



Westernite

Official Publication of District 6 of the Institute of Transportation Engineers

May - June, 2002 Vol. 56 No. 3

President's Message

Rory Grindley, President



I had the very good fortune to attend ITE's spring specialty conference in Tampa at the end of March. Arriving a couple of days early to help promote the District's package of student initiatives at the International Board Meeting, I got to see our three International Directors (Patti, Rich, and Ray) and International President Jenny Grote at work. I must say I was impressed that they were among the most active participants in the major board discussions, and represented both District 6 and the overall Institute superbly. It was a pleasure to see that we're in such capable hands at the International level. And returning home from the Florida sun to the Puget Sound, well . . .

April showers bring...the start of the ITE election season! Most of us will be faced with at least two, and possibly as many as four, separate ITE election ballots for selecting your International, District, Section, and Chapter officers. So expect to receive several different ballots over the next few months. It is important that you realize which ballot is for which level of election and return them to the appropriate repository by the respective deadlines. Most of the Section and Chapter elections within the District are conducted in May or June in conjunction with the respective annual business meetings of those divisions.

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**See you at our
ITE 2002 Annual District Meeting**

**Palm Desert, California
July 14 to 17, 2002**

Ballots for our District offices will typically arrive within weeks of your receipt of this WesternITE edition and must be returned before or at our Annual Meeting in Palm Desert in July. There will also be an abbreviated statement sent with the ballot materials.

You'll likely receive the International ballots a few weeks after the District ballots. These need to be returned prior to the Philadelphia Annual Meeting in August.

For each election, please become an informed voter by reading the candidates' campaign materials. Then exercise one of your greatest responsibilities as a member and cast your votes. After all, this is YOUR Institute!

Speaking of the approaching annual meeting, there are several District committee chairs that will be busy these next few months. Of course Dee Ubhayakar and his Local Arrangements Committee members are expending enormous amounts of time and effort in preparing the final arrangements for the Palm Desert meeting to ensure that it will be a great time for everyone. (Check westernite.org for the latest updates of the technical program, activities, and registration information.) Dave Butzier, Membership Chair, will be contacting Section representatives to remind those members that have yet to send in their dues of their delinquency. Technical Chair Ken Ackeret will be working with all Sections to get the required Section Activities reports filed, and then judging these reports for the Section Activities Award. Career Guidance Chair Charlie Ebeling will be doing the same with Student Chapters for their reports and awards, as well as making final arrangements and promotions for the new student design competition to be held at the Palm Desert meeting. Thanks to each of these volunteers, and those that assist them, for contributing their efforts towards the resounding success of District 6.



RAT Lights in El Cajon

Supplementing Red Light Photo Enforcement With RAT Lights In The City Of El Cajon



Edward C. Krulikowski, P.E., City Traffic Engineer

City of El Cajon

Trev Holman, Associate Engineer, City of El Cajon

The City of El Cajon is located about 15 miles east of San Diego, California. El Cajon, like a lot of other areas in the country, has had problems with accidents caused by vehicles running red lights. El Cajon was one of the first cities in California to implement a red light photo enforcement program. Beginning in December of 1996, and continuing through the first two program years, the City used one camera, rotating their location among three major intersections.



Though the reduction in ran-red-light accidents was impressive in the enforcement area, the costs of expanding the photo enforcement program after the first two years to six (6) sites with two (2) cameras made it apparent that a larger program expansion would not be cost-effective. So the City selected the use of "RAT" lights as an alternative method of enhancing the existing enforcement program. This paper covers the "RAT" light program operations in detail.

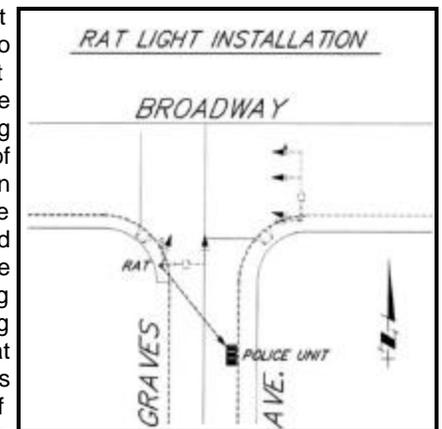
In retrospect, the City of El Cajon reports that the use of RAT lights in conjunction with the photo enforcement program was a worthwhile venture. While the supplemental program realized some benefit, the cost to achieve limited benefits was viewed as excessive. This type of enforcement requires a police officer to devote considerable time and attention to monitoring; if violations are infrequent, it becomes difficult to justify the staff time. In comparison to the photo enforcement program, a relatively low number of citations were attributed to the supplemental activities using RAT lights, which led to the conclusion that RAT lights did not have a significant effect on the overall enforcement program.

The City of El Cajon is located about 15 miles east of San Diego, California. With a population of just under 100,000, El Cajon's traffic conditions are more like a large urban area than a suburban or rural community. Peak-hour congestion, queuing at freeway on-ramps, and running red lights at high-volume intersections are typical examples.

The City of El Cajon was one of the first cities in California to

implement a "Ran Red Light" Photo Enforcement Program. By December of 1996, the program was operating with one camera rotating among three intersections. The first evaluation of the program showed a 21% reduction in accidents caused by a motorist running a red light in the area of enforcement. The program was expanded in 1998 by doubling the number of cameras and the number of participating intersections. The expanded program showed a 71% reduction in ran-red-light accidents, but again only in the enforcement area. The substantial reduction in accidents was overshadowed by an increase in operational costs that left the City questioning the enforcement program's future. Noting a decrease in violations and citations at two of the six intersections, it was decided to drop these two intersections out of the enforcement program for the following year.

