

Mid-Year Board Meeting Highlights

The District 6 Board and 21 District 6 members, including International President Tim Harpst, International Vice President Rich Romer, and various Committee and LAC chairs, met on January 28, 2005, at the Hilton near the



*Dalene Whitlock,
Secretary-Treasurer*

Ontario, California, airport. President Zaki Mustafa called the meeting to order at 9:05 a.m. The day's ambitious agenda included reports from all of the District 6 and International officers as well as the District Administrator, *WesternITE* Managing Editor and a number of the Committee Chairs. Following are highlights of the issues discussed and actions taken.

- President Zaki Mustafa noted that he has had an opportunity to recognize a number of members for their contributions and encouraged other District and Section leaders to look for opportunities to bring to light the many important and valuable contributions of our members.
- Vice President Ken Ackeret reported that for the 2003-2004 Fiscal Year, the District had \$117,265 in expenses versus

(Continued on page 10)

What's In This Issue

Kalispell Meeting Highlights	2
President's Message	5
Section and Chapter Activities	8
This Year's District 6 Candidates	10
What's a Webinar?	11
Legislative Update	17

San Jose Gets Street Smarts

by Linda Crabill, City of San Jose Department of Transportation

San Jose, California, is the 11th-largest city in the nation and for the last four years has been rated as the safest big city in the U.S (for 500,000+ population). The quality of life is a major reason why businesses and families continue to locate and grow in San Jose, Capital of Silicon Valley. And although San Jose has one of the safest transportation systems of any metropolitan

region in the country, the goal is to have zero fatalities and to minimize injuries on city streets by coordinating use of the "3 Es" - Engineering, Enforcement and Education.

In November 2002, the City of San Jose Department of Transportation (DOT) launched Street Smarts, a public education program targeted toward changing driver, pedestrian and bicyclist behavior, to address growing safety issues on city streets.

Education is increasingly becoming

(Continued on page 6)



Sample billboard from the Street Smarts program.

Welcome to Kalispell, Montana!

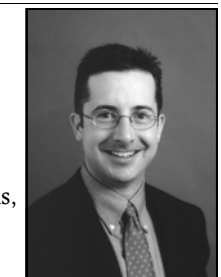
On behalf of the Local Arrangements Committee and the Montana Chapter, I invite you to attend the 2005 District 6 Annual Meeting to be held July 10-13, 2005 in Kalispell, Montana.

Old West charm and breathtaking scenery—Kalispell is located in northwest Montana at the north end of Flathead Lake, the largest natural freshwater lake west of the Mississippi. Just minutes from the west entrance to Glacier National Park, Kalispell is a haven for outdoor recreation, including hiking, mountain biking, horseback riding, whitewater rafting, and golf on some of America's most spectacular courses.

The 2005 District 6 Annual Meeting will be held at the WestCoast Outlaw

Hotel, located just minutes from Glacier National Park and Flathead Lake. The Outlaw Hotel has a fitness center, tennis courts, two indoor pools, four whirlpools and a sauna. Fine dining is available within the hotel at Hennessey's Steakhouse, a Kalispell tradition for over 50 years.

The meeting will officially begin Sunday evening with an opportunity to see old friends and meet new ones at



*Michael Sanderson,
LAC Chair*

(Continued on page 2)

Welcome to Kalispell!

(Continued from page 1)

Get Acquainted Reception. For those that are interested, a sunset lake cruise on Flathead Lake will follow the Get Acquainted Reception. Family Night will be held on Monday evening at the Summit House atop the Big Mountain Ski Resort. Attendees will take the Glacier Chaser gondola to the top of the mountain and enjoy breathtaking views of Glacier Park and the Flathead Valley.

This year's Traffic Bowl will take place on Tuesday afternoon. It will again feature a Jeopardy-style format and is being organized by the ITE Student Chapter from Montana State University. Following the Traffic Bowl, join us for dinner and a fun night of dancing to a well-known local band at the Annual Awards Banquet.

A golf tournament is scheduled for Sunday morning at Buffalo Hill Golf Club, the most popular golf course in the Flathead Valley and one of the reasons why the Flathead Valley was named one of

the "50 Greatest Golf Destinations" by Golf Digest, January 2003. Proceeds from this year's tournament will benefit the District 6 Student Initiatives program.

The LAC is also working on a high-quality technical program that will include four technical tracks, training opportunities, and a tour that we expect will be so popular, that we're offering it twice! The technical program will consist of 108 individual presentations on topics such as roundabouts, traffic signals, simulation models, case studies, unique applications of planning related to design, accident analysis, and various safety programs and associated ITS devices. The fourth conference track will feature special topics related to contemporary and community issues along with a single session devoted to the Going-to-the-Sun Road rehabilitation project.

The vendor exhibit hall will be open Sunday night during the Get Acquainted Social and throughout the meeting, with numerous exhibitors displaying their products and services. Contact Matt Ulberg, the LAC Vendor Exhibit Chair, at (406) 721-4320 or mattu@djanda.com to

reserve a booth space.

The Flathead Valley has an unlimited number of fun things to see and do. The LAC is organizing several family activities, including whitewater rafting and a trip to Big Mountain Resort. However, I also encourage you to extend your stay and spend some time exploring the Flathead Valley and Glacier National Park. For more information on fun things to see and do while in the area, visit the "Family Fun" portion of the Kalispell Meeting website, accessible through the District 6 website at www.westernite.org.

We look forward to seeing you in Montana for an informative and fun-filled meeting!



Kalispell Meeting Highlights

Technical Tracks

The technical program will consist of 108 individual presentations contained within four different technical tracks. The Traffic Engineering and Operations track will provide the latest information on roundabouts, traffic signals, simulation models, and a wide variety of related topics. The Transportation Planning & Transit track will feature a number of case

studies, modeling tools, methodologies, and unique applications of planning related to design. Accident analysis and various safety programs, along with the latest in ITS developments, will be presented in the Traffic Safety and ITS Applications track. The fourth track will feature special topics related to contemporary and community issues along with a session dedicated to the Going-to-the-Sun Road rehabilitation project.

Technical Tours

The Kalispell Meeting will feature a guided tour of the Going-to-the-Sun Road, one of the most picturesque engineering marvels in North America. The spectacular Flathead Mountain Range, which decorates Glacier National Park, is Montana's answer to the Swiss Alps, both in sheer beauty and spectacular views. Guided travel will be in the historic Red Jammer buses, vintage 17-seat sedans. Not



Take a boat cruise on beautiful Flathead Lake after Sunday evening's Get Acquainted social.



Never tried river rafting? Now's your chance! A rafting excursion will be available.



The Local Arrangements Committee will work hard to make the conference as informative, entertaining, and as possible. Left to right: DJ Clark, John Pavsek; Brent Campell, Terry Smith, Michael Sanderson (Chair), Danielle Reagor, and Ivan Ulberg. Not pictured: Matt Ulberg, Bob Marvin, Debbie Albin, and Laura Stanley.

only will you find this adventure exciting, you will also be amazed at how much you will learn about the park, its peaks, its wildlife, and even its wildflowers, as you take part in one of Glacier’s interpretive scenic tours.

Golf Tournament at Buffalo Hill Golf Club

The Meeting will feature a golf tournament at Buffalo Hill Golf Club, the most popular golf course in the Flathead Valley. Proceeds from this year’s tournament will go toward District 6 Student Initiatives, to help support the next generation of ITE members. Attendees may also want to take some time to play one of the other eight championship courses in the Flathead Valley, each of which offers forest-lined fairways and challenging terrain created by world-renowned golf course architects. The Flathead Valley was named one of the “50 Greatest Golf Destinations” by Golf Digest, January 2003.



