



Westernite

Official Publication of District 6 of the Institute of Transportation Engineers

July - August, 2002 Vol. 56 No. 4

President's Message

Rory Grindley, President



Remaining Ramblings from Rory: Here I am, sitting at my computer, on the eve of my departure for Palm Desert and what promises to be our grand and glorious 55th Annual District 6 Meeting. With only a few days left in my reign as your President it's time to reflect back on the past year: the travels to various Sections and Chapters, the people I've met and individuals I've come to know, the accomplishments and successes, and even some less than expected outcomes. (Anything to put off just a little longer those nagging, last minute preparations I still have to complete before the meeting.) Maybe, for once even, some valid justification for procrastination: "If I could only continue being President just a little longer." But no, it's time to change command, time for new energy and fresh ideas from Julie and Randy, two strong individuals who have supported me this past year, and now it's their turn to move up a rung and for Julie to have her turn in the sun. I can assure you the District is in good hands.

So now, as you read this, you will have a new slate of elected officers at your disposal. But there has also been some turnover within the ranks of committee chairs that I would like to highlight. First, Rafat Raie stepped down as website manager at the first of the year, after taking the



Congratulations to Dee Ubhayakar and his Palm Desert Local Arrangements Committee for an outstanding job in hosting one of the greatest District 6 Annual Meetings!!

Rory

website to new heights; we thank him dearly for the time and energy he devoted to improving our website. Thanks also go out to Zaki Mustafa, who served as the interim webmaster while I had a committee solicit for and review applicants for the position. Upon the committee's recommendation, I appointed Jon Pascal as the new Website Manager at the end of April. Welcome, Jon! I have withheld this grand announcement until now so that Jon could have a chance to get his feet wet and start implementing some of the major changes in the website that the Board has asked for so that we can expand into the future with greater efficiency. Continue to watch WesternITE.org over the next several months as more and more improvements are added. And if you have any suggestions or ideas for improvements, please forward them to the current Vice President (as chair of the website committee, which prioritizes the needs).

Another departure is Charlie Ebeling, our Career Guidance Chair, who just resigned effective this month after assisting with the implementation of many great student initiative programs. I have appointed Jennifer Rosales to replace Charlie. Jennifer promises to add even more energy and enthusiasm to the support of our student membership. Her experience serving on the executive board of the Oregon Section, which has shown significant growth in student memberships and active support over the past few years, will be a tremendous asset.

Perhaps, as I now close, I should look back on the several campaign promises I've made over the past three years and really see just how many of those goals we've been able to achieve. Reading last year's Presidential candidate statement (see the May-June 2001 issue at westernITE.

(Continued on page 2)

What's In This Issue

President's Message	1
Messing with Success	2
T-REX Experience	4
Section Reports	7
ITE Legislative News	11

org), I found that I had listed five general goals: a successful Annual Meeting (for which this is promising to be); a first rate WesternITE publication (which, if you haven't heard, just won first place for International for its class—way to go, Zaki!); a better website (for which the groundwork has been laid and improvements are now starting to happen); educational opportunities (which we are providing); and, support and involvement of our student members (here we have made great strides with our "Year of the Student" and the student initiatives). But I'll be the very first to admit that any of these successes are not because of me personally, but because of the people that make up the Board of District 6, those that serve as chairs and members of our various committees, and, most importantly, all of you. It is truly you, the membership, both as individuals and as a group, that really make District 6 the greatest! Allow me to extend a big thank you to all of you, for not only letting me serve you, but for everything that you have done to improve YOUR District this past year!



Messing with Success

San Diego's New Vision for Transit

by
Toni Bates
 Director of Planning and Development
 San Diego Metropolitan Transit
 Development Board



What was San Diego like a quarter of a century ago? It was a region of about 1.5 million people, dependent on the military, aerospace and tourism for its economic health. Many residents were turning their backs on the city's core and snatching up the new suburban homes that were sprouting rapidly at the city's edge. The international border at San Ysidro, the region's door to Mexico, was fast becoming the busiest border crossing in the world. And, getting around the increasingly spread out metropolitan area pretty much meant you had to have a car.

The San Diego Transit bus system did serve the central urban area, and Chula Vista Transit served South Bay. Together, they carried about 130,000 passengers a day and primarily focused on providing service to those with no choice but to take the bus. The once popular street cars of the early and mid-1900s had long disappeared and many people had little or no access to transit and little motivation or desire to use it.

Then, in the mid-1970s, state legislation authored by State Senator James Mills, created the San Diego Metropolitan Transit Development Board (MTDB) and provided a new state funding source for transit. The legislation mandated that MTDB design and build a fixed guideway system for San Diego, and develop a coordinated system of bus and

guideway transit in the metropolitan area. The first 16-mile San Diego Trolley light rail line between downtown and the border opened in 1981 to crowds of enthusiastic citizens. Since then, a total of 47 miles of light rail has opened on two lines connecting downtown to eastern communities, Old Town and Mission Valley (including San Diego Jack Murphy Stadium). Another six miles, currently under construction, will open in late 2004 linking Mission Valley with San Diego State University (SDSU) and points east. This segment will include the Trolley's first tunnel (approximately 3000 feet) and underground station at SDSU.

Today, almost 80,000 people a day ride the San Diego Trolley and another 225,000 a day take the greatly expanded bus system. Transit ridership since 1975 has grown 145 percent while population in the San Diego region grew 90 percent (to 2.9 million people) over the same period. Almost 20 percent of commute trips into downtown San Diego are on transit. And transit regularly carries between 10 and 20 percent of the game crowd to Stadium events. Last year, 59 percent of San Diegans had taken transit at least once.

Despite this success, transit has not played much of a role in helping to solve San Diego's growth pains. Traffic congestion continues to increase as people take more and longer trips. Although downtown San Diego is now a growing, vibrant center of employment, residences and entertainment, suburban sprawl continues and travel throughout the region is increasingly non-downtown oriented. Over the next 20 years, while the San Diego region expects to add another one million people and 685,000 more cars, future expansion of the light rail system will likely slow as readily available right-of-way diminishes, projects become more complicated, and costs and the competition for funding increase.

So what's a transit system to do? MTDB realized that transit has to play a vital and increasing role in accommodating the impacts from the expected population growth to help retain San Diego's quality of life. Local jurisdictions, particularly the two largest cities in the region, San Diego and Chula Vista, are also looking to enhanced and expanded transit as key to the success of their growth management plans. And, the San Diego Association of Governments (SANDAG), the metropolitan planning organization for San Diego County, has adopted the Region2020 Growth Management Strategy that focuses future growth in urban areas and encourages alternative modes of travel. For the first time, the link between transit and land use is taking center stage in discussions about growth and quality of life. Ensuring mobility now includes ensuring good and better transit.

But how *can* transit play a role in this new arena? To answer this question, MTDB took the unique and innovate step to first understand the needs of its potential customers, especially those who currently are not riding transit. Much like a private sector company does before launching a new product, MTDB conducted extensive market research to better understand how attitudes and preferences influence travel choices and what product features are important to attract customers. This market research, done jointly with the City of San Diego and North San Diego County Transit District, provided MTDB with a comprehensive profile of the various travel markets that exist in the region. Some of the sensitivities that distinguished one market segment from another involved factors that are self-evident: travel time, availability of parking, and time waiting for transit. Other factors provided new insights: the quality of the walking environment to a transit

District 6 Election Results

President	Julia Townsend
Vice President	Randy McCourt
Secretary-Treasurer	Zaki Mustafa
International Director	Pat Noyes (term begins Jan 1st)

First and San Diego's growth management strategies, integrating transit stops and stations into transit-supportive land use will make transit more convenient to more people, enhance their mobility, and help accommodate growth. By focusing the region's projected growth at transit nodes, developing compact areas that mix residential, retail, office and entertainment uses, and designing both infill and newly developing areas to promote walking, transit will become a viable

station, the types of amenities at the stop or station, and the design of the transit vehicle. Interestingly, the cost of transit was not as important in the market research as other factors, and market segments did not fall into typical socio-economic groups traditionally used in transportation planning. Understanding how each market segment responds to each of these attitudinal factors allowed MTDB to identify a variety of transit services and features to match the demands of unique market segments. As a result, transit in San Diego no longer assumes that "one size fits all."

Guided by the market research, in October 2000, MTDB adopted "Transit First" as its new strategy for transit in San Diego. The Transit First vision positions transit to become a first choice for many trips by providing distinct levels of service that, together, meet the different trip and market segment needs. Rooted in the Bus Rapid Transit (BRT) concept, Transit First will enhance transit's appeal by providing four basic features:

- **A Network of Services.** Transit First will provide a rich network of service types that include high speed, frequent, limited stop routes for long distance trips, rapid and frequent service along major arterials for medium distance trips, urban bus routes as the local transit service backbone throughout most of the region, and neighborhood shuttles for short trips within residential and employment areas.

- **Transit Priority.** Transit First depends on extensive use of transit priority treatments to enhance travel speed and reliability, and make transit competitive with the automobile, particularly for the long and medium distance services. The use of transit priority treatments will depend on the situation (i.e., congestion levels, freeway or street running, right-of-way availability, etc.) and could include dedicated guideway facilities, transit-only lanes, shared high-occupancy vehicle lanes, arterial signal priority and intersection queue jumpers. A single route could take advantage of several types of priority treatments.

- **Customer Amenities.** Customer amenities will focus on both the transit stop/station and vehicle. Stations will look and feel like they are part of the community to provide pleasant waiting environments. Real-time vehicle arrival information will be provided at many stations. Vehicles will have a sleek, modern appearance both inside and out to provide a train-like feel even with rubber-tired vehicles. Advance automated fare payment and level boarding will add to customer convenience.

- **Land Use Integration.** Perhaps unique to Transit

travel option in many San Diego communities.

San Diego is well on its way to implementing Transit First in partnership with a number of agencies and jurisdictions. Caltrans will soon begin construction on 20 miles of "managed lanes" in the center of Interstate 15. These HOV lanes, which are an extension of an existing eight mile HOV facility, will include direct access ramps to three new transit stations adjacent to the freeway. MTDB is currently designing the stations and will implement long-distance Transit First service in the corridor when the facilities are complete in 2008. Meanwhile, MTDB has identified several Transit First "Showcase Projects". One or more of these projects will be implemented within the next five years to showcase the features of Transit First, from the vehicles and stations to the priority treatments and customer amenities. The Showcase Projects will provide citizens with real-life examples of Transit First services and facilities to enhance their understanding before they are asked to support a county-wide ballot measure to fund Transit First in 2004.