It was decided that the City's photo enforcement program could be enhanced by using a simple piece of equipment known as a "RAT" light (the original lights used in Cupertino were grey and had a long wire tail thus looking like a RAT) at numerous locations and at a fraction of the cost of cameras used for photo



enforcement. A RAT light (see photo 1) is a small piece of hardware with a focused group of red LED lights and wiring that ties into the intersection traffic signal. The RAT light was mounted on the back plate of a traffic signal, facing away from the signal lights which are viewed by motorists (see photo 2). The RAT light is positioned so that it is within clear view of a police officer who monitors the light from a patrol car which is parked on a public street (see photo 3). The officer must also be able to see the stop bar at the intersection.

When the traffic signal lights turns red, the RAT light simultaneously shines red. Because monitoring is done from a side street (see Figure 1), a police officer can quickly and safely enter the intersection in pursuit of any vehicle that crosses the stop bar after the light turns red.

As for the photo enforcement program, the sites selected for the RAT light program were primarily locations with a high rate of ran-red-light accidents. Twelve intersections were originally identified; six of the twelve locations were already included in the photo enforcement program. Two of the remaining locations were state-controlled intersections, and therefore not considered eligible for the program. This left four sites (all under City control) that were not being enforced.

Further study was needed in order to determine which of the four sites would be the best location(s) for RAT light enforcement. Logistically, an intersection would not be a good candidate if there are "no parking" zones nearby which would preclude an officer from monitoring the RAT light and stop bar from a parked vehicle. It was also determined that obstructions to sight distance (such as tall, dense vegetation in or near the public right of way or roadway design etc.) could interfere with visibility of both the stop bar and RAT

light. Also, sites where left turns need to be enforced did not allow a practical installation, as the police unit would have to be parked on the wrong side of the street. Some of these concerns could be addressed by the use of motorcycle patrol units.

Two of the original twelve sites were selected for initial installation and implementation at intersections that appeared practical for the RAT light installation.

Traffic signal plans in combination with field observations were used to determine the best installation for each location. Each of the selected sites had a position for the police officer to park in order to observe the RAT light and the stop bar at the same time (see photo 3). There was also a way to safely turn into traffic in order to pursue the offending vehicle (see Figure 1). In addition, the selected locations had near-side signal heads which allow for any easy installation without having to pull new wire. The cost of the installation was approximately \$500, with \$250 of that cost being for the RAT light equipment and the remainder for the actual installation. If additional wiring had been required for this installation, it could have been done with spare wires, or with new wiring at extra cost depending on the existing conduit and available extra wiring at the specific location.



The equipment required very few changes overall after the initial installations. Some minor adjustments were needed to ensure optimal positioning of the RAT light for viewing by the monitoring officer.

Traffic volumes and data from the collision histories were used to determine the best times for enforcement. Unfortunately, at certain times of the day, the high volume of traffic often made enforcement difficult due to intersection entry concerns, or simply because other vehicles get between the officer and the violator. It should be noted that that limitations such as these are not encountered with the photo enforcement program.

RAT light enforcement requires an officer to dedicate considerable time in order to issue any number of citations. If violations are infrequent, it is difficult to justify the time being spent by an officer monitoring the RAT light from a parked car. Violations occurring in the direction being enforced may only occur once every hour or so, depending on the intersection. Therefore, the number of citations has been relatively low. The total number of citations in almost two years of this program have not even equaled one month of the photo enforcement program. It should also be noted that the total hours of enforcement is substantially less than what is provided by the photo enforcement program, which operates 24 hours a day. Although the use of RAT light enforcement has been limited to very few locations, the police officers that have participated in the RAT light enforcement program generally support the program, as it makes enforcing red light running much safer and easier.

The low number of citations issued as a result of RAT light installation compared to the photo enforcement program indicates that this type of supplemental enforcement has not

significantly contributed to the overall enforcement program. There may be some benefits, however, that are not necessarily measurable. It is believed that a more significant benefit might be realized if additional hours of police staff time were utilized.

The accident history at RAT light intersections was also reviewed in determining the relative success of the program. Though the results are based on a very limited application of this type of enforcement, there was not a significant reduction in related accident experience at the RAT light locations.

Inherent in the RAT light enforcement program is its inconspicuous appearance; compared to the equipment housing needed for photo enforcement, an installed RAT light is much less visible and therefore is not seen by the average motorist. When a RAT light is activated, it is completely out of view of a passing motorist. The City of El Cajon never formally publicized the use of the RAT light program, but it is the staff's opinion that to do so might lead drivers to be more reluctant about the risk of running a red light.

It has been the City of El Cajon's experience that a RAT light program can easily be combined with a photo enforcement program, and it can work hand in hand with other traffic safety programs. The RAT lights will not detract from or otherwise interfere with another program.

Although this type of supplemental enforcement may have some benefits, it has not significantly helped the overall enforcement program. This was indicated by both the number of citations issued and the related accident experience which was essentially unchanged.

The RAT light program has the advantage of being a low-cost enhancement with easy installation, but largely depends upon frequent monitoring by a police officer. Because the officer's attention must be focused on the RAT light and the stop bar, other tasks that require mental concentration, such as report writing, are generally not attempted while participating in the enforcement program.



