2006 FRED BURGGRAF AWARD WINNERS ANNOUNCED

The Transportation Research Board’s Fred Burggraf Award, which recognizes excellence in transportation research by researchers 35 years of age or under, will be presented on January 23, 2006, at the Thomas B. Deen Distinguished Lecture and Presentation of Outstanding Paper Awards during the Board’s 85th Annual Meeting. The recipients are Paul J. Carlson and Andrew Holick of the Texas Transportation Institute (TTI) and Sean T. Doherty of Wilfrid Laurier University, Canada. The Burggraf Award, which includes a cash prize, was established in 1966 to stimulate and encourage young researchers to contribute to the advancement of knowledge in the field of transportation. The award was named in honor of Fred Burggraf, who served as TRB’s Executive Director from 1951 until his retirement in 1964.

The first of the award-winning papers, prepared by Carlson and Holick, is titled “Maximizing Unlit Freeway Guide Sign Legibility Using Clearview Font and Combinations of Retroreflective Sheeting Materials.” The paper has been published in Transportation Research Record 1918.

The paper details a controlled field study to evaluate the legibility of full-scale guide signs using two fonts, Series E (Modified) and Clearview 5WR; five combinations of retroreflective sheeting; and 30 test subjects split into three age groups. The results demonstrate that the most legible combination of font and retroreflective sheeting is the Clearview 5WR font and microprismatic legends on beaded, high-intensity backgrounds. This combination’s higher luminance contrast, along with its lower costs, makes it more attractive.

Paul Carlson is an Associate Research Engineer and the Division Head of Operations and Design at TTI, where he is responsible for leading research programs at the College Station campus with a staff of more than 20 researchers and an annual multimillion dollar research budget. Before joining TTI in 1995, he worked as a transportation researcher at the Pennsylvania Transportation Institute.

Carlson's primary areas of interest are traffic engineering, highway safety, nighttime visibility, traffic control devices, geometric design, and human factors. He has served as principal or co-principal investigator for numerous research studies. A registered professional engineer in Texas, Carlson holds a Ph.D. in civil engineering from Texas A&M University, and master of science and bachelor of science degrees, both in civil engineering, from the Pennsylvania State University. Carlson is a member of numerous professional and technical organizations. He is
active in TRB and currently chairs the Signing and Marking Materials committee.

Andrew Holick joined TTI in 2001. He is an Assistant Transportation Researcher in the Signs and Markings Program, Operations and Design Division. Holick, an engineer-in-training, holds bachelor of science and master of engineering degrees, both in civil engineering, from Texas A&M University. His primary areas of interest are traffic engineering, sign legibility and visibility, traffic control devices, geometric design, and human factors. Holick has assisted on several research studies dealing with traffic sign and pavement marking retroreflectivity, highway safety, and nighttime driver visibility needs. He is a member of the Institute of Transportation Engineers.

The second award-winning paper, prepared by Doherty, is titled “How Far in Advance Are Activities Planned? Measurement Challenges and Analysis.” It has been published in Transportation Research Record 1926.

Very little empirical evidence exists to support the notion that activities are planned over varying time horizons. The objective of the award-winning paper is to describe the development of a planning time horizon query—the process or timing of scheduling decisions—as part of a larger activity-scheduling process survey, and to provide one of the first empirical analyses based on a random sample of 373 respondents. It includes a detailed examination of activity addition, modification, and trip-planning time horizons as well as analysis of “routine” and “unrecalled” decisions. Results indicate that survey participants have the ability to recall a high level of detail on a planning time horizon—ranging from decisions made in the past that establish an initial skeleton schedule to continued preplanning in the days leading up to the event day and impulsive decisions made on the day of the event. The implications of these results for future survey design and development of an activity-scheduling process simulation model are discussed.

Sean Doherty is an Associate Professor in the Department of Geography and Environmental Studies at Wilfrid Laurier University, Canada. He holds a master’s degree in geography and a Ph.D. in civil engineering from the University of Toronto. His interests are in activity-based travel demand modeling, household activity scheduling behavior, energy efficiency, computerized survey methods, and use of global positioning systems for tracking human behavior. Doherty’s current research includes a federally funded Canadian project and a project in the United Kingdom. Active in TRB, he also serves on the board of the International Association of Travel Behaviour Research.

More than 9,500 policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions are expected to attend the Transportation Research Board (TRB) 85th Annual Meeting, in Washington, DC, January 22-26, 2006. The meeting, held at the Marriott Wardman Park, Omni Shoreham, and Hilton Washington hotels, includes more than 2,500 presentations in 500 sessions, 65 workshops, and 350 TRB committee meetings covering all aspects of transportation.

TRB’s mission is to promote innovation and progress in transportation through research. In an objective and interdisciplinary setting, TRB facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encourages their implementation. A major focal point of TRB’s activities, the Annual Meeting provides an
opportunity for transportation professionals from all over the world to exchange information of common interest.

Organized in 1920, TRB is a division of the National Academies, which include the National Academy of Sciences, National Academy of Engineering, Institute of Medicine, and National Research Council. The nation turns to the National Academies for independent, objective advice on issues that affect people's lives worldwide.

# # #

BURGGRAF/85