With or without passage of a funding measure, many of the components of Transit First will be implemented in phases, several of which are underway. MTDB has issued a Request for Bids for an automated "Smart Card" fare collection system for the entire bus and rail transit system, and will soon be acquiring a new radio system with automated vehicle locator and next bus information capabilities. MTDB is also currently pursuing "Transit First Now", a program to implement independent or "spot" transit priority treatments for the existing transit system. With the support of the City of San Diego, two queue jumpers have been implemented at congested intersections, one more is eminent, and design is underway for several more along with some arterial street transit-only lanes. Looking ahead, MTDB is working closely with the City of San Diego to plan Transit First services to support its City of Villages growth management plan. Under the plan, designated areas throughout the City will accommodate future growth by focusing higher density, mixed use development in "villages" well-served by transit. MTDB is also coordinating with the City of Chula Vista and the County of San Diego to ensure that the Transit First network is reflected in the updates of their General Plans currently underway. And Transit First is the basis of the Regional Transit Vision in SANDAG's draft 2030 Regional Transportation Plan.

Ensuring that transit will fulfill its role in accommodating San Diego's future growth and enhancing the mobility of its citizens will depend on ongoing coordination with regional and local agencies, partnerships with planners and traffic engineers, and support from elected officials and citizens.

(Continued on page 4)

Moving into the future together, MTDB will build on its past successes by providing both traditional and innovative approaches to transit to truly make transit a first choice for many San Diegans.



T-REX Experience

Mainstreaming Incident Management in Design-Build: The T-REX Experience

Patricia B. Noyes (FITE)*



The Colorado Department of Transportation (CDOT) initiated a design-build project on I-25 and I-225 in the Denver metro area in June 2001. The Transportation Reconstruction and Expansion (T-REX) Project is a five-year, \$1.6 billion project that includes complete reconstruction of 17 miles of interstate and the construction of a light rail line. One of the contract requirements for the project was the development of a traffic incident management program prior to the start of construction.

The traffic incident management program development process included a coordinated effort among transportation engineering, highway maintenance, fire/rescue, emergency medical services, law enforcement, the contractor, and other response and support agencies. Approximately 170 individuals participated in the planning process, which was designed to maximize the involvement of each of the agencies and focus on construction concerns as well as long-term traffic incident management in the project area.

The Planning Process

Southeast Corridor Constructors (SECC), the design-build entity contracted by CDOT for the project, facilitated a multi-agency, multi-disciplinary planning process to develop a recommended traffic incident management program for the T-REX project. The process involved approximately 50 agencies and organizations. The SECC contract required that initial program development be completed within the first 120 days following notice-to-proceed; therefore, the schedule for program development was aggressive, with agency representatives meeting from the end of June through early October 2001.

The program development process used a three-tiered approach to involve affected agencies and ensure their issues were identified and addressed. Three groups met to develop the program:

- Stakeholders
- Steering Committee

- Action Groups

At the first stakeholder meeting, SECC presented an overview of existing traffic incident management programs in the project area and the program development process proposed for the T-REX project. Stakeholders were asked to identify concerns with traffic incident management during the T-REX project and their long-term goals for the program. The stakeholder group was made up of all interested and affected agencies and they were kept informed throughout program development with update reports in the form of short newsletters.

Approximately 120 individuals were included in the Steering Committee. This group focused on overall strategy, including development of program goals, objectives and incident levels. The Steering Committee reviewed recommendations from the Action Groups and finalized the initial T-REX Incident Response Manual.

The Steering Committee developed the following goals for the T-REX Traffic Incident Management Program:

- Enhance safety of incident area
- Reduce incident related delay on I-25 and I-225
- Minimize impacts of I-25 and I-225 incidents on the secondary system
- Reduce the cost of incidents
- Provide timely, accurate information to motorists
- Secure public and private sector cooperation implementing incident management activities

These goals and associated objectives were used to evaluate potential strategies and develop recommendations through each of the Action Groups.

Four Action Groups, each composed of 35 to 70 agency representatives, met to evaluate and recommend strategies. The four Action Groups were:

- Command and Communication
- Alternate Routes
- Technology and Resources
- Media and Public Information

Each Action Group focused on strategies that addressed specific aspects of traffic incident management within their areas of operations and expertise. The Action Groups met four times each from July through September 2001. Their recommendations provided the basis for the final program recommendations and the T-REX Incident Response Manual.

The Steering Committee and four Action Groups reviewed and evaluated a wide range of strategies to address key aspects of traffic incident management:

- Detection and verification
- Response
- Scene management
- Clearance
- Motorist information

A list of strategies was reviewed to identify those that the Steering Committee and Action Groups felt should be

evaluated for use in the T-REX Traffic Incident Management Program. Each strategy was assigned to an Action Group based on the functional expertise of the group. These strategies provided the basis of the Action Group Recommendations.

The Program

The planning process resulted in specific strategies for improving detection, response, clearance and scene management on incidents in the T-REX project area.

The Command and Communications Action Group represented those agencies who function in a command capacity on traffic accidents on I-25 and I-225 and those who provide communications among and between those agencies. The specific recommendations developed by the Action Group focused on enhancing current procedures and addressing concerns with potential impacts from T-REX construction. These included the promotion of the Colorado state statute that requires drivers of vehicles involved in an accident on divided highways to move them off the traveled way if they determine that there are no injuries or alcohol involved in the incident and the vehicle can be safely driven. Service patrols were required under the initial contract and specific operation recommendations were developed for these patrols.

The Command and Communications participants also recommended development of procedures for review and notification of traffic control changes to meet the needs of response agencies and that interagency training be developed for use at agency roll calls and in-house trainings. Other recommendations focused on on-scene procedures and preplan information to be included in the incident response manual provided to all response agencies. Communication and notification procedures were recommended that expanded existing systems and provided new ones. One of the new systems recommended was an Incident Information Management System (IIMS), intended to provide information to response agencies on incidents detected and monitored in the project area.

The Alternate Routes Action Group developed alternate routes for use on incidents in the project areas. The alternate routes are intended for use only when impact to the highway requires complete closure or extensively closes lanes for two or more hours. This group also compiled information on facility locations, such as fire stations and hospitals, that would be impacted by the implementation of alternate routes.

The Technology and Resources Action Group worked with the proposed alternate routes to recommend locations for a variety of ITS devices, including closed circuit television, variable message signs, and highway advisory radios to support detection, response and the implementation of alternate routes. They also compiled information on resources for inclusion in the response manual for on-scene management.

A critical component of effective traffic incident management is public information and notification of incidents to allow motorists to make informed decisions about their travel plans.

The Media and Public Information Action Group considered a number of traveler information and public education strategies. This action group recommended the use of public education campaigns, media packets to inform the media of key aspects of the program, mass faxes to key recipients based on the nature of the incidents, a project website and the use of telephone information lines.

Incorporating the Program in Project Design and Construction

During the development of design elements for ongoing construction activities, an emphasis will be made during the review process to ensure that traffic issues are incorporated. Items that will be considered include:

- Freeway access and egress points for emergency vehicles
- Emergency and accident investigation pull-off points
- Phasing coordination to evaluate alternate route conflicts
- Physical design elements that tie new system into existing system
- Process for monitoring traffic movements with phase changes or detour routes
- Ongoing development of ITS components and applicability to traffic incident management
- Consistency with other adjacent traffic incident management plans

To ensure that the design elements are incorporated as required to provide for effective traffic incident management after construction, the following measures will take place:

- Final design will be consistent will federal and state standards and guidelines
- Design will be monitored as detailed in the Design
- Quality Management Program
- Construction will be monitored through the Construction
- Quality Management Program to ensure that the product

WesternITE Managing Editor Wanted

ITE District6 is looking for a new newsletter Managing Editor. Interested candidates should submit letters of interest and resumes with their sample work (portfolio) to Julia Townsend, our new District 6 President, as soon as possible. (See contact information on the back of this newsletter.) For more information on the responsibilities of the position, feel free to contact Zaki Mustafa. Please visit www.westernite.org for more information.



LAC 2002

Doug Smith, Anwar Wagdy, Zaki Mustafa, Jim Harris, Juan Perez, Fran Dunajski, Michelle Bitner Smith, **Deepak “Dee” Ubhayakar**, J.R. Morgan, Carlos Ortiz, Peter Clark, David Nelson, Ben Woo, Dr. Ramakrishna Tadi, Mike Girardot, Rock Miller, Mark Greenwood, Anne Azzu, Bob Crommelin

- is consistent with the design and being constructed according to Project standards
- Incorporation of consistency with adjacent municipal and other agency systems will be maintained
- ITS elements will meet or exceed the requirements of the contract

The initial step to implementation was the distribution of the T-REX Incident Response Manual to all response agencies in the corridor. This will be supported by agency training to ensure that response personnel in the field are familiar with the use of the manual. SECC will install the recommended ITS devices that support the T-REX Traffic Incident Management Program and initiate the communication and coordination efforts outlined above. Several of the recommendations require time to implement while others were initiated immediately.

It was the intent of the program to be dynamic and responsive to the needs of the affected agencies. Continued coordination and program revisions were recommended through regularly scheduled meetings, updated information provided by involved agencies and regular review of proposed traffic control and construction phasing plans. Successful implementation will require a commitment on the part of all agencies to the program and a commitment on the part of SECC to provide program leadership.



Issues Associated with Design-Build

Traffic incident management programs provide a significant return on investment in terms of safety, system

reliability, and reduced traveler delay. Mainstreaming traffic incident management through project design and construction offers an opportunity to reduce the cost of implementation in terms of capital investment in ITS devices and other improvements built to enhance traffic incident management, and to reduce the impact of the construction itself. Despite the

significant potential of building traffic incident management into new projects, there are considerable challenges to implementing an effective program through design-build.

The priorities of design-build teams and those of the facility owner/operators are not necessarily aligned when it comes to ensuring the success of traffic incident management. Construction priorities generally focus on schedule and budget, and unless the contractor is convinced that an effective traffic incident management will support these priorities, they may be resistant to spending funds on such a program. Reducing impacts to the public, while an important public relations tactic, one that is near and dear to the facility owner, generally has less obvious impact on either the project schedule or bottom line. Therefore, it is important that the commitment to traffic incident management be encouraged through contract documents and through management-level commitments to minimizing impacts to the traveling public.

Another obstacle to a strong contractor commitment to traffic incident management is the focus on capital costs versus the owner/operator's need to consider and minimize long-term operating costs. There are additional expenses associated with constructing traffic incident management improvements such as accident investigation sites, emergency pullouts, and emergency turnarounds. Expenses associated with ITS infrastructure and interconnectivity can create budget creep that most contractors will fight to maintain profit margins. These improvements are an essential part of a comprehensive traffic incident management program and should not be compromised for the sake of budget if there are budgetary concerns with these or any other aspect of the project.

Finally, the greatest challenge to the successful implementation of a program is the support and commitment of all affected responders and of the design-build team. Traffic incident management is a powerful tool for reducing the impacts of construction on the public and for the efficient long-term operations of a facility once constructed. Effective programs require champions within the design-build team and the various response agencies. This takes constant outreach and training of field personnel as well as continued recommitment by management staff. Potential cost savings to facility owner/operators, response agencies, and the general public make it incumbent on transportation professionals to continue to pursue the implementation of traffic incident management programs through mainstreaming methods, including within design-build projects.



Section Report

Bay Area

May

"Challenges in Traffic Calming: How to Overcome the Bumpy Road" was the topic of our lunchtime meeting on May 16 at the Silver Dragon Restaurant in Oakland. The first guest speaker, Jim Helmer from the City of San Jose, revealed the key components of his city's traffic calming program, including the Traffic Calming Policy adopted by the City Council in June 2001, the selection of specific criteria for installing traffic calming items (such as stop signs, crosswalks, photo-enforcement for speeds, roadbumps, parking permits, etc.), the city's public outreach program, a set of well-defined performance measures, and detailed reporting of traffic calming activities and corresponding traffic data. The second guest speaker, John Templeton from the City of Concord, shared the story of his city's installation of temporary rubber speed bumps to screen out ineffective locations--in response to the city's complaints (speed bumps separating from pavement, debris collecting underneath, rubber curling in the hot summer sun, etc.), the rubber speed bump manufacturer offered a simple remedy: install traditional asphalt speed bumps! The city and residents of Concord are working together to create Neighborhood Traffic Calming Programs, and there is still much debate over if, where, and when to install traffic calming devices and who exactly should be making these decisions (e.g., the city traffic engineer? a vote by all neighborhood residents? or a vote only by those directly affected?). Our third guest speaker was Peter Hillier of the City of Berkeley and a recent transplant from Toronto, who shared his experiences in the distinct political environment of his new city. Part of Hillier's philosophy is that traffic calming is not meant to divert traffic but only to slow it down; furthermore, effective traffic calming does not produce stop-and-go conditions. A lively question and answer session followed the presentations at this well-attended meeting.

Rachel Donovan

HAWAII SECTION

May

The May luncheon meeting was held on May 16, 2002 at the Prince Jonah Kuhio Kalaniana'ole Federal Building in Honolulu. Vice-President Richelle Suzuki announced that ITE was looking for additional sites to host the Saturday, October 26, 2002 PTOE certification exam. Members would be contacted shortly to verify if there was enough interest to host an exam in Hawaii.



The featured speaker was Lisa Reinke of Belt Collins Hawaii who spoke about the Pearl Harbor Historic Trail project. The Pearl Harbor Historic Trail project originated as a grant application under the federal Empowerment Zone Aiea shoreline redevelopment. The project evolved into a regional master plan to develop an 18-mile long shared use (bicycle-pedestrian) path

and historic railway. The community's goal is for the trail to be developed as a world-class heritage and recreation corridor that enhances the communities from Aiea to Nanakuli. Ownership of the required 40 foot right-of-way for the trail varies along its stretch between the Navy, Hawaiian Electric Company (HECO), the State of Hawaii, and other private owners. The implementation of the plan will be costly and face a number of infrastructure challenges. The major challenge for the portion of the trail between Nanakuli and Ewa will be the cost of acquiring the needed right-of-way and realigning the trail. The major challenge for the portion of the trail between Ewa and Aiea will be the required infrastructure improvements. There are a number of bridges along that segment, as well as 12 street crossings and 3 tunnels that would need upgrades or repairs. For example, there is a tunnel located near McGrew Point that has been backfilled over the years and would need to be excavated for use by the train. In addition to the work required to create the historic trail, over 30 miles of extensions and connections would be required for existing infrastructure to connect to the proposed project. The master plan was finalized in May 2001 and a volunteer organization was set up to oversee the implementation of the plan. The next step for the project will be the development of a 2 mile section of the trail as a demonstration project.



Cathy Leong

San Francisco Bay Area

February

The February 21 meeting at the Fremont-Newark Hilton presented two speakers on the topic Promoting Safe Routes to School through Education and Engineering. Wendi Kallins, Program Director of Marin County Safe Routes to Schools, provided an overview of that program. The steps the program follows for each school include: form a team, including parents, school administrators, local government, and neighbors; gather information, on students, parents, and traffic; develop a safe route map, through identification of problems where students walk; improve infrastructure; increase enforcement; educate the community; and, teach the kids. The initial nine school pilot program successfully increased the student walking/biking mode share from 21% in Fall 2000 to 33% in Spring 2001. This year, 14 schools participated, and that is expected to double next year. Laura Wells from the City of San Jose DOT described that city's school pedestrian safety program. The established program has included: a dedicated School Safety Programs Manager; school walking route maps; school pedestrian/bike safety assemblies; and enforcement efforts such as parking compliance, police presence, and even the City's automated photo radar speed enforcement program (NAS COP) if requested by neighboring residents. An extended program features: school zone radar speed display signs, which have resulted in decreases of up to 17% in 85th-percentile speeds on streets posted at 30 MPH and higher; in-pavement flashing crosswalks; a public education and awareness campaign; and, school access enhancement studies, which include creating graphics for each school showing specific

information and any measures implemented as a result of the study.

March

Fiord'Italia Restaurant in San Francisco's North Beach hosted the March 21 meeting, featuring a presentation titled "Transportation Engineers: Next Champions of Urbanism?" by Ellen Greenberg, Director of Policy & Research for the Congress for the New Urbanism. The urban planning and design principles of New Urbanism are changing the way cities are built and re-built. This approach to giving physical shape to a community emphasizes walkability, including good proximity of land uses, as well as a mix of housing types. What's old in New Urbanism is that public space is highly valued. According to Ms. Greenberg, this approach is needed at all scales, from a single building up to regional, and three categories are defined in the principles of New Urbanism. At the Region/City/Town level, planning must often cross jurisdictional lines. In a Neighborhood/Corridor, people within a ¼ mile radius will typically walk to/from a major transit stop. The most common problem at the Block/Building scale is that the street doesn't feel like a pleasant, shared space; parking is a major culprit, and there is a disjuncture between street and building. The emerging street design philosophy emphasizes the overall function of each street, with the vehicular roadway width dependent on the functional context of the street, so "one size does not fit all".

April

Two student research presentations were hosted at Spenger's Fresh Fish Grotto in Berkeley at the April 18 meeting. Patty Camacho and Greg Thiebaut from San Jose State University described the project development for their entry in the Concrete Canoe Competition. The project team performed extensive research and development, including rigorous testing and analyses and high-tech construction techniques, to achieve a product with some impressive statistics. Using concrete weighing only 30 pounds per cubic foot (about 20% of typical concrete), the 22-foot canoe has a 0.3 inch shell thickness and weighs in at only 58 pounds. Amy Kim, an M.S. candidate at UC Berkeley, presented analysis on the Effects of Adding HOV Lanes on Interstate 680 from Pleasanton to Milpitas, which was sponsored by Caltrans. This study used enhanced simulation models and refined model calibrations to provide travel time and vehicle delay projections for evaluating the impact of adding a 2+HOV Lane. Additional sensitivity analysis models are in progress for 3+HOV and mixed-flow lane alternatives. Submitted by Rich Haygood, Co-Scribe (650) 780-7362

Encoding: base64

Northern California Section

May

On May 23, the Northern California Section celebrated the First Annual Award Lunch with the presentation of a Student Award and Distinguished Service Awards.

The Student Award was presented to Katy Flynn, a UC Davis

undergraduate focusing on transportation and structures. Katy works as an engineering academic peer advisor and has participated in the Women in Engineering "Little Sisters Program" which provides student mentors to first year women in engineering. The Section is paying the full expenses for Katy to travel to Palm Desert this year for the District 6 Annual Meeting. This new student program also provides mentoring by Section members at the Annual Meeting. The Section plans to send a student and an advisor next year to the meeting in Seattle.

Distinguished Service Awards were presented to James Ray, Sr. (Sacramento County DOT, retired) and Gary Tsutsumi (City of Stockton Traffic Engineer). James Ray, Sr., although retired from his position as Director of the Sacramento County Department of Transportation, continues to be active in ITE after 46 years as a member. James served as District 6 President in 1973 and International Director from 1978 to 1980. Nationally, he is known for his pioneering work on computerized signal coordination systems and two-way left turn lanes.

Gary Tsutsumi has served as Traffic Engineer for the City of Stockton for more than two decades. He served on the Section Board in the mid-1980s and founded the Annual Vendor's Night in Lodi that now attracts more than 200 people each year. Gary's expertise with traffic control devices makes the City of Stockton a first stop for vendors who are beta-testing new technology.

While James Ray Sr. and Gary Tsutsumi are known to many for their contribution to the transportation industry, the Northern California Section members know them as the soft-spoken pioneers who helped build ITE in the Sacramento Valley.

Bob Grandy

Southern California



April

The April meeting was jointly held with OCTEC on April 18th, 2002 at the Jolly Roger Restaurant in Anaheim. The meeting was attended by 85 members, non-members, and college students from University of California at Irvine (UCI), California Polytechnic University at Pomona (Cal Poly Pomona), and the University of California at Los Angeles (UCLA). The UCLA contingent alone was over 30, thanks in part to the "encouragement" of Professor Eric Shen.

The technical workshop featured a presentation by the UCI student chapter on Coordination of a Network, which focused on potential timing improvements for Sand Canyon and Irvine Center Drive. Next, the Cal Poly Pomona student chapter gave an overview of their upcoming Senior Project, Future Transportation Planning for the City of Claremont that will be presented at next year's student chapter meeting. The UCLA student chapter presented an overview of the ASCE student conference attended that was recently concluded. The conference included concrete canoe and bowling ball competitions as well as a steel bridge competition.

The featured speaker for the meeting was Ali Taghavi from the

Orange County Transportation Authority (OCTA). Mr. Taghavi presented an overview of the Orange County ITS Roadways Project that is being undertaken by OCTA and their consultants Kimley-Horn and Associates, Inc. and Sarakki Associates. The two main objectives of the project are:

- Develop a network of candidate interjurisdictional arterial roadways in Orange County that would benefit from ITS applications, and
- Select two segments from that potential network to proceed to deploy pilot projects to test the benefits of arterial-based ITS applications

Concept designs are currently underway for the two pilot project corridors: Beach Boulevard from Rosecrans to Lincoln, and State College from Imperial Highway to Lincoln through the Cal State Fullerton area.

The pilot projects will include such components as traffic signal controller upgrades, CCTV cameras, arterial-based dynamic message signs and trailblazer signs, train arrival detection and signage, and event management and signal coordination strategies.

May

The May meeting was held on May 15th, 2002 at the Monterey Hill Restaurant. Meeting attendance was 47. The meeting featured presentations from three speakers on funding opportunities for transportation related projects in California, and Rock Miller on "Why ITE".

First up was Ghazal Afrasiabi from Caltrans District 12, Local Assistance Unit. Ms. Afrasiabi presented an overview of the Safe Routes to School Program. Under this \$22 million program, potential projects are solicited in February of each year. The projects are ranked and the highest projects awarded funding in the fall of the same year. Projects receiving funding may include sidewalk/ADA improvements, traffic signal and safety lighting, pedestrian/bicycle route enhancements, signing/stripping, in-pavement flashing crosswalk lighting, traffic calming/diversion measures, etc.

The next speaker was Jeff Hammond, the Los Angeles County Regional Coordinator for the Office of Traffic Safety (OTS) grants. The goal of the OTS program is to help agencies develop traffic safety programs. Proposals are due in January of each year, with successful projects approved in May of the same year. Some of the types of projects that have received funding under this program include accident databases, device inventories, aerial photography, engineering studies and surveys, educational programs, safety related equipment such as count down pedestrian heads and in-pavement flashing crosswalk lights, and new and innovative ideas to enhance safety.

The final speaker was Ray Tellis, program specialist with the Federal Highway Administration (FHWA). Mr. Tellis provided an overview of several funding programs, including Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Enhancement Activities (TEA).

For his presentation, Rock Miller presented a compelling argument for firms and agencies to encourage professional staff to attend and participate in ITE. Mr. Miller speculated that failure to take advantage of ITE resources and encourage staff participation may be directly related to difficulties encountered with staff retention, training, and filling vacancies.



Glen Pedersen



ITE Legislative News

By Walt Stringer



As this column goes to press, the Federal Budget process is moving ahead, in contrast to last Fall when little progress was made, and large amounts of funding were diverted to cover transport security needs. One example includes House action in early May to pass HR3694, the Highway Funding Restoration Act, which provides an additional \$4.4 billion in budget authority above the \$23.3 billion requested by the White House budget proposal, and firewalls the Highway Trust Fund against diversion to non-highway user.

In California, the following bills are moving through process, as the State faces a general fund shortfall of about \$23 billion.

AB-1058 – Would require the State Air Resources Board to develop and adopt new, more stringent emission standards, with funding contingent on compliance.

AB-2095 – Would create the new San Diego Regional Agency with a 19 member Board, based mainly on the current structure of SANDAG.

AB-2369 – Would create the Transportation Accessibility Bond Act, providing for a bond issuance to improve facility accessibility per ADA and Title 24.

ITS Rocky Mountain Annual Conference... Crossroads of the West s Making Information Connect

October 2-4, 2002 s WestCoast Salt Lake Hotel s Salt Lake City, Utah

SALT LAKE CITY, June 17, 2002. Historically viewed as the “last frontier”, the West has often been discounted when it comes to cutting edge transportation technologies. Today, however, the western region of the United States, and specifically the Rocky Mountain states, has proven this to be anything but accurate.

Hosted in part by the Utah Department of Transportation, the tah Transit Authority and the Rocky Mountain Chapter of ITS America, the *2002 ITS Rocky Mountain Annual Conference* will provide participants an opportunity to network and share deployment experiences within and across a wide variety of ITS disciplines. It specifically will address traveler information initiatives and deployments, infrastructure protection, homeland security issues, and small urban and rural emerging technologies, as well as ITS' role in improving road maintenance.

Why attend? Participants attending this conference will gain the tools necessary to effectively plan and deploy ITS technologies within not only their own jurisdictions, but across their borders as well, thus “making information connect” throughout the transportation system.

“In this century, we cannot work under the assumption that information stops at the borders of our jurisdictions”, says ITS Rocky Mountain President Richard Hodges. “This conference will showcase multi-state and multi-jurisdictional initiatives that address this need to share information,” adds the Conference Planning Committee.

In addition to technical sessions and professional tours, several transportation vendors will be on hand to further inform and educate attendees. Attendance is very cost effective and discounts are available for members of ITS America and ITE. For more information, visit the conference website at www.itsrm.org/meetings.htm or call Meetings Northwest at (406) 273-7224.

About Us...

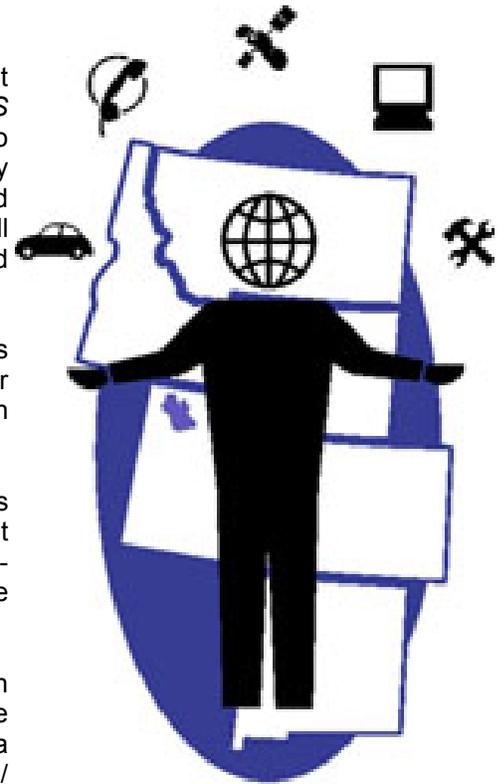
Serving the states of Colorado, Idaho, Montana, New Mexico, Utah and Wyoming, the Rocky Mountain Chapter of ITS America (ITS Rocky Mountain) strives to provide a forum for broad representation and active participation between private companies, government agencies, academic institutions, other associations and members of the public. We operate exclusively as a 501(c)3 nonprofit organization focused toward improving the surface transportation system throughout the member states via education, research and development, and application of intelligent transportation technologies.

ITS Rocky Mountain Chapter of ITS America...

...brings together organizations interested in ITS, providing a forum for discussion and interaction, and increasing awareness of the organizations within this region of the benefits and issues related to the development and deployment of intelligent transportation systems.

...is dedicated to coordinating and linking the perspectives of the urban, rural and regional transportation planning communities and ITS practitioners. As ITS is integrated into the transportation planning process at the local and regional level, transportation advocates must understand the challenges before them.

...provides a stronger presence for member organizations from the Rocky Mountain region at the national level, both within ITS America and in other national forums, and promotes the interests of the region in interactions with the U.S. Department of Transportation and various regional, national and international organizations.



Positions Available

(916) 263-1401,
Fax (916) 561-7205
Email: re-
sumes@cps.ca.gov
Website: www.cps.
ca.gov/shannon

Assistant/Associate Engineer

City of Ventura, Calif. (Asst: \$50,362 - \$67,486/yr. Assoc: \$55,590 - \$74,492/yr + exlnt benefits). Beautiful seaside community seeks professional to plan and supervise the design and/or construction of City projects related to traffic, transportation, streets, sewers, water systems, and storm drains. Requires equivalent to BS in civil, traffic or transportation engineering and related professional experience, preferably with a public agency. Application materials may be obtained at 501 Poli Street, Room 210, P.O. Box 99, Ventura, CA 93002. (805) 658-4777 or www.ci.ventura.ca.us. EOE.

CITY OF SCOTTSDALE

TRAFFIC ENGINEERING DIRECTOR

Scottsdale, Arizona, one of the nation's premier communities, is seeking a Traffic Engineering Director. The City is a vibrant full-service community with a population of 215,000 and a workforce of over 2,200. The Traffic Engineering Division has a current operating budget of \$1.5 million, a five-year CIP of \$31.4 million, and full-time staff of 10 employees.

Ideal candidates will be empowering leaders with excellent communication and team building skills, and proven traffic engineering professionals. A Bachelor's Degree in Traffic Engineering, Civil Engineering or a closely related field and substantial management experience in a complex traffic engineering environment are required. Registration as a Professional Engineer in the State of Arizona or the ability to obtain within one-year is required.

Salary highly competitive and negotiable. The City offers an attractive compensation and benefit package. Submit cover letter with current salary, resume, and three work-related references by Friday, August 2, 2002 to:

John Shannon
SHANNON EXECUTIVE SEARCH
241 Lathrop Way
Sacramento, CA 95815

City of Pasadena, California

TRANSPORTATION PLANNER SERIES: TRANSPORTATION PLANNER, ASSOCIATE TRANSPORTATION PLANNER, ASSISTANT TRANSPORTATION PLANNER

9/80 week, excellent benefits, City-paid 2% @ 55 PERS Retirement

Pasadena has two job opportunities for individuals who have experience 1) in transportation/urban planning, land use, and community planning, or a related field which involves extensive community participation in the transportation/urban planning process; and 2) in transit planning and service development

All positions: BS in transportation engineering/planning; or BA in urban planning or a closely related field, with a transportation/urban planning or transit planning emphasis.

Planner—\$58,856-\$73,570—four years of professional transportation/urban planning or transit planning experience. MS/MA desirable.

Associate Planner—\$54,486-\$68,107—two years of professional transportation/urban planning experience.

Assistant Planner—\$49,322 - \$61,653—2 years of paraprofessional experience in transportation/urban planning or 6-month transit planning internship or a degree in related field.

Apply by: August 15, 2002
City of Pasadena, Human Resources Department
100 North Garfield Avenue, Room 146
Pasadena California 91109
626.744.4366
www@ci.pasadena.ca.us/

Traffic Signal Technician

(\$35,922-\$48,485)

The City of Mesa, AZ invites you to apply for the position of Traffic Signal Technician. With a population of more than 400,000, Mesa is 15 miles east of Phoenix & covers more than 120 square miles. Incumbent is responsible for performing skilled work in the instal-

lation, maintenance and repair of electrical and electronic traffic signal control devices and systems. Work includes: trouble-shooting malfunctions and responding to emergency calls, performing construction of traffic signals and inspecting the work of contractors to verify their work meets City of Mesa standards, and performing scheduled periodic maintenance functions and maintaining written logs of work performed. Requires: Any combination of training, education or work experience equivalent to considerable (3-5 years) traffic signal maintenance experience, OR an Associate of Applied Science Degree in Electronics Engineering Technology (or educational equivalent), and at least one year of traffic signal maintenance experience. A valid Arizona Driver's License is required by hire date. Mesa offers a competitive benefits package. A City of Mesa application is required. Applications will be accepted until a sufficient number of applications have been received. Applications, supplements & more information about the City of Mesa are available at: www.ci.mesa.az.us or apply to: City of Mesa Personnel, 200 S. Center Street, Bldg #1, PO Box 1466, Mesa, AZ 85211-1466. Call for information: 480-644-2365. The City of Mesa respects, values & welcomes diversity in our workforce to this end, we encourage all interested people to apply.

Katz, Okitsu & Associates

Katz, Okitsu & Assoc, is a specialized traffic and transportation engineering firm with offices throughout So. Calif. We offer excellent salaries, competitive benefits, and a challenging and professional work environment. Currently we are accepting applications to fill immediate openings for senior and associate traffic engineers, civil engineers and transportation planners in our Los Angeles, Tustin and San Diego offices.

Senior Engineer: The candidate will require B.S. Civil Engineer; P.E. or T. E., 10 years experience in traffic and civil project management and knowledge of principals and standards for design. Good oral and written presentation skills; and demonstrate familiarity with design analysis and administrative software packages.

Senior Transportation Planner: Position requires a person with strong leadership skills to help develop and super-

vide a staff of professionals who prepare transportation studies for public & private projects. A master's degree in city or regional planning, civil engineering, urban geography or related field or a bachelor's degree with advanced training in the field. 10 yrs of experience in technical analysis, project management and supervision and good oral and written presentation skills. Certification from AICP is desirable in lieu of engineering license.

Associate Engineers/Associate Transportation Planners: Positions requires a bachelor's degree in Civil Engineering or related field, and two years of professional engineering or planning experience.

Traffic Engineer in Honolulu: Opening a temporary office in Honolulu, which could evolve into a permanent office if business conditions are right. Lead and coordinate team efforts in traffic operations and design. Requires experience in signal timing, traffic signals, and contract administration; experience preparing & administering budgets; strong customer service orientation; and the ability to open an office in a new area. Position requires: B.S. Civil Engineer; P.E. or T.E., 10 years experience, preferably in traffic signal timing analysis. E-mail salary history with your resume and cover letter and address it to: Susan Grabiec at sgrabiec@katzokitsu.com with "Employment" in the subject line.

ENGINEERING PROFESSIONALS
\$56,599 - \$68,762 ANNUALLY PLUS FULL BENEFIT PACKAGE

Just minutes north of Seattle, Snohomish County is one of the fastest-growing counties in Washington state. The Public Works department is seeking engineering professionals to work on land development review, transportation concurrency, and growth management issues. The positions require experience and/or education in civil engineering, traffic or transportation engineering, code writing or development, public speaking, and relevant computer applications. For information and application instructions, send an e-mail to pw.tes@co.snohomish.wa.us, or visit our website at <http://www.co.snohomish.wa.us>.

Associate Transportation Engineer

City of Santa Cruz \$5,616-\$7,168 monthly; Excellent benefits and PERS retirement. Supervises, plans, designs and coordinates traffic engineering projects and programs; coordinates grant applications and project permits; oversees service applications and customer contacts; supervises traffic engineering staff. Typical qualifications: BS in civil engineering or a related field, and three years of increasingly responsible professional experience in traffic or civil engineering, including one year of supervisory experience, and registration as a traffic engineer or civil engineer in the State of California. Apply Immediately. This position will remain open until a sufficient number of applications have been received. For required application materials contact: City of Santa Cruz Human Resources Dept., 809 Center St., Room 6, Santa Cruz, CA, 95060, (831)420-5040 TDD: 800-735-2929 EOE/ADA www.ci.santa-cruz.ca.us/ps

Assistant or Associate Traffic Engineer (Two openings)
City of Santa Clarita, CA
(\$54,144 - \$65,820 or \$61,164 - \$74,352)

Assistant Traffic Engineer requires BSCE or EIT, and two years of recent professional traffic engineering experience. Associate Traffic Engineer requires BSCE, California registration as a Professional Engineer or ability to obtain within 12 months, and three years of experience. The City is seeking to hire an engineer with signal timing and design review experience for either the Assistant or Associate position. Additional duties for the Assistant position include reviewing signing & striping and street improvement plans, conducting field investigations and traffic engineering studies, and responding to citizens' traffic-related requests. Additional duties for the Associate position include preparing and presenting reports to the City Council and Planning Commission, and reviewing environmental and traffic impact reports.

Apply to City of Santa Clarita, 23920 Valencia Boulevard, Suite 130, Santa Clarita, CA 91355. For more information or an application call (661) 255-4392 or visit www.santa-clarita.com. Positions are open until filled.

PENFIELD & SMITH

Penfield & Smith (P&S), a progressive, employee-owned civil engineering, land surveying, and planning firm with 55 years of experience is seeking a Senior Transportation Engineer. P&S has three offices located on the California Central Coast, including our main office in Santa Barbara, an office in Santa Maria, and in Oxnard.

Transportation Engineer- Position requires 5-10 years experience in Traffic Engineering, with Registration in Civil and/or Traffic in California. The candidate will design/CAD and oversee traffic design projects in Ventura, Santa Barbara and San Luis Obispo counties. Candidates must have a comprehensive understanding of traffic engineering concepts, including knowledge of Traffic Signal Designs and Coordination Systems, Construction Traffic Control, Signing; Striping Plans, Traffic Impact Studies, Circulation/Parking, and Access Management.

Penfield & Smith offers an excellent salary and benefits package, including cafeteria-style medical benefits, dental, disability, and life insurance, 401(k), and a professional development program. Send resume to Penfield & Smith, Attn: Peter Nostrand, P.O. Box 98, Santa Barbara, CA, 93102-0098 OR email to: pen@penfieldsmith.com

Entranco

Entranco was founded in the Northwest in 1961 by Alex Redford and Brian Lewis, and our early projects were part of the great growth of the Puget Sound region and Washington State. Entranco stands for ENVIRONMENTAL and TRANSPORTATION CONSULTANTS. Entranco has completed over 3000 projects for federal and state agencies, county and city governments, utility districts, public transportation agencies, and private clients. The firm has received commendations for excellence and awards on many of these projects. Entranco is especially proud of its long-term clients as they reflect the quality of our professional and technical staff and the firm's consistently high service.

Project Manager

Entranco is looking for a project manager to lead their Traffic Group on engineering projects. This candidate must have their P.E. in the State of

Washington, have knowledge of traffic operations, signal design, channelization design, signing design and traffic studies. Must have the ability to use SYNCHRO, VISSIM, CORSIM and HCS. Required are 6 years of progressive experience in traffic operations design and studies for public and private sector projects. Desired are 10 years progressive experience in traffic operations design and studies with at least 2 years at the Project Management level. Experience in consulting engineering and PTOE desired.

Please refer to Job # 2020
CONTACT INFORMATION:
Email: HR@Entranco.com
10900 NE 8th Street, Ste.300
Bellevue, WA 98004
Phone: 425-454-5600
Fax: 425-454-0220

TRANSPORTATION PLANNER

Salary: \$3,974 - \$6,297/Month (DOQ) + xInt benefits

Performs traffic analyses and preparation of traffic duties for Port of Long Beach facilities, transportation projects and environmental documents (EIR/EIS); manages and assists in the review of consultant traffic studies; assists in the review/analysis of regional transportation studies/issues pertaining to outside agencies such as SCAG, LACMTA, Caltrans and USDOT; conducts or assists in the review/analysis of traffic issues; conducts or assists in the analysis of regulatory (e.g., Congestion Management Program) and legislative (e.g. proposed State transportation bills) issues. REQ: Bachelor's Degree in Civil Engineering or Urban Planning with an emphasis in transportation planning/engineering AND two or more years of paid, professional experience in planning/transportation or traffic engineering. Apply by: August 9, 2002.

City of Long Beach
Civil Service Department
(562) 570-6202 EEO

TRAFFIC ENGINEER **City of Puyallup, Washington**

\$53,040 TO \$68,952 annually
Excellent Benefits

Reporting directly to the Public Works Director, performs experienced engineering work in investigation, design, operation and maintenance of traffic control devices as well as analysis of transportation systems and functions. Requires BA with ma-

job course work in civil engineering and practical traffic engineering experience or any equiv. combination of educ. & exp. which provides the required knowledge, skills & abilities; requires WA State PE or the ability to obtain within 1 yr.

To apply, submit a completed employment application form and supplemental questionnaire by 7/26/02 (postmarks will be accepted). Application packets are available from our employment web site at www.ci.puyallup.wa.us or by calling (253) 841-5541. EOE

Transportation Planners **and Engineers**

URS/BRW, a subsidiary of URS Corporation, has openings for entry level, mid-level and senior level (Project Management) transportation planners, transportation design engineers, and traffic engineers in our San Diego, Santa Ana, and Phoenix offices. Experience in both public and private traffic engineering and transportation planning is desired. We are looking for self-motivated individuals who are looking for growth opportunities as part of a dynamic team. URS provides exceptional professional development opportunities, competitive compensation packages, and a full range of employee benefits. Send resume to Jay Byer, URS/BRW, 7720 N. 16th Street, Suite 100, Phoenix, AZ 85020 fax 602-230-9189, or e-mail jay_byer@urscorp.com. Visit us at www.urscorp.com EOE M/F/D/V

City of Corona, CA **ASSOCIATE TRAFFIC ENGINEER**

\$ 4,844 - \$ 5,913 Monthly *
Closes: June 28, 2002

Performs traffic engineering work involving research of traffic trends, accidents, & safety design standards. Prepares traffic studies & evaluates traffic impact reports. Prepares & reviews signal, striping & signage plans, conducts field reviews, develops policies & procedures and provides related technical information. Min-Qual: 4-yr degree in civil eng. or transportation eng & 3+ yrs of responsible prof. & technical transportation experience. Please see flyer at City's website for complete details. APPLY: at HR, 815 W. Sixth St., Corona 92882. HOTLINE: 909 736-2205 or online at www.ci.corona.ca.us EEO

* 4% Salary Increase effective 6-29-02

Position Available Ads:

To place your ad here, e-mail your ad to zakim@earthlink.net. The deadline is the 28th of the previous odd-numbered month, or see www.westernite.org for more information. The cost is \$6.00 per line, with a minimum cost per ad of \$100.00. Ads are also posted on our web site @ www.westernite.org.

COMMERCIAL **SUPPLIERS**

COUNTS UNLIMITED

Traffic data collection specialists serving Southern California. Manual, machine counts of types customized to your needs: Speed, Classification, Volumue • Radar • Travel • Video
Barbara N. Sackett, President
Tel (909) 247-6716 Fax (909) 924-8604

MULTITRANS

All types of machine & manual traffic counts, classification, speed, video, and roadway data
San Jose (408) 938-0400

TRAFFIC RESEARCH & ANALYSIS, INC.

Specializing in all types of traffic data, including machine and manual counts, speed, classification, video logging, road measurements, GPS. DBE CERTIFIED
3844 E. Indian School Rd. (602) 840-1500
Phoenix, AZ 85018 FAX (602) 840-1577

PROFESSIONAL **SERVICES**

2R Engineering

Traffic & Transportation Engineering • Traffic Impact Studies • Litigation Consulting & Testimony • Neighborhood & School Traffic Management • Parking
2971 Brimhall Drive
Los Alamitos, CA 90720
(562) 430-9685 e-mail: JR@2REngineering.com

AAE INCORPORATED

Civil Engineering • Surveying Services • Traffic & Transportation Engineering • Construction Management • Program Management • Municipal & School Facilities Engineering • www.aaeinc.net
Orange County, CA (714) 940-0100
Los Angeles, CA (626) 657-6000

ABRAMS ASSOCIATES

Traffic Planning & Engineering • Development Services • Litigation Consulting
2815 Mitchell Drive, Suite 120
Walnut Creek, CA 94598
(925) 945-0201 FAX (925) 945-7966

ADVANTEC CONSULTING ENGINEERS, INC.

ITS • Communications • Systems Engineering • Traffic Engineering • Signal Design • Traffic Control • Traffic Impact Studies • Parking Studies (DBE/MBE)
3333 Brea Canyon Rd, # 117
Diamond Bar, CA 91765
(909) 869-0055 FAX (909) 869-8017
www.advantec-usa.com info@advantec-usa.com

ALBERT GROVER & ASSOCIATES

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

ASSOCIATED TRANSPORTATION ENGINEERS

Traffic Engineering • Transportation Planning • Traffic Signal Design • Parking Studies
100 North Hope Avenue, Suite 4
Santa Barbara, CA 93110-1686
(805) 687-4418 FAX (805) 682-8509
email: main@atesb.com www.atesb.com

AUSTIN-FOUST ASSOCIATES, INC.

Traffic & Civil Engineering • Transportation Planning • Traffic Signal Design • Parking Analysis and Design
2020 North Tustin Avenue
Santa Ana, CA 92705-7827
(714) 667-0496 Fax (714) 667-7952

BOYLE ENGINEERING CORPORATION

Transportation & Traffic Engineering • Highways Structures • Transit Signals • Traffic Control
1501 Quail Street/P.O. Box 3030
Newport Beach, CA 92658-9020
(949)476-3300 Fax (949) 721-7142

BRIAN KANGAS FOULK

Traffic Engineering • Signal Design • Traffic Impact Studies • Geometric Design • Parking
540 Price Avenue
Redwood City, CA 94063 (650) 482-6300
San Jose, CA (408) 467-9100
Walnut Creek, CA (925) 940-2200

BUCHER, WILLIS & RATLIFF CORPORATION

Providing Innovative Solutions Since 1957
Transportation Planning • Traffic Engineering/ Operations • Travel Forecasting • Intelligent Transportation Systems • Communications Systems • Bridge/Roadway/Highway Design
Pleasanton, CA (925) 463-2730
Seattle, WA (206) 448-2123

CAMBRIDGE SYSTEMATICS, INC.

A National Leader in Transportation Planning • Travel Demand Forecasting & Analysis • Freight Modeling & Planning • ITS & CVO Products & Services • Transportation & Land Use Analysis • Transportation Finance
Oakland, CA (510) 873-8700
Seattle, WA (425) 837-1450
Cambridge, MA (headquarters) (617) 354-0167
www.camsys.com

CARTER & BURGESS, INC.

Comprehensive transportation planning and engineering:
Denver, CO (303) 820-5240
Las Vegas, NV (702) 938-5600
Los Angeles, CA (818) 784-7585
Phoenix, AZ (602) 263-5309
Salt Lake City, UT (801) 355-1112
Oakland, CA (510) 465-8400

CATALINA ENGINEERING, INC.

Traffic Engineering • Roadway Design • Research • Traffic Operations • Civil Engineering • ITS
180 W. Magee Road, Suite 140
Tucson, Arizona 85704
(520) 544-4067 FAX (520) 544-9616
www.catalinaengineering.com

CCS PLANNING AND ENGINEERING, INC.

Transportation Planning • Traffic Engineering • Highway Design • Traffic Signal Systems • Modeling/GIS • ITS • ATMS/ATIS • Parking • MMW/DBE www.ccsoffice.com
San Jose (408) 544-2477
Oakland (510) 267-1800
San Ramon (925) 314-1220
Sacramento (916) 646-5650

ROBERT CROMMELIN & ASSOC., INC.

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

CTS ENGINEERS, INC.

Traffic • Transportation Planning & Design • ITS • Transit Facilities • Highways • Bridges WBE/DBE
1412 112th Avenue N.E., Suite 102
Bellevue, WA 98004-3760
(425) 455-7622 FAX (425) 462-1374
cts@ctsengineers.com

DARNELL & ASSOCIATES, INC.,

Transportation Planning • Traffic Engineering & Design Services • Traffic Control Signal Systems • Impact Studies • Bikeways • Parking • Air Quality Analysis
1446 Front Street, Suite 300
San Diego, CA 92101
(619) 233-9373 FAX (619) 233-4034

DAVID EVANS AND ASSOCIATES, INC.

Celebrating our 25th Anniversary, in 16 offices throughout the west!
www.deainc.com Corporate Headquarters:
415 118th Ave SE 2828 SW Corbett Ave
Bellevue, WA 98005 Portland, OR 97201
(425) 519-6500 (503) 223-6663
(425) 519-5361 fax (503) 721-0870 fax

DIGITAL MEDIA PRODUCTIONS

Specializing in transportation graphics and technical illustration, digital presentations, digital video and photography, project web design, photo enhancement, scanning, and color printing for outreach, reports, etc. Pasadena, CA (626) 585-0211

DKS ASSOCIATES

Traffic and Transportation Engineering and Planning • Intelligent Transportation Systems
Oakland CA (510) 763-2061
Offices in: Pasadena, San Jose, and Sacramento, CA; Las Vegas, NV; Portland, OR; Seattle, WA
Web page: www.dksassociates.com rts@dksassociates.com

DOWLING ASSOCIATES, INC.

Traffic Engineering • Transportation Planning • Research • Traffic Software • Computer Models
180 Grand Avenue, Suite 250
Oakland, CA 94612 (510) 839-1742
Fax:(510) 839-0871 www.dowlinginc.com

ECHELON INDUSTRIES, INC.

Asset Management Specialists (TCDI Inventories), Traffic Engineering, and Transportation Planning
20681 Truss Ct., Diamond Bar, CA 91765
909 861 3881 FAX: 909 861 8251
www.echeloninc.com

ENTRANCO, INC.

Full service planning, design, and environmental analysis, services for Traffic and Transportation projects. Offices in Bellevue, WA, Portland, OR; Boise, ID, Phoenix and Tucson, AZ. Sacramento, San Francisco, Los Angeles, CA.
Helena, MT, Salt Lake City, UT, and Fort Collins, CO
For numbers call 1-800-454-5601
email: entranco@entranco.seanet.com

FEHR & PEERS ASSOCIATES, INC.

Traffic Engineering • Transportation/Transit Planning • Parking • Signal Design • Bikeway Studies
Denver, CO (303) 296-4300
Lafayette, CA (925) 284-3200
Las Vegas, NV (702) 221-4327
Reno, NV (775) 826-3200
Roseville, CA (916) 773-1900
San Francisco, CA (415) 406-1445
San Jose, CA (408) 278-1700
Salt Lake City, UT (801) 261-4700

GARDNER TRANSPORTATION SYSTEMS, INC.

Transportation Systems Engineering • ITS Planning & Design • Traffic Control Systems • Freeway Management Systems • Advanced Controller Systems • Communications
1355 Willow Way, Suite 110
Concord, CA 94520
(925) 691-9524 Fax (925) 691-9604
Offices in Atlanta, Dallas, Los Angeles, Tucson, and Salt Lake City

FREDERIC R. HARRIS, INC.

Traffic Control Systems • ITS • Freeway Surveillance Systems • Traffic Engineering • Transportation Planning • Transit
3840 Kilroy Airport Way #350
Long Beach, CA 90806
(310) 833-1002 Fax (310) 833-1236
San Diego, CA (619) 231-6660
Sacramento, CA (916) 929-3124

HEXAGON TRANSPORTATION CONSULTANTS

Transportation Planning • Traffic Engineering • Travel Demand Forecasting • Traffic Simulation • Traffic Operations • Environmental Impact Studies • Traffic Impact studies • Parking Studies • Transit Studies • Signal Design
40 South Market Street, Suite 600
San Jose, CA 95113 (408) 971-6100

HIGGINS ASSOCIATES

Traffic Engineering • Signal Operations • Comprehensive Transportation Planning • Geometric Design • Signal Design • Parking
1335 First Street, Suite A, Gilroy, CA 95020
(408) 848-3122 Fax: (408) 848-2202
email: info@kbhiggins.com

HNTB CORPORATION

Transportation • Traffic • Planning • Bridges • Airports • Highways • ITS
36 Executive Park, Suite 200
Irvine, CA 92714 (714) 752-6940
Phoenix (602) 528-4300
Denver (303) 839-8300
Seattle (206) 455-3555
Las Vegas (702) 365-9334 www.hntb.com

IBI GROUP

ITS • Traffic Engineering • Traffic Control Systems • Transportation Planning • Public Transportation • Civil Engineering • Architecture • Urban Planning
18401 Von Karman Ave., Ste. 110
Irvine, CA 92612 (949) 833-5588
Seattle (206) 521-9091
Denver (303) 713-1013
Toronto (416) 596-1930

INNOVATIVE TRANSPORTATION CONCEPTS, LLC

Transit and Traffic Engineering • Simulation Consulting
Software 2070 Controller Software
Corvallis, OR (541) 754-6836
Seattle, WA (206) 903-0469
www.itc-world.com

JONES & STOKES .

Traffic Impact Studies • Air Quality and Noise Studies
Sacramento, CA (916) 737-3000
Irvine, CA (949) 260-1080
Oakland, CA (510) 433-8962
San Jose, CA (408) 434-2244
Bellevue, WA (425) 822-1077
Phoenix, AZ (602) 256-6662

KAKU ASSOCIATES, INC.

Traffic Engineering • Transportation Planning • Parking
1453 Third Street, Suite 400
Santa Monica, CA 90401
(310)458-9916 FAX (310) 394-7663

KATZ, OKITSU & ASSOCIATES

Traffic Engineering • Transportation Planning • Signal Timing • ITS • GIS (DBE/MBE)
1055 Corporate Center Drive, Suite 300
Monterey Park, CA 91754 (323) 260-4703
Palm Springs, CA (760) 416-2577
San Diego, CA (619) 683-2933
Tustin, CA (714) 573-0317
www.katzokitsu.com

KIMLEY-HORN AND ASSOCIATES, INC.

Traffic Engineering • Transportation Planning • ITS • Communications • Software • Civil engineering
Regional offices in: San Diego, Orange, Los Angeles, Oakland, CA; Las Vegas, Reno, NV; Tucson, Phoenix, AZ; Albuquerque, NM; Denver, CO
Regional Headquarters: Phoenix, AZ 602-944-5500

LANCASTER ENGINEERING

Traffic and Transportation Engineering • Light Rail • Traffic Control • Traffic Impact & Planning Studies
Union Station, Suite 206, Portland, OR 97209
(503) 248-0313 FAX (503) 248-9251
email: LanEngr@aol.com

LEE ENGINEERING, LLC.

Traffic Engineering • Transportation Planning • ITS
3033 N. 44th Street, Suite 375
Phoenix, AZ 85018 (602) 955-7206
www.leeengineering.com email: info@lee-eng.com

LSC TRANSPORTATION CONSULTANTS, INC.

Transportation Planning • Traffic Engineering • Transit Planning & Facilities • Signal/Roundabout Design • Resort Planning • Parking
Tahoe City, CA (530) 583-4053
Denver, CO (303) 333-1105
Colorado Springs, CO (719) 633-2868

LIN CONSULTING, INC. (DBE/MBE)

Traffic, Civil, and Electrical Consulting Engineers
ITS Design • Signal • Lighting • Studies • GIS
21660 E. Copley Drive, Suite 270
Diamond Bar, CA 91765-4177 (909) 396-6850
www.LinConsulting.com FAX (909)396-8150
dwwlin@LinConsulting.com

LINSCOTT, LAW & GREENSPAN

Engineers & Planners • Traffic • Transportation • Parking
Costa Mesa, CA (714) 641-1587
Pasadena, CA (626) 796-2322
San Diego, CA (619) 299-3090
Las Vegas, NV (702) 451-1920

LSA ASSOCIATES, INC.

Transportation Engineering and Planning • Parking Studies • Capital Project Development tony.petros@lsa-assoc.com
One Park Plaza Suite 500 Irvine, CA 92614
P (949) 553 0666 F (949) 553 8076
Riverside, CA (909)781-9310
Rocklin, CA (916) 630-4600
Pt. Richmond, CA (510) 236-6810
Berkeley, CA (510) 540-7331

MEYER, MOHADES ASSOCIATES

ITS • Traffic Engineering • Transportation Planning • Traffic Control Systems • Communications • Transit Parking • Construction Management

1515 S. Manchester Avenue
 Anaheim, CA 92802 (714) 780-7243
 Los Angeles, CA (213) 488-0345
 Long Beach, CA (562) 432-8484
 Sacramento, CA (916) 772-7976
 Oakland, CA (510) 832-4662
 Boise, ID (208) 345-4630
 Idaho Falls, ID (208) 528-8538
 Las Vegas, NV (702) 384-2525
 Denver, CO (720) 898-0265
 Reno, NV (775) 847-7243
 Minneapolis, MN (612) 379-3885

MINAGAR & ASSOCIATES

ITS Planning, Engineering & Deployment • Signal System Design, Coordination & Timing • Traffic Engineering, Transportation Planning email: MinagarInc@aol.com
 6 Venture, Suite 315, Irvine, CA 92618
 (949) 727-3399 FAX (949) 727-4418

MIRAI ASSOCIATES

Transportation Planning • Traffic Engineering • Travel Demand Forecasting • Growth Management
 19110 Bothell Way NE, #202, Bothell, WA 98011
 (425) 415-0905 FAX (425) 415-0935

THE MOBILITY GROUP

Transportation Planning • Transit Planning • Parking • Traffic Planning & Engineering www.mobilitygrp.com
 523 West Sixth Street, Suite 348, Los Angeles, CA 90213-622-6116
 18552 MacArthur Blvd., Suite 345, Irvine, CA 92612
 949-474-1591

HMA/RICK ENGINEERING

Transportation Planning & Traffic Engineering • Traffic Engineering Software • Civil Engineering
 1 City Blvd West #630, Orange, CA 92868-3601
 (714) 738-3471 FAX (714) 738-7802
 email: HmaEng@earthlink.net

MULTITRANS

Traffic Engineering • Transportation Planning • Traffic Impact Studies • CMP Projects • Traffic Control Systems • Highways • Transit • Parking
 401 East Taylor St., Suite 6, San Jose, CA 95112
 (408) 938-0400 Fax (408) 938-0405

NBCE, INC.

Traffic Engineering • Transportation Planning • Civil Engineering • Surveying & Mapping • School Facilities Engineering www.nbceinc.com
 17501 E. 17th St, Suite 270, Tustin, CA 92780
 Tel. (714) 573-9999 Fax (714) 573-9877

ORTH-RODGERS & ASSOCIATES, INC.

Traffic Engineering • Highway and Traffic Design • Traffic Signals • Signal Systems Design • Intelligent Transportation Systems • Environmental Science and Planning • Municipal Services • Landscape Architecture and Urban Design
 Southwest Office Corporate Headquarters
 1140 N Town Center Dr, Ste 190 230 S Broad St, 16th Floor
 Las Vegas, NV 89134 Philadelphia, PA 19102
 (702) 233-4060 (215) 735-1932
 FAX: (702) 233-4560 FAX: (215) 735-5954
 Principal: Richard T. Romer, P.E., PTOE
 Managing Principal: Robert M. Rodgers, P.E., PTOE
 www.orth-rodders.com www.info@orth-rodders.com

OURSTON ROUNDABOUT ENGINEERING

Specializing in the indirect design of modern roundabouts. Barry Crown and Leif Ourston will guide you or your local civil Engineer through the design of safe, reliable, high-capacity Roundabouts. Difficult congestion-relief projects are preferred.
 806 Fawn Place (805) 563-1400
 Santa Barbara, CA 93105 Fax (805) 563-8876
 www.ourston.com mail@ourston.com

P&D CONSULTANTS, INC.

Specializing in Surface Transportation and Aviation Planning and Engineering
 Western Region - Orange, San Diego, Oakland, San Francisco, CA
 Lew Garber, P.E. (714) 835-4447 www.pdconsultants.com

PAT NOYES & ASSOCIATES

Public Process Design & Facilitation • Neighborhood Traffic Management • Traffic Incident Management Programs
 1566 County Rd. 83 Boulder, CO 80302
 (303) 440-8171 www.patnoyes.com
 e-mail: pat@patnoyes.com

PARSONS BRINCKERHOFF

Planning • Design • Construction Management of Highways • Bridges • Transit Systems • Airports • Port Infrastructure • Parking Facilities

Offices in Principal Cities
 Southern California Headquarters: 444 S. Flower Street, Suite 3700, Los Angeles, CA 90071 213-362-9470

Los Angeles 213-362-9470
 Orange 714-973-4880
 San Jose 408-441-2020
 San Francisco 415-243-4600
 San Diego 619-338-9376
 Sacramento 916-567-2500
 San Bernardino 909-888-1106

PARSONS TRANSPORTATION GROUP

Traffic Engineering Transportation Planning
 Highway Design Civil/Structural Engineering
 Parking Studies Project Study Reports ITS
 Engineering ITS Architecture Planning ATMS
 Newport Beach, CA (949) 263-9322
 Pasadena, CA (626) 440-6100
 San Diego, CA (619) 685-0085
 San Francisco, CA (415) 495-6060
 San Jose, CA (408) 289-8949

PENFIELD & SMITH

Traffic & Transportation Engineering • Parking • EIR Preparation • Civil Engineering • Surveying
 PO Box 98, Santa Barbara, CA 93102
 Santa Barbara, CA (805) 963-9532
 Oxnard, CA (805) 983-7499

WESTON PRINGLE & ASSOCIATES

Traffic and Transportation Engineering
 Litigation Consulting and Testimony
 23421 South Pointe Dr., Suite 190
 Laguna Hills, CA 92653 (714) 460-0110

RAJAPPAN & MEYER CONSULTING ENG., INC.

PSR/PR Preparation • Traffic Engineering • Corridor Studies • LRT Operations • Freeway Operations • Parking • Signal, Bikeway, Street Design
 60 S. Market St #510 San Jose 95113
 (408) 280-2772 FAX (408) 280-6803
 San Francisco, CA (415) 433-3303
 Oakland, CA (510) 986-1996
 Ontario, CA (909) 980-9758

RBF & ASSOCIATES

RBF Provides Comprehensive Transportation Planning • Traffic Engineering • Design Services • Highway Design • Traffic Signal Systems. (800) 479-3808 www.RBF.com
 Eleven offices located in California, Arizona, and Nevada.

RK ENGINEERING GROUP, INC.

Transportation Planning—Traffic Engineering
 Acoustical and Transportation Demand Management Studies
 20201 S. W. Birch Street, Suite 250
 Newport Beach, CA 92660
 (949) 474-0809 Fax (949) 474-0902
 www.rkengineer.com

ED RUZAK & ASSOCIATES, INC.

Traffic & Transportation Engineering.
 Consulting for Litigation
 10061 Talbert Avenue., Suite 200 Fountain Valley, CA 92708
 (714) 964-4880 FAX (714) 964-7219, 2040 Polk Street, #343
 San Francisco, CA 94109 (415) 929-8745

SIEMENS ENERGY & AUTOMATION, INC.

GARDNER TRANSPORTATION SYSTEMS BUSINESS UNIT
 Transportation Systems Engineering • ITS Planning & Design • Traffic Control Systems • Freeway Management Systems • Advanced Controller Systems • Communications
 1355 Willow Way, Suite 110, Concord, CA 94520
 (925) 691-9524 • www.sea.gts.siemens.com
 Offices in Atlanta, Dallas, Florida, Los Angeles, New York, Portland, Tucson and Salt Lake City

SMITH ENGINEERING & MANAGEMENT

Traffic Engineering • Transportation Planning • Civil • Parking • Transit • Engineering & Public Works Management • Litigation Consulting • 5311 Lowry Road, Union City, CA 94587
 (510) 489-9477 FAX (510) 489-9478

STEVENS-GARLAND ASSOC., INC.

Traffic Engineering • Transportation Planning • Parking Studies
 16787 Beach Blvd., Suite 234
 Huntington Beach, CA 92647 (714) 840-9742

TJMK TRANSPORTATION CONSULTANTS

Traffic Engineering • Transportation Planning • Signals • Impact Analysis • Corridor Studies • Parking • Traffic Counts • Software Development
 Pleasanton, CA 94588 (925) 463-0611
 Santa Rosa, CA (707) 575-5800

TMODEL CORPORATION

Transportation Planning & Analysis Software Training, Application & Support
 Call (800) T2MODEL or (206) 463-3768
 Fax (800) T2MODLR www.tmodel.com
 email: tmodel@tmodel.com
 PO Box 1850, Vashon, WA 98070

TRAFFIC MONITORING SERVICES

Traffic Counts-Manual & Machine
 2831 West Swain Road (209) 478-3364
 Stockton, CA 95207 Fax (209) 478-0454

TRAFFIC RESEARCH & ANALYSIS

Specializing in all types of traffic data, including machine and manual counts, speed, classification, video logging, road inventory, GIS mapping, and GPS data collection. DBE CERTIFIED.
 Arizona (602) 840-1500 email: susan@tra-inc.com
 California (916) 772-0872 email: traci@tra-inc.com
 With offices in Arizona, California, Colorado, and Arkansas.

TRANSCORE

Traffic Engineering/Operations • Traffic Control Systems • Transit Parking • Highway Design • Roadway Lighting • Environmental Forecasting • Travel Forecasting • Transportation Planning • ITS • Toll Systems • CVO • Port of Entry Systems
 9480 Carroll Park Drive, San Diego, CA 92121
 (858) 826-3400
 www.transcore.com Offices nationwide.

TRANSPORTATION MANAGEMENT SERVICES

TSM/TDM Planning • Management • Evaluation
 234 E. Colorado Blvd., Suite 400
 Pasadena, CA 91101 (626) 796-3384
 FAX (626) 796-2425 TMS85@aol.com

TRANSPORTATION PLANNING & ENG., INC.

Victor H. Bishop, P.E., President
 Signal System Design & Traffic Operations • Transportation Planning • Parking & Access • Project Impact Analysis
 2223 112th Avenue NE, Suite 101
 Bellevue, WA 98004 (425) 455-5320

TRANSTECH ENGINEERS, INC.

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

TRANSYSTEMS CORPORATION CONSULTANTS

Transportation Planning and Traffic Engineering • Road & Bridge Design • Civil/Structural Engineering • Transit/Rail Engineering • Environmental Planning
 Bellevue, WA (425) 451-8303
 Billings, MT (406) 247-5038
 Co. Spgs., CO (719) 634-5579
 Denver, CO (303) 740-8900
 Oakland, CA (510) 835-2761
 Phoenix, AZ (602) 277-7800
 More than 20 offices throughout the US.
 www.transystems.com

UMA ENGINEERING, INC.

Traffic Engineering • Transportation Planning • Highway and Bridge Design • Rail • Airports • Transit Planning
 3300 Irvine Avenue, Suite 255
 Newport Beach, CA 92660
 (949) 660-0101 FAX (949) 660-0681

URBAN CROSSROADS, INC.

Transportation Planning • Impact Studies • Traffic/Acoustical Engineering • Transportation Modeling • GIS • TDM
 41 Corporate Park
 Irvine, CA 92606 www.urbanxroads.com
 (949) 660-1994 FAX (949) 660-1911

URS/BRW

Transportation and Transit Planning, Traffic Engineering, Civil/Structural Engineering Design
 Denver (303) 293-8080
 Phoenix (602) 234-1591
 Portland (503) 224-4706
 Salt Lake City (801) 904-4000
 San Diego (619) 557-0580
 Seattle (206) 727-3367
 Santa Ana (714) 835-6886

VRPA TECHNOLOGIES

(Formerly Valley Research and Planning Assoc)
 Traffic Engineering • Transportation Planning • ITS • Modeling • Signal Systems • Parking • Air Quality • Noise Studies
 Fresno, CA (559) 271-1200
 San Diego, CA (858) 566-1766



District 6 Officers for 2001 - 2002

WASHINGTON GROUP INTERNATIONAL

Traffic Engineering • Transportation Planning • Signal Systems • Signal Timing • ITS • Environmental Studies • Corridor Planning • Transit/Rail • Tollways • Civil/Roadway • Structural
10822 W. Toller Dr • Littleton, CO 80127
Tel: (303) 948-4001 • Fax: (303) 948-4010
Offices: Irvine & San Ramon, CA; Boise, ID; Las Vegas, NV; Dallas & Houston, TX; Bellevue, WA; Cheyenne, WY

Albert A. Webb Associates

Providing 55 years of Comprehensive Solutions for your Engineering Needs • Traffic Impact Analyses • Traffic Signal Design • Congestion Management Plan • Parking Accumulation Analyses • Project and Project Study Reports • Construction Management and Inspection
3788 McCray Street
Riverside, CA 92506
(909) 686-1070 Fax (909) 788-1256
www.webbassociates.com

WHITLOCK & WEINBERGER TRANSPORTATION

"W-Trans", a certified DBE/WBE
Traffic Engineering • Transportation Planning • Designs for Livable Communities • Municipal Services • Pedestrian Safety/Planning • Traffic Calming • Roundabouts • Traffic Signal Design/Timing
Santa Rosa, CA, www.w-trans.com (707) 542-9500

WILBUR SMITH ASSOCIATES

Traffic Engineering - Transportation Planning - Rail - Highways - Transit - Parking - Traffic Signals - ITS - Bicycle and Pedestrian Planning - TSM
1145 Market Street, Tenth Floor
San Francisco, CA 94103 (415)436-9030
Anaheim, CA (714)978-8110
San Diego, CA (858)573-9042
Salt Lake City, UT (801)363-3955
Tempe, AZ (480)775-4344
www.wilbursmith.com

WILLDAN

Engineers and Planners • Traffic Engineering • Transportation Planning • Complete Municipal Services • Revenue Management
2125 E Katella Ave #200
Anaheim, CA 92806-6073 (714) 940-6300
Regional Offices in Anaheim, Las Vegas, Los Angeles, San Bernardino, San Diego, Phoenix, Pleasant Hill, Sacramento and Ventura

President

Rory Grindley, P.E., PTOE
Pierce County P. W. D.
2401 South 35th Street
Tacoma, WA 98409-7485
(253) 798-7250
Fax: (253) 798-3661
rgrindl@co.pierce.wa.us

Vice President

Julia Townsend, P.E., PTOE
kdANDERSON Trans. Engineers
417 Oak Street
Roseville, CA 95678
(916) 786-5529
Fax: (916) 786-5531
juliatownsend@infostations.com

Secretary-Treasurer

Ransford S. McCourt, PE, PTOE
DKS Associates
1400 SW Fifth Avenue, Suite 500
Portland, OR 97201
503/243-3500
FAX 503/243-1934
rsm@dksassociates.com

Past President

Rock Miller, P.E., PTOE
Katz, Okitsu & Associates
17852 E. Seventeenth St.
Suite 102
Tustin, CA 92780
(714) 573-0317
Fax: (714) 573-9534
RMiller49@compuserve.com

District International Director

Patti Boekamp, P.E.
City of San Diego
1010 2nd Ave., Ste. 1200
San Diego, CA 92101
(619) 533-3138
Fax (619) 533-3071

District International Director

Richard T. Romer, P.E., P.T.O.E.,
Orth-Rodgers & Associates, Inc.
1140 Town Center Drive, Suite 190
Las Vegas, NV 89134
Phone: 702-233-4060, Fax: 702-233-4560

District International Director

Ray Davis, PE, PTOE
International Director, District 6
Public Works Director
City of Belmont
1070 Sixth Avenue, Suite 306
Belmont, CA 94002
(650) 595-7459
rdavis@ci.belmont.ca.us

District Administrator

Wes Pringle, P.E.
WPAWilldan
27042 Towne Centre Drive, Suite
270, Foothill Ranch, CA 92610.
(949) 470 8880
Fax: (949) 770 9041
wpringle@willdan.com

International President

Jenny L. Grote, P.E.
Traffic Engineer III,
City of Phoenix,
Street Transportation Department
Phoenix, AZ 85003,
602-262-7597
Fax: (602)-495-2016
jgrote@ci.phoenix.az.us



Annual Meeting Chair

2002 District 6 Annual Meeting
Deepak "Dee" Ubhayakar, P.E.
City of Pomona
Public Works Department
P.O. Box 660 Pomona, CA 91769
(909) 620-2276
(909) 620-2269 (fax)
deepak_ubhayakar@ci.pomona.ca.us

Managing Editor

Zaki M. Mustafa, P.E.
City of Los Angeles
221 N. Figueroa St.,
Suite 300
LA, CA 90012
Tel. (213) 580-5361
ZakiM@earthlink.net

Technical Editor

John A. Kerenyi, P.E., PTOE
Kimley-Horn and Associates
2100 W Orangewood Ave.,
Suite 140
Orange, CA 92868
Tel (714) 939-1030
Fax (714) 938-9488
jkerenyi@kimley-horn.com

Web Master

Jon Pascal
The Transpo Group
11730 118th Avenue NE
Suite 600
Kirkland, WA 98034-7120
P. 425/821-3665 x 230
F. 425/825-8434
JonP@thetranspogroup.com

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



www.westernite.org

c/o Zaki M. Mustafa, P.E.
City of Los Angeles
221 N. Figueroa St., Suite 300
LA, CA 90012

PRESORTED
STANDARD MAIL
LOS ANGELES, CA
PERMIT NO. 32365

Dated Material - Time Value

If you are interested in listing your firm in the Professional Services Directory, please see guidelines at: www.westernite.org. Or, e-mail John Kerenyi, jkerenyi@kimley-horn.com