

# Westernite

Official Publication of District 6 of the Institute of Transportation Engineers

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## Mid-Year Board Meeting Highlights



Ken Ackeret, District 6 Secretary-Treasurer

This year's District 6 Board Meeting was a great success. The day-long meeting started at 8:00 A.M. and ended before 5:00 P.M. at the Hilton Hotel in our President's, Randy McCourt's, hometown of Portland, Oregon.

This location gave everyone an opportunity to see the hotel and meeting rooms where our 2007 Annual District meeting is scheduled to take place. During the course of the day, the Board received various reports, ranging from international activities to our more local District 6 committee chair's plans and accomplishments. Attendees included the entire District 6 Board, Tim Harpst (International Vice President), Wes Pringle (District Administrator), John Kerenyi (*WesternITE* Editor), Jon Pascal (Web Manager), Rory Grindley (Advisory Committee), Steve Sasaki (Membership Vice Chair), Walter Okitsu (California Traffic Engineering Registration Chair), Jennifer Rosales (Career Guidance Chair), Marie Girardot (Vendor Chair),

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## Movin' Them Doggies Through Downtown Denver

### Re-Timing 218 Signals in the Denver CBD

John LaSala, P.E., PTOE, City and County of Denver

Darrell Alston, City of Thornton, Col.

Michael Finocchio, P.E., City and County of Denver

Working as joint partners, the Denver Regional Council of Governments (DRCOG) and the City and County of Denver (CCD) recently re-timed 218 traffic signals in the central business district (CBD) of Denver, Colorado. Figure 1 depicts the project location.

#### Layout and Characteristics

The Denver CBD presents numerous challenges beyond the classic textbook grid. A large proportion of the signals exist within the core CBD grid, which is skewed

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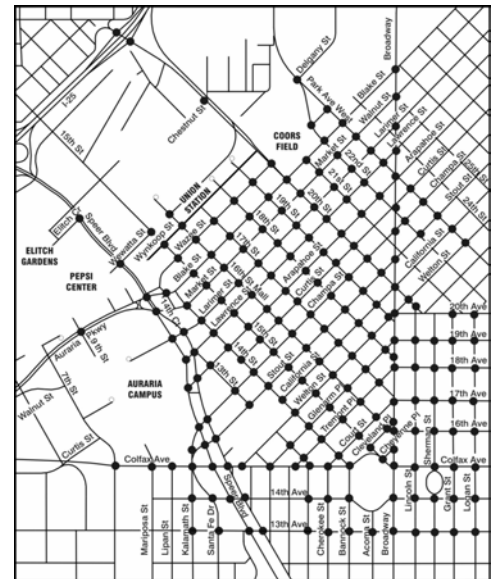


Figure 1: Project Area

## Welcome to Sacramento!

On behalf of the ITE Northern California Section members and our Local Arrangements Committee (LAC), it is our pleasure to invite you to the 2004 *ITE District 6 Annual Meeting to be held in Sacramento, California, June 20-23.*

The meeting will be held at the new Sheraton Hotel in downtown Sacramento, one block from Arnold's office at the State Capitol. The centerpiece of the luxury hotel is the renovation of Sacramento's Historic Public Market Building originally designed by renowned architect Julia Morgan, famous for designing the Hearst Castle.

Sacramento has a long and important transportation heritage. It was

an original stop of the Pony Express, the western terminus of the transcontinental railroad, and a key river port for the shipment of gold and other commerce.

The conference will feature several innovations and attractions: a fourth track of technical sessions (discussion panels on hot topics), the Opening Reception (which will be held in the exhibit hall), an exclusive viewing at the adjacent IMAX theater



Steve Brown, LAC Co-Chair

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## Mid-Year Board Meeting

### Highlights

(Continued from page 1)

Jeff Webber (Seattle LAC Chair), Bob Grandy (Sacramento LAC co-chair) and Bob Morast (Oregon Section Vice President). Highlights included:

- Ray Davis noted in his International Director's report that the Expert Witness Committee is looking for a newsletter editor, and that anyone interested should contact him for more information. Ray also recognized that there are currently 1,039 certified Professional Traffic Operations Engineers (PTOEs) internationally. Exams will be offered at the March ITE Technical Conference in California and at the ITE Annual Meeting in Florida next summer. He also noted that ITE is undertaking constitutional amendments regarding nomination and election procedures (details of which can be found on the ITE web site [www.ite.org]).
- Pat Noyes, International Director, informed the Board that she is currently Chair of the Security and Evacuation Advisory Committee and serves on the Transportation Awards Committee for ITE International.
- Rock Miller, International Director noted that the District 6 Board is available to travel to Sections and Chapters to support them – travel should be coordinated through President Randy McCourt.
- Zaki Mustafa noted that District 6 overall income for last year was \$100,775 with expenses of \$101,859. He indicated that the Seattle Annual Meeting will generate a small amount of excess revenue.
- Jennifer Rosales presented a survey of District 6 members on mentoring, the results of which will be used in the development of a mentoring program to be presented to the Board at the Sacramento Annual Meeting.
- Jeff Webber presented a report on the successful Seattle meeting, noting that the final registration numbers were the second-highest in history (2,307). The Board congratulated Jeff and his Local Arrangements Committee on a job well done.
- The Board approved a \$1,000 student initiative donation to the Washington Section as a thank-you for a job well done in hosting a successful Joint District 6/ITE Annual Meeting this past summer.
- The Board approved the Presidential appointment of Jenny Grote as our next District 6 Administrator effective June 23, 2004. Everyone expressed their thanks to Wes for all the work he has given the district over the past ten

years.

- The Board approved Student Chapter Charters and By-laws for the Boise State and Washington State Student Chapters.
- The Board approved up to \$1,500 to the University of Idaho Student Chapter to attend the 2004 Sacramento Annual Meeting and conduct the James H. Kell Award Student Competition. The Board also directed the Career Guidance Chair to conduct an RFP competition to select a student chapter to conduct the James H. Kell Student Competition and receive \$1,500 at future annual meetings after Sacramento.
- The Colorado/Wyoming Section and the Arizona Section were each invited to prepare proposals to host the 2009 District 6 Annual Meeting and present them to the District 6 Board in Sacramento at the Annual Meeting.
- Board action was taken to reduce travel costs.
- The Board approved a \$5,000 budget to initially fund a data collection program. Requests for proposals (due in early spring) shall be issued through the Technical and Career Guidance Chairs to seek Student Chapters to conduct data collection efforts, providing \$1,000 to \$2,000 grants.

## Welcome to Sacramento!

(Continued from page 1)

following the opening reception, and family night at the world famous California State Railroad Museum.

More than 90 individual technical presentations (20 more than at recent Annual Meetings) will be made. Presentations focus on such topics as community design, road diet, the future of carpool lanes, pedestrian master plans/ADA, goods movement, multi-jurisdiction ITS, transit priority, small/rural area planning, and much more.

The ever-popular traffic bowl will entertain conference participants and their families on Tuesday afternoon, followed by the annual awards banquet. A golf outing is scheduled for Sunday morning at the nearby Teal Bend Golf Course, a popular championship course adjacent to the scenic Sacramento River.

A series of technical tours will include

a state-of-the-art fuel cell technology center sponsored by all the major automobile manufacturers. Another technical tour will feature a hands-on visioning session to plan the future of transportation and land use in the Sacramento region using the PLACES3 Model.

Sacramento is an inviting city for families, with attractions such as Sutter's Fort, the historic waterfront, the State Capitol, the railroad museum, the Crocker Art Museum, and the River Cats triple-A

baseball team. Participants can easily extend their trip with a family vacation to Lake Tahoe (1-1/2 hours by auto), Reno (2 hours), the Napa Valley wine country (1-1/2 hours), or San Francisco (2 hours).

We look forward to seeing you in Sacramento on June 20-23!



*Downtown Sacramento, as viewed from across the Sacramento River*

**Watch for your registration packet  
to be arriving shortly!**

## Frequently Asked Questions about the Sacramento Meeting

Q: How would you describe the Sheraton Grand Hotel where the 2004 District 6 Annual Meeting will be held?

A: It's just two years old, one of the two large convention hotels in downtown Sacramento, and just one block from the State Capital. The meeting rooms are located in an elegantly renovated historic building designed originally by Julia Morgan.

Q: Who's that strange guy wandering around Sacramento with the dark glasses on?

A: That would be our new Governor... Arnold... who was sent back from the future to terminate those nasty taxes.

Q: What is there for my family to do during the meeting?

A: Organized events include a special showing at the IMAX Theater Sunday evening at 8 pm and Family Night at the California State Railroad Museum on Monday Night. Other great family attractions in very close proximity to the hotel include the historic waterfront in Old Sacramento, Sutter's Fort, the Golden State Museum, and the Crocker Art Museum.

Q: Will it be hot in Sacramento in June?

A: Not as hot as Palm Desert in July.

Q: What is this Fourth Track that I keep hearing about?

A: In addition to the three concurrent technical tracks offered at recent meetings, we've added a fourth track—providing you access to a total of over 90 speakers—that will address hot topics such as the future of HOV lanes, pedestrian master plans, High Speed Rail, and more.

Q: What's a Rivercat?

A: If you go to the Sacramento River, and look across to the west bank, there's a place called Raley Field that's the home of the Sacramento Rivercats, AAA affiliate of the Oakland A's. That's a long way of saying I'm not really sure what a Rivercat is.

Q: Is there shopping nearby?

A: The Downtown Plaza, an open-air mall designed by the architects of Horton Plaza in San Diego, is just a six-block walk from the hotel.

Q: What restaurants should I try?

A: If you're along the riverfront in Old Sacramento, try Rio City Café or Joe's Crab Shack. Other great Old Sacramento restaurants include

California Fat's, Fat City, and the trendy new Tunnel 21 (owned by Sacramento King Vlade Divac). The River City Brewing Company is at the west end and the Hard Rock Café at the east end of the Downtown Plaza.

Q: What's a River Otter taxi?

A: The River Otter Taxi Co. is a water taxi that will take you from the Old Sacramento riverfront to several restaurants along the American River including Crawdad's, Chevy's, Sushi on the River, and the Virgin Sturgeon.

Q: Why should I come to Sacramento for this Annual Meeting?

A: Because the Governor says you must!



## Sacramento Meeting Highlights

As host to this year's District 6 Annual Meeting, Sacramento provides a great opportunity to learn about everything from historic railroading to the newest research in fuel cell technology, cutting-edge applications of land use/transportation planning tools – and much, much more!

### *California State Railroad Museum*

Located in Old Sacramento, the complex of historic facilities and unique attractions is widely regarded as one of North America's finest and most visited railroad museums. We'll have the museum reserved for our exclusive use during the Monday Night Family Event, so you can take your time in viewing the lavishly restored trains and engaging exhibits.

### *Sacramento Region Blueprint*

The Blueprint Project is a cutting-edge transportation/land use study undertaken

by the Sacramento Area Council of Governments (SACOG). Winner of the prestigious Governor's Environmental and Economic Leadership Award (Land Use category) as presented recently by Governor Schwarzenegger, the Blueprint Project is designed to engage community members in meaningful discussions about growth—through a hands-on, real-time computer exercise. Join SACOG staff in a real workshop to experience why community members have been getting involved by the thousands.

### *California Fuel Cell Partnership*

The Partnership is a collaboration of auto companies, fuel providers, fuel cell technology companies and government agencies placing fuel cell vehicles on the road in California. The West Sacramento headquarters facility was built in 2000 and houses vehicle maintenance bays and a

hydrogen fueling station. Take a tour of the facility and hear how the partnership is addressing fuel infrastructure requirements, vehicle and fuel safety, market incentives, and consumer acceptance.

### *Capitol Corridor Intercity Rail*

The Capitol Corridor, providing intercity rail service between Sacramento and the San Francisco Bay Area, has been one of the most dramatic rail success stories in the United States over the past five years. From 1998 to 2002, ridership soared from 0.46 to 1.1 million annual riders while the cost per passenger mile declined by 27 percent. The Sacramento station, which features the highest boarding levels of all the corridor's stations, can provide you with access to destinations such as San Jose and Oakland/San Francisco.



# WesternITE Round-Up

## Tips from Around the District

### Hawaii Section

Nimitz Highway  
Contraflow Lane  
Hawaii



DOT opened a contra-flow lane along Nimitz Highway in September 2003. The four-month demonstration project converted one of the eastbound lanes on Nimitz Highway into an extra lane heading into the downtown area during the morning rush-hour period from 5:30 AM to 8:30 AM. If the demonstration project is successful, funding is available to continue it on a long-term basis. More information regarding the project is available at <http://www.state.hi.us/dot/publicaffairs/nimitz/contraflow/index.htm>.

#### Planned Projects for the State DOT in 2004

The State of Hawaii Department of Transportation is planning to spend more than \$200 million on new highway and maintenance programs in the coming year. Some of the nearly 70 projects scheduled to go to bid or begin construction in 2004 are listed below:

- *Oahu:* Widening of the H-1 Freeway (westbound) from the Waimalu Viaduct to the Pearl City off-ramp (\$56 million).
- *Oahu:* Extension of the Zipper (movable barrier) lane along the H-1 Freeway from Pearl Harbor to Ke'ehi Interchange (\$8 million).
- *Hawaii:* Widening of Queen Ka'ahumanu Highway from Henry Street to Kealakehe Parkway (\$23 million).
- *Maui:* Widening of Mokulele Highway from Kolaloa Bridge to Kealia Pond Driveway (\$18 million) and Maui Humane Society to Kolaloa Bridge (\$15.3 million).

#### University of Hawaii at Manoa Research Projects

- *Investigation Of The Effects Of Limited Ramp Closures Along The H-1 Freeway,* Panos D. Prevedouros: Project identified ramps along the H-1 freeway which, if closed, would cause a significant improvement of the flow conditions on the freeway without causing major congestion on adjacent

streets. Executive summaries from the three resulting reports are available at <http://www.eng.hawaii.edu/~panos/h-1a.htm> and full copies of the reports can be obtained by contacting Douglas Meller (Douglas.Meller@hawaii.gov) of Hawaii DOT.

- *Effect of Polymer Modified Asphalt Binders on the Performance of the Asphalt Concrete Mixes Used in Hawaii,* Adrian Ricardo Archilla: The research involves the study of different polymer modifiers for asphalt cement and seeks to identify the polymers best suited for use on Oahu given its unique environmental conditions, traffic loads/volumes, and aggregate types.
- *Investigation Of Traffic Detectors For Use In Hawaii,* Panos D. Prevedouros: Conducts a review of detector specifications with special emphasis on detectors suitable for measurements on arterial streets and rural highways, as well as testing of several portable and semi-portable detectors. Accuracy of volume, speed and classification counts under congested/uncongested, sunny/cloudy/rainy and day/night conditions are being investigated.



Cathy Leong, Hawaii Section President

### Northern California Section

- *New Sacramento Light Rail Extension Up and Running*—The South Line Light Rail Extension project has extended Sacramento Regional Transit's system 6.3 miles south from Downtown Sacramento to Meadowview Road. The grand opening of the extension took place in September 2003. Regional Transit officials expect the line to add 8,100 passengers daily to the light rail system by 2005.
- *Sacramento Region Blueprint Project*—The Sacramento Area Council of Governments (SACOG) has conducted dozens of interactive workshops throughout the six-county

Sacramento region as part of its Blueprint Project. The project aims to teach key stakeholders and the public at large about the interactions between land use and transportation, and to work towards a shared vision of what the Sacramento region should be like in the year 2050.

- *Mobility Strategies for Sacramento County*—Sacramento County is sponsoring a major study, entitled Mobility Strategies for County Corridors, which is developing long-range strategies for improving mobility in eleven major corridors in Sacramento County. The study will identify possible improvements to roadways, bicycle, pedestrian and transit facilities on a corridor-by-corridor basis, and also evaluate the overall effect that such improvements would have on mobility in the county.



Kristin Calia, Section President

#### Schedule of Contributions

Issue (Deadline)	Sections/Chapters
Jan-Feb (Nov 25)	Colorado/Wyoming Oregon Central California
Mar-Apr (Jan 25)	Hawaii Northern California Washington
May-June (Mar 25)	Intermountain Southern California
July-Aug (May 25)	California Border San Francisco Bay Area
Sept-Oct (July 25)	Washington New Mexico Riverside/San Bernardino
Nov-Dec (Sept 25)	Alaska Arizona Central Coast

Please submit your contributions to the Managing Editor (contact information on last page).

## Washington Section

### Section Initiates Student Mentoring Program



A new student mentoring program has been established and managed by the Student Mentoring Committee of the section. The program has four basic areas: 1) Student mentoring; 2) Monthly mentoring article from members; 3) Student shadow for the day; 4) Donations for monthly meetings and District 6 meeting in Sacramento, 2004. The committee consists of Bob Herman, Darek Jarzynski, and Kerensa Fromherz Swanson.

### I-90, Sunset Interchange

A newly expanded Interstate 90/Sunset interchange, located on the east edge of Issaquah, was opened to traffic on August 29, 2003. This interchange serves over 102,000 vehicles daily. The project converted an existing half-interchange into a full interchange and constructed a new road into the Issaquah Highlands development. Also included were construction of water treatment ponds, bicycle trails, creek enhancements, wetland mitigation, landscaping, vehicle detection, and CCTV cameras.

### Rail Transit

Sound Transit Link, bringing light rail to the Seattle area, broke ground on November 8th. The ground-breaking marks the beginning of a six-segment, 14-mile connection from Seattle to a station near the SeaTac airport. An earlier light rail section in the City of Tacoma was opened on August 22nd.

Sound Transit Sounder commuter train trips between the City of Seattle and the City of Everett opened on December 21, 2003. This segment was opened after completing a \$258 million agreement with Burlington Northern Santa Fe Railway Company. Sound Transit Sounder opened an earlier commuter train between the City of Seattle and the City of Tacoma in late 2000. The ridership has doubled since that time.

### Minimizing Impacts to the Public Through Innovative Techniques

How can a transportation project make everyone happy? By shortening schedules, saving money, and delivering innovative solutions for a successful project. The NE 8th Street Overpass project in downtown Bellevue accomplished all that by incorporating an innovative technique that lifted the new

bridge less than an inch off its temporary piers and lowered it onto 24 high-strength rollers. It was pulled along a track into place. This reconstruction project is part of the Bellevue HOV Access project to accommodate the HOV access ramps to the Bellevue Transit Center.

### State Legislature Passes 5 Cent Gas Tax for Needed Projects

The State Legislature recently passed a gas tax increase of 5 cents, and WSDOT responded with the release of six state projects that are moving forward to design and construction, including:

1. I-5 SR 161/SR 18 Triangle Improvements. Fee \$2.4 million. Environmental documentation, access decision report and design. Berger-ABAM selected.
2. SR 18 Issaquah Hobart Road to I-90 Widening. Fee \$3.4 million. EIS to include I-90 connection and 30% design to widen roadway to meet the design criteria from 50mph to 60mph. There is Freight Action Strategy Seattle to Tacoma Corridor (FAST) money available. HDR selected.
3. SR-520 West Lake Sammamish Parkway to SR 202. Fee \$5 million. The EIS and the design will be updated. CH2MHill selected.
4. SR-522 Snohomish River to US 2 four-lane widening. Fee \$1.2 million. Environmental documentation and design file. Parametrix selected.
5. SR-539 I-5 Access/Improvements: Ten Mile Road to International Border. East/West Corridor Study. Fee \$1.2 million. Study by-pass of Bellingham traffic, assist with R/W plans, hydraulic, utilities etc. for widening of roadway. DEA selected.
6. SR-539 I-5 Access/Improvements (Ten Mile Road to International border) and widening (Ten Mile Road to SR-546). Fee \$4 million. KPFF selected.

### RTID to Help Fund Regional Projects

A Regional Transportation Improvement District (RTID) was established by the Washington State Legislature in 2003. The counties of King, Snohomish, and Pierce (Everett/Seattle/Tacoma area) are preparing a regional plan and funding package to send to the voters.



*"Traffic Tim" Teaches Kids About Traffic Safety*

Traffic Tim is a book series created to inspire children to become aware of traffic safety while having fun. Parents and children alike will discover the

secrets of getting traffic problems fixed, saving lives in the process. He was created by Timothy Miller, an ITE District 6 member in Washington. To learn more about the Traffic Tim program, visit the Traffic Tim Web site at [www.traffictim.com](http://www.traffictim.com).



Gary Costa, Section President

## Apply for the Pedestrian Project Awards



The deadline for submitting applications for the ITE International Pedestrian Project Awards is April 1, 2004. Awards will be granted in the following categories:

- Facilities
- Policy
- Elderly and/or Mobility Impaired
- Education
- Safety
- Partnerships

Go to [www.ite.org](http://www.ite.org) for more details.

## District 6 Candidate Slate Announced

The following individuals have been nominated as candidates for District 6 officers:

*President:* Zaki Mustafa  
*Vice President:* Ken Ackeret  
*Secretary-Treasurer:* Bob Grandy, Dalene Whitlock  
*International Director:* Rory Grindley, Kathryn Harris

In accordance with Section 5.2 of the Bylaws of District 6, additional nominations may be made by petition signed by not less than five members. Each petition shall be accompanied by the written consent of the nominee to run for the office for which nominated, and must be received by the Secretary-Treasurer not later than 60 days prior to the election (due April 23). No member may be a candidate for more than one office.

## Feature Article

(Continued from page 1)

at an angle of approximately 45 degrees with respect to the balance of metro Denver's more prevalent north-south grid system. This creates interesting interactions along Speer, Colfax, and Broadway, the three main arterials which traverse the boundaries of the core CBD, where the skewed streets meet the standard north-south grid system. As an advantage to signal timers, the skewed portion of the grid has generally uniform block spacing averaging 350' northwest-southeast x 480' southwest-northeast. Most of the streets in the core CBD operate as one-way local

### About the Authors:

**John La Sala, P.E., PTOE** is currently employed as a Traffic Signal Engineer with the City and County of Denver. He serves as the Technical Committee Chairperson for the Colorado/Wyoming section of ITE. He received an M.S. in Civil Engineering, with an emphasis in Transportation, from the University of Colorado at Denver.



**Darrell Alston** is currently employed as Project Manager—Traffic with the City of Thornton, Colorado. Until recently, Darrell worked as a Traffic Operations Engineer with the Denver Regional Council of Governments. He was the Project Manager for DRCOG on the Denver CBD re-timing project. He received a B.S. in Civil Engineering from Colorado State University.



**Michael Finochio, P.E.** is currently employed as a Senior Traffic Signal Engineer with the City and County of Denver. He was the Project Manager for the City on the CBD re-timing project. He is an Associate Member of ITE. He received a B.S. in Civil Engineering from Colorado State University.



streets with an average of three lanes of travel. The block spacing is also fairly uniform in the standard north-south grid, averaging 350' east-west x 580' north-south.

As can be seen from Figure 1, numerous event centers exist along the western fringes of the central business district. Additionally, the 16th Street Mall, which is restricted only to pedestrians and buses, attracts substantial numbers of tourist and local trips. Parallel to the 16th Street Mall are two one-way couplets which serve as prime arteries for local and express bus routes, in addition to carrying substantial commuter, shopping, and entertainment-bound traffic. Perpendicular to these bus arteries are the one-way couplets of light rail transit which occur along Stout and California Streets. Pedestrian traffic is high in some areas, and several signals have an all-pedestrian phase. CBD traffic is typically highly directional during the weekday peak periods, with heavy inbound movements in the morning and outbound volume in the evening.

### Background

The CBD re-timing effort was overdue, as it had been eight years since the previous re-timing effort of 1994-5. During those eight years, Coors Field opened to major league baseball, the Elitch Gardens amusement park moved downtown, and the Pepsi Center opened to professional hockey, basketball, and other large events. During this relatively brief period of eight years from 1994 to 2002, metropolitan Denver witnessed a substantial population boom of 24 percent which ignited the appetite for more downtown event centers, arts, restaurants, and nightlife, along with office space to house the growing numbers of downtown businesses. In the Coors Field area alone, clusters of decaying warehouses have been transformed into a hotspot of urban nightlife. These land use changes caused travel pattern changes that triggered the need to re-visit the coordination plans.

During the period between the two CBD re-timing projects, traffic on key corridors increased by an average of 14 percent. In the lower downtown area, traffic increased by an average of approximately 16 percent. Evening peak-hour traffic increased by approximately 13 percent.

### Preparation

Traffic counts were conducted for three time periods: morning peak, lunch hour, and evening peak. The lunch hour counts were used to develop the off-peak plan. For most of the 218 intersections,

only these three signal timing plans developed. Special event plans, which had carefully evolved over years of operation and traffic expansion, were left virtually intact by this project. Turning movement counts were taken at 112 intersections, with movements at the missing intersections determined from arriving and departing traffic at adjacent intersections. Several older counts were also used.

To determine the most acceptable means of proceeding, numerous meetings were conducted between DRCOG and CCD. An important consideration involved determining the project constraints. One restrictive factor in the timing project was the timing along the light rail transit routes and the 16th Street Bus Mall. Over the years, the timing in these corridors had been optimized in order to allow efficient transit service. Any significant changes in timing in these corridors would have had a very detrimental effect upon transit travel. For this reason, it was decided to start with signal timing along these corridors as a starting point.

DRCOG develops signal timing using a combination of Synchro, TSPPD, and CORSIM software. Synchro provided the main means of analysis, while TSPPD provided further illumination of corridor progression. Where needed, CORSIM provided a microscopic view, and was helpful in simulating transit operations. However, since the timing along the main transit corridors did not change, CORSIM was used sparingly. SimTraffic was considered as a microscopic simulation tool, but was not used because CORSIM provided more flexibility. VISSIM would have provided a very high degree of flexibility, but was not selected because it would have required increased labor cost.

CORSIM does not allow different types of transit vehicles to co-exist on the same route. Therefore, 16th Street Mall shuttle vehicles were introduced into the network using the FRESIM portion of CORSIM. Light rail vehicles were simulated using heavy vehicles, with several parameters adjusted to match light rail behavior. The CORSIM/FRESIM model was developed by Dave Aden when he worked for DRCOG.

Using Synchro version 5, DRCOG analyzed cycle lengths beyond the existing 75-second cycle; however, it was agreed that the 75-second cycle served the CBD best for all plans. Based upon knowledge of prevailing traffic patterns, CCD made several changes to splits and offsets. Throughout the project, DRCOG provided excellent responsiveness to the changes



Feature Article (continued)

requested by CCD.

Signal System

At the time of project implementation, approximately half the signals were connected to the City's central signal system (an Econolite *icons* traffic signal system), which was installed as part of this project. All signalized intersections in the project area are equipped with NEMA controllers. Communication to these signals is achieved via fiber optic cable. Communication to the *icons* system is accessed via the Denver Traffic Management Center (TMC), which helped facilitate implementation of new signal timing, as controller data could be uploaded and downloaded from computers to the signals which were connected to *icons*. Currently, most of the remaining CBD signals are being added to the *icons* system.

Implementation

Implementation commenced in October 2002 and proceeded over a period of one month. Some engineers feel that a signal timing project is mostly complete once the timing plans have been developed and implemented. However, especially in a project as complex as this one, much work still remains.

Following the implementation, six months of "tweaking" transpired. During this period, CCD and DRCOG engineers drove on downtown streets discovering areas for improvement, and also to observe driver reaction to the new timing plans. Because of the close signal spacing in this grid network, adjacent intersections easily affect one another, magnifying the impact of a change. Therefore, each change had to be carefully weighed against the background of a delicately balanced system. The work often proceeded by trial and error, with the help of Synchro and TSPPD as visual planning tools. These tools were no substitute for fine tuning in the field that enabled the plans to gradually evolve.

Constantly changing conditions during the tweaking phase presented an additional challenge. Light rail was being re-located in conjunction with the expansion of the Colorado Convention Center. Signal timing was further changed to accommodate the new alignment of LRT. Detours associated with the expansion created an even more interesting situation, causing a need for temporary timing changes.

Systemwide Results

The travel impacts of this project were measured by performing before and after travel time and delay studies on 13 select, heavily traveled corridors. These results were extrapolated to the remaining corridors in order to obtain

- 1. Sum of travel for all 13 corridors
  - 2. Average of travel for all 13 corridors
- systemwide results. Before/after studies were performed through direct

measurement using a test vehicle equipped with a Jamar board. Using the Jamar board and its associated software, travel time, stopped delay and speed were determined. See Figure 2 for a graphical depiction of the systemwide results.

In the morning peak, travel time (adding together the end-to-end travel time for the 13 select corridors) improved by 12 percent. Travel time reductions in excess of one minute were documented on Blake, 17th, and 22nd Streets, and southbound Speer Boulevard. Stopped delay (adding together delay for the 13 select corridors) decreased 23 percent, and average vehicle speed (average speed for the 13 corridors) increased from 16 to 18 miles per hour (mph).

During the off-peak period, travel time was reduced by 14 percent. Of the 13 corridors, 10 showed improvement during the period. Two of the corridors remained unchanged; however, eastbound Colfax travel time increased by nearly one minute. The most dramatic improvement occurred on Blake Street, where travel time decreased by more than two and one-half minutes. Average stopped delay decreased 32 percent, and vehicle speeds increased from 16 to 19 mph.

During the evening peak, travel time was reduced by six percent, with a 12-percent reduction in stopped delay.

Systemwide Results

Travel Time<sup>1</sup>, Stopped Delay<sup>1</sup>, and Speed<sup>2</sup>

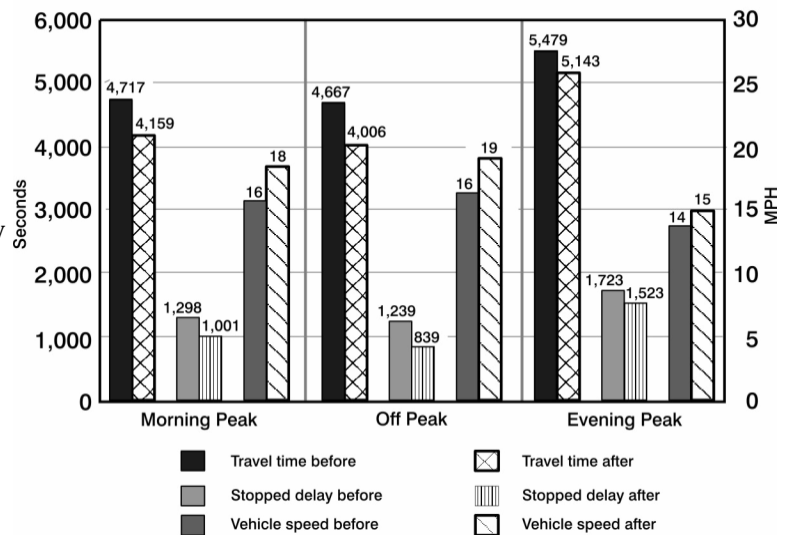


Figure 2: System-wide Results

Average vehicle speed increased slightly to 15 mph. The most dramatic improvement for the evening peak occurred on northbound Speer Boulevard, which showed a reduction in travel time of nearly two minutes. Broadway and Park Avenue West showed improvements in excess of one minute. However, travel time on 15th Street and Larimer Street increased by approximately one-half minute.

Overall Systemwide Improvements

Based upon the corridors evaluated, the new traffic signal coordination plans reduced average travel time in the CBD area by 12 percent over the course of an average weekday. Average travel speeds increased by 3 mph, and averaged stopped delay decreased by 23 percent. As shown in Table 1, this project is estimated to have reduced total travel time on the corridors evaluated by more than 2,000 vehicle-hours per day. Daily fuel consumption and

Table 1: System-wide Measures of Effectiveness

Performance Measures	Daily Benefits
Vehicle-hours of travel	634-hour reduction
Fuel consumption	272-gallon decrease
Time and fuel costs	\$10,550 saved daily
Daily pollutant emissions	745-pound reduction

## Feature Article (continued)

vehicle emissions were estimated for an average mix of vehicles based upon the Mobile 6 model. Developed by the Environmental Protection Agency, Mobile 6 represents the current standard of vehicle fuel consumption and emissions for corresponding speeds of travel. The Mobile 6 data was integrated with the travel time curves in order to estimate the daily benefits to consumption and emissions presented in Table 1. As calculated from time and fuel savings, using a fuel cost of \$1.35/gallon and a time value of \$17.00 per person-hour (based upon \$13.40 per person-hour at average vehicle occupancy of 1.25), the daily monetary gain to all motorists was estimated at approximately \$36,450 per day.

### Lessons Learned

When viewing the project from a broad perspective, in a system such as that of the Denver central business district with its fairly uniform grid system, it may seem to the casual observer that a more systematic means of signal timing could be conducted. From this perspective, grouping of signals with simultaneous or double alternate offsets would seem to be appropriate more often than is currently implemented. However, in light of the transit corridors where timing remained fixed, and existing travel patterns, this proved to be a difficult challenge. Perhaps traffic could be rerouted to follow a more efficient pattern, but this was outside of the scope of this project.

Another possibility for future timing projects would be to conduct weekend counts plus counts on Friday and Saturday nights. The counts conducted during the lunch hour may have adequately measured mid-day patterns, but the increasing level of activity in downtown Denver following normal business hours might warrant additional traffic plans. Additionally, since only about half of the 218 intersections were actually counted, further accuracy could have been obtained by counting more intersections. However, counting more intersections or more time periods would have entailed increased labor cost and time.

This discussion on traffic counts provides an introduction into another dilemma of the project. Not only was the timing of 218 closely spaced intersections a balancing act, but also the feat of project management presented its own needs for balance. The benefits and costs of the project had to be carefully weighed and

planned within the scope of the project budget and schedule. More accurate analysis could have been obtained, but at what cost? And, how much additional time would be needed?

At the present time, DRCOG initially uses Synchro version 5 to determine the optimal cycle length and on some projects also uses TRANSYT-7F version 9 to test their results. TRANSYT-7F is often considered to be a more robust software for grid networks such as a CBD, but at the expense of increasing labor intensity and loss of some simple coding capabilities. For example, TRANSYT-7F does not have the capability to code shared-use lanes.

Although precision of software increases as newer versions evolve, the complexities of traffic characteristics mean that no software will perfectly model actual traffic flow. Intensive microscopic simulation programs such as VISSIM could provide a more precise analysis at the expense of a very significant increase in labor intensity.

Another lesson learned from this project is to check the operation of all signals prior to and after implementation. This includes checking the accuracy of the clocks in the controllers, and replacing or repairing equipment which perform inadequately. Additionally, for signals on a system, the communication status should be checked. Assuming that everything is working properly beforehand results in a high probability that at least one signal is not working according to plan.

Ideally, it would be advantageous if the amount of time spent in the tweaking phase of this project could be reduced through more accurate analysis prior to implementation. The bottom line, however, is that this would have entailed further expenditure of time and money in the analysis phase, either by spending more on traffic counts or more detailed analysis. Despite software advances, the process of post-implementation field study with some tweaking will probably always be an essential component of signal timing. Since traffic conditions change constantly, this is especially true with a large and time-consuming project. In the global view, the goal of the project becomes maximization of the overall benefit-to-cost ratio for the entire process of analysis plus fine tuning.

Overall, the Denver CBD re-timing project of 2002-2003 was successful in improving the quality of traffic flow. We are grateful to the many efforts of the staff of both the Denver Regional Council of Governments and the City and County of Denver Traffic Engineering Services Group. We would prefer to re-time the

Denver CBD on a more frequent basis, especially if it continues its rapid rate of transformation. In the next iteration, we hope to use more effective analysis and implementation techniques in order that we may improve the daily benefits to downtown travelers by an even greater margin.

