

President's Message

The New Year is here! It's now time to reflect upon our accomplishments of the past year as we prepare for the many challenges that still lie ahead. Under the very capable leadership of Randy McCourt, we were able to develop a strategic plan for the District, and held an outstanding annual meeting in Sacramento with a record number of students in attendance. To top it all off, our excellent newsletter, *WesternITE*, won the award for best newsletter from ITE International. This year we will finalize our strategic plan and the District 6 endowment fund will be established. Meetings and technical sessions will be held for members to develop professional relationships by networking with other professionals and at the same time keeping up with the latest trends and developments in all the many diverse disciplines of transportation.



We are indeed fortunate to have such a large number of volunteers in our District that make the all the valuable activities of the Sections and Chapters possible. Our volunteers are what enable us to stay at the cutting edge of our
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Going to the Sun Without Getting Burned

The Going-to-the-Sun Rehabilitation Project

by Gary Danczyk, P.E.

[Editor's Note: The subject of this article, the Going-to-the-Sun Road in Glacier National Park, is just an hour from Kalispell, the site of this year's District 6 Annual Meeting. For more information about visiting the Park, please visit the Park's Web site at www.nps.gov/glac/]

Established in 1910, Glacier National Park is America's fourth-oldest National Park. Access to the Park, which offers more than one million acres of the finest mountain scenery, was initially limited by the Continental Divide. In 1932, after nearly 10 years of construction, a magnificent but precarious road opened a new opportunity for exploring the park's vertical limits. The Going-to-the-Sun Road carries a number of special designations, such as National Historic Landmark, Historic Civil Engineering Landmark, and a listing on the National Register of Historic Places. Currently, approximately 80% of two million annual visitors to the park travel the 52-mile Going-to-the-Sun Road, considered the premier experience at Glacier National Park. The road was the first cooperative project between the Bureau of Public Roads and the National Park Service. That early cooperation established a relationship between the Federal Highway Administration (FHWA) and the National Park Service that continues today.

Over 70 years of operations have taken a steady toll on the Going-to-the-Sun Road. The winding mountain road has required constant maintenance as a result of events ranging from rock slides to avalanches. In 1998, the FHWA identified several areas requiring immediate attention, as well as a need for overall rehabilitation of the road. Congress provided \$14 million for the most critical repairs, while several options to rehabilitate the entire road were simultaneously examined. A Congression-

ally mandated Citizens Advisory Committee strongly recommended that the roadway remain open during the entire course of rehabilitation and

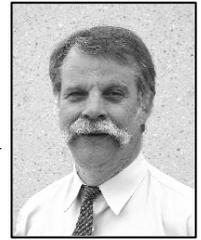
that traveler delays be limited to 30 minutes during the major tourist season, with slightly longer delays allowed during the shoulder seasons. It was also mandated that mitigation measures be implemented to reduce congestion along the road, and to ensure that visitors understand that the park will remain open during construction. The Environmental Impact Statement and resultant Record of Decision (ROD) followed this recommendation and specified a six- to eight- year construction period, and

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Removal of existing stone masonry guardwalls on the Going to the Sun Road occurred last summer.

International Director's Report: November Board of Direction Meeting



Rock Miller, District 6
International Director

The ITE International Board met at ITE Headquarters offices in Washington, DC, on November 5-6, 2004. The first day of the meeting was devoted to finalizing of a program to address one of the Board's "Mega Issues," workforce development. ITE is already a strong provider of materials for workforce development; however, needs of members are increasing especially due to requirements for Professional Development Hours (PDH) to maintain State Engineering registrations and PTOE certifications. One new area that ITE will consider entering is Web-based seminars. Headquarters staff will prepare a business plan to identify training needs, audiences, media, and curriculum. The plan will indicate how new training programs should be administered and set performance measurements. A budget item was also taken to provide funding for programs to be initiated during the current budget year.

The Board then took up a second Mega Issue on safety. This started with a series of briefings by Maria Vigega of, NHTSA, John Baxter of FHWA, Tony Kane and Keith Sinclair of AASHTO, Doug Noble for the District of Columbia government, and Peter Kissinger for the AAA Foundation for Traffic Safety. The briefings provided a wide cross-section of viewpoints on safety and ITE's potential role. ITE is in a position to play many roles on this issue, including advocacy, training, clearinghouse, convener, or partner. Hot topics that were prioritized include Comprehensive Highway Safety Plans, intersection safety, crash records, and over 30 other subject areas. This issue will be discussed further at the March 2005 Board Meeting. Members having interest or thoughts should contact ITE staff or an International Board member.

After completion of the two Mega

Issues, the Board reviewed various administrative items. Some of the highlights are as follows: Budget performance for 2004 is very good; a net of over \$100,000 should be transferred to reserves, primarily due to heavy publication sales including new versions of *Trip Generation*, *MUTCD*, and the *AASHTO Green Book*.

ITE is acquiring software to conduct an online salary survey similar to surveys previously used by ASCE and NSPE. The survey will be conducted in 2005.

The International Meeting will be in Melbourne, Australia, this summer. ITE will be celebrating its 75th anniversary at the meeting and throughout the year. Attendees should start travel planning as soon as possible. Anybody on the fence should feel free to contact ITE staff, and officer or Board member to help answer questions or help with special arrangements. The host Australia Section is maintaining a thorough website that can be accessed through ITE and should help with travel planning. If you are not sure, or if you cannot go but want to know what you missed, look for the travel book *In a Sunburned Country* by popular author Bill Bryson at any good bookstore.

Holding future International Meetings outside of North America is a hot topic. Attendance at meetings within North America is much higher, since sites are more convenient for most ITE members. But, ITE is an international organization. The Board reaffirmed its policy to hold meetings outside of North America every ten years and to incorporate attendance swings into multi-year budgeting.