The benefits of a RAT light program appear to be primarily in supplementing an existing enforcement program. If this type of program was combined with an educational component, including publicity, it may have more significant benefit than was shown with the El Cajon program.

The authors of this paper can be contacted at the City of El Cajon Dept. of Public Works, at (619) 441-1651 or (619) 441-1665. Please send your questions or comments to: ekrulikowski@ci.el-cajon.ca.us. The authors wish to thank Barbara Ramirez, Senior Planner with the City of El Cajon, for her help in editing this article.

Candidates For Office

Nominations and District Officers for 2001-2002

The Board accepted the 2001 Nominations Committee candidate recommendations for District 6 officers. The slate of candidates included:

President: Julia Townsend

Vice President: Randy McCourt

Secretary-Treasurer: Bahman Janka
Zaki Mustafa

International Director: Pat Noyes

In accordance with Section 5.2 of the District 6 Bylaws, 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. No member shall be a candidate for more than one office.

Candidate for ITE District 6 President

Julia L. Townsend, P.E., P.T.O.E

Biography

Julie Townsend has 12 years of experience in the Transportation Engineering field. She is currently a Project Manager with kdANDERSON Transportation Engineers where her primary responsibility entails the firm's traffic demand modeling. Julie holds a BS in Civil Engineering from Colorado State University. She is a licensed Civil Engineer and Traffic Engineer in California and a Professional Traffic Operations Engineer (PTOE).



She has been actively involved with ITE over the past 12 years at both the District and Section levels. Over the past year, she has chaired the Website Committee and is currently working to further enhance the District's website.

Candidate Statement

It is an honor to be a candidate for District 6 President. It has been my pleasure to serve on the District 6 Board over the past two years. The District Board officers, ex officio members, Committee Chairs and other volunteers are truly an enthusiastic and dedicated group of professionals.

This year's focal point has been on the students, Student Chapters and Faculty Advisors. I would like to continue to focus on student outreach programs and maintain the momentum that is currently being directed toward this young upcoming group of professionals, as I believe that we can help to prepare them to solve our future transportation needs.

We need to continue to utilize the District's website to disseminate information to reach the greatest number of people at the lowest cost. The web site has undergone many enhancements over the last two years and will continue to develop with the appointment of a new Webmaster.

I continue to believe that it is imperative to keep the District's Annual Meetings affordable in order to encourage higher attendance and greater professional interaction. As part of the student initiatives program, the District is currently subsidizing the Annual Meeting registration cost for students and ITE Faculty Advisors.

I believe that we, as professionals in the transportation field, have a unique opportunity to maintain the high standards that are associated with ITE. It is imperative that we retain ITE's status as a leader in the transportation profession and continue to enhance the member services that are currently provided.

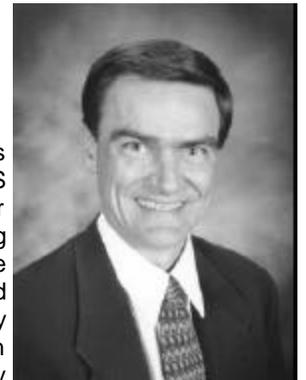
I look forward to your continued support as a candidate for President and welcome your input. I hope to see you at the Annual Meeting in Palm Desert.

Candidate for ITE District 6 Vice President

Randy McCourt

Biography

Randy McCourt, P.E., PTOE (F) is currently a principal for DKS Associates, directing their Northwest operations. Following graduation from Oregon State University (Civil Engineering) and University of California, Berkeley (Master's of Transportation Engineering) in 1979, Randy started his career with DKS Associates in Oakland and has been with DKS for 23 years.



ITE Leadership

District 6 Secretary-Treasurer
President for two sections in District 6 (Oregon – 1996 and San Francisco Bay Area - 1988)
Technical Chair for District 6 – 1996 to 1998.
Annual Meeting Technical Committee Chair Portland (1994) and co-chaired the Technical Sessions for the 1984 International ITE meeting in San Francisco
Numerous ITE committees
Nearly two dozen technical publications and presentations in the past 10 years on subjects ranging from neighborhood traffic management to

ITS, pedestrian trip generation to transit performance
 1997 ITE Outstanding Project Award by the Traffic Engineering Council for his surveys of Neighborhood Traffic Management Performance
 Chairs the committee to update the Parking Generation for ITE (due 2002).

Leadership Priorities

At the beginning of my year as Secretary-Treasurer I had set out to increase the information available on the District 6 web site, generate relevant technical information, attracting young talent to transportation and showcasing transportation. While this year has gone very fast – many things were accomplished at the District 6 board level. The student initiatives, a focus of Rory Grindley's this year, has produced tangible benefits to students and faculty in transportation. I will be working to further these initiatives, particularly the training of transportation faculty, provision of good library references at member universities and linking active professionals with each transportation program. The beginning of many changes on the District 6 web site started this year. I will be working to finalize web access to university transportation curricula in the west, providing recognition to past District 6 award winners and links to useful transportation information. I will direct publishing the Parking Generation informational report this year and continue to see that task through to the subsequent edition. I am committed to showcasing our profession – through provision of a starter PowerPoint presentation that all members can use to discuss our profession with students and the public.

It is my privilege to serve District 6. I love comments on how to make our profession better, so please contact me with ideas at rsmd@dkssassociates.com or call 503/243-3500.

