



WINTER Weekly

Reader

Volume 186, Issue 251, February 16th, 2017

The Plano Rotary Club
www.PlanoRotary.com

Congestive Artery Failure

UPCOMING MEETINGS

Feb 16
Monty Chamberlain
Texas Health & Human Services

Feb 23
Earnest Burke
Black History Month

March 2
Abe Minkara
Mark Cuban Companies (including Shark Tank)



FEBRUARY BIRTHDAYS

Jason Kramer	Feb 07
Roy Reeves	Feb 09
Karla Oliver	Feb 13
Sam Greif	Feb 14
Rick Grady	Feb 27
Carrolyn Moebius	Feb 27
Kyle Walters	Feb 27



THERE was a formal objection to last week's Bulletin title, "**How to Herd Cats.**" **John Caldwell** enlisted **Larry FLASH Flannery** in the following dialogue:

John: The title of the weekly report is "**How to Herd Cats.**"

FLASH: What? Sure, I've heard of cats.

John: No, I mean a cat herd.

FLASH: What do I care if a cat heard? I have no secrets from them.



Clearly, **Larry Bisno** thinks neither should give up his day job.



King David opened a meeting of Biblical Proportions at 12:13, convincing **Blair Ritchey** to give the Invocation and **Jeff Fraunheim** the Pledge. There was no Greeter, but **SERGEANT KRAMER** was on hand.

Sunrise Rotarian Bill Neukranz brought as his guest a **Metro** Rotarian, **Kayci Prince**, who is running for office. She cheerfully offered up the \$5 fine to promote her run. **John Caldwell** bade us welcome **Ross Shamshiri**, a **UTD** Accounting grad and now a successful CPA. **Roy Reeves** brought a former Rotarian **Ric Armstrong**, and **King David** introduced **Jefferson Crew**, a **Wells Fargo** minion, but we'll not hold all those fake accounts. **SPIRITWARE** welcomed **Peter Gailey**.



JASON and **David** then chose **Andy Sayers** as next week's **3 MINUTES OF FAME** victim before **Alan SPIRITWARE Feigenbaum** had a chance to illuminate us, but that was because Alan had to introduce the speaker as well.



David then celebrated **Jim Monroe's** "birth-day" of 21 years (!) meaning Rotary Service, of course, but ribbed nonetheless. He also announced that **John Caldwell** has secured his volunteers for the Four-Way Test Speech Contest trials on 25 February. And he advertised 5810's empty cabins on its Caribbean Cruise 23 April to Cozumel, Jamaica, and Grand Cayman. Hey, we can all perform Rotary Service Projects while visiting our tax-sheltered monies. **David** also put in a plug for **Metro's Casino Night** on 25 February.



SPIRITWARE had to consult his notes to refresh his memory of his life. So, when he dies, his entire notes will pass before his eyes? He was born in NYC and raised on Long Island. In high school, he played soccer but lettered on his Rifle Team, coached by **Alexander Baldwin**, father of the Baldwin brothers (one pro- and one anti-**Trump**; that must make for interesting Thanksgiving tables). He majored in Marketing and Management at **Northern Arizona University**, which led to his career as an international business development leader, marketing manager, and entrepreneur. He's helped **Nestle** and **Dean Foods** meet their goals.

Now he owns and operates **Risinghill Marketing**, a specialty advertising firm that helps Fortune 500 clients brand their products. He's also a licensed Mortgage Loan Officer. He has played guitar and bass in working bands. (A concert perhaps, Alan?)



Laurie and he have three boys: **Daniel** (15) and twins **Jordan** and **Bennett**, both 11. He spends his quality time coaching the boys' soccer teams.

He joined Rotary to help people. He's chaired three golf tournaments, 4-5 Soap Box Derbies, and he's our Program Chair. In that capacity, he launched into the speaker's introduction:

Lloyd Neal is the Transportation Engineering Manager for the City of Plano. He has a M.S. in both Public and Business Administration and a B.S. in Civil Engineering. Lloyd has been a professionally-registered engineer (PE) in California, Washington, and now Texas. He also holds a certification as a Professional Traffic Operations Engineer (PTOE). His 23 years of transportation experience involved activities of planning, design, deployment, and management of innovative traffic operations and transportation systems.

Lloyd has lived in Plano with his wife for the past 17 years, and he was pleased, no doubt, to be speaking also to Plano's City Manager.

lloydn@plano.gov 972-941-7397

Lloyd suggested that transportation control flies under the (vehicular) radar, but that was belied by the questioning he received. In classic address style, he told us what he was going to cover, he covered it, and then, because we had run overtime, he failed to tell us what he had covered.

His first data slide was awash in facts and figures, only a few are recorded below since (at the time of this writing) he'd not sent his slides to **Sainted Editor**:

- 3000 MILES of lanes
- 1630 miles of sidewalks
- 12,000 signs (four per mile, it seems)
- 562 miles of alleys

Plano manufactures its own signage and, indeed, contracts out to other cities. It uses (efficient, ask **Lenny**) LED lights for the signals, and they're on UPS (Uninterruptable Power Supplies, essentially battery backup) to run normally for four hours in a power failure and to flash for four hours after that before expiring.

