

President's Message

I would like to thank all of you for participating in our District 6 student endowment survey. The results were as follows:



- You are aware of the ITE District 6 student initiatives.
- You support having ITE District 6 continue with student initiatives.
- While there is a diversity of opinion on how to fund student initiatives, you support (by a 2 to 1 margin) a blended or hybrid plan of funding that contains incremental dues increases of 10% (less than \$10 annually) and establishing a modest endowment fund (\$300,000 to \$500,000).

I have asked our Advisory Committee, headed by Randy McCourt, to review the survey and take the steps necessary to establish the endowment fund. The District 6 Board will take up the topic of a dues increase and other funding strategies at our Annual Meeting in Montana. Please feel free to contact me or any officer to share your views on

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News Flash: Playing in the Street Okay

Play Streets in Suburban Neighborhoods

By Joseph A. Hart, P.E., Lawrence J. Corcoran, P.E., and William C. Fox, P.E.

Douglas County, Colorado, is experiencing neighborhood design and social trends that include popularity of street sports, increased parental concerns for child safety, and suburban development with over 1,150 cul-de-sac streets. Residents on one cul-de-sac requested a Play Street designation so their children could legally play in the street. Prior to the request, the Sheriff had made over 60 visits responding to illegal street play, with a number of citations issued.

The allowance for local authorities to designate a Play Street is provided in Colorado Revised Statute 42-4-109(9) which states that: "No person shall use the

highways for traveling on skis, sleds, skates... toy vehicle, or similar device to go upon any roadway except while crossing a highway in a crosswalk... *This subsection (9) does not apply to any public way which is set aside by proper authority as a play street and which is adequately roped off or otherwise marked for such purpose.*" (Emphasis added)

A variety of Play Street laws and ordinances were found through research. Examples were only found in dense urban locations. No applicable examples were found in suburban locations.

Douglas County worked with the Colorado/Wyoming Section of ITE to create a Play Street Technical and Legislative sub-committee to consider Play Street issues and develop uniform traffic control applications. The committee included the following representatives:

- Jennifer Jepsen-Cook, Arapahoe County DSIM

(Continued on page 4)



Are these people scofflaws? Not since they got permission to play in the street from their county!

California Unveils Rewrite of its Professional Engineers Act

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

A proposed re-write of the Professional Engineers Act is going through the California legislature. As amended in June 2005, Senate Bill 246 (Figueroa) would convert chemical, petroleum, traffic, control systems, fire protection, and nuclear engineering titles into practices. These six former titles would overlap into civil, electrical, and mechanical engineering, and vice versa. Holders of a P.E. in one discipline would be allowed to perform work within another discipline that is incidental and in connection with work in the P.E.'s own discipline, provided that the P.E. is competent in that work.

SB 246 would allow professionals who are not P.E.'s to practice aspects of engineering even if those aspects fit in the definitions of one of the engineering disciplines. This means, for instance, that a transportation planner can continue to perform capacity analysis. However, professionals without a license will not be able to sign and stamp plans, specifications, calculations, and reports.

The Registered Traffic Engineers of America (RTEA) has joined a coalition with engineering societies in several other disciplines. The coalition has agreed to unite unanimously behind the bill. Realistically, Senate Bill 246 is seen as the best deal that the traffic engineering profession will ever get. Without SB246, California would remain in its current situation, with traffic engineering

remaining only a title rather than a practice, T.E.'s still not able to sign plans, not able to become PTOE's, and traffic engineering still faced with elimination by a vote of the Board for Professional Engineers.

RTEA is encouraging California traffic engineers to support SB 246, by encouraging them to write to their local legislators, and by having city and county agencies express their support through lobbyists. If you have further questions, contact Walter Okitsu, ITE District 6 Traffic Engineering Registration Chairman, phone (323) 260-4703 x3121, fax (213) 947-1004, e-mail WOkitsu@KatzOkitsu.com.



Walter Okitsu

In Western ITE 50 Years Ago

[The July-August 1955 WesternITE had the following reports from local chapters and sections. Some issues were put to rest a long time ago; some we're still wrestling with today.—Ed.]

Inter-Mountain Area

Al Pepper's Traffic Operations Section has been receiving inquiries from far and wide about an article in the July issue of "Popular Mechanics" reporting that Colorado highways are now being marked with all-plastic signs that are rubberized to withstand rough treatment. While it might not be a bad idea to endow road markers with the ability to slap back at unfriendly motorists or sign vandals, Al explains that the Department has neither conducted research on the plastic sign material nor changed existing sign specifications. Hence, the magazine story about rubberized signs bouncing around on Colorado highways can be labeled a good piece of "science fiction."

Jack Bruce reports that "Operation Big Switch" in Denver's downtown traffic control plan has turned out to be quite

successful and well-received by the metropolitan driving public. Following the San Diego meeting of Western Section ITE, Jack escorted Al on a personal inspection tour of the business area and demonstrated how a motorist can now traverse the entire length of one of the City's oldest thoroughfares at a speed up to 35 MPH at certain times under the present progressive signal system. Reminiscing on the marvelous changes brought about in his native city over a relatively short span of years, Al says he can still remember seeing Buffalo Bill strutting down this same street uninhibited by pedestrian walk-wait lights or other traffic control devices.

Something of an innovation in sign installation procedure may be seen in the downtown Denver business district. Parking meters may have been decapitated in newly-established bus loading zones and extended meter posts utilized for mounting Bus Stop signs and posting parking prohibition markers. Later on, special signs designed to fit right over the parking meter heads will be placed to provide adequate notice of changes in permissible and

restrictive parking regulations.

Ellis Mathes and Lew Ross report that the Idaho Department of Highways has been given the green light for the installation of "YIELD RIGHT OF WAY" signs on the State Highway System. An opinion received from the Attorney General's office declares that the State is legally protected in the use of triangular Yield signs.

Positions Available

[This job description from 1955 sounds amazingly similar to some in the back of this issue! I would hold out for more salary, though, before taking it today.—Ed.]

Sacramento Area

Jack Faustman has an opening on his staff for an assistant traffic engineer in research and planning. Duties include: preparation of long-range street development plans; design of traffic signal systems; supervision of traffic signal installation, operation, and maintenance; supervise and analyse traffic studies, and

make recommendations for changes and improvements. Applicants must hold a bachelor's degree in civil engineering from a recognized college or university and have at least two years experience in professional traffic engineering or be an associate member of the Institute of Traffic Engineers. Graduate work in traffic engineering may be substituted on a year-for-year basis for traffic engineering experience. The position carries the rank of associate engineer and salary range is from \$480 to \$575.

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



Abstracts Due for 2006 ITE International Meetings

ITE invites you to submit an abstract of a paper that you would like to have considered for presentation at the ITE 2006 Technical Conference and Exhibit, "Transportation Solutions for the Real World" (to be held in San Antonio March 19-22), and/or the ITE 2006 Annual Meeting and Exhibit (to be held in Milwaukee August 6-9). Abstracts must be submitted by 5:00 p.m. EST, Thursday, September 1, 2005 for consideration. Please visit the ITE Web site at www.ite.org to submit or to obtain more information.

New this year! You can submit session topics for consideration. Click "Propose a Session" on ITE's home page.

Fannie Mae Promotes Livable Communities

Now it really pays to make smart transportation choices when you are a home buyer. Fannie Mae is providing better mortgage terms for people in Seattle, San Francisco, Los Angeles, and Chicago who select convenient neighborhoods for using all modes of travel.

The Location-Efficient Mortgage® (LEM), is a mortgage that helps people become homeowners in location-efficient communities. These are convenient neighborhoods in which residents can walk from their homes to stores, schools, recreation, and public transportation. People who live in location-efficient communities have less need to drive, which allows them to save money and improves the environment for everyone.

The LEM combines a low down payment, competitive interest rates, and flexible criteria for financial qualification to allow more people to own the home of their dreams.

For more details, go to <http://www.locationefficiency.com/>.

Submitted by Randy McCourt

WANTED: New Managing Editor



John Kerenyi will complete three years of service as Managing Editor as of the November-December issue, and is intent on fostering an on-time transition of duties to someone new. So, the District 6 Board seeks its next Managing Editor to take over for the January-February issue, and invites all interested readers to send a letter of interest to Zaki Mustafa.

If you would like to know more about the job, please refer to the *WesternITE* Web site (under "Leadership Tools") to see a list of duties, or contact Zaki, John, or any prior editor or Board member. Contact information for Zaki and John are on the back cover of this newsletter.

The field is wide-open; there is no front-runner; so if you have the interest and ability to serve, please apply!

Recent Red-Light Camera Research

Safety Evaluation of Red-Light Cameras, FHWA-HRT-05-048, April 2004—FHWA recently released research conducted on red-light-camera (RLC) systems which can be found at <http://www.tfhrc.gov/safety/pubs/05048/05048.pdf>. The following extract from the abstract highlights the findings.

"The objective of this final study was to determine the effectiveness of RLC systems in reducing crashes. The study used empirical Bayes before-and-after research using data from seven jurisdictions across the United States at 132 treatment sites. The purpose of the study was to estimate the crash and associated economic effects of RLC systems and specially derived rear end and right-angle unit crash costs for

various severity levels. Crash effects detected were consistent in direction with those found in many previous studies; decreased right-angle crashes and increased rear end ones. The economic analysis examined the extent to which the increase in rear end crashes negates the benefits for right-angle crashes. The analysis showed an aggregate crash cost benefit of RLC systems. A disaggregate analysis found that the greatest economic benefits are associated with the highest total entering average annual daily traffic, the largest ratios of right-angle to rear end crashes and with the presence of protected left turn phases."

Submitted by Randy McCourt

Play Streets

(Continued from page 1)

- Bob Manwaring and Ed Stafford, City of Arvada
- Dick Havercamp, City of Aurora
- Dave Menter, Town of Castle Rock
- John LaSala, City and County of Denver
- Joe Hart, David Evans and Associates
- Kelly Dunnaway, Douglas County Deputy County Attorney
- Larry Corcoran, Cindy Colip, and Chris Martin, Douglas County Public Works
- Brock McCoy, Douglas County Sheriff
- Bill Fox, Fox Higgins Transportation Group
- Kevin French, Jefferson County
- Karl Buchholz, City of Lakewood
- Will Johnson, LSC

This action and the following guidelines should not be interpreted as advocating the implementation of Play Streets by either the Technical Committee or by the Colorado/Wyoming Section of ITE. In fact, the initial recommendation was for removal of the allowance for Play

Streets from the State Statutes. Absent a political champion of that effort, these model guidelines have been prepared to address the current Colorado Revised Statutes which allow the designation of Play Streets by local jurisdictions.

The committee agreed that there were many administrative, procedural, regulatory, and enforcement issues associated with Play Street implementation that would need to be addressed by individual communities or jurisdictions. However, the Technical Committee also agreed that if Play Streets are to be implemented, then a uniform approach to their designation and delineation, regardless of local jurisdiction, is desirable. This approach is consistent with the transportation engineering industry's goal of uniform application of traffic control devices, to increase the public's

recognition, understanding, and consistent compliance.

For purposes of these guidelines, a Play Street is defined as follows:

A Play Street is a portion of a residential roadway, meeting specific physical criteria for such designation, and that is designated through consistent signing and pavement marking, where children may play in the roadway but yield right of way when motor vehicle traffic is present, and where motor vehicle operators should have a heightened level of awareness of and alertness for pedestrians in the roadway.

Physical criteria and delineation guidelines for Play Street designation were developed with committee input and review. A standard for implementation was identified along with supplemental guidance and supporting recommendations. The guidelines address:

About the Authors:

Joe Hart, P.E. is a Vice President with David Evans and Associates and leads traffic engineering and transportation activities in the Denver office. He has assisted Douglas County, Colorado Public Works staff in a variety of transportation studies including school site access and neighborhood traffic safety.



Lawrence J. (Larry) Corcoran, P.E. is the Traffic Engineering Manager for Douglas County, Colorado. He has been with Douglas County for seven years, directing traffic engineering and operations following a career of 27 years with the Colorado Department of Transportation.



Bill Fox is a founding principal of Fox Higgins Transportation Group in Boulder, Colorado.

