

President's Message: Restoring Flashing Yellow Arrow's Reputation

By Walter Okitsu, President, ITE Western District



Atlantic Cities issued an online article with the headline "Flashing Yellow Turn Signal: Good for Drivers, Bad for Pedestrians." It cites a study by Oregon State/Portland State University researchers, where test drivers in a simulator were found to concentrate so much on oncoming vehicles during a flashing yellow arrow display that many neglected to notice pedestrians in the crosswalk. About 4 to 7 percent of test drivers in the simulators failed to see a pedestrian. The article concluded that flashing yellow arrows are bad for pedestrians.

Readers who downloaded the study found that the test was designed to distinguish motorist responses between 3-section and 4-section arrangements of flashing yellow arrow signal lenses. The researchers were not seeking to compare flashing yellow arrows with standard protected-permitted signal phasing. Their study did not prove whether flash-

(continued on page 2)

Look Inside For

International Director's Report - Spring 2013	2
International Director's Report - Fall 2012	3
ITE Western District Annual Meeting	4
ITE Western District Officer Elections	4
ITE Western District Officer Candidates	5
Board Meeting Highlights	8
LeadershipITE	12
Committee Updates	12
MiteY Race Update	14
Section and Chapter Activities	15
Positions Available	16
Professional Services Directory	19

A New Perspective On Safety Performance Ranking

By Jonathan Hofert, P.E., T.E., Parsons Brinckerhoff

Introduction

Safety Management Systems have been required by Intermodal Surface Transportation Efficiency Act (ISTEA), a benchmark of federal transportation legislation, to be implemented by each state since 1991. As one component of these management systems, a correct record of "sites with promises" (SWIP) is extremely important in the sense that the wrong list of the priority investigation locations will direct the limited resources into the undeserved sites, significantly reducing the efficiency of their usage.

Due to its great significance, a large body of research has been focused on the way to screen the road network for hot spots. In the earlier days, hot spots were generally identified by simply ranking the observed accident counts or rates. Subsequently, the quality control methods are borrowed and applied to screen the dangerous locations. Presently, the Empirical Bayesian (EB) methods, which combine the information of the given road sites and the similar sites, have been widely accepted and applied due to its associated advantages. In addition, claims which favor the identification of hot spots by crash patterns (or outcomes) or taking account of the severity information are increasingly raised by researchers. From the history development of Hot Spot Identification (HSID) methods, it is known that more and more road and accident information are utilized and the methods become increasingly complicated. Someone might argue that this trend of HSID methods would create an extra burden to the limited resources. In essence, this practice just results in the reassignment of the time and money budgets in the various procedures for safety improvement and makes no change to total resources required. The reason is that the more complex data analysis in the identification stage, in the mean time, can provide some more useful information and hints to the subsequent tasks. For example, the hot spots identified in terms of the over-representation of specific crash outcomes are more convenient for road researchers to come up with the appropriate countermeasures since the different types of crashes generally have the different relationships with geometric, traffic, and environmental factors. Thus, the more time and money assigned to the identification of hot spots would reduce their usage in other procedures, and correspondingly the total resources needed remain the same or change slightly. On the other hand, it can be expected with more confidence that hot spots identified based on more detailed road and crash data are more precise than those identified based on relatively basic data. The direct result is that subsequent safety diagnosis and countermeasures are conducted on the truly hazardous locations, improving significantly the efficiency of the limited funds. Therefore, with all these said, a more detailed and comprehensive HSID method would yield greater rewards.

The first application of EB technique in road safety with the aim to correct for the regression-to-the-mean (RTM) effect related to remedial treatments. The method was then improved and extended by a sequence of research work done by others. At present, with EB gradually being used more and more by road analysts there are tutorial on how to estimate safety by using EB technique. Two different versions of EB estimation procedure were provided. The abridged version makes use of the recent small period of crash data, say 2 years, and average traffic flow for the same period. The full version, in contrast, uses longer accident history and takes into account the changing average daily traffic (ADT).

As stated previously, extensive research has been dedicated to dealing with issues surrounding HSID, and numerous HSID methods have been presented and applied. Unfortunately,

(continued on page 7)

International Director's Report

Spring 2013 International Board of Direction Meeting Highlights

By Michael Sanderson, P.E., PTOE

The International Board of Direction (IBOD) met recently in conjunction with ITE's Spring Technical Conference and Exhibit in San Diego, California, on March 1-2, 2013. Representing the Western District were International Directors, **Michael Sanderson**, **Monica Suter**, and **Jenny Grote**.

The IBOD, in addition to its usual business, spent a significant amount of time discussing the future of ITE, including membership trends, the format of its publications and conferences, use of social media, ITE's strategic plan for the future, and even the relevance of ITE's current brand image.

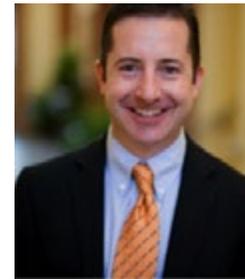
Membership

ITE, like many organizations of its kind, has experienced a general decline in membership over the last several years, which has impacted revenues from dues and resulting budgets. The interesting fact is that the membership decline is not universal across all demographics, regions, or member types. There is a cohort of younger members and students who, as they transitioned to full membership, were lost because of the weak job market. Getting them back into the profession and into ITE membership is an important goal for ITE leaders to consider. At the other end of the age spectrum, our aging membership means a larger number of ITE members are transitioning to retired and life member status, which further impacts dues revenues.

With the stresses on many public agencies right now, it may be counter-intuitive, but ITE's group Agency Memberships have been a bright spot showing even some slight increases. Likewise, the Western District has reversed recent membership declines and is showing positive trends for the western U.S. Finally, as it looks for growth opportunities, the IBOD discussed District 8, the International District, and how to better engage the international community of transportation professionals, either as members or as partners or affiliates. Ultimately, driving membership growth comes down to ITE remaining relevant to its members in terms of products and services.

Publications

ITE is in the process of updating several of its most significant publications including the *Traffic Engineering Handbook* and the *Transportation Planning Handbook*. Also, efforts are underway to develop the next edition of the *Trip Generation Handbook* with a target to publish before the end of this year.



ITE Journal

The ITE Journal is one of ITE's most visible member benefits. However, the format and content of the magazine has become dated and member feedback to the Board suggests that an overall refresh is past due. In response, the IBOD discussed and approved a plan to re-design and update the format of the ITE Journal. Changes will include a modern redesign of the magazine, dedicating an ITE staff member for content development, as well as investigating e-publication formats and a possible publication on demand program. Look for a much more modern, timely and relevant ITE Journal coming soon.

Conferences

The IBOD discussed the format of ITE's Annual Meeting and Spring Technical Conference. Like all of its programs and services, ITE's flagship meetings are in need of updating. The Spring Technical Conference, which started out as a short meeting designed to dive deep into a single technical topic, has over time evolved into a multi-day meeting with concurrent technical tracks, not unlike the Annual Meeting. Also, many of ITE's local District meetings are highly successful and are held in a similar spring or early-summer timeframe, which can create schedule and budget conflicts for many of our members. ITE is committed to continuing the Spring Technical Conference in its current format through 2015 because of existing hotel contracts. After that, however, the IBOD is considering significant changes that could include a change of format, or partnering with other organizations, or perhaps joining forces with the Districts to further their already successful meetings.

Strategic Plan

Successful organizations should have a plan to help direct efforts and resources and to use as a measuring stick to make sure progress is made toward important goals. ITE has a strategic plan, but it has been more than 5 years since it was last updated. With the significant and fast-paced changes in the world that are impacting the transportation profession, it is past due for ITE to update its strategies, goals and objectives. In San Diego, the IBOD set in motion a process to rethink ITE's strategic plan for the future. What are ITE's core purpose and its core strengths? How will ITE engage and communicate with future transportation professionals across generations and across the globe and remain relevant to these diverse groups? These are big questions and the IBOD intends to engage members directly in this process.

(continued on page 3)

President's Message (continued from page 1)

ing yellow signals, deemed by many traffic engineers as the preferred control for certain phasing requirements, were any less safe for pedestrians than typical permissive left turn control.

The general public might now equate "flashing yellow arrow" with "bad for pedestrians." The Western District of ITE is beginning to examine ways to undo the damage from such headlines. Our District's Public Relations Committee Chairman Chuck Huffine will have his committee investigate how ITE can best take an active role to strengthen ties with the professional media to keep them focused in coverage of traffic issues, and diversify our use of new media forms to make sure that the correct information gets to the public. As guardians of our profession, ITE must play an active role in fighting misinformation.

International Director's Report - Spring 2013 (continued from page 2)

Listening to Members

In order to develop a strategy for ITE's future and to improve the programs and services it provides to its members, ITE leadership is actively listening as well as reaching out and soliciting direct input from its members through a variety of channels, including:

- **ITE Community.** ITE staff and leadership actively monitor the discussion topics posted on the ITE Community. Many of the recent ITE Community topics were discussed at the IBOD meeting and are considered for follow-up and further action. Hot topics are also noted for presentation topics at future conferences or articles in the ITE Journal.
- **"The Future is Now...Forum to Gain Member Input on Needed ITE Programs and Services."** At the Spring Technical Conference in San Diego, ITE hosted the first of a series of interactive plenary sessions to gain member input. The dialogue was productive and resulted in many suggestions for ITE leadership to consider. Subsequently there will be two web forums in April and May. Similar sessions are planned at several district meetings, including the Western District meeting in Phoenix in July. The final session will be held in Boston in August during the ITE Annual Meeting. I strongly encourage you to participate in one of these sessions and express your constructive ideas on how to improve your institute.
- **Membership Surveys.** At the San Diego meeting, the IBOD approved an initiative to inform the strategic planning process by reaching out directly to the membership through a series of surveys. A Membership Task Force was appointed to work with a third-party firm to develop a survey instrument with a goal to

understand the needs of the ITE "customer" by polling members, as well as former and prospective members.

- **LeadershipITE.** For those who aspire to leadership, ITE has launched a significant new program with a goal to identify, develop and engage leaders for the future of ITE and for the transportation profession. At its core, LeadershipITE recognizes the importance of leadership to the profession, transforms ITE members into high-level leaders, seeks individuals with a desire to make the profession better, connects and engages leaders from across the globe, and tasks participants with solving issues vital to the future of transportation. A class of approximately 30 members will be selected for an intensive 9-month program of workshops, conferences, team projects, and other activities that address the challenges and opportunities facing ITE and the transportation profession. The application period for LeadershipITE is open through August 12, 2013. As chair of the LeadershipITE Committee, I have been privileged to lead this effort over the last several years to launch this significant program. If you want more information, please contact me at msanderson@sandersonstewart.com or go to www.ite.org/leadership.