Candidate for International Director

Pat Noyes

Experience/ITE Experience

Pat has served District 6 as District 6 President, 1999-2000; Vice President, 1998-1999; Secretary-Treasurer, 1997-1998; Past President, 2000-2001; and WesternITE Managing Editor, 1994-1997. As WesternITE Managing Editor she was presented the District and Section Newsletter Award in 1997 and 1998, due in great part to the support of the Technical Editor, Matthew Ridgway. As part of her duties Pat served as the District's Advisory Committee Chair, 2000-2002; the Annual Meeting Selection Committee Chair, 2000-2001; and the Nominating Committee Chair, 2000-2001. Pat currently serves on the District Administrator Appointment Committee.



As a member of the Colorado/Wyoming Section, Pat served as Colorado/Wyoming Section President, 1995-1996; Vice President, 1994-1995; Secretary-Treasurer, 1993-1994, and Past President, 1996-1997. She chaired the Section's Residential Traffic Management Technical Committee in 1986.

At the International level, Pat is a International Fellow of the

Institute and a member of the Planning Council Executive Committee, Volunteer Management Task Force, and Traffic Incident Management Committee. She chaired the Hoyt Award Committee from 1997 through 2001 and represented District 6 on the International Nominating Committee in 2000. She is the author of Chapter 6 of the Traffic Engineering Handbook, 5th Edition, and has presented one-day workshops on Traffic Incident Management and Traffic Calming in conjunction with International Meetings.

Pat holds a Master of Engineering, a Master of Arts, and a Bachelor of Arts, and has 20 years of transportation experience. She has been the Principal of Pat Noyes & Associates since 1993, and worked for local government for 10 years.

Statement

After seven years on the District 6 Board I am not ready to give up the opportunity to help shape the District's focus and priorities. District 6 is a strong and active organization that provides a model of success throughout the Institute. It has been an exceptional opportunity to serve on the Board as Managing Editor of WesternITE and through the elected offices of Secretary/Treasurer through Past President. I hope to continue my Board involvement as International Director and carry the District's strong voice at the International level. After seven years on the District 6 Board I am not ready to give up the opportunity to help shape the District's focus and priorities. District 6 is a strong and active organization that provides a model of success throughout the Institute. It has been an exceptional opportunity to serve on the Board as Managing Editor of WesternITE and through the elected offices of Secretary/Treasurer through Past President. I hope to continue my Board involvement as International Director and carry the District's strong voice at the International level.

My goals as International Director include expanded outreach and support to all our members, with particular emphasis on:

- Expanded support to the Sections and Chapters
- Enhanced training and career development opportunities at all levels of the Institute
- Continued outreach to students and professionals in related fields

Thank you for your support and the opportunity to serve ITE!



Candidates For District 6 Secretary-Treasurer

Bahman Janka, P.E., MITE
City of Pasadena, CA



BIOGRAPHY

I started my career with ITE in 1983 while a graduate student at the University of Washington in Seattle. During my 20-year career I have worked as a Transportation Engineer in both the private and public sector. My career includes positions with the City of Renton and Entranco Engineers in Bellevue, Washington prior to moving to California. I have held responsible positions during my employment for the Cities of Palo

Alto, Fremont, Santa Clarita, and currently serve as the Transportation Administrator for the City of Pasadena. I have a bachelor's degree in Civil Engineering and two master's degrees in Transportation Engineering and City and Regional Planning. I am a registered Traffic Engineer in the state of California.

OBJECTIVES AND PRIORITIES

Member Involvement: Increase the ITE membership of large County and State agencies such as Caltrans.

Publications and Products: Deliver more useful products to our membership such as the recent Pedestrian report by the Pedestrian and Bicycle Task Force.

State and Federal Involvement: Increase ITE's involvement at the State and Federal level such as the reauthorization of TEA 21.

Young Members: Encourage active participation of young ITE members in technical committees and encourage presentation of papers at Annual Meetings.

Communication: Increase and facilitate exchange of ideas among members via electronic communications.

ITE LEADERSHIP ACTIVITIES

I served as the President of the Southern California Section during 2000-2001 and have been on the Section's board since 1998. I served as the Scribe for the Section for two years and won the District 6's 'Wisest and Windiest Scribe Award' for 1998-1999. I have also served as the Section's Technical Chair. I have attended every District 6 and/or International meeting since 1984 and have presented papers at District meetings. I have published technical papers in the WESTERNITE and have moderated technical sessions, including a session in Albuquerque in July 2001.

CANDIDATE STATEMENT

I am honored to be nominated as a candidate for the position of Secretary-Treasurer for ITE District 6 for 2002. ITE is a remarkable organization that strives on energy, enthusiasm, commitment and volunteer work of many members. ITE has been instrumental in my personal career development through the years. In return, I believe that I have the enthusiasm, passion and commitment to help others achieve their professional goals through our fine organization. I would greatly appreciate your support.