He showed a map of the Metroplex with actual 1990 and projected 2025 congestion, and, despite the planned improvements, he's expecting more severe congestion over more extensive areas of Plano. (That's surely a veiled hint for more resources, which may explain **Bruce's** expression.) This is all a consequence of projected growth of 64% in Collin County relative to only 48% in the rest of the Metroplex. Lloyd must plan for the anticipated **1.6 MILLION** residents in Collin County (over half the current population of DFW)!



He noted that Plano is bounded on three sides by tollways that require "*robust traffic control*" for peak congestion hours. SRT (121 Sam Rayburn Tollway) on the north, DNT (Dallas North Tollway) on the west, PGBT (President George Bush Turnpike) to the south, together with the (freeway) 75 running through the center of Plano, require upgrades. DNT is getting an additional lane controlled by cameras. PGBT will receive median improvement and an extra lane each way. Sticky problems remain: do we elevate, depress, or build at grade?

He pointed to "*excellent traffic safety*" in Collin County with collisions going down as population rises. Lloyd enumerated the Top Three Reasons for Crashes:

1. Failure to yield,
2. Unsafe lane changes, and
3. Speeding.

One reason for the improvement in safety is "*synchronized streets*," by which he presumably meant timed traffic signals that permit continuous flow of traffic at the posted limit. There's little motivation to veer in and out of lanes if everything is flowing the same speed. And, of course, there are red light cameras.



Plano's busily changing out the LEDs in its 237 signals. It anticipates that at build-out (a word abhorrent to City boosters because it heralds stasis and decline), Plano will require 250 signals, and they will be installed with "*sophisticated signal controllers*" that are "*adaptive*."

Lloyd outlined several current projects:

- Legacy Business Area transport study
 - We are to help by calling in data with specifics like time of day, direction of travel...
- Spring Creek Bus Transit Priority
 - A dedicated right of way for busses
 - Signals that adapt to presence of busses; adapt to strobes on emergency vehicles
- Traffic Management Center Relocation
 - Involves tollway and other stakeholders
- Signal Communications Upgrade
 - Need for "*really, really fast*" response
 - Video to guide emergency vehicles
- Citywide Signal Retiming
 - Reactive to traffic conditions

This planning is set for a conclusion at the end of March. Its goals are to:

- Increase traffic flow
- Improve Air Quality
- Improve traffic safety

- Decrease vehicular stops and
- Improve the responses of emergency vehicles.

Lloyd plans to update the locations of adaptive signals to work more intelligently, detecting the presence of side-street traffic to more efficiently integrate it into arterial traffic. He plans to work with neighboring communities to time signals to allow traffic to flow seamlessly across city boundaries.

Parking in downtown is currently only 10% on-street and another 63% in private lots off-street. (Apparently 27% of parking is by hover-car.) Analysis has shown that downtown patrons stay 3 hours or less, so that's the maximum posted time limit. Lloyd suggests:

- 3 hour parking
- Refurbishment of signage and pavement markings
- Valet service and taxi stands
- Consideration of "shared parking"
- Garages for large developments
- Ban on trucks on brick streets
- Incentives for DART patrons
- Development of information systems
- Continued monitoring

He's seeking input on all of this from citizens and businesses. He already has color-coded (dis)satisfaction charts that look ugly. Perhaps new DART routes will appeal to frustrated drivers. DART "has online tools" to help that. One suggestion is to "offset employee work times." (Good luck with that.)

But DART has seen an 8% drop in traffic, rising to 17% on Sundays over the last year. He wants them to consider Door-to-Door service. Computers would massage requests involving time of day, location, and direction of travel to optimize pickups (and minimize the consequent revenue loss).

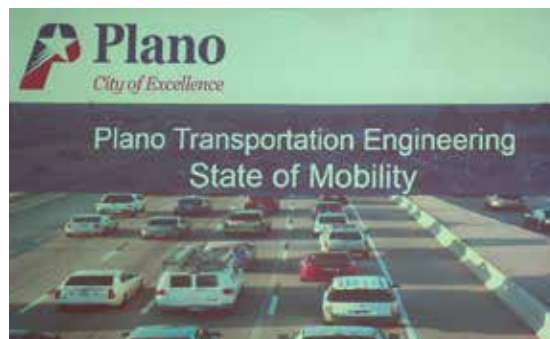
Since we'd run over the hour, Lloyd concluded his talk with a Q&A at this point.

Kelly Palmer wanted to know if he's seen Bruce's red light violations. That received the response it deserved.

John Caldwell complained that the HOV lane on 75 is complicated to enter and leave,

and in consequence the traffic there is minimal. Lloyd demurred; it's TxDOT's problem and responsibility, not his (thank the Deity).

King David called a halt to the session, citing the advanced hour. He suggested others with questions pose them individually after the meeting. With that, **David** presented Lloyd with our Desk Organizer, led us in the Four-Way Test, and finally rang the bell at **1:06**.



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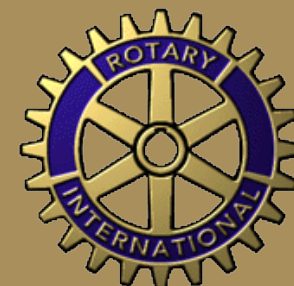
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Thank you Kenny Wilson

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