I encourage you to become involved in the future of ITE. Sign up and participate in the ITE Community at community.ite.org. Participate in a forum at your local District meeting this spring or summer, and be sure to respond to the upcoming surveys. And, as always, you are welcome to contact me directly with your thoughts and comments at msanderson@sandersonstewart.com.

International Director's Report

Fall 2012 International Board of Direction Meeting Highlights

By Monica M. Suter, P.E., PTOE

ITE's IBOD met at the ITE Headquarters office in Washington, D.C. on November 9-10, 2012. The Western District was represented by International Directors **Dalene J. Whitlock**, **Michael Sanderson**, and **Monica M. Suter**. International Director-Elect **Jenny Grote** also attended and was sworn in. The Western District was also represented by two members of the IBOD executive committee: International President **Rock Miller** and International Vice President **Zaki Mustafa**.

ITE Resources & Member Benefits

ITE staff noted that *ITE Connect* is a monthly electronic newsletter

that focuses on ITE specific news. Additionally, a digital library is being created which will contain all *ITE Journal* and meeting papers electronically available to members. ITE staff is seeking interested student chapters to update the current glossary of ITE publications and address any definition conflicts.

Hotel Attrition Fees

Executive Director Brahms reported that ITE paid out \$114,000 in hotel attrition penalty fees over five years. Hotel contracts are negotiated well in advance. Members may sometimes find lower on-line hotel rates for the same facility. ITE is typically credited back these members staying at the conference hotel

even if their room was obtained, separately. Understandably, members typically aim to reduce overall conference costs paid. After much discussion, a resolution passed that hotel costs reimbursed by ITE International must be for rooms in the conference hotel. It was also strongly encouraged that accommodations paid for by ITE's subunits (Districts, Sections, and Chapters) be for rooms in ITE hosted hotels. Further, it was encouraged that members stay at ITE conference hotels, whenever feasible, to help reduce penalty fees. It was also agreed that lower cost, mid-sized/smaller cities should also be explored for future meeting locations to reduce hotel conference costs.



ITE International Involvement

Executive Director Brahms asked the Board to provide input on how ITE can appropriately expand from being primarily a US and Canadian-focused organization to include other countries and expanding in China and India. The Board approved a motion to establish a Task Force to address strategic objectives with specific deliverables and a sunset provision to consider global transportation engineering opportunities.

(continued on page 11)

WESTERN DISTRICT ANNUAL MEETING

Hot Transportation. Cool Solutions.



The Western District Board and Arizona Section are excited to host the 2013 Western District Annual Meeting this July 14 through 17 in sunny Phoenix, Arizona. The conference will provide a great opportunity for learning and networking with your transportation colleagues in a relaxed and resort environment. Please visit our website at: www.Azite.Org/2013meeting or contact the LAC Chair, Kim Carroll, carrollkim@stanleygroup.com, for more information. Check out updates for the MiteY race, to be held on July 13th, on page 14. Updates from the Arizona Local Arrangements Committee are provided below:

Resort and Conference Center - The annual meeting will be held at the Arizona Biltmore. Room rate is **\$149.00 night including resort fees** and honored three day before and after to conference. Turn your conference into a family vacation. For more information on the conference center, visit the website <http://www.arizonabiltmore.com/>.

Registration - Exhibitors and Sponsor registration is open. Vendor space is first come first serve. See our website for access to the registration (<http://www.azite.org/2013meeting/>) and click the Vendor & Sponsor Link at the right of the page and select "REGISTER NOW." For more information on vendor/exhibit registration and sponsorship, contact Kim Konte at kim@leotek.com.

Technical registrations are open. If you do not receive a notification, see (<http://www.azite.org/2013meeting/>) and click the Registration link at the right of the page for more instructions. For more information on registration contact Cathy Hollow at catherine_hollow@tempe.gov.

Technical Program - The technical program is made up for three technical tracks titled *Planning & Sustainability*; *Operations & Design*; and *Bicycles, Pedestrians, Transit, Rail & Safety*. The technical program and registration cost includes a half day workshop on the Interactive Highway Safety Design Model (IHSDM). For technical program information, contact Ray Yparraguirre at ray.yparraguirre@kimley-horn.com.

Technical Tours - Light Rail Transit ride to view the **Phoenix Sky Train** facilities, **early morning bike tour**, and afternoon tour of the newly constructed **Arizona Department of Transportation Traffic Operations Center**. For more information on the technical tours, contact Alejandro Angel at aangel@psomas.com.

ITE Western District Officer Elections

On-Line Elections Coming Monday, June 10th

The Western District is again offering its members the convenience of on-line voting. Your on-line ballot to vote in the Western District election will be accessible beginning Monday, June 10, 2013, and on-line voting will close Monday, July 15, 2013 at midnight EDT.

If you are a voting member of ITE, and had a valid e-mail address on file with International Headquarters as of May 1st, you will receive an e-mail message from ElectionsOnLine with instructions on how to vote electronically. Login at www.electionsonline.us/election with your username and the password provided in the e-mail message from "election" with the subject of "Vote Now!"

Members wishing to vote by paper ballot can request them from Secretary-Treasurer Carlos Ortiz via phone (949) 472-3505, fax (949) 837-8007, e-mail (cortiz@rbf.com) or by regular mail to: Carlos Ortiz, P.E., T.E., PTOE, RBF Consulting, a Company of Michael Baker Corporation, 14725 Alton Parkway, Irvine, CA 92618

Paper ballot requests must be received no later than Monday, July 1, 2013, and completed ballots returned to the Secretary-Treasurer no later than Monday, July 8, 2013. Completed ballots may also be returned in person at the Annual Business Meeting on Tuesday, July 16, 2013.

If you need help voting electronically or have questions on the electronic or paper ballot, please contact District Administrator Rory Grindley at (253) 798-2275 or rgrindl@co.pierce.wa.us.

Elections for International officers may be occurring simultaneously, so you may receive multiple messages from ElectionsOnLine. Please be sure to read each one to ensure that you vote in both elections.

All members are encouraged to vote. The deadline for voting electronically has been set as late as possible to allow you to meet the Western District candidates before voting.

Thanks for helping the Western District serve our members more efficiently!

ITE Western District Officer Candidates

Candidate for President

Karen Aspelin, P.E., PTOE



It's been a rewarding two years on the board of the Western District. Prior to that time I stated my three main priorities if I were elected as an officer. Below I will review and state my progress on each:

- Fiscal responsibility – I said, “I will vote to spend the District’s money as if it were my own, carefully considering what the District is getting in return for each dollar spent.” In developing the budget for the 2012-2013 fiscal year I studied each and every line item to see where we could make do with less, as our income from dues has decreased in the last few years.
- I said I would strive to “Make student participation in the annual meetings meaningful. Students receive full registrations for our annual meetings for nearly free, with nothing expected in return. We need to ensure that this opportunity is used by these students as a stepping stone into our industry and not just as a junket subsidized by other meeting attendees.” We voted to raise student registration costs again for the upcoming annual meeting to an amount that would weed out students who were not serious about their participation in the meetings, while still keeping the cost affordable.

- Focus on the technical products of our District. I had mentioned that “We often get wrapped up in meeting just to plan the next meeting. Our members and student members have a tremendous amount of knowledge that it is ITE’s responsibility to share among its members.” I will continue to be a proponent of the District’s data collection program and plan to make my “traveling road show” as president of the District a summary of highlights from this very worthwhile program.

Thank you for considering me for your next president. I look forward to continuing my service to the Institute.

Candidate for Vice President

Carlos Ortiz, P.E., T.E., PTOE



It has been a pleasure to serve as ITE Western District Secretary-Treasurer this past year. I have the opportunity to understand the various financial aspects of our district operations and the needs to properly maintain a healthy budget. I have been working with our Board members, International Directors, and Committee Chairs, to improve the District’s operations. One of my goals is to increase our incoming revenue by promoting private firms, public agencies, and manufacturers to advertise in our website, newsletters, and support us at our upcoming Annual Meeting in Phoenix. Personally, I’d like to thank Lisa Martellano-Palmer (advertising

manager) and Justin Link (website manager) for coordinating this process.

I am honored to be nominated to Vice President and I would appreciate your support to continue to serve you. As an active member of ITE for over 20 years, I have served as President of both the ITE Southern California and ITE Riverside-San Bernardino Sections. Also, I was a member of the Local Arraignment Committee (LAC) for the 2002 Western District Annual Meeting in Palm Desert, California. Also, I have served in a number of related Board positions for ASCE Young Members Forum (YMF) and Orange County Traffic Engineers Council (OCTEC). This experience has provided me with leadership and management skills; and with invaluable knowledge about the Western District, and how ITE functions at the national and local levels.

If appointed to the Vice President position, I will proactively work with the District Board, International Directors, and Committee Chairs on evaluating the best near- and long-term interests of the ITE Western District membership. Achieving this goal will rely on successful implementation of the following objectives (to name a few):

- Increasing ITE exposure locally, nationally, and internationally
- Controlling spending and maintaining a healthy organizational budget
- Increasing membership and participation in local sections
- Augmenting participation in Annual District Meetings
- Promoting ITE sponsorship by private firms and vendors/manufacturers
- Engaging local engineering universities
- Supporting the Student Endowment Fund

As a partner in the realm of transportation engineering, you are

important to the ITE organization, and I strongly encourage you to share your thoughts about the direction of Western District ITE with me. Please feel free to connect with me via email at cortiz@rbf.com. Again, I look forward to your continued support and to the opportunity of serving the Western District as Vice President.

Candidate for Secretary-Treasurer

Lee Cabell, P.E.



I am honored to have been chosen as a Western District candidate and am excited about the opportunity to continue giving back to the organization that has played such an integral role in my career. I have been involved in ITE for over 20 years including:

- BYU Student Chapter; 1992-1993 (Founding officer and President)
- Utah Chapter, 1998-2002 (President)
- Intermountain Section, 2004-2008 (President)
- Western District, 2012-current (Public Relations Committee)

Through my years of ITE involvement, I understand and appreciate that it is the members that make our organization so great. Each member, in their own unique way, contributes to the success of ITE. As an officer, I want to do all I can to ensure that our members continue to have opportunities to serve, interact, support, and benefit from their membership.

(continued on page 6)

District Office Candidates (continued from page 5)

I fully support the current Western District Leadership's goals of membership services, fiscal responsibility, student initiatives and endowment fund, and professional relevancy. In that effort, there are three areas in which I would like to see the Western District continue to excel:

- **Member Connections:** Our large, geographic area results in many members not being able to actively participate. I would like to address this by more effectively using technology to help members stay connected. This could include implementing web-based video technology such as Skype into regular monthly meetings so that members can participate remotely, helping Sections develop easier-to-maintain web sites with up-to-date content, and ensuring accurate e-mail databases for better communication.
- **Fiscal Responsibility:** Basically, this is just making wise choices when it comes to the expenditures of your dues. Each dollar is precious and careful consideration is needed to maximize the return on each investment. This is critical to ensuring the long term stability of the District, providing affordable annual meetings, and delivering the services and products members expect.
- **Public Relations:** As a member of our District's PR Committee, I realize that the Transportation Profession does not always get credit for all we do. We need to get the message out that we do more than build roads – we build futures and improve the public's safety and quality of life.