## February 10<sup>th</sup> Proclaimed “Hank Mohle Day”

At a Joint Section Meeting, Randy McCourt, District 6 President, along with the Southern California Section and Central Coast Section Presidents, declared the day of that meeting, February 10<sup>th</sup>, to be known as Hank Mohle Day in recognition of R. Henry (Hank) Mohle's outstanding leadership and extensive contributions to the traffic engineering profession. Hank has been an ITE member for over 50 years, has held positions at Section, District and International levels, and has participated in numerous Councils and publications.



Erik Zandvliet, Hank Mohle, Randy McCourt, and Farhad Miran



Save the Date—June 20-23

### Correction

The January-February issue inadvertently neglected to credit Joel Falter for co-authoring the feature “New Citizen Brochures Available” with Nazir Lalani (page 17). The Editor apologizes for this oversight.



# President's Message

*Why did you join ITE?* That is one of the questions the District 6 Board asked ourselves to begin the process of developing our District's strategic plan. Interestingly enough, we found that each board member was asked (in some cases told) to come to an ITE meeting by a professor, a supervisor, or a fellow worker. In my case, it was an invitation by Bob Layton that opened a gateway of learning through networking, sharing experiences with others and listening that has enriched my career development. For many that have gotten that invitation, gone, and felt out of place—don't give up. It's important that we embrace people as they start this odyssey of learning to encourage our collective development in the transportation profession, introducing them to others that have common professional interests and backgrounds. Please don't miss the opportunity to invite someone to an ITE meeting. They provide a place for professional relationships to grow over one's career.

As part of our strategic plan, the Board is reviewing historic ITE charters, missions, and strategic plans. Through our workshop, we defined five primary goals for District 6. The top two (student initiatives and career development) are aimed at strengthening our profession through our people—attracting and developing the best for our field. Technical excellence/emergence, social networking, and promoting the profession are aimed at how we can retain strong professionals by learning, sharing information, and recognition. The Board will be developing this plan over the remainder of this year, and I would encourage you all to share your ideas about ITE with any board member.

At the Mid-Year meeting, one of my campaign objectives was achieved. The District Board approved a data collection fund that will be utilized to obtain data regarding pragmatic issues in transportation engineering that generally seem to go un-researched. From trip generation to stop sign compliance, simple before/after studies, travel times, parking demand, and multi-lane freeway ramp merging turbulence—numerous issues we all deal with daily go un-quantified and/or un-documented. This program is aimed at initiating or seeding research in these areas as a platform for more comprehensive

research. It will involve student chapters and retired members of ITE, providing unique mentoring opportunities. Although current funding is a modest \$5,000, I believe it will be a catalyst to further investments in pragmatic documentation and research in transportation engineering. Please review the more detailed description of the program on our Web site, along with the RFP for student chapter participation that is due April 1.

Finally, we are heading into the election season and we have outstanding candidates from District 6, including two International Vice President nominees, that will be looking for your support and learning from you how best to serve you. At the section and chapter level, one thing you can do to help the candidates is to provide them time to speak to your members and help them with reduced meeting costs and travel arrangements. The candidates fund much of their campaigns themselves and any support is greatly appreciated.

## *Before/After Study of Passively Activated Crosswalk Flasher*

With growing attention being paid to pedestrian safety and crossing treatments, attempting to find measures that produce effective results requires the use of before-and-after studies. In Wilsonville, Oregon, a growing suburb of Portland with about 15,000 residents, DKS Associates has worked together with the City of Wilsonville to put together local guidelines for enhanced pedestrian crossings (contact Dana Beckwith, Brian Copeland, or Scott Mansur). Their most current crossing installation (using infrared passive pedestrian detection to activate both in-road and above road flashers, and standard signing) has produced solid results. The crossing was installed on Wilsonville Road (a two-lane arterial posted 35 MPH) near a transit stop and a pre-school. The before data was collected April 2002, followed by installation of the crossing treatment in June 2002 (approximately \$55,000), with after data collected June 2003. The results were very



*Photograph of crosswalk flasher installation.*

positive:

- 85th percentile speeds within 200-400 feet from the pedestrian crossing were reduced 4 to 7 miles per hour when a pedestrian was present (from 34 to 27 MPH within 200 feet and from 34 to 31 MPH within 400 feet).
- Percent of vehicles traveling 5 miles per hour above the posted speed (400 feet from the crossing) decreased from 17% to 3%.
- No vehicles were observed traveling 10 miles per hour above the posted speed 400 feet from the crossing after installation, compared to 3% before.
- The percentage of vehicles applying brakes in the presence of pedestrians increased from 38% to 78%.
- The percentage of vehicles that stopped for pedestrians in crossing increased from 9% to 47%.



*Randy McCourt*

## *Follow-up to Earlier Feature: Use of Driver Feedback Signs Approved*

The July/August 2003 *WesternITE* reported research conducted by the City of Phoenix on driver feedback signs. The feature noted that their use was not approved by the Manual on Uniform Traffic Control Devices (MUTCD). Since then, the 2003 version of the MUTCD was published, which includes use of driver feedback signs. The color recommendation is yellow and black—not black and white. Section 2B.13 states:

“A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is shown at the proper times.

“A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

“Guidance: If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX km/h (MPH) or such similar legend should be shown. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.”

# Section and Chapter Activities

## Hawaii Section



### November Meeting

The November luncheon meeting was held on November 18, 2003 at the University of Hawaii at Manoa in Honolulu. The featured speaker was Lin Zhang, Ph.D. candidate at the University of Hawaii and recent ITE Student Paper Award winner. Mr. Zhang presented a study of an eight-mile stretch of the westbound direction of the H-1 Freeway between 6th Avenue and the Pali Highway off-ramp. Travel times utilizing test vehicles, traffic volumes, and vehicular speeds were collected and analyzed, and the resulting models were then compared based upon the various performance measures. Based upon these results, Mr. Zhang concluded that travel times can be predicted well for short freeway sections and the model with the best performance was a simple exponential decay model.

### December Meeting

The December luncheon meeting was held on the 9th at the office of Belt Collins in Honolulu. The featured speakers were Danielle Conway-Jones, Associate Professor of Law at the University of Hawaii at Manoa, and Jessica Horiuchi, attorney for Alston Hunt Floyd & Ing. Ms. Conway-Jones began her presentation regarding Act 52, new legislation pertaining to procurement, by outlining the major points of the legislation. Act 52 calls for the institution of pre-bid conferences, a debriefing mechanism, negotiated procurement to obtain best and final offers, and the creation of a neutral institute to review, critique, and analyze procurement initiatives. Ms. Conway-Jones then discussed negotiated procurement, where applicants can discuss the details of a project with the State so that the scope of work is clear to the applicants and the State can determine if

the applicants have sufficient means to complete the project, leading to firm fixed price contracting to help reduce escalating costs. For projects where the State is not sure what the scope of work should be, discussions with prospective consultants can help the State to determine exactly what it needs. Ms. Conway-Jones also discussed how to ensure that the selection process is not influenced by political or other outside sources, as well as debarment and suspension, to help prevent selection of consultants with insufficient experience for a project or that previously been convicted for a crime.



Cathy Leong, President

## Border Section

### November Meeting

The November luncheon meeting was held at the Handlery Hotel in San Diego. Richard Leja, from the City of San Diego, updated the membership on the progress of the La Jolla Parkway/Torrey Pines Road intersection reconstruction project. This \$8.9 million reconfiguration project will improve traffic flow and decrease traffic congestion. Other benefits include concurrent water and sewer main replacement work, and extensive landscaping.

### December Holiday Party

The 2003 Annual Holiday Dinner Dance was a lot of fun for all attendees. Everyone danced until midnight! A photo spread, including traffic engineers dancing "The Electric Slide" can be found in the last newsletter (available online at [www.westernite.org/Sections/CalBorder/](http://www.westernite.org/Sections/CalBorder/)).

### January Meeting

The January luncheon meeting was held at the Handlery Hotel in San Diego. The speakers were Duncan Hughes and Julio Fuentes, both from the City of San Diego, who presented the City of San Diego's traffic signal timing practices. They focused on several locations throughout San Diego where the City has implemented some innovative traffic

signal timing techniques, including advanced pedestrian phases.

### Section Happenings

This spring, the San Diego State Student Chapter will be holding their first annual career fair! More information will be available in February with the details for firms interested in attending this function. All the proceeds will go to the SDSU ITE Student Chapter. The SDSU students are also compiling a CD-ROM of the chapter member's resumes. For more information on the career fair or the CD, please contact [SDSU\\_ITE@hotmail.com](mailto:SDSU_ITE@hotmail.com).

### Upcoming Events

The March luncheon meeting will be a joint meeting with the Southern California Section and will be held Friday March 19th, at the Laguna Cliffs Marriott in Dana Point. A mini-workshop is anticipated on the various Congestion Management Programs (CMPs) in place in Los Angeles County, Orange County, and San Diego County.

Ahmed Aburahmah,  
Scribe



## Student Chapter Opportunity: Get Paid to Collect Data for ITE

### Data Collection Fund RFP

Student Chapters are encouraged to submit proposals to conduct transportation engineering data collection projects to Randy McCourt by April 1, 2004. Details of the RFP can be found on the WesternITE web site ([www.westernite.org](http://www.westernite.org)). Study grants of \$1,000 to \$2,000 will be awarded to successful proposer(s) up to a total of \$5,000. Awards will be issued in mid-April for completion by June 2004.

# Positions Available

## URS CORPORATION

URS Corporation, ranked #1 design firm by ENR, is looking for motivated team players in Arizona, with strong technical, business development, and communication skills. The following positions are available:

**Traffic Engineer—B.S. Civil Eng. & EIT or PE; pref. min. of 2 yrs of exp. in traffic eng. Position reqs include study & analysis, report prep, design & plan prep. Candidate would work under the supervision of a Sr. Traffic Eng.**

**Senior Municipal Engineer/Project Manager—B.S. Civil Eng. and PE; 10+ yrs of exp in municipal infrastructure design w/ emphasis on transp. facilities. Exp. req'd in technical aspects of transportation design, staff supervision, project mgmt, bus. dev. & client contact. Local exp. w/ AZ communities is desired. Email: phoenix\_recruiter@urscorp.com, fax 602-648-2505 or mail resume to URS, Attn: Human Resources, 7720 N 16th Street, Ste 100, Phoenix, AZ 85020 EEO/AAE/M/F/D/V**

## CITY OF MESA, ARIZ.

**Traffic Signal Technician—(Salary: \$36,816 - \$49,691/Annually)**

The City of Mesa, AZ invites you to apply for the position of Traffic Signal Technician. With a population of more than 440,000, Mesa is 15 miles east of Phoenix and covers 128 square miles. Incumbent is responsible for performing skilled work in the installation, maintenance, and repair of electrical and electronic traffic signal control devices and systems. Work includes: inspecting computerized traffic control systems and recommending improvements, troubleshooting malfunctions and responding to emergency calls, performing construction of traffic signals and inspecting the work of contractors, and performing scheduled periodic maintenance functions and maintaining written logs of work performed. The incumbent uses a personal computer (PC) for record keeping and diagnostic troubleshooting of signal operations.

Requirements: Any combination of training, education, and experience equivalent to considerable (3 - 5 years) traffic signal maintenance experience, or an Associate in Applied Science Degree in Electronics Engineering Technology (or educational equivalent), and at least one

year of traffic signal maintenance experience. With either requirement, experience in maintaining microprocessor-based instruments, TSII Type I controllers, basic knowledge of PC operations, and optical pre-empt devices, including telemetry equipment, is preferred. Background check required.

Mesa offers a competitive benefits package. A City of Mesa application is required. Applications will be accepted until a sufficient number have been received. Applications, supplements and more information about the City of Mesa are available at [www.cityofmesa.org](http://www.cityofmesa.org) or apply to: City of Mesa Personnel, 200 S. Center St., Bldg. #1, P.O. Box 1466, Mesa, AZ 85211-1466. Call for information: (480) 644-2365

City of Mesa respects, values and welcomes diversity in our workforce. To this end, we encourage all interested people to apply.

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In addition to excellent benefits



(including stock options, incentive pay, tuition reimbursement, and more!), CH2M HILL offers the opportunity for personal and professional growth, challenging projects, and the latest technology. To apply, indicate job code 5049BR and submit your resume to [careers@ch2m.com](mailto:careers@ch2m.com). Visit our web site at [www.ch2m.com](http://www.ch2m.com). EEO/AA employer

## THE TRANSPO GROUP, INC.

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The Transpo Group is a consulting firm that has been providing traffic engineering and transportation planning services to public and private sector clients in the Northwest region since 1975. The Transpo Group has professional civil engineering registration in the States of WA, OR, CA, ID, WI, MT, CO. Our projects include traffic operations analyses including microscopic simulation; traffic impact studies of new developments; long-range, multi-modal transportation plans; transportation financing programs; bicycle and pedestrian facility plans; planning for HOV, rail, and high capacity transit systems; Transportation Demand Management (TDM) programs, and Intelligent Transportation Systems (ITS). We also provide traffic engineering design services, especially related to traffic signals, signs, streetlights, and channelization. For more information about our firm, visit our website at [www.thetranspogroup.com](http://www.thetranspogroup.com).

We are currently seeking motivated, growth-oriented individuals for the following immediate openings:

*Senior Transportation Engineers (Kirkland, WA and Spokane, WA)*

Qualifications:

- Degree in Civil Engineering
- Active PE license for 5+ years, ability to register in WA
- Excellent project management and client relations skills

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The latest Positions Available ads are always on our Web site!



# Positions Available

- 8-10+ years transportation engineering experience, preferably consulting to public and private clients in the Northwest, in one or more of the following areas:
  - ◆ Performing traffic impact studies and comprehensive transportation planning studies.
  - ◆ Evaluating traffic signals, corridors, and complex transportation systems.
  - ◆ Developing and implementing travel demand management (TDM) programs, neighborhood plans, and traffic calming measures.
  - ◆ Designing traffic and multimodal transportation systems, including bus transit, rail, and other high capacity transit systems.

## *Transportation Engineer (Kirkland, WA)*

### Qualifications:

- Degree in Civil Engineering, emphasis in transportation
- EIT certificate
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Email:  
humanresources@thetranspogroup.com

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

Diego offices. We have immediate openings for additional staff as indicated below.

*Senior Traffic Engineer for San Bernardino Office:* Our San Bernardino office is seeking a Senior Engineer to manage the day-to-day operations. The candidate should have a B.S. in Civil Engineering; P.E., T.E. and/or PTOE. 10 years experience in traffic and civil project management and scheduling, traffic analysis, report preparation and knowledge of principals, and standards for traffic engineering. Candidate should have supervision and business development experience. Good oral and written presentation skills are necessary. The applicant should also demonstrate familiarity with design analysis and project management administrative software tools.

*Transportation Planner/Engineer in our San Diego office:* Position requires a bachelor's degree in Civil Engineering, Urban Planning or a related field, and desirably 1-3 years of professional engineering or planning experience. Ability to work independently with some consultation from supervisor, preparing budgets and recommendations, participating in professional organizations and client discussions. Preferred experience would include: project management, traffic analysis (including simulations), traffic design (including traffic signal, signing and striping, and street lighting design), and report preparation. Writing skills are a must.

*Associate Transportation Planner in our San Bernardino Office:* Position requires a bachelor's degree in Civil Engineering, Urban Planning or a related field, and desirably 2-5 years of professional engineering or planning experience. Ability to work independently with some consultation from supervisor, preparing budgets and recommendations, participating in professional organizations, and client discussions. Preferred experience would include: project management, traffic analysis (including simulations) and report preparation. Writing skills are a must.

*Traffic Engineer in our San Bernardino Office:* Position requires a bachelor's degree in Civil Engineering or a related field, and desirably 5 years of professional traffic engineering experience. Ability to work independently to create traffic signal, traffic control, signing and striping, and related plans with minimal consultation from supervisor, preparing budgets and recommendations, participating in

professional organizations and client discussions. Preferred experience would include: project management, traffic analysis (including simulations), traffic design, and report preparation. Writing skills are a must.

Please visit our website at [www.katzokitsu.com](http://www.katzokitsu.com) for more information about the company and the positions. E-mail salary history with your resume and cover letter and address it to: Human Resource Department at [employment@katzokitsu.com](mailto:employment@katzokitsu.com) with the position in the subject line.

## **AAE, INC.**

*Traffic Engineering Positions Available in Brea—AAE, Inc.* is a dynamic and fast growing consulting engineering firm located in Southern California. We are currently seeking candidates with traffic engineering experience for our Brea office. Ideal candidates must have a Bachelor's degree in Civil Engineering or related field from an accredited college or university, possess a license (P.E. or T.E.) in the State of California and have a current valid California Driver's License.

This position requires a minimum of 5+ years of Traffic Engineering experience, with an emphasis on experience in the city system. Duties will include acting as Deputy City Traffic Engineer for various cities and some in-house traffic engineering. Typical duties include addressing day-to-day traffic operations issues, preparing engineering recommendations for traffic engineering problems in the cities served as deputy, preparing reports (such as speed surveys) and policies as they relate to traffic engineering items for the council's approval, and preparing staff reports for

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**It's Here!** Pay for your Positions Available ads conveniently, using a credit card. You've been asking for it, so we're doing it! Call the Managing Editor to arrange at (714) 939-1030.

**Positions Available (continued)**

(Continued from page 12)

tasks that need to be approved by the commissions and councils.

Send resumes to AAE, Inc., ATTN: HR, 601 S. Valencia Ave, Ste 250, Brea,

CA 92823 or fax to: (714) 940-0700. www.aaeinc.com.

**CITY OF MODESTO, CALIF.**

*Director of Engineering & Transportation*— Currently seeking collaborative and high-energy leader to serve as Director of

Engineering and Transportation. This growing and dynamic Central Valley city serves a population of 250,000 and offers attractive amenities of urban life while retaining the feeling of a welcoming suburb.

The divisions of the Engineering and Transportation Department include Capital Improvement Services, Transit, Solid Waste Management, Traffic and Development Services, and Airport Operations. The Department is supported by an operating budget of \$22 million and 89 employees, responsible for CIP budget of over \$22 million.

Modesto is desirous of attracting experienced professionals dedicated to progressive and customer focused leadership. Requires bachelor's degree and California PE registration within one year. Salary range is \$102,463-\$128,079. First review of resumes will occur on March 26, 2004.

Submit resume, cover letter with current salary, and three professional references to: Teri Black-Brann, SHANNON EXECUTIVE SEARCH, 241 Lathrop Way, Sacramento, CA 95815; Phone: 916.263.1401; Fax: 916.561.7205 E-mail: resumes@cps.ca.gov; Website: www.cps.ca.gov/shannon

**Editor's Corner**

**Is business good or is it bad?**

In talking to other consultants in the transportation field, I hear two stories:

- "Business couldn't be better!"
- "We're really worried about our future prospects."

If your firm is doing great, congratulations! I wish you the best.

For firms that aren't doing so well, or are doing well at the moment but don't know what the future holds for them, reasons seem to vary:

- "The California budget crisis cancelled half my backlog."

- "September 11th re-focused our clients' attention."
- "Our clients don't know if they're going to have money, so they're holding off doing anything."
- "There aren't any big projects coming up."



John Kerenyi

I'd be curious to know what our readers think. I'll publish any interesting emails I receive in a future *WesternITE*.

**Legislative Update**



Walt Stringer, District 6 Legislative Committee Chair

January 22, 2004 marked the Senate passage of the FY04 Omnibus Appropriations bill (including transportation), which had previously been approved by the House in December. Transportation funding remained at levels agreed during

the November 2003 conference committee process, and include \$7.3 B for transit, \$32.8 B for highways, and \$13.9 B for aviation. Check the text of a Conference Report published in the November 25 Congressional Record, at www.gpoaccess.gov.

In California, January 28 saw the ceremonial release of the program-level High Speed Rail environmental document into a ninety day comment period, although the Governor's budget

proposals assume that any related bond measure would be postponed until at least 2006 to avoid competing with budget-related bonding proposals. On January 9 the Governor's proposed budget was issued, and contained over \$16 billion in proposed adjustments/reductions to the General Fund, to resolve an estimated \$15 Billion deficit in the current year (future years have potentially worse deficits, depending on ballot measure outcomes in March 2004 and beyond). While many of the proposals do not affect transportation directly, the following is a summary of the impacts:

- FY-04: Suspend remaining Traffic Congestion Relief Program monies from General Fund (\$189M), divert remaining spillover revenue from the Public Transportation Account to the General Fund (\$17.5M), divert sale of Caltrans property revenue from Public Transit Account to General Fund (\$51M).



- FY-05: Suspend transfer of Prop 42 gasoline sales tax revenue (which funds TCRP) from the General Fund to transportation projects (\$1.127B), divert sale of Caltrans property revenue as above (\$47M). TCRP-funded projects would be prioritized and placed into the STIP, with a likely delay measured in years.

The Governor's proposal must be resolved with the Legislature to create a final budget, a process already underway. However, this process will not include Caltrans' current Director Jeff Morales, who is expected to depart the agency in March. Next column, we hope to have an update, and perhaps news from other states as well.

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