

Westernite

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President's Message

I hope that you and your loved ones had a wonderful holiday season as we enter the first quarter of 2009. It seems like only a short time ago we entered the year 2000 ("Y2K"), and now we are only one year from completing our first decade of this century. Wow, time flies!



Monica M. Suter
President

In this issue, you'll hear about what occurred last fall at the ITE International Board of Direction Meeting. Also, we welcome our new WesternITE Managing Editor Rachel Donovan (see prior issue for Rachel's background). This is her first issue. We are very pleased to have her join our Western District team in this important role. Section and Chapter Scribes, please send Rachel your reports by the 25th day of odd-numbered months to editor@westernite.org. Please forward relevant technical articles to this e-mail address for consideration in the newsletter.

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California Passes Complete Streets Law:

ITE supports the National Complete Streets Movement

California Governor Schwarzenegger signed into law on September 30, 2008 Assembly Bill 1358, the California Complete Streets Act of 2008. The new law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

The new law will complement an existing policy, which directs Caltrans to "fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project

development activities and products." Randall Iwasaki of Caltrans signed Deputy Directive 64-R1, updating the California DOT's policy on complete streets, on October 2, 2008.

Nationally to date, more than 70 jurisdictions have adopted complete streets measures, and many others are considering them. In addition to California, five other states have complete streets legislation.

Groups supporting complete streets have formed the National Complete Streets Coalition, with active participation from professional organizations such as the American Planning Association and the Institute of Transportation Engineers. See www.completestreets.org or call 202-207-3355 for more information.

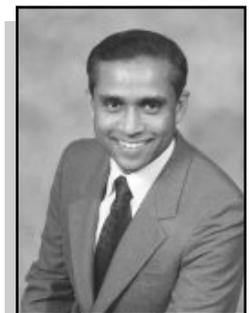
Press Release submitted by Legislative Chair Steve Eagan and Vice Chair Roberta

International Board Meeting Highlights

Your International Board of Direction met in Washington D.C. on October 31 and November 1, 2008 and all three of your current Directors (Julia Townsend, Randy McCourt and myself) as well as your International Director-elect, Ken Ackeret, were present. Rock Miller, Ray Davis, and incoming Coordinating Council Chair Pat Noyes were also in attendance.

Our first day of Board meetings began with a panel discussion on ITE's new Mega Issue: Energy, Environment and the Economy. We were fortunate to get a briefing on Surface Transportation funding reauthorization from Anthony R. Kane, AASHTO Director Engineering and Technical Services, and C. Kenneth Orski, Editor and Publisher, Innovation NewsBriefs. The two panelists discussed greenhouse gases and funding for

infrastructure improvements. This included discussion on forthcoming reauthorization, economic stimulus legislation that may support transportation investments, toll increases, gas tax vs. VMT-based user fees, and



Zaki Mustafa
International Director

converting interstates into toll roads. Some themes for reauthorization priorities may emerge such as halving the number of fatalities on highways, reduction in greenhouse gases, infrastructure renewal (bridges, bus fleets), tolling/pricing as a revenue

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President's Message

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I am also pleased to announce that Joe Henderson (Past President of the Colorado-Wyoming Section) has taken on the role of Vice Technical Chair for our District--welcome aboard!

Last Fall 2008, I visited several ITE Sections within our District. On November 19, 2008, I attended a presentation on the newly passed bond measure for high speed rail in California at the Joint ITE Southern California and Riverside San Bernardino (RSBITE) Sections Meeting. Hopefully, alternative modes of transportation throughout our District and nation will soon become much more commonplace.



I also presented three Presidential Proclamations to Section leaders: Larry Wymer (October 23, 2008--Northern California Section), Edward C. Krulikowski (November 15, 2008--San Diego Section) and Robert Sweeting (December 9, 2008--Central Coast Section). Additionally, I shared my "Engineering Recommendations: Getting to 'Yes' With the Public and Elected Officials" presentation with the Northern California Section, and I swore-in officers for the San Diego and Central California Sections on December 4th and 9th, 2008, respectively.

In this first quarter of 2009, we have our mid-year board meeting scheduled in conjunction with an annual Colorado-Wyoming Section event in Winter Park, Colorado. I also plan to meet with the Idaho and Montana Chapters (including students) in addition to the Arizona Section. Mark your calendars for our upcoming Annual District 6 Meeting in Denver, Colorado (July 12th-15th, 2009), where you can merge your summer vacation with this exciting meeting while expanding your transportation network. The Local Arrangements Committee (LAC) has many festive activities planned for you and the rest of your family at the upcoming Annual Meeting.

Although the fall of 2008 brought us some serious economic challenges, now is the time to stay involved in our profession. Here in 2009, ITE keeps us all connected and in the forefront of our industry as we ride-out this historic economic "wave". Our expertise will continue to be needed and, with a new administration, we have an opportunity to help advance our transportation infrastructure. As we strive toward innovation, there is nothing that we cannot achieve as we overcome our challenges and work toward an even better tomorrow. Through our industry and an expansion of our energy "portfolio," our profession, along with a renewed openness and creativity, can help "re-tool" our economy and provide "win-win" projects. This can help address our unique economic challenges.



ITE Web Seminars

Students and professionals, stay warm this winter while expanding your knowledge and skills set ... enroll in a web seminar from the comfort of your home or office. ITE is now offering reduced-cost webinars for full-time students with site registrations as low as \$125 dollars. See below for a sampling of upcoming programs. You can register on-line or download a form to mail or FAX in by visiting: www.ite.org/education/webinars.asp.

Professional Transportation Planner (PTP) Refresher Course
Wednesdays, January 21 - February 25, 2:00 p.m. - 3:30 p.m. Eastern

Professional Traffic Operations Engineer (PTOE) Refresher Course
Tuesdays, January 27 - February 24, 3:00 p.m. - 4:30 p.m. Eastern

Traffic Signal Operations Specialist (TSOS) Refresher Course
Thursdays, January 29 - February 26, 3:00 p.m. - 4:30 p.m. Eastern

Introduction to Highway Safety Series
February 3, 5, 10, 12, 17, 19, 23, 24 and 26, 1:00 p.m. - 2:30 p.m. Eastern

Designing Effective Presentations
Thursday, March 5, 1:00 p.m. - 2:30 p.m. Eastern

Low Cost Treatments for Horizontal Curve Safety
Thursday, April 2, 1:00 p.m. - 2:30 p.m. Eastern

Trip Generation: Fundamentals and Applications
Tuesday, April 14, 1:00 p.m. - 2:30 p.m. Eastern

Access Management Web Seminar Series
Tuesdays, April 14 - May 19, 3:00 p.m. - 4:30 p.m. Eastern

Trip Generation: Advanced Concepts and Applications
Thursday, April 16, 1:00 p.m. - 2:30 p.m. Eastern

In the first 10 months of 2008, ITE offered more than 100 webinars. More than 4400 sites and more than 13,000 individuals registered for these highly productive and cost-effective webinars. Save time and reduce travel costs while investing in the continuing education of your employees. Register for a webinar today!

ITE has been approved as an Authorized Provider by the International Association for Continuing Education and Training (IACET), 8405 Greensboro Drive, Suite 800, McLean, VA 22102. In obtaining this approval, ITE has demonstrated that it complies with the ANSI/IACET Standards which are widely recognized as standards of good practice internationally. As a result of their Authorized Provider membership status, ITE is authorized to offer IACET CEUs for its



International Board Meeting Highlights

(Continued from page 1)

source and performance measurement of investments/ accountability with limited funding sources.

Second part of our panel discussion continued on with Alan E. Pisarski, Consultant, and Emil H. Frankel, Director of Transportation Policy, National Transportation Policy Project, Bipartisan Policy Center on the Nexus of Energy, Environment and the Economy and how will this impact our profession, what we do and how we do it?

Surface Transportation is currently heavily dependent upon petroleum to fuel the nation's mobility. (Nearly 96% of all surface transportation activity uses petroleum for fuel). This makes the surface transportation sector very vulnerable to supply and price fluctuations imposed by others who supply petroleum to the United States. The total VMT drop realized after the spike in gas prices was 4-6 % this summer. This equates to an average loss of one 5-mile trip per week. The decline in VMT occurred much more in rural than in urban areas. Two percent of the drop in VMT shifted to transit, while there was some gain in carpooling and reductions in trip length and numbers of trips. Related to air emissions from transportation, nearly 95% of the historic reductions in emissions have been obtained through technological advances and about 5% have come from behavior changes. It was noted to be careful in setting goals for greenhouse gas reduction that relate to the actual outcome: reducing the emissions, rather than on *methods* to reduce emission such as VMT.

By the time you read this, ITE's new Trip Generation, 8th Edition will be available. The Urban Street Geometric Design Handbook will be ready for distribution by year's end. Two others, the Traffic Engineering and Transportation Planning Handbooks, are scheduled to go to the printer in the next two months. We are also working with faculty advisors to help define the content of "An Introduction to Transportation" textbook, which will be an invaluable reference book for our profession.

The ITE Educational Foundation is on track to conduct the largest number of web seminars for the largest number of participants this year. Web seminars have been a tremendous success for the Institute. Over 115 seminars have been held at 4,484 sites reaching more than 13,500 participants. This year forty new seminars were launched. There are many individuals, agencies and organizations subscribing to multiple seminars. 2009 looks even more promising. We have already scheduled and advertised 35 seminars for 2009. Student chapters will be charged 50% of the member rate for each Web seminar site registration. Discount in web seminars will be available to sections and chapters if they are purchasing the web seminars

in volume. If interested in purchasing the bulk webinar package please contact Aliyah N. Horton, Professional Development and Government Affairs Senior Director at ahorton@ite.org. We at the district level will be discussing whether we can support additional web seminars for our student chapters.

2009 membership dues have been billed both by e-mail and as paper bills to individuals and agencies. Our membership has increased by 3.2% from 17,408 to 17,971 members. We are working hard to retain the majority of members who have not as yet paid their 2008 International dues. If you have not paid your dues yet for the year, please contact ITE Headquarters. In many cases they can reinstate their membership by just paying the 2009 dues. Students who have graduated are encouraged to transfer to Member.

A 2009 break-even budget was approved, which means that we had to curtail a number of ongoing activities like the student member reception at ITE Headquarters during TRB Annual Meeting and the International Traffic Bowl. During this uncertain economy it is critical that we all pull in together and support one another to insure that the students are not forgotten. Our District leadership has voted to sponsor a student member reception at ITE Headquarters during TRB Annual Meeting in the amount of \$1,000 for this student/faculty event. Our International Director, Julia Townsend, has donated \$400 for this cause and has already contacted hundreds around the country in an effort to help fund these activities for the students. Our District is also issuing a challenge to the other nine Districts and our own Sections and Chapters. If you or your Chapter/Section are able to contribute to these valuable student activities, please contact Pete Frenz at ITE headquarters.

I would like to acknowledge Julia Townsend for her leadership and service on the International Board, as this was her last Board meeting of her term. Julia continues her endeavor in finding new ways to support our students in the Institute. Please join me in thanking Julia for her three years of services on the International Board. Please also join me in welcoming Ken Ackeret to the IBD. He starts his term in January.

Please keep in mind that your District Directors represent you and are here for you. Contact us with your thoughts and ideas on how we can provide better services to you. We are also available to attend your Chapter and Section meetings to swear in your new officers and/or give a presentation. The next meeting of the International Board will be during the Spring Conference in March 22-25, 2009 at Phoenix, Arizona. As we leap forward to another New Year, I would like to wish you all Happy Holidays and a Happy New Year. Together we are the BEST!



Western District Annual Meeting In Denver, Colorado, July 12-15, 2009

The deadline for submitting abstracts has been extended to Friday, January 23, 2009.

FOR FULL DETAILS, visit: westernite.org

Come enjoy the beauty and splendor of Colorado. Plan the Annual Meeting into your summer travel for 2009.

City Engineers Work with Community for Safety, Traffic Flow, and Beautification in San Diego

The Bird Rock Coastal Traffic Flow Improvement Project is located in the City of San Diego in the community of Bird Rock. The majority of the project is along La Jolla Boulevard from Camino de la Costa to the north, to Wrelton Drive to the south. The project also consists of traffic calming, beautification enhancements, and pedestrian safety features within the residential neighborhood's minor streets.

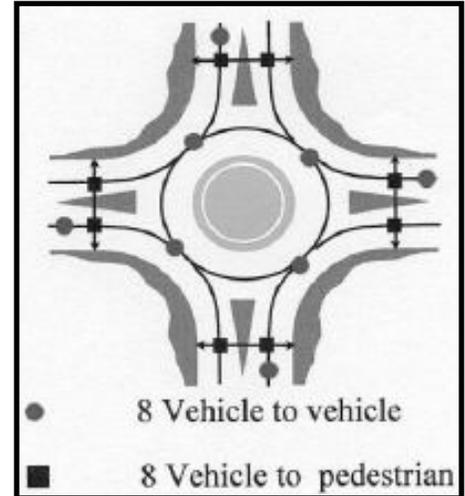
Many people used to speed as they pass through Bird Rock. This situation not only created risk, it created noise, vibration and detracted from the ambiance of shopping, walking or visiting businesses in the area. La Jolla Boulevard was run down and lacked identity. There was no well-defined sense of place and public space along the Boulevard. People had difficulty getting across the wide boulevard by foot and even by car. The village center also had difficulty to sustain long term businesses. All these issues were impacting neighborhood quality of life. The community had been hoping for beautification and traffic calming for some time. The Bird Rock Community Council and the City worked on plans to beautify the Boulevard and to make traffic slower and safer.

During January and February of 2000, the Bird Rock Community Council surveyed residents to gain an understanding of their perceptions of traffic problems in Bird Rock area. The

residents identified crossing La Jolla Boulevard and the lack of traffic calming measures in Bird Rock as problems that needed attention.

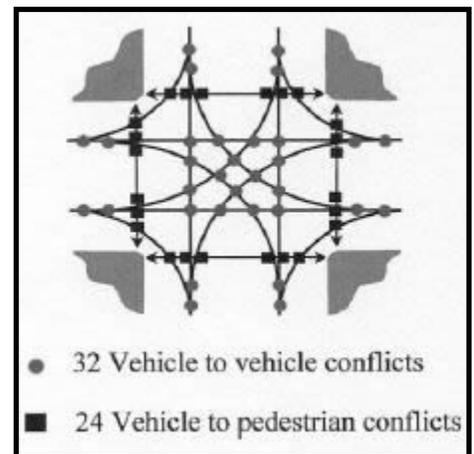
In March 2002, the City of San Diego worked closely with the community to develop solutions for aforementioned problems. After conducting a series of hands-on community workshops, consensus was reached on a traffic calming plan that encompassed all of Bird Rock.

The Bird Rock Traffic Management Plan is a comprehensive plan that addresses those Bird Rock area streets and intersections identified by the community as problematic. Foremost was La Jolla Boulevard, a four-lane road (two in each direction) south of Camino de la Costa that is 68-foot wide (between Camino de la Costa and Sea Ridge). Within this portion of La Jolla Boulevard, the 85th percentile of speed was between 38 and 42 MPH. The elevated traffic speed coupled with the width of La Jolla Boulevard make pedestrian crossing difficult. As a solution, the proposed traffic management plan proposes to reduce the number of traffic lanes from four to two, which reduces the width of La Jolla Boulevard and leads to easier pedestrian crossing. With implementation of roundabouts, pedestrians now cross only one lane or 14 feet of pavement at a time (one lane in each direction with 10 feet of median



Conflict Points in a Roundabout

(Source: www.roundabouts.net)



Conflict Points in a Signalized Intersection

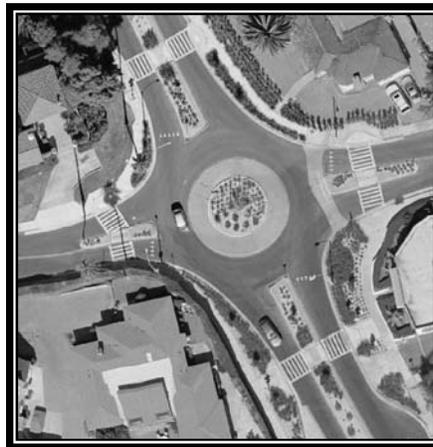
(Source: www.roundabouts.net)

that serves as pedestrian refuge area). This substantially reduced pedestrian exposure to traffic.

Roundabouts constitute an integral part of the comprehensive Traffic Management Plan in Bird Rock. In a modern roundabout, traffic flows in one direction around a central island, operates with yield control at the entry points, and gives priority to vehicles within the roundabout. This allows continuous traffic flow and will allow La Jolla Boulevard to operate at its current Level of Services despite the reduction in lanes. The reduction in number of lanes



Aerial photo of La Jolla Blvd/Camino de La Costa, **before** the improvement.



Aerial photo of La Jolla Blvd/Camino de La Costa, **after** the improvement.

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City Engineers Work with Community for Safety, Traffic Flow, and Beautification in San Diego

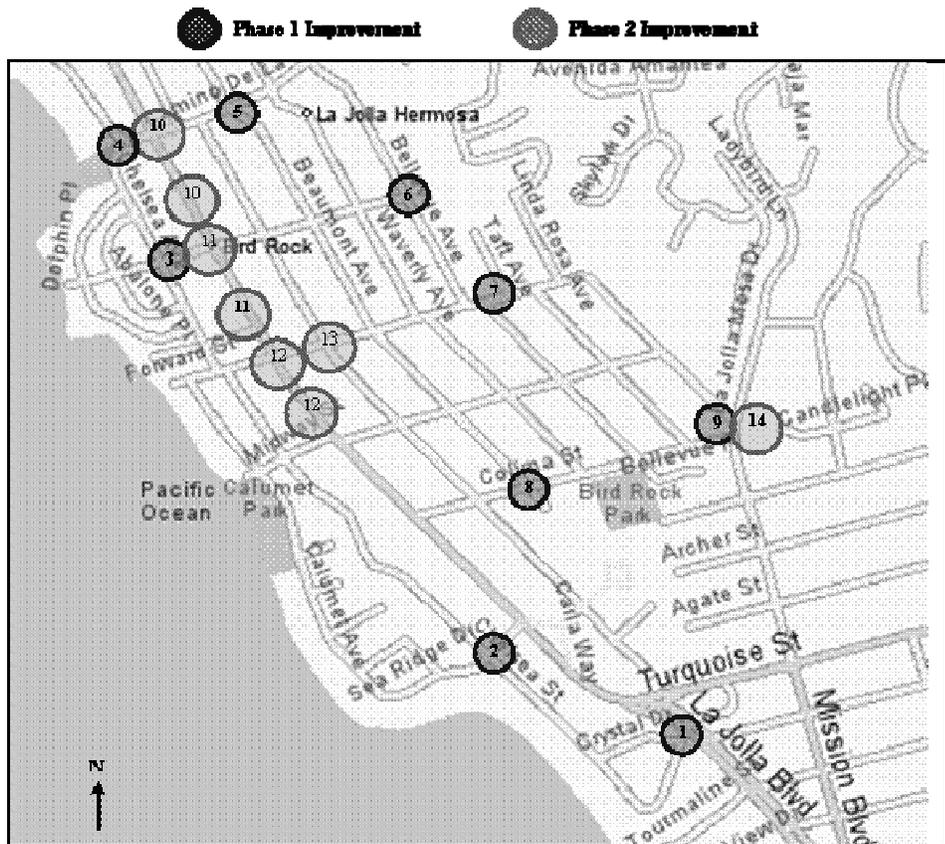
(Continued from page 4)

allows the placement of diagonal parking along the west side of La Jolla Boulevard, and provides opportunities for median landscaping and beautification. Both features are important for business vitality.

The design also recognized that due to the traffic calming improvements on La Jolla Boulevard, cut-through traffic and speeding on adjacent area residential streets may result. To curtail these circumstances, series of traffic calming measures are installed at key residential streets which parallel La Jolla Boulevard, which included installation of four roundabouts at various intersections. The newly installed roundabouts have proven to be an effective tool at solving neighborhood concerns surrounding speeding and potential increase in traffic volume. The center island also provided landscaping opportunity to improve the aesthetic value of the neighborhood.

There are two basic premises on which roundabouts achieve crash reductions of 50 to 90 percent and greatly reduced severity on those few crashes when compared to two and four-way stop control and signalized intersections. One is the simple decision making combined with the low level of conflicts. At a four-way intersection there are 32 possible conflict points between vehicles and only eight at traffic circle. Pedestrians face six conflicts when crossing only one leg of the road whereas at a roundabout they only have two. The second reason roundabouts are safer is that vehicles typically travel at slower speeds than for signalized intersections.

Because of the immediate needs of residential traffic calming in Bird Rock, and sufficient funding for the construction of all traffic calming improvements was not be available, it was decided that the residences will be benefited most by building the traffic calming treatments at residential streets first with the available fund. The remaining traffic calming treatments on La Jolla Blvd were built as soon as the remaining funds became available. The construction phase of the project was divided into two phases. Phase I of the construction started in October of 2007 and finished in March of 2008. It mainly included traffic calming improvements on residential streets.



Phase II of the construction started in December 2007 and were substantially completed in May of 2008. It mainly included traffic calming improvements on La Jolla Blvd.

The following is a list of improvements:

A. Phase One:

- Wrelton Street closure designed with bike and emergency vehicle access.
- Traffic circle at Sea Ridge/Chelsea
- Traffic circle at Chelsea Ave/Bird Rock.
- Bulb-outs at the Camino de la Costa/Chelsea St. intersection.
- Raised medians and bulb-outs at the Camino de la Costa/Beaumont intersection.
- Traffic circle at Bellevue Ave/Bird Rock Ave.
- Raised landscaped median on Forward St. between Bellevue Ave. and Taft Ave.
- La Jolla Hermosa/Colima Roundabout.
- Bulb-outs, La Jolla Mesa Dr./Linda Rosa Ave./Colima St. intersection.

B. Phase Two:

- Roundabout at the La Jolla Blvd/ Camino de la Costa, Landscaped median between Camino de La Costa and Bird Rock.
- Roundabout at La Jolla Blvd/Bird Rock, Landscaped median between Bird Rock and Forward.
- Roundabout at La Jolla Blvd/ Forward, Landscaped median between Forward and Midway.
- One mini roundabout at the La Jolla Hermosa Ave/Forward intersection.
- Median on La Jolla Mesa Dr.

The total construction cost of the project was approximately \$4.8 million dollars. The project received 2 million dollars Pilot Smart Growth Fund from Caltrans, \$400,000 from SANDAG's Transportation Development Act. The remaining funds were mainly provided through the La Jolla DIF (Development Impact Fee) fund. Construction of the project began in May of 2007 and was substantially complete by June of 2008. This was within the 290 working days allowable for

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Registration of Traffic Engineers: Then and Now

State registration of traffic engineers has been in existence for just a few decades. Only California and Oregon provide registration specifically for traffic engineers, and the powers of that registration are vastly different between those states. Thirteen Californians can be credited for creating TE registration in the 1970's. The future of such registration may depend on the efforts of the traffic engineering community in 2009.

California's First 13 Traffic Engineers

George Beckham, Alameda County (California) Traffic Engineer, assembled an ad hoc committee to create a traffic engineering license in the early 1970's. Then and now, California allowed licensing of civil, electrical, and mechanical engineers. Unlike most other states that have generic PE licensing, Californians obtaining one of these three licenses could only practice within their designated field. Engineers adept at multiple disciplines needed to obtain licenses for each of the disciplines. Chemical and petroleum engineers could obtain *registration* from California which would grant them the protected title of "chemical engineer" or "petroleum engineer", and allow the use of "P.E." after their names, but the registration would not serve as a *license* to practice.

Mr. Beckham saw a need for a specific license in traffic engineering, as a way to allow competent traffic engineers to practice without having to pass an examination in other fields such as civil or electrical engineering. This was a controversial idea back then, and still is today, at least in California where the idea of generic licensing remains foreign. The members of Mr. Beckham's committee included Jack Navone, Marty Bouman, Renato Martinez, Charles Nordfelt, Robert Lee, Ronald Hurlbut, Stanley Old, Jack Kay, Vern Waight, Lou Chianese, Harold Durham, and a 13th member whose name is unobtainable from State records or the memories of surviving participants. All members were from the San Francisco Bay Area, with the exceptions of Harold Durham from Fresno and Marty Bouman from San Diego.

The committee enlisted the support of PTA's and chambers of commerce. Cities were less supportive because of a fear that they would have to hire traffic engineers. Strong opposition came from civil and electrical engineering groups. Along with several other engineering disciplines that

were also pursuing *licensing* from the State, the committee eventually got a bill for a lesser form of *registration*. Traffic engineers could only get title protection, similar to what chemical and petroleum engineers had. This was a disappointment to Mr. Beckham and his committee, but they accepted the compromise.

George Beckham became Traffic Engineer Number 1 in January 1, 1975. The other committee members were awarded registration numbers 2 to 13. Over the next few years, about a 1,100 Traffic Engineer registrations were granted through an application process based on qualifications. Starting in 1979, subsequent applicants obtained registration only by passing an examination. As of 2008, registrations numbering up to 2500 have been issued.

Currently in California, bearers of TE registration effectively hold a form of certification, somewhat similar to the PTOE issued by the Transportation Professionals Certification Board (TPCB), except from a state rather than a private non-profit organization. Only PE licensees in civil engineering or in some cases electrical engineering can prepare documents and studies that involve fixed works, signals, or lighting. This is the source of continuing dissatisfaction within the traffic engineering industry. A 2000 poll taken among ITE members in California showed the great majority were in favor of transforming the TE title registration into a license.

TPCB used to grant PTOE certification to those who passed the California TE exam and also held one of the practice PE licenses. TPCB no longer offers this. All PTOE applicants must now pass TPCB's examination.

Oregon's TE License

Oregon in the 1980's, following the lead of California, began granting PE licenses to those who passed a traffic engineering exam, and awarded a restricted Professional Traffic Engineer (PTE) license to those who met certain qualifications. PTE's are no longer offered. Oregon's regulations define "traffic engineering" as including not only traffic operations and design, but also traffic planning (e.g., O-D studies, travel forecasts, and traffic engineering research). Thus, Oregon requires a PE license to practice traffic planning, while California requires no license.

Initially, Oregon borrowed the California TE examination as its entrance test. Later the State contracted with an individual to write the TE examination. But due to the lack of applicants, the State Board terminated the TE examination process in 2003. Currently, the only way to become a traffic engineer in Oregon is by passing another discipline's PE examination, and then passing the TPCB's PTOE exam.

Traffic Engineering Licensing's Future

Bills appeared in the 1980's and 1990's to eliminate California TE registration, but were defeated due to opposition generated by ITE members from cities and counties. Alternatively, bills also appeared that would convert the California TE title into a practice, in association with the conversion of other titles such as chemical engineering, but strong opposition came from the American Council of Engineering Companies (ACEC) California Organization, then known as CELSOC, and the State engineers' labor union known as PECG. The last such attempt was defeated by lobbying from these two organizations in 2005.

A new bill to convert the TE title into a practice license is expected to be authored in the 2009-2010 legislative session. If this bill were to pass, California TE's would have a license similar to Oregon's, but without the need to obtain the PTOE. The licensing would be somewhat similar to the generic licensing used in most other states. A bearer of the TE license could practice beyond the definition of traffic engineering, but only within areas of competence. If this bill should fail, current TE holders would still have title protection, although the possibility would still remain of California eliminating its TE examination, similar to what happened in Oregon.

About the Author



Walter Okitsu, PE, PTOE, PTP, is the Licensing & Certification Chair for ITE's Western District. He is Managing Director of Crain & Associates. Walter is a licensed as a Traffic Engineer and Civil Engineer in the State of California.

A Decade of Development

Construction of the Interstate System began in 1956, with a goal of completing the system by 1975. While that ambitious time frame ultimately proved unattainable, construction during the first decade proceeded at the desired pace. By the end of 1965, the 22,141 miles of Interstate highways open to traffic represented 54 percent of the initially authorized 41,000 miles. Another 6,382 miles were under construction, and engineering and right-of-way acquisition were under way on an additional 10,544 miles. That frenetic pace of construction produced widespread economic benefits. From 1956 through 1965, the federal government pumped more than \$18 billion into Interstate highway projects, supporting employment in engineering, administration, construction, and industries that manufactured and delivered the needed supplies and equipment. With federal funds paying 90 percent of the cost of Interstate highways, relatively poor southern states were able to build a road system that attracted industry; per capita income in Tennessee, for example, rose 94 percent compared with the national average of 80 percent. The new freeways reduced travel times, which contributed to a shift in delivering freight from rail to trucking; vehicle-miles of travel by trucks increased 50 percent.

Safety was a primary reason for creating the Interstate System. While advocating for the program, Eisenhower compared the annual death and injury toll on the nation's highways to the "casualties of a bloody war," noting that nearly 40,000 people were killed and more than 1.3 million were injured annually. In 1956, the nation's fatality rate stood at 6.05 deaths per 100 million vehicle miles. By 1966, the nation's fatality rate had fallen to 5.55, but on Interstate highways, the rate was only 3.08. The Interstate highway's higher safety was due to the separation of opposing directions of travel, the removal of intersections (including rail-highway grade crossings), the lack of pedestrians, and the more favorable geometric and roadside design features.

In the mid-1940s, federal highway authorities cooperated with AASHO (now AASHTO, the American Association of State Highway and Transportation Officials) on developing design standards for the Interstate System (see Adobe Tower, WesternITE May/June 2007). In addition to geometric and pavement design issues, the Interstate System prompted the

need for refining traffic control device design. Design uniformity became more important with increasing popularity of long-distance travel, but the roadway designs themselves presented new challenges to motorists. Multilane divided highways require clear lane markings that distinguished between same-direction and opposite-direction lanes. With high speeds and limited exit locations, motorists need clear, easy-to-read guide signs. Particularly at diamond interchanges, clear directional signing is essential, including WRONG WAY and DO NOT ENTER warnings to prevent drivers from entering the highway via an exit ramp. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) had been in use since 1935, but in the Interstate era, a specialized manual was adopted and published in 1958. The *Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways* emphasized guide signs, pavement markings, and delineators. The 1961 MUTCD included more freeway signing material than previous editions; for the first time, states had to comply with the MUTCD to be eligible for federal highway funds.

Development of new or improved signs was undertaken thoughtfully, and alternative designs were tested to determine the most effective colors and legends. A section of the I-495 Capitol Beltway near Greenbelt, Maryland, which opened in August 1957, served as an evaluation site for proposed color combinations of Interstate highway guide signs. Hundreds of drivers drove the test section over a two-week period, in a variety of weather and lighting conditions.

The clear majority preferred white capital-and-lower-case lettering on a green, reflective background. Selecting the design of Interstate route number signs involved a similar test. States had submitted dozens of design suggestions, and an AASHO committee selected four of them for further evaluation. During an August 1957 meeting of the organization's Committee on Administration, full-size models of the four sign finalists were installed on a road near the meeting site in Illinois. Committee members viewed the signs in various weather and light conditions, and settled on a design that combined features of two of the contenders: a distinctive shield shape with blue and red background sections with white lettering.

Although it is not possible to determine a causal relationship, the first decade of Interstate construction coincided with significant changes in America's demographics and driving patterns, as illustrated in the following table (all values in millions):

	1956	1965	% change
Population	169	194	+15
Licensed Drivers	77.6	99.0	+28
Motor Vehicle Registrations	65.1	90.4	+39
Vehicle-Miles of Travel	627,843	887,640	+41
Rural Vehicle-Miles of Travel	352,379	463,787	+32
Urban Vehicle-Miles of Travel	275,464	423,853	+54

The Adobe Tower



About the Authors:

Jerry Hall, a professor of Civil Engineering at the University of New Mexico, has served District 6 as president and international director.

Loretta Hall, a member of the Construction Writers Association, is a freelance writer concentrating on engineering and construction.

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This is the twelfth in a series of articles tracing the development of the Interstate Highway System.

Legislative News



Steve L. Eagan
Legislative Chair

Western State Transportation Ballot Issues: How Did Voters Decide Them? (Special Post-Election Supplement)



Roberta McLaughlin
Legislative Vice Chair

On November 4, 2008, voters in the western states made their decision on various transportation ballot issues listed below. The following is a supplement to the results posted in the November-December 2008 issue of WesternITE.

Proposition 1 is a nearly \$18 billion measure to expand light rail, commuter train and bus service to Lynnwood, north Federal Way and the Overlake Transit Center east of Seattle through a half-cent increase in sales taxes.

to \$48 a year to fund AC Transit bus service, as an alternative to raising fares. Amount of funding at stake: \$7 million annually. Approved 72% to 28% (*Two Thirds Vote Required*).



Washington State

Initiative 985

FAILED

In Washington State, voters nixed an effort to open high-occupancy vehicle lanes to all traffic during “off-peak” hours; require synchronization of traffic lights on heavily traveled routes; and increase funding for roadside assistance. It also sought to end a requirement for state transportation agencies to route one-half of 1 percent of a project’s cost on art, and instead using that money for the traffic-congestion relief fund.

Initiative 985 would have been funded using motor vehicle sales tax revenues and red-light camera fines. Any revenues remaining would have been used for roads – not transit. The question lost by about a 59 percent to 41 percent margin. Critics said that opening car pool lanes would worsen congestion. Others shared concern about whether the initiative could jeopardize federal funding.

Proposition 1

PASSED

Meanwhile, **Seattle-area** voters voted in favor of a regional transit system.



Alaska

Roadway Bond Proposition

FAILED

In **Alaska**, the state’s ballot included a question about whether to borrow \$315 million for road work around the state. Voters rejected the bond proposition by a margin of 62.5 percent to 37.5 percent.



California

High Speed Rail Bond

PASSED

Amount of funding at stake: \$9.9 billion. Voters approved a bond proposal to provide initial financing for a \$42 billion transit system that will include high speed rail from San Francisco to Los Angeles. Approved 52% to 48%.

Alameda and Contra Costa Counties Property Tax

PASSED

Voters in Alameda and Contra Costa counties chose to double their parcel tax

Measure R: Los Angeles County Sales tax

PASSED

Correction: In the November-December 2008 WesternITE issue, we reported that voters passed Measure R was a 1/4 cent sales tax, when in fact it was a 1/2 cent question. Measure R is expected to provide \$40 billion in funding over 30 years, to pay for more road and mass transit projects, including the beginning of the Subway to the Sea. See the November-December issue for more details on Measure R. Approved 67% to 33%. (*66.67% Vote Required*).

Measure A: Santa Barbara County Sales Tax

PASSED

As reported in the November-December WesternITE issue, voters approved the renewal of a half-cent sales tax in Santa Barbara County (Measure A) to fund approximately \$ 525 million for transportation projects in the northern portion of the county and \$ 525 million in the southern portion of the county. Approved 79% to 21% (*66.67% Vote Required*).

Sonoma & Marin Counties Sales Tax (Rail Transit)

PASSED

Voters approved a quarter-cent sales tax (to generate \$45 million annually over 20 years) for rail service from Cloverdale to Larkspur. Approved 68% to 32% (*66.67% Vote Required*).

(Continued on page 9)

Legislative News

(Continued from page 8)

Measure B: Santa Clara County Sales Tax

PASSED

Measure B calls for a 1/8-cent increase in the sales tax, providing the Santa Clara Valley Transportation Authority with partial funding for extending BART from Fremont to Santa Clara, and for a San Jose Airport People Mover. The proposed BART extension and connection to CalTrain commuter rail would provide a complete rail transit loop around the southern portion of San Francisco Bay. The measure would go into effect only if both state and federal funds for a combined \$1 billion are secured to match local construction dollars. If the match funds are secured, the tax would last for 30 years. Approved 66.78% to 33.22% (66.67% Vote Required).



Colorado

RFTA Sales Tax

PASSED

As discussed in the November-December 2008 issue, voters approved a 0.4 percent sales tax increase to allow the Roaring Fork Transportation Authority (RFTA) to begin implementing bus rapid transit in six municipalities and two counties near Aspen, Colorado.



Hawaii

Honolulu City Charter Amendment (Rail Transit)

PASSED

"Shall the powers, duties and functions of the city, through its director of transportation services, include establishment of a steel wheel on steel rail transit system?" Approved 53% to 47%.



New Mexico

Bernalillo, Sandoval and Valencia Counties Sales Tax (Bus/Train Service)

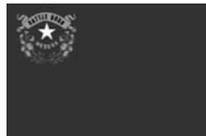
PASSED

Voters in the newly created Rio Metro Transit District, which includes Bernalillo, Sandoval and Valencia counties of the Albuquerque Metropolitan Area, voted on whether to raise the gross receipts tax by one-eighth cent per dollar. Half of the tax revenue will be dedicated to the New Mexico Rail Runner Express commuter train. The other half would be used for the regional bus services within the counties. Amount of funding at stake: \$19 million annually (rising to \$27 million by 2015). Approved.

Santa Fe, Los Alamos, Rio Arriba and Taos Counties Sales Tax

PASSED

Voters in the North Central Regional Transit District, which includes Santa Fe, Los Alamos, Rio Arriba and Taos counties, voted on a measure similar to the one appearing in the Rio Metro Transit District. Santa Fe County agreed to dedicate half of its revenue to Rail Runner, while the other counties planned to keep the full amount of the tax revenue for local bus and van projects. This measure was approved.



Nevada

Washoe County Sales Tax

FAILED

Commissioners voted to place two questions sought by the Regional Transportation Commission on the November ballot. The questions would increase the sales tax by 1/8 of a cent and adjust gasoline and diesel taxes to help offset a multibillion-dollar shortfall for street repairs, highway and transit systems. The binding sales tax question would raise an estimated \$280 million. Amount of funding at stake: \$280 million annually. Failed 38% to 62%.



In Memory



District 6 marks the passing of one of its distinguished ITE members, Melvin Bernard Meyer, who passed away in November after a brief but courageous battle with cancer.

Melvin Bernard Meyer

(Las Vegas, Nevada)

Born in Arpan, South Dakota
1938-2008

In 1968, the city of Cedar Rapids, Iowa, appointed Mel as the City's first Traffic Engineer. He served the City until his retirement in 1994 when he and Rose Ann moved to Las Vegas, Nevada. During Mel's professional career, he received many honors and was elected International President of the Institute of Transportation Engineers in 1984.

Per Mel's last request, in lieu of a service or flowers, when the cactus bloom in Spring, a wake will be held to celebrate his journey through life. Please feel free to send cards and condolences to:

Rose Ann Meyer
863 Morning Sun Ct
Las Vegas, Nevada, 89110

Winter Greetings



Wishing you health,
happiness, and
prosperity in 2009.

Section and Chapter Activities



New Mexico Section

September 2008

Thirty members and guests attended the September 11 Section Luncheon at El Pinto Restaurant in Albuquerque. Member Afshin Jian announced that Section Directories will be available at the October Meeting. Technical Chair Jim Brogan provided a handout asking for ideas / suggestions for the Paving Conference on January 5 - 6, 2009.

Student Chapter Chair Jerry Hall announced that the new Centennial Engineering Center at the University of New Mexico will be officially dedicated on Sunday, September 14, from 2 PM to 5 PM. Member Paul Barricklow announced that the first official meeting of the Intelligent Transportation Society of New Mexico (ITSNM) will be held on September 18 at 10:00 AM. This meeting is being held in conjunction with the 2008 International Highway Engineering Exchange Program (IHEEP).

The New Mexico Traffic Bowl team placed second at this year's Traffic Bowl at the Western District Annual Meeting. The Section donated the \$300 prize to the ITE District 6 Endowment Fund.

Western District President Monica Suter administered the oath of office to the following newly elected section officers:

- James R. Barrera, President;
- Ross E. Lujan, Vice President;
- Kristal D. Metro, Secretary-Treasurer.

Ms. Suter awarded Karen Aspelin, P.E., PTOE, with a Presidential Proclamation. Ms. Suter highlighted Ms. Aspelin's service as past New Mexico Section President (2001-2002), her participation in the recent Traffic Bowl, and her many years of achievement in our profession.

Ms. Suter urged participation in the National Committee on Uniform Traffic Control Devices and the Western District 2009 Annual Meeting. Afterward, the New Mexico Section presented Mr. Steve Eagan, P.E. with a plaque and certificate recognizing his service as New Mexico Section President, 2007-2008. Mr. Eagan will also be serving as the new ITE

Western District Legislative Committee Chair. Mr. Walt Stringer of the North San Diego County Transit District, previously served three 3-year terms in the position.

Ms. Suter gave a presentation entitled "How Transportation Professionals Can Get to 'Yes' With Public and Elected Officials," and provided examples of effective communication techniques.



Kristal D. Metro
Secretary-Treasurer



Oregon Section

July 2008

On July 23rd, the Oregon Section of ITE gathered at Hopworks Urban Brewery in Portland for Happy Hour. The Happy Hour gatherings are purely a social event meant to bring together traffic engineers over a good pint of ale.

September 2008

The 19th Annual Oregon ITE Golf Tournament took place on September 19th in Woodburn. This year 64 golfers competed in the Best Ball Scramble tournament on a beautiful autumn day. The team of Alan Hollen, Tim Janes, Kevin Ellington and John Bustraan won the first place trophy with a score of -10.

On September 30th, the Oregon Section held its first meeting of the 2008/09 year at Bridgeport Brewpub in Portland. Ian Cannon (Multnomah County) presented on the reconstruction of the Sauvie Island Bridge in Portland. The bridge connects the largest island along the Columbia River to the mainland approximately 10 miles northwest of Portland. The original bridge opened in December of 1950 and was not designed

for modern freight loads. A new bridge was constructed parallel to the old one. The main arch of the bridge was preassembled at the Port of Portland Terminal 2, moved onto a barge, jacked 70 feet into the air and then floated down the river to the location of the new bridge, where it was connected to the bridge columns and approach decks. The new bridge opened in June 2008 after 2 1/2 years of construction.

October 2008

At the lunch meeting on October 21st at Bridgeport Brewpub, Bob Hastings from Trimet presented on the Portland Mall Light Rail project. A new MAX light rail line (the Green Line, opening in 2009, will provide service between downtown Portland and Clackamas County. Mr. Hastings discussed the public outreach and planning process, along with the current project status. A visual simulation of the multimodal operation along the transit mall was a highlight of the presentation.

On October 29th, the Oregon Section of ITE gathered for Happy Hour at Laurelwood Pizza Company in Portland.

November 2008

The 17th Annual Traffic Bowl, held on November 30th at McMenemy's Edgefield, in Troutdale, attracted an attendance of over 100 people. Coming down to the wire, the University of Portland took home the trophy and \$400 in scholarship money. The following schools gave UP a run for their money: University of Idaho, Oregon State University, Portland State University, University of Washington and Oregon Institute of Technology. This is the social event of the year for the Oregon Section of ITE and a wonderful opportunity for the students to meet professionals in a casual environment and for employers to meet potential future employees.



Pam O'Brien
Past President

(Continued on page 11)

Section and Chapter Activities

(Continued from page 10)



Hawaii Section

June 2008

At the Hawaii Section Annual Meeting on June 26, 2008, ITE Secretary Honglong Li shared his experience from his trip to China. The guest speaker, Dr. Panos Prevedourous, a Professor in Civil and Environmental Engineering at the University of Hawaii at Manoa, presented his studies at several bottleneck intersections in Honolulu. An operational study of a proposal to tunnel a one-lane through movement showed considerable improvement (based on microsimulation in VISSIM) during the peak hours.

July 2008

At the meeting on July 24, 2008, at the Municipal Building, Mr. Darin Mar of DTS made a presentation regarding the current status of TheBoat, including scheduling issues, ridership, and other parameters triggering adjustments. Mr. Roger Morton, President of OTS made a presentation on the current trends of TheBus on Oahu and how current travel times compare to TheBoat. The impact of rising gas prices, TheBus' purchasing methodology, ridership trends, and limitations on travel times in the downtown corridor were also discussed.

September 2008

The Hawaii Section September Meeting was held on September 26, 2008, at the Municipal Building. Ms. Kathleen Chu, Project Manager with CH2M Hill presented on Flexibility in Transportation Design Standards, County of Hawai'i. The County of Hawai'i's new roadway/transportation standards emphasize design flexibility that allows choices within a framework of design controls based on the local context.



Honglong Li
Secretary



California Central Coast Section

February 2008

The meeting on February 13, 2008, took place at the Plug Nickel Restaurant in Westlake Village, CA. The Southern California Section annually joins the Central Coast Section at this meeting. As the first order of business, President Anitha Balan presented Past-President Robert Sweeting a token of appreciation for his service as President in 2007. Mr. Sweeting established the Annual Central Coast ITE Golf Tournament, the proceeds of which fund a scholarship to send two Cal Poly SLO ITE Student Chapter members to District 6 Annual Meetings. Mr. Sweeting was also instrumental in bringing the 2012 District 6 Annual Meeting to Santa Barbara.

Afterward, Jim Harris of Advantec Consulting Engineers presented details of his annual seminar at the City Traffic Engineers Association entitled "Training for Decisions Makers."

Lastly, meeting attendees voted for a logo for the 2008 Central Coast ITE Golf Tournament, choosing from six designs submitted by Cal Poly SLO students. The winner of the contest received \$100 and the honor of having his or her logo embroidered on the tournament gift. The design by Kenny Sing, Civil Engineering major, won the logo contest this year.

April 2008

The April 8th meeting was held in Santa Barbara at Mulligan's Restaurant. The meeting was well-attended, with members coming from as far south as Simi Valley and Thousand Oaks.

President Anitha Balan introduced the guest speaker, Kevin Madill, Co-Founder and Vice-President of Marketing and Sales for Miovision technologies. Kevin presented Miovision's method of conducting intersection traffic counts using a single Video Collection Unit (VCU) for the entire intersection. After traffic count video is uploaded to the Miovision website for data analysis, the software determines the peak hour and peak hour factors as well as other traffic metrics which are made available to the end users in a variety of formats.

May 2008

The May 13th Meeting at the Bonderson Senior Project Laboratories at Cal Poly San Luis Obispo (SLO) included attendees from the Cal Poly SLO ITE Student Chapter and the ITE Central Coast Section. After introductions, Student Chapter President Derek Benedict presented the Chapter's progress for the 2007-2008 school year. The Chapter held several meetings with guest speakers from various transportation sectors, and student members attended the Transportation Research Board meeting in Washington, D.C. Following the progress update, three members of the Cal Poly Student Chapter competed for two scholarships to attend the 2008 ITE National and District 6 Annual Meeting in Anaheim. (The scholarships are funded by the Annual Golf Tournament.) Smadar Barasch presented Bicycle Design Elements, including safety aspects and improving existing facilities. Rafael Cobain presented the results of a study on Safe Routes to Schools using survey data collected from parents at a local elementary school. Finally, Ian Barnes gave a presentation on Variable Price Tolling for Congested Roadways, to fund new roadway facilities and improvement of existing roadways.

Central Coast ITE members evaluated the students' presentations based on content, delivery, and presentation materials. Based on the criteria, the members chose Rafael Cobain and Ian Barnes as the scholarship winners.



Justin S. Link
Vice-President & Scribe

NEWS FLASH: ITE District 6 awarded Data Collection Funds to students at the following universities in 2009:

- Montana State University
- University of California of Los Angeles
- Portland State University
- University of Nevada Reno
- University of Washington

See westernite.org for a list of the data collection sites to be studied this year.

(Continued on page 12)

Section and Chapter Activities

(Continued from page 11)



Riverside - San Bernardino Section

September 2008

On September 18, 2008, the ITE Riverside-San Bernardino (RSBITE) section held its kick-off meeting at the Bombay Restaurant in Ontario, California. This was the first meeting for the recently elected Officers.:

- Mujib Ahmed, President
- Dennis Acuna, Vice President
- Craig Schneider, Treasurer-Secretary

The topic of this meeting was "Tucson, Arizona I-10 Widening Interim Traffic Operations Center: Are we monitoring or managing?" Michael Wendtland, P.E., PTOE, who obtained his Bachelor of Science in Civil Engineering from Cal Poly San Luis Obispo and his Juris Doctorate from Southwestern University, presented the Work Zone Traffic Operations element of the \$200 million, 30-month freeway widening effort undertaken by the Arizona Department of Transportation to widen I-10 through Tucson, which includes reconstruction of five freeway interchanges and widening of a 5 mile segment of I-10 from six lanes to 8 lanes. Prior to allowing narrowing and closure of the Interstate, ADOT directed the contractor to construct an interim traffic operations center, and interconnect the existing traffic signals, CCTV cameras, and Autoscope detectors to the new control room. The performance specification required that the center be fully operational within six months of the contract award. ITS Engineers was retained to integrate and operate the system 24/7.

October 2008

The second meeting for the section took place at the Bombay Restaurant in Ontario, California on October 16, 2008 where Syed Raza, P.E. the deputy director of Traffic Operations of Caltrans District 8 made a presentation on "Caltrans District 8 Developer Permitting Process Demystified" which outlined the permit, and communication process as well as time saving tips.

Our next major event is our Vendor show which takes place on January 15, 2009 at the Riverside Convention center where consultants and vendors throughout California will display all types of traffic equipment and services. For more info on RSBITE's activities, please visit:

westernite.org/Sections/sbr



Jonathan Hofert
Scribe



San Francisco Bay Area Section

October 2008

On October 16, 2008, the SF Bay Area ITE Section (SFBayITE) held a joint meeting with WTS San Francisco Chapter in San Francisco. Bond Yee, past Director of the San Francisco Parking and Traffic Department, led a remembrance of Bill Marconi, P.E., who passed away on October 8, 2008. Bill was a dear friend and a longtime respected leader in the Bay Area traffic community, having served as Director of Traffic Engineering for the City of San Francisco, international president of ITE, chairman of ITE's Western District, and past president of SFBayITE (1958-59). A graduate of Santa Clara University, he was known for mentoring other engineers, high professional standards, and his wry sense of humor.

Just in time for the November election, three speakers presented on upcoming

transportation-related ballot measures. The first speaker was Lillian Hames, General Manager for Sonoma-Marín Area Rail Transit (SMART). SMART would utilize modern diesel rail vehicles on an existing right-of-way and would run 70 miles between Cloverdale and Larkspur. Plans include a parallel Class I bicycle / pedestrian pathway and connections to local buses and San Francisco ferries. Revenue operation is expected by fall of 2014.

The second presenter was Jim Gleich, Deputy General Manager for the Alameda-Contra Costa Transit District (AC Transit). Measure W that would raise an existing District-wide parcel tax by \$48 per year for 10 years and would generate about \$14 million per year to fund daily operations. The third presenter was Carolyn Gonot, Chief Silicon Valley Rapid Transit Program Officer of the Santa Clara Valley Transportation Authority (VTA). Measure B in Santa Clara County would levy a 1/8-cent sales tax over 30 years for the operation and maintenance of the proposed 16.1-mile San Jose Bay Area Rapid Transit (SJ BART) extension, connecting the future Warm Springs Station in Fremont to the cities of Milpitas, San Jose, and Santa Clara.

November 2008

On November 21, 2008, SFBayITE and ITS California jointly sponsored an all-day technical program on collection and application of transportation data, held at the Redwood Shores Branch Library in Redwood City. There were 66 people in attendance at the workshop featuring local and international presenters from Spain and Japan. The speakers covered a wide range of topics, from an effort to assemble an international transportation database to the specific use of wireless vehicle detection elements for transportation data collection.

Check sfbayite.org/pastevents for a listing of our Section's past events, photos, and available presentations.



Andrew Kluter and
Afsaneh Yavari,
Co-Scribes

(Continued on page 13)

Section and Chapter Activities

(Continued from page 12)



Colorado-Wyoming Section

The Colorado/Wyoming Section ITE luncheon on Friday, October 31, 2008, at the Budweiser Event Center, was attended by 77 members and guests. Section President, Craig Faessler, thanked more than 20 companies sponsoring the Section this year. Section Newsletter Co-Editor, Bart Przybyl, presented University of Wyoming student Michelle Edwards, October quiz winner, with a \$50 gift card.

Announcements included the CO-WY ITE Happy Hour on December 11 at the

Wynkoop Brewery in downtown Denver. The Section's annual Ski Train outing to Winter Park is scheduled for February 7th. The Call for Abstracts for the 2009 Western District Annual Meeting in Denver has been posted at westernite.org. Craig Faessler asked the attendees for charitable donation ideas for the Section.

The guest speaker panel consisted of Joe Olson, City of Ft. Collins; Bill Hange, City of Loveland; and Jeff Lancaster, CDOT. Jeff discussed the pros and cons of loop technology; Bill spoke about video detection, and Joe expanded on special applications such as the "wireless puck" and passive pedestrian technology. See www.cowwyite.org for more information about the Colorado-Wyoming Section.



Kari McDowell, Scribe



Southern California Section

The ITE Southern California Section monthly meeting was held jointly with the Riverside-San Bernardino ITE Section on Wednesday November 19, 2008 at The Restaurant at Kellogg Ranch at Cal Poly Pomona. The meeting was filled to capacity with ITE members from both sections, as well as members from the Cal Poly Pomona ITE Student Chapter.

Mr. Ken Sharples with MaxCell Products (vendor sponsor for this meeting) provided information on their product, which is "the only flexible fabric innerduct system in the industry." For info, see www.maxcellinnerduct.com.

(Continued on page 15)

FOCUS ON THE STUDENTS

Featuring: Student Outreach in the San Francisco Bay Area!

At UC Berkeley, Mariana Parreiras and Marin Odioso are re-establish their ITE Student Chapter, with the help of undergraduates Kimberly Leung, Grace Lin, and Gabriel Ho, and ITE Student Liaison Steve Weinberger of W-Trans. Activities in Fall 2008 included:

- Weekly meetings of the core group;



UC Berkeley Students at September 2008 ITE Meeting in San Francisco

- Meeting with the ITE Faculty Advisor and ITE Section leadership;
- Submitted necessary paperwork to the University to re-establish their student chapter & learned how to run a student organization at Berkeley;
- Coordinated two general meetings, one of which was joint with Women's Transportation Seminar (WTS);
- Prepared a proposal for the ITE 2009 Data Collection Project.

The kick-off meeting with guest speaker Bond Yee, Director of the San Francisco Department of Parking and Traffic, was attended by 28 students. The joint meeting with WTS discussed working in the public vs. private sector, and panelists included:

- Jennifer Stanley, Bicycle & Pedestrian Facilities, City of Oakland,
- Britt Tanner, San Francisco Municipal Transportation Agency (SFMTA), Transit Effectiveness Project,
- Jane Bierstedt, Fehr & Peers Transportation Consultants.
- Bill Dunlay, Jacobs Consultancy.

For students at San Jose State University and Santa Clara University, Murali Ramanujam of Santa Clara VTA is the ITE Student Liaison. Murali coordinates "Lunch and Learn" sessions (with ASCE) to talk about transportation engineering and ITE to students. In Fall 2008, the transportation-themed Lunch and Learn session had an attendance of 39 students, and ASCE organized a field trip to the City of San Jose traffic control center.

In July 2008, the ITE-APWA golf tournament raised \$700 for the Section student outreach fund. Bay Area students traditionally compete in the Section's Student Paper Contest and present their research at a Section meeting. The Section awards approximately \$2000 in scholarships each year and sponsors students' attendance at the District Annual Meeting. In 2009, ITE Section Student Coordinator Patty Camacho de Cano will begin a new scholarship contest based on "The Amazing Race." Check www.sfbayite.org/students to view the student paper archive and see the latest news on the Section's events.

The students are very enthusiastic and are looking forward to attending the next District Meeting in Denver, Colorado..

Contact Alyssa Reynolds at alyssa.reynolds@cityofhenderson.com to submit a report on student outreach in your area for a future WesternITE issue!

ITE Western District 2009 Mentoring Program

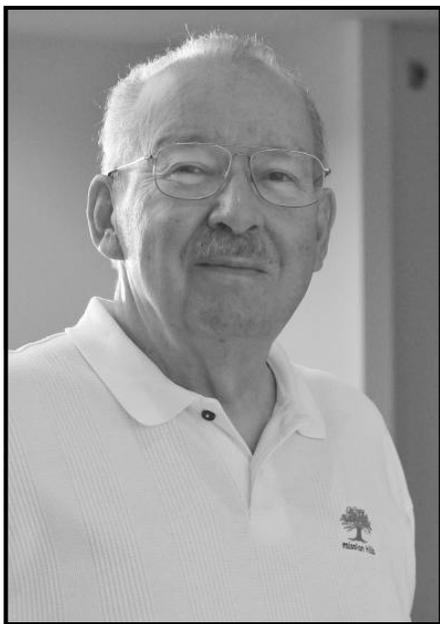
ITE Western District is looking for enthusiastic professionals and college students to be part of the 2009 Mentoring Program. This program is tailored to be a one-on-one program that furthers personal growth and career development. We are looking for energetic individuals that have a desire to learn more about the industry (mentees) and also people that have an enthusiasm to pass on their wisdom (mentors).

The program is for one year and is open to all professionals and college students. Please visit www.westernite.org and click on the Mentoring Program to find out more information and to download an application.

The deadline to send in your application is **January 30, 2009.**



Endowment Fund "EF" Spotlight



Bob Crommelin, ITE Member Since 1951 and President of Robert Crommelin and Associates, Inc.



DISTRICT 6 STUDENT ENDOWMENT FUND

The Jan-Feb Spotlight was written by Robert Crommelin, ITE member since 1951 and President of Robert Crommelin & Associates, Inc. ITE asked Bob why he and his wife Barbara contributed \$10,000 to the Endowment Fund. The following is an excerpt of his article:

The reason we decided to give support to the Endowment Fund was to encourage students to participate in our ITE activities so that ITE would eventually have a source of future membership of talented individuals. The young people that I have noticed in student chapters are worthy future traffic and transportation engineers whom we must encourage to join us.

Giving \$10,000.00...was an unplanned act. I knew that the Endowment Fund would help encourage future membership in ITE. That is really why Barbara and I made our contribution. May I now encourage other ITE members to contribute to the Fund which will aid in the continued growth of ITE and in the knowledge of our membership.

Read more at the Endowment Fund website and look for future "EF Spotlight" articles in the upcoming editions of the Western-ITE newsletter.

Visit the District 6 Student Endowment Fund website:

westernite.org/endowment

While you're there, read the latest "EF news" or click on the "EF Spotlight" link to see current and archived articles written by contributors & advocates of the fund.

The current goal of the District 6 Endowment Fund is to raise \$500,000 for Student Initiatives. Thanks to the generous donations received so far, we are about 32% of the way there!

Section and Chapter Activities

(Continued from page 13)

Mr. Andrew Sokol, with STV Incorporated, presented "High-Speed Trains in Southern California Project-Level EIR/EIS Briefing," a timely topic after the passing of Proposition 1A for High Speed Rail. Mr. Sokol's presentation featured a four-minute video showing impressive renderings/simulations of the proposed alignments and stations, as well as endorsement testimonies from local and state politicians. The California High Speed Rail Project will span approximately 800 miles from Sacramento to San Diego including sub-systems to San Francisco and Irvine, and is projected to be completed by year 2020. In Southern California, the high speed rail system will cover routes between Palmdale, Los Angeles, Riverside, and San Diego. For more information, visit the web site: www.cahighspeedrail.ca.gov.



John Dorado, Scribe

Share Your Section's News and Happenings!

Send scribe reports to:

editor@westernite.org

The deadline is the 25th of odd-numbered months. For the March-April issue, please turn in your reports by January 25. Each year, one lucky scribe will win the coveted Windiest Scribe Award, currently held by the scribes of the ITE San Francisco Bay Area Section.



City Engineers Work with Community for Safety, Traffic Flow, and Beautification in San Diego

(Continued from page 5)

the project per the original signed contract.

The City worked closely with the community throughout the life of this project, with the common goals of providing safe pedestrian access in the neighborhood, reducing traffic speed and volume on residential street, and

improving the aesthetic appearance of the area. This project provides an excellent example of how the City of San Diego and the community can work together to achieve a common goal. Because of the exceptional efforts in working closely with the community throughout the entire project, the community's visions have been transformed into reality. The project was finished on time and within budget.



Ribbon Cutting Ceremony for the Bird Rock Coastal Flow Traffic Improvement Project

About the Authors

Ahmed Aburahmah, Ph.D., PE., PTOE, Senior Traffic Engineer & Deputy City Engineer, City of San Diego, submitted this article.

Many people worked together to make this project a success. Key team members include the following employees of the City of San Diego:



- **Siavash Pazargadi, PE**, Senior Traffic Engineer (project concept and planning),
- **Mike Arnold**, Associate Engineer-Civil, and **Gary Chui, PE**, Associate Engineer (project design management), and
- **Lisa Adams, PE**, Associate Engineer-Civil (project construction management).

Ahmed may be contacted at: aaburahmah@sandiego.gov



**Quad Conference:
Our Transportation
Legacy**

May 1 - 2, 2009
Vancouver, British Columbia,
Canada

ANNUAL CONFERENCE OF THE
OREGON STATE, WASHINGTON
STATE, GREATER VANCOUVER,
AND VANCOUVER ISLAND
ITE SECTIONS

Early bird registration ends February
28, 2009. View program details and
register online at:

www.citevancouver.org/quad/

ITE International's Technical Confer-
ence and Exhibit is coming to the ITE
Western District in 2009.



**Transportation
Operations in Action**

March 22-25, 2009
Phoenix, Arizona

Register online and read program
details at: www.ite.org/Conference

After the Technical Program and
Exhibit, stay in Phoenix for ITE's
National Operations Conference:

2009 National Conference on
Transportation Operations for
Planned and Unplanned Events

March 25-26, 2009
Details at: www.ite.org/transops



**CALL FOR TECHNICAL PAPERS
INTERMOUNTAIN SECTION
2009 ANNUAL MEETING**

Members and professionals, now is the time to submit your best technical articles for presentation at the Annual Meeting of the InterMountain Section in Jackson Hole, Wyoming. The three day meeting will take place on **May 14-16, 2009**.

The submittal deadline is February 16, 2009. Presentations will be limited to 20 minutes, plus 5 minutes for Q&A.

For more details, please contact:

Joseph G. Tate III, P.E., P.T.O.E., ITE Intermountain Section 1st Vice President
Parametrix, 7761 W. Riverside Drive, Suite 201, Boise, ID 83714
Phone: (208) 898-0012, Fax: (208) 947-1655, Email: jgtate@parametrix.com

Or visit the web site:

www.westernite.org/Sections/intermountain

**Joint Meeting (Full Day) of the ITE Sections of
Northern California and the San Francisco Bay Area**



Come to Lodi, California, on **March 19, 2009**, for the 2nd Annual
Transportation Modeling Workshop & 36th Annual Vendor's Night

9:30 am to 4:00 pm — Technical Program: Recent Advances in
Modeling Methodologies and Applications

3:00 pm to 5:30 pm — Open Display of Products

5:30 p.m. to 7:00 pm — Cocktails & Hors d'oeuvres

7:00 p.m. to 9:00 pm — Dinner, Presentations, and Raffle

Location: Hutchins Street Square in Lodi, California

To register for the Modeling Workshop, visit: www.sfbayite.org

To register for the Vendor's Night, visit: www.norcalite.org

**2009 Spring Conference of the ITE Arizona Section and the
International Municipal Signal Association (IMSA)**

March 3rd, 4th, and 5th 2009



Don't miss the 2009 Arizona ITE/IMSA Spring Conference,
to be held March 4 and 5 at the Black Canyon Conference
Center in Phoenix. The Scholarship Golf Outing will be held
Tuesday, March 3 at The Starfire Golf Club in Scottsdale.

Please visit www.azite.com for
more information or contact: Dave
Sabers, Conference Co-chair, at 602.333.2386, sabers-dave@stanleygroup.com.

If you'd like to join the Programming Committee, please con-
tact Deanna Townsend at 602.371.4521,
deanna.townsend@kimley-horn.com.



POSITIONS AVAILABLE

DKS Associates

TRANSPORTATION SOLUTIONS

Senior Signal Timing Engineer (Irvine, CA)

DKS Associates, an accomplished Traffic Engineering and Transportation Planning firm, is proud to add to its list of credentials the "Best Firm to Work For" award from CE News. Visit our website to learn more about what sets us apart – www.dksassociates.com.

We are seeking a Signal Timing Engineer who is responsible for planning, development, implementation, fine tuning and evaluation of traffic signal timing. Responsibilities to include analysis of traffic signal operation on arterials and networks, specification of applicable data collection, development of new signal timing parameters based on detailed analysis, inputting traffic signal plans via central control systems and/or directly into local controllers, and design and

analysis of traffic surveys to evaluate signal timing effectiveness.

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Transportation Engineer/Modeler (Oakland, CA)

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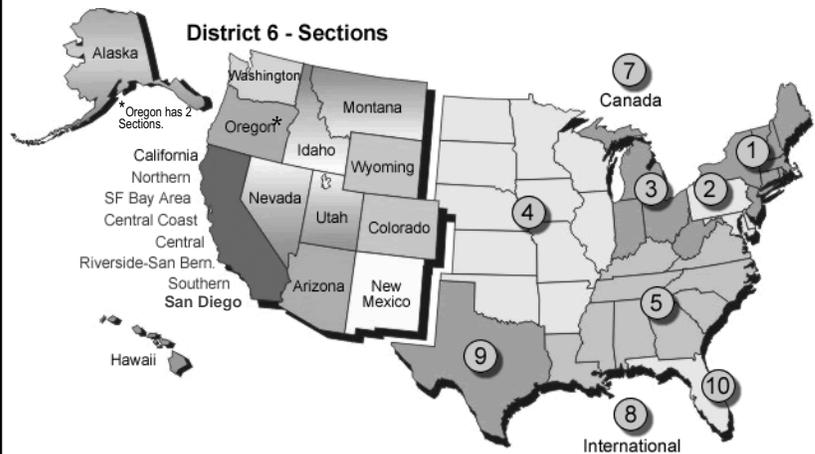
Calling the 13 United States of WesternITE! We Need YOU!

Message from the Editor: This is my first edition of WesternITE, and I want to thank everyone who contributed their stories on time so this could be published. In the upcoming issues, I'd like to feature technical articles representing each of the 13 states in our District. To make that happen, I'm asking for you, the readers of WesternITE, to answer the call for original technical articles. Do you know someone who could write a paper featuring a noteworthy transportation project happening in your area? Maybe that someone is you! Our District relies on you, the members, to stand up and be noticed! We need you to help make this a newsletter that represents our entire District. Don't forget to also submit notice of important regional events being put on by your Section or Student Chapter. Please send correspondence to:

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Many thanks to the Western District Board for giving me the opportunity to spread the joy of ITE with this newsletter. Wishing you and yours continued health and happiness in 2009.

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