Professionally, I am a Principal of Horrocks Engineers with 20 years of transportation engineering experience. I have the full support of my firm to serve as an officer and commit to you, the members, that I will execute my duties to the best of my ability.

Candidate for Secretary-Treasurer

Cathy Leong, P.E.



I am honored to be selected as a candidate for Secretary-Treasurer for the Western District and look forward to the opportunity to continue serving ITE. As the Chair of the District's Student Endowment Committee, I have become acquainted with a number of Western District officers and, through this interaction, have developed a keen understanding the goals and needs of the District.

Vision and Goals

Continued support for the Student Endowment Fund and student initiatives programs. The implementation of the strategic and investment plans that I helped to develop for the Endowment Fund will ensure the sustainability of our student programs.

Advocate fiscal responsibility for our District including promoting the affordability of District meetings and events.

Improve District responsiveness to the needs of our members. Coming from the Hawaii Section, I understand that rapid responses are necessary to overcome the physical separation between our sections and chapters.

ITE Service and Leadership Roles

During my 18 years as an ITE member, I have had the opportunity to serve in a variety of service and leadership roles that have provided me with first-hand experience regarding the needs of members at both the student and full member levels. Since 2008, I have served as the Chair of the

District's Student Endowment Fund Committee and have worked to grow the Endowment Fund from \$50k to over \$330k. Prior to that, I served as the LAC General Chair for the 2006 District Annual Meeting held in Hawaii which was a great success with over 400 attendees. I have also remained active on the Section level serving as mentor for the University of Hawaii ITE Student Chapter for their Western District Data Collection Fund projects.

Professional Qualifications

Currently, I am a Project Manager with the Traffic and Transportation Group at Wilson Okamoto Corporation (WOC) in Honolulu, Hawaii. Over the last 15 years at WOC, I have had the opportunity to work on a wide variety of traffic and transportation projects. In addition, I have been fortunate to receive a number of ITE and professional awards during my career including the following:

- 2011-2012 Individual Achievement Award by the Western District
- 2007-2008 Young Professional Achievement Award by the Western District
- 2007 Young Engineer of the Year, selected by the Hawaii Society of Professional Engineers
- Presidential Proclamation, 2005, for service as 2006 Annual Meeting LAC General Chair

Candidate for International Director

Steve Orosz, P.E., T.E., PTOE



My name is Steve Orosz and I am asking for your vote as District International Director. I have been an active member of ITE since 1981, holding a variety of positions in several Chapters and Sections in California. I have three areas that I would like ITE to improve and focus on in the years ahead.

Students

I would encourage our members to attend your local Student Chapter meetings. Offer a mentorship to a student, offer to come speak to the students, or hire a student. The more we connect with the students; the more they will connect with us in the profession. Together we can enhance our profession with quality young professionals worldwide. As International Director, I will work to develop more accessible programs for students and mentor programs for the professional.

Programs

We want to meet your need for information. This will assist you with addressing current challenges and will provide a forum for you to share your experiences. ITE offers many conferences to expand your knowledge. ITE also has a significant on-line resource for educational opportunities. Support these conferences! As International Director, I will strongly encourage finding ways to make these conferences affordable, sharing cutting edge strategies, and utilizing technology and social media to the fullest.

Image

For the past 30 years, this is one theme that has always been a struggle. Our nature as engineers is to make it work. As a profession, we need to continue to develop creative solutions to our daily challenges; seek the advice and support of our fellow professionals; develop better products and provide more service than expected. We must then let the public, elected officials and boards know what we have accomplished something GREAT!

Did you know that there is an American Public Works Week

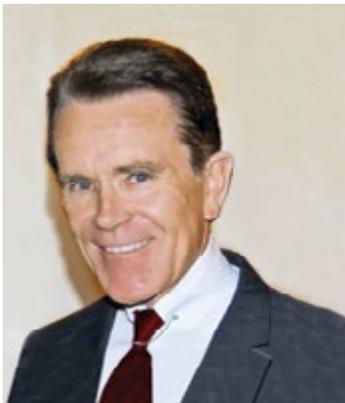
District Office Candidates (continued from page 6)

and National Engineers Week each year? Agencies acknowledge their accomplishments each year and Public Works Professionals are highlighted. Where are we? If we want to be recognized, grow our profession and elevate our status, we need to do something about it! I urge you to start a recognition program this year. At a recent Section meeting, one speaker noted; "We (Traffic Engineering Professionals) make things happen. Any engineer can design a road; only a Traffic Engineering Professional can give it life and keep it moving!" I agree.

Vote for Steve Orosz District International Director. Visit me at www.Facebook.com/SteveOrosz

Candidate for International Director

John Fisher, P.E., PTOE



I am honored to be nominated for District Director. I want to listen to your thoughts and share with you my qualifications and goals. I hope to earn your trust and your vote.

Background

My career includes 39 years at LADOT, where I served for 13 years as Assistant General Manager over design, maintenance and operations and managed a staff of 550 persons. I am a registered Traffic Engineer and Civil Engineer in California and hold a PTOE certificate. I am a Life Member of ASCE. I served as Chair of the California Traffic Control Devices Committee which advises Caltrans on MUTCD adoption in California.

ITE Activities

ITE has been the most significant factor in contributing to my professional growth, and I believe that we gain more than we give when we contribute to it. I am a Fellow Life Member, having been active for over 40 years. I am the head of the ITE Delegation to the National Committee on Uniform Traffic Control Devices, which advises the FHWA on the all-important MUTCD. In this capacity and as a voting member, I have reflected the perspective of the under-represented West. I am also on the executive board of the Public Agency Council. Recently, I served on the ITE Task Force on Connected Vehicle Technology. In previous years, I served as Western District Technical Coordinator and Southern California Section President. I have been a speaker at 17 international and Western District ITE conferences and have authored seven articles in ITE Journal.

Goals

As District Director, I will share my experience and wisdom and apply common sense in decisions that impact members. One of my initial goals is to attract more entering college students into the transportation engineering profession and to continue their involvement in ITE as they transition from college to professional employment. In addition, I want to improve the quality of technical sessions at annual meetings and ensure that there are more applicable "nuts-and-bolts" workshops. Further, I would like to see ITE consider more sites for annual conferences in order to keep the meeting costs down and to allow members to see attractive mid-size cities. Certainly, I welcome your ideas on how to improve ITE.

Finally, I encourage all ITE members to observe the three P's for success:

- Be Politically savvy;
- Always be Professional; and
- Be Proud of how you contribute to a better world.

Safety Performance Ranking (continued from page 1)

HSID methods are fairly disparate and non-cohesive, most of which strive to improve and refine the performances of HSID from specific aspects. A methodology addressing HSID from a wider perspective is lacking. The major objective of this paper is to propose a new perspective on safety performance ranking which takes advantage of strengths of various HSID methods. In this approach, not only the crash totals, but also the crashes of various patterns and outcomes are used to identify hot spots. Considering the "most-bang-for-the-buck" (MBB) principle, accident cost obtained based on severity information is recommended to determine the priority of hot spots to ensure the highest benefits of potential remedial treatments. In addition, at present there is no consensus on which index, the crash counts or the potential for accident reduction, can better identify hot spots. Each index has its own advantages and disadvantages. The selection of the index is dependent on the real situation and should be left to experienced professionals.

To show how to conduct HSID by using the alternative index, both of them are provided in this method as two options. Finally, although future refinement of EB is expected, the current EB technologies have shown their superiority in removing the regression-to-the-mean (RTM) bias and estimating long-term safety, therefore, all the computations in this method are conducted in the EB framework.

The methodology proposed in this paper uses appropriate procedures to conduct HSID which combine the strengths of methods. To remove RTM biases, EB approach is incorporated in these procedures. Moreover, since index of crash totals and index of accident reduction potential have their own advantages and disadvantages, usages of the accident reduction potential is in this paper, as an option for the road safety professionals.

It is important to note that identification by crash patterns and outcomes and crash costs generally require road professionals to estimate separate crash models of various patterns and severities to assess the expected values. However, due to data availability and limited time and money budgets, at present the prevalence of crash models are based on crash totals, while few are based on various crash patterns, outcomes and severities. To address this situation, this paper provides one case. This option describes the procedures to conduct HSID when only the crash total model is available, whereas further research will address how to conduct HSID when crash patterns, outcomes, and severity models are all available. The detailed description of these procedures in the two options is shown as follows.

Identification by considering information of accident severity

In the hot spots identification stage, in addition to the crash frequency or rate, accident severity is a very important factor required to be considered as well. It is expected that crashes with higher rates of fatality or serious injury would result in more damages and reducing such kind of crashes would lead to higher benefits.

Overall, accident severity is very important information to road safety professionals, and it should be accounted for in the identification stage. According to the "most-bang-for-the-buck" principle, the ultimate objective in identifying hot spots is to find those that can generate highest benefits for potential remedial treatments when the safety problems are addressed. Since the benefits are generally represented by the crash costs saved by treatments, it is recommended that expected crash costs be used and compared to determine the hot spots and their priorities. Apparently, in addition to identify the hot spots that can generate high benefits, this method can also provide much convenience for subsequent benefit-cost analysis and reduce the corresponding amount of time and energy required. In this paper, the long-term crash cost is compared to determine priorities of hot spots identified in terms of accident

(continued on page 9)

2013 Mid-Year Board Meeting Highlights

By Carlos Ortiz, P.E., T.E., PTOE, ITE Western District Secretary-Treasurer

The Western District Mid-Year Board Meeting was held on February 1, 2013 at the Crowne Plaza Los Angeles International Airport. Board Members, Committee Chairs, and guests attended the meeting.

President **Walter Okitsu** announced the appointment of **Justin Link** as WesternITE Website Manager, and the appointment of **Rory Grindley** to succeed **Jenny Grote** as District Administrator. Rory's appointment was approved by the Western District Board in August 2012. Also, Jenny Grote was appointed to join the Student Endowment Fund Committee. Valuable information to the District members has been sent on our monthly "E-news from Western District". Unfortunately, we do not have a complete list of e-mails from our members and some e-mails are lost through company spam filters. Our goal is to find a solution in the near future so Western District information can be electronically sent to all of our members.

Walter indicated that on July 10, 2012, he proposed to swap committees for which the President and Vice President are responsible for oversight. This is a one year experiment. Walter presented the proposed Western District organization with the proposed changes. Walter's intention is to place all committees that involve external communications as responsibility of the President and committees that deal with internal activities within the District under the direction of the Vice President.