Zaki Mustafa, P.E.
City of Los Angeles, CA



I am truly honored to have been nominated for this position. I have worked with the City of Los Angeles, Department of Transportation for the last 18 years. Currently I am responsible for the Field Engineering Division as well as the Paint and Sign Division which consists of over 150 personnel. I am an Assistant Scout Master at my church, St Peter and Paul. If elected I will serve the Board and the members by maintaining strong financial and administrative records of District 6. As Secretary-Treasurer, I will also commit my time and energy to represent each of your best interests on the District 6 Board, and I pledge to fulfill the following goals during my tenure:

- Deliver useful technical products like the "Ped and Bike Council's reports on Pedestrian Crossing and Innovative Bicycle Treatments"
- Continue to provide the best technical information in WesternITE
- Support and encourage participation of the student chapters
- Develop a mentoring program for the students
- Keep our annual meetings affordable, educational, and family oriented
- Support the faculty advisors with their student chapters

It is important that you elect someone with experience and comprehensive knowledge for the job of Secretary-Treasurer. Since the term of this office is just one year, it doesn't afford the luxury of on-the-job learning. I have been an active District 6 Board member for over 3 years and I have 20 years of active ITE participation that includes the following:

- WesternITE Managing Editor
 - Interim Webmaster for District 6 www.WesternITE.org
 - LAC member for our Palm Desert meeting this year
 - Member of the Website Committee
 - Web master for Southern California Section
 - Web master for Riverside - San Bernardino Section
 - Served as Southern California Section Secretary-Treasurer and Vice President
 - Southern California Section Past President (1996-1997)
 - Career Guidance Chairman for District 6- Establishing Eight New Student Chapters
 - Served on the 1991 Annual Meeting LAC
 - Cal Poly Pomona Student Chapter Past President
- Straight Talk
Common Sense Leadership
20 years of Active Participation
Thank You For Your Support!

Candidates For International Vice President

John J. Kennedy, P.E., PTOE, FITE

Principal, Vanasse Hangen Brustlin, Inc. (VHB)
Watertown, Massachusetts
jkennedy@vhb.com.



The Institute has provided me an opportunity to serve as the Institute's Vice President in 2003, a position that I have sought to achieve after serving as an elected leader over 14 years through Section and Chapter and District Offices and on the International Board (IBD) serving District 1 from 1996 through 1998. That experience, and serving as General Chairman for the Institute's 1997 Annual Meeting in Boston, has given me an understanding of the type of organization that ITE is, its people, and the services it provides.

The person you elect will serve on the Institute's Executive Committee and the Board of Direction for three years. Continuity is essential in maintaining on-going programs and goals of predecessors while introducing new goals. I have worked successfully with Executive Director Tom Brahm through my tenure on the IBD and the 1997 Boston Meeting. I served on the IBD with current President Jenny Grote and with Vice President Jack Freeman. I want to continue the great work of the current Committee and of the Board and expand their initiatives. My goals include:

Provide membership with the tools it needs, such as the on-going work on preparation of a video on neighborhood traffic issues, technical work on subjects like a recommended practice for automated enforcement and signal timing, and On-Line Learning Gateway programs.

Increasing the number of members affiliated with, and participating in, Councils. This could be accomplished by adding Council membership to ITE membership without requiring a member to pay for the opportunity to volunteer time in technical product preparation or review. This has proven effective in the Agency Member program,

Expand the On-Line Learning Gateway to add components that can be used as training tools for elected boards and officials who are not trained in the field of transportation.

Continue membership expansion through the Agency Member program, student programs and initiatives in Mexico, Central and South America. Further encourage international membership through partnerships with similar, well-founded European and Asian organizations.

Why should you consider me as Vice President?

An active member of the Institute for over 25 years, 14 years as an elected ITE officer and 30 years in traffic engineering.

IBD Member representing District 1 for three years.

Continued involvement on ITE Committees, including the Institute's newly formed Transportation Security and Evacuation Advisory Committee.

Co-Founder of an ENR Top 100 design consulting firm, providing needed leadership expertise.

Established and proven working relationship with members of ITE's Executive Committee.

Commitment of service to the leading professional transportation association in the world.

For more information about me, I would invite you to visit ITE's website (ite.org), or better yet, call or e-mail me with your thoughts, ideas, comments or concerns. I'd be more than happy to send you a brochure. I can be reached by phone at 617.924.1770, or e-mail at jkennedy@vhb.com.

Steven D. Hofener, P.E., P.T.O.E. (F)

President, Traffic Engineering Consultants, Inc.
Oklahoma City, Oklahoma, USA
SHofener@tecokc.com

Following is a short synopsis of my goals for ITE and my qualifications to lead the Institute.

Goal 1: "Changing Priorities"

A variety of factors require adaptation to changing needs. It is important that ITE is able to quickly respond to these changing priorities. ITE should be able to support our members with the necessary resources to expeditiously address key issues as they arise.



Goal 2: Improving Our Image

The transportation profession enhances the mobility and safety of our clients worldwide on a daily basis. Yet most of the public does not know or understand what we do. Improving the transportation professional's image was a campaign goal of mine in 2000 and will continue to be a goal. I have had input by participating on the Executive Committee and Board of Direction on initial efforts including a video on neighborhood traffic issues which is underway, the addition of a new staff member with public relations expertise, and the inclusion of line item funding for public relations.

Goal 3: Student Chapter Support

ITE's best link to promoting the profession to increase talented professionals is through the ITE student chapters at the universities. The student chapters are also a source of new Associate members to the Institute. It is paramount that we attract quality students to the transportation profession. I would continue successful ongoing programs including first year dues exemption for students, student participation at annual meetings, and scholarship programs – all of which I provided input.

Goal 4: Member Service

The most important goal of ITE should be to meet the needs of all of our members. We should continue efforts to increase our international membership through electronic memberships and electronic services. There are unique needs for Canadian members, which can be met. For all members we should continue to strive to implement training and mentoring with past leaders and to promote support to Chapter, Section and District activities.