These gondolas will transport you Monday evening’s Family Night activity at the summit of Big Mountain Resort.

Sunset Cruise on Flathead Lake

Enjoy the beauty of a Montana sunset while taking a boat tour of Flathead Lake. The cruise will be offered after the Get Acquainted social on Sunday night. Drinks and appetizers will be served. Only a limited number of seats will be available

on the cruise, so if you’re interested, be sure to reserve your spot right away.

Family Activities

Enjoy a three-hour-long rafting trip on the Middle Fork of the Flathead River, along the southwestern boundary of Glacier National Park. You’ll be going through John Stevens Canyon where the rapids are rated Class II and III, which makes it a fun and splashy adventure. Following the simple commands of the guide, you will actually become part of the crew that maneuvers your craft. Be sure to wear clothes you won’t mind getting wet! Wetsuits are available at no additional cost. Next you’ll enjoy the waves of the river from a more intimate setting as you paddle your way through Class III rapids. Finally, at the end of the day you’ll be treated to a “Montana-style” barbeque at the Montana Raft Company picnic ground. Additional family activities will be

offered at the Big Mountain Resort, located just miles north of Kalispell. Ride the Glacier Chaser Gondola or an open chair lift to the awe-inspiring 7,000-foot summit of Big Mountain and take in views of our outdoor playground. While at Big Mountain Resort, you can also experience a variety of other activities, including shopping, fly-casting lessons, mountain biking, mountain scooters or a Walk in the Treetops, or a journey along a canopy boardwalk suspended up to 70 feet above the forest floor.

Family Night at the Summit House atop Big Mountain Ski Area

Ride to the 7,000-foot summit of Big Mountain Resort in the Glacier Chaser Gondola. At the top, you’ll be treated to a fine meal and various activities including Old West photographs, picking alpine wildflowers and fresh huckleberries (a Montana delicacy), and possibly horseback riding. From the Summit House, you’ll also be able to enjoy panoramic views of Flathead Lake, Glacier National Park and the Canadian Rockies.

Annual Awards Banquet

The Annual Awards Banquet will be held on Tuesday evening. The District will honor those that have made significant contributions to ITE and District 6. Following dinner and the presentation of the awards, the banquet will feature entertainment by a well-known band from Montana that plays a mix of Country and Rock n’ Roll—perfect for a fun night of dancing!

Experience everything this spectacular destination has to offer when you come to the 2005 District 6 Annual Meeting in Kalispell, Montana.



Don’t miss the Sunday golf tournament or you’ll miss views like this.

Frequently Asked Questions about the Kalispell Meeting

- Q: Why should I attend the 2005 District 6 Annual Meeting in Kalispell?
- A: Attending will give you the opportunity to visit a place unlike any other. The meeting location will be quite a bit different than previous locations. In addition to well-planned technical tracks and tours, you will have the opportunity to see the breathtaking mountain scenery characteristic of Northwest Montana.
- Q: Will we be able to rent a car when we reach Montana, or should we look for the horse and wagon rental desk at the airport?
- A: Believe it or not, we do have automobiles in Montana (and you can drive as fast as you want during the day too!) and, regardless of which airport you fly into, you will be able to rent yourself a car. However, if you're serious about spending some time in the saddle, you'll have ample opportunity to do so at Big Mountain Resort, the location where we'll be staging our Family Night event.
- Q: What can you tell me about the hotel where the meeting will be held?
- A: The 2005 District 6 Annual Meeting will be held at the WestCoast Outlaw Hotel, located in the midst of Northwestern Montana's recreational paradise—the Flathead Valley. The hotel is conveniently located on Highway 93, in the heart of Kalispell's business district, just minutes from Glacier National Park and Flathead

Lake. The Outlaw Hotel has a fitness center, tennis courts, two indoor pools, four whirlpools and a sauna. Fine dining is available within the hotel at Hennessey's Steakhouse, a Kalispell tradition for over 50 years.

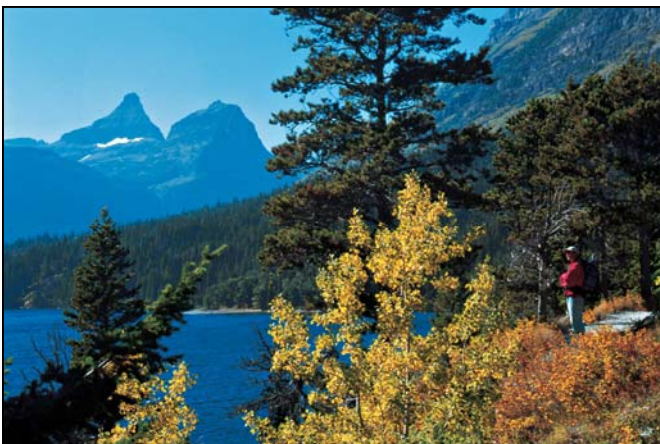
- Q: Should I visit Glacier National Park while I'm there?
- A: Absolutely! Meeting attendees are strongly encouraged to extend their stay in the Flathead Valley by at least a couple of days in order to spend some time in the Park, located just 30 miles from Kalispell. Glacier Park offers more than 50 glaciers, 200 lakes, thousands of waterfalls and 700 miles of trails, all in addition to numerous opportunities for viewing wildlife and spectacular mountain scenery.
- Q: What the heck is a Jammer?
- A: The antique Red Jammer buses are 17-seat sedans that are both a symbol of Glacier National Park and a reminder of a time when adventurous travel was done with style and grace. The vintage sedans are called "Jammer Buses" by the locals, a name which carried over from the days when the buses had standard transmissions and the drivers could be heard "jammin'" the gears as they drove up and down the rugged, mountainous Going-to-the-Sun highway.
- Q: Should I bring my golf clubs?
- A: You'll be kicking yourself if you don't.

The Flathead Valley was ranked as one of the "50 Greatest Golf Destinations in the World" by Golf Digest in its January 2003 issue. With nine championship courses set amongst some of the most beautiful scenery in the world, you'd be remiss not to get in a round or two while you're here. In fact, by playing 18 holes in the conference tournament, you can also help support a future generation of ITE members: This year, funds raised by the golf tournament will benefit District 6 Student Initiatives. The tournament will be held on the morning of Sunday, July 10 at the Buffalo Hill Golf Club. In the meantime, feel free to check out Buffalo Hill and the other eight championship courses at www.golffmontana.net.

- Q: What is a mountain scooter?
- A: A mountain scooter is what you get by combining the feel of snowboarding with the excitement of mountain biking. The mountain scooter is a two-wheeled, off-road, gravity-powered



(Continued on page 12)



One of many great photo opportunities in Glacier National Park.



A Red Jammer bus.

President's Message

I would like to thank all of you who participated in the LED survey last issue. The survey shows that most in California are just getting ready for LED conversion. Some of the smaller agencies are just finding out from their traffic signal maintenance contractors that incandescent light bulbs can no longer be purchased for traffic signals. Also, many agencies are now starting a multi-year program to replace all incandescent bulbs with LED modules.



Get to Know Your Local Leadership

Northern California Section

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



*Pelle Clarke,
President*



*Kate Binning,
Vice President*



*Matt Darrow,
Secretary*



*Larry Wymer,
Treasurer*

District 6 has devoted countless hours and substantial financial resources over the past three years in support of programs that encourage talented students to become transportation professionals. These incentives include reduced registration fees for students and their advisors at our annual meetings, waiving District 6 dues for students and advisors, and financial support that covers much of the expenses of the student chapters (such as dues to ITE International, costs of student competitions, books for student chapters, and financial support to allow students to attend key ITE meetings and other important activities). More details of the student initiatives can be found at www.westernite.org. Even though the program is still in its early stages, it has been hugely successful; many former ITE Student Chapter members have become energetic transportation professionals. The bulk of these early student initiatives have been funded through current programs and operate at a loss that is offset by proceeds from the annual meetings. To continue to expand on these programs that have already demonstrated their worth, the District 6 Board of Direction wants to develop a long-term and stable way of funding these student initiatives, like establishing a District 6 endowment fund. So that we may have your valued input on how to best develop funding for student initiatives, please respond to a survey you will receive in your email next month.

Student advisors play a critical role in the success of the student chapters. The chapter advisor is what keeps the student chapter intact. We have found when there is a student chapter liaison from the local ITE section, it benefits the student chapter tremendously. The Southern California and Riverside-San Bernardino sections are

(Continued on page 12)

Colorado-Wyoming Section



The Colorado-Wyoming Section elected the following officers for 2004-2005:



Left to right: Allen Albers, Past President; Nate Larson, President; Will Johnson, Vice President; Bill Hange, Secretary-Treasurer



Central Coast Section

The Central Coast Section elected the following officers for 2005:



Left to right: Lisa Valdez, Vice President; Steve Orosz, Treasurer; Jim Biega, President; Ray Chong, Secretary

San Jose Gets Street Smarts

(Continued from page 1)

recognized by traffic safety professionals as an effective tool to improve safety, reduce injuries and save lives. Toward that goal, the Street Smarts program was developed to focus on behavior change using education, because engineering and enforcement alone are not enough to address problems with what is often the root cause: driver, pedestrian and bicyclist behavior.

During the past five years, over half of children who died in Santa Clara County were killed by traffic-related crashes, most of which were caused by human behavior. Trend analysis by the San Jose Police Department showed that behavior-related crashes were on the rise, and while San Jose has the second-lowest pedestrian fatality rate for cities over 750,000 population, there is a strong commitment to work harder as a city to reduce those numbers further. In the words of Transportation Director James Helmer, "One fatality is one too many."

Street Smarts was developed with the assistance of traffic safety professionals and other community stakeholders, including the San Jose Police Department, the American Automobile Association (AAA), Walk San Jose, the Metropolitan Transportation Commission, the San Jose Unified School District, the Valley Transportation Agency, the California Highway Patrol, Caltrans, the Santa Clara County Traffic Safe Communities

About the Author:

Linda Crabill serves as Community Relations Manager with the City of San Jose Department of Transportation, where she developed the Street Smarts Public Education Program. Ms. Crabill is Immediate Past President of the California Association of Public Information Officials (CAPIO), and has chaired that association's statewide conference, in addition to developing CAPIO's PIO Institute, a professional certificate program for public information officials. Ms. Crabill serves on several non-profit boards and assists with their marketing communications and fundraising efforts. Her passion is showing dogs and she has raised, trained and exhibited over 20 Lhasa Apso champions, including a multiple Best in Show winner.



Network, the City of San Jose Bicycle and Pedestrian Advisory Committee, Safe Moves, Inc., and the cities of San Francisco and Santa Clara.

Targeted behaviors for Street Smarts were identified from citation data and accident reports, and represent the top causes of accidents and the most vulnerable populations (school children and pedestrians) in San Jose. These five behaviors are red-light running, stop sign violations, speeding, school-zone violations, and crosswalk safety and compliance.

The general target audience for Street Smarts was determined to be drivers, pedestrians and bicyclists of all ages, with a primary target audience being male drivers, ages 18-25. This primary audience was determined based on San Jose crash data which identified the age and gender of drivers involved in the highest number of crashes.

Street Smarts is multi-lingual in approach (English, Spanish, and Vietnamese) and uses two major components—media and community relations—to influence attitudes and change behavior. The media was used initially to raise community awareness about the issues and the program, followed by a "grass roots" approach to effectively target schools and neighborhoods to influence attitudes and eventually change behavior.

The community relations effort consists of interactive presentations to schools, neighborhoods, businesses and community groups, along with educational materials that each can utilize to further the safety messages of the Street Smarts program. To date, over 180 schools are participating in the program and 16 neighborhoods have adopted Street Smarts. Additionally, corporate sponsorships and regional partnerships help to integrate community support for the program throughout the broader San Francisco Bay Area region.

School Participation

Street Smarts conducted a "Best Practices" Back-to-School Traffic Safety committee with various City departments, school districts and partners, such as AAA, to improve collaboration and use resources more effectively, as well as to perform a gap analysis to determine where safety improvements were needed as children returned to school. This effort included a partnership with the San Jose Police Department to begin enforcement in school zones on the first day of school (as requested by school districts) and was launched with a press conference during

the first week of school.

Over 120,000 school safety flyers were distributed in three languages to all San Jose students to encourage safe walking, biking and driving (for parents) behaviors as they returned to school and also to notify parents about enforcement efforts beginning on the first day of school. In partnership with AAA, 5,000 pedestrian safety posters for classrooms and 180 school safety fence banners were developed and distributed to all elementary and middle schools, eight "pedestrian and bike rodeos" were held at schools citywide to teach safe practices, and parent education seminars are being conducted on an ongoing basis to encourage safety in school zones.

Through a recent \$230,000 grant from the California Office of Traffic Safety, the San Jose DOT has started a new element of Street Smarts, a school safety education program that teaches children in grades K-8 age-appropriate safety principles such as how to cross the street safely and the proper way to wear a bike helmet and ride a bike. Once a school is scheduled for the program, the instructor reviews the pick-up and drop-off patterns of each school prior to teaching the course, and customizes the presentation to address specific safety issues and challenges at that school. The program is taught to classes and student assemblies and is expected to be presented to an estimated 50,000 students each year. It is scheduled to reach all San Jose elementary and middle school students over the course of two years.

Though new, this program is considered a key service of the Department, as it strives to teach safety practices to the youngest and most vulnerable members of the community. This new component of Street Smarts is also used as an educational tool to bring to schools located where injury accidents involving children have occurred.

Neighborhood Involvement

Each neighborhood that adopts the Street Smarts program receives approximately three hours of driver, pedestrian and bicycle behavior education.

Street Smarts received the 2004 Pedestrian Project Award for Safety (awarded by ITE and the Partnership for a Walkable America) and the "Tranny" Award from the California Transportation Foundation, in the area of community awareness.

Following the presentation, a volunteer from the neighborhood is recruited to coordinate neighbors to watch a video which discusses the impacts of behavior and other issues related to traffic safety. Afterward, residents participate in a discussion about what steps they might take to improve their own driver, pedestrian and bicyclist behaviors. Neighborhood Kits containing lawn signs, safety tips, driving quizzes, bumper stickers, and other educational materials are distributed to reinforce the Street Smarts messages through family participation or discussion.

Regional Partnerships

Because drivers do not change behaviors as they cross city boundaries, materials were designed with regional participation in mind. Street Smarts is a turn-key program that any public agency can adopt to calm traffic. Therefore, any community throughout the U.S. can participate in the Street Smarts program and utilize market-tested, professionally designed messages and materials—representing an estimated investment of \$250,000 in public dollars—for as little as \$2,500. The California cities of Cupertino, Napa, Danville and San Ramon, along with Contra Costa County, have joined the Street Smarts partnership by rolling the program out in their communities, and numerous others nationwide are currently exploring this option.

Perhaps the greatest benefit of the Street Smarts Program is that education provides enhanced coordination between all of the tools available—engineering, enforcement and education—to calm traffic more effectively. For example, San Jose revised its Traffic Calming Toolkit to reflect the use of education, along with engineering and enforcement, to improve safety on city streets. Education is now included as a basic tool, and often is used as the first approach to resolving neighborhood traffic concerns prior to employing more costly engineering solutions.

Sample handout from the Street Smarts program.

Education is not only the most cost-effective tool in the toolbox, but the Street Smarts Program can also help to set the stage with residents by first discussing with them the role of behavior in traffic safety. This approach can help to manage the expectations of residents who may expect engineering improvements to resolve all of their traffic issues. As city budgets continue to shrink, more agencies can look to educational programs such as Street Smarts

to provide a cost-effective means to assist in calming traffic.

For more information about the City of San Jose Street Smarts Program, visit www.GetStreetSmarts.org or contact Linda Crabill with the City of San Jose Department of Transportation, via email at: linda.crabill@sanjoseca.gov or (408) 277-4499.

Sign of the Times

“When I said this traffic really bites, this wasn’t what I had in mind!”

Submitted by Massoud Saberian and Xavier Falconi; spotted near Vancouver Lake, in Washington State



Section and Chapter Activities

Riverside-San Bernardino Section

December Meeting:

The December meeting was held on the 16th at Canyon Crest Country Club in the City of Riverside. Twenty-five people attended. Guest speakers were Mr. Rock Miller and Mr. Ron Knox from Katz, Okitsu & Associates. They provided a good overview of the “March Inland Port Ground Access Study,” which was also recently presented to SCAG’s Aviation Technical Advisory Committee and the March Inland Port Joint Powers Authority. The study analyzes the potential impact of an air cargo and air passenger facility at March Reserve Base on the surrounding street system and freeway interchanges.

Upcoming Events:

April 1: RSBTEA’s 22nd Golf Tournament: This is no joke. The scramble-format golf tournament will be held at Menifee Lakes Country Club. Everyone is welcome to play. You need not be a member to participate. \$60 per player. Includes green fee, cart, and buffet lunch. Last year’s tournament sold out, so register early!



Hawaii Section

December Meeting

The December meeting was held on the 15th at the Natsunoya Tea House, and was attended by about 18. The speakers were Councilmember Nestor Garcia and consultant Wes Frysztacki, who discussed Oahu transportation issues.



Jodi Chew, Secretary



Central Coast Section

November Workshop

The Section held its annual workshop on the 15th at the Ventura County Government Center. The topic was “What’s New in Work Zone Traffic Control?” Farhad Miran was moderator for a distinguished panel of four experts on work zone traffic control. Ed Cline, City Traffic Engineer with Willdan, discussed traffic control. Joe Kovalick, with West Coast Loss Control Director, Everest National Insurance, talked about work zone safety. Dave Royer, Southern California LTAP Field Engineer, University of California Institute of Transportation Studies, discussed California’s adoption of the 2003 MUTCD and the California Supplement. David Simmes, Attorney, Head of Caltrans District 7 legal department, presented his views on legal issues in traffic control and work zones. The workshop was followed by a delicious lunch buffet at Acapulco Mexican Restaurant.

December Meeting

The December meeting was held on the 14th at Café Pacifico Restaurant in the beautiful Ventura Beach Marriott Hotel. Zaki Mustafa, ITE District 6 President, was on hand to deliver a proclamation declaring the day to be “Nazir Lalani Day.” [See previous issue for a picture and more information—Ed.] Rock Miller, District 6 International Director, discussed the new ITE Professional Development Learning CD series. Jeff Hereford, Past President, announced the election results of section officers for 2005:

Jim Biega, President
Lisa Valdez, Vice President
Ray Chong, Secretary
Steve Orosz, Treasurer
Derek Rapp gave certificates of appreciation to past Presidents Jeff Hereford and Farhad Miran.



Ray Chong, Secretary

Colorado-Wyoming Section

December Meeting

The Section’s annual Holiday luncheon meeting was held on December 3rd at the Embassy Suites Hotel in downtown Denver and was attended by 92 members and guests. Dave Hattan, Section Awards Committee Chairman, presented Mark Schaefer with the Colorado-Wyoming Section’s Lifetime Achievement Award. Joe Henderson, Chair of the Section Fellowship and Scholarship Committee, recognized Shane Bender, a Master’s Degree Student at CU Denver, as one of several 2004 Scholarship Recipients.

Next, Pat Noyes, International Director for ITE, spoke regarding the organization’s emphasis, 2004 accomplishments, and where the organization’s emphasis will be placed in 2005. The 2004 emphasis areas included intersection safety, continuing education, public awareness/outreach operations initiatives, traffic signals, and designing for all system users. Ms. Noyes also discussed the 2004 Constitutional Amendments that were recently passed by the membership.

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

January Meeting

The January luncheon was held on the



Thirty-seven members of the Colorado-Wyoming Section participated in this year’s Snow Train outing.



28th at the Arvada Center for the Arts and Humanities in Arvada, Colorado. This meeting was also the annual vendor show. Section President, Nate Larson, presided over the meeting that was attended by 170 members and guests, as well as 70 vendors representing 23 companies. Each vendor was provided an opportunity to briefly introduce their company and its services.

President Nate Larson discussed information on the Colorado/Wyoming Section website that included information for the upcoming Transportation Research Board National Roundabout Conference. Our own Philip Demosthenes is actively involved with the conference to be held in Vail, Colorado, May 22 to May 25, 2005.

Mr. Larson announced that IMSA would hold its School and Certification Program from March 28 to April 1. Interested parties should contact Jay Heffelfinger (303) 422-7985.

Upcoming Events:

- June 24: Golf tournament at Legacy Ridge



Curtis D. Rowe, Scribe



San Francisco Bay Area Section

January Meeting

The first meeting of the year was held on the 20th at the Silver Dragon Restaurant in downtown Oakland. The meeting's feature presentation was "Environmental Justice: Striking a Balance to Serve the Transportation Needs of a Diverse Public." The speakers were: David Garland, adjunct professor at the School of Public Health and the director of the Traffic Safety Center at UC Berkeley; Therese M. Knudsen and Rachel Gossen with the Metropolitan Transportation Commission (MTC); and Norman G. Dong, a senior planner at Caltrans Headquarters in Sacramento.

Professor Garland's presentation provided an overview of recent research on traffic accident data in minority communities, mainly Hispanic. The presentation also explored socio-economic factors that could cause the variations in accidents and potential solutions.

Ms. Knudsen and Ms. Gossen presented the MTC's recent efforts on environmental justice as part of the organization's Transportation 2030 plan.

Factors such as accessibility and travel times to jobs, schools, and other essential services were measured to ensure that all Bay Area communities would benefit from the transportation investments in the next 30 years. The study found that minority and low-income communities would generally benefit from transit projects.

Mr. Dong provided an overview of Caltrans' environmental justice program. Recent federal and state laws require local and state agencies to take environmental justice concerns into account. Thus, Caltrans has implemented programs to avoid or mitigate disproportionate, negative impacts on communities of concern, while improving mobility, access, equity and economic vitality by being more sensitive to the needs, issues and concerns of the affected communities. Mr. Dong provided specific examples of how Caltrans has modified its procedures to address environmental justice concerns.

February Meeting

The February meeting was held on the 17th at the Caltrans District 4 Headquarters in downtown Oakland. Over 100 attendees were present. The meeting's featured speaker was Will Kempton, Caltrans Director. Mr. Kempton presented his vision for future of Caltrans: strengthening partnerships and expediting project delivery. Starting this summer, Caltrans will implement the Performance Improvement Initiative to develop a performance-based management to reduced the amount of bureaucracy and improve customer service. Director Kempton also discussed the "Go California" initiative which will be unveiled by the governor in the next few months; it is a creative and innovative approach to solving the state's transportation problems over the next 10 years through the use of context-sensitive design, transportation demand management, intelligent transportation systems, transit, non-motorized modes, toll lanes and other tools. Director Kempton also discussed the current status and issues associated with the new Bay Bridge eastern span.



Sam Tabibnia, Co-Scribe

Southern California Section

January Meeting

The January meeting was held jointly with the City Traffic Engineers Association

on the 19th at the Radisson Resort Knott's Berry Farm in Buena Park. The headline speaker for this meeting was Mr. Johnny Bhullar, Senior Transportation Engineer with the Caltrans—Office of Signs, Markings and Permits, presenting the "Differences between the (Old) Caltrans *Traffic Manual* and the 2003 *MUTCD with California Supplement*." Approximately 140 attended including at least 25 students from Cal Poly Pomona.

Mr. Bhullar presented a history of California's decision to adopt the *MUTCD* with a supplement. Until the adoption of the *MUTCD* Millennium Edition, California had its own traffic control device manual, the *Traffic Manual*. Since the Millennium Edition was such a major change from previous *MUTCD*'s, and since the Federal government has expressed an intent to revise the *MUTCD* more often than before, California decided it would be more expedient to adopt the *MUTCD* than to bring the *Traffic Manual* into substantial conformance with it.

Mr. Bhullar continued by discussing differences between prior practice and the new system. Many significant mandatory changes to current practice were presented; it is vital that practicing traffic engineers study the new materials and see Mr. Bhullar's presentation if possible. In addition to being mandated, many changes were also interesting to hear: for example, due to their low target value, railroad crossbuck signs must now be supplemented with white retroreflective adhesive strips on the pole.

The 2003 *MUTCD* and 2004 *California Supplement* apply to all new traffic control device installations. If significant delay or significant costs are involved to comply, the engineer is responsible for justifying non-compliance. Existing traffic control devices may remain in place until the end of their useful life, but the CTCDC has recommended that certain signs should be replaced by a specified compliance date—see the website listed below.

Johnny is the primary contact for any feedback on the *California Supplement* and can be reached at johnny_bhullar@dot.ca.gov.

The *California Supplement* website is: <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/>

Richard Yee, Co-Scribe



Mid-Year Board Meeting Highlights

(Continued from page 1)

\$114,714 in income. The \$2551 deficit was less than anticipated, and was more than offset by a surplus generated by *WesternITE*.

- Past President Randy McCourt detailed his activities compiling a complete electronic database of charters for all of the Sections and Student Chapters. District Administrator Jenny Grote, who will be confirming that she has the most recent versions, will retain this database. Randy discussed the strategic plan, and in response to his request for goals that support the strategic plans through specific actions, the following ideas were generated:

- Institute an endowment fund for continued support of student initiatives.
- Initiate a mentoring program.
- Support programs to promote our profession.
- Develop programs aimed at students that are high school-age and younger.
- Take advantage of transportation-related events, such as “walk-to-school” days, to bring attention to the profession.
- Establish a Traffic Safety initiative associated with groups such as Boy Scouts/Girl Scouts.
- Sponsor social events at International Meetings for District 6 members.

- International Director Pat Noyes discussed her trip to Hawaii to meet with the Section and LAC and view the facility for next year’s District 6 Annual Meeting. She commended the efforts of the Section to

date, particularly LAC Chair Cathy Leong, and noted that they appreciate the help they are getting from the Southern California Section. She also had a very rewarding time hosting MSU students, including accompanying them on a number of technical tours in the Denver area. Pat is going to chair the committee to choose the site for the 2012 International Meeting in District 6.

- International President Tim Harpst thanked District 6 for all the work done at the District level. He indicated that the professional development CD’s available from International include teacher notes and workbooks, and are accredited for CEU’s. All the money from sale of these CD’s goes back in to developing additional courses.

- International Vice President Rich Romer noted that the Leadership Development Task Force is collecting information about activities in the various Districts and Sections, and will be compiling these resources to make them more readily available. He requested comments on the draft policy for joint International/District meetings, and received considerable input from the members present.

- District Administrator Jenny Grote updated the Board regarding the search for a new accountant.

- *WesternITE* Managing Editor John Kerenyi stated his appreciation at having Technical Editor Nate Larson on board and discussed issues relative to ad space and its use.

- The potential for on-line registration for future annual meetings was discussed, and will be pursued further during the next Board meeting.

- Advisory Committee Chair Julie Townsend discussed activities associated

with establishing an endowment fund, including the tax implications that the District must plan for, and Board action was taken to establish a fund, with specific guidelines to be provided later. Fund Administrator Pat Gibson later provided an overview of some of the issues to be considered. Julie discussed ongoing work to update the by-laws to allow e-balloting. The Board took action to publish the draft by-laws, as edited, in *WesternITE* [See insert in this issue—Ed.] and to prepare the changes to the Charter relative to the method for updating the by-laws for the ballot this spring, including posting on the Website.

- Technical Committee Chair Karen Aspelin noted that Section reports have been posted on the website, with winning reports noted. Five student chapters participated in the data collection effort last year, and all that work has now been completed. An RFP sent out in October resulted in nine proposals, four of which were selected for funding. There were many outstanding proposals, so funding of additional reports by private sponsors was discussed and may be considered in the future.

- Membership Committee Chair Dave Butzier has tendered his resignation, and Vice-Chair Steve Sasaki was appointed as his replacement.

- Career Guidance Committee Chair Jennifer Rosales noted that the committee is ready to launch the mentoring program.

District 6 Candidate Slate Announced

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

President: Ken Ackeret

Vice President: Dalene J. Whitlock

Secretary-Treasurer:

Jennifer Rosales, Alex Ariniello

International Director:

Julia Townsend, Monica Suter, Deepak Ubhayakar

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.



Left to right: Dalene Whitlock, Ken Ackeret, and Zaki Mustafa collaborate at the mid-year Board meeting. The meeting was held on Dalene’s birthday, which was marked by cake, singing, and a birthday card during an afternoon break.

The Board acted to establish two new awards for young professionals (under 35) for best paper and achievement.

- Student and Faculty Initiatives Committee Chair Alyssa Reynolds noted that 80 students attended the Sacramento meeting, which was a huge success. She asked that the leadership help identify students that would be good candidates for awards.
- Sacramento LAC Co-Chair Bob Grandy provided a summary of the meeting and its activities, and noted that it generated an income of \$27,651 for the District. In appreciation for the hard work of the LAC, the Board took action to contribute \$1,500

to the Northern California Section for student activities.

- Kalispell LAC Chair Michael Sanderson described the challenge of planning a meeting when all of the LAC members are spread around the state, with none living or working in Kalispell itself. In keeping with the goal of making the meeting affordable, the Board took action to reduce the fee for early member registration.
- Portland LAC Chair Jennifer Rosales reported that a preliminary logo and budget have been developed. The Board authorized an advance of \$3,000 for activities such as production of promotional materials.

- The Board discussed the need for formalizing professional involvement in Student Chapters by mandating a Section officer that is a liaison for any new student chapters formed.
- Board action was taken to allocate \$1,100 to fund purchase of new books for the recently re-activated Sacramento State Student Chapter.
- The California Border, California Central Coast, and San Francisco Bay Area Sections were each invited to prepare proposals to host the 2010 District 6 Annual Meeting and present them during the Board Meeting in Kalispell.

Webinars: A Low-Cost Method for Providing Effective Technical Training

The American Society of Civil Engineers (ASCE) has been offering Webinars since the summer of 2002. What are Webinars? They are online courses that use teleconferencing and software by Genesys Meeting Center to make the courses actual live, interactive learning experiences. Webinars are a very cost-effective and convenient training solution. Instructors present the course materials from their own computers at their own offices. You receive course materials by e-mail prior to the seminar and are able to view the instructor's power point slides during the seminar on a computer in your own offices. You can hear presenters by calling a toll free number and entering a pass code.

Webinars are scheduled on Tuesdays and Wednesdays every week throughout the year at Noon, Eastern Standard Time and last for approximately one hour. Genesys Meeting Center staff participate in all Webinars to make sure that participants are able to successfully log into the Web site, view the slides, and hear the Webinar presenters clearly. ASCE staff moderate each Webinar and can also answer questions. As the presenters advance the slides, you can listen to them live as they make their comments. You can ask the instructor questions and get live real-time answers through a chat feature.

The level of participation varies depending on the topic. An average of 25 sites participate in each Webinar, with some attracting as many as 65 sites. Each site averages about 15 participants.

Benefits

These types of online courses have a much higher impact than simply reading

material on the Web. Live telephone/Web seminars offer the following benefits:

- Convenient—no travel is required
- Cost-Effective—pay a single site registration fee
- Unlimited number of participants per site
- Easy to use
- Get real-time answers to your questions via a live chat feature
- Receive course materials by e-mail prior to the seminar
- View instructor's PowerPoint slides during the presentation
- Ideal for brown-bag lunch training
- Earn one Professional Development Hour (PDH) per seminar
- Repeat the Webinar as needed using the Webinar CD available for purchase separately from ASCE

Presentation Topics

Webinars are presented on a variety of civil engineering, professional development and related topics. During 2005, transportation-related Webinars will include the following topics:

- Traffic calming
- Roundabouts
- Signalized intersection safety
- Roadside delineation and safety
- Pedestrian crossing treatments
- Bicycle treatments
- Onsite circulation for commercial developments
- Access management
- Economic analysis of roadside design
- The forgiving highway: clear zones as recommended by AASHTO

To view the complete Webinar

schedule, go to the website listed in the Register Online section of this article.



Nazir Lalani

Registration and Fees

The per-site registration fee is currently \$249 for ASCE members and \$299 for non-members. For this fee, an unlimited number of people in your organization can attend the seminar at one site. The fee provides you with a site license for one computer log-in to the seminar and one toll-free phone call to access the audio portion of the seminar. The site license provided to you by the single site registration fee does not permit you to have multiple log ins or phone calls from your site. Therefore, if you plan to have a large group attend the seminar at your site, all participants should assemble in a conference room to see and hear the seminar via a computer projection system and speakerphone. The Genesys Meeting Center does not support Microsoft Internet Explorer for Macintosh, since Internet Explorer does not support Java to JavaScript communication. Also, Macintosh does not support moderating application sharing in the Meeting Center.



Ken Matsuoka

Registering Online

To register for a specific Webinar, visit www.asce.org or call 1-800-548-2723. Please note: Registration for each seminar will be closed three days prior to the seminar.

Kalispell Frequently Asked Questions

(Continued from page 4)

vehicle where the rider stands upright on a standing platform about the size of a traditional skateboard. The standing platform is suspended between two knobby tires. The rider steers with the handle bars and by leaning or "carving" into turns as in snowboarding. The wheel base is comparable to a traditional mountain bike and the center of gravity is below the axles of the wheels, giving the scooter its stability. Mountain scooters are available for rent at the Big Mountain Resort.

Q: What's the weather like in Kalispell in July?

A: In one word, unpredictable. It's typically beautiful, warm and sunny, but an occasional rain shower would not be a surprise. The average high temperature for Kalispell in mid-July is 81° and the average low temperature is 47°. We suggest that you bring a jacket for those chilly Montana evenings.

Q: Is the sky really bigger in Montana?

A: As much as we would like to believe that it is, Montana isn't really known as "Big Sky Country" for any scientific reason. The nickname actually came about as a result of a promotion the State Highway Department did back in 1962. A state employee had read a book called "The Big Sky," written by Montana author

A. B. Guthrie, Jr. The book was about trapping and the outdoors, and its title referred to Montana's often unobstructed skyline, which seems at times to overwhelm the landscape. Mr. Guthrie gave the Highway Department permission to use the name and Montana has been known as "Big Sky Country" ever since.



President's Message

(Continued from page 5)

fortunate to have a student chapter advisor like Professor Peter Clark. Professor Clark has introduced hundreds of students to the field of transportation engineering over the past 26 years. I had the pleasure of recognizing Professor Clark with the Southern California Section president, Glen Pedersen, and the Riverside-San Bernardino Section president, Jim Harris. We declared February 17, 2005 as Professor Peter Clark Day [see picture on Page 12—Ed].

We have launched a new Professional Mentoring Program for District 6 members. The Mentoring Program is an informal, one-on-one program dedicating to building long-term relationships. I encourage all to use the mentoring program to further your personal growth and career development. Mentoring is a partnership between two individuals, both sharing full responsibility for communication, growth and feedback. Additional information about the mentoring program and applications may be found at: www.westernite.org/membership/mentoring.htm

As transportation engineering professionals, we always look for ways to enhance our professional abilities. The



Peter Clark, pictured here with current Cal Poly Pomona student chapter members, shows off the proclamation he received from Zaki.

District has received the latest ITE training CD-ROM, titled "Strategies to Reduce Traffic Congestion." ITE and FHWA joined to develop this CD to illustrate successful congestion reduction practices around the country, which contains a 10 minute video plus extra footage from the interviews that were conducted. The CD discusses three key strategies that can be used to combat traffic congestion: Traffic

incident management, traveler information, and traffic signal timing. You can get your copy of this CD from www.ite.org/bookstore.

*Together we are the BEST
zaki*

Positions Available



Hexagon Transportation Consultants, Inc., is seeking qualified transportation professionals for career positions in our San Jose and Sacramento offices. Hexagon is a full-service transportation planning and traffic engineering firm with offices in San Jose, Gilroy, and Sacramento, California and Phoenix, Arizona. We currently have two positions open: One for a senior-level engineer (approximately 10 years of experience) in our Sacramento office, and one for an entry-level engineer in our San Jose office. The ideal candidate for the senior-level position will have a strong background in project management and budgeting, a thorough understanding of the principles and standards of the traffic engineering profession, and a proven track record in the consulting field. Must have experience with the Highway Capacity Manual, HCS, Synchro and Traffix software, Highway Design Manual and the MUTCD. Experience with travel demand modeling software is a plus, but is not required. Registration as a Traffic or Civil Engineer in California is desirable, but not mandatory. The ideal candidate for the entry-level position would have a Bachelor's or Master's degree in Civil Engineering, Urban Planning, or a related field and would have a strong interest in urban transportation. A strong analytical aptitude and interest also is required. Both positions require US citizenship or permanent resident status.

Hexagon Transportation Consultants, Inc. is an Equal Opportunity Employer, and offers excellent salaries and benefits to our employees. To be considered for a career opportunity with a fast-growing transportation consulting firm, please submit your resume with a cover letter to:

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
ATTN: Personnel

Or by e-mail: gblack@hextrans.com

**Tell them you saw
their ad in Westernite!**

DOWLING ASSOCIATES

Senior Engineer/Planner, Sacramento—Dowling Associates, Inc., a team-oriented firm specializing in state of the art traffic engineering and transportation planning services is seeking a self-motivated professional engineer/planner interested in joining our new and rapidly growing Sacramento office.

The successful candidate must demonstrate:

- Excellent marketing, technical, and management skills.
- Proactive identification of marketing opportunities and ability to secure work for him/herself and staff.
- A comprehensive knowledge of and experience with traffic engineering and transportation planning methods.
- Superb client & staff relations.
- Excellent writing, communication and public speaking skills.

Minimum Requirements: 10 years of experience in the profession. Professional engineer license, AICP, or equivalent certification.

Salary negotiable. Dowling Associates, Inc. is an EEO employer.

Confidential enquiries about the position can be made to Zulay Kapci, Manager of Operations, Dowling Associates, Inc. at zkapci@dowlinginc.com.

WILBUR SMITH ASSOCIATES

Established in 1952, Wilbur Smith Associates is an international consulting firm providing professional services in the fields of engineering, planning, and economics. With over 50 offices in the United States, as well as a network of overseas offices, WSA is one of the best known and respected transportation consulting firms in the world. We currently have an opportunity in our Los Angeles office for the following position:

Traffic Engineer—Position will provide technical support for a variety of studies including transportation modeling, parking, rail and transit projects, and traffic studies in California and elsewhere. Project responsibilities will include transportation planning, traffic analysis, and transit planning. Will work under the supervision of a project manager and will participate in

all facets of project work from data collection and spreadsheet development to modeling, analysis, and report writing.

Bachelors Degree in civil engineering and at least 4 years of relevant work experience, or a Masters Degree and 3 years relevant work experience. Familiarity with computer models and tools such as HCS, NCAP, TRANSIT 7F, SYNCHRO, CORSIM, TP-Plus, TRANSCAD, EMME-2 and/or Traffix is desirable. P.E. license preferred. Self-starter with excellent communication and organizational skills.

WSA offers a competitive salary and a comprehensive benefit program. Please respond on-line at www.wilbursmith.com. Resumes may also be mailed to WSA, P.O. Box 92, Columbia, SC 29202-0092 or faxed to 803-251-2064. Reference job #TC10089.

EOE M/F/D/V



Signal Systems Engineer I/II

Salary Range: Level I: \$4,695.31 - \$5,707.19 / monthly; Level II: \$5,164.85 - \$6,277.91 / monthly

Chula Vista is San Diego County's second largest city, located seven miles south of downtown San Diego and seven miles north of the busiest international border crossing in the world. It encompasses over 50 square miles and is rich in diversity and tradition.

The Signal Systems Engineer I/II is assigned to the Engineering Division. The Engineering Division provides a variety of engineering services including the review of privately constructed public facilities, infrastructure, and subdivisions; management and monitoring of existing and projected traffic conditions throughout the City; management of the City's sewer and storm drain system. The Division also provides fiscal management for the City's Open Space Maintenance Districts Assessments, Community Facility Districts, and Development Impact Fees. The Division currently has a staff of 55 full time equivalent positions in order to deal

Positions Available

with the impacts from growth and the continued high rate of development activity in the eastern area of the City. The division budget for Fiscal year 2004/5 is approximately \$7.2 million.

The Signal Systems Engineer I/II will maintain, plan, organize and monitor the city's complex traffic signal computer system.

Minimum Requirements: A California Class "C" Driver's license is required at the time of appointment, and:

Level I: a Bachelor's degree from an accredited college with major course work in Engineering, Electronics Systems Technology or a related field and one year of experience in computerized traffic signal equipment maintenance and repair. Some computerized traffic signal timing experience is desirable.

Level II: a Bachelor's degree from an accredited college with major course work in Engineering, Electronics Systems Technology or a related field and three years of experience in computerized traffic signal equipment maintenance and repair, including one year of computerized traffic signal timing experience.

Application Process: For a full job announcement and application please visit our website at www.chulavistaca.gov or call (619) 691-5096. Deadline to apply for this position is Monday, April 4, 2005.

Parametrix

Transportation Division Manager (#BLV500)—Parametrix, a leading NW engineering, planning and environmental sciences consulting firm, is seeking a full-time Transportation Division Manager to join our Bellevue, Washington office. Successful candidate will meet financial growth and staff development objectives for the Transportation Division, which includes a staff of 26 technical professionals specializing in transportation design, transportation planning, environmental documentation, and landscape architecture. The position requires a BS/BA in engineering, planning or related field, a WA PE license or AICP accreditation and 15+ years progressive experience (5+ years recent consulting experience) in transportation planning, design of highway and urban arterial street systems, transit facilities, or environmental documentation. In addition, a proven

history of strong client relationships, project management and team-building skills are essential. Proven track record of business development and client relationships required. Qualified candidates must have excellent interpersonal and communication skills. Must have the ability to mentor and provide guidance to junior engineers/planners in the division.

Our 35-year history is based on participatory management where employee-owners are encouraged to seize opportunities and maximize their professional potential. Parametrix offers an excellent benefits package including an Employee Stock Ownership Plan, a 401(k) plan and Incentive Pay Program. Qualified applicants please submit a letter of interest, resume and salary requirement through our website.

www.parametrix.com
Parametrix—Inspired People... Inspire Solutions... Making a Difference.
Equal Opportunity Employer

CITY OF SANTA ROSA, CALIF.

Deputy Director of Public Works: Traffic Engineering—Salary: Up to \$108,420 annually (DOQ)—Filing Period: Open Until Filled

The Position: The City of Santa Rosa Department of Public Works is pleased to announce a unique, exciting and challenging opportunity for a seasoned public works professional possessing strong leadership, communication and interpersonal skills, a customer-service orientation and extensive knowledge of the principles and practices of traffic and transportation engineering. The Traffic Engineering Division oversees the City's traffic engineering operational and planning activities and staff. Incumbents in this position will be directly involved in legal

decisions per City Code, address regional traffic issues that impact the City, and provide responsible, professional and technical staff assistance to the City Council.

Requires knowledge of:

- Principles and practices of traffic and transportation engineering.
- Current developments and sources of information regarding traffic engineering.
- Principles and practices of supervision.
- Investigative principles and practices related to traffic matters.

Ability to:

- Serve as principle staff spokesperson on traffic matters and make related
- Presentations to Planning Commission, Neighborhood Groups, and City Council.
- Apply traffic engineering knowledge to technical problems and make appropriate recommendations.
- Communicate clearly and concisely, orally and in writing.

Why not work for the best firm to work for?

CENews #1 "Best Civil Engineering Firms To Work For"

FORTUNE Magazine "100 Best Companies to Work For"

It's official. Kimley-Horn is the best civil engineering firm to work for. So why are you waiting? We always have opportunities in the full range of civil engineering and land planning disciplines. Talk to any of 1600 staff in 54 offices.

Kimley-Horn and Associates, Inc.
www.kimley-horn.com

Positions Available

- Compile data and prepare statistical and narrative reports.
- Supervise, train and evaluate technical subordinates.

Experience and Education:

Any combination of sufficient years of experience in traffic engineering and education to possess the above required knowledge and abilities. Typically, the equivalent to a bachelor's degree from an accredited college or university with major coursework in civil engineering, including or supplemented by special study in traffic engineering.

License or Certificate: Current registration as a Traffic Engineer in CA (or ability to obtain); valid CA driver's license.

To apply: Call HR Dept., (707) 543-3076 or (707) 543-3063 (TDD); via email at jobs@ci.santa-rosa.ca.us; or via the website at www.santarosacityjobs.com. EOE



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.

We have a number of exciting projects currently underway. We offer excellent salary and benefits. Additional information is available at <http://www.chsconsulting.net>.

Send resume and cover letter to CHS Consulting Group, 500 Sutter Street, Suite 216, San Francisco, CA 94102 or email to mwilliams@chsconsulting.net EOE



CH2MHILL

CH2M HILL people help our client imagine, design and build modern mobility solutions for moving people and products safely. We need your talents in to deliver innovative transportation projects and help our clients build a better world.

Career Opportunities in Anchorage, Boise, Portland and Seattle

- Transportation Design Engineers
- Bridge Engineers
- Transportation Planners
- Design Team Leads
- Project Managers
- Traffic Engineers

In addition to excellent benefits (including stock options, incentive pay, relocation and more!), CH2M HILL offers professional growth, challenging projects, and the latest technology. To learn more about our opportunities contact Jonda Franklin at 425-233-3208 or visit our website at www.ch2m.com. EEO/AA Employer

WILLDAN

Willdan, established in 1964, is a multi-disciplinary firm specializing in providing engineering, planning and other services to public agencies. We are seeking a qualified transportation professional for a career position in our Ventura office. The position will involve task and project management including design of traffic signal systems, technical evaluations, preparation and review of traffic impact and parking studies, report writing and public involvement. Requires a BS in Civil or Traffic Engineering, EIT and four years of experience. Visit our website at www.willdan.com.

Willdan offers a competitive salary and comprehensive benefit program. Please e-mail your resume to hvrventura@willdan.com or FAX to 805 643-0791. EOE

CITY OF SAN LEANDRO, CALIF.

Traffic Operations Engineer—Salary \$6,339 - \$7,705 per month + excellent benefits—San Francisco Bay Area community of 79,000 is seeking a professional to perform a wide variety of traffic engineering functions, work on complex traffic engineering studies or projects, manage the City's Advanced Computerized Traffic Signal Timing System, and supervise staff. Requires a college degree in civil or traffic engineering and three years of recent responsible traffic engineering experience. California registration as a Traffic Engineer or a Professional Traffic Operations Engineer certificate is highly desired. Advanced degree may substitute for one year experience. For application materials, call the City's Job Hotline at (510) 577-3397 or visit www.ci.san-leandro.ca.us **Apply Immediately.** EOE



We provide transportation planning and engineering services to public and private clients throughout California. We assist our clients - cities, counties, developers, and regional transportation agencies - on exciting projects, and are

Don't forget...

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

Positions Available

currently specializing in the revitalization of urban areas – base reuse – urban infill and transit oriented development.

We are seeking a traffic engineer for our Los Angeles and Orange County offices. The ideal candidate will relish challenge and have prior experience in the preparation and review of traffic impact and parking analysis reports, transportation modeling, traffic operations, and design of streets and traffic control devices. Familiarity with California transportation and environmental policies and requirements is important and local government experience is highly desirable. Candidates with hands-on experience in traffic operation/simulation software such as HCS, Synchro and TRAFFIX are preferred. Bachelors degree in Civil Engineering, Transportation Engineering or related field and at least three years experience in transportation engineering and traffic operations, or any equivalent combination of education and experience. PE not required but preferred. EOE. Visit us at www.korve.com Reply via e-mail to jobs@korve.com. **Please reference LAENG in the subject line.**

Senior Traffic Engineer/ Transportation Planner—Korve Engineering is seeking Senior Traffic Engineers/ Transportation Planners in our Oakland and Los Angeles Offices. Candidates must have 5 to 15 years experience in circulation studies, simulation, traffic impact analysis, traffic operation analysis, safety studies, signal analysis/design, parking studies, bikeway planning and/or roadway geometric design. The ideal candidate should have excellent oral and written communication skills and work well as a team player. Experience in marketing, business development, and writing proposals is strongly preferred. The successful candidates will have a Bachelor's or Master's degree in Engineering, preferably with an emphasis in transportation. Must have California PE or AICP license or the ability to obtain license within six months

of hire. Please send resume via email to Jobs@Korve.com or bburton@korve.com. EOE. **Please reference OAKSTP in the subject line.**

Junior Traffic Engineer/ Transportation Planner—Korve Engineering is seeking Junior Traffic Engineers/ Transportation Planners in our Oakland and Los Angeles Offices. Candidates must have 2 or more years experience in circulation studies, simulation, traffic impact analysis, traffic operation analysis, signal analysis/design, parking studies, bikeway planning and/or roadway geometric design. The ideal candidate should have excellent oral and written communication skills and work well as a team player. The successful candidates will have a Bachelor's or Master's degree in Engineering, preferably with an emphasis in transportation. Please send resume via email to Jobs@Korve.com or bburton@korve.com. EOE. **Please reference OAKJTP in the subject line.**

Senior Travel Demand Modeler—Korve Engineering is currently seeking Senior Transportation Demand Modelers in our Oakland and Los Angeles offices. Candidates must have a bachelor's degree (master's preferred) in transportation planning or engineering and five to 15 years of experience in travel demand modeling. Must have experience with TP-PLUS, EMME-2, Trans-CAD and similar software. Should have experience in some or all of the following: land-use planning, GIS, traffic data collection, traffic engineering studies, roadway and intersection capacity analysis and geometric design. Korve requires strong verbal and written communication skills. Please send resume via email to Jobs@Korve.com or bburton@korve.com. EOE. **Please reference OAKSTDM in the subject line.**

Senior Pedestrian & Bicycle Planner—Korve Engineering is currently seeking Senior Pedestrian & Bicycle Planners in our Oakland and Los Angeles offices. Candidates should have 7 or more years preparing pedestrian and bicycle plans. The successful candidates will have excellent verbal and written communications skills. Experience in marketing, business development, and writing proposals is strongly preferred. The successful candidates will have a Bachelor's or Master's degree in Engineering, preferably with an emphasis in transportation. Please send resume via email to Jobs@Korve.com or bburton@korve.com. EOE. **Please reference OAKSPBP in the subject line.**



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Legislative Update



*Walt Stringer,
District 6 Legislative
Committee Chair*

The new year is off and running, and here is the latest from the federal level, as well as California. As a reminder to Section Legislative Chairs, the first quarter is when most District 6 state legislatures are in session, and reports are welcome to share with the entire District

via this column.

In early February, the proposed Federal budget appeared, amidst some controversy over the elimination of approximately 150 programs. In broad terms, the budget includes approximately \$34.7B for highways and \$7.78B for mass transit. Both figures represent slight increases over the prior fiscal year. The

budget also includes a TEA-21 reauthorization proposal under the name SAFETEA with \$283.9B, a \$28B increase over the last (2004) proposal for the six year program. The House also marked up their version (known as TEA-LU) with the same proposed funding amount. The current law expires May 21, so this spring will hopefully see a new authorization.

In mid-February, Transportation Secretary Mineta advised that the DOT's new RITA (Research and Innovative Technology Administration) was staffed and active, combining functions from four related but separate R&D agencies with the USDOT.

In California, the new budget proposal, released by the Governor in January, would continue the suspension (to help balance the State's General Fund) of Prop. 42 transportation funding (probably until FY2007, when a 'firewall'



provision would be enacted), which represents more bad news for transportation project interests. The hoped-for infusion of tribal gaming revenue funding has been delayed by litigation. Various trade associations and others began to formulate plans to both battle the budget, as well as locate alternate funding sources for impacted projects. The suspension would impact four funding streams collectively worth \$1.31B. The next steps are Senate and House hearings, a revised financial status report due in May, and a June 15th deadline for adoption of the budget.

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