Vice President **Karen Aspelin** reported our fiscal year financial disclosure. Nearly all expenditures stayed within budget. Santa Barbara Local Arraignment Committee (LAC) had an excess income of about \$8,700. WesternITE newsletter income was approximately \$12,500 which included \$8,500 for professional services directory ads and \$4,000 for positions available ads. Expenses for the WesternITE newsletter were approximately \$13,400 (for two mailed issues and one color issue distributed at the Santa Barbara Annual Meeting). Total dues received from members were \$66,068 for fiscal year 2011/2012. Our tax return for calendar year 2012 was prepared by our accountant and submitted to the IRS. Karen has prepared a new expense report form and includes the District's travel reimbursement policy for easy reference. Annual dues for Western District members will increase by 10% for calendar year 2013.

Secretary-Treasurer **Carlos Ortiz** reported on the District's year-to-date income (for the period of September 30, 2012 – December 31, 2012). It included the following: \$8,667.99 for repayment of loan for the 2012 Annual Meeting in Santa Barbara, \$1,031.00 in positions available ads, and \$9,791.00 in dues from International. Year to date expenses totaled \$6,541.50. It was for travel expenses for International Directors and District Officers. Mr. Randy McCourt donated \$3,000 to the Student Endowment Fund.

Carlos suggested to the Western District Board to investigate ways to enhance our WesternITE website to improve our communications to our members and increase our advertising revenue.

Past President **Alyssa Reynolds** updated the District's election guidelines at the direction of the Board and in accordance with comments to the Advisory Committee. She revised the format and not the content of the guidelines. Alyssa also presented to the Cal

Poly Pomona ITE Student Chapter on September 21, 2012.

An Executive Session was held by the Board to review the nominations of 2013 – 2014 candidates for Western District Officers and International Director; and the nomination of 2013 Individual and Lifetime Achievement Awards.

After the break, the General Session resumed and the following candidates were announced. Ms. **Cathy Leong** and Mr. **Lee Cabell** for 2013/2014 Western District Secretary-Treasurer, and Mr. **John Fisher** and Mr. **Steve Orosz** for 2013/2014 International Director.

WesternITE Managing Editor **Joey Paskey** provided the names of the current WesternITE Committee members. It includes: **Joey Paskey**/Managing Editor, **Justin Link**/Web Manager, **Wen Cheng**/Technical Editor, **Lisa Martellaro-Palmer**/Advertising Manager, and **Walter Okitsu**/Western District President. Joey provided a list of goals for the future of WesternITE that are in the process of being implemented. Joey also indicated that WesternITE circulation is at approximately 3,700. Our current policy is to produce two printed/mailed issues per year, plus an additional printed issue distributed at the Annual Meeting.

WesternITE advertising manager **Lisa Martellaro-Palmer** reported that in 2012 she has brought in about \$14,000 in advertising revenues, and has a list of about 20 to 30 companies who want to continue advertising. Lisa is in the process of sending out letters for renewal to advertise on *WesternITE* to companies that have advertised in the past. Lisa suggested making some changes to bring additional advertising revenue. One suggestion is to update *WesternITE* website and provide options for companies to advertise. Currently, the ads in our web page are based on alphabetical order. Another suggestion is to have a separate advertising page for vendors/manufacturers. Lisa provided a price list for advertising.

Website Manager **Justin Link** also suggested that we need to make some changes to the WesternITE website. We need to remove outdated information. Professional service directory needs to be streamlined. The positions available ads page, the awards section, and other sections were updated. Our website cost \$96 per year.

Technical Committee Chair **Amit Kothari** indicated that a Request For Proposal (RFP) soliciting innovative data collection projects was sent in October 2012 with a due date of November 7, 2012. Fourteen proposals from twelve student chapters were received. A four member panel selected five projects based on the criteria identified in the RFP. The five projects will be prepared by the Student Chapters from Montana State University, Arizona State University, Brigham Young University, University of Washington, and UC Berkeley. Upon meeting the program requirements, each Student Chapter will be awarded a grant of \$1,000.

Membership Committee Chair **Joe de la Garza** provided a breakdown of the totals of members and membership types. As of December 2012, Western District has 4,702 members. This is an increase of 11.3% from the previous year. It includes 3,623 voting members and 1,079 non-voting members. The total membership has increase in 2012 by 479 members but it is still lower than the highest reported in 2010. Joe indicated that about 10% of our members do not have an e-mail address.

Legislative Committee Chair **Roberta McLaughlin** indicated that she is receiving legislative information from California and not much

(continued on page 11)

reduction potential and crashes of various patterns and outcomes. The detailed procedures are shown in the following section.

Using the index of accident reduction potential

In the hot spots identification stage, one of the unsettled debates is that which index should be used to conduct HSID, overall crash counts or accident reduction potential (ARP). Crash number, generally seen as the representation of safety of road entities, has been used to estimate safety for a long time. Accident reduction potential represents the excess of accidents relative to normal sites which are generally caused by the factors not captured in the safety performance functions. These factors are normally treatable and the corresponding accidents would be reduced should the treatments be conducted. Therefore, it is more reasonable from the practical viewpoint. Overall, the steps by using the accident reduction potential are similar to those of using accident counts. The differences between them are described as follows.

In step 1, the long-term crash counts for various accident patterns are replaced with the expected accident reduction potential. Similarly, in step 3, the expected severity distribution for each hot spots are substituted by the accident reduction potentials for various severity levels. Furthermore, since there is no explicit statistical distribution applying for accident reduction potentials, the probability provided cannot be employed in the second step for this option. These differences are clearly illustrated in the following hypothetical example.

Application of the Methodology

To conveniently illustrate the steps stated above, consider the following example. Suppose there is an urban 4-leg signalized intersection in the City of Corona is experiencing 33 accidents over a 3-year period (2007-2009). Out of these accidents, 25 were rear ends, 3 were hit-object, 2 were sideswipes, 1 head-on, 1 broadside and 1 not stated. If classified by severity level, 6 were complaint of pain, and 27 were PDOs. It has total entering ADT of 50,200. By compiling all the accident data of signalized intersections with the same geometric designs in the City during the same period, the detailed accident pattern information can be obtained. The snapshot of this information is shown in Table 1. Furthermore, the City of Corona ADT Map (Figure 1) and accident data from Crossroads Collision Database were used to create the data set. In addition, the crash cost estimates for each crash (based on the most severe injury) from the US DOT are shown in Table 2. The safety performance function for the similar intersections was obtained utilizing a negative binomial prediction model in R Software, with an overdispersion parameter $\phi=5.25$.

Table 1: Snapshot of Compiling Information of City of Corona 4-leg Signalized Intersections

Classification	Description	Accident Number	Percent (%)
Manner of Collision	Head On	47	3.63%
	Rear End	577	44.59%
	Side Swipe	197	15.22%
	Broadside	361	27.90%
	Overturning	3	0.23%
	Not Stated	22	1.70%
	Vehicle-Pedestrian	19	1.47%
	Hit object	53	4.10%
	Other	15	1.16%

Accident Severity	Fatal Collisions	3	0.23%
	Severe Injury	5	0.38%
	Other Visible Injury	59	4.47%
	Complaint of Pain	209	15.83%
	Property Damage Only	1044	79.09%

Note: Total number of intersections: 100; Total accidents: 1,321; 2007-2009.

Roadway Characteristics	Description	Average
	Minor Road Speed Limit	39.44
	Minor Road Speed Limit	32.98
	Major Road leg ADT	16348
	Minor Road leg ADT	4306
	Number of lanes on Major Road	3.72
	Number of lanes on Minor Road	2.35

Figure 1: City of Corona ADT Map



Table 2: Per-Crash Cost Estimates by Aggregation Method, 2007 to 2008

Severity	Estimated Cost		
	2007	2008	Average
Fatality	\$2,455,000	\$3,531,000	\$2,993,000
Severe Injury	\$239,000	\$244,000	\$241,500
Other Visible Injury	\$48,000	\$49,000	\$48,500
Complaint of Pain	\$25,000	\$26,000	\$25,500
Property Damage Only	\$3,000	\$3,000	\$3,000

Note: the per-crash method of aggregation is based on the most severe injury, rather than on a per-injury basis.

Source: U. S. Department of Transportation, Federal Highway Administration, October 31, 1994, "Technical Advisory on Motor Vehicle Accident Costs." Costs have been updated to 2007 dollars using the Gross Domestic Product (GDP).

1994 Study as indicated in footnote number one (1/). Costs have been updated to 2008 dollars using the Gross Domestic Product (GDP) figure provided by the U. S. Department of Commerce-Bureau of Economic Analysis. Due to changes in the GDP, cost estimates are subject to change in future publications.

(continued on page 10)

Safety Performance Ranking (continued from page 9)

Using the index of accident reduction potential

Step 1: Estimating the expected accident reduction potential for various crash patterns. On the basis of results, the accident reduction potential, or the difference of crashes of specific site and its similar sites, can be easily obtained. The expected accident reduction potential of the intersection are shown in Table 3. For example, the expected rear-end crashes for this site is 22.143, the average rear-end crashes for similar sites is 14.340, thus the corresponding rear-end ARP of this site is: $22.143 - 14.340 = 7.80$ crashes. For the broadside crashes, the expected ARP -5.0289, meaning that this intersection experience less broadside crashes than similar locations, and then no countermeasures are required to apply to this intersection to remove the elements that lead to broadside crashes. In addition, the expected ARP based on crash totals for this intersection is 1.66, representing that totally there are 1.66 crashes in this site less than its similar locations.

Table 3: EB estimates of accident reduction potential for each pattern of collision manner

Crash type	Observed crashes (3 yrs, this site)	Proportion in similar sites	Weight	Average crash /year	Average crashes (3 yrs)	Expected crashes (this site)	Expected ARP1
Head On	1	0.0363	0.8180	0.3894	1.1681	1.1375	-0.0306
Rear End	25	0.4459	0.2680	4.7799	14.3398	22.1431	7.8033
Side wipe	2	0.1522	0.5175	1.6320	4.8959	3.4985	-1.3974
Broadside	1	0.2790	0.3692	2.9906	8.9717	3.9428	-5.0289
Overturning	0	0.0023	0.9860	0.0249	0.0746	0.0735	-0.0010
Not Stated	1	0.0170	0.9057	0.1822	0.5467	0.5895	0.0428
Vehicle-Pedestrian	0	0.0147	0.9175	0.1574	0.4722	0.4332	-0.0390
Hit object	3	0.0410	0.7994	0.4391	1.3172	1.6547	0.3375
Other	0	0.0116	0.9337	0.1243	0.3728	0.3481	-0.0247
Crash totals	33	1.0		10.7196	32.1588	33.8208	1.6620

Note: 1: ARP- accident reduction potential.