SERVICE TO ITE

My Institute activities include participating on the Executive Committee.
(Continued on page 8)

(Continued from page 7)

Board, the Board of Direction, serving on the Coordinating Council from 1997 to present, Chair of the Consultants Council from 2000 to present, Legislative and Policy Committee from 1990 to 2000, and numerous other committees within the Institute.

EDUCATION AND PROFESSIONAL REGISTRATION

B.S.C.E Oklahoma State University, 1975

M.E. Texas A&M University, 1977

Graduate Work, University of Oklahoma, 1991

P.E. in Oklahoma, Texas, Kansas, Missouri, and Arkansas

P.T.O.E. 1999

PROFESSIONAL EXPERIENCE

I have practiced as a Traffic Engineer for the past 26 years. I have worked for the Oklahoma Department of Transportation, the Texas Transportation Institute-Texas A&M University, the City of Oklahoma City and in the consulting field as founder and partner in TEC Inc.

Section Report

HAWAII SECTION

The January luncheon meeting was held on January 14, 2002 at the Prince Jonah Kuhio Kalaniana'ole Federal Building in Honolulu. The featured speaker was Matt Nakamoto from the University of Hawaii at Manoa who presented his thesis entitled "Highway Inventory System Using GIS with Data Integration for Inventory and Maintenance." Matt explained that his thesis originated from a request by the Department of Transportation's Highway Maintenance Office (HWY-O). The project entailed the creation of an inventory and log-based maintenance system using GIS that was able to perform queries with a graphical user interface. This system would enable HWY-O to locate and track maintenance done to light poles, overhead signs, roadside signs, guardrails, and culverts. Currently, HWY-O maintains three separate databases with detailed information regarding existing light poles, guardrails, and overhead signs. The new inventory/maintenance system would use these existing databases in conjunction with newly created databases for roadside signs and culverts to provide the HWY-O with a comprehensive inventory database. In addition, the system would maintain a maintenance database for each facility to allow the HWY-O to track the maintenance history of each facility.

The February luncheon meeting was held on February 21, 2002 at the City and County of Honolulu's Traffic Control Center. The meeting included a tour of the traffic control center and presentations by five featured speakers. The first speaker was Don Hamada of the City and County of Honolulu's Department of Transportation Services (DTS) Traffic Engineer Division, who described City's current traffic camera system coverage, communications system, and traffic data collection system. He explained that with the help of these tools and an ITS regional architecture plan, the City plans to develop usable products such as traveler information, travel time information, and incident management. The second speaker was Robert Lung of the

Honolulu Police Department who discussed the current traffic laws being proposed by the legislature. The current bills cover topics such as the implementation of a Pedestrian Bill of Rights, revision of the driver's licensing program, and harsher penalties for racing on the highways. The third speaker was Paul Steffens of DTS's Public Transit Division who discussed the City's on-going efforts to improve public transit. The City is already in the process of converting their bus routes to a hub and spoke system with transit centers and hubs. In addition, they are continuing to make bus stop improvements and plan to implement a community access service, conduct a system wide rider survey, provide user-friendly bus information, and implement the use of smart cards in the future. The fourth speaker was Ty Fukumitsu of DTS's Traffic Engineer Division who gave an overview of the engineer's role as a witness in legal proceedings. The fifth speaker was Jason Yotsuda, a traffic reporter for KSSK radio station, who gave an overview of his job as a traffic reporter and how it has been impacted by the City's traffic camera system.

Cathy Leong



Montana Chapter

The year began for the Montana Chapter in Jackson Hole, Wyoming with our annual meeting held in conjunction with the Intermountain Section Meeting (May 19, 2001). 24 members attended including 10 Montana State University Student Chapter members, a large attendance for a meeting held five hours from the closest large Montana City and in another state. Election of officers took place with current President Matt Ulberg, PE presiding. The new officers installed by Jenny Grote, PE, International President were Patricia Walsh Burke, PE—President, H. Terry Smith, PE—Vice President and Brent Campbell, PE — Secretary/Treasurer.



Our fall meeting was held in conjunction with the *Context Sensitive Design Conference* in Missoula, Montana on September 6, 2001. The meeting included a social hour prior to dinner at "The Depot." A short business meeting followed and the meeting was finished off with a guest speaker from the University of Montana. Dr. Harry Fritz, an energetic history professor, presented Lewis and Clark's journey through Western Montana. In addition, Intermountain Section Officers in attendance were President Terry Little, PE and 1st Vice President Kathy Harris, PE.

Due to the wide expanses between towns and the distribution of our membership throughout the six major cities, e-mail has been a huge asset to our membership. We currently use a group email program through Yahoo that allows distribution of information to all of our members while minimizing mailings. In addition it allows for members to bounce ideas off one another and share information.

Our 2002 Annual Meeting was held this year in conjunction with the MSU Spring Festival hosted by the ITE & ASCE Student Chapters at MSU on February 28, 2002. The meeting was well

attended with 25 members as well as the current District 6 President, Rory Grindly. The meeting centered on current Chapter issues as well as the upcoming 2005 District 6 Meeting being hosted by the Montana Chapter in Kalispell, MT.

Current Chapter Issues include supporting the MSU Civil Engineering Department in presenting engineering programs geared toward 2nd & 3rd graders around Montana, as well as joining forces with other engineering societies to organize future conferences and technical committees during the bi-annual legislative session. In addition, our election of officers took place. Our new officers are H. Terry Smith, PE – President, Brent Campbell, PE – Vice President and John Pavsek, PE – Secretary/Treasurer.