The TexITE District described a DVD project that preserved a wonderful history of their district and included interviews with old-timers about the way it used to be. The program was very affordable and

highly recommended to any District or Section that wishes to preserve its history in this format.

District 6 and many other groups are interested in the use of E-balloting for officer elections and issues subject to vote to reduce costs and increase voter turnout. The use of E-balloting is very complex, if all ITE constitutional rules and ballot credentialing are followed. It would cost District 6 about \$5000 the first year and \$500 each future year in computer applications expense to use E-balloting. And a mailing would still be required to all members. The overall requirements could actually increase the cost of an election. Voter turnout for the recent international election that used E-balloting for the first time was not higher than the traditional method, but this will be tracked in the future.

Over 380 communities responded to ITE's Traffic Signal Self-Assessment: ITE Staff is analyzing the data to extract the most valuable information. The survey results will be released at the Las Vegas Specialty Conference, and a news release will be sent to the press. Local agencies may get press inquiries. Any survey respondent will be given information in advance and advised of how to respond to probable inquiries in a positive manner.

In the final board action, North Mexico (old Mexico, not New Mexico!) was chartered as ITE's newest Section, consisting of seven states including Baja California and all states along District 6's southern boundary. This might help stimulate ITE section activities in populated border cities such as Tijuana and Ciudad Juarez.

In Western ITE 50 Years Ago

The February 1955 WesternITE reported some statistics about District 6 at that time. This table compares our district 50 years ago to today.

Have you purchased your copy of the WesternITE Compendium yet? To order, please contact the San Diego State University Student Chapter at SDSU_ITE@hotmail.com or (858) 560-4911.

Item	1955	2005	% increase (annualized)
Total liquid assets	\$1,056.37	\$162,549.11	10.6%
Total voting members	148	3950	6.8%
Liabilities	\$0	Still \$0!*	

*—Dalene says she pays all invoices the moment they arrive



Rock Müller, Zaki Mustafa, and Farhad Miran present Nazir Lalani (with plaque) with a proclamation declaring December 14th to be Nazir Lalani Day



Zaki Mustafa presents Marty Bouman and his wife with a proclamation declaring December 3rd to be Marty Bouman Day

Attention California: LED Alert!



Did you know that in November 2002, the State of California adopted the California Appliance Efficiency Regulations? These regulations mandate that after March 2003, only traffic signal indications that consume less than 25 watts of power can be manufactured or sold in California. Light-Emitting Diode (LED) signal lamps are the only products that meet these requirements. So what are you doing about new signal installations and lamp replacements? Please send me an email and tell me how you are or are not complying with these regulations. Are all of your replacements, including amber lamps LEDs?



Zaki Mustafa

Please email your comments to me at ZMustafa@dot.lacity.org.

as well as having served as District 6 President, International Director and International President.

Together we are the best

President's Message

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profession by newsletters and organizing all the training sessions and meetings. I want to personally thank all the District 6 Section and Chapter leaders for all the hard work they do that makes ITE the success that it is. At the District level we are fortunate to have the *WesternITE* technical editor position filled by Nate Larson. Nate has also volunteered to be the LAC chair for the 2009 annual meeting in Denver. Long-term member and ITE volunteer and past president of District 6, Tom Clausen has agreed to serve on the District 6 Advisory Committee.

It is always a pleasure for me to visit the different sections to honor a local section member who has contributed unselfishly to ITE. Recently I visited the

California Border Section to honor Marty Bouman with Section President Zoubir Ouadah. Marty has been active in ITE for more than 50 years. He has served as editor of *WesternITE* and established the "furlined pot" traveling trophy in 1958. The trophy was created to encourage Sections to submit their local Section Activity Reports to *WesternITE* for publication.

Central Coast president Farhad Mira, International Director Rock Miller and I had the pleasure of recognizing Nazir Lanani for his many contributions to Central Coast Section and ITE. Besides being the most prolific member ever, he has been on every ITE council that exists,

Get to Know Your Local Leadership

California Border Section



The California Border Section elected the following officers for 2004-2005:



Zoubir Ouadah, President



Ahmed Aburahmah, Vice President



Edgar Perez, Treasurer



Jon Collins, Secretary



Central Coast Section

The Central Coast Section elected the following officers for 2004:



Farhad Miran, President



Jim Biega, President-Elect / Vice President



Lisa Valdez, Secretary



Raymond Chong, Treasurer

Feature Article

(Continued from page 1)

included activities to limit the impacts on tourism and ensure that the park continues to attract close to an average number of visitors. Despite these efforts, it is expected that 6.4% fewer annual visitors will go to Glacier National Park during the rehabilitation, resulting in a \$90 million loss of revenue for the State of Montana. If nothing were done beyond emergency roadway maintenance, it is projected that Montana would lose \$8.5 billion over the next 50 years and that the road would have an ever-increasing chance of a catastrophic failure.

The rehabilitation project is projected to cost \$170 million over a 6 to 8 year period. The majority of this funding will be focused on construction, but a substantial portion will be committed to additional mitigation efforts, including transit, Intelligent Transportation Systems (ITS), and other visitor services. Specific tasks include limiting delays, supporting construction operations, establishing a transit system to reduce traffic congestion, and providing information to a wide range of users. Key relationships with gateway communities are essential to addressing issues such as transit rider fares and visitor information systems. ITS and transit development personnel are working with the construction team to ensure that information and communication systems are in place for the 2006 visitor season. It is envisioned that lessons learned over the first few construction seasons will result in improved operations throughout the remainder of the project. The long-term effectiveness of proposed mitigation measures will be re-evaluated in the future.

ITS and transit planning contracts have been awarded for completion in May 2005. Recent stakeholder meetings have

confirmed that the gateway communities remain well-informed and very interested in the project, and understand the potential impacts on seasonal business. They understand that it is intended that tourism will be sustained throughout the construction period, even though a variety of challenges may arise. For example, it is not yet clear what purpose, if any, the transit fleet would serve during off-seasons. Cost-sharing concepts may be identified that will provide off-season bus uses, thereby reducing fares for riders during the peak tourist season. It is essential that the gateway communities keep in close contact with visitors regarding the status of the rehabilitation of the Going-to-the-Sun Road.

In many respects, improvements to the Going-to-the-Sun Road have been ongoing since the late 1980s, when the West entrance section of roadway was rehabilitated. Additionally, numerous stone masonry walls have been identified for much-needed rehabilitation that could not wait for future funding. Many such projects are ongoing and will not need to be addressed when the remainder of the road is reconstructed. An FHWA-funded Going-to-the-Sun Road Rehabilitation Sequencing Strategy, completed in April 2004, divides the roadway construction into 12 segments. While road construction will be completed in individual segments, additional mitigation measures will be applied across the entire road.

A transit system is a key mitigation measure identified in the preferred alternative due to its ability to reduce traffic congestion. Initially, the park will focus on a voluntary shuttle system to allow visitors a choice of either driving or riding over the Going-to-the-Sun Road during road rehabilitation. In addition, transit routes to other areas of the park will help reduce traffic along the Going-to-the-Sun Road. Along the primary route, transit stops would be at most of the high-usage sites and trailheads along the road. Initial indications are that many visitors will use the shuttle, leading to differing user requirements and the need for additional parking. The level of infrastructure at transit stops will be based on location, access, and level of usage. Related visitor services are also being considered as part of the rehabilitation project, including parking along the roadway, expanded access to trailheads, and wildlife and scenery viewing opportunities.

Two transit centers supporting the system will provide dispatch, transit management, and related information for visitor support. Transit centers will also



Three types of transit buses have been evaluated for use on Going-to-the-Sun Road during the rehabilitation project. Left to right: the recently rebuilt traditional Red Jammers, a micro-turbine/electric combination from E-Bus, and a propane-powered bus.

include varying amounts of general Glacier National Park information and specific route information. The National Historic Landmark status of the Going-to-the-Sun Road establishes a theme and character for work all along the road; the transit centers will capture this character and theme. Scope, schematic, and budgetary development regarding the transit centers has already begun, with plans to have temporary facilities in place when major rehabilitation begins in 2006.

The park is searching for alternatively-fueled buses for the transit system that can negotiate the tight confines of the alpine section of Going-to-the-Sun Road. Next Bus satellite technology would be used to track buses along their routes through the park. Additional desirable characteristics include a high level of rider comfort and visibility. Several candidate buses have already been tested and are able to negotiate the tight curves along the route. One bus in particular, sponsored by the Propane Promotion Consortium (ProCon), is currently in use at the park on a long-term lease agreement. It is operating as an employee shuttle during the winter months and has been invaluable in validating operational concepts and technical issues with the prototype. Whichever bus is selected will also reflect the character and special heritage of the historic Going-to-the-Sun Road.

Intelligent Transportation Systems (ITS) can be described as applying technology to improve the transportation system performance. Advanced Traveler Information Systems provide information about road conditions to potential users, allowing them to make educated trip-making decisions. The dissemination of road- and traffic-related information to park staff and visitors has been evolving for many years. Park recreational travel and road construction make ITS challenges unique in several ways. Glacier's ITS applications must meet visitor and gateway community informational needs, while also

About the Author:

Gary Danczyk is the Project Manager for the mitigation of the Going-to-the-Sun Road Rehabilitation. Gary recently completed service as an Army engineer. He has a BS from the U.S. Military Academy, a MS in Physics from the US Naval Postgraduate School, and is a registered Professional Engineer in Montana.



supporting traffic control functions during the construction effort. True indications of the success of the ITS program would be an efficient road construction project and a well-informed public, able to make a variety of choices on the best way to experience Glacier National Park.

Detailed ITS implementation studies are yielding a cost-effective plan utilizing existing park communications infrastructure. Road status, parking availability, and anticipated delays in the park would be provided to visitors as they plan their vacation. Experiences in other national parks have indicated that cost, comfort, and quality of experience must be sustained in order to attract normal visitation during construction. The park already maintains and is constantly

improving their official Web site and Traveler Information Systems (TIS). Integration with the Montana 511 network, which provides road condition reports, will help to ensure that a full range of information is provided to park visitors.

The Going-to-the-Sun Road rehabilitation is a complex and exciting project. Between now and when the project is scheduled to begin in the spring of 2006, a wide variety of tasks must be accomplished to ensure initial transit, ITS, and visitor services are in place. The members of the project team will continue to disseminate information to stakeholders and visitors as Glacier National Park transitions from planning to reconstruction of the Going-to-the-Sun-Road. They are determined to ensure that Glacier National

Park's nearly two million annual visitors continue to enjoy this special place, regardless of the rehabilitation project.

Team members:

- John Kilpatrick, Chief of Facilities Management, Glacier National Park
- Gary Danczyk, PE, Project Manager Mitigation, Glacier National Park
- Susan Law, Transportation and ITS Specialist, Glacier National Park
- Jack Gordon, Project Manager/ Landscape Architect, Glacier National Park
- Amy Vanderbilt, Public Affairs Officer, Glacier National Park
- Valerie Rodman, Transportation Planner, Federal Highway Association

California Holds Hearing on Traffic Engineering License

by *Walter Okitsu, P.E., PTOE, District 6 California Traffic Engineering Registration Chairman*

On Thursday, January 6th, 2005, the California Joint Committee on Boards, Commissions and Consumer Protection held a legislative hearing in Sacramento. The Joint Committee is reviewing the nine title-protected engineering disciplines (traffic, agricultural, chemical, nuclear, fire protection, control systems, metallurgical, petroleum, and industrial) to determine how each of these branches affects and supports public health, safety and welfare. This sunrise hearing was a step toward converting these title-protected disciplines into practices. Those disciplines that fail to be converted will be eliminated.

The Registered Traffic Engineers of America (RTEA), a lobbying organization, urged public agencies and consumers to provide written testimony on the

importance of keeping traffic engineering registration for the public safety and welfare of Californians. Twenty-six cities and counties responded with letters. In addition, Union Pacific Railroad and the California Reserve Police Officers Association submitted written testimony in favor of making traffic engineering into a practice.

At the hearing, Patti Boekamp and Debbie van Wanseele from the City of San Diego's Engineering and Capital Programs Department appeared before the committee to speak on behalf of traffic engineering. They described how traffic engineers improve the quality of traffic operations decisions and reduce the City's liability. The Board of Professional Engineering and Land Surveying, along with former Board member Eugenie Thomson, also spoke in favor of converting traffic engineering registration to a practice. The Consulting Engineers and Land Surveyors of

California (CELSOC) spoke in opposition to converting any of the title disciplines, while the Professional Engineers in California Government (PECG) requested that each of the nine titles undergo a more rigorous review before they are to be converted.

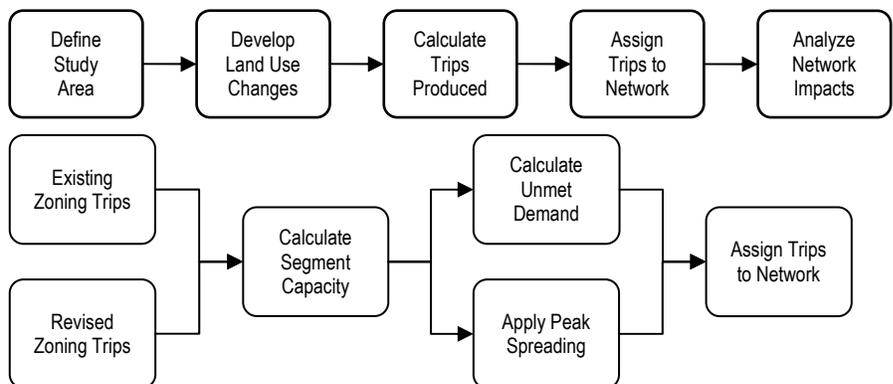
The Joint Committee will send their recommendations on the fate of traffic engineering registration to the legislature by March of this year. The committee is expected to recommend converting traffic and the other eight engineering titles into practices. At that point, the Senate is anticipated to initiate a bill for this conversion. The RTEA, which is made up almost entirely of ITE members, will fight on behalf of this bill, which must be signed by Governor Schwarzenegger by September.



Walter Okitsu

Editor's Note:

The two flowcharts at the right were inadvertently omitted from the last issue's lead technical article. The editor apologizes for any resulting confusion.



Section and Chapter Activities



Hawaii Section

September Meeting

The September meeting was held on the 21st at the offices of Parsons Brinckerhoff Quade and Douglas, Inc. The featured speaker was Ms. Pat Noyes, International Director for District 6. Ms. Noyes installed the 2004-2005 officers, and then spoke about emphasis areas for ITE in 2004. Ms. Noyes identified intersection safety, continuing education, public awareness and traffic signal design for system users as focus areas for the year. Ms. Noyes shared information about the workforce development program, and four professional development modules available on compact discs. She explained initiatives for intersection safety and the new mentoring program. She asked section members to send in their 2004 constitutional amendments, update their personal ITE info, and participate in the traffic signal self-assessment.

October Meeting

The October meeting was held on the 21st at the offices of R.M. Towill Corporation. The featured speaker was Dr. Panos Prevedouros, a professor at the University of Hawaii who has been studying and modeling Oahu's traffic. Dr. Prevedouros's presentation was titled *Improving Commuting on Oahu: Suggestions for Freeways, Arterials, and*

Public Transit. Dr. Prevedouros began with some background on the topic of congestion. He then offered some immediate actions that could alleviate congestion at various locations in Hawaii. He cited adding an additional lane on the H-1 freeway under Kalihi Street, contra-flowing Dillingham, closing Lunalilo on-ramp during peak traffic, creating an afternoon/evening zipper lane to Central and Leeward Oahu, shifting the start times of large schools, and increasing the use of the 4-10 work week as "quick" fixes.

Dr. Prevedouros also spoke about larger solutions such as the use of rail. He highlighted guideway buses, explaining that such buses are used in Germany and easily transfer from guideway systems to streets. He also presented the idea of urban grade separations at intersections such as Kapiolani/Kalakaua and Vineyard/Punchbowl. He also touched on the idea of paying a toll to use a designated lane during peak travel times.

Dr. Prevedouros closed by stating that people will continue to seek ways to maintain private transportation. People value the flexibility and convenience that private transportation allows. Thus, other congestion management solutions are being developed such as smart cars, smaller cars, car sharing, and increasing urban density in the core of Honolulu.

Jodi Chew, Secretary



The S.F. Bay Area Section was treated to a boat tour of the Port of Oakland, which included a seaside view of construction of the new Bay Bridge east span.

excited to take part, and look forward to informing bay area undergraduate and graduate students about the exciting opportunities in the field of transportation engineering.

The meeting topic was "Making the Connection: Security, Capacity, Efficiency & Logistics at the Port of Oakland" and featured presentations by members of the U.S. Coast Guard, the Port of Oakland, and Caltrans. Ensign Richard Kocher of the USCG Maritime Transportation Security and Planning Office gave the attendees an overview of maritime security and the duties of the USCG. The USCG patrols all areas of the San Francisco Bay, as well as inland waters that border states (such as Lake Tahoe). Ensign Kocher explained the role of the USCG within the new Department of Homeland Security. Steve Gregory, Senior Strategic Planner for the Port of Oakland, gave an update on the Port activities. Mr. Gregory discussed possible direct rail links to improve cargo shipping times between the Port of Oakland and California's central valley. Mr. Gregory also discussed the future expansion of Oakland International Airport, as well as a planned light-rail or people-mover connection between Oakland International and the adjacent BART stations (Great news to Bay Area frequent fliers!). The last presenter was Matt Hanson of Caltrans. Mr. Hanson gave an update on goods movement research, and included a discussion of ITS technology applications in goods movement. Mr. Hanson provided information on Caltrans' planned weight-in-motion systems and other emerging technologies.

The meeting was followed by an exciting tour of the Port of Oakland. The tour boat took us alongside some of the largest cargo ships in the world! As an added bonus, the tour boat gave attendees and up close view of the new Bay Bridge



San Francisco Bay Area Section

October Meeting

The October meeting was held in Oakland at Yoshi's Restaurant. The venue was fantastic! Our lunch began with an update on the Student Mentor Program. Our section president, David Parisi, informed us that due to the high demand for the mentorship program, there is a waiting list for professional mentors. Members of the SF Bay Area section are



Cathy Leong, the Hawaii Section Past President and Chair of the Local Arrangements Committee for the 2006 Annual Meeting, welcomed a new family member, Tyler Tadayoshi Leong, on November 17th.

(Continued from page 6)
east span construction.

November Meeting

The November meeting was held in downtown San Francisco at LJ's Martini Lounge, with the topic of "ITS: Technology in Action." Frank Markowitz of the City and County of San Francisco gave an informative presentation of pedestrian countdown timers and the City's pilot program. According to Mr. Markowitz, the installation of pedestrian countdown timers at the pilot intersection locations resulted in a reduction in pedestrian crossings on red from 14% to 9%, a reduction of over 50% in pedestrian injuries, and a reduction in pedestrians running or aborting crossings from 13% to 8%. Based on the City's experience, it appears that pedestrians feel they are helpful. Currently, countdown timers are installed at approximately 650 locations throughout the City, with plans to install approximately 200 more within the next two years. Mr. Markowitz noted that the countdown timers are approved in the 2003 MUTCD.

The second presenter was Charles Price of Caltrans, who presented information on the FasTrak program. FasTrak is Caltrans' electronic tolling system, with approximately 1.25 million users statewide. In the Bay Area, nearly 500,000 commuters use FasTrak, with approximately 30% to 50% of peak-hour toll-bridge users utilizing it. Mr. Price also discussed other applications for the FasTrak transponders, such as travel time analysis, HOT lane use (already in use in Southern California), and parking payment. *[Editor's note: You used to be able buy hamburgers with your FasTrak at some McDonald's in Orange County!]*

The presentation concluded with a discussion of Naztec traffic signal controllers and programs by Russ Theilin of Western Pacific Signal. Mr. Theilin presented the latest version of the Naztec controllers, highlighting their ability to provide transit-priority without the loss of signal coordination for local street traffic.

Sam Morrissey, Co-Scribe



Colorado-Wyoming Section

December Meeting

The Section's annual holiday luncheon meeting washeld on the 3rd in downtown Denver at the Embassy Suites Hotel. Section President, Nate Larson, presided over the meeting that was attended by 92 members and guests. The meeting was kicked off with roundtable introductions.

Dave Hattan, Section Awards Committee Chairman, presented Mark Schaefer with the Colorado-Wyoming Section's Lifetime Achievement Award. Mark thanked everyone for his award including some of the past award winners present and fellow members.

Joe Henderson, chair of the Section Fellowship and Scholarship Committee, recognized Shane Bender, a Master's Degree Student at CU Denver, as one of several 2004 Scholarship Recipients.

Next, International Director for ITE, Pat Noyes, spoke regarding the organization's emphasis, 2004 accomplishments, and where the organization's emphasis will be placed in 2005. Ms. Noyes discussed other items of interest, such as the 2004 Constitutional Amendments that have all recently passed. Ms. Noyes also discussed District 6 activities, which include several fund raisers for ITE University organizations.

The luncheon speaker was Stephen Holt, of Felsburg Holt & Ullevig. Mr. Holt led a technical presentation and discussion regarding the Northwest Corridor EIS that his company is currently preparing for the USDOT and CDOT. There was a brief discussion regarding the study area, scope of the project, and the alternative developments and eliminations. The discussion focused on integrating the regional process with NEPA.

The Colorado/Wyoming Section contact is Nate Larson at URS Corporation, 303-293-8080; nate_larson@urscorp.com. Also, please visit our section's website at www.cowyite.org.

Curtis D. Rowe, Scribe



Southern California Section

October Meeting

The October meeting was held on the 20th at the Monterey Hill Restaurant in Monterey Park. Approximately fifty people were in attendance. The luncheon speaker was Mr. George Allen, Traffic Engineer for the City of Garden Grove, who presented the lessons learned in the successful implementation of the State Route 22 Multi Jurisdictional Intelligent Transportation System (ITS) Smart Corridor Project. The City of Garden Grove received an \$893,000 grant from the California Transportation Commission (CTC) to design and construct a Smart Corridor along Trask Boulevard and Garden Grove Boulevard, parallel to State Route 22. The project included the installation of closed circuit television cameras, the development of a communications infrastructure for the field ITS devices, the design and implementation of an integrated workstation with graphical user interface (GUI) software and the implementation of an upgraded Traffic Management Center for the City.

The Smart Corridor Project faced two major challenges. The first challenge was the high demand/short supply of fiber optic cable. The project was being advertised to bid during the peak fiber optic cable demand season of 1999 and 2000. As such, the City was faced with high costs for fiber optic cable as well as potential delays of 6-8 months for delivery. To address this challenge, the City developed a bid package in which each Closed Circuit Television (CCTV) location was made an optional bid item with the City having the right to accept or reject any bid either in part or as a whole. This allowed the City to delete two of the six CCTV locations, without the need to re-advertise the project.

The second challenge was the project implementation schedule which was tied to a sunset in the available funding. The Smart Corridor Project was a multi-jurisdictional project which depended on a communication link to the Caltrans District 12 Traffic Management Center. However, during the time span of the project, the Caltrans District 12 Traffic Management Center TMC was relocated

Section and Chapter Activities *(cont.)*

twice. To address this challenge, the City directed the software consultant to develop the software in various components, so that the acceptance testing for the interface software could be tested through simulation.

The proactive planning and project management allowed this project to be completed on time and within budget provided by the CTC grant. Throughout the project, the City trusted that consultants and contractors and was flexible to changes in the design, implementation and integration of the project. This resulted in a smart corridor tied to a traffic management center which enhances the mobility of motorists and benefits not only the City of Garden Grove, but neighboring jurisdictions as well.

November Meeting

The November luncheon was held jointly with the Riverside/San Bernardino Section on the 17th, at at Kellogg Ranch on the campus of Cal Poly Pomona.

Approximately 70 people were in attendance. The headline speaker for this meeting was Mr. Bob Martinez, presenting the findings of the California Performance Review (CPR). The CPR team was composed of a number of State employees and private citizens who were tasked with finding ways the California State government could improve service and reduce costs. They were given four months to develop a report that identifies the reorganization needs of the executive branch of the California government in its totality. The following five basic principles provide the foundation for the CPR.

The team made recommendations on all aspects of government, but the infrastructure recommendations are the most relevant to our profession. The team found the following four problems with the existing infrastructure system:

- California lacks an integrated infrastructure policy.
- Infrastructure projects are not centrally managed or coordinated.
- Necessary infrastructure investment lacks stable funding.
- Multiple agencies involved in infrastructure make it difficult to complete projects.

To address these problems, the CPR team recommended that an integrated Infrastructure Department should be created from the different infrastructure operations currently spread across 32 departments, agencies, boards and commissions. The Department should have six operating divisions: Water; Energy; Transportation; Housing, Buildings, and Construction; Telecommunications; and Boating/Waterways. The cost savings for the Infrastructure Department for Fiscal Year 2004-2005 would amount to over \$80 million, and a five-year total saving of \$3.36 billion.

The CPR public comment period closed on September 30, 2004. Policy makers and elected officials now have the task of acting on the recommendations in the CPR and reorganizing the State government into a more efficient system, improving performance while reducing costs.



Joaquin Siques, Scribe

Three Roundabout Training Classes in One Week!

District 6 members will have a unique opportunity to attend three different roundabout-related seminars in the same week. There will not be another opportunity to get this much information about roundabouts for at least two years. The following activities will be taking place:

- *TRB National Roundabout Conference*, Vail, Colorado, May 22-25. The fee

is \$295 for early registration (by March 31). For more information, visit www.trb.org.

- *UK Methods Roundabout Seminar* (includes Barry Crown), Denver, May 20-21 (hosted by Parametrix). The fee is \$400. For more information, visit www.parametrix.org.
- *aaSIDRA training* (Dr. Rahmi

Akcelik), Denver, May 26-27. The fee is \$395. For more information, visit www.aatraffic.com.

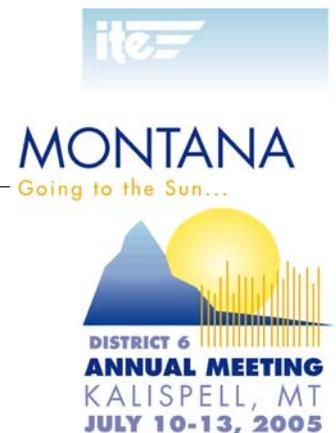
For more information about any of these events, please contact the TRB Roundabout Conference Chair, Philip Demosthenes (Parametrix Consulting), at (303) 791-9235 ext 1410 or pdemosthenes@parametrix.com.

PTOE Examination to be Held at the District 6 Annual Meeting in Kalispell, Montana

If you've been waiting for just the right opportunity to take the Professional Traffic Operations Engineer certification examination, the time has come! Come join ITE District 6's Annual Meeting in lovely Montana during the best time of year to visit!

The exam will be held on July 9th (the Saturday before the Annual Meeting starts).

Applications are due by June 1. For more information and for application materials, please visit www.ite.org. More information is also available by contacting Kathy Harris, the Training Coordinator for the Annual Meeting's Local Arrangements Committee, at kharris_stelling@msn.com or (406) 443-0611.



Santa Ana's Experience with Passive Detection of Pedestrians Using Video Image Detection Technology



Monica Suter

In-Pavement Flashing Crosswalks, also called In-roadway Lights (IRWLs), are a pedestrian safety measure that provide warning to oncoming drivers that a pedestrian is crossing the street by activating amber-colored lights that are

embedded in the pavement itself. They were recently included in the Manual on Uniform Traffic Control Devices and are thus approved for use nationwide. The MUTCD allows either active pedestrian detection (which requires the user to take an action, such as pressing a pushbutton, to activate the crosswalk) or passive detection (which detects pedestrians without any action on the pedestrian's part). Some traffic engineers feel passive detection has safety advantages. This article reports the City of Santa Ana's experience with passive pedestrian detection using Video Image Detection (VID) technology at two sites.

Video Detection Design

Figure 1 illustrates a typical installation. Each installation includes wireless video transmitters housed at each camera location. With this technology, the engineer has the ability to use and adjust the system from an in-vehicle monitor/control system, which reduces the potential for the engineer to affect pedestrian behavior. The Santa Ana systems also utilize solar energy to power both the VID and flasher equipment. Batteries are used

to store the solar energy for use during nights and cloudy days.

The pole used is a 30- or 35-foot steel light standard, installed without a luminaire arm (since the existing street lighting system provides sufficient illumination). The solar panels are also mounted at the top of each pole as illustrated in the figure. The camera is mounted toward the top of the poles to provide as large a field of view for the camera as possible.

Figure 2 is a screen capture from the VID system that illustrates how the video processor utilizes directional discrimination to more accurately detect pedestrians approaching the crosswalk while rejecting pedestrians finishing their crossings. The detection zones are logically "and"-ed together so that the system is not activated unless the detection zones are activated in the correct order (first the upper set, numbered 1 through 8; then the lower set, numbered 9 through 16). The arrangement of the detection zones into arches is designed to detect pedestrians that take a shortcut around the start of the crosswalk. Additional delay is used for detection zones that are in the roadway to help prevent false calls being placed by motorized vehicles.

Summary and Recommendations

Santa Ana's experience with passive detection of pedestrians using a VID system has been positive. Video offers:

- Directional detection of pedestrians.
- Flexibility in positioning detection zones.

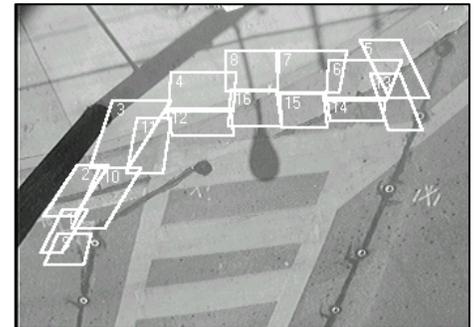


Figure 2: Typical detection zone placement

- Ability to detect pedestrians that shortcut around the sidewalk.
- Distance away from pedestrians to minimize vandalism opportunities.

The following suggestions are made to maximize performance of the system:

- Have the vendor verify that the installation site's characteristics will not cause shadowing problems for the system. If necessary, relocate, remove, or trim objects (such as trees) that may cause moving shadows in the detection zones.
- Verify that sufficient lighting exists to allow the system to detect pedestrians at night.

The complete paper, which includes more information as well as references and acknowledgements, is available in the 2003 (Seattle) International Meeting Compendium of Papers.

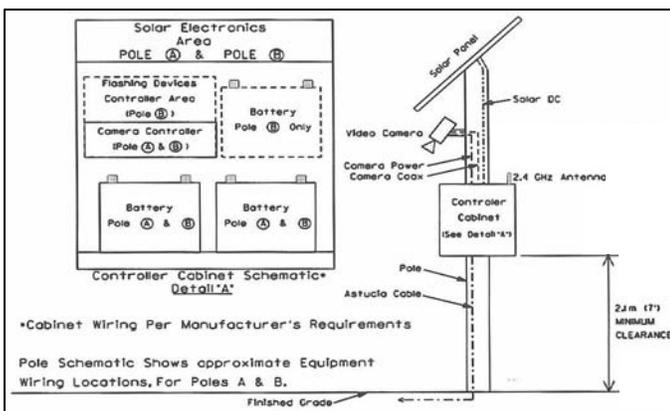


Figure 1: Schematic of typical equipment requirements

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Transportation Planning Applications Conference to be Held in Portland

The Transportation Research Board will hold its tenth Transportation Planning Applications Conference in Portland on April 24-28. Hear about the latest techniques used in transportation planning and analysis. Experience firsthand the transportation elements that make Portland one of America's most livable cities.

For more information, contact Rick Donnelly, Conference Chair, atrdonnelly@pbtpsc.com, or Richard Walker, Portland Organizing Committee Chair at walkerd@metro.dst.or.us, or visit the conference's Web site at www.trb-portland-05.com.

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&

Sr. Traffic Engineer/Transportation Planner (#04-302-1817)—These positions will

report to the Traffic Engineering & Transportation Planning Manager and will assist in preparing design concept reports, traffic impact studies, parking studies, traffic control plans, area transportation plans and traffic signal plans and specifications. The senior position will have additional responsibilities including project management and providing direction and technical guidance to lower-level engineers and planners. Both positions require experience in traffic analysis, traffic simulation, traffic engineering design, travel demand forecasting and report preparation. Must be able to work independently with some supervision and possess effective verbal and written communication skills.

Candidates with experience working in HCS, SYNCHRO, CORSIM and VISSIM are preferred. The Traffic Engineer position requires a minimum of 3 years of work experience in traffic engineering or transportation planning, with certification as an EIT is a plus. The senior position requires 5-7 years of work experience, with certification as a PE, AICP or PTOE highly desirable.

Engineer (#04-304-1817)—This position

will report to the Project Manager and will be responsible for leading a team in the planning and design of urban roadway improvements. Applicants should have experience in: conceptual and detailed roadway design; hydrology and storm drain design; water and sewer design;

construction estimating; utility coordination; and preparing plans and specifications for contractor bidding. Requires BS or MS in Civil Engineering or related field and 5-7 years of work experience in transportation engineering. Possession of an Arizona registration as a Civil Engineer or ability to obtain through comity is required. Candidates proficient in AutoCAD or MicroStation are preferred. Must show demonstrated capability using computer models such as InRoads-Select CAD, StormCAD and Culvert Master. Requires experience in urban street planning and design, the ability to work effectively in a project team setting and effective verbal and written communication skills.

Interested candidates should forward a resume and cover letter quoting the competition no. to: Tara Hamilton at Stantec Consulting Inc., 8211 S 48th Street, Phoenix, Arizona 85044, Fax: (602) 437-2814 or email to hr.ussw@stantec.com. All open positions can be found at www.stantec.com under Careers.



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The City of Everett, Washington, is recruiting for an Associate Engineer (PE). Requires a Bachelor's degree in Civil Engineering and 4 years experience in civil, design, traffic, or construction engineering. Current registration as a Professional Engineer in the State of Washington is required. The successful applicant will perform professional level engineering work in the Traffic Engineering division of the Engineering & Public Services department. For a detailed description of the position and application materials contact: HR Dept., 2930 Wetmore Ave, Suite 6A, Everett, WA 98201, Phone (425) 257-8768, toll free 800-458-7630, job line (425) 257-8768 or www.ci.everett.wa.us. Applications must be received by 5:00 PM, Friday, January 21, 2005. EEO employer.



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Senior Software Engineer—The ideal candidate will have 4-8 years of experience serving as task leader or project manager within the areas of traveler information and transportation management within the ITS/transportation industry. We're looking for individuals with working knowledge of .NET/ASP, .NET/C# as well as SQL Server/T-SQL, Web/HTML, and Javascript. Additional knowledge using ESRI (ArcView) and Macromedia Flash is also beneficial. In addition to software skills, the candidate should be able to assist with product deployments, including system and network configuration and set up.

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Required qualifications include a BA/BS degree in planning, engineering, public administration or a related field, and 5 years experience in transportation planning or design. The successful candidate will have excellent written, verbal and interpersonal communication skills, demonstrated ability to solve problems in a collaborative team environment, experience managing multi-modal transportation projects and environmental analyses, success working with elected and appointed officials and in managing community involvement processes.

Salary range: \$5,644 - \$7,772 monthly. Closing date February 13, 2005. For more information on this job and to apply on-line visit, www.cityofbellevue.org, click on City Jobs view current job openings, Job #394.

One Space Is Enough

Did you know that the current standard is to only type one space after periods? (Source: *Chicago Manual of Style*, 15th Edition, sections 2.12, 6.11, and 6.13). Two spaces after periods went away with typewriters. If you can bring yourself to break this habit, your documents will look cleaner and you might even save a little paper!

INTERMOUNTAIN SECTION

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ite Institute of Transportation Engineers

Call for Abstracts for the 2005 Intermountain Section Annual Meeting

The Intermountain Section's 45th annual meeting will be held on May 19-21 at the Snow King Resort in Jackson Hole, Wyoming. Members and friends of ITE wishing to make a technical presentation must submit abstracts by March 1st. Presentations should be limited to no more than 20 minutes, with

five additional minutes for questions and answers.

To be considered for the Best Technical Paper contest, you must also submit a paper (six pages or less) by March 31st.

To receive a paper/presentation application form or for more details,

please contact Kent Fugal at project Engineering Consultants at kent@pecid.com or (208) 466-7190. This form, as well as more information about the meeting, is also available from the Section's Web site, which is accessible via the "Sections/Chapters" link at www.westernite.org.

Legislative Update



Walt Stringer,
District 6 Legislative
Committee Chair

In this column, we'll review the results of the November elections in District 6, as well as provide a federal update including the reappointment of USDOT Secretary Norman Mineta into the second term of the Bush administration, which will hopefully produce a final six-year reauthorization of TEA-21 in 2005 (current funding extension [PL 108-310] runs through 5/31/05). The Omnibus Appropriations bill (HR4818), signed on December 8, provides for very minor funding reductions to highway transportation programs and a minimal increase for transit. HR5163, the Mineta Research and Special Programs bill, was also enacted to reorganize the Special Programs portion of DOT (including ITS matters, but not transferring the Joint Program Office yet); it created a new Research and Innovative Technologies Administration (RITA) and a new Pipeline and Hazardous Materials Safety Information section.

In District 6 states, voters were asked to approve various bonding and/or tax levies (new or extended) to fund transportation programs. Here is a brief recap of approvals:

- *New Mexico*: \$52.5M in bonds for Albuquerque road improvements.
- *California*: \$980M in bonds for seismic upgrades for the BART system in the San Francisco Bay Area; also, seven out of ten counties passed sales tax measures (Marin, Sonoma, Contra Costa, Sacramento, San Bernardino, San Diego, and San Mateo).
- *Colorado*: Denver RTD's comprehensive FastTracks program passed, which increased sales tax by 0.4 cents; the Roaring Fork Transportation Authority (Basalt/Carbondale/Glenwood Springs area) passed a sales tax measure and welcomed a new member (the town of Newcastle); El Paso County (Colorado Springs area) passed a sales tax measure; the lower portion of the Roaring Fork Valley (Aspen, Snowmass) approved redirecting sales tax revenue; and Glenwood Springs extended and increased a local tax for roads.



- *Washington*: Auburn passed a property tax increase of two percent to fund road projects, and King County voters supported placing a transportation package on the November 2005 ballot.
- *Arizona*: Maricopa County (Phoenix area) passed a transportation sales tax extension.

Measures were defeated in the District 6 states of Nevada (Elko, Nye Counties), Washington (Clark County), Oregon (Deschutes County), Colorado (Garfield County, City of Silt), and the California counties of Solano, Santa Cruz, and Ventura. The national results were similar to District 6, with a majority of measures passing.

Thanks to APTA, California Transit Association, and the American Road Transportation Builders Association for their thorough reporting on the November election results.

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