Step 2: Identifying the hot spots in terms of crash patterns. As previously stated, only the simple ranking method can be used when using the index of ARP. In this method, all the expected ARPs of 100 intersections in this region are ranked according to their magnitude, road safety engineer choose the sites with the higher expected ARP for further inspection. Only the sites with positive ARP can be selected as SWIPs.

Step 3: Computing the accident reduction potentials for various severity levels. In this step, the calculation of ARP for various severity levels is similar to that for various accident patterns. For example, the expected fatal accidents of this intersection (Table 4) is 0.0728, whereas the one for similar sites is 0.0731, thus the expected fatal ARP of this site is -0.0003. Interestingly, the total expected ARP herein is 1.0671, slightly more than the total of various collision manners. This discrepancy arises maybe due to the different values of weights in the two classifications of accidents.

Table 4: EB estimates of ARP for various severity levels and corresponding accident costs

Crash severity	Observed crashes (3 yrs, this site)	Proportion in similar sites	Weight	Average crashes/year	Average crashes (3 yrs)	Expected crashes (this site)	Expected ARP1	Expected costs (\$)
Fatality	0	0.0023	0.9954	0.0244	0.0731	0.0728	-0.0003	-1,010.44
Severe Injury	0	0.0038	0.9923	0.0406	0.1218	0.1209	-0.0009	-225.77
Other Visible Injury	0	0.0447	0.9164	0.4791	1.4374	1.3172	-0.1202	-5,830.26
Complaint of Pain	6	0.1583	0.7557	1.6973	5.0918	5.3137	0.2219	5,657.84
Property Damage Only	27	0.7909	0.3824	8.4782	25.4347	26.4014	0.9667	2,900.04
Total	33	1.0		10.7196	32.1588	33.2259	1.0671	\$1,491.40

Step 4: Finalizing the SWIPs in terms of expected accident cost. Now the expected costs are computed on the basis of expected ARP, rather than on the expected accident counts. The final expected costs, the product of expected ARP and expected cost estimates (per crash), are shown in the last column of Table 4. For this site, the greatest costs result from incapacitating injury accidents, and the lowest ones come from non-incapacitating injury accidents. The total expected costs are \$1,491. Since these costs are caused by treatable factors (excluding traffic volumes etc. untreatable factors), in principle, they can be saved by implementing some treatments. The hot spots with higher expected costs would generate higher benefits, and thus deserving higher priority for further inspection.

Note: 1: ARP- accident reduction potential

(continued on page 11)

Safety Performance Ranking (continued from page 10)

Conclusion and Recommendations

With the pasture of ISTE, the identification of hot spots has been more and more important for infrastructure safety management and has been the subject of large body of research aimed at improving the efficiency of the process. The past research has shown the advantages of empirical Bayesian technologies, identification by accident pattern recognition, identification by using accident reduction potential, etc. In addition, with the great advancement of computer and database technologies, the information required for these advanced identification methods has been easily available. In this context, a new perspective on safety performance ranking that combines all the merits of various technologies is provided in this paper. In this methodology, the hot spots are originally identified by accident pattern recognition, and then they are reordered by the expected accident costs. These procedures can be conducted by the index of accident reduction potential. Moreover, to remove the annoying RTM bias, the EB technologies are incorporated in this methodology. Since the results by this methodology not only provide much convenience for subsequent safety diagnosis, but also generate relatively higher benefits should some countermeasures are applied, it can be deemed as the incorporation of identification, safety diagnosis, and benefit/cost analysis to some degree. Obviously, the major advantages of this identification methodology lie in generating more precise results and reduce significantly the time and efforts required in the subsequent steps.

However, there are still some blemishes associated with this methodology, and it needs to be improved in the future. First, only the abridged version of EB technology (which use the recent 2 to 3 accident counts) is utilized in this methodology, if data are available, one should strive to use the more precise and complicated full version. Second, the selection of similar sites is comparatively arbitrary when computing the accident reduction potential, future improvements are required for standardizing the criterion of similar locations. Third, the expected accident costs are computed based on the per-crash aggregation method (estimated by the most severe injury). For example, a fatal crash would be assigned a flat cost of \$2.9 million, regardless of whether the incident was a single-vehicle, single-occupant rollover or a three-vehicle crash with multiple injuries. This method might be expected to skew overall costs to areas with lower vehicle occupancy and fewer overall injuries. The more precise per-injury method is recommended to compute the expected costs in the future.

International Director's Report - Fall 2012 (continued from page 3)

Leadership Training

The Board authorized the LeadershipITE program budget and to support the program for three years (2012, 2013, 2014), with an assessment of the program's sustainability at the end of the three years.

Sustainability in ITE Mission Statement

The Sustainability Task Force (**Jim Gough**) recommended adding the word "sustainability" into ITE's Mission Statement, Purpose, and potentially in the Canons of Ethics. The Board approved a motion to task Executive Director Brahms to review the options proposed by the committee and report back to the Board with a recommendation.

Districts, Sections & Chapters

Section and Chapter leaders should have received information from ITE headquarters regarding obtaining tax exempt (501c3) status under a larger ITE umbrella. It is important that Sections and Chapters follow up on this item if they do not already have a tax exempt status. Pete Frentz at pfrentz@ite.org is available for assistance and/or questions on how to pursue this.

Board Meeting Highlights (continued from page 8)

information from other states. Roberta will collect the legislative calendar from each of the thirteen states.

Career Guidance Committee Chair **Neelam Sharma** indicated that announcements for the 2013 Mentoring Program will be distributed in mid-February. A call for Mentors will also be posted on the *WesternITE* website. Two Career Guidance Awards will be presented to young professional members of the Western District at the 2013 Annual Meeting. This will be the 8th year of recognition. The recognition will be for the "Best Annual Meeting Paper Award by a Young Professional" and "Young Professional Achievement Award". In addition, the Employer Achievement Award that recognizes an employer for supporting young professionals in ITE activities and training will be presented at the Annual Meeting.

Vendor/Industry Committee Chair **Janna McKhann** is coordinating with IMSA for meeting location for 2014 (odd years are in the west coast) to make sure that there are no conflicts with the Western District Annual Meeting. Vendors prefer exhibitions where all the breaks are inside the exhibit hall. Vendors like the raffle approach but prefer using stamps instead of signatures. Best Booth Award at the Santa Barbara Annual Meeting was well received.

Student & Faculty Initiative Committee Chair **Danielle Scharf** reported that the University Nevada-Reno hosted the James H. Kell RFP Competition at the 2012 Annual Meeting. They were selected for their competition on Emergency Evacuation Transportation Planning for a Tsunami in the San Francisco Bay Area. They were awarded with \$1,500. In addition, \$1,000 was awarded to the competition winners. Over forty students participated in the event.

Student Endowment Committee Chair **Cathy Leong** presented the status of the Endowment Fund. The Endowment Fund account was at \$304,740.26 as of January 9, 2013. A total of \$3,805.00 was collected at the Santa Barbara Annual Meeting. The committee is planning another MiteY Race at the upcoming Annual Meeting in Phoenix. Hope to have about 50 teams competing in two categories. The Endowment Fund spotlight continues to run in each edition of the *WesternITE*.

Alyssa Reynolds presented a motion to rename the Endowment Fund to the "**Richard T. Romer Endowment Fund**." The motion passed. The committee will make the appropriate recommendations to the changes.

Public Relations Committee **Chuck Huffine** indicated that he contacted ITE Headquarters to obtain their initial media and organization contact database. They have little in terms of outreach. Chuck is forming the Western District contact database and expands it as neces-

(continued on page 13)



By Michael P. Sanderson, P.E., PTOE

At the heart of great organizations are great leaders. One of the first obligations of leadership is to secure the future of the organization, and developing the next generation of leaders is among the most important ways to accomplish this. To this end, the Institute of Transportation Engineers (ITE) has established *LeadershipITE*, a program to identify, develop, and engage leaders for the future of ITE and the transportation profession.

At its core, *LeadershipITE*:

- Recognizes the importance of leadership to the profession.
- Transforms ITE members into high-level leaders.
- Seeks individuals with a desire to make the profession better.
- Connects and engages leaders from across the globe.
- Tasks participants with solving issues vital to the future of transportation.

Program Description

The *LeadershipITE* selection committee will select a class of approximately 30 members who reflect the diversity of the future of the Institute and the profession. These individuals will engage in an intensive

9-month program of workshops, conferences, team projects, and other activities that address the challenges and opportunities facing ITE and the transportation profession. Through this program, *LeadershipITE* participants will explore current issues in transportation, develop and hone leadership competencies, and build the professional network required to succeed as leaders in ITE, in their organizations and in their communities.

The primary components of the program will include:

- Three multi-day workshops.
- A kick-off retreat and workshop will be held in conjunction with a meeting of the International Board of Direction at ITE Headquarters in Washington, D.C. (November 7-9, 2013).
- A second workshop will be held in conjunction with the ITE Spring Technical Conference in Miami, Florida (March 9-12, 2014).
- A third workshop and graduation will be held in conjunction with the ITE Annual Meeting in Seattle, Washington (August 10-13, 2014).
- Professionally facilitated team-building and leadership development exercises.
- Small team projects addressing real-world issues facing ITE and its members.
- Networking opportunities with international transportation leaders and decision makers.
- Ongoing alumni activities and networking events.

(continued on page 13)

Western District Committee Updates

The following are updates from the Western District committees:

Technical Committee

By Amit Kothari, P.E., Technical Committee Chair

ITE's Joint Task Force on Collaborative Parking Issues (JTFF) is looking for enthusiastic volunteers for three different projects. The JTFF worked last year to identify and prioritize gaps in ITE's collective areas of knowledge. Four projects were prioritized to be completed first; Parking Issues at Transit Oriented Developments, Smart Technology for Parking, Pedestrian and Bicycle Safety in Parking Lots, and Parking Pricing. If you are interested in volunteering to work on one of these projects please contact the project volunteer coordinator below. (Please note that the Pedestrian and Bicycle Safety in Parking Lots project has already received a large number of volunteers and may have adequate volunteers for the project.)

Looking for volunteers

Parking Issues at Transit Oriented Developments, **Brad Strader**, strader@lsplanning.com

Smart Technology for Parking, **Alan Danaher**, danaher@pbworld.com

Parking Pricing, **Debbie Harris**, dharris@dc-engineers.com

Wait List willing volunteers

Pedestrian and Bicycle Safety in Parking Lots, **Dan Kueper**, DKueper@mbakercorp.com

In December 2012, the Technical Committee announced five student chapter winners for the 2013 Data Collection RFP Project (Montana State, University of Washington, Arizona State, UC Berkeley and Brigham Young). These student chapters are currently collecting traffic and parking data for various under-represented land uses in the Trip Generation Manual. Upon fulfilling all requirements of the program within

(continued on page 14)

Board Meeting Highlights (continued from page 11)

sary. A press release was posted in November regarding Jonathan Upchurch's District Lifetime Achievement Award. The committee will focus on items that the public want to hear. The committee will focus on white paper/template for press releases.