Our next meeting is planned to be the traditional 7am Saturday breakfast meeting in Jackson Hole, WY on May 18, 2002.

Patricia Walsh Burke, PE – Immediate Past President 2001



New Mexico Section

The New Mexico Section conducted a meeting on February 7 at Molly's restaurant in Santa Fe. In lieu of a formal presentation, attendees viewed a video, "Signal Timing Traffic Signal Management," produced by the FHWA. Research indicates that up to 75% of existing signal systems could be improved by either updating signal controller and/or detector equipment or by improving timing programs through optimization with computer software packages. After the video, an open discussion was held with representatives from several local agencies providing input regarding signal improvements their agencies have completed in the past or are currently working towards implementing. Examples from the New Mexico State Highway and Transportation Department, City of Santa Fe, and City of Albuquerque systems were all discussed.



Another meeting March 8, was held in Albuquerque at Weck's restaurant. Mr. Carl Lovato from FHWA gave a presentation entitled Integrated Transportation Design (ITD). ITD is an experimental project development procedure in which project stakeholders work hand in hand with the development team to provide input. The intent is that public involvement exceeds requirements established by NEPA. The result of this additional effort hopefully ensures that the final project better fits the facility user needs. A pilot project is underway just outside Albuquerque city limits on Interstate 40 through Tijeras Canyon. One stakeholder group that is involved are commercial truck drivers. A workshop was performed in which truck drivers escorted design team members on truck rides, in attempt to enhance designer awareness of trucker concerns. Some things identified through this exercise were the need for climbing lanes, glare shields in median need to be higher to benefit trucks, striping visibility, and short on/off ramps. The second part of this workshop included truck drivers spending time in an active construction work zone. Drivers experienced first hand the feel of having speeding traffic, including trucks, at their backs with

only a barrier or channelization device separating them from the traffic. New Mexico State Police also were included as a stakeholder group. Input from this group included the need for center median breaks for emergency vehicle access and also a request for development of "safe zones." Safe zones would be pull out areas aside the traveled lanes which police could be protected while running radar checks. The coordination with the stakeholders will continue after construction. Follow up surveys will be completed to establish the effectiveness of the outreach and involvement of stakeholders.



Kurt D. Thorson, P.E.
Secretary/Treasurer NM Section

NORTHERN CALIFORNIA

The February 2002 meeting featured a presentation by Pete Hathaway, Deputy Director of the Sacramento Area Council of Governments (SACOG), on the 20-year Metropolitan Transportation Plan (MTP) Update for the Sacramento Region. Pete came to SACOG last summer from the California Transportation Commission where he served for many years as Deputy Director.

The *MTP for 2025* update features many community involvement efforts applied by SACOG for the first time. A 55-member Transportation Roundtable representing business, environmental, ethnic/minority and other interest groups advised the SACOG Board on direction and priorities for the Plan. SACOG is also conducting a public opinion poll on the Draft Plan and doing extensive outreach to individual community groups.

The \$21 billion "official core plan" has several major new elements including a \$400 million Community Design program to encourage development that supports transit, biking, and walking. The Plan also includes several new multi-modal transportation corridor improvements, \$200 million for regional bicycle and pedestrian projects, \$180 million for clean air programs, and \$80 million for an open space program.

The Draft Plan is currently in the public review stage, with adoption of a Final Plan scheduled for June of this year. Following adoption of a Final Plan, the Air Quality Conformity finding will be submitted to the EPA. This is expected to be a major hurdle for the Plan, especially given recent conformity lapses in the San Francisco Bay Area and in Fresno County. SACOG will also begin a process that will prioritize funding for the projects and programs included in the Final Plan.

Southern Arizona

Enthusiasm for the SAITE chapter is great, as evidenced by attendance at recent meetings. February's turnout was an all-time high of about 30 members and interested individuals. The topic that drew the crowd was environmental issues, which featured speakers Dee Bowling of the ADOT



Environmental Planning Section, and Maveen Behan, an attorney from the Pima County Administrator's office working on the Sonoran Desert Conservation Plan. February's program was also well-attended, and featured speakers Richard Corbett from the Pima Association of Government and Mike Carlson from the Tucson Airport Authority.

The SAITE chapter board recently selected a new secretary-treasurer to replace Martin Roush, who stepped down to give more attention to his new responsibilities with the Town of Sahuarita. Diahn Swartz, P.E., a transportation engineer with TransCore, was welcomed at the February meeting.

Due to a busy month the chapter will forego the March meeting, but will convene in April for what promises to be another crowd-drawing program: pro and con presentations regarding the proposed half-cent increase to the City of Tucson's sales tax to fund transportation improvements. In May the SAITE chapter will hold a joint presentation with the Tucson Chapter of Women's Transportation Seminar. The subject of this meeting is how the Canamex Corridor affects the transportation professions.



Diahn Swartz

Southern California

The March meeting was held jointly with the California Border Section at the El Adobe restaurant in San Juan Capistrano. In attendance was a contingent from the Riverside-San Bernardino Section, a group of Cal Poly Pomona students, the current ITE International president – **Jenny Grote**, candidate for ITE 2003 International Vice President – John J. Kennedy (no relation), and our own home-grown candidates for District 6 Secretary-Treasurer Bahman Janka and Zaki Mustafa.



Jenny Grote presented two awards, Outstanding Traffic Engineering Council Project for 2000 and ITE Coordinating Council, to Abbas Mohaddes for his paper and presentation on Innovative Traffic Control Equipment Procurement Methods.