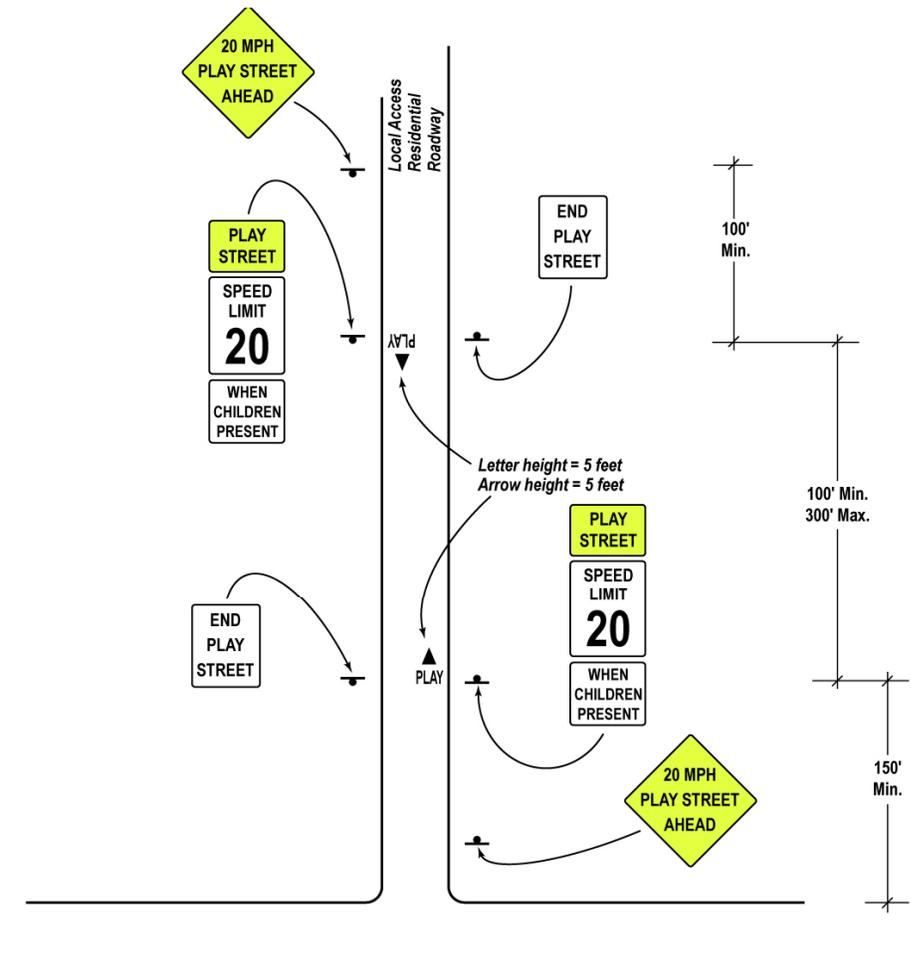


Figure 1
Example Signing and Marking for Play Streets

- Roadway type and character
- Play Street dimensions
- Speed limit
- Sight distance
- Signing
- Pavement markings
- Other considerations

In the process of developing the model guidelines, it was apparent that a number of other issues related to Play Street implementation need to be addressed by communities that intend to install a Play Street. Play Street implementation considerations were summarized to give communities or jurisdictions the benefit of the groundwork done by the committee. These considerations include:

- Determining local public interest and support for Play Street application
- When a Play Street is in effect
- Defining acceptable and unacceptable uses of a Play Street
- Funding for Play Streets
- Removing a Play Street designation
- Development of appropriate policies, regulations, and ordinances
- Enforcement issues
- Staffing issues

To address the specific concerns of the residents of the problematic neighborhood, the County adopted an “alternative-use

street” designation for the cul-de-sac street. The alternative-use street designation was intended as an interim measure until Play Street implementation criteria could be established through the committee work. This designation included limitations on type of street play, acceptable length of delay to traveling motorists, and locations where physical play devices could be placed outside of the traveled way (on-street parking was defined as outside the traveled way).

The Play Street guidelines and considerations were presented at the 2005 ITE Technical Conference and Exhibit Program in Las Vegas, Nevada. Questions and comments received following the presentation included the following:

Questions regarding the current status of the conflict on the street that prompted the study (the complaining neighbors have recently moved).

Questions as to whether any further requests or actions have been undertaken by the County regarding Play Streets. (A total of three requests were received, including the one that resulted in the “alternative use” designation. The other two requests were not encouraged and the individuals were asked to resubmit the requests after the demonstration of the first alternative use street could be reviewed.)

Comments that there is no “safe speed” when pedestrians are in the road.

(The guidelines recommend that play streets only be set up at the end of cul-de-sacs and at the ‘top’ of loop streets, where speeds can generally be expected to be lowest.)

Comment that parked cars in the designated play area could increase safety concerns. (This is one of the considerations identified for further review with neighbors.)

Comment that building neighborhood parks might better resolve the issue. (Regardless of the proximity of park facilities, children play in the street due to convenience and because parents want them close to home.)

Question if there have been any efforts to educate the public about the negative impacts of establishing Play Streets. (Public meetings with the neighborhood originally requesting the Play Street designation were conducted to discuss the implications of the designation.)

While initiation of a Play Street program is not encouraged, the guidelines and considerations developed by the committee provide useful information if a jurisdiction is faced with this issue.

A full version of the report, guidelines and implementation considerations can be found at:

<http://www.cowyite.org/technical/>

Section and Chapter Activities



Central Coast Section

April Meeting

The April meeting was held on the 12th at the Golden China Restaurant in Ventura, and was attended by 28 members. Michael Miles, Caltrans District 7 Deputy District Director of Maintenance, presented “Caltrans Traffic Maintenance and the Recent Southern California Floods.” His Caltrans district manages over 1,100 miles of freeways and highways in Los Angeles and Ventura counties with a \$125 million budget. Their priorities are to maximize traffic flow, meet customer needs with a high level of service, and work during off-peak hours. In addition, Michael discussed the challenges of the

recent floods in Southern California, including emergency permits, the closure of Highway 101 in Ventura County, traffic control, and safety. The region had over \$100 million in flood damage during the past winter, and Caltrans awarded 35 emergency contracts. A key lesson learned was that Caltrans must provide better communication with communities.

May Meeting

The May meeting was held on the 10th at San Luis Obispo City Hall. Members from the Cal Poly San Luis Obispo Student Chapter, as well as 18 Section members, were in attendance. The luncheon topic was the City of San Luis Obispo’s InfoSLO system, which is a GIS-based application utilized by City staff and the public for processing city government activities. Timothy Scott Bochum, the City’s Deputy Director of Public Works for the City of San Luis Obispo, presented an overview of the system. Rob Livick, Supervising Civil Engineer, discussed tracking encroachment

and transportation permits and documenting subdivision maps and improvement plans. Dario Senor, City Traffic Engineer, discussed traffic service requests. Jake Hudson, intern, discussed the City’s traffic model’s relation to land uses.



Ray Chong, Scribe



Hawaii Section

March Meeting

The March meeting was held on the 17th in the Paki Room at the Bishop

Section and Chapter Activities

Museum. The featured speaker was Mr. Gordon Lum, Executive Director of the Oahu Metropolitan Planning Organization (OMPO). Mr. Lum explained regional traffic modeling concepts and used a model of downtown Honolulu as an example. Mr. Lum also addressed mass transit, explaining that to be competitive for Federal funding Hawaii must present a financial plan that addresses construction, operation and maintenance of the transit system.

April Meeting

The April meeting was held on the 4th in the Campus Center at the University of Hawaii–Manoa. The featured speaker was Zaki Mustafa, ITE District 6 President. Zaki spoke of ITE's mission to make communities a better place through encouraging careers in transportation. To promote this mission, Mr. Mustafa highlighted activities such as mentoring and networking.

Mr. Mustafa is also Chief of the Bureau of Field Operations in the City of Los Angeles, and he shared some of the techniques that are being used to reduce pedestrian accidents in Los Angeles. The first is a smart crosswalk, which flashes overhead beacons at a special rate to alert drivers to a pedestrian crossing. The second is a pedestrian video detection unit, which uses infrared to detect pedestrians waiting to cross a roadway. Third, the City is now employing in-road flashers. An LADOT study has shown that use of in-road flashers have increased driver compliance at crosswalks by 25% to 74%.

Mr. Mustafa then recognized the following people for their contributions to ITE:

- Cheryl Yoshida, for her work as Hawaii Council Engineering Society Exhibit Chair.
- Cathy Leong, for her work on the ITE Section 6 Meeting to be held in Hawaii in 2006.
- Julian Ng, for his work as Technical Committee Chair from 1998 to present.
- Ty Fukumitsu, for his efforts to create the award winning ITE Engineer's Week Display.



Jodi Chew, Secretary

Southern California Section

March Meeting

The March workshop and luncheon was held on the 18th at El Adobe de Capistrano Restaurant in San Juan Capistrano.

The meeting was attended by a total of 113 members of the Southern California, Border, and Riverside-San Bernardino Sections.

Bob Crommelin presented "Ethics from the Engineer's Perspective." He discussed the engineer's relationship with the public, employers, clients, and other engineering professionals. Examples of scenarios which required ethical analysis were given.

David Royer presented "Preserving Design Immunity." He discussed how California public agencies can protect their legal right to design immunity. Challenges to immunity were discussed, including the need for reasonable designs by licensed engineers with approvals from documented discretionary authorities.

Wes Pringle discussed tips for serving as an expert witness, including what to expect in depositions, and advice on being careful what you say both on and off the record and whether or not you are representing the plaintiff or defendant side.

Bill Darnell presented "Lessons Learned," in which he discussed how engineers must abide by standards. If impossible or impractical to abide by a standard, justification in writing is necessary to protect yourself.

Harry Krueper discussed how public agencies can do a better job of programming safety improvements. He offered various design scenarios where safety was in question. Mr. Krueper advised that engineers "eliminate procrastination," work with citizens to get a sense of problems they encounter, and develop new safety ideas that, while controversial, may eventually catch on.

Ed Cline presented "Traffic Calming Backlash." Backlashes ranged from general dislike of measures taken, to injury claims resulting from speed humps, to court battles over the legality of certain measures.

The featured luncheon speaker was John Fisher, Assistant General Manager of



Los Angeles Department of Transportation, who presented "Connecting with our Customers." Mr. Fisher presented the Los Angeles Department of Transportation's "TIPS" (Transportation Information, Programs, and Services) program, which is a reference that informs citizens on common transportation related issues. Frequently-called phone numbers, contesting parking violations, transit services, pedestrian traffic signals, and traffic safety cameras are some of the many topics that TIPS covers. The other focus of these documents is that prior versions emphasized what engineers *can't* do, whereas this version emphasizes what engineers *can* do for the public—with qualifications noted. A full electronic copy of the TIPS brochures can be found at <http://www.lacity.org/ladot/dottips.htm>.

April Meeting

The April meeting was held on the 20th at the Monterey Hill Restaurant in Monterey Park and was attended by 65. The featured speaker for this meeting was Ms. Jane White, Senior Civil Engineer with the Los Angeles County Department of Public Works presenting the "Los Angeles County Regional Traffic Forum Program." Ms. White described the program's components, which are the Traffic Signal Synchronization Program (TSSP) and the Advanced Transportation Management Systems (ATMS). The program targets several corridors within the Gateway Cities, San Gabriel Valley and South Bay regions.

The goal of the TSSP is to upgrade each signal to current standards, install detection for full traffic actuation, complete intersection capacity and safety improvements, and implement coordinated timing.

The ATMS comprises the Traffic Control System (TCS), communications, and the Information Exchange Network (IEN). The TCS is a computerized system capable of monitoring traffic control systems and signal equipment status. The communications will be a hybrid of fiber optics, leased telephone lines, and spread-spectrum radio. The IEN integrates with each local agency's traffic control system and allows local agencies to share traffic control duties with other cities; for example, to allow after-hours control of their traffic signal system; and to share traffic performance data between agencies.

The County also described its Traffic Control System, KITS (Kimley-Horn's

Section and Chapter Activities

Integrated Transportation System), which the County selected on the basis of a competitive procurement. Los Angeles County has paid for a County-wide software license, so the package is available for no license fee to all Los Angeles County cities. (Integration and installation costs would still be required.)

Ms. White wrapped up by demonstrating CommuteView, an Internet-based personalized traveler information system. CommuteView allows the user to input their planned route to see real-time freeway conditions along the route, including speed, travel time, collisions and route alternatives. A companion telephone-bases system, called CommuteCall, is an interactive voice-response interface to the CommuteView service. Users of CommuteCall simply call into the service and use voice commands to access their account and receive real-time, customized, route-specific information. CommuteView can be visited at www.commuteview.net.

May Meeting

The May meeting was held jointly with the Orange County Traffic Engineering Council (OCTEC) at Radisson Resort Knott's Berry Farm in Buena Park on the 18th. The evening began with student chapter presentations.

Adham Nourredine, Jeffrey Roi, and Svein Pettersen of California State University Long Beach presented "An Evaluation of LED-enhanced crosswalks in Glendale," and won the Best Small Group Presentation Award. They theorized that the crosswalks might be enhanced by using red lights in lieu of yellow and making it clear to the pedestrian that the crosswalk is active.

Also from CSULB, Chaffee Yiu, Lewis Toi, Chinh Ly, Nghia Vo, and George Flores presented "An Analysis of a Signalized Intersection: Anaheim St. & Redondo Av." Conclusions were that protected left turns should be considered for east and west-bound traffic, and based on accident analysis, more street lighting should be considered.

Amaka Okoro, Kai Yee, Hashem Anas, Gokhan Ercan, Reggie Puertollano, and Michelle Gross, also from CSULB, presented "An Analysis of the Intersection of Santa Ana Street & Flower Street." The group recommended additional green time for southbound traffic to improve traffic flow.

Dennis Acuna, Hohn Ashlock, Stephen Freeman, Jennice Montiero, Shiori Kawaguchi, and Antonio

Buenrostro, students from California Polytechnic University, Pomona, presented "Vehicle Tracking System on Campus," their research on their campus' shuttle bus. This group, which was awarded the Best Large Group Presentation Award, found that a vehicle-tracking product from Pyramid Communications may be the best solution.

The second group from Cal Poly Pomona, winners of the Best Graphical Presentation Award, included Hye Oh, Tran Tran, Dev Patel, Marlin Cruz, Nick Pailma, Cesar Tolentino, Perry Kongrunparkorn, Brad Lee, Jeffrey Xu, Gary Chiang, Jessica Tambio, Evangelina Hernandez, and Hui Lai. In their presentation on "Traffic Signal Improvements at Kellogg & Valley," they concluded that the previously unsignalized intersection may require two left-turn lanes onto Kellogg Drive.

CSU Los Angeles' Joe Garcia, Franklin Garcia, Sheung Ching Tang, and Nagala Kshmi Tommlala presented "Bicycle and Pedestrian Safety in East Los Angeles." They concluded that pedestrians do not always wait for crosswalk activation, and crosswalks with heavy traffic should receive a traffic signal.

The dinner speaker was Wayne Tanda, General Manager of the City of Los Angeles Department of Transportation, who presented "Congestion Relief, It's Nothing to Sneeze At," a summary of congestion concerns and plans for relief. According to Mr. Tanda, the many plans to solve congestion problems all boil down to the need for money.



Richard Yee



Jason Rondou

Colorado-Wyoming Section

May Meeting

The May luncheon was held on Friday the 13th at the Doubletree Hotel in Denver, Colorado, and was attended by 76 members and guests.



Anna Bunce presented a program that is being initiated by Douglas County Traffic Engineering & Operations. Douglas County Public Works, in partnership with other metro-area public works agencies, to distribute Traffic Safety Awareness wristbands to coincide with National Public Works Week. Wristbands are being distributed to teen drivers at County high schools.

Mark Schaefer (on Dave Hattan's behalf) presented the Section's Transportation Professional of the Year Award to Mr. Dave Weaver of the City and County of Denver. Mr. Weaver has been involved in numerous activities including the Intersection Safety Course, DMAP access plan, Civic Center Plan, Justice Center, other numerous corridor and safety studies, and the Vehicle Crash Database.

Nate Larson introduced the featured speaker, Mr. Murray McBride from RG Consulting Engineers, Inc. He described the design and construction of Central City Parkway, which is a roadway through the Rocky Mountains providing a direct connection from Interstate 70 to Central City. It had numerous design challenges including eight-percent grades, significant cuts and fills, drainage concerns, and blasting.



Curtis D. Rowe, Scribe

Sam Ross, President, Crain and Associates

Sam Ross, founder of Crain and Associates, former traffic engineer with the Los Angeles Department of Transportation and longtime member of ITE, passed away on April 27 at his home in Los Angeles, surrounded by his family.

The family requests that, in lieu of flowers, memorial contributions be made in Sam's name to the Angeles Clinic Foundation (a cancer research and treatment center that Sam regarded highly), 2001 Santa Monica Boulevard, Suite 560W, Santa Monica, CA 90404.



Your Managing Editor proudly sports a trophy custom-made by Zaki to recognize winning ITE's Best Newsletter award two years in a row



Rory Grindley is presented with an award for his contributions to ITE. Left to right: Torsten Lienau, Washington Section President; Rory Grindley; Randy McCourt, District 6 Past President; Jim Ellison, Pierce County Public Works Department (and Rory's boss!)

President's Message

(Continued from page 1)

this topic. Our future begins with attracting the best students to transportation, and our student initiatives are targeted to actions that will achieve this goal.

I had the pleasure of attending the 45th Annual Meeting of the Intermountain Section at Jackson Hole, Wyoming, which serves Idaho, Montana, Nevada and Utah. Alyssa Reynolds was selected as the new Secretary-Treasurer. While there, Scott Thorston and I recognized Terry Smith for his 19 years of service to ITE. I also met with the new officers for the Idaho and Montana sections. We recognized Dave Butzier for serving as membership committee chairman. Finally, Torsten Lienau, president of Washington State Section, and I recognized Rory Grindley for his tireless contributions to the transportation profession through his work as a consultant, county traffic engineer and his extensive ITE participation. Rory is a current International Director.

I then went to the San Francisco Bay Area Section, where chapter president David Parisi and I recognized Bond Yee for 32 years of outstanding service to the transportation profession through his extensive work in transit planning and traffic operations.



Terry Smith (right) receives a proclamation from Ken Ackeret, District 6 Vice President (left) and Scott Thorston, Intermountain Section Past President

My last stop was at the Southern California section, where I presented an award to David Royer for his 35 years of service to our profession. Wayne Tanda was also recognized at the meeting for serving as the ITE District 6 coordinating council chairman for the last three years.

I'd like to announce that our Newsletter, *WesternITE*, has for the second year in a row recognized as the best newsletter at the international level! Congratulations to John for an exception

job in making District 6 the best in the nation and the world.

By the time you read this we will have had our Annual Meeting at Kalispell. I would like to thank the Local Arrangements Committee, led by Michael Sanderson, for what I know will be (or will have been) an outstanding job in hosting this year's Annual Meeting.

together we are the best



Wayne Tanda shows off his award recognizing him for years of service on ITE's Coordinating Council



Zaki presents Dave Butzier with a plaque recognizing his contributions to District 6 as Membership Committee Chair

Get to Know Your Local Leadership



Intermountain Section

The Intermountain Section elected the following officers for 2005-2006:



Left to right: Alyssa Reynolds, Secretary-Treasurer; Lee Cabell, First Vice President; Michael Sanderson, Second Vice President; Kent Fugal, President; Scott Thorston, Past President

Idaho Chapter

The Idaho Chapter elected the following officers for 2005-2006:



Left to right: Jay Walker, Past President; Cameron Waite, President; Pierson Dewit, Vice President; Mehann Donley, Secretary-Treasurer



Montana Chapter

The Montana Chapter elected the following officers for 2005-2006:



Danielle Reagor, President

Ivan Ulberg, Vice President

D.J. Clark, Secretary/Treasurer

John Pavsek, Past President

Positions Available



CHS Consulting Group

CHS Consulting Group, a fast-growing transportation planning and engineering firm in San Francisco and Oakland CA, has immediate openings for the following positions.

Senior Transportation Planner—

Candidates must have a master's degree in transportation planning/engineering or related field with a minimum of 8 years experience. The successful candidate should have strong analytical, computer, written, and communication skills. Candidates must have demonstrated track records in managing large-scale transportation planning projects, including areawide studies, corridor studies, transit studies, PRSs, and traffic studies. Candidates with hands-on experience in travel demand forecasting and traffic operations software are preferred.

Associate Transportation Planner—

Candidates must have a bachelor's or master's degree in transportation planning/engineering or related field with a minimum of 3 years experience. The successful candidate should have strong analytical, computer, written, and communication skills. Candidates must have track records in performing various kinds of transportation planning and traffic studies. Candidates must have hands-on experience in travel demand forecasting and traffic operations software.

*Senior Traffic Engineer—*Candidates should have a master's degree in transportation engineering or related field with a minimum of 8 years experience. The successful candidate should have with strong analytical, computer, written, and communication skills. Candidates must have demonstrated track records in managing large-scale traffic engineering projects, including traffic operations analysis, traffic engineering/safety, signal systems and signal design. Candidates with hands-on experience in traffic operations/simulation models (HCS, SYNCHRO, CORSIM, and VISSIM) are preferred. The

ideal candidate should be a licensed TE or CE in the State of California.

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EOE/AA

Sign of the Times

“The symmetry is elegant, but the message is not!”

Submitted by Robert Spierling from Oregon; the signs are located somewhere in Idaho



Legislative Update



Walt Stringer, District 6 Legislative Committee Chair

The past month has seen quite a bit of activity on both the Federal and California state levels, although key bills remain unresolved. The TEA-21 Reauthorization process (HR 3) continues to be extended (latest extension through

June 30, next extension likely to run through July 17), which has caused minor impacts on state budgets since some states made assumptions based on a 'new' bill versus continuing under old

provisions. The Senate version is currently the most controversial, as it includes a total funding level of \$293.8B, which is about \$10 billion over what the White House says it will approve for budgetary reasons. This version passed the Senate by a vote of 89-11 on May 17, with a Conference Committee the next step.

In California, the latest budget proposal for the new Fiscal Year, known as the “May revise,” offers some hope, as Proposition 42 funding, which has lost substantial amounts for several years, would receive full funding in the next fiscal year. This would not make up for all the funding losses over the past few years, as past and future gas tax spillover



revenues will not be recouped or available. Once the state legislature agrees on a budget and the Governor signs off, there is hope that the California Transportation Commission will again allocate project funds expeditiously and in backlog order. Also active as of late June is SB246, which would revise the state's Professional Engineers Act and potentially affect governance of Traffic Engineers [see page 2—Ed.].

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