Traffic Bowl Committee Chair **Jerry Hall** has been involved with the District's Traffic Bowl since participating at the Annual Meeting in 1994 and provided questions at various Annual Meetings since 1996. He was appointed to Chair the Committee in 2010. Jerry will be stepping down from the Traffic Bowl Committee after the Phoenix meeting in 2013. The board will be looking to fill the vacant position.

Santa Barbara 2012 LAC Vice-Chair **Robert Sweeting** indicated that 403 people participated at the Annual Meeting including students and spouses. Total attendance was over 500 with vendors. The Annual Meeting netted \$2,600.

Phoenix 2013 LAC Chair **Kim Carroll** presented the anticipated budget for the upcoming Annual Meeting. The LAC is trying to balance budget and expenses. The LAC is working on the various costs including meals, audio-video equipment, etc. The LAC is promoting vendors to participate in all the events. The Hotel rate can also apply to 3 days prior and after the Annual Meeting. The Technical Program will consist of three tracks. The LAC is working on Technical Tours and Monday and Tuesday night events.

Rapid City 2014 LAC Coordinator **Randy McCourt** did not attend the meeting but provided his report. We have not received the MOU signed from Midwest District. The LAC is expecting to finalize social events and other activities in spring 2013. A special format for technical program may be suggested.

Las Vegas 2015 LAC Co-Chair **Alyssa Reynolds** indicated that her second Co-Chair has moved. The LAC has the Hotel contract.

Albuquerque 2016 LAC Chair **Jim Barrera** indicated that the LAC has been formed. The LAC is developing the preliminary budget and will be presenting it at the July Board Meeting. The LAC is informally making contact to vendors.

San Diego 2018 LAC Chair **Joe de la Garza** indicated that they have formed the LAC with 14 members. The goal is to have all committee chairs in 2 months. Next quarter will meet to select the meeting hotel. By the end of the year, they expect to finalize the hotel contract.

The meeting adjourned at 4:35 pm. The next board meeting will be at the 2013 Annual Meeting in Phoenix Arizona on July 14, 2013.

*LeadershipITE (continued from page 12)****Who benefits from LeadershipITE?***

Participants will acquire the skills of high-level leaders. These competencies, recognized by employers, will enable *LeadershipITE* participants to advance their careers and acquire leadership positions within ITE, their companies, and other industry and community organizations. Employers of *LeadershipITE* participants will gain high-level leaders for their organizations who will have the network required to build partnerships with other great organizations across the globe. ITE and the profession as a whole will gain a cohort of connected cross-discipline leaders, a leadership pipeline, capable of guiding ITE into the future.

What is the cost of the program?

Tuition for the program is \$2,995. This includes the participant's full registration at the ITE Spring Technical Conference and the ITE Annual Meeting (a value of approximately \$1350). It also includes all course materials and most meals during the workshops. (Participants will be responsible for their own travel, lodging and incidental expenses). Applicants will be required to show their employer's commitment, but some scholarship money will be available to support candidates who need assistance. Therefore, ability to pay should not discourage potential candidates from applying.

Who should apply to the LeadershipITE program?

Successful candidates for *LeadershipITE* will be those individuals with a demonstrated capacity for leadership who have the desire to serve the Institute and are willing to commit to be a steward of the profession throughout their careers. The only minimum criterion is that participants must be a student, member, or fellow in good standing with the Institute.

You are invited to apply for the inaugural 2014 class of LeadershipITE.

Those interested in participating can download an application from www.ite.org. Applications are due no later than August 12, 2013.

Michael Sanderson is president/CEO of Sanderson Stewart, a regional engineering and planning firm with offices in Montana, North Dakota and Colorado. He is a member of the ITE International Board of Direction, serving as chair of the *LeadershipITE* Committee and as a member of the Transportation Consultants' Council executive committee. If you have questions about *LeadershipITE*, please email Michael at msanderson@sandersonstewart.com.

Committee Updates (continued from page 12)

the next couple of months, each chapter will receive \$1,000 from the District to support various student chapter activities. For the 2012 Wayne T. Van Wagoner award, a panel is reviewing all technical papers published in the ITE Journal during 2012, authored by ITE members from the District. The author of the best paper will be recognized at the District's Annual Meeting in Phoenix in July. The Committee will review all Section/Chapter Activity Reports currently being developed by various sections and chapters throughout the District. The Committee will identify the best reports in two categories- Small Sections (under 300 members) and Large Sections (300 and over) for recognition at the Phoenix Annual Meeting. The Technical Committee is also working with the Phoenix Local Arrangements Committee (LAC) to identify the Best Annual Meeting Paper that will be recognized at the Annual Meeting in Phoenix.

The Technical Committee routinely seeks panel members for various awards programs. If you are interested in serving, please drop an e-mail to **Amit Kothari**, Technical Committee Chair, at amit.kothari@sfmta.com.

Student Endowment Fund Update

By Cathy Leong, P.E., Student Endowment Chair

District Administrator **Rory Grindley** and Secretary-Treasurer **Carlos Ortiz** have joined the Student Endowment Fund Committee, joining current members Chair **Cathy Leong** and International Director **Jenny Grote**. The committee sends thanks and appreciation to outgoing members **Dalene Whitlock** and **Karen Aspelin**.

The EF Committee is happy to announce that the Student Endowment Fund has grown to over \$330,000 and will again fund some of the Western District's student initiatives this year. In addition, the EF Committee will be hosting the next edition of the MiteY Race at the next Western District Annual Meeting in Phoenix, AZ. Registration is now open so visit our webpage at <http://westernite.org/endowment-fund-2/>.

MiteY Race Update

By Cathy Leong, P.E., Student Endowment Chair

Join us in Phoenix, AZ on July 13th, from 4-6 PM for the next installment of the MiteY Race. This year's MiteY race is presented in conjunction with the 2013 Western District Annual Meeting as a fundraiser for the Student Endowment Fund.

The MiteY Race is modeled after the hit television series "The Amazing Race" with teams followed clues and completing challenging but fun tasks. Teams raced



MiteY Race Photo Hint

around San Francisco landmarks in 2010 and along the Santa Barbara waterfront in 2012.

This year's MiteY Race is themed the "Jewel of the Desert" and is again being held on the Saturday preceding the Annual Meeting. In deference to the Phoenix climate, the Endowment Fund Committee has modified the format of the race this year. Student and family/friends teams will complete challenging but fun tasks to solve a mystery at the Arizona Biltmore Hotel. To get everyone in the spirit of the race, we've included a photo hint for the upcoming race. For information or to register for 2013 MiteY Race, visit our website at <http://westernite.org/endowment-fund-2/mitey-race-2013/>.

Section and Chapter Activities

The Sections and Chapters of the Western District are busy! Highlights of their activities are provided below:

Colorado-Wyoming Section (Report provided by Kari McDowell Schroeder)

- The CO/WY Section hosted a meet 'n greet with Colorado Department of Transportation's (CDOT) Leadership on February 7 at the Space Gallery in Denver. The event was a great success with over 80 attendees and a presentation by **Don Hunt**, the Director of CDOT.
- Annual golf tournament will be held on Friday, June 14 at the Todd Creek Golf Club in Thornton. This is always a favorite event for the Section with lots of laughs and prizes (Check out www.cowyite.org for more information).



New Mexico Section (Report provided by Jennifer L. Schenkman)

- Current officers are: **Diane Sholtis**, President; **Christopher Perea**, Vice President; and **Jennifer Schenkman**, Secretary/Treasurer
- The following awards were presented: UNM Scholarship to **Andrew A. Varoz**; Life Awards to **Steve Krest**, **John Nitzel**, and **Charlie Trask**; and Website Award to **Bohannon-Huston Inc.** and **Becky Lowe**.



UNM Scholarship Recipient Andrew A. Varoz with Scholarship Committee Chair David Wilson

- The **UNM ITE Student Chapter** was reestablished in January 2013. Local professional members and associates are working with the students to schedule a quarterly presentation.
- Professional development opportunities and events have been held regularly within the Section.

- Since being selected to host the 2016 Western District Annual Meeting in Albuquerque, the New Mexico Section has formed a Local Arrangements Committee under the direction of **Jim Barrera** and **Paul Barricklow**. Stay tuned for more information.



Oregon Section (Report provided by Jeremy Jackson)

- The 21st Annual William C. Kloos Traffic Bowl was held November 15, 2012. Seven schools participated with **Portland State University** taking home the title. First-time participants were the **University of Oregon** and **Cal Poly-Pomona**.
- Professional development opportunities and events have been held regularly within the Section including the ITE Winter Technical Workshop and the Oregon ITE Simulation Roundtable.



Riverside-San Bernardino Section (Report provided by Gianfranco Laurie)

- Professional development opportunities and events have been held regularly within the Section including the RSBITE 30th Annual Golf Tournament, the RSBTEA-RSBITE 50th Anniversary Celebration Banquet, and monthly luncheons.



RSBITE meeting held at the South Coast Winery in the City of Temecula

(continued on page 16)

Activities (continued from page 15)

San Diego Section (Report provided by Ryan Zellers)

- Current officers are: **Minjie Mei**, President; **Kathy Feilen**, Vice President; **Mark Jugar**, Treasurer; **Ryan Zellers**, Secretary; and **Dawn Wilson**, Past-President
- The following awards were presented for the year of 2012 by ITE San Diego: Technical Paper of the Year – City of Escondido General Plan Update-Complete Street Assessment by **Linscott Law and Greenspan Engineers**, Public Agency of the Year – **Carlsbad**, and Project of the Year – **Oceanside Traffic Management Center**.
- Professional development opportunities and events have been held regularly within the Section including holiday parties, a joint workshop with the SoCal ITE Section, and monthly luncheons.
- The SDSU ITE Student Chapter has been busy with events and general meetings including College Shadow Day, fundraisers and various project site visits. Their ingenuity and willingness to volunteer are setting a great example for ITE!
- Preliminary planning efforts are currently underway for the 2017 Western District Meeting to be held in San Diego. Keep up-to-date on this and other Section events on the Section's website: www.sandiegoite.org.

San Francisco Bay Area Section (Report provided by Afsaneh Yavari)

- Current officers are: **Mousa Abbasi**, President; **Jia Hao Wu**, Vice President; **Tiffany Barkley**, Treasurer; and **Kimberley Leung**, Secretary/Social Chair
- The winner of the 2012 Transportation Project of the Year was SR 237 Express Lanes, a joint implementation between the **Santa Clara Valley Transportation Authority** and **Caltrans District 4**.
- Professional development opportunities and events have been held regularly within the Section and have covered topics such as the I-880/I-680/I-80 Corridor Integrated Corridor Management projects, a tour of the FAA control tower and airfield at the SFO airport, ITS technologies for travel data collection, the 6th Annual SF Bay ITE Transportation Modeling Workshop and a number of social events. Upcoming events include a technical tour of the central subway tunneling project.