The meeting workshop featured a technical presentation by **Susie Martin** from Caltrans on ramp metering. In her presentation, Ms. Martin covered ramp metering A – Z, San Diego style, including the history of ramp metering, benefits and limitations, and various types of control. In District 11 ramp meters are presently active during pre-established time periods, and operate based on the prevailing traffic conditions measured at the site. The District is working on establishing a central control system that will manage the ramp meter operation based on prevailing operation of the corridor. Depending on the location, the ramp meters will release one or two cars per green.



Glen Pedersen

Intermountain Section

The Intermountain Section celebrates its 42nd Annual Meeting this May in Jackson, Wyoming. Although no longer a part of the Intermountain Section, Wyoming is still a great central place for engineers from Idaho, Montana, Nevada and Utah to gather for their big event. The expanse of the section, 1,100 road miles between Billings and Las Vegas, means the majority of the membership sees each other only rarely, either at the annual section meeting or at another infrequent event. The meeting highlights include a day and a half of technical sessions, transportation project and technical paper competitions, a vendor display, and the annual awards luncheon. Other major activities complementing the annual meeting are the Northwestern University Course, a seminar for young professionals and a golf tournament. Attendees generally include a good representation of International Officers, our District Six International Directors, our District Six Officers as well as our International Executive Director.

Each of the four states has its own chapter, but even the chapter's face the challenge of including membership typically spread over 200-600 miles. Monthly chapter luncheon meetings with good technical programs were held this year in Helena, Boise, Salt Lake City, Las Vegas and in Carson City (jointly with ASCE). The Montana Chapter met in conjunction with the Context-Sensitive Design Course in Missoula and MSU Spring Engineering Festival in Bozeman. Both Montana and Idaho Chapters have their annual meetings in conjunction with the section meeting in Jackson. The Utah Section staged their annual seminar in January and included the major transportation issues in the region involving the 2002 Winter Olympic Games. The Nevada Chapter co-hosted the Fall Transportation Conference in Las Vegas with ASCE and ITS America.

All four of the state chapters have ongoing programs to encourage and financially help transportation students and/or student chapters. The Intermountain Section also provides two scholarships each year, available to students within the four-state area. The Section provides a financial award and travel costs, for the winning student paper author. The Section has seven student chapters, some of which rival many professional chapters and sections for activity. The nationally recognized Montana State ITE Student Chapter is initiating a golf tournament at the Jackson annual meeting to increase funding for the student chapters throughout the section.



Terry Little, Intermountain Section President

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**Marriott Desert Springs
 Resort & Spa**



ITE Legislative News

By Walt Stringer



Thanks to Steve Eagan of the New Mexico Section for providing this summary of his State's recent 2002 session.



DWI Vehicle Ignition Interlock Bill

This act, sponsored by State Senator Kent Cravens and passed unanimously in both the Senate and House, was signed into law on March 5 by Governor Gary Johnson. The bill requires the installation of ignition interlock devices in the vehicles of certain convicted drunken drivers. The device requires the driver to blow into it and will only unlock the ignition switch if breath blood alcohol test is less than 0.02 percent.

Severance Tax Bond Revenue Capital Outlay Bill

House Bill 88, sponsored by Representative Sandoval, contained several transportation projects and was passed by the Governor. Over nine million dollars for over 100 proposed transportation construction projects throughout the state are funded, beginning immediately. Most of these projects are located on city streets and county roads.

In California transit interests are celebrating the passage of voter initiative "Proposition 40," which will continue the revenue stream from fuel taxes to transit after 2008. The win came after an expensive campaign by labor interests, and the estimated overall revenue is \$30 billion over 20 years.

AB 1937, authored by a San Francisco Bay Area representative from the East Bay, would authorize any transit operator to enter into agreements for the joint use and/or development of transit supportive property.

AB 2095 would create a San Diego Regional Agency with 19 Board members, serving as the transportation planning agency for the region.

At the Federal level, two amendments to S-517, a Senate bill on Energy (National Laboratories Improvement Act), are planned in order to increase Highway Trust Fund funding by up to \$1.4 billion annually based on ethanol fuel sales.

In a related measure, House Bill 3694 would potentially restore \$4.4 billion to the federal highway program next fiscal year. In addition, highway program funding this fiscal year will increase due to the discovery of a calculation error in the estimation of Highway Trust Fund receipts. The overall increase is about \$500 million, to be distributed among various states.

The Senate's Budget Committee has recommended \$28.9 billion for fiscal 2003, a \$5.7 billion increase over the Bush budget proposal, which was issued in early February at an overall level 7.2% above 2002.

ITE

Call for Papers

2002 Fall Transportation Conference

ITE Nevada Chapter is proud to announce the 2002 Fall Transportation Conference to be held at the University of Nevada, Las Vegas. It is tentatively scheduled for September 19-20, 2002. At this time we are soliciting abstracts for presentation from interested transportation professionals.

We welcome abstracts on any transportation-related topic. They must be limited to 750 words or less and submitted no later than Friday, July 19th by e-mail, fax, or mail to the following:

Attn: Fall Transportation Conference

AZTEC Engineering

3320 North Buffalo Drive

Suite 106

Las Vegas, NV 89129

E-mail: imccrackent@azteceng.com or

tmiller@azteceng.com

Phone: (702) 396-3426

Fax: (702) 396-3758

Speakers should provide contact information including their name, address, phone, fax and e-mail with all submittals. The preliminