, and his wife, Maureen are enjoying life in Ohio and Texas.
Following service as an aviation cadet in the Army Air Corps and graduation from the University of Illinois, Paul Tutt joined the Texas Highway Department as a Traffic Engineer in 1949. He worked in the Traffic Engineering Section under M.V. (Bim) Greer. He had been a student member of ITE at the University of Illinois and continued his membership after coming to Austin. He also took graduate courses and was awarded a Masters Degree from the University of Texas in 1966.

Paul continued to work with the Texas Highway Department and in 1956 transferred to the Highway Design Division. He worked on a wide variety of projects including accident analysis, geometric design, freeway operations and numerous safety related activities. He made a number of contributions to Traffic Engineering Magazine and made his first presentation to the Highway Research Board (later the TRB) in 1956. A number of other presentations followed both with the Research Board and the Highway Short Course held each year at Texas A&M. He also assisted with the training of Texas Highway Patrolmen.

In 1976, Paul Tutt joined the staff of the University of Tennessee as an Associate Professor and Assistant Director of the Transportation Center. Here he worked with the Governor's Highway Safety Program and taught graduate courses to Professional Engineers at the University of Tennessee in Nashville. In 1980 he was moved to the Knoxville campus where he continued to work in safety and design.

Paul is a charter member of TexITE and attended the organizational meeting that was held in Austin in 1953. He attended all of the TexITE meetings and many of the National ITE meetings. He was elected Secretary-Treasurer of TexITE in 1965 and became President two years later. He also served as Technical Program Chairman of the 1970 National ITE meeting in Houston. Paul was instrumental in helping to form student chapters of ITE at the University of Texas at both the Austin and Arlington campuses.

When grandchildren began to arrive in Texas, Paul decided to retire and returned to Austin in 1982 so he wouldn’t miss out on the fun of being a grandfather. He still does a limited amount of consulting. Although he is less active now he continues to maintain his membership in ITE.
Cooper McEachern worked for the City of Houston Department of Traffic and Transportation as Assistant Traffic Engineer, and as later Director of Traffic and Transportation.

In 1962 Cooper was appointed to the Joint Committee on Uniform Traffic Control Devices. He served as TexITE president in 1966.
Stewart Fischer, P.E.
1965

Stewart received his early education in New Braunfels, Texas, and enrolled in the University of Texas (Austin) in the fall of 1942. After attending one year, he was inducted into the army in June of 1943 and was assigned to the Army Specialized Training Program designed to provide specialists in engineering, language, medicine and veterinary medicine. When the program was disbanded in the spring of 1944, he was assigned to the 99th Infantry Division and served with the Division in Germany until he was wounded. After recovery, he served in a number of non-combat units. When released from the Army he re-entered the University and earned his Bachelor of Science degree in Civil Engineering.

Upon graduation, he began work with the Texas Highway Department in Houston as a part of the Gulf Freeway project. In 1950, he was awarded a fellowship to the Bureau of Highway Traffic at Yale University. Upon completion of the Bureau course in 1951, he returned to the Highway Department in Houston. In March of 1952, he was appointed to be the first traffic engineer for the City of San Antonio and organized its traffic engineering office. He was promoted to Director of Traffic and Transportation in 1962, a position he held until he retired in 1981.

During this time, in addition to holding all of the offices of the Texas Section, Stewart was the District Director of the old District 5 and was an unsuccessful candidate for international office. He was awarded as the TexITE Traffic Engineer of the Year in 1975. He is a Fellow Life member of the Institute and has been a registered engineer in Texas since 1952.

In 1980, Stewart took a leave of absence from the City of San Antonio to join a consulting firm working in the Kingdom of Kuwait designing a state of the art traffic signal system. He retired from the City in 1981 and joined the consulting firm of Walter P. Moore and Associates opening a new office for the firm in San Antonio. He retired again from WPMA in 1991 and opened his own small consulting practice that gradually faded away. Since retiring, Stewart and his wife, Myra, have enjoyed travel by auto, motor home, cruises, and visited many parts of the world.
Dale Marvel served in the US Navy for five years; 2.5 years on a tanker and 2.5 years in Guantanamo Bay Cuba as a Navy Radio Man. Following his military career, he graduated from Auburn University with a degree in Civil Engineering in 1948. His professional career began at the State Department of Highways and Public Transportation in Houston Texas in 1949. He served in various positions over the years including: Engineering Assistant, Associate Traffic Engineer, Traffic Engineer, Senior Traffic Engineer, District Administration Engineer, and District Maintenance Engineer.

In 1966 Dale began work at the City of Houston as Director of Traffic and Transportation. He was directly responsible for traffic and transportation surveys, traffic control regulations, traffic safety education, and the development of traffic rules, regulations, accident analyses, and corrective measures for accident reduction. In 1969 he worked for a brief period for the Department of Transportation, Federal Highway Administration as the Regional Traffic Operations Engineer. Mr. Marvel returned to TxDOT in 1969 as the District Administration Engineer where in addition to his transportation and traffic related duties, he worked with the District’s Accounting, Special Services, and Public Relations sections.

In 1978 he returned to the City of Houston as Director of Traffic and Transportation. In 1981 he became associated with Turner Collie & Braden Inc. an engineering consulting firm in Houston. In 1986 Dale left TC&B for the Texas Transportation Institute where he worked as an Assistant Research Engineer until 1996.

Dale served as TexITE president in 1964. He is a former member of the National Committee Highway Lighting Society and a member of the Civilian Advisory Committee of the Texas Transportation Institute. In addition to his transportation related activities, Dale has also served as President of St. Andrews Lutheran Church where he has been a member since 1953. He is a member of the American Association of Retired Persons where he served as a Tax Aide from 1987-1989 and as a member of the AARP Texas State Legislative Committee from 1990-1993.
Keese graduated in 1941 from Texas A&M University with a degree in highway engineering and received his master's degree in highway and traffic engineering from Texas A&M in 1952. After serving in World War II, Keese took a job as a field engineer with the Texas Highway Department in Cleburne from 1945 to 1948 and as the traffic engineer for the city of Midland from 1953 to 1955. During this time, Keese researched different forms of pavement marking materials and experimented with "zebra crossings," which fueled their success in school crossings and later in pedestrian crossings.

In 1955, Keese returned to Texas A&M as a professor of civil engineering and began his career with TTI as a research engineer, helping to establish TTI as a university-based transportation research center. Keese's early contributions to the institute included establishing an outstanding recruitment and training program. His efforts paid off with an exceptional staff, which initially yielded such people as Don Capelle, Dick McCasland, Neil Rowan and Don Woods. He served as head of the Institute's Highway Design and Traffic Engineering Program from 1958 to 1962.

Keese is also credited with starting the traffic-engineering graduate program at Texas A&M. In 1956, under Keese's leadership, Texas A&M developed the state's first Annual School in Traffic Engineering. He also worked with other transportation officials to get traffic engineering experience recognized as meeting requirements for professional registration in Texas.

In 1962, Keese became director of TTI and served in that capacity until his retirement in 1976. Under Keese's leadership, TTI became one of the top research centers in the U. S., with a $3.9 million budget by 1976. TTI employed 200 people, as well as 120 students for whom it financed their education and prepared them for the traffic-engineering profession. Despite this rapid growth, Keese remained proud of the fact that TTI maintained a spirit of cooperation and a family-type atmosphere throughout his leadership. During Keese's tenure, research at TTI focused on highway materials, highway safety and traffic engineering. Some of the innovations developed in this period were breakaway sign supports, guardrail end treatments, railroad grade-crossing inventories, crash cushions, median barriers and culvert grates.

In addition to being a tremendous leading force in the transportation industry, Keese was also an accomplished researcher. Keese co-authored papers that won the Highway Research Board's Award for Outstanding Merit in 1960 and 1967. He also received the National Safety Council's Award of Merit in 1962 and was recognized as one of the 39 Outstanding Construction Men in 1966 by Engineering News-Record.

Keese joined the Institute of Transportation Engineers (ITE) in 1954 as one of the founding members of the Texas Section. Over the next 20 years, he served on many TexITE committees and served as TexITE secretary-treasurer, vice president and president from 1961 to 1963. He was honored as TexITE's Traffic Engineer of the Year in 1975. He remained a member of ITE for more than 40 years and became the Institute's 61st Honorary Member.
R. T. Gregory received a degree in electrical engineering from the University of Texas. Mr. Gregory worked for Jack Hulett of KARTROL (or Kar-Tool) Signal Co. in Houston before becoming Traffic Engineer in Waco in 1955. He was instrumental and extremely proud in installing the first traffic signal control system in Waco, which was one of the first generation traffic responsive analog computer systems developed by the Automatic Signal System.

In 1962, Mr. Gregory went to Wichita Falls and became Director of Public Works. In the mid to late 1960s, he worked for the Texas Transportation Institute as Director of Safety Testing and Facilities at the Research Annex (Riverside Campus). In 1964, he became the State's first County Planning Engineer for Dallas County. In 1971, Mr. Gregory was appointed Executive Director of the Dallas Central Business District Association. CBDA is a non-profit corporation organized by Dallas community leaders to maintain the general welfare of Dallas through the encouragement of better business conditions. In this position, he succeeds the late Lloyd Braff, who was also a TexITE member.
Joe E. Wright  
1961

Joe’s career with the Texas Highway Department has always been in the field of traffic studies and transportation planning. He helped design and construct many of the instruments used by Planning Survey since the division was formed in 1936. He joined the Department in 1936 as a traffic recorder on the first task force of the newly formed Highway Planning Survey. Except for five years in the U.S. Army Air Corps during WWII, Mr. Wright has been with the Texas Highway Department.

In the 1950s and 1960s, Mr. Wright served as the Director of Planning for the Texas Highway Department. He worked very closely with Vergil Stover of TTI on some of the early traffic assignment models and was very instrumental in the development of urban transportation plans for all the major cities in the state, including Dallas, Houston, San Antonio, El Paso, and Corpus Christi. In 1966, Mr. Wright became director of the Planning Survey Division, assuming responsibility for the total program of the Division, including statewide rural and urban traffic counting and weighing programs, classification studies, financial statistics, and highway system studies and projections.

Upon his retirement from the Texas Highway Department on August 31, 1973, his superiors publicly praised his accomplishments and his dedication. State Highway Engineer Luther DeBerry said, “He has been an inspiration for us all and his work will stand as a symbol of his outstanding career.”

Mr. Wright was present at the organizational meeting of TexITE in 1953 and served as President of TexITE in 1961. In 1979, he was recognized as a founding father of TexITE.

Although he was not an engineer, Mr. Wright became the first recipient of the TexITE Traffic Engineer of the Year Award in 1974. Mr. Wright was honored for his outstanding contribution to the traffic engineering profession during his years of service with the Texas Highway Department. Mr. Wright passed away on December 31, 1977.

*Information courtesy of the TexITE Newsletter, May 1974*
T. R. Bob Buckman graduated from Texas A&M and was active in the 12th Man Foundation. Mr. Buckman served as Senior Traffic Engineer, Department of Traffic Control for the City of Dallas (when Traffic was under the direction of the Police Chief) and left in 1954 to become Traffic Engineer for the City of Fort Worth.

In 1960, he was the President of TexITE and continued his leadership positions in ITE by serving as the Director of District 5 in 1963. He retired in the early 1970s and was recognized as a founding father of TexITE in 1979. Mr. Buckman lived within 30 miles of Dallas all of his life.
William C. Brandes was born in Iowa and graduated from the University of Iowa. After graduation he went to work for the Chicago Surface Lines and later was a traffic engineer for the City of Chicago, where he installed one of the first progressive traffic signal systems in the country on Michigan Avenue. During World War II, Mr. Brandes was with the Office of Defense Transportation; later he headed the City of Dallas Traffic Control Department, and then went into private business. In 1952, he was appointed Dallas County's first full-time traffic engineer. He retired from that position in 1968.

He was a Member of ITE in 1953 and was present at the organizational meeting of TexITE. He served as President of TexITE in 1959. In 1979, he was posthumously recognized as a founding father of TexITE. He was a Life Member of the Institute. William C. Brandes passed away in 1975 at the age of 75.

*Information courtesy of ITE Journal - June 1975*
Winston (Win) H. Carsten, P.E.
1958

Winston H. Carsten was born in St. Louis, Missouri. He earned a bachelor’s degree in civil engineering at the University of Washington and a master’s degree at Yale University. In 1954, he became the Traffic Engineer for the City of Dallas. He left this position in 1967 to become a traffic engineer for Maricopa County, Arizona. He was still in this position when he passed away in 1973 at the age of 62.

He was present at the TexITE organizational meeting in 1953 and served as President of TexITE in 1958. He was a Fellow of the Institute. In addition to being in ITE, he was a member of the Civil Engineers Society, the Society of Professional Engineers, the Association of County Engineers and the American Association of Highway Engineers.

Information courtesy of ITE Journal - November 1973
A Missouri native, Saylor received a bachelor's degree in engineering from Southwest Missouri State University in Springfield, Missouri. He came to Dallas from the Missouri State Highway Department at Jefferson City and began working as an assistant city traffic engineer in 1945. Assisting Bill Brandes, then Director, he soon plunged into the preparation of a massive cordon count survey of Downtown Dallas. To accomplish this, he directed the organization of over 400 Boy Scouts used as traffic counters on one long day in June.

In the early 1950s, Saylor helped install a system that controlled traffic signals in downtown Dallas by responding to traffic volume. The system was one of the first of its kind in the country. Saylor became traffic control director in 1966. He left the post in 1967 to do transportation consulting work.

He served as President of TexITE in 1957 and he was recognized as a founding father of TexITE in 1979. Mr. Saylor died in 1987 at the age of 80.

*Information courtesy of newspaper obituary - July 1987 and TexITE News 1967*
A graduate of the University of Texas and the Yale Bureau of Highway Traffic, Maurice V. “Bim” Greer began his career in 1928, working in the field and the Bridge Division. During this time, military service interrupted and required his services for World War II. From 1947 to retirement, he held the position of Engineer of Traffic, the Texas Highway Department’s top traffic engineering position. His retirement in 1971 ended a career of over forty years of distinguished service to the traffic engineering profession and the State of Texas. Several hundred friends and fellow employees attended a retirement party in his honor on December 3rd, 1971, and presented him with a shotgun as a going away present.

From the date of TexITE’s original charter on January 10, 1954, Bim has been an active supporter of its many activities. He was the first Secretary / Treasurer of TexITE in 1954 and became President of TexITE in 1956. He was a member of ITE who was present at the organizational meeting of TexITE in 1953 and was recognized in 1979 as a founding father of TexITE. He also served as Director of District 5 in ITE from 1958-1959. Mr. Greer passed away on June 9, 1985.

*Information courtesy of TexITE News, December 1971*
A graduate of the University of Kansas in Civil Engineering, Mr. Maier received two graduate degrees from the University and later completed a year’s study at the Yale University Bureau of Highway Traffic. His engineering career with the Kansas Highway Department was interrupted by World War II. He commanded Battery G, 98th CS (AA) during the Japanese attack on Pearl Harbor on December 7, 1941, and remained in the Pacific Theater throughout the war, serving as Assistant Chief of Staff, G-3 and Artillery Officer with Headquarters, Hawaiian AAA command. He also served in the Philippine campaign and participated in the attack on Okinawa as an antiaircraft observer with the Tenth Army. His active and reserve duty spanned 29 years. At retirement he held the rank of Brigadier General.

Following the war, Mr. Maier came to Houston where he was employed by the city for 17 years, serving as Director of the Department of Traffic and Transportation and as Director of the Department of Public Works and Engineering. He was an active member of the International Institute of Transportation Engineers and served on numerous committees throughout his career. He was elected a Fellow and Life Member of ITE and received numerous awards and honors in the fields of traffic engineering and public works. Mr. Maier was also active at the state level. He was a founding member of the Texas Section, Institute of Transportation Engineers, and served as its second President in 1955.

In 1961, he was recognized by the American Public Works Association as one of the “Top 10 Public Works Leaders of the Year.” Mr. Maier left the city in the mid 1960’s to enter private business. He served as President of a Houston bank and began an active career in real estate development. Development projects included motels, shopping centers, apartments, and resort and recreational properties. He also maintained an active consulting practice in transportation engineering.

Mr. Maier maintained an active interest in higher education and transportation research. He served as a member of the executive committee of Texas A&M’s Centennial Planning study and chaired the Texas Transportation Institute’s Advisory Committee for more than ten years.

In 1979, he was recognized as a founding father of TexITE. Mr. Eugene Maier passed away in 1997.

*Information courtesy of TexITE News - Fall 1997*
Walter Henry Klapproth was born on April 28, 1898, in Rauni, Wisconsin. He graduated from the University of Wisconsin in 1919 and began his career with the Illinois Highway Department that same year. He subsequently held the position of Traffic Engineer for the District of Chicago and, in 1940-1942, Traffic Engineer for the City of Dallas, Texas. In 1943-1944, he served as Assistant Regional Director, Traffic and Transportation, for the U.S. Government. The next four years were spent as President of the Transit Bus Companies of Dallas and Los Angeles.

In 1950, Klapproth moved to Austin, Texas, and assumed the responsibilities of Traffic Engineer. He served in this capacity until his retirement in 1968. Klapproth personally designed and supervised the installation of a computer controlled signal system for the major arterial streets serving the downtown Austin area. At the times of installation, this was only the third such system in the nation.

Klapproth served in a number of capacities in ITE. He joined the organization in January, 1934 and subsequently served on the Board of Direction during 1937-1939, and was the first President of the Texas Section, which was organized in 1954. He was a Life Member of ITE and died October 24, 1972, at the age of 74. He was serving as Executive Volunteer of the International Executive Service Corps for the Ministry of Communications, Taipei, Taiwan, at the time of his death. In 1979, he was recognized as a founding father of TexITE.

*Information courtesy of ITE Journal - March 1973*
Leadership

**District 5 International Directors from Texas**

1959-60  Maurice V. (Bim) Greer #
1963-65  T. Robert Buckman #
1971-72  Stewart Fischer
1974-77  Neilon J. Rowan
1984-86  Rodney W. Kelly
         # Deceased

**District 9 International Directors**

1987    Rodney W. Kelly
1988-1990 Roy L. Wilshire
1991-1993 Dennis L. Christiansen
1987-1999 Daniel B. Fambro #
1999-2002 Wayne Kurfees
2003-2005 James D. Carvell, Jr.
         # Deceased

**ITE International Presidents with Ties to Texas**

1981  Neilon J. Rowan*  Former TexITE President and District 5 International Director
1995  R. Marshall Elizer  Former TexITE Secretary-Treasurer; resident of District 6 (California) at time of election
1996  Dennis L. Christiansen*  Former District 9 Chair and District 9 International Director
1998  Brian S. Bochner  Former and subsequent TexITE Member; resident of District 4 (Illinois) at time of election
2000  Robert M. Rodgers  Native of Houston, Texas; resident of District 2 (Pennsylvania) at time of election
2004  Steven D. Hofener  Former TexITE Outstanding Student Award Recipient and long-time TexITE affiliate; resident of District 4 (Oklahoma) at time of election

*  TexITE Member and Texas resident at time of election

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<tr>
<th>Year</th>
<th>Name 1</th>
<th>Name 2</th>
<th>Name 3</th>
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<tr>
<td>1987</td>
<td>Dennis L Christiansen**</td>
<td>H. Wayne Sherrell*</td>
<td>Clyde E. Lee**</td>
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<td>1988</td>
<td>Richard L. Peterson A</td>
<td>H. Wayne Sherrell* B</td>
<td>Clyde E. Lee**</td>
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<td>1989</td>
<td>Richard L. Peterson**</td>
<td>Wayne Kurfees</td>
<td>Carol H. Walters*</td>
</tr>
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<td>1990</td>
<td>Walter A. Cooper</td>
<td>Wayne Kurfees*</td>
<td>Edward J. Seymour**</td>
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<td>1991</td>
<td>Walter A. Cooper **</td>
<td>Larry W. Cervenka</td>
<td>Robert C. Wunderlich</td>
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<tr>
<td>1992</td>
<td>James C. Cline*</td>
<td>Larry W. Cervenka</td>
<td>Robert C. Wunderlich**</td>
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<td>1993</td>
<td>James C. Cline**</td>
<td>Ronnie L. Bell</td>
<td>Edward J. Seymour*</td>
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<td>1995</td>
<td>Daniel F. Lynch**</td>
<td>Michael McInturf</td>
<td>John D. Friebele**</td>
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<td>1996</td>
<td>Gloria R. Stoppenhagen</td>
<td>Michael McInturf*</td>
<td>John D. Friebele**</td>
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<td>1997</td>
<td>Gloria R. Stoppenhagen**</td>
<td>Tom Walton*</td>
<td>David G. Gerard</td>
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<td>1998</td>
<td>Poonam B. Wiles*</td>
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<td>2001</td>
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<td>2002</td>
<td>John Black</td>
<td>Rick Collins</td>
<td>Bill Stockton</td>
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</tbody>
</table>

A in January 1988 Richard Peterson was appointed to succeed Mr. John Zegeer, who had moved to Florida.

B in January 1988, Wayne Kurfees was appointed to succeed Mr. Wayne Sherrell, who had moved to Arizona.

** May 1, 2002 was the effective date of the transition from the original Texas Section organization to the new, strong District 9 organization.
### Section Representatives and Board Members At-large of the Reorganized District 9

<table>
<thead>
<tr>
<th>Year</th>
<th>Brazos Valley Section</th>
<th>Capital Area Section</th>
<th>Greater Dallas Section</th>
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<tr>
<td>2002</td>
<td>Bill Stockton</td>
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<td>2003</td>
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<td>2004</td>
<td>Melisa Finley</td>
<td>Rebecca Wood</td>
<td>Paul Luedtke</td>
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<th>Year</th>
<th>Greater Fort Worth Section</th>
<th>Houston Area Section</th>
<th>South Texas Section</th>
<th>Board Member At-Large</th>
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<tr>
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<td>Brian Shamburger</td>
<td>Wayne Gisler</td>
<td>John German</td>
<td>Gary Saunders</td>
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<td>2003</td>
<td>Brian Shamburger</td>
<td>Mike Ogden</td>
<td>John German</td>
<td>James Condry</td>
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<tr>
<td>2004</td>
<td>Brian Shamburger</td>
<td>Mike Ogden</td>
<td>John German</td>
<td>James Condry</td>
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</tbody>
</table>

*** May 1, 2002 was the effective date of the transition from the original Texas Section organization to the new, strong District 9 organization.
TexITE’s ITE Honorary Members

Neilon J. Rowan  
Texas A & M University  
Elevated 1992

C. J. "Jack" Keese*  
Texas Transportation Institute  
Elevated 1999

John DeShazo  
DeShazo, Tang and Associates  
Elevated 2004
# TexITE Life Members
of the Institute of Transportation Engineers

(Having achieved age 65 and been a member of ITE for at least 25 years)

<table>
<thead>
<tr>
<th>NAME</th>
<th>MEMBERSHIP DATE</th>
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<tbody>
<tr>
<td>Mr. George E. Cogger</td>
<td>October 1, 1947</td>
</tr>
<tr>
<td>Mr. Alonzo C. Taylor, P.E.</td>
<td>June 1, 1949</td>
</tr>
<tr>
<td>Mr. Richard H. Oliver, P.E.</td>
<td>December 13, 1949</td>
</tr>
<tr>
<td>Mr. Max R. Hoffman, P.E.</td>
<td>April 6, 1951</td>
</tr>
<tr>
<td>Mr. Joseph D. Nadon, Jr.</td>
<td>June 15, 1951</td>
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<tr>
<td>Mr. Stewart C. Fischer, P.E.</td>
<td>April 4, 1952</td>
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<tr>
<td>Mr. Paul R. Tutt, P.E.</td>
<td>September 7, 1952</td>
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<tr>
<td>Mr. George A. Pecht</td>
<td>September 26, 1954</td>
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<tr>
<td>Mr. Henry R. Grann, P.E.</td>
<td>October 23, 1955</td>
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<tr>
<td>Mr. Harvey E. Hawkins, P.E.</td>
<td>October 24, 1955</td>
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<td>Mr. Edward L. Smith, P.E.</td>
<td>October 24, 1955</td>
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<tr>
<td>Mr. Jack W. Shockey</td>
<td>May 25, 1956</td>
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<tr>
<td>Mr. William R. Stebbins, Jr., P.E.</td>
<td>June 7, 1957</td>
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<td>Mr. Jay W. Tipton</td>
<td>June 7, 1957</td>
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<tr>
<td>Mr. E. L. Walker, Jr., P.E.</td>
<td>September 21, 1957</td>
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<td>Mr. George A. Cochran, P.E.</td>
<td>November 10, 1958</td>
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<tr>
<td>Mr. Herman E. Haenel, P.E.</td>
<td>January 16, 1960</td>
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<td>Mr. R. T. Abrahamson, P.E.</td>
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<td>Dr. Vergil G. Stover, P.E.</td>
<td>May 6, 1961</td>
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<td>Mr. Edward H. Sokolowski, P.E.</td>
<td>August 19, 1961</td>
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<td>Mr. Thomas W. Stewart, P.E.</td>
<td>August 19, 1961</td>
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<td>Mr. John N. Lipscomb, P.E.</td>
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<td>Mr. Roy L. Wilshire, P.E.</td>
<td>March 1, 1962</td>
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<td>Mr. Merrell E. Goolsby, P.E.</td>
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<td>Dr. Donald L. Woods, P.E.</td>
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<td>Mr. William R. McCasland, P.E.</td>
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<td>Mr. Edward M. Whitlock, Jr., P.E.</td>
<td>August 23, 1963</td>
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<tr>
<td>Mr. William H. Graham, Jr.</td>
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<td>Mr. El-Sayed M. Omar, P.E.</td>
<td>January 1, 1964</td>
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<td>Dr. Conrad L. Dudek, P.E.</td>
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<tr>
<td>Mr. David B. McBrayer</td>
<td>December 30, 1964</td>
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<td>Mr. James D. Carvell, Jr., P.E.</td>
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<tr>
<td>Mr. Tommy L. Spoonts</td>
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<td>Dr. Clyde E. Lee, P.E.</td>
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<td>Mr. Sam L. Wilson, P.E.</td>
<td>January 1, 1966</td>
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<td>Mr. Kenneth J. Melston, P.E.</td>
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<td>Mr. William J. Hatchell, P.E.</td>
<td>October 13, 1966</td>
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<td>Mr. John L. Staha, P.E.</td>
<td>January 1, 1967</td>
</tr>
<tr>
<td>Mr. Samuel S. Acheson, P.E.</td>
<td>June 7, 1967</td>
</tr>
<tr>
<td>Mr. Thomas J. Feagins, P.E.</td>
<td>June 7, 1967</td>
</tr>
<tr>
<td>Mr. William E. Hensch, P.E.</td>
<td>September 7, 1967</td>
</tr>
<tr>
<td>Dr. Clinton L. Heimbach, P.E.</td>
<td>November 19, 1968</td>
</tr>
<tr>
<td>Mr. Frank M. Mayer, P.E.</td>
<td>November 19, 1968</td>
</tr>
<tr>
<td>Mr. Jose Herndon, Jr.</td>
<td>September 21, 1972</td>
</tr>
<tr>
<td>Mr. J. Dryden Smith, Jr., P.E.</td>
<td>January 1, 1973</td>
</tr>
<tr>
<td>Mr. Thomas L. Stout</td>
<td>January 25, 1973</td>
</tr>
<tr>
<td>Mr. Phillip B. Nicholes</td>
<td>August 27, 1975</td>
</tr>
</tbody>
</table>
Formal Professional and Student Awards Presented by TexITE

Transportation Engineer of the Year Award Gallery

*1974
Joe E. Wright *

*1975
Charles J. Keese *

*1976
Stewart C. Fischer

*1977
Eddie Whitnell *

1978
Joe S. Ternus

1979
Neilon J. Rowan

* Traffic Engineer of the Year
* Deceased
1998
Andy C. Mao

1999
John W. Hudson

2000
Daniel B. Fambro*

2001
James D. Carvell, Jr.

2002
Ali Mozdbar

2003
Not Awarded

* Deceased
Young Consultant Award

1989  Brian Shewski
1990  Kevin St Jacques
1991  Rick Berry
1992
1993
1994
1995  Dharmesh Shah
1996
1997
1998
1999
2000
2001
2002
2003
2004

Younger Member of the Year Award

2002  Jason A. Crawford
2003  C. Brian Shamburger
Outstanding Student Award

TEXAS A&M UNIVERSITY

1973  William R. Stockton
1974  John Mike McInturff
1975  Murray A. Crutcher
1976  Ismael Garza
1977  Steven H. Richards/Steven D. Hofener
1978  Ramey O. Rogness
1979  Wiley A. Cunagin
1980  Janet D. Bowman
1981  Bryan Stampley
1982  
1983  
1984  
1985  Brian K. Shewski
1986  James C. Cline, Jr.
1987  Nancy Straub Cline
1988  Chris M. Poe/Donald J. Szczesny
1989  Carol H. Tan
1990  Stephan W. Glascock
1991  Marc D. Williams
1992  Jason A. Crawford
1993  Richard T. Bartoskewitz
1994  Dale Picha
1995  Gary Carlin
1996  Matthew E. Best
1997  David A. Noyce
1998  Michael P. Dixon
1999  Josias Zietsman
2000  Steve Schrock
2001  Jacqueline Jenkins (?)
2002  Grant Schultz
2003  Jeff Miles
UNIVERSITY OF TEXAS - AUSTIN

1973  Randy D. Machemehl
1974  Tommy W. Rioux
1975  Glenn E. Grayson
1976  Thomas W. Horne
1977  Charles Copeland
1978  John G. Larkin
1979  Berry Eagleson
1980  Robert McGinnis
1981  Felix Benavides
1982  
1983  
1984  
1985  Ann Melcher
1986  
1987  
1988  Elizabeth G. Jones
1989  Emmanuel Owusu-Antwi
1990  Christopher G. Caplice
1991  S. Gregory Hatcher
1992  Peter Chen
1993  Jackie Dowds
1994  Chris Oswald
1995  Raymond Moore
1996  Yolanda Fang
1997  Laurie Bowler
1998  Tracy Victory
1999  Jillyn O’Shea
2000  
2001  
2002  Rachel Gossen
2003  Alison Lockwood
TEXAS SOUTHERN UNIVERSITY
1985  Earl Washington
1986
1987  Jerry T. Burley
1988
1989  Shirley J. Seaborn
1990  Kathy Goode
1991  Tony Pierce
1992  Perry Miller
1993  Paula Hughes
1994  Alverna Austin
1995  Malcolm Hardiman
1996  Vincent Sanders
1997  James Cox
1998
1999
2000
2001
2002  Keith Taylor
2003

UNIVERSITY OF TEXAS - ARLINGTON
1992  Seth Asante
1993  Sudarshana Bhat
1994  Murali Venkata
1995  Louis Compana
1996  Roni Noel
1997  Benjamin Waldman
1998
1999
2000
2001
2002  Rajish Chindalur
2003

UNIVERSITY OF TEXAS - EL PASO
1995  Oscar Contreras
1996
1997  Jaime Rojas
1998
1999
2000
2001
2002  Ivan Avelar
2003
## Outstanding Student Paper Award

<table>
<thead>
<tr>
<th>Year</th>
<th>Recipient/Chapter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1977</td>
<td>Dan Rathbone, TAMU</td>
</tr>
<tr>
<td>1978</td>
<td></td>
</tr>
<tr>
<td>1979</td>
<td></td>
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<td>1980</td>
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<tr>
<td>1981</td>
<td></td>
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<tr>
<td>1982</td>
<td></td>
</tr>
<tr>
<td>1983</td>
<td>Bryan Stampley, TAMU</td>
</tr>
<tr>
<td>1984</td>
<td>Kay Simmons, TAMU</td>
</tr>
<tr>
<td>1985</td>
<td>Bhaman Izadmehr, UT-Austin</td>
</tr>
<tr>
<td>1986</td>
<td>Reginald Souleyrette, UT-Austin</td>
</tr>
<tr>
<td>1987</td>
<td></td>
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<tr>
<td>1988</td>
<td></td>
</tr>
<tr>
<td>1989</td>
<td>Russell Henk, TAMU</td>
</tr>
<tr>
<td>1990</td>
<td></td>
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<tr>
<td>1991</td>
<td></td>
</tr>
<tr>
<td>1992</td>
<td>Sudhara Bhat, UT-Arlington</td>
</tr>
<tr>
<td>1993</td>
<td>Seth Asante, UT-Arlington</td>
</tr>
<tr>
<td>1994</td>
<td>Sudarshana Bhay, UT-Arlington</td>
</tr>
<tr>
<td>1995</td>
<td>Lisa Lattu, TAMU</td>
</tr>
<tr>
<td>1996</td>
<td>Sheri Holcomb, UT-Arlington</td>
</tr>
<tr>
<td>1997</td>
<td>Melisa Peeples, TAMU</td>
</tr>
<tr>
<td>1998</td>
<td></td>
</tr>
<tr>
<td>1999</td>
<td>Melisa Finley, TAMU</td>
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<tr>
<td>2000</td>
<td></td>
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<tr>
<td>2001</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>Grant Schulz, TAMU</td>
</tr>
<tr>
<td>2003</td>
<td></td>
</tr>
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</table>
# Outstanding Student Chapter Award

<table>
<thead>
<tr>
<th>Year</th>
<th>Chapter</th>
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<tbody>
<tr>
<td>1985</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>1986</td>
<td></td>
</tr>
<tr>
<td>1987</td>
<td></td>
</tr>
<tr>
<td>1988</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>1989</td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td></td>
</tr>
<tr>
<td>1991</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>1992</td>
<td>University of Texas - Austin</td>
</tr>
<tr>
<td>1993</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>1994</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>1995</td>
<td>University of Texas - Austin</td>
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<tr>
<td>1996</td>
<td></td>
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<tr>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>1998</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>1999</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>2000</td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>Texas A&amp;M University</td>
</tr>
<tr>
<td>2003</td>
<td></td>
</tr>
</tbody>
</table>
District 9 Fellowship Gallery

1992
Bob Hamm
Texas A&M University

1993
Awardee Unknown

1994
C. Brian Shamburger
Texas A&M University

1995
Awardee Unknown

1996
Vickie A. Morris
University of Texas at Arlington

Steve Venglar
Texas A&M University
1997
Melissa D. Peeples
Texas A&M University
Kelley Blume
Texas A&M University
Rachel Donavan
Texas A&M University

Not Available

1998  Awardee Unknown
1999  Awardee Unknown
2000  Awardee Unknown
2001  Awardee Unknown
2002  Awardee Unknown
2003  Awardee Unknown
ITE International Awards to TexITE Members

**Burton W. Marsh Distinguished Service Award**
Burt Marsh, "Mr. ITE," was one of 18 founding members of the Institute and its second president. Throughout his life, he was a leader both in ITE and in the profession. He was the first recipient of the Burton W. Marsh Distinguished Service Award, which was established in 1970. Each year, the award is presented to a person who has made outstanding contributions to the advancement of ITE throughout a period of several years.

Brian S. Bochner, 1999

**Coordinating Council Award**
(Note: The technical council was reorganized into the Coordinating Council in 1995) The coordinating Council Award recognizes outstanding technical committee contributions to the ITE Coordinating council program. Selection is based primarily on the significance of the committee's contributions to the transportation engineering profession, the extent to which it met its objective, and the value and usefulness of the form in which its work is reported. Nominations can be made by individual council department chairs, by recommendation of a specially appointed review committee of the council or by vote of the council during its spring meeting. This award has been given annually since 1981.

Committee 6A-37, Effectiveness of HOV Facilities;
Dennis L. Christiansen, chairperson; 1988

Committee 6Y-19, Planning Urban Arterial and Freeway Systems;
Brian S. Bochner, chairperson; 1989

Transportation Planners Council Task Force on Traffic Access/Impact Studies;
Brian S. Bochner, chairperson; 1990

Committee 5B-28, Geometric Design and Operational Considerations for Trucks;
Kay Fitzpatrick, chairperson; 1992

Traffic Engineering Council Committee,
Shawn M. Turner, chair; 2000

Transportation Planners Council Task Force on Outstanding Council Chair Recognition:
**District/Section Newsletter Award**
The District/Section Newsletter Award recognizes the districts and/or sections that during a specific period of time produce the best newsletter. Since 1986, the awards have been presented in three categories, based on size of circulation. The intent of the award is to encourage districts and sections currently publishing newsletters to seek to improve their newsletters and to encourage more districts and sections to publish newsletters. This award has been given annually since 1983.

- More than 500 circulation
  - TexITE (Texas Section), Brian Shamburger, editor, 2001

**Intelligent Transportation Systems Council Achievement Awards**
The ITS Council Achievement Awards recognize individuals and public/private partners for outstanding contributions to the advancement and implementation of ITS technologies. Awards are presented for the development and/or implementation of notable projects that demonstrate the use of ITS technologies to improve the efficiency and/or safety of transportation facilities. This award has been given annually since 1994.

- Past Recipients: Individual
  - Edward J. Seymour, 1996

- Past Recipients: Partnerships
  - Houston TranStar, Houston, TX, 1997

**Section Technical Award**
The Section Technical Award recognizes outstanding technical activity at the section level. It is intended to encourage local section members to participate in conducting and reporting study, research and investigation of traffic and transportation subjects and to provide a means for ITE to recognize outstanding accomplishment in such activities. This award has been given annually since in 1981; it was combined with the Section Activities Award in 1994.

- Texas Section, Restoring Mobility in Houston, Texas;
  - Dennis L. Christiansen, coordinating author; 1984

- Texas Section, An Evaluation of Left-Turn Analysis Procedures;
  - Randy B. Machemehl, committee chairperson; 1986

- TexITE Section, Traffic Engineering Correspondence Course; 1990
**Student Chapter Award**
The purpose of the Student Chapter Award is to encourage student chapters to achieve the objectives set forth in the student chapter charter and to provide a means for ITE to recognize outstanding accomplishments in such activities. This award has been given annually since 1984.

- Texas A&M University, 1985
- Texas A&M University, 1988
- Texas A&M University, 1991
- Texas A&M University, 1993
- Texas A&M University, 1998

**Traffic Engineering Council Awards**
These awards have been given annually since 1998.

**2000 AWARDS**
*Outstanding Council Project Award*
Shawn M. Turner in recognition of the outstanding council project report entitled “Automated Enforcement in Transportation.”

*Outstanding Council Chair Recognition*

**2002 AWARDS**
*Outstanding Council Chair Recognition*

**2003 AWARDS**
*Outstanding Paper Award*
Urban Traffic Engineering Achievement Awards
(Note: Future awards of this type will be given through the Traffic Engineering Council.) The Urban Traffic Engineering Achievement Awards recognize urban traffic engineers and agencies for outstanding contributions and/or excellence in urban traffic engineering. To be eligible for their award, a candidate shall be an individual member of ITE or a member of an urban traffic engineering organization of a public jurisdiction having at least one official who is a member of ITE. This award was presented annually from 1988 through 1994.

Agency Achievement

City of Arlington, Texas, Department of Transportation, 1989

Department of Public Works and Transportation, City of Austin, Texas, 1990

Individual Achievement

David Gerard, 1993

Wilbur S. Smith Distinguished Transportation Educator Award
Wilbur S. Smith, an Honorary Member and the 11th International President of ITE, was a legend in the transportation community, known and respected worldwide for his innovative transportation systems and his lifelong commitment to the furtherance of the profession. His illustrious career included serving as professor and associate director of the Bureau of Highway Traffic at Yale University. The Wilbur S. Smith Distinguished Transportation Educator Award recognizes a person who has made an outstanding contribution to the transportation profession by relating academic studies to the actual practice of transportation. This award has been given annually since 1993.

Daniel B. Fambro, 2000

Past Presidents' Award for Merit in Transportation
Open to any non-student member of ITE who has not reached his or her 35th birthday by April 30, the Past Presidents' Award is intended to encourage the conduct and reporting of independent and original research and to provide a means for recognizing outstanding accomplishments by young engineers in the field of transportation engineering. The recipient is selected by a panel of past presidents of ITE. This award has been given annually since 1951.

Gary B. Thomas, 1999
**Daniel B. Fambro Student Paper Award**

The purpose of the Student Paper Award competition is to encourage student members of ITE to conduct and report on independent and original research and investigation of traffic or transportation engineering subjects and to provide a means for recognizing outstanding accomplishment in this area. The award is named after Daniel B. Fambro, professor at Texas A & M University and Associate Research Engineer at the Texas Transportation Institute. Dan died in September 1999 at the age of 48. In naming the award in Dan's honor ITE recognizes his exemplary service to ITE, his dedication to his students and the profession. This award has been given annually since 1976.

- Cesar J. Molina Jr., 1987
- Christopher M. Poe, 1988
- Russell H. Henk, 1989

**Transportation Achievement Award**

The Transportation Achievement Award recognizes significant and outstanding transportation achievements by other entities concerned with transportation, such as government agencies, legislative bodies, consulting firms, industry and other private-sector organizations. The award consists of a plaque. This award has been given annually since 1984.

Past Recipients: Operations

- City of Arlington, Texas, Department of Transportation, 1989

Past Recipients: Facilities

- Metropolitan Transit Authority of Harris County, Texas, and Texas State Department of Highways and Public Transportation, 1989
- Dallas Area Rapid Transit, Dallas, Texas, 1997
**Young Consultants Award**

The Young Consultants Award, sponsored by and funded by ITE’s Transportation Consultants Council, recognizes achievement in transportation consulting by younger employees of member firms of the Transportation Consultants Council. The award is bestowed annually for a paper reporting on transportation consulting activities; the paper does not have to report upon a total project, but can cover the portion of the project for which the writer was responsible. This award has been given annually since 1986.

- Kevin R. St. Jacques, 1990
- Robert A. Hamm, 1994
- Susan M. Langdon, 2002

**Burton W. Marsh Fellowship for Graduate Study in Traffic and Transportation Engineering**

The Burton W. Marsh Fellowship for Graduate Study in Traffic and Transportation Engineering was established in 1989 to encourage outstanding civil engineering students to pursue graduate studies in traffic/transportation engineering; one or more fellowships are awarded each year. The fellowship consists of $4,000, which is to be used to offset the costs of graduate study in transportation or traffic engineering. This award has been given annually since 1989.

- A. Thompson, 1989
- Joel Fitts, 1995
History of TexITE’s Chapters and Sections

Background
The Texas Section of ITE (TexITE) was formed in 1954. Prior to 1992, TexITE had never had any officially organized sub-units. Although TexITE members in the Houston area had held an annual shrimp boil and members in the Dallas-Fort Worth area held similar social events on a less frequent basis, there had been no serious proposals for local ITE organizations.

Impetus for the Formation of TexITE’s First Chapter
The impetus for what would become TexITE’s first chapter came from an unusual source. In the early 1990s, Dallas Area Rapid Transit (DART) was coming under increasing political pressure and criticism, so various professional organizations were asked to pass resolutions in support of DART’s program. Since TexITE did not have a “Dallas Chapter”, a proposed resolution was brought forward at a TexITE Business Meeting. However, after extensive discussion, the consensus of those in attendance was that a statewide organization such as TexITE should not take a stand on a local political issue. During the debate, the statement was made that a resolution of this type would be more appropriate for a local chapter to consider and perhaps the time had come for the Dallas area to consider forming an ITE chapter.

TexITE’s “Chapter Policy”
Over the next few months, several Dallas-area TexITE members began serious discussion regarding the formation of an ITE chapter. Some of those involved in the early discussions and informal meetings included: Don Cranford, Richard Peterson, K.R. Marshall, Robert Wunderlich, Dave Carter, John Friebele, and Barbra Leftwich (apologies to the many others not mentioned). Although the Texas Section’s charter allowed for the creation of sub-units, the TexITE bylaws were silent on the issue. At the next TexITE Board Meeting, various aspects of how to deal with possible chapters were debated. While there was broad consensus that local chapters would be a good idea, there was disagreement over at least two issues. First, at least one of the TexITE Board members felt that it would be inappropriate for chapter boundaries to split a metropolitan area such as the DFW Metroplex. Second, several of the Board members felt that chapters, if created, should not be allowed to pass resolutions. (This was ironic considering the circumstances that had given impetus to the chapter discussions.)

After further study and debate, the TexITE Board decided to go forward with a bylaws amendment that would have two separate propositions:

- Proposition 1, which was assumed to be non-controversial, would enact the formal procedures for the creation of chapters and the framework under which they would be allowed to operate. Basically, the starting point would be a petition signed by at least five voting members in the proposed chapter area.

- Proposition 2, which was assumed to be controversial, would determine whether chapters (if approved per Proposition 1) would have the authority to consider and pass resolutions.

The results of the bylaws referendum were frustrating. Over 90 percent of those voting said yes to Proposition 1 – the TexITE membership had clearly spoken in favor of allowing local
chapters. Furthermore, about 60 percent of the voters were also in favor of Proposition 2, which would allow chapters to consider and pass resolutions dealing with local issues. Unfortunately, under the rules in place at the time, there were insufficient votes for either proposition to take effect. First, any proposed amendment to the TexITE bylaws required approval by a two-thirds majority – hence Proposition 2 was defeated. Second, regardless of the percentage of votes in favor, a bylaws amendment was valid only if ballots were received from at least half of the eligible voters. In this case, just under 49 percent of TexITE’s eligible voters had returned their ballots, so even Proposition 1 was moot.

At its next meeting, the TexITE Board concluded that (1) the membership was clearly in support of having chapters and (2) there was nothing in the current bylaws to prevent the Board from approving the creation of chapters as a matter of policy. Accordingly, the Board approved a “Chapter Policy”, which had essentially the same wording as Proposition 1. On the other hand, the Chapter Policy specifically withheld the authority for chapters to pass resolutions.

Creation of the Six TexITE Chapters

Once the Chapter Policy was in effect, there was further discussion about whether to have a “Dallas” chapter or a “DFW” chapter. The main argument in support of the former was that the Metroplex is so large that the proposed monthly lunch meetings might not be as well attended if sites had to be rotated across the entire Metroplex. In April 1992, the TexITE Board formally approved the formation of the “Eastern DFW Chapter”, the designated area of which was Dallas and Collin counties. The subsequently developed bylaws established the permanent name as the “Greater Dallas Chapter.”

As a result of separate grass roots efforts, TexITE ultimately had six chapters that collectively included about 94 percent of the ITE membership in Texas:

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Year Formed</th>
<th>Original Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater Dallas</td>
<td>1992</td>
<td>Dallas and Collin counties</td>
</tr>
<tr>
<td>Houston Area</td>
<td>1993</td>
<td>7 counties surrounding Houston</td>
</tr>
<tr>
<td>Greater Fort Worth</td>
<td>1997</td>
<td>Tarrant and Denton counties</td>
</tr>
<tr>
<td>South Texas</td>
<td>1997</td>
<td>46 counties; areas includes San Antonio, Corpus Christi, Laredo, and the Lower Rio Grande Valley</td>
</tr>
<tr>
<td>Capital Area</td>
<td>1997</td>
<td>Travis, Hays, and Williamson counties</td>
</tr>
<tr>
<td>Brazos Valley</td>
<td>2000</td>
<td>7 counties surrounding College Station</td>
</tr>
</tbody>
</table>

The Reorganization of District 9

By 2000, TexITE’s chapters had become as strong as many of ITE’s sections. For this reason, and because of growing frustration with the overlapping roles of District 9 and the Texas Section, a Task Force was appointed to address one fundamental question: “Is it time to have multiple Sections within District 9?” After 18 months of presentations and discussions across the state, consensus emerged that the answer was “yes.” In March 2002, the District membership
overwhelmingly approved a bylaws amendment under which the Texas Section officers became the officers of the new, strong District 9. On June 27, 2002, the new District Board then issued charters under which each of the six chapters became a Section.

**History of the Greater Dallas Section**

In April 1992, the Texas Section Board approved the formation of TexITE’s first chapter, which was initially designated as the “Eastern DFW Chapter”, the area of which was Dallas and Collin counties. K. R. Marshall was designated as "Interim Chapter Chairperson." The subsequently developed bylaws established the permanent name as the “Greater Dallas Chapter” and the initial Chapter officers were K. R. Marshall (President), George Human (Vice President), and Barbra Leftwich (Secretary-Treasurer). Table 1 lists the individuals who have served as officers of the Greater Dallas Chapter and Section.

![1992-93 Greater Dallas Chapter Officers: (L-R) George Human, Barbra Leftwich, and K. R. Marshall](image)

In March 2002, the membership of ITE District 9 approved a bylaws amendment under which the Texas Section officers became the officers of a new, strong District 9. This change, which took effect on May 1, 2002, paved the way for the Texas Section to be dissolved and for each of TexITE’s former chapters to become sections. Effective August 1, 2002, the former Greater Dallas Chapter became the Greater Dallas Section. Under the transition plan set forth in its new Charter, the chapter officers became the respective officers of the new Greater Dallas Section.
Table 1
Officers of TexITE’s Greater Dallas Chapter and Section

<table>
<thead>
<tr>
<th>Year</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary-Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(A)</td>
<td>(A)</td>
<td>(A)</td>
</tr>
<tr>
<td>1993-94</td>
<td>George Human</td>
<td>Barbra Leftwich</td>
<td>James O’Conner</td>
</tr>
<tr>
<td>1994-95</td>
<td>Barbra Leftwich</td>
<td>James O’Conner</td>
<td>Ed Seymour</td>
</tr>
<tr>
<td>1995-96</td>
<td>James O’Conner</td>
<td>Ed Seymour</td>
<td>Dave Carter</td>
</tr>
<tr>
<td>1996-97</td>
<td>Ed Seymour</td>
<td>Dave Carter</td>
<td>Brian Jahn</td>
</tr>
<tr>
<td>1997-98</td>
<td>Dave Carter</td>
<td>Paul Luedtke</td>
<td>Cissy Sylo</td>
</tr>
<tr>
<td>1998-99</td>
<td>Paul Luedtke</td>
<td>Cissy Sylo</td>
<td>Jody Short</td>
</tr>
<tr>
<td>1999-2000</td>
<td>Cissy Sylo</td>
<td>Jody Short</td>
<td>John Black</td>
</tr>
<tr>
<td>2000-01</td>
<td>Jody Short</td>
<td>John Black</td>
<td>Bridgette Shamburger</td>
</tr>
<tr>
<td>2001-02</td>
<td>John Black</td>
<td>Bridgette Shamburger</td>
<td>Mark Titus</td>
</tr>
<tr>
<td>2002-03</td>
<td>Bridgette Shamburger</td>
<td>Mark Titus</td>
<td>Kevin St. Jacques</td>
</tr>
<tr>
<td></td>
<td>(C)</td>
<td>(C)</td>
<td>(C)</td>
</tr>
<tr>
<td>2004</td>
<td>Mark Titus</td>
<td>Kevin St. Jacques</td>
<td>Brian Moen</td>
</tr>
</tbody>
</table>

A K. R. Marshall resigned in early 1993 to accept a job in Maryland and George Human moved up to President. For the remainder of the term, Barbra Leftwich was appointed to serve as Vice-President and James O’Conner was appointed to serve as Secretary-Treasurer.

B Shortly after his election, Brian Jahn resigned to accept a job in Victoria. Paul Luedtke was appointed to serve as Secretary-Treasurer for the remainder of the term.

C Effective August 1, 2002, the Greater Dallas Chapter became the Greater Dallas Section and the operating year changed from July-June to January-December. Accordingly, these officers served for 18 months.

The new Section charter also expanded the designated area. The Greater Dallas Section now includes Rockwall, Kaufman, and Ellis counties as well as the original Dallas and Collin counties.

As part of the District 9 reorganization, each of the new Sections has representation on the District Board. Through the transition page, John Black (who was already serving on the District Board) became the Greater Dallas Section’s initial Section Representative through the end of 2003.

By 2003, the Section membership had grown to over 140. Paul Luedtke was elected Section Representative for a two-year term (2004-05).

The Greater Dallas Section’s meetings are normally held on the second Thursday.
History of the Houston Area Section

The TexITE members in the Houston area had been meeting for years on an informal basis. Since the mid-1980s, a fall “Shrimp Boil” had been held on an annual basis.

On April 23, 1993, Dan Lynch called an organization meeting to discuss the formation of a TexITE chapter. The group felt that the chapter area should include more than just Houston and members in Beaumont, Baytown, and Galveston were invited to participate.

The Houston Area Chapter’s bylaws were prepared and adopted. Elections were held in July 1993 and the first officers took office in September. The designated chapter area was Brazoria, Chambers, Fort Bend, Harris, Liberty, Montgomery, and Waller counties.

Table 2 lists the individuals who have served as officers of the Houston Area Chapter and Section.

<table>
<thead>
<tr>
<th>Year</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary-Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993-94</td>
<td>John Lipscomb</td>
<td>Andy Mao</td>
<td>Terry McDaniel</td>
</tr>
<tr>
<td>1994-95</td>
<td>Andy Mao</td>
<td>Terry McDaniel</td>
<td>Brent Christian</td>
</tr>
<tr>
<td>1995-96</td>
<td>Terry McDaniel</td>
<td>Brent Christian</td>
<td>Doug Vanover</td>
</tr>
<tr>
<td>1996-97</td>
<td>Brent Christian</td>
<td>Doug Vanover</td>
<td>Connie Clark</td>
</tr>
<tr>
<td>1997-98</td>
<td>Connie Clark</td>
<td>Barb Nuckles</td>
<td>Wayne Gisler</td>
</tr>
<tr>
<td>1998-99</td>
<td>Barb Nuckles</td>
<td>Wayne Gisler</td>
<td>Chris Barnes</td>
</tr>
<tr>
<td>1999-2000</td>
<td>Wayne Gisler</td>
<td>Mike Ogden</td>
<td>Victor Fredericksen</td>
</tr>
<tr>
<td>2000-01</td>
<td>Mike Ogden</td>
<td>Victor Fredericksen</td>
<td>Ramesh Gunda</td>
</tr>
<tr>
<td>2001-02</td>
<td>Victor Fredericksen</td>
<td>Ramesh Gunda</td>
<td>Robert DeShurley</td>
</tr>
<tr>
<td>2003</td>
<td>Ramesh Gunda</td>
<td>Robert DeShurley</td>
<td>Stuart Corder</td>
</tr>
<tr>
<td>2004</td>
<td>Robert DeShurley</td>
<td>Stuart Corder</td>
<td>Randy Schulze</td>
</tr>
</tbody>
</table>

* Effective August 1, 2002, the Houston Area Chapter became the Houston Area Section.

The first few meetings were held at the Houston Engineering Society but the Holiday Inn on IH-10 at Antoine was selected as a permanent meeting location. By 1993-94, the Houston Area Chapter had 87 members.

In 1994-95, the Houston Area Chapter began the tradition of Vendor’s Night, the first being held at Jalapeno’s Restaurant. ITE Executive Director Tom Brahms was a guest speaker at the event. Vendor’s Night has been held annually every since.
June 14-16, 1996, the Houston Area Chapter hosted the summer TexITE Meeting, which was held at the Houstonian Hotel. This was a joint meeting with ITS Texas. Harris County Judge Robert Eckels was the Kickoff Luncheon speaker.

By 1996, the Houston Area Chapter’s membership had reached 158.

June 27-29, 2002, the Houston Area Chapter again hosted the summer TexITE Meeting, this time at the South Shore Harbor Resort in League City.

In March 2002, the membership of ITE District 9 approved a bylaws amendment under which the Texas Section officers became the officers of a new, strong District 9. This change, which took effect on May 1, 2002, paved the way for the Texas Section to be dissolved and for each of TexITE’s former chapters to become sections. Effective August 1, 2002, the former Houston Area Chapter became the Houston Area Section. The designated section area remained the same (Brazoria, Chambers, Fort Bend, Harris, Liberty, Montgomery, and Waller counties)

Under the transition plan set forth in its new charter, the Houston Area Chapter officers became the respective officers of the new Section. Elections were postponed until December in order for the Section to have the same election cycle as TexITE.

As part of the reorganization, each of the new Sections has representation on the District Board. Through the transition page, Wayne Gisler (who was already serving on the District Board) became the Houston Area Section’s initial Section Representative through the end of 2002. Mike Ogden was then elected for a two-year term (2003-04).

The Houston Area Section’s luncheon meetings are held on the second Wednesday of each month except for January and June (due to the TexITE meetings) and August (due to the ITE Annual Meeting).

**History of the Greater Fort Worth Section**

TexITE’s Greater Fort Worth Chapter was founded in 1997. The original chapter area consisted of Tarrant and Denton counties.

Table 3 lists the individuals who have served as officers of the Greater Fort Worth Chapter and Section.

In 1997, the Greater Fort Worth Chapter’s bylaws were developed. As of November, the Chapter has 53 members.

In 1998, the Chapter hosted a Texas MUTCD Workshop that was presented by TEEX. As of the April meeting, the Chapter had 63 members.
### Table 3

<table>
<thead>
<tr>
<th>Year</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary-Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997</td>
<td>Doug Skowronek</td>
<td>Russ Wiles</td>
<td>Dan Lamers</td>
</tr>
<tr>
<td>1998</td>
<td>Russ Wiles</td>
<td>Dan Lamers</td>
<td>Brian Shamburger</td>
</tr>
<tr>
<td>1999</td>
<td>Dan Lamers</td>
<td>Brian Shamburger</td>
<td>Jason Crawford</td>
</tr>
<tr>
<td>2000</td>
<td>Brian Shamburger</td>
<td>Jason Crawford</td>
<td>Diana Vazquez</td>
</tr>
<tr>
<td>2001</td>
<td>Jason Crawford</td>
<td>Diana Vazquez</td>
<td>Chris Hoff</td>
</tr>
<tr>
<td>2002-03</td>
<td>Diana Vazquez</td>
<td>Chris Hoff</td>
<td>Scott Cooner</td>
</tr>
<tr>
<td>2004</td>
<td>Chris Hoff</td>
<td>Scott Cooner</td>
<td>Natalie Bettger</td>
</tr>
</tbody>
</table>

^ Effective August 1, 2002, the Greater Fort Worth Chapter became the Greater Fort Worth Section

In 1999, the Greater Fort Worth Chapter members provided support for the Local Arrangements Committee for the winter 2000 TexITE meeting, which was held at the Wyndham Hotel in Arlington. Also, the Chapter began electronic transmission of meeting announcements.

As of February 2000, there were 82 members. Later that spring, downtown Fort Worth incurred substantial tornado damage. At a subsequent meeting, Russ Wiles made a presentation on the City’s damage and recovery focusing on transportation issues.

In 2000, Joe T. Garcia’s Mexican restaurant became the “home” of the Greater Fort Worth Chapter’s monthly meetings, which are normally held on the third Thursday. As of April 2000, the Greater Fort Worth Chapter had 56 members.

In March 2002, the membership of ITE District 9 approved a bylaws amendment under which the Texas Section officers became the officers of a new, strong District 9. This change, which took effect on May 1, 2002, paved the way for the Texas Section to be dissolved and for each of TexITE’s former chapters to become sections. Effective August 1, 2002, the former Greater Fort Worth Chapter became the Greater Fort Worth Section and the designated Section area was expanded to include five counties: Johnston, Hood, Parker, and Wise in addition to the original Tarrant and Denton counties.

Under the transition plan set forth in its new Charter, the chapter officers at that time became the respective officers of the new Greater Fort Worth Section. Also, as part of the reorganization, each of TexITE’s new Sections has representation on the District Board. Brian Shamburger, who was appointed to serve as the Greater Fort Worth Section’s initial Section Representative through the end of 2002, was subsequently elected to serve a full two-year term (2003-04).
History of TexITE’s South Texas Section

TexITE’s South Texas Chapter was founded in 1997. The organizational meeting was held on December 3, 1997.

The designated chapter area consisted of the following 46 counties: Aransas, Atascosa, Bandera, Bee, Bexar, Blanco, Brooks, Calhoun, Cameron, Comal, Dewitt, Dimmit, Duval, Edwards, Frio, Gillespie, Goliad, Gonzales, Guadalupe, Hidalgo, Jim Hogg, Jim Wells, Karnes, Kendall, Kenedy, Kerr, Kinney, Kleberg, La Salle, Live Oak, McMullen, Medina, Maverick, Nueces, Real, Refugio, San Patricio, Starr, Uvalde, Val Verde, Victoria, Webb, Willacy, Wilson, Zapata, and Zavala. This large area includes the San Antonio, Corpus Christi, and Laredo metropolitan areas as well as the Lower Rio Grande Valley.

Table 4 lists the individuals who have served as officers of the South Texas Chapter and Section.

<table>
<thead>
<tr>
<th>Year</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary-Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>Julie Wilkie</td>
<td>Brian Jahn</td>
<td>Sandra Stinson-Stout</td>
</tr>
<tr>
<td>1999</td>
<td>Albert Aldana</td>
<td>Brian Jahn</td>
<td>Elena Aguilar-Garza</td>
</tr>
<tr>
<td>2000</td>
<td>Brian Jahn</td>
<td>Robert Murillo</td>
<td>Rene Arredondo</td>
</tr>
<tr>
<td>2001-02</td>
<td>Gilmer Gaston</td>
<td>Joe Nix</td>
<td>Rene Arredondo</td>
</tr>
<tr>
<td>2003</td>
<td>Ismael Garza</td>
<td>Robert Murillo</td>
<td>Lilly Banda</td>
</tr>
<tr>
<td>2004</td>
<td>Robert Murillo</td>
<td>Lilly Banda</td>
<td>Christina De La Cruz</td>
</tr>
</tbody>
</table>

^ Effective August 1, 2002, the South Texas Chapter became the South Texas Section

In 1998, the South Texas Chapter’s initial bylaws were adopted. The Chapter had 36 members.

In 1999, the Chapter hosted a Texas MUTCD Workshop that was presented by TEEX.

In 2000, new Chapter bylaws were adopted.

Membership was 27 in 2001 but had grown to 44 by 2002.

Effective August 1, 2002, under charter granted by the newly reorganized ITE District 9, the former South Texas Chapter became the South Texas Section. Under the transition plan set forth in the new Section's charter, the chapter officers became the respective Section officers with terms running until the end of calendar 2002. Also, as part of the reorganization, each of TexITE’s new Sections has representation on the District Board. John German, who was appointed to serve as the South Texas Section’s initial Section Representative through the end of 2002, was subsequently elected to serve a full two-year term (2003-04).

In 2003, the Section had 40 members. Also, the Section had its first International meeting, welcoming its counterparts from Mexico. This was a step towards establishing new partnerships for sharing information and fostering professional growth in the transportation field. The meeting presentation, “Sistemas Computarizados de Semaforos en Mexico” (Computerized...
Signal Systems in Mexico) by Lic. Gustavo Avalos Martinez, highlighted ITS activities in Mexico. One of the meeting’s sponsors was SEMEX, a major highway products distributor from Mexico.

In 2004, the Section had 32 members.

**History of TexITE’s Capital Area Section**

On July 23, 1997, the TexITE members in the Austin area officially requested that a chapter be formed. The organizational meeting was held on December 5, 1997. The area of the Capital Area Section was designated to be Travis, Hays, and Williamson counties.

Table 5 lists the individuals who have served as officers of the Capital Area Chapter and Section.

<table>
<thead>
<tr>
<th>Year</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary-Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>Ginger Daniels</td>
<td>Kathleen Hornaday</td>
<td>Brian Van De Walle</td>
</tr>
<tr>
<td>1999</td>
<td>Brian Van De Walle</td>
<td>Steven Venglar</td>
<td>Rafael Cruz</td>
</tr>
<tr>
<td>2000</td>
<td>Steven Venglar</td>
<td>Rafael Cruz</td>
<td>David Carey</td>
</tr>
<tr>
<td>2001</td>
<td>Rafael Cruz</td>
<td>David Carey</td>
<td>Michael Heath</td>
</tr>
<tr>
<td>2002</td>
<td>David Carey</td>
<td>Michael Heath</td>
<td>Roy Mynier</td>
</tr>
<tr>
<td>2003</td>
<td>Michael Heath</td>
<td>Roy Mynier</td>
<td>Sharon Barta</td>
</tr>
<tr>
<td>2004</td>
<td>Roy Mynier</td>
<td>Sharon Barta</td>
<td>James Kratz</td>
</tr>
</tbody>
</table>

* Effective August 1, 2002, the Capital Area Chapter became the Capital Area Section

The initial chapter bylaws were adopted in 1998.

By 1999, chapter membership has risen to 60. Holland Young of the City of Austin made a presentation on lessons learned from the Austin Bergstrom International Airport project. Also, Dave Carey of Parsons Transportation Group spoke on the City of Austin’s plans for upgrading the traffic signal system.

During 2000, revised Chapter bylaws were adopted. Sam Cox of TxDOT made a presentation on the development of the Austin District’s Courtesy Patrol. Pam Hefner and Charles Nolan with the City of Austin spoke on the redevelopment plans for Robert Mueller Municipal Airport. Membership stood at 49.

In 2001, Thom Schwartz of TRW made a presentation on the Combined Transportation, Emergency, and Communications Center (CTECC) that was being developed by the City of Austin, Travis County, and TxDOT. Also, Dave Carey provided an update on the City of Austin traffic signal upgrade. The chapter had 56 members.

In March 2002, the membership of ITE District 9 approved a bylaws amendment under which the Texas Section officers became the officers of a new, strong District 9. This change, which took effect on May 1, 2002, paved the way for the Texas Section to be dissolved and for
each of TexITE’s former chapters to become sections. Effective August 1, 2002, the former Capital Area Chapter became the Capital Section. The designated Section area remained the same (Travis, Hays, and Williamson counties).

Under the transition plan set forth in the new Section Charter, the chapter officers became the respective officers of the new Capital Area Section. As part of the reorganization, each of the new Sections has representation on the District Board. Through the transition plan, Rick Collins (who was already serving on the District Board) became the Capital Area Section’s initial Section Representative through the end of 2003.

Also during 2002, new Section bylaws were adopted. Presentations included the following:

- Gordon Derr of the City of Austin and Heidi Ross of WHM presented the Downtown Austin Mobility Study.
- Ali Mozdbar of the City of Austin and Dave Carey gave a tour of the City’s new Traffic Management Center, which was developed in conjunction with the traffic signal upgrade.
- After his trip on a scanning tour of Europe, Rick Collins of TxDOT made a presentation on his observations on the use and applications of traffic control devices.

Membership in 2003 stood at 58. Johanna Zmud of Nustats discussed the history and development of the Central Texas Regional Mobility Authority. Steven Hofener, ITE’s International President, made a presentation on recent developments and changes at ITE. Rebecca Wood was elected for a two-year term as Section Representative (2004-05).

Membership in 2004 was 41. The February meeting featured a tour of the new City of Austin, Travis County, and TxDOT Combined Transportation, Emergency, and Communications Center (CTECC).

**History of TexITE’s Brazos Valley Section**

TexITE’s Brazos Valley Chapter was founded in 2000. An initial meeting, at which the chapter proposal was presented, took place on April 19, 2000 and the Organizational Meeting was held on May 23, 2003.

Table 6 lists the individuals who have served as officers of the Brazos Valley Chapter and Section.
Table 6
Officers of TexITE’s Brazos Valley Chapter and Section

<table>
<thead>
<tr>
<th>Year</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary-Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-01</td>
<td>Melisa Finley</td>
<td>Srinivasa Sunkari</td>
<td>Bill Lowery</td>
</tr>
<tr>
<td>2001-02</td>
<td>Srinivasa Sunkari</td>
<td>Bill Lowery</td>
<td>Angelia Parham</td>
</tr>
<tr>
<td>2002-03</td>
<td>Bill Lowery</td>
<td>Angelia Parham</td>
<td>Michael Parks</td>
</tr>
<tr>
<td>2004</td>
<td>Michael Parks</td>
<td>Brooke Ullman</td>
<td>Marcus Brewer</td>
</tr>
</tbody>
</table>

*In May 2002, Angelia Parham moved out of the area. Michael Parks moved up to the office of Vice-President and Brooke Ullman was appointed Secretary/Treasurer.*

*Effective August 1, 2002, the Brazos Valley Chapter became the Brazos Valley Section and the Chapter officers became the respective officers of the Section.*

In 2000, the initial Chapter bylaws were adopted. Membership stood at 47. By 2001, membership had increased to 56. Don Jenkins of TEEX’s National Emergency Response and Rescue Training Center spoke on the topic of “Terrorism’s Threat to Public Infrastructure.”

In March 2002, the membership of ITE District 9 approved a bylaws amendment under which the Texas Section officers became the officers of a new, strong District 9. This change, which took effect on May 1, 2002, paved the way for the Texas Section to be dissolved and for each of TexITE’s former chapters to become sections. Effective August 1, 2002, the former Brazos Valley Chapter became the Brazos Valley Section. The designated Section area remained the same (Brazos, Burleson, Grimes, Leon, Madison, Robertson, and Washington counties).
Under the transition plan set forth in the new Section Charter, the chapter officers became the respective officers of the new Brazos Valley Section. As part of the reorganization, each of the new Sections has representation on the District Board. Through the transition plan, Bill Stockton (who was already serving on the District Board) became the Brazos Valley Section’s initial Section Representative through the end of 2003.

In 2003, the Brazos Valley Section’s membership was 49. Melisa Finley was elected for a two-year term as Section Representative (2004-05).

Areas That Are Not Within a Section

About 10 percent of TexITE’s members reside outside of the area collectively encompassed by the six Sections. In the transition to the new District organization, the position of District Board Member At Large was created to provide representation for these members. This vast area is slightly larger than the states of California and South Carolina.

Through the transition plan, Gary Saunders (who was already serving on the District Board) became the initial District Board Member At Large through the end of 2002. James Condry was subsequently elected District Board Member At Large for a two-year term 2003-04.
TexITE Roster Managers

From TexITE’s founding until the early 1980s, typewriter was the tool used to prepare each year’s roster. In the early years, the mimeograph was the process used to print copies for the membership. The Secretary-Treasurer would keep track of changes on a master copy, handwriting changes of address, additions or deletions. Then, in June of each year, a new copy master copy would be typed.

In the early 1980s, Sadler Bridges of TTI led the efforts to computerize the roster, entering the names and mailing addresses into dBASE II. Richard Peterson supported Sadler in this effort.

TexITE's first officially designated "Roster Manager" was Darrell Borchardt of TTI. Darrell, who served in this capacity from 1984 until 1987, expanded the number of fields of information that were maintained and developed sorting procedures that facilitated the preparation of mailing labels.

Ronnie Bell of the City of Garland served as Roster Manager for the longest period, from 1987 until 2001.

Susan Langdon, now with StreetSmarts, has been TexITE's Roster Manager since 2001.
<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION-MAIL-ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andriacchi, Louis A.</td>
<td>Sales Supervisor, Scotchlite Division Minnesota Mining &amp; Mfg. Co. 4619 Hopkins Avenue, Dallas, Texas</td>
</tr>
<tr>
<td>Bahn, Adolph, Jr.</td>
<td>Consulting Engineer, 636 Bankers Mortgage Building, Houston 2, Texas</td>
</tr>
<tr>
<td>Braff, Wallace R.</td>
<td>Engineer of Plans and Surveys, Department of Traffic and Transportation, City of Houston 4808 Fern Street, Bellaire, Texas</td>
</tr>
<tr>
<td>Brandes, William C.</td>
<td>County Traffic Engineer, Dallas County 832 South Jefferson, Irving, Texas</td>
</tr>
<tr>
<td>Braunig, Carl F., Jr.</td>
<td>Associate District Traffic Engineer, Texas Highway Department 610 Sacramento Street, San Antonio, Texas</td>
</tr>
<tr>
<td>Buckman, T. R.</td>
<td>Traffic Engineer, Traffic Engineering Department, City of Fort Worth 950 Jennings Street, Fort Worth, Texas</td>
</tr>
<tr>
<td>Carsten, Winston H.</td>
<td>Traffic Engineer, Department of Traffic Control City of Dallas Room 419, City Hall, Dallas, Texas</td>
</tr>
<tr>
<td>Cochran, M. W.</td>
<td>Consulting Engineer P.O. Box 463 Rockport, Texas</td>
</tr>
<tr>
<td>Cogger, George E.</td>
<td>Senior Traffic Engineer, Department of Traffic Control, City of Dallas Room 419, City Hall, Dallas, Texas</td>
</tr>
<tr>
<td>Conley, Richard A.</td>
<td>Director, Department of Traffic Planning and Engineering, City of Beaumont 1848 Pine Street, Beaumont, Texas</td>
</tr>
</tbody>
</table>
MEMBERS – TEXAS SECTION OF ITE

August 17, 1954

<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION-MAIL-ADDRESS</th>
</tr>
</thead>
</table>
| Fischer, Stewart| Traffic Engineer, Department of Public Works  
City of San Antonio  
567 Byrnes Drive, San Antonio, Texas                                      |
| Greer, M. V.    | Supervising Traffic Engineer, Texas Highway  
Department, State Highway Building  
Austin 14, Texas                                                                            |
| Keese, Charles J.| Traffic Engineer, Traffic Engineering Department  
City of Midland  
Box 831, Midland Texas                                                                   |
| Kidwell, Edward | Assistant Traffic Engineer, Department of Traffic and Transportation, City of Houston  
3631 Agnes, Houston 17, Texas                                                             |
| Klapproth, W. H. | Traffic Engineer, Traffic and Transportation  
Department, City of Austin  
3101 Perry Lane, Austin, Texas                                                            |
| Lay, E. F.      | Assistant Traffic Engineer, Traffic and Transportation  
Department, City of Austin  
1713 Briar Street, Austin, Texas                                                            |
| MacDonald, Thomas H. | Distinguished Research Engineer, Texas Engineering Experiment Station  
College Station, Texas                                                                     |
| Maier, Eugene   | Director, Department of Traffic and Transportation, City of Houston  
210 City Hall, Houston 2, Texas                                                          |
| Marvel, Dale D. | Traffic Engineer, Texas Highway Department  
P. O. Box 1286, Houston, Texas                                                             |
| McEachern, Cooper| Assistant Traffic Engineer, Department of Traffic and Transportation, City of Houston  
Room 210, City Hall, Houston 2, Texas                                                     |
| Miller, C. Harold| Traffic Engineer, Traffic Engineering Department  
City of Amarillo  
Amarillo, Texas                                                                           |
MEMBERS – TEXAS SECTION OF ITE  
August 17, 1954

<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION-MAIL-ADDRESS</th>
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</thead>
<tbody>
<tr>
<td>*Miller, W. H.</td>
<td>Traffic Engineer, Traffic Engineering Department</td>
</tr>
<tr>
<td></td>
<td>City of Fort Worth</td>
</tr>
<tr>
<td></td>
<td>950 Jennings Street, Fort Worth, Texas</td>
</tr>
<tr>
<td>Nadon, Joseph</td>
<td>Traffic Engineer, Traffic Engineering Department</td>
</tr>
<tr>
<td></td>
<td>City of El Paso</td>
</tr>
<tr>
<td></td>
<td>City Hall, El Paso, Texas</td>
</tr>
<tr>
<td>Oliver, R. H.</td>
<td>Traffic Designing Engineer, Texas Highway Department</td>
</tr>
<tr>
<td></td>
<td>Department, State Highway Building</td>
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<tr>
<td></td>
<td>Austin 14, Texas</td>
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<tr>
<td>Roper, Sam E.</td>
<td>Traffic Designing Engineer, Texas Highway Department</td>
</tr>
<tr>
<td></td>
<td>Department, State Highway Building</td>
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<tr>
<td></td>
<td>Austin 14, Texas</td>
</tr>
<tr>
<td>Saylor, James S.</td>
<td>Senior Traffic Engineer, Department of Traffic Control</td>
</tr>
<tr>
<td></td>
<td>City of Dallas</td>
</tr>
<tr>
<td></td>
<td>Room 419, City Hall, Dallas, Texas</td>
</tr>
<tr>
<td>Tutt, Paul R.</td>
<td>Traffic Designing Engineer, Texas Highway Department</td>
</tr>
<tr>
<td></td>
<td>Department, State Highway Building</td>
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<tr>
<td></td>
<td>Austin 14, Texas</td>
</tr>
<tr>
<td>Welty, William R.</td>
<td>Traffic Designing Engineer, Texas Highway Department</td>
</tr>
<tr>
<td></td>
<td>Department, State Highway Building</td>
</tr>
<tr>
<td></td>
<td>Austin 14, Texas</td>
</tr>
<tr>
<td>Williams, Earl C., Jr.</td>
<td>Traffic Engineer, Department of Public Works</td>
</tr>
<tr>
<td></td>
<td>City of Wichita Falls</td>
</tr>
<tr>
<td></td>
<td>Memorial Auditorium, Wichita Falls, Texas</td>
</tr>
<tr>
<td>Willier, Thomas E.</td>
<td>Traffic and Business Consultant</td>
</tr>
<tr>
<td></td>
<td>1528 Commerce Building, Houston, Texas</td>
</tr>
<tr>
<td>Wright, J. E.</td>
<td>Traffic Survey Manager, Texas Highway Department</td>
</tr>
<tr>
<td></td>
<td>State Highway Building</td>
</tr>
<tr>
<td></td>
<td>Austin 14, Texas</td>
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*Deceased
<table>
<thead>
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<th>NAME</th>
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<tbody>
<tr>
<td>Alsup, William J.</td>
<td>Traffic Designing Engineer, Texas Highway Department 1112 Reagan Terrace, Austin, Texas</td>
</tr>
<tr>
<td>Byrne, Douglas B.</td>
<td>Police Traffic Engineer, City of Bellaire Bellaire, Texas</td>
</tr>
<tr>
<td>Grann, Henry R.</td>
<td>District Traffic Engineer, Texas Highway Department P. O. Box 3067, Dallas, Texas</td>
</tr>
<tr>
<td>Gregory, R. T.</td>
<td>Assistant Traffic Engineer, City of Fort Worth 3621 Hardeman Street, Fort Worth, Texas</td>
</tr>
<tr>
<td>Harrison, Billy J.</td>
<td>Engineer 1, Traffic Engineering Department City of Fort Worth 900 Jennings Street, Fort Worth, Texas</td>
</tr>
<tr>
<td>Hulett, Jack</td>
<td>Manager, Traffic Equipment Department Kar-Trol Signal Company, Inc. 7412 Old Main Street Road, Houston, Texas</td>
</tr>
<tr>
<td>Jamison, George B.</td>
<td>Regional Manager, Gulf Coast Division Crouse-Hinds Company 2801 San Jacinto, Houston 4, Texas</td>
</tr>
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<td>McFarland, J. W.</td>
<td>District Lighting Specialist General Electric Company 1801 North Lamar, Dallas, Texas</td>
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<td>Metzenthin, John E.</td>
<td>Regional Manager, Crouse-Hinds Company 212 Thomas Building, Dallas, Texas</td>
</tr>
<tr>
<td>Smith, Edwin M.</td>
<td>Traffic Engineer, Texas Highway Department State Highway Building, Austin 14, Texas</td>
</tr>
</tbody>
</table>
2004 TexITE Roster
Members and Local Section Affiliates

Abbott, Robert E.
Abell, Don
Abernethy, Bruce
Abrahamson, George W.
Abrahamson, R. T.
Abusaad, Naser
Acevedo, Lissette
Acheson, Samuel S.
Adams, John Robert
Addicks, Edward T.
Agboje, Phil K.
Aguilar Garza, Elena A.
Ahmed, Zameer
Ahrenholtz, Kent
Akinloye, John C.
Alam, Parwaiz
Alam, S. M.
Aldana, Alberto
Alderman, Gordon L.
Aleskovsky, Edward
Al-Hweil, Mohammad
Allen, Robert R.
Allen, Robert
Allison, Lee
Anipindi, Kalyani
Antebi, Jacob I.
Ardekani, Siyamak A.
Argueta, Nicholas
Ashur, Suleiman A.
Assaad, Assaad N.
Austin, Robert D.
Avadutha, Padmeja
Avila, Sabas J.
Ayoub, Nader
Azcarate, Jorge L.
Babineaux, Robert P.
Bain, Pamela
Balchunas, Ken J.
Balke, Kevin N.
Ball, Philip M.
Ballard, Andrew J.
Banda, Elidia

Bandy, Glenn
Bannister, Brion C.
Barajas, Carlos R.
Barker, William G.
Barnes, Mark D.
Barnes, Christopher M.
Barrett, William R.
Bartoskewitz, Richard T.
Bausher, Christopher S.
Beall, Roger A.
Beaty, Curtis P.
Beckham, S. Wesley
Bedi, Harpreet S.
Beitler, Michael M.
Bell, Ronnie L.
Benson, Fred C.
Benson, Jim D.
Benz, Robert J.
Bergeron, Christopher M.
Berry, Charles H.
Berry, Richard A.
Besly, David L.
Bettger, Natalie
Betti, Nicole
Beyer, Vernon E.
Beyer, Ronald F.
Bhattacharya, Joy
Bierling, David
Bivakayala, Aruna
Black, John R.
Blair, John V.
Blake, L. Mike
Blakley, Joel
Blaschke, Joseph D.
Bledsoe, Pam
Bobba, Rohini
Bochner, Brian S.
Bodmann, Mark
Bohluli, Shahram
Bolden, Tommie
Bomar, Carlotta
Bond, Charlie

Bonneson, James
Bonnette, K. Stephen
Booher, Jimmie
Booker, Scott C.
Borchardt, Darrell W.
Bordelon, Melanie G.
Borowiec, Jeff
Boski, David
Boward, Ruth
Bowen, Douglas C.
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Boyd, Sheri Holcombe L.
Boyer, Lori
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Braswell, Emily L
Breeden, Arnold P.
Breeding, John R.
Brewer, Marcus A.
Briggs, Christopher M.
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Brundrett, Joel
Brunk, John C.
Brydia, Robert
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Bullard, D. Lance
Burt, Brian D.
Burkett, Charles Randy
Burton Hill, Aubrey
Byrne, Kevin B.
Camacho, Gonzalo E.
Campbell, Richard M.
Cao, Chunlin
Cardenas, Lourdes
Carey, David E.
Carleton, R. Geoffrey
Carley, Lynn A.
Carlson, Glenn A.
Carlson, Paul J.
Carmichael, Thomas J.
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Carroll, Daniel
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Carvell, James D.
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Cates, Jimmy
Ceballos, Ricardo
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Cervenka, Kenneth James
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Chapman, Daniel J.
Charlton, Richard W.
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Cheatham, Eddie
Chebli, Hussien A.
Chen, Binbin
Cherry, Darold R.
Cherryholmes, Steven D.
Chhotu, Somabhai R.
Chilukuri, Bhargava Rama
Chin, Hwa-Keng
Chin, An-Shih
Chindalur, Rajesh K.
Chinnakotla, Ramana
Chiu, Chiung-yu
Choudry, Ilyas Hasan
Choy, Sek
Christiansen, Dennis L.
Chrysler, Susan T.
Chu, Leigh
Clark, Connie E.
Clements, James M.
Cline, Nancy Straub
Cline, James C.
Cloyd, William R.
Cocanougher, Kristi
Cochran, George A.
Cogger, George E.
Cole, Deborah
Collins, Kent M.
Collins, Rick
Condry, James Ray
Constant, Todd P.
Conway, Mark
Cook, Robert C.
Cooner, Scott A.
Cooper, Norman
Cooper, Walter A.
Copeland, Michael W.
Corder, Stuart C.
Correa, Jose
Cosby, Jason
Cothren, Scott A.
Cox, Frank W.
Cox, Mildred E.
Cranford, Donald L.
Craver, Jon
Crawford, Jason A.
Crooks, Brian
Crouser, D. E.
Crutcher, Murray A.
Cruz, Rafael
Cummings, Dannie R.
Cummings, Robert
Cung, Bo V.
Curtis, Robert Michael
Dalton, Kimberly
Davis, David
Davis, Richard H.
de Camp, Gerald B.
Dedeitch, Borivoje P.
Delgado, Ruben E.
Denholm, John P
Derr, W. Gordon
DeShazo, John J.
DeShurley, Robert
DeVries, Caryl J.
Dickson, Scott R.
Didikiri, Rita
Diviness, Kevin
Dixon, Lee Anne S
Dornquist, Dwayne Joseph
Dorsey, Melanie
Dowdey, Dan
Drabek, Gary L.
Driscoll, James P.
Dudek, Conrad L.
Dunavant, Preston
Duncan, Donald E.
Dunlap, Sharon
Dye, Lisa M.
Eaves, Bradley G.
Edlund, Marilyn
Eisele, William L.
Elizer, R. Marshall
El-Nazer, Zeina
Endres, Stephen
Engelbrecht, Roelof J.
Engelke, Jon P.
English, Paul F.
Eubanks, Steven E.
Eudaly, David W.
Evans, Gregory G.
Evans, Nelson
Everett, Danny W.
Everidge, Rachel
Ewell, Wallace E.
Fagan, Rondell G.
Farnsworth, Stephen P.
Feagins, Tommy
Feeney, Michael A.
Feldman, Scott A.
Fenno, David W.
Fernandez, Marcos D.
Ferrier, Pete
Finley, Melisa D
Fischer, Stewart C.
Fisher, Eric
Fisher, William K.
Fiske, Michael N.
Fitts, Joel W.
Fitzpatrick, Kay
Flannory, Nicole M.
Flores, Daniel
Flusche, Patrick
Foerster, Stanton W.
Fogle, Kendall L.
Fontaine, Michael D.
Ford, Garry L
Ford, Carl
Forister, Clay A.
Foti, Adriano I.
Fowler, Thomas M
Fox, Russell D.
Fredericksen, Victor E.
Jilla, Robert J.
Jodray, David
John, Thomas
Johnson, Scot
Johnson, Maurice
Johnston, E. Kelsey
Johnston, David C.
Jones, Michael
Jones, H. Dexter
Jones, Robert D.
Jones, Hal B.
Jones, James R.
Jones, Jerry
Joskowicz, Isaac F.
Jost, Gary
Joziaw, Michelle D
Jung, Hyunkyung
Kabat, Richard J.
Kandalam, Ranga T.
Kang, Ying
Karimi, Sholeh
Karooonsontawong, Ampol
Kashyap, Dherenda
Kasten, David O.
Kaul, King
Kawa, Izydor
Keisler, Jerry E.
Kelly, Timothy
Kelly, Rod
Kelly, A. Bowman
Kennedy, Samuel "Ray" R.
Kennerly, Thomas W.
Kent, Willard L.
Kessler, Dan
Khan, Asif
Kim, Wonho
Kim, Joonhoyo
King, Jerry L.
Kingery, David
Klaus, Christopher
Kneseck, Jason R
Kockelman, Kara
Koehn, Ronald D.
Kolluru, Hemachandra P.
Koonce, Charles D.
Kou, Cheng-Chen
Kouba, Robert
Kratz, James A
Kroeker, Kelvin J.
Kroger, Richard N.
Kuhn, Beverly Thompson
Kurfees, Wayne
Lambeth, Christy L.
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Langdon, Susan M.
Langston, Antoine D.
Lanham-Mackie, Paulinda
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Larkins, Richard R.
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Lee, Jim C.
Lee, Chungwon
Lee, Dwight L.
Lee, Clyde E.
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Leuschen, Thomas U.
Lewis, Carol
Lewis, J. Jonathan
Lewis, Amy
Li, Guang Chun
Li, Jianling
Lin, Iris I.
Lipscomb, John N.
Liu, Chiu
Liu, Juanyu
Liverman, Robert J.
Llewellyn, Robert J.
Lockett, William
Loggins, Jack W.
Lomax, Timothy J.
London, Mara R.
Lopez, Carlos A.
Lopez, Alexander
Lord, Dominique
Loth, Adrienne E.
Lowery, William R.
Lowry, Steve W.
Lucas, Ronald G.
Lueddecke, Alvin R.
Luedtke, Paul M.
Lujan, Rene
Luor, J. Jerry
Lupher, Robert A.
Lupher, Mark W.
Lynch, Daniel F.
Machemehl, Randy B.
Maddox, Barbara
Madi, Marwan
Madrigal, Pamela
Mahmassani, Hani
Mak, King K.
Malanga, Hugo A.
Manuel, David
Mao, Andrew C.
Marquez, Teodoro
Marsh, Peter J.
Martello, Michael T
Martin, Michael A.
Martin, Thomas G.
Martinez, Rafael
Martinot, Alan R.
Masood, Muhammad T.
Masterson, Joseph C.
Mathews, Sheji V.
Mathis, J. Mark
Maupin, Joseph
May, Christopher W.
Mayer, Gordon J.
Mayer, Frank M.
Mazzee, Mary E.
McAnelly, Michael D.
McBrayer, David
McCabe, Glen H
McCasland, William
"Dick" R.
McChesney, G. Don
McDaniel, Terry L.
McGovern, Colleen M.
McGregor, Paul
McInis, Larry F.
McInturff, John Michael
McKinley, Kay J.
McNees, Roger W.
McNeil, Alan
McNerney, Michael T.
Meadors, Dan
Meadors, Allison
Mehta, Tejas A.
Mekhjian, Antranig H.
Melston, Kenneth J.
Mendoza, Federico Javier
Mendoza, Eduardo J.
Menon, Vivek N.
Merchant, Abdul Hameed
Merrell, Sean P
Merryman, Shon A.
Messer, Carroll J.
Middleton, Mark Douglas
Middleton, Dan
Miller, Steven C.
Miller, David
Miller, Brock E.
Miller, Kevin T.
Miller, John H.
Mirjamali, Nader
Mirzael, Arash
Mobley, Richard C.
Moen, Brian A.
Mohaddes, Abbas
Molai, Reza
Molina, Cesar J.
Molloy, Martin J.
Montgomery, F. Howard
Moody, Eric
Moore, Margaret
Moore, Stephen M.
Morris, Michael
Morris, Vickie
Morris, Jules M.
Mounce, John M.
Mountain, Christopher E.
Moyer, Arthur
Mozafari, Samileh
Mozdbar, Ali A.
Muery, Bryan R
Mullinos Jost, Kathleen D.
Murillo, Roberto
Murray, Pamela
Muruganandham, Chandrakanth
Musselman, Robert K.
Mynier, C.L.
Nadon, Joseph D
Nair, Harikesh
Najarro, Jose B.
Nallamuthu, Aarati R.
Natal-Nieves, Ivonne
Natarajan, Sriram
Nathan, Aaron W.
Nation, Fariba
Neal, Jeffrey
Nelson, Steve
Neumann, David P.
Newbern, David (Tom) T.
Newman, Yvonne I.
Ngwa, Edith B.
Nicholes, Phillip B.
Nims, Kevin
Nix, Joe F.
Nodorf, Susan
Novick, Nicholas
Nuckles, Nelson B.
Oberlander, Andy
O'Brien, Fred
Oby, Larry
O'Connor, James E.
Odell, Wade
Oey, Hong Sioe
Ogden, Michael A.
O'Grady, Thomas D.
Okyere, P. Kwesi
Olajide, Balogun
Olavson, Hans "Chris" C.
Oliver, Steven L.
Oliver, Richard H.
Olson, Mark D.
Olson, John L.
Olyai, Koorosh
Omar, El-Sayed M.
Oomer, Afzal A.
Ortiz, Robby
O'Shea, Jillyn K.
Ouyang, Yang
Overman, John H.
Overman, Aaron
Owen, Mary May
Owens, Sharmon J.
Pakalapati, Pinky
Pal, Raktim
Pampell, Clarence E.
Pang, Khee Suan
Paquette, Gregory B.
Parasa, Chandrasekhar
Parduhn, Philip
Parham, Angelia H.
Parham, J. Alan
Parikh, Roy T.
Parker, Katherine B.
Parks, Michael A.
Parma, Kelly D.
Parthesh, Vakil
Pashaie, Behruz
Patrice, Robert H.
Pavithra, Kandadai
Pearson, David F.
Pecht, George A.
Peek, Jennifer
Penny, Don
Perkins, Danny R.
Pesti, Geza
Peters, Ernest J.
Petersson, Richard L.
Pettersen, John B.
Phelps, Leslie B.
Picha, Dale L.
Pierce, Christopher
Pinkley, John B.
Poe, Christopher M.
Popuri, Yasasvi D.
Potter, Robert
Poucket, Randy J.
Pradhan, Anant A.
Purser, William H.
Quiroga, Cesar
Rabah, Mouhamad
Raborn, Craig
Ragsdale, Walter
Raman, Venkat S.
Ramesh, Darshan S.
Ramirez, Elizabeth A.
Ramoutar, Rajish
Ramsey, Christopher
Ranft, Stephen E.
Ranganath, H.
Rashid, MD Harbon-Or
Talukder, Iffat
Tangwa, Anthony
Tarafder, Tarun K.
Taube, Robert N.
Tavana, Hossein
Taylor, Steve T.
Ten Siethoff, Brian
Teniente, Mary Frances
Ternus, Joe S.
Thomas, Inskip
Thomas, Charlie
Thomas, Gary B.
Thomason, Camille
Thomson, Dale E.
Thorpe, William P.
Timbrell, David W.
Timmons, Gregory
Tipton, William E.
Titus, Mark
Togar, Nanditha
Torres-Verdin, Francisco
Trammel, Joe
Trietsch, Gary K.
Trout, Nada
Turnbull, Katherine F.
Turner, Shawn M.
Tutt, Paul R.
Tyer, Kevin D.
Tyner, Fred M.
Uddin, Mohammid N. N.
Ulkarim, Muhammad
Amin
Ullman, Brooke R.
Ullman, Jerry
Urbanik, Thomas
Van De Walle, Brian D.
Vance, James Hartwell
Varnell, Ronnie R.
Vaughn, Jason
Vazquez, Diana Y.
Vedral, Daniel L.
Venglar, Steven P.
Vizcaíno, Rodrigo
Voigt, Anthony P.
Vokoun, Bernard J.
Waldman, Benjamin
Walker, E. L. "Spur"
Walker, Hollis A.
Wallace, Diana
Wallin, Linda F.
Walsh, Daniel S.
Walters, Andrew
Walters, Carol H.
Walton, Ned E.
Walton, C. Michael
Walton, George Thomas
Wang, Xin
Wang, Zhong
Wang, Xiubin
Wang, Feng
Ward, Billy M.
Ward, Mitzi
Warnack, Jennifer Ann
Warner, Tom
Warner, Jeffery
Watson, Andy
Watson, Floyd T.
Watters, Harold
Weatherby Gilliland,
Cynthia
Weaver, Michael
Webb, Jack W.
Webb, John S.
Weinberger, Jay A.
Weldon, T. Paul
Wendorf, Tom
Werner, Jerry
Weston, Lisa
Whaley, John R.
White, William J.
 Whitlock, Edward M.
Whitworth, Shelly A.
Wickes, Henry
Wiersig, Douglas W.
Wiesepape, Clarence W.
Wiles, Russell P
Wiles, Poonam B.
Wilkie, Julia K.
Williams, James C.
Williams, Thomas A.
Wilshire, Roy L.
Wilson, Sam L.
Wilson, Gerald
Wilson, Curtis
Withrow, Taylor N.
Wobken, Michael
Wohlschlaeger, Steven D.
Wong, James J.
Wong, Richard S.
Wood, Cathy
Wood, Rebecca
Woods, Donald L.
Woodson, Jeffery B.
Wooldridge, Mark D.
Woosley, David E.
Word, Thomas
Worley, David C.
Wozny, Joseph T.
Wright, John F.
Wright, Dave
Wunderlich, Robert C.
Wyndham, Jeremy J.
Xu, Li
Yenerich, Jay Allen
Yong-Jin, Kim
Young, James Earl
Young, Melanie
Young, Cristian E.
Yu, Lei
Yusuf, Fateh-Ul-Anam
Zhao, Kai
Zhao, Yong
Zhao, Huimin
Zhou, Chao
Zietsman, Josias
Zimmerman, Karl H.
Zwillenberg, Gordon
Zwinggi, Kelly E.
TexITE Resolutions

January 23, 1960

WHEREAS, the Texas Section, Institute of Traffic Engineers feels keenly the need for dissemination of information of value to State and Local Government Bodies in providing adequate facilities for the movement of traffic;

And WHEREAS, the short courses, seminars, and conferences that have been conducted at A and M College of Texas under the auspices of the Texas Transportation Institute have been of great benefit to said Government Bodies;

And WHEREAS, the Conference on Planning Traffic Improvements held on November 18 and 19, 1959, sponsored by the Texas Highway Department, the Texas Municipal League, the Automotive Safety Foundation, and the Texas Section, Institute of Traffic Engineers, and conducted by the Texas Transportation Institute utilizing the facilities of A and M College of Texas, was of particular benefit to the smaller cities of Texas;

And WHEREAS, the A and M College of Texas, the Texas Highway Department, the Texas Municipal League, and the Texas Transportation Institute have in the past contributed much to the betterment of the design and operation of traffic facilities throughout the State of Texas through their active and enthusiastic participation in this area of education and the dissemination of information in this field;

NOW, THEREFORE, BE IT RESOLVED BY THE TEXAS SECTION, INSTITUTE OF TRAFFIC ENGINEERS:

That said Texas Section, Institute of Traffic Engineers does hereby make known its deep appreciation for such past efforts and its pledge of wholehearted cooperation in future projects of this nature through whatever agency or medium might be deemed cost effective.

PASSED AND APPROVED this 23rd day of January, A.D., 1960.
June 18, 1966

Resolution #1

WHEREAS, there is an expanding need for the development of a long range program for the pre-employment training of traffic technicians, and

WHEREAS, the James Connally Technical Institute of Texas A&M University is currently in the process of developing technical training programs to train men and women to work as engineering technicians,

BE IT THEREFORE RESOLVED that the Texas Section Institute of Traffic Engineers encourage the James Connally Technical Institute of Texas A&M University to include a pre-employment traffic technician program in its curricula, and

BE IT FURTHER RESOLVED that the Texas Section Institute of Traffic Engineers work with officials of the Texas Traffic Institute and the James Connally Technical Institute of Texas A&M University in planning the content of this traffic technician pre-employment training program, and

BE IT FURTHER RESOLVED that the Texas Section Institute of Traffic Engineers encourage communities to support this pre-employment traffic technician training program by encouraging communities to identify students and sending personnel to participate.

Resolution #2

WHEREAS, there is a critical need for traffic technicians to have opportunities for improving their job proficiency, and

WHEREAS, funding to cover instructional costs for a series of one week short courses has been assured under provisions of Title I of the Higher Education Act,

BE IT THEREFORE RESOLVED that the Texas Section of the Institute of Traffic Engineers encourage communities to support these short courses by sending traffic technicians to participate.
January 29, 1972

WHEREAS, the evaluation of the Texas Traffic Safety Workshops currently being conducted has indicated a need for assisting cities in developing and implementing safety programs in the area of traffic control devices, and

WHEREAS, the new Manual on Uniform Traffic Control Devices has become available, and

WHEREAS, application of traffic engineering practices and installation of uniform traffic control devices is vital to safe and efficient traffic movement, and

WHEREAS, state and local officials will, in the near future, be responsible for incorporating considerable changes in application of traffic control devices, and

WHEREAS, it is necessary that the lack of uniformity in existing traffic control devices be identified and deficiencies corrected, and

WHEREAS, a thorough understanding of the Manual on Uniform Traffic Control Devices must be developed in order to assure the effectiveness of the Manual

NOW THEREFORE BE IT RESOLVED, that this assemblage of the Texas Section of the Institute of Traffic Engineers (TexITE) pledge its support to local traffic engineers and those related to traffic engineering functions in their effort to implement a safety program in the area of traffic control devices.

AND BE IT FURTHER RESOLVED that we will exercise our leadership in promoting an awareness among our citizens in our individual communities to the point that they will assist in the development of an effective safety program.

BE IT FURTHER RESOLVED that we pledge our support to those agencies capable of assisting, through work shops, local officials who are dedicated to the development of a safety program in the area of traffic control devices.

BE IT FINALLY RESOLVED that this assembly commend the efforts of those agencies which have dedicated their many resources to the development of programs aimed at the reduction of traffic accidents in the State of Texas.
COMMITTING TEXAS SECTION MEMBERS TO ENCOURAGE CITY, STATE AND FEDERAL COMMUNICATIONS FOR MORE EFFECTIVE TRANSPORTATION SERVICES TO THE CITIZENS OF TEXAS

WHEREAS, it is the purpose of the Institute of Traffic Engineers and the Texas Section to contribute individually and collectively toward meeting human needs for mobility and safety; and

WHEREAS, it is also the purpose of the Institute and the Texas Section to promote the exchange of professional information and points of reference and to consider transportation problems; and

WHEREAS, the many Federal, State and city aid programs incorporate detailed and involved regulations and policies requiring explanation, mutual understanding by all parties, and precise procedures to make effective use of these programs; and

WHEREAS, all areas of Texas are experiencing increased use of our transportation facilities necessitating the full and effective use of these programs;

THEREFORE BE IT RESOLVED:

That members of the Texas Section, Institute of Traffic Engineers are committed to become acquainted with all pertinent aid programs; and

That members in responsible positions will disseminate all information on these programs as well as the status of all programs and projects;

That all members within regional areas assemble as often as practical to discuss methods of implementing these joint programs and mutual transportation interests common to the region;

That the Section President will advise the appropriate responsible Federal, State and local officials of this resolution and encourage them to promote this same spirit of cooperation for the betterment of our transportation system.

APPROVED this 24th day of June, 1972.
AFFIRMING THE POLICY THAT CANDIDATES FOR OFFICE BE NOMINATED BASED SOLELY ON THEIR QUALIFICATIONS AND WILLINGNESS TO SERVE

WHEREAS, it has been the practice of the Texas Section to nominate candidates for office based on rotational system respecting various areas of employment; and

WHEREAS, this practice does violate the ITE constitution by depriving every eligible member the right to be considered for elective office;

THEREFORE, LET IT BE RESOLVED:

That it be the policy of Texas Section that all eligible members of the section be considered for nomination for any elective office and

That no rotational system be considered or established by the Executive Committee or the Nominations Committee in providing for nomination of officers; and

That the President charge the Nominating Committee to select those candidates who offer the greatest potential for leadership.

APPROVED this 24th day of June, 1972.
REAFFIRMING THE SECTION’S DESIRE TO RETAIN THE NAME OF INSTITUTE OF TRAFFIC ENGINEERS, INCORPORATED

WHEREAS, there are some members who would like to change the name of the Institute; and

WHEREAS, the definition of Traffic Engineering is the art and science of providing for the safe and efficient movement of people and goods through planning, design, construction, operations, maintenance and administration; and

WHEREAS, the purpose of the Institute is to enable engineers and other professionals with knowledge and competence in transportation and traffic engineering to contribute toward meeting human needs for mobility and safety; and

WHEREAS, the definition of Traffic Engineering includes all modes of transportation and encompasses the stated purpose of the Institute;

THEREFORE, LET IT BE RESOLVED:

That it is the Section’s contention that the current name of the Institute is an appropriate name and that the President be directed to express the Section’s contention that the Institute’s name remain the Institute of Traffic Engineers, Incorporated.

APPROVED this 24th day of June, 1972.
ESTABLISHING AN AWARDS PROGRAM FOR TEXAS SECTION, INSTITUTE OF TRAFFIC ENGINEERS

WHEREAS, the Technical Committee of the Section has studied the need for honoring members for outstanding service and contributions to the people of the State of Texas and the nation, and to the profession; and

WHEREAS, the Section Technical Committee has recommended that an awards program be initiated to recognize the achievements of its members;

THEREFORE, LET IT BE RESOLVED:

That an awards program shall become a policy of the Texas Section, Institute of Traffic Engineers; and

That the Section Executive Committee shall establish the types of awards which shall be given to individual members for their outstanding contributions.

That the Section Executive Committee shall develop the appropriate procedures and guidelines for this program and shall submit these procedures and guidelines for member consideration at the next business meeting.

APPROVED this 24th day of June, 1972.
REAFFIRMING THE SECTION’S EXECUTIVE COMMITTEE RESOLVE TO ENCOURAGE MEMBERS AND AFFILIATES TO UPGRADE THEIR MEMBERSHIP WHEN QUALIFIED

WHEREAS, it is the responsibility of the Section members and affiliates to upgrade their membership when qualified; and

WHEREAS, it is the duty of the Section officers to promote professional development; and

WHEREAS, it is also the duty of the Section officers to review annually the qualifications of Section affiliates and to encourage those qualified for National membership to apply;

THEREFORE, LET IT BE RESOLVED:

That the Section Officers shall fulfill its responsibilities to promote professional development by encouraging upgrading of membership; and

Let it be further resolved, that the Section officer shall also exercise their full authority to drop those Section affiliates from the membership who do not apply for National membership within the prescribed time.

APPROVED this 5th day of April 1972.
RECONIZING WALTER HENRY KLAPPROTH FOR HIS CONTRIBUTION TO TRAFFIC ENGINEERING AND TRANSPORTATION PLANNING

WHEREAS, Walter Henry Klapproth began his professional career with the Illinois Highway Department in 1919 and served in various capacities with city, state and U.S. governments as well as private enterprise; and

WHEREAS, for 17 years of his career he was the first Traffic Engineer for the City of Austin where he excelled in Transportation Planning and Traffic Operations; and

WHEREAS, after retirement from the City of Austin, Mr. “K”, as he was warmly known, continued to use his knowledge to help other cities and foreign governments to solve their traffic problems; and

WHEREAS, he was a Life Member of the Institute of Traffic Engineers and served as its Director in 1937-39 and participated on many national committees; and

WHEREAS, he became a charter member of the Texas Section of the Institute of Traffic Engineers when it was organized in 1954 and served as its first President; and

WHEREAS, Walter Henry Klapproth expired Monday, October 232, 1972, at the age of 74, in Tiapei, Taiwan where he was serving as a traffic consultant for the Taiwan Government;

THEREFORE, LET IT BE RESOLVED:

That the Texas Section of the Institute of Transportation Engineers recognizes Walter Henry Klapproth for his contribution to Traffic Engineering and Transportation Planning profession and to the Institute of Traffic Engineers.

APPROVED this 27th day of January, 1973.
ESTABLISHING AN AWARDS PROGRAM FOR TEXAS SECTION, INSTITUTE OF TRAFFIC ENGINEERS

WHEREAS, the Technical Committee of the Section has studied the need for honoring members for outstanding service and contributions to the people of the State of Texas and the nation, and to the profession; and

WHEREAS, the Section Technical Committee has recommended that an awards program be initiated to recognize the achievements of its members; and

WHEREAS, the Texas Section authorize the Executive Committee to develop the appropriate procedures and guidelines for this program and to submit these procedures and guidelines for member consideration at the next business meeting;

THEREFORE, LET IT BE RESOLVED:

That the attached awards program shall become a policy of the Texas Section, Institute of Traffic Engineers; and

APPROVED this 27th day of June, 1973.
A RESOLUTION RECOGNIZING THE RETIREMENT OF JOE E. WRIGHT FROM THE TEXAS HIGHWAY DEPARTMENT.

WHEREAS, Joe E. Wright began his professional career with the Texas Highway Department in 1936 as a Traffic Recorder in the Planning Survey Division. He served in various capacities in the Division and eventually was appointed the Director of the Planning Survey Division, and

WHEREAS, for 30 years he rendered distinguished service with that organization, contributing his professional talents and leadership capabilities to the advancement of the role of planning in the highway development process, and

WHEREAS, at the time of his retirement, he had fostered the development of capabilities within the Planning Survey Division to provide a unique combination of data and technology essential to the efficient planning, design and operation of highway facilities, and

WHEREAS, after retirement from the Texas Highway Department, he has continued serving the highway profession as a Transportation Planning Consultant, and

WHEREAS, he is a fellow member of the Institute of Traffic Engineers, a member of the Highway Research Board and a former member of the American Association of State Highway Officials, and the Western Association of State Highway Officials, and

WHEREAS, he was a charter member of the Texas Section, Institute of Traffic Engineers when it was organized in 1954 and subsequently served as secretary-treasurer, vice-president, and president of the Section;

THEREFORE, LET IT BE RESOLVED:

That the Texas Section of the Institute of Traffic Engineers does hereby recognize and commend its esteemed Member Joe E. Wright for his outstanding contributions to the Traffic Engineering and Transportation Planning professions and the Institute of Traffic Engineers and does hereby offer its congratulations and very best wishes for his future endeavors.

APPROVED this 25th day of January, 1974.
January 26, 1975

WHEREAS, Section 1, S.B. No. 621 gives the authority to political subdivisions to place for revenue purposes a type of advisory safety signs, that cannot be mistaken as official signs, along public rights-of-way; and

WHEREAS, the 62nd Legislature of the State of Texas passed S.B. No. 621, Vernon’s Annotated Civil Statute 6697a, in 1971; and

WHEREAS, Section 29, Article III, Vernon’s Annotated Civil Statute 6701d, requires the State Highway Commission to adopt a sign manual and specifications for a uniform system of traffic-control devices; and

WHEREAS, The State Highway Commission adopted on September 4, 1973, by Minute Order No. 67751 the 1973 Texas Manual on Uniform Traffic Control Devices for Streets and Highways, Volume I, for a uniform system of traffic signs and barricades; and

WHEREAS, Section A, Part 1, of said MANUAL states, “No traffic sign or its support shall bear any commercial advertising”; and

WHEREAS, Paragraph b, Section 36, Article III of Vernon’s Annotated Civil Statute 6701d further states, “No person shall place nor shall any public authority permit upon any highway any traffic sign or signal bearing thereon any commercial advertising”; and

WHEREAS, The Texas Section of the Institute of Traffic Engineers recognizes the need for high uniform standards in the design and placement of traffic control devices on all streets and highways;

NOW, THEREFORE BE IT RESOLVED by the members assembled at the 1975 winter meeting of the Texas Section of Institute of Traffic Engineers that the Section endorses the repeal of S.B. No. 621 and calls for the necessary legislation to enact such replea.

BE IT FURTHER RESOLVED that the Texas Section of the Institute of Traffic Engineers promotes the necessary legislation to prohibit the installation of all traffic signs, markings and signals not conforming to the specification of the 1973 Texas Manual On Uniform Traffic-Control Devices for Streets and Highways on all public rights-of-way in the State of Texas.

AND, BE IT FURTHER RESOLVED that copies of this resolution be sent to the Governor and each member of the Senate and House of the Legislature of the State of Texas.

PASSED AND APPROVED at San Antonio, Texas this twenty-sixth day of January, 1975.
WHEREAS, The Texas Section of the Institute of Transportation Engineers is one of the more active sections in the International Organization of the Institute of Transportation Engineers; and,

WHEREAS, only one of the past fifty-three Institute of Transportation Engineers’ International Conferences has been held in the State of Texas; and,

WHEREAS, the State of Texas and the D/FW Metroplex offer many opportunities for entertainment and vacation recreation; and,

WHEREAS, the Dallas/Fort Worth Airport offers centrally located facilities directly and economically accessible from the U.S. and many foreign countries; and,

WHEREAS, the Transportation professionals of the Cities of Dallas and Fort Worth have agreed to co-host a future International ITE conference; and,

WHEREAS, many members of ITE in the Dallas/Fort Worth metroplex area have shown a desire to assist as necessary in the successful development of such a conference.

NOW THEREFORE BE IT RESOLVED, that the Texas Institute of Transportation Engineers strongly endorses the proposal that the 1990 International Institute of Transportation Engineers Conference be hosted by the Dallas/Fort Worth Metroplex and be headquartered in the City of Dallas.

MAY IT ALSO BE RESOLVED that members and officers of The Texas Section of the Institute of Transportation Engineers use their influence to convince the International Site Selection Committee in San Francisco this Fall to select the Dallas/Fort Worth Metroplex as the site for 1990 International ITE Conference.

BE IT FURTHER RESOLVED that copies of this resolution be sent to the Site Selection Committee and members of the International Board of Direction.

Unanimously passed this day of June 30, 1984, at the annual business meeting, Texas Section, Institute of Transportation Engineers, Amarillo, Texas.
February 9, 1985

WHEREAS, Federal Budget proposals are to severely limit Federal operating assistance for local public transportation; and,

WHEREAS, others have emphasized that public transportation funding is a local decision; and,

WHEREAS, the State government does not participate in local operating assistance.

BE IT RESOLVED by the Texas Section of the Institute of Transportation Engineers that we encourage the Texas Legislature to extend to all Texas cities, on a local option basis, a tax source dedicated to the support of local public transportation.
June 18, 1988

WHEREAS, a Texas State Constitutional amendment providing that the federal reimbursements of state highway dedicated funds are themselves dedicated for the purpose of acquiring rights-of-way and constructing, maintaining, and policing public roadways will be on the ballot in the November general elections, and

WHEREAS, defeat of this amendment could cripple the highway system in Texas and severely damage the State Department of Highways and Public Transportation’s ability to meet future transportation needs, and

WHEREAS, this amendment maintains the user-fee concept, making reimbursements from the federal tax that motorists pay when they purchase fuel, and

WHEREAS, there is no fairer way to pay for a service than through a user fee whereby users pay for highway in direct proportion to their use of them.

WHEREAS, only with assured, uninterrupted funding can maintenance, construction, and long range planning proceed in a timely manner to prevent a disastrous interruption in the movement of goods, services and people in the State of Texas;

NOW, THEREFORE BE IT RESOLVED BY THE TEXAS SECTION, INSTITUTE OF TRANSPORTATION ENGINEERS:

1. TexITE, strongly supports the Texas State Highway and Public Transportation Commission in its efforts to pass this Good Roads Amendment.

2. TexITE strongly encourages its members to vote for this amendment and work for its passage.

Adopted and approved by TexITE membership on June 18, 1988.
January 30, 1993

WHEREAS, the measurable effects of alcohol begin at a blood alcohol content of 0.05%; and,

WHEREAS, the accident potential of a driver with a BAC of 0.05% is double that of non-drinking driver and at a BAC of 0.10% the risk is 6 to 9 times that of a non-drinking driver; and,

WHEREAS, alcohol is involved in at least half of the fatalities in the United States and in Texas; and,

WHEREAS, the driver above a BAC level of 0.10% is not a social drinker; and,

WHEREAS, the current commercial drivers requirement is maximum BAC level of 0.04%;

BE IT THEREFORE RESOLVED that the Texas Section, Institute of Transportation Engineers urges the Texas Legislature to revise the statutes on drinking and driving to include two (2) levels of driving under the influence of alcohol. The first is "Driving While Under the Influence of Alcohol" (DUI) for BAC levels between 0.05% and 0.10%. The second level is "Driving While Intoxicated" (DWI) for levels above 0.10%; and that the State Legislature set the penalties; and that mandatory counseling be included.


January 2003

A Resolution By The
Texas District (District 9) of the Institute of Transportation Engineers (TexITE)

A professional society whose members are dedicated to improving traffic safety and the mobility of people and goods in Texas.

Whereas, the licensure of engineers in Texas provides clarity and security to the general public, and

Whereas, the proposal presented by the Texas Sunset Commission materially changes the intent of the Engineering Practice Act, blurring the distinction between licensed engineers and technicians, and

Whereas, the proposed action undermines the original intent of the Act – protecting the public, and

Whereas, the proposal materially hinders the ability of the State of Texas to hold accountable for their actions those who practice as “engineers,” and

Whereas, the proposal undermines public health, safety and welfare,

NOW THEREFORE IT IS RESOLVED by the membership of TexITE at its duly convened January 2003 regular meeting in El Paso, Texas that:

Due to the public safety need in the State of Texas, We, the Texas District of the Institute of Transportation Engineers urge the Texas legislature to reject those elements of the Sunset Commission recommendations that further relax the conditions under which anyone can use the term “engineer” in their title.
A Resolution By The
Texas District (District 9) of the Institute of Transportation Engineers (TexITE)

A professional society whose members are dedicated to improving traffic safety and the mobility of people and goods in Texas.

Whereas, the Texas Manual on Uniform Traffic Control Devices provides warrants for the selection of control devices based on public safety and mobility, and

Whereas, the warrants are based on decades of national experience, regularly refined and updated as experience and data improves, and

Whereas, unwarranted traffic control devices cause crashes, congestion and air pollution, and

Whereas, national uniformity promotes safety and reduces the potential for federal sanctions, and

Whereas, the Texas Legislature has long supported warrant-based traffic control, NOW THEREFORE IT IS RESOLVED by the membership of TexITE at its duly convened January 2003 regular meeting in El Paso, Texas that:

Due to the public safety need in the State of Texas, We, the Texas District of the Institute of Transportation Engineers, conclude that the health, safety and welfare of the traveling public are best served by strict compliance with the professionally-developed warrant-based system of traffic control.
A Resolution By The  
Texas District of the Institute of Transportation Engineers (TexITE)  

A professional society whose members are dedicated to improving traffic safety and the mobility of people and goods in Texas.  

Whereas, the membership, including public agency and private sector traffic engineers from throughout the state, have documented an continuing increase in red light violations in Texas; and  

Whereas, the annual adverse impact to the economy of Texas is a loss of $1.8-2.5 Billion, and  

Whereas, automated enforcement reduces red light violations by 40 percent without additional costs to the community, and  

Whereas, the International Board of Director of the Institute of Transportation Engineers (ITE) has adopted the following policy:  

Facilitating Enforcement  
It is the policy of ITE to support enforcement by using, among other methods, automated enforcement techniques that use image-capturing technologies to identify illegal driver behavior. Further, the support for automated enforcement is subject to effective measures being taken to protect the privacy of vehicle occupants, prompt notification of alleged offenses, due process being available to alleged offenders, and the use of the collected data being restricted to law enforcement purposes.  

NOW THEREFORE IT IS RESOLVED by the membership of TexITE at its duly convened January 2003 regular meeting in El Paso, Texas that:  

Due to the public safety need in the State of Texas, We, the Texas District of the Institute of Transportation Engineers urge the Texas legislature to pass a bill giving governmental entities the right to adopt automated enforcement of traffic laws.
## Meeting Locations

<table>
<thead>
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<tr>
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<tr>
<td>J.S. Saylor *</td>
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<tr>
<td>W.H. Carsten *</td>
<td>1958</td>
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<tr>
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<tr>
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<tr>
<td>J.E. Wright *</td>
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<tr>
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<td>Houston</td>
<td>College Station</td>
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<tr>
<td>C.J. Keece *</td>
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<tr>
<td>Dale D. Marvel *</td>
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<tr>
<td>Stewart Fischer</td>
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<td>P.R. Tutt</td>
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<td>Edward H. Sokolowski</td>
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<td>C.E. McLeroy</td>
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<td>John J. DeShazo, Jr.</td>
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<td>H. Wayne Sherrell</td>
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<td>Wayne Kurfees</td>
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<td>John W. Hudson</td>
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<td>Randy Machemehl</td>
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<td>Herman Haenel</td>
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<td>Jim Williams</td>
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<td>Jody Short (4)</td>
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<td>Richardson</td>
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<td>John Friebele</td>
<td>2004</td>
<td>San Antonio</td>
<td>Austin</td>
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(1) Organizational meeting held December 12, 1953.
(2) Change in fiscal year. From January-December to June-May.
(3) Held in October 1994 in conjunction with 64th ITE Annual Meeting.
(4) Change in fiscal year from June-May to January-December.
* Deceased
<table>
<thead>
<tr>
<th>Year</th>
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<th>Dates</th>
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<td>Houston</td>
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<td>June 7-8, 1957</td>
<td>Houston</td>
<td>Shamrock Hotel</td>
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<td>June 25-26, 1971</td>
<td>Lubbock</td>
<td>Koko Inn</td>
</tr>
<tr>
<td>1972</td>
<td>W</td>
<td>January 28-29, 1972</td>
<td>Arlington</td>
<td>Quality - Oboda Inn</td>
</tr>
<tr>
<td>1972</td>
<td>S</td>
<td>June 23-24, 1972</td>
<td>Galveston</td>
<td>Flagship Hotel</td>
</tr>
<tr>
<td>1973</td>
<td>W</td>
<td>January 26-27, 1973</td>
<td>College Station</td>
<td>Bryan</td>
</tr>
<tr>
<td>1973</td>
<td>S</td>
<td></td>
<td>El Paso</td>
<td>Meeting of the Education and Training Task Force; &quot;Nuts and Bolts of Traffic Engineering&quot; Presentation from the Highway Products Group</td>
</tr>
<tr>
<td>1974</td>
<td>W</td>
<td>January 24-26, 1974</td>
<td>Beaumont</td>
<td>Red Carpet Inn</td>
</tr>
<tr>
<td>1974</td>
<td>S</td>
<td>July 11-12, 1974</td>
<td>Amarillo</td>
<td>195 Attendees</td>
</tr>
<tr>
<td>1976</td>
<td>W</td>
<td></td>
<td>Wichita Falls</td>
<td>Notable Technical Session: &quot;Value and Effect of Courtesy Patrols on Urban Freeways&quot;</td>
</tr>
<tr>
<td>1976</td>
<td>S</td>
<td></td>
<td>Dallas</td>
<td>Photos of Dallas City Hall Under Construction</td>
</tr>
<tr>
<td>1977</td>
<td>W</td>
<td>January 27-29, 1977</td>
<td>Houston</td>
<td>Notable Technical Session: &quot;Congestion Pricing&quot; - Dues Increase from $7.50 to $10 per year</td>
</tr>
<tr>
<td>1977</td>
<td>S</td>
<td>June 23-25, 1977</td>
<td>Lubbock</td>
<td>Holiday Inn</td>
</tr>
<tr>
<td>1978</td>
<td>S</td>
<td></td>
<td>Corpus Christi</td>
<td>Focus on Energy Conservation Topics</td>
</tr>
<tr>
<td>1979</td>
<td>W</td>
<td>January 25-27, 1979</td>
<td>Odessa</td>
<td>Notable Technical Session: &quot;Air Terminal Traffic Analysis&quot; (Barb Nuckles - City of Dallas)</td>
</tr>
<tr>
<td>1979</td>
<td>S</td>
<td>June 21-23, 1979</td>
<td>Austin</td>
<td>Holiday Inn</td>
</tr>
<tr>
<td>Year</td>
<td>Winter / Summer</td>
<td>Dates</td>
<td>Host</td>
<td>Notes</td>
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<td></td>
<td>Holiday Inn</td>
</tr>
<tr>
<td>1982</td>
<td>W</td>
<td>January 28-30, 1982</td>
<td>Tyler</td>
<td>Sheraton Inn</td>
</tr>
<tr>
<td>1982</td>
<td>S</td>
<td>June 24-26, 1982</td>
<td>Beaumont</td>
<td>Theme: Cajun Country; 125 Attended the Thursday Night Social - Cajun Cookery complete w/ Cajun band and Dancing; Notable Technical Session: “An Investigation of the Efforts of Oil Field Traffic on Low Volume Roadways” (John M. Mason)</td>
</tr>
<tr>
<td>1984</td>
<td>W</td>
<td>January 26-28, 1984</td>
<td>South Padre Island</td>
<td>Hilton Inn</td>
</tr>
<tr>
<td>1984</td>
<td>S</td>
<td>June XXX, 1984</td>
<td>Amarillo</td>
<td>Meeting Held in conjunction with the Metropolitan Traffic Operations and Safety Conference Hilton Inn</td>
</tr>
<tr>
<td>1985</td>
<td>W</td>
<td>February 7-9, 1985</td>
<td>Richardson</td>
<td>Social Activity: Casino Night; Virgil Slover led a Discussion Group on Traffic Impact Assessments and the Developer Review Process</td>
</tr>
<tr>
<td>1986</td>
<td>W</td>
<td>College Station</td>
<td>College Station</td>
<td>Notable Technical Session: “Left-Turn Operations”; Joint Meeting with TPWA Holiday Inn Civic Center</td>
</tr>
<tr>
<td>1987</td>
<td>W</td>
<td>February 19-21, 1987</td>
<td>Dallas</td>
<td>Hilton Inn</td>
</tr>
<tr>
<td>1987</td>
<td>S</td>
<td>June 4-6, 1987</td>
<td>Corpus Christi</td>
<td>Notable Technical Session: Typical Traffic Signal Project as Viewed by Various Levels (City, Consultant, Distributor, Contractor, SHDPT)</td>
</tr>
<tr>
<td>1988</td>
<td>W</td>
<td>February 4-6, 1988</td>
<td>Odessa</td>
<td>Hilton Inn</td>
</tr>
<tr>
<td>1989</td>
<td>S</td>
<td>February 2-4, 1989</td>
<td>Fort Worth</td>
<td>Marriott</td>
</tr>
<tr>
<td>1990</td>
<td>S</td>
<td>June 14-16, 1990</td>
<td>Galveston</td>
<td>Hotel Galvez</td>
</tr>
<tr>
<td>1991</td>
<td>W</td>
<td>January 30-February 1, 1991</td>
<td>Lubbock</td>
<td>Lubbock Plaza Hotel</td>
</tr>
<tr>
<td>1992</td>
<td>S</td>
<td>June 16-20, 1992</td>
<td>Amarillo</td>
<td>204 Attendees</td>
</tr>
<tr>
<td>1993</td>
<td>W</td>
<td>January 28-30, 1993</td>
<td>Waco</td>
<td>Waco Hilton and Convention Center Celebrated 40th Anniversary</td>
</tr>
<tr>
<td>1993</td>
<td>S</td>
<td>June 17-19, 1993</td>
<td>San Antonio</td>
<td>Notable Technical Session: Passed a Resolution is support of increased DUI legislation; Technical Sessions on Traffic Signals, Transit, Transportation Mgmt, and Pedestrians</td>
</tr>
<tr>
<td>1994</td>
<td>W</td>
<td>Austin</td>
<td>Austin</td>
<td>Holiday Inn Riverwalk North Omni Hotel</td>
</tr>
<tr>
<td>1994</td>
<td>S</td>
<td>College Station</td>
<td>College Station</td>
<td></td>
</tr>
<tr>
<td>1994</td>
<td>W</td>
<td>Dallas</td>
<td>Dallas</td>
<td></td>
</tr>
<tr>
<td>1995</td>
<td>S</td>
<td>Midland</td>
<td>Midland</td>
<td></td>
</tr>
<tr>
<td>1996</td>
<td>W</td>
<td>January 31-February 1, 1996</td>
<td>The Houstonian</td>
<td>The Houstonian</td>
</tr>
<tr>
<td>1996</td>
<td>S</td>
<td>June 13-15, 1996</td>
<td>Houston</td>
<td>This was a joint meeting with ITS Texas</td>
</tr>
<tr>
<td>1997</td>
<td>W</td>
<td>Winter 1997</td>
<td>Abilene</td>
<td>Embassy Suites</td>
</tr>
<tr>
<td>1997</td>
<td>S</td>
<td></td>
<td>Farmers</td>
<td>Holiday Inn Select</td>
</tr>
<tr>
<td>1998</td>
<td>W</td>
<td>San Antonio</td>
<td>San Antonio</td>
<td>Menger Hotel</td>
</tr>
<tr>
<td>1998</td>
<td>S</td>
<td>June 18-20, 1998</td>
<td>Austin</td>
<td>Marriott Hotel - Capitol</td>
</tr>
<tr>
<td>1999</td>
<td>W</td>
<td>January 28-30, 1999</td>
<td>Dallas</td>
<td>Doubletree</td>
</tr>
<tr>
<td>1999</td>
<td>S</td>
<td>Corpus Christi</td>
<td>Corpus Christi</td>
<td>Omni Hotel</td>
</tr>
<tr>
<td>2000</td>
<td>W</td>
<td>Arlington</td>
<td>Arlington</td>
<td>Wyndham</td>
</tr>
<tr>
<td>2000</td>
<td>S</td>
<td>College Station</td>
<td>College Station</td>
<td>Hilton Hotel</td>
</tr>
<tr>
<td>2001</td>
<td>S</td>
<td>June 21-23, 2001</td>
<td>Midland</td>
<td>Holiday Inn</td>
</tr>
<tr>
<td>2002</td>
<td>W</td>
<td>Irving</td>
<td>Irving</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>S</td>
<td></td>
<td>League City</td>
<td></td>
</tr>
<tr>
<td>2003</td>
<td>W</td>
<td></td>
<td>El Paso</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Chairman</td>
<td>Firm</td>
<td>Secretary-Treasurer</td>
<td>Firm</td>
</tr>
<tr>
<td>------</td>
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<td>-------------------------------------------</td>
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<td>-------------------------------------------</td>
</tr>
<tr>
<td>1993</td>
<td>Jack Hatchell</td>
<td>Jack Hatchell and Associates</td>
<td>Mike McInturff</td>
<td>WHM Transportation Engineering Consultants, Inc.</td>
</tr>
<tr>
<td>2002</td>
<td>Duane Hartman</td>
<td>PB Farradayne Inc.</td>
<td>Terry Watson</td>
<td>Jacobs Civil, Inc.</td>
</tr>
<tr>
<td>2003</td>
<td>Terry Watson</td>
<td>Jacobs Civil, Inc.</td>
<td>Dave Carter</td>
<td>Parsons Transportation Group</td>
</tr>
</tbody>
</table>
TexITE Innovations, Milestones, and Firsts: 1954-2004

Drawn from TexITE files and the fertile minds of past presidents and other ne'er do wells

<table>
<thead>
<tr>
<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td>• Institute of Traffic Engineers (ITE) founded in Pittsburgh on October 2.</td>
</tr>
<tr>
<td>1931</td>
<td>• ITE Constitution and By-Laws adopted on December 2.</td>
</tr>
</tbody>
</table>
| 1954 | • 1st Freeway in Dallas – North Central Expressway (Houston had opened first freeway in Texas, the Gulf Freeway, in the late 1940s).  
      • Houston’s first Traffic Signal System controlled by an analog computer.  
      • Interstate and Defense Highway System established.  
      • Radio Corporation of America began manufacturing color television sets in Bloomington, Indiana.  
      • Texas Section (TexITE) of Institute of Transportation Engineers authorized by ITE. |
| 1955 | • Paul Rice, the Traffic Engineer in Corpus Christi, invented the first Yield sign.  
      • San Antonio installed the "scramble" exclusive pedestrian phase operation at 25 downtown intersections. A few months later, San Antonio abandoned the exclusive pedestrian phase operation.  
      • The first hot-melt thermoplastic markings were applied by Jack Keese in the 50's with his archaic walking stripers. |
| 1956 | • Dallas abandons electric streetcars, relies solely on motor buses and trolley coaches.  
      • El Paso instituted one-way operation on 4.5 miles of downtown streets.  
      • Elm and Commerce Streets in downtown Dallas became one-way.  
      • Texas Transportation Institute (TTI) began freeway operations research on the Gulf Freeway.  
      • Texas developed the frontage road system that was responsible for the most accessible freeway system in the world, and still is. |
<table>
<thead>
<tr>
<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
</tr>
</thead>
</table>
| 1957 | - At the January TexITE meeting, Texas Highway Department's (THD) Bill Welty made a presentation on the potential application of digital computers in the field of traffic.  
   - Automatic Signal Company installs prototype of electronic traffic monitor on Central Expressway in Dallas.  
   - First Texas toll road opened: Dallas/Ft Worth Toll Road. Average Daily Traffic (ADT) for the following month was 13,665 vehicles per day.  
   - Over Gene Maier's "dead body", the "scramble" exclusive pedestrian phase was put into operation at the intersection of Main and Lamar Streets in Houston (the experiment ended about six months later).  
   - THD's Dick Oliver's proposed design for Interstate Route Marker selected from 76 designs submitted. |
| 1958 | - Amarillo began replacing their yellow stop signs with red signs—the first in Texas.  
   - By year end, Houston had 700 signalized intersections, 125 of which had been newly signalized within the past year.  
   - Dallas' one and only "scramble" signal installation (at Akard and Commerce Streets) is removed after 4.5 years of operation.  
   - Lynn Andrews initiated the two-way left turn lane in Lubbock. Took the concept to San Antonio when he was Assistant City Manager.  
   - T.R. Buckman (Fort Worth) and R.T. Gregory (Waco) installed demand analog computer responsive signal systems for urban networks. (PR Systems).  
   - Wichita Falls implemented one-way street system in the downtown area.  
   - Win Carsten tested television camera scanning traffic flow on Commerce Street in downtown Dallas. |
| 1959 | - Dallas passed an access management ordinance that regulated the number and spacing of driveways and banned future head-in parking.  
   - Flat-angle (23 degree) parking installed on the newly rebuilt streets of downtown Abilene.  
   - The City of San Antonio took over the operation of the municipal transit system. |
<table>
<thead>
<tr>
<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
</tr>
</thead>
</table>
- The elevated segment of the east-west freeway opened, making Fort Worth the only Texas city with a completed freeway from city limits to city limits.  
- Under Stew Fischer, San Antonio introduced the reflective street marker. Prior to that time all street markers were either baked enamel or aluminum.  
- Waco implemented 3.5 miles of one-way streets. |
| 1961 | - First Interstate sign contract in the Southwest awarded for IH 35 south of Hillsboro, Ed Smith Project Engineer. This project demonstrated the need for "breakaway" sign supports.  
- Freeway research center, monitoring equipment, ramp metering, and accident investigation sites installed on Gulf Freeway in Houston opened and manned by Gerry Biggs (TxDOT) and Dick McCasland (TTI). |
| 1962 | - In October, a state judge ruled Amarillo's red stop signs illegal.  
- In November, the Texas Highway Commission passed a Minute Order authorizing red stop signs.  
- Charles Pinnell and Don Capelle developed traffic-actuated signal phase overlap which led to the development of the widely used "TTI Phasing" for diamond interchanges.  
- Years ahead of its time, traffic calming came to Lubbock with the installation of a traffic diverter at a residential intersection. |
| 1963 | - In Wichita Falls, the Broad-Holliday signalized expressway opened.  
- San Antonio began a large-scale implementation of raised pavement markers.  
- THD installed 30,000 feet of thermoplastic pavement makings on Loop 12 in Dallas.  
- The final segment of IH-35E in Farmers Branch opened, completing the freeway between Dallas and Oklahoma. |
<table>
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<tr>
<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
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</thead>
</table>
| 1964 | • First breakaway sign support (invented by Leon Hawkins, THD) tested by Leon, Neil Rowan, Bob Olson, and others at TTI.  
• First crash test in Texas conducted at TTI on April 1. Additional tests during this year produced the slip base design still used in Texas and everywhere.  
• Dallas experimented with flashing green to indicate a leading protected left turn.  
• Minimum posted speed on north San Antonio expressway loop.  
• State’s first County Planning Engineer: R.T. Gregory in Dallas County  
• THD took bids on the first segment of IH-635 (LBJ Freeway) in Dallas -- from IH-35E to Marsh Lane.  
• THD’s Houston District installed surveillance video in the Baytown Tunnel.  
• The work by Don Drew at TTI on Gap Theory was the basis for the first ramp metering in Texas installed on the Gulf Freeway.  
• Two-way Left Turn (TWLT) lanes implemented in Corpus Christi. |
| 1965 | • First breakaway sign support specification developed by Leon Hawkins and adopted by THD on January 1.  
• First full-scale tests on freeway lighting concepts conducted at TTI. Results were lighting systems still in use today throughout the US.  
• First ramp metering experiments in Texas on Gulf Freeway in Houston.  
• Installation of first loop detectors.  
• Parking meters removed in Lubbock.  
• Paul Tutt (THD), Charles Pinnell (TTI) and others developed the u-turn design for freeways that alleviated major problems with signalization of diamond interchanges.  
• First breakaway light poles (cast aluminum T-bases) "discovered" when they were offered as an alternate bid by a contractor in San Antonio. TTI tested them and THD immediately adopted a design policy. |
1966

- The “countdown” vehicular traffic signal, developed by an Abilene man, was being used on an experimental basis in Abilene, Wichita Falls, and Houston. (A matrix of bulbs in the yellow indication displayed the number of seconds until the end of the vehicular change interval.)

- First freeway corridor research (freeway, frontage roads, and arterials) system initiated on Dallas North Central Expressway by Federal Highway Administration (FHWA), THD, TTI, and City of Dallas.

- First operational digital computer signal system in the United States, the Wichita Falls IBM 1800 system, installed under the watchful eye of Roy Wilshire.

- First ramp metering system installed in Texas on Gulf Freeway in Houston.

1967

- City of Austin open bids for their new centralized traffic computer controlled system. Years later, a flooded roof collapsed on the IBM 1800 system and after drying out and maintenance, the system was put back in service. That system remained in operation until the late 1980s when the City of Austin updated their system.

- First freeway closed circuit traffic television surveillance system in Texas on Gulf Freeway in Houston.

- High-mast lighting test facility installed at TTI. System design developed for THD to be installed in Texarkana and San Antonio.

- Tom Edwards, a structural engineer at TTI developed the multi-directional slip base used on single pipe supports at major intersections.

- World's First Private Subway (by a non-transportation company) opened at Leonard's Department Store in Fort Worth (Decommissioned in 2001).

1968

- An emergency call box system was installed on the Gulf Freeway (I-45) in Houston.

- Austin implemented a TWLT lane on 1.6 miles of Burnet Road.

1969

- Clyde Lee's research on dynamic weighing of truck traffic produced the first weigh-in-motion system at the University of Texas at Austin.

1970

- DFW airport opens; after some initial technical difficulties, first automated surface people mover in Texas opens serving terminals and remote parking areas.

- First Texas aerial people mover opens at Love Field connecting terminal with remote parking lot.

- Houston hosts ITE's 40th Annual Meeting.
<table>
<thead>
<tr>
<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
</tr>
</thead>
</table>
| 1971 | • First ramp metering implemented on North Central Expressway in Dallas.  
      • First regional transit studies in Texas - Dallas/FT Worth Regional Transportation Study. |
| 1972 | • City of Austin takes over the Austin Transit System as a City enterprise.  
      • Houston’s first Diamond Lanes on Main Street.  
      • Three prototype automatically operated safety warning signs were installed on the Gulf Freeway (I-45) in Houston. The experimental system was designed to inform drivers approaching crest type vertical curves of traffic stoppages or slowdowns which were beyond their sight distance. |
| 1973 | • City of Austin institutes a reversible lane system on 1.5 miles of Red River St. adjacent to the UT campus for daily use.  
      • Houston’s first Red Yield Signs installed (1st ticketed driver thought it was a Coca Cola sign).  
      • PASSER II arterial signal timing program developed by Carroll Messer for THD at TTI tested and proven in field location in Dallas; first use of phase reversal to maximize progression.  
      • The first set of changeable message signs were installed on the Gulf Freeway (I-45) in Houston. The evaluations of these lamp matrix signs, developed by Conrad Dudek at TTI, were instrumental in the development and standardization of this technology. |
| 1974 | • An experimental air pressure-powered device was used to push conduit for Amarillo’s new downtown signal system by Jack Parris, project contractor.  
      • San Antonio began the installation of wheelchair ramps.  
      • First High-Occupancy Vehicle (HOV) lanes installed in Dallas on Harry Hines Boulevard and West Commerce Street in Dallas.  
      • Randy Machemehl and Bill Stockton were the first recipients of the TexITE Outstanding Transportation Engineering Student Award. |
1975

- The Texas Legislature abolished the Texas Mass Transportation Commission.
- Texas Highway Department (THD) becomes State Department of Highways and Public Transportation (SDHPT), merging with Texas Mass Transportation Department.
- Right turn on red after stop legalized unless otherwise signed.
- The City of Fort Worth was experimenting with night dimming of traffic signals.
- PASSER III for frontage road signal timing program developed for the State Department of Highways and Public Transportation (SDHPT) by Carroll Messer at TTI, tested and proven on North Central Expressway frontage roads in Dallas; first use of variable 3 phase and 4 phase operation to maximize progression.
- Texas divided two-lane highway, developed by Phil Wilson, SDHPT.
- The concept of portable changeable message signs was developed by Conrad Dudek. Three incandescent bulb matrix signs were installed on trailers that were built by TTI.

1976

- Herman Haenel developed SDHPT's first polycarbonate traffic signal specification.
- City of Garland began suburban Park & Ride service (first non-transit city to do so) by contracting for buses and drivers from the Dallas Transit System.
- Rotating drum changeable message signs were installed in the City of Dallas on Skillman Avenue. The signs were installed to test arterial street traffic rerouting techniques when incidents occurred on the inbound Central Expressway.

1977

- Ferguson Road bus bypass ramp installed on WB IH 30 in Dallas.
- First use of combined dynamic message signs and lane control signals installed by SDHPT in Austin on IH 35.
- The TEXAS Model for Intersection Traffic was developed by Clyde Lee, Tom Rioux, Charlie Copeland, Bobby Inman, and others at the University of Texas at Austin.
<table>
<thead>
<tr>
<th>Year</th>
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</tr>
</thead>
</table>
| 1978 | • Dallas/Ft. Worth Turnpike becomes a free road.  
  • FACTS, a forerunner of closed loop systems, developed by Herman Haenel and Elmer Koeppe at SDHPT.  
  • Installation of "modern" mechanical pre-timed controllers in Vernon with night flash eliminating decades old practice of turning off all signals in Vernon at night by police department.  
  • Installation of first digital loop detectors in Texas.  
  • SDHPT establishes Traffic Management Group in Central Office.  
  • PASSER II and III (TTI) and TEXAS (UT Austin) signal timing and analysis software models developed for SDHPT between 1978 and 1980. |
| 1979 | • 1st freeway HOV facility in Texas, Houston North Freeway (I-45) contraflow HOV lanes.  
  • First freeway entrance ramp gates installed by SDHPT in Fort Worth (IH30) and San Antonio (IH35).  
  • Texas's first installation (by Herman Haenel of SDHPT) of diamond interchange controllers capable of "on the fly" sequence changes (Figure 3 or Figure 4).  
  • The City of Houston implemented a 1.2-mile reversible lane on Richmond Avenue.  
  • The Texas Legislature passed SB 1421, which mandated that ramp traffic always have the right-of-way over other traffic on frontage roads. |
| 1980 | • Abilene installed controllers capable of lead/lag sequence variation programmable as function of cycle and offset. |
| 1981 | • First "3-phase/4-phase" controller installed in Fort Worth. Controller automatically changed phasing scheme based on intersection congestion.  
  • First digital variable lead/lag signal system in the country installed by SDHPT in Houston and Fort Worth Districts.  
  • First International ITE officer from Texas, Neil Rowan elected President of ITE. |
| 1982 | • Installation of first Cycle Programmer developed by Harold Watters, TxDOT-Dallas, to permit phase reversal, phase elimination and detector switching with NEMA TS1 controller units. |
1983
- At several interchanges along IH-635, the City of Dallas installed EMCO 828 controllers, which were the first to offer up to four different signal sequences.
- Dallas Area Rapid Transit (DART) created.
- First Traffic Management Team organized by Gene Sparks (SDHPT) and others in San Antonio.
- Harris County Toll Road Authority (HCTRA) created, Texas' first county toll road authority.
- Installation of 10 phase signal sequence at Fort Worth's famous University Drive, Camp Bowie Boulevard, Bailey Avenue and 7th Street intersection by Walt Cooper, Russ Wiles and Rick Campbell.
- Installation of first Opticom system in Addison using advanced controllers with internal preemption by Hal Jones.

1984
- Began HOV operation (no more contraflow, but behind barriers) Houston North Freeway (IH-45) in October.
- Began HOV operation (no more contraflow, but behind barriers) Katy Freeway (IH-10) in November.
- First closed loop system in the state of Texas (Econolite) was installed in Farmers Branch.
- To prevent the "yellow trap" when lead-lag sequences are used in conjunction with protected-permitted left turns, Gerry deCamp of the City of Dallas implemented the first variation of the "Dallas Left Turn Display."

1985
- Installation (by Gerry deCamp) of the famous "flying controller," high above IH 635 running all four road intersections at the LBJ/DNT "skybridge."
- TxDOT Fort Worth implements freeway management system at "satellite" field location.

1986
- 1986 Traffic signal retiming project in Texas cities funded by oil overcharge money resulted in large benefits to motorists and consultants.
<table>
<thead>
<tr>
<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
</tr>
</thead>
</table>
| 1987 | • Harris County’s first toll road opens.  
      • Roadway Impact Fee Legislation by Texas Legislature providing a new method as a way of financing city street construction and provided in a new source of business for the consulting industry.  
      • **The new ITE District 9, comprised of the state of Texas, is formed.** The new district was unique in that it initially had only one section, the Texas Section or TexITE. (TexITE had previously been in District 5, which had three other sections). |
| 1988 | • First installation (in Waco by Rick Charlton) of closed loop signal system integrated with adjacent controllers controlled by mechanical dial units. |
| 1989 | • Diamond Interchanges were added to the TEXAS Model for Intersection Traffic by Clyde Lee, Tom Rioux, Charlie Copeland, Bobby Inman, and others at the University of Texas at Austin.  
      • Installation of first Manual on Uniform Traffic Control Devices (MUTCD) color sequence compliant lead/lag controllers on Belt Line Road in Addison.  
      • McKinney Avenue Trolley in Dallas (incorporated as a non-profit in 1983) begins operations. |
| 1991 | • First movable barrier HOV lane in the country installed on IH 30 in Dallas. Known as the zipper, a specially designed vehicle moved the "Jersey barrier" linked sections to take advantage of unbalanced flow.  
      • State Department of Highways and Public Transportation (SDHPT) becomes Texas Department of Transportation (TxDOT) adding the Department of Aviation and Texas Motor Vehicle Department. |
| 1992 | • Free U-turns at Diamond Interchanges and Figure 3, 4, 6, and 7 Diamond Interchange Signal Controllers were added to the TEXAS Model for Intersection Traffic by Clyde Lee, Tom Rioux, Charlie Copeland, Bobby Inman, and others at the University of Texas at Austin.  
      • **The TexITE Board approved the formation of TexITE’s first chapter, the “Eastern DFW Chapter”, which soon became the Greater Dallas Chapter.**  
      • ToneDef (whose name says it all), TexITE’s own country and western band formed at the summer meeting in Amarillo. |
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<th>Year</th>
<th>Innovations, Milestones, and Firsts</th>
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| 1993 | • First type 170 controller installed in Fort Worth. Followed previous installations in Austin, San Antonio, and Dallas.  
• Neil Rowan named Honorary Member of ITE, the highest award the Institute conveys.  
• **The TexITE Board approved the formation of the Houston Area Chapter.** |
| 1994 | • Dallas hosts ITE’s 64th Annual Meeting. |
| 1995 | • Began allowing authorized carpools (4+ only) on Houston IH-10 Katy HOV.  
• Texas’ first large-scale Freeway Management Center (TransGuide) implemented by TxDOT in San Antonio. |
| 1996 | • DART’s light rail service begins in Dallas.  
• In Fort Worth, probably the first ever Windows NT server/client computerized traffic signal system installed.  
• On SH 146 in Baytown, the cable-stayed Fred Hartman Bridge opened.  
• Opening of TranStar in Houston, first multi-agency control center.  
• Second International ITE officer from Texas, Dennis Christiansen elected President of ITE. |
| 1997 | • **The TexITE Board approved the formation of the Greater Fort Worth, South Texas, and Capital Area Chapters.** |
| 1998 | • Began value pricing program in Houston (Quickride) -- on IH-10 (US 290 began in 2000). |
| 1999 | • Initiation of first modern commuter rail service in Texas, Trinity Railway Express between Dallas and Irving (Original Interurban Railway debuted in the 1880s).  
• Jack Keese named Honorary Member of ITE, the highest award the Institute conveys. |
| 2000 | • Java Animation processor added to the TEXAS Model for Intersection Traffic by Tom Rioux and others at the University of Texas at Austin.  
• **The TexITE Board approved the formation of the Brazos Valley Chapter.** |
2001
- Commuter rail service extended to downtown Fort Worth.
- Construction began on the Dallas High Five Interchange (IH 635 & US 75), the highest cost public works project in Texas ($261 million) at the time.
- First private toll road (Camino Columbia) built for about $90 million and opened near Laredo; auctioned (after defaulting on bond payments) to an insurance company in 2004 for about $12 million.
- Installation of first wayside train horn system in Richardson.

2002
- A district bylaws change created the new, strong District 9, that superseded the Texas Section as the primary ITE organization in Texas. Each of TexITE’s former chapters then became sections of the new district.
- First “privately run” traffic management center, Uptown Houston.

2003
- Bids taken on the largest single project let by TxDOT, IH610/IH-10 interchange in Houston, $263 million, exceeding the previous record holder, Dallas’ High Five, by $2 million.
- Signing of the Agreement (TxDOT, FHWA, HCTRA) for the first toll road imbedded within an Interstate highway, IH-10: the Katy Freeway in Houston.

2004
- First fully automated stand-alone tollway in US opens - Westpark Tollway (8 mi, 4 lane section) in Houston linking the uptown area to western suburbs.
- Houston’s light rail Main Street starter line service begins.
- John DeShazo named Honorary Member of ITE, the highest award the Institute conveys.
- TexITE celebrates its 50th Anniversary in Austin (June 17-19), the site of the first meeting and the 25th anniversary meeting.