SF Bay ITE Members on SFO Airport Tour

POSITIONS AVAILABLE

LSA Associates - Transportation Engineer

LSA Associates, Inc. (LSA) is a diversified environmental, transportation, and community planning organization. We are recognized as innovators in the field of environmental impact assessment, and we have developed a reputation among clients and professional peers in both the public and private sectors as being thorough, innovative, and objective.

LSA's Irvine office is seeking a Transportation Engineer to perform technical analyses and prepare written reports for public and private sector clients. This position requires a working knowledge of TRANPLAN and TRANSCAD. Typical assignments include traffic impact analyses for public and private development projects, operational analyses for roadway improvement projects, and General Plan and Specific Plan circulation studies. The position requires a Bachelor's or Master's degree in traffic engineering, transportation planning, urban planning, or a related field. The candidate must be a Registered Professional Engineer (PE) with 5 to 7 years of experience in traffic engineering and/or transportation planning. Excellent organizational, written, and verbal communication skills are required.

LSA offers competitive pay; medical, dental, vision, LTD, long-term care, group life/AD&D insurance plans; vacation, sick, and holiday pay; an Employee Stock Ownership Plan; and a Profit Sharing and Savings Plan (with 401k and company match).

LSA is an Affirmative Action/Equal Opportunity Employer and we participate in E-Verify. Please send a letter of interest and resume to: employment@lsa-assoc.com

Skillings Connolly, Inc. - Transportation/Traffic Engineer

Immediate opening. Competitive salary based on experience. Full benefit package. Experience must include traffic impact studies, roadway geometrics, signing, striping, traffic signal and street light design. AutoCAD a must. Civil Engineering degree, Washington Professional Engineer license and minimum 6 years experience required. Firm established for 30 years, clients include many Cities, Counties, WSDOT, SDOT, and others throughout Washington State.

Skillings Connolly, Inc., Lacey, WA, E-mail: gwalkley@skillings.com

Iteris, Inc. - Associate Vice President/Senior Engineer

Iteris Inc. is a Transportation Engineering and Services Company that specializes in the development and application of advanced technologies that reduce traffic congestion, minimize environmental impact and improve the safety of our surface transportation system.

We are seeking the following individuals to join our dynamic team:

Senior Transportation Engineer/ Associate Vice President

Open to location anywhere in the U.S.

This position will assist us in growing our bus transit business. Responsibilities include business development activities, pre-marketing for upcoming projects, developing innovative pursuit strategies, writing proposals, making presentations to clients, conducting interviews and negotiating contracts with major transportation clients. We are seeking a degreed individual with at least 15 years applicable experience.

Associate Vice President - Eastern Region

This position will be responsible for marketing state and local transportation agencies for ITS/transportation projects as well as manage multi-million dollar transportation projects for various transportation agencies. We are seeking a degreed individual with at least 15 years direct experience in traffic operations and ITS Project Management.

Sr. Analytics Consultant

Open to location anywhere in the U.S.

This role as Senior Transportation Engineer/Senior Analytics Consultant will lead business development efforts, manage projects, and performing technical tasks on ITS projects related to performance measurement. We are seeking a degreed individual with 5 - 10 years direct experience in Traffic Operations and/or ITS Project Management consulting.

We have additional opportunities available throughout our growing offices across the U.S. Visit our website for more information and to apply online: www.iteris.com.

If you are interested in being a part of a team dedicated to excellence while making a profound difference and impact in the transportation industry, join Iteris. Confidential resumes or letters of inquiry can be sent to jobs@iteris.com. Iteris, Inc. is an Equal Opportunity Employer



Fehr & Peers - Mid to Senior-Level Transportation Engineer/Planner

The Fehr & Peers San Jose office is seeking talented transportation planners and engineers to join our team. We are looking for professionals who demonstrate a passion for developing sustainable, multimodal transportation solutions that improve our local communities and region. Engineers/planners work on a variety of projects, which may include traffic and transit microsimulation, campus plans, multimodal corridor studies, transportation impact studies, bicycle and pedestrian studies, and regional transportation plans.

Successful candidates must have a Bachelor's or Master's degree in transportation or civil engineering, urban planning, or a related major and 3+ years of related work experience. Excellent written, verbal, and visual communication skills and a professional license are desirable.

For a full description and to apply, go to <http://www.fehrandpeers.com/careers/transportation-engineer-planner-mid-to-senior-level-san-jose-ca/.EOE/AAP>



Parametrix - Transportation Division Manager (#PTL1206)

Parametrix, a premier engineering, planning environmental sciences consulting firm, has an excellent career opportunity for a TRANSPORTATION DIVISION MANAGER to join our Portland, OR office. This position is responsible for leading the growth of the division through strategic business development and marketing activities, with a focus on Oregon and Southwest Washington. This position works closely with the Office Principal and Senior Project Managers and Market Segment Leaders to coordinate and lead pursuits, develop client relationships, and facilitate decisions on strategy and positioning. Qualifications include:

- Minimum of 15+ Years of experience and proven leadership in the A/E industry specializing in transportation and infrastructure planning, design and construction
- Bachelor's Degree in Civil Engineering or closely related field. Registered Professional Engineer in Oregon (and Washington desired).
- Ability to obtain Professional engineering licenses in various states.
- In-depth understanding of procurement and selection processes, particularly in the Oregon and Southwest Washington market, including ODOT, WSDOT, transit agencies and Local Agencies.
- Established professional relationships with strategic clients.
- Ability to work collaboratively with other business lines to position Parametrix for the pursuit of major business leads.
- Strong communication and staff development skills.

www.parametrix.com – Parametrix - Inspired People... Inspire Solutions... Making a Difference

Equal Opportunity Employer

City of Phoenix - Special Projects Administrator

The City of Phoenix is seeking a results-oriented professional to serve as the coordinator for approximately \$12.25 million of new transportation projects for the Streets Transportation Department. This temporary middle-level position will oversee the department's planning and development of special projects over an estimated 18-month period. Requires 5 years of senior professional or supervisory experience in transportation engineering, urban planning, capital improvement, design and/or construction projects at levels involving planning and development phases; and a bachelor's degree in civil/transportation engineering and/or public administration with experience in a technical capacity.

Apply at phoenix.gov

City of Lancaster – Associate Traffic Engineer



Associate Traffic Engineer

City of Lancaster, CA

Salary \$76,236 - \$ 106,728 Annually, DOQ

APPLY BY: Friday, June 21, 2013. For more information, or to apply online, visit our Website: www.cityoflancasterca.org

PROFESSIONAL SERVICES DIRECTORY

ALL TRAFFIC DATA SERVICES, INC.

Atlanta, GA 404-374-1283
 Denver, CO 303-216-2439
 Jacksonville, FL 904-707-8618
 Seattle, WA 206-251-0300
 Portland, OR 503-833-2740
 Call with any traffic data collection needs or visit
www.alltrafficdata.net

CITY TRAFFIC COUNTERS

Industry leader specializing in all aspects of data collection. Services include: Manual Turning Movement Counts, Tube Counts Including Volume/Classification/Speed, License Plate Surveys, Pedestrian & Parking Occupancy Studies.
 T (626) 256-4171 F (626) 256-6471
ctcounters@yahoo.com

ADVANTEC CONSULTING ENGINEERS, INC.

ITS • Traffic Engineering • Traffic Signal Synchronization • Transportation Planning (DBE/MBE)
 21700 Copley Drive Suite #350, Diamond Bar, CA 91765
 Diamond Bar (909) 860-6222
 Ontario (909) 605-9300
www.advantec-usa.com info@advantec-usa.com

ALBERT GROVER & ASSOCIATES

Signal System Design • Coordination • Operations • Impact Studies • Modeling • Design/Build • Parking & Access • Inspection • Implementation
 211 E. Imperial Highway, Suite 208
 Fullerton, CA 92835
 (714) 992-2990 FAX (714) 992-2883

ALBERT A. WEBB ASSOCIATES

Traffic Engineering and Design • Transportation Planning • Highway Design • Environmental Documentation
 3788 McCray Street Phone (951) 686-1070
 Riverside, CA 92506 Fax (951) 788-1256
www.webbassociates.com

ATKINS

Transportation Planning/Design • Traffic Engineering • ITS • Civil Engineering
 Regional Offices in: Phoenix, AZ; Los Angeles, Orange, San Bernardino, San Diego, San Francisco, CA; Colorado Springs, Denver, CO; Bozeman, Helena, Missoula, MT; Henderson, Reno, NV; Portland, OR; Seattle, WA • www.atkinsglobal.com

CDM SMITH

Water • Environment • Transportation • Energy • Facilities
 Regional Offices in California, Washington, Utah, Nevada, Oregon, and Arizona
www.cdmsmith.com

CRAIN & ASSOCIATES

Traffic Engineering • Transportation Planning
 300 Corporate Pointe, Ste 470
 Culver City, California 90230
 (310) 473-6508 Fax: (310) 444-9771

ROBERT CROMMELIN & ASSOC., INC.

Consulting Traffic Engineers, Experienced in Traffic Engineering Evaluation and Testimony as part of Litigation
 73-255 El Paseo, Suite 9 (760) 568-6838
 Palm Desert, CA 92260 FAX (760) 568-9850
RCTraffic@aol.com

DKS ASSOCIATES

Traffic and Transportation Engineering and Planning • Intelligent Transportation Systems
 Oakland CA (510) 763-2061
 Offices in: Irvine and Sacramento, CA; Tampa, FL; Portland and Salem, OR; Seattle, WA
 Web page: www.dksassociates.com
 email: rts@dksassociates.com

GIBSON TRANSPORTATION CONSULTING, INC.

Traffic Engineering • Transportation Planning • Parking
 523 W. 6th Street, Ste 1234
 Los Angeles, CA 90014
www.gibsontransportation.com
 (213) 683-0088 phone
 (213) 683-0033 fax

ITERIS

ITS • Traffic Engineering • Transportation Planning • Traffic Control Systems • Communications • Transit • Parking • Construction Management
 1700 Carnegie Avenue, Suite 100
 Santa Ana, CA 92705 Tel: (949) 270-9400
 Los Angeles, CA (213) 488-0345; Long Beach, CA (562) 432-8484;
 Ontario, CA (909) 230-6880; Sacramento, CA (916) 772-7976;
 Boise, ID (208) 345-4630; Idaho Falls, ID (208) 528-8538;
 Las Vegas, NV (702) 384-2525; Salt Lake City, UT (801) 479-5866

KOA CORPORATION

Traffic Engineering • Transportation Planning • Signal Design • Traffic Signal Timing • ITS • GIS • www.koacorporation.com
 1100 Corporate Center Drive, Suite 201
 Monterey Park, CA 91754 (323) 260-4703
 Ontario, CA (909) 890-9693
 San Diego, CA (619) 683-2933
 Orange, CA (714) 573-0317

KIMLEY-HORN AND ASSOCIATES, INC.

Traffic Engineering • Transportation Planning • ITS • Communications • Software • Civil Engineering
 Regional offices in: San Diego, Orange, Los Angeles, Riverside, San Ramon, Oakland, Sacramento, Roseville, Stockton, San Jose, CA; Las Vegas, Reno, NV; Phoenix, Tucson, AZ; Denver, CO; Boise, ID
www.kimley-horn.com

KUNZMAN ASSOCIATES

"Over 30 Years of Excellent Service"
 Traffic Engineering • Transportation Planning • Parking Analysis
 Expert Witness • General Plan Circulation Elements
 1111 Town & Country Road, Suite 34 • Orange, CA 92868
 (714) 973-8383 Fax: (714) 973-8821
www.traffic-engineer.com mail@traffic-engineer.com

LEE ENGINEERING

Traffic Engineering • Transportation Planning • Intelligent Transportation Systems • Transit Studies
 Phoenix (602) 955-7206
 Dallas (972) 241-3006
 Albuquerque (505) 338-0988
 Oklahoma City (405) 384-5127
 San Diego (619) 251-0419
www.leeengineering.com info@lee-eng.com
 Tailored solutions—Proven Results

LIN CONSULTING, INC. (UDBE/MBE/SBE)

Traffic Engineering • Traffic Signal & Lighting • Freeway Communications • ITS • Worksite Traffic Control • Transportation Planning & Studies • Parking • Civil Engineering • Electrical Engineering
 Diamond Bar, CA (909) 396-6850
 Tustin, CA (714) 258-8411
 San Diego, CA (858) 278-4800

LINSCOTT, LAW & GREENSPAN

Engineers & Planners • Traffic • Transportation • Parking
 Costa Mesa, CA (714) 641-1587
 Pasadena, CA (626) 796-2322
 San Diego, CA (858) 300-8800
 Las Vegas, NV (702) 451-1920
www.ligengineers.com

MINAGAR & ASSOCIATES, INC.

ITS • Traffic Engineering • Transportation Planning • Signal Timing • Communications • Construction Management
 18662 MacArthur Blvd., Suite 435
 Irvine, CA 92612
 Tel: (949) 727-3399 Fax: (949) 727-4418
www.minagarinc.com

PAT NOYES & ASSOCIATES

Context Sensitive Solutions • Neighborhood Traffic Management • Traffic Incident Management
 1566 County Rd. 83 • Boulder, CO 80302
 (303) 440-8171 www.patnoyes.com
 e-mail: pat@patnoyes.com

RBF CONSULTING, A COMPANY OF MICHAEL BAKER CORP.

RBF provides Transportation Planning, Public Works, Traffic Engineering, Intelligent Transportation System Engineering, Travel Demand Modeling, and Aviation Engineering Services
 Over 100 offices serving the United States
 Tel: (800) 479-3808 www.RBF.com

ROBERT CROMMELIN & ASSOC., INC.

Consulting Traffic Engineers, Experienced in Traffic Engineering Evaluation and Testimony as part of Litigation
 73-255 El Paseo, Suite 9
 Palm Desert, CA 92260
 Tel: (760) 568-6838 Fax: (760) 568-9850
RCTraffic@aol.com

TMS-TRANSPORTATION MANAGEMENT SERVICES

TSM/TDM Planning • Management Evaluation
 236 North Chester Avenue, Suite 200
 Pasadena, CA 91106
 Tel: (626) 796-3384 Fax: (626) 796-2425
info@tms85.com

TRANSTECH ENGINEERS, INC.

Traffic Engineering • Transportation Planning • Construction Management • Highway Design • Municipal Engineering
 624 Brea Canyon Road
 Walnut, CA 91789 (909) 595-8599

WHITLOCK & WEINBERGER TRANSPORTATION

"W-Trans," a certified DBE/WBE, provides the following services, with an emphasis on Sustainable Transportation Solutions.
 Traffic Engineering • Transportation Planning • Municipal Services • Roundabouts • Traffic Calming • Bicycle & Pedestrian Planning • Parking • Traffic Signal Design/Timing
 Offices in Santa Rosa and Oakland, CA www.w-trans.com
 Tel: (707) 542-9500

WILLDAN

Engineers and Planners • Traffic Engineering • Transportation Planning • Complete Municipal Services • Revenue Management
 2401 E Katella Ave #300
 Anaheim, CA 92806 (714) 940-6300
 Regional Offices in Anaheim, Bakersfield, Las Vegas, Los Angeles, Oakland, Redding, San Bernardino, San Diego, Phoenix, Sacramento, Tucson, Visalia, and Ventura

QUALITY COUNTS, LLC

We provide transportation data collection services using the latest technology for surveying and product delivery.
 • Web-based ordering and report database
 • Video record surveys
 • Responsive nationwide survey capabilities
www.qualitycounts.net 1-877-580-2212

Y&C TRANSPORTATION CONSULTANTS, INC.

Certified UDBE/MBE/SBE
 Traffic Engineering • Traffic Signal & Lighting Design • Signing & Striping • Construction Zone Traffic Control
 Sacramento, CA (916) 366-8000
 Pleasanton, CA (925) 789-7487
www.yctransportation.com

Change of Address:

To change your mailing address information, please visit

www.ite.org

or call, fax, or mail changes to:

Institute of Transportation Engineers
1627 Eye Street, NW, Suite 600
Washington, DC 20006
Telephone: +1 202-785-0060
Fax: +1 202-785-0609

Westernite
www.westernite.org

Institute of Transportation Engineers
Western District (6)
c/o Joey Paskey
Atkins
2270 Corporate Circle, Suite 200
Henderson, NV 89074
Dated Material - Time Value

NON-PROFIT ORGANIZATION
US POSTAGE

PAID

LOS ANGELES, CA
PERMIT # 20194

Westernite

Official Publication of the Institute of Transportation Engineers, Western District

Spring 2013 Vol. 67, No. 2

Western District Officers for 2012 – 2013

President

Walter Okitsu, P.E., PTOE, PTP
KOA Corporation
1100 Corporate Center Drive,
Suite 201
Monterey Park, CA 91754
(323) 260-4703
wokitsu@koacorporation.com

Vice President

Karen Aspelin, P.E., PTOE
Wilson & Company, Inc., Engineers &
Architects
5755 Mark Dabling Blvd., Suite 220
Colorado Springs, CO 80919
(719) 302-6736
Karen.Aspel@wilsonco.com

Secretary-Treasurer

Carlos Ortiz, P.E., T.E., PTOE
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618
(949) 855-3657
cortiz@rbf.com

Past President

Alyssa Reynolds, P.E., PTOE
City of Henderson
240 Water Street
PO Box 95050 MSC 112
Henderson, NV 89009-5050
(702) 267-3082
alyssa.reynolds@cityofhenderson.com

District International Director

Michael Sanderson, P.E., PTOE
Sanderson Stewart
1300 North Transtech Way
Billings, MT 59102
(406) 656-5255
msanderson@sandersonstewart.com

District International Director

Monica M. Suter, P.E., PTOE
City of Santa Ana
20 Civic Center Plaza, M-36
Santa Ana, CA 92702
(714) 647-5645
msuter@santa-ana.org

District International Director

Jenny L. Grote, P.E., PTOE
City of Phoenix
200 W. Washington St., 5th floor
Phoenix, AZ 85003
(602) 256-4337
jenny.grote@phoenix.gov

District Administrator

Rory Grindley, P.E.
Pierce County Public Works & Utilities
4301 S. Pine Street, Suite 446
Tacoma, WA 98409
(253) 798-7250
rgrindl@co.pierce.wa.us

International President

Zaki Mustafa, P.E.
City of Los Angeles
100 S. Main Street, 10th Floor
Los Angeles, CA 90012
(213) 972-8436
zaki.mustafa@lacity.org

International Vice President

W. Hibbett Neel, Jr., P.E.
Neel-Schaffer, Inc.
P.O. Box 22625
Jackson, MS 39225-2625
(601) 948-3071
hibbett.neel@neel-schaffer.com

Managing Editor

Joey Paskey, P.E.
Atkins
2270 Corporate Circle, Suite 200
Henderson, NV 89074
(702) 551-0286
joey.paskey@atkinsglobal.com

Webmaster/ WebNewsletter

Justin Link, P.E.
Associated Transportation Engineers
100 N. Hope Ave., Suite 4
Santa Barbara, CA 93110
(805) 687-4418
jlink@atesb.com

Technical Editor

Wen Cheng, P.E., PTOE
CSU-Pomona
3801 W Temple Ave
Pomona, CA 91768
(714) 423-0056
wcheng@csupomona.edu

Advertising Manager

Lisa Martellaro-Palmer
City of Los Angeles
6501 Fountain Ave.
Los Angeles, CA 90028
(323) 957-6823
lisa.martellaro-palmer@lacity.org

2013 Annual Meeting

Kim Carroll
LAC Chair
carroll-kim@stanleygroup.com

Committee Chairs

Career Guidance Committee Chair

Neelam Sharma
URS
neelam.sharma@urs.com

Legislative Committee Chair

Roberta McLaughlin
CalTrans
roberta_mclaughlin@dot.ca.gov

Membership Committee Chair

Joe De La Garza
Iteris
jdlg@iteris.com

Public Relations Committee Chair

Chuck Huffine
Jacobs
chuck.huffine@jacobs.com

Student Endowment Chair

Cathy Leong
Wilson Okamoto Corporation
cleong@wilsonokamoto.com

Student Initiatives Chair

Danielle R. Scharf
Sanderson Stewart
dscharf@sandersonstewart.com

Technical Committee Chair

Amit Kothari
San Francisco MTA
amit.kothari@sfmta.com

Traffic Bowl Committee Chair

Jerry Hall
University of New Mexico
jerome@unm.edu

Vendor Committee Chair

Janna McKhann
NexTech Systems, Inc.
nextech@cox.net

WesternITE newsletter is the official publication of the Western District (6) of the Institute of Transportation Engineers. Its purpose is to share information on transportation topics between members and to communicate to members the activities of the Western District (6). Articles relating to these purposes are always welcomed and may be sent to either editor. The opinions, findings, techniques and specific equipment cited by individual authors of *WesternITE* newsletter articles do not constitute the endorsement of same by *WesternITE*. Reprint of any newsletter material (except if copyrighted) for the purpose of sharing technical information is permissible given that proper reference and the above paragraph accompany the reprint.