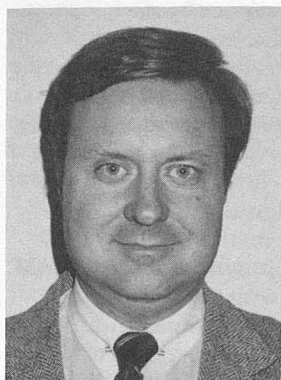


**AFTERNOON SESSION**  
**Thursday, March 19, 1987**

**TRAFFIC MANAGEMENT WORK SESSION**

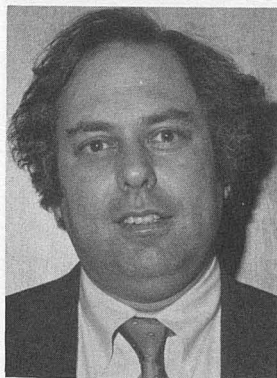
This work session was designed to be of interest to larger Kentucky cities that have sufficient traffic to be concerned with topics such as maximizing traffic flow in urban areas by signal system management, use of computerized signal management systems, and methods to reduce traffic volume. Technical difficulties with the audio recording system in the meeting room resulted in the session not being fully recorded in an understandable format. Therefore, the following is a brief summary of the session rather than actual edited text. Additional information about any of the subjects can be obtained from the speakers whose addresses are included in the Index of Participants.



**BRUCE SIRIA**, Director of Specialized Programs for the Kentucky Department of Highways, moderated the work session. Mr. Siria holds BS and MSCE degrees in engineering from the University of Kentucky and has nearly twenty years' experience in both the public and private sectors in the areas of highway traffic operations, highway planning, public transportation planning and program management, aviation systems planning, aeronautics program administration and multi-modal transportation policy studies. Mr. Siria is a member of the American Society of Civil Engineers, the Institute of Transportation Engineers, and the Transportation Research Board.

In his introductory remarks, Mr. Siria outlines three forms of traffic management. The first method is to regulate the size of the transportation system that is available for use. An example of this method is enlarging the system by building new streets or widening existing streets. The next option is to control the amount of traffic using a facility. Many times, neither of these methods is possible. Then the third method becomes crucial. This method is to make the operation of the existing system more efficient.

The purpose of this work session is to discuss ways in which to accomplish this third, and often most feasible, method of traffic management. Topics to be discussed are: 1) traffic planning, specifically Lexington's Harrodsburg Road corridor study; 2) computerized signal systems and traffic control equipment; and 3) a plan instituted in Pleasanton, California, to reduce traffic volume by 45 percent in three years.



**Traffic Planning**

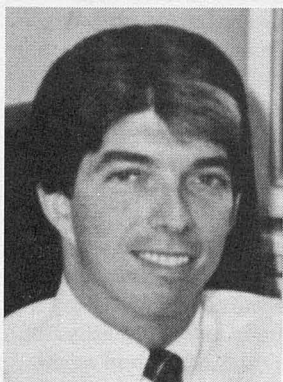
Addressing this topic was **MIKE HAILPERIN**, Director of Transportation Planning for Lexington-Fayette Urban County Government. In this position, Mr. Hailperin has directed the Lexington/Fayette County Transportation Study. Through this study, various projects have been completed such as the Year 2000 Transportation Plan,

Nicholasville Road Corridor Study, and Downtown Analysis. Also included was the Harrodsburg Road Subarea Analysis, which Mr. Hailperin discussed in this work session. Mr. Hailperin received his MS degree in Urban and Regional Planning from the University of Iowa and held planning positions in that state and in Georgia prior to joining the Urban County Government in 1977.

Harrodsburg Road is a not yet highly developed arterial leading into and out of Lexington. Basically, the study was a traditional planning study that resulted in the expected findings, namely that the road needed to be widened and interchanges improved. Other recommendations included the dedication of right-of-way, roadside landscaping, and a review of alternative transportation modes.

The morning vehicle occupancy rate in Lexington is 1.27 persons per vehicle and in the afternoon the rate is about 1.50 persons. Along the Harrodsburg corridor, the rate is even lower and greater use of carpools and vanpools should be encouraged.

The key recommendation of this study was that the Urban County Government adopt a policy related to including a traffic impact study as a condition for development. This study could be conducted by the planning staff or by the developers through consultants. These studies should be a consideration when reviewing zone change requests. At the time of the Conference, it was expected that the Urban County Council would take action on a traffic impact policy and that the policy would have county-wide implications, rather than applying to just Harrodsburg Road.

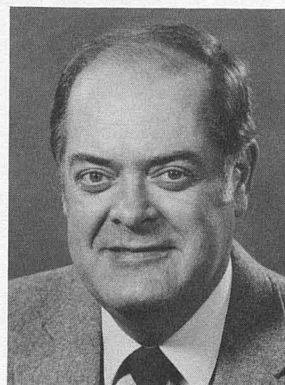


### **Computerized Signal Systems**

Presenting this part of the program was WILLIAM SAMPSON, Traffic Engineer with the Lexington-Fayette Urban County Government. Mr. Sampson has responsibility for the operation of Lexington's computerized signal system. Previously, he worked for the Kentucky Transportation Cabinet in planning and computer modeling for metropolitan area transportation networks. He graduated from the University of Kentucky with BSCE and MSCE degrees, specializing in transportation. He is a member of the Institute of Transportation Engineers and the American Society of Civil Engineers.

Mr. Sampson gave the background of Lexington's computerized traffic signal system and described its current operation. He had set up a remote access to the computerized signal system and demonstrated some of its capabilities.

Anthony J. Barry, Manager of Systems Sales of Econolite Control Products, Anaheim, California, participated in a presentation on computerized arterial traffic control systems equipment. He discussed in detail small and medium scale systems. Mr. Barry was educated at Temple University and specialized in product research.



### **Corridor Traffic Management**

GEORGE A. (LONNIE) YATES summarized a report on the National Conference on Corridor Traffic Management conducted by the Transportation Research Board in September 1986. The main portion of his

presentation centered on a traffic management checklist, which is included as Appendix B.

Mr. Yates is a transportation engineer with the Kentucky Department of Highways, Division of Traffic, and has served in this position since 1962. His BS degree in Civil Engineering is from the University of Kentucky, and he has studied computer science at Kentucky State University. Mr. Yates is an active member of the Institute of Transportation Engineers and the Kentucky Association of Transportation Engineers. He is a registered professional engineer and a registered land surveyor in Kentucky.

### **Pleasanton, California Transportation Systems Management**

Mr. Siria explained a management system in place in Pleasanton, California, that is expected to reduce traffic by 45 percent in three years. The city expects to accomplish this through an ordinance that calls for employers, complexes, and the city to work together in reducing traffic trips on city streets. The ordinance requires that all employers and complexes respond to an annual transportation survey that serves as a tool for planning future transportation facilities and establishing employee commuter pattern data and providing carpool/vanpool matching data. Each business, regardless of size, must have some form of transportation management program and a coordinator who is responsible for developing and implementing the program.

Copies of the ordinance and other materials are available from the Kentucky Transportation Center, University of Kentucky, Lexington 40506-0043.

### **Institute of Transportation Engineers Annual Meeting**

Following the Traffic Management Work Session, a brief annual meeting was held of the Institute of Transportation Engineers. More information on the program and action taken at the meeting can be obtained from the Institute. For Institute contact information, call the Kentucky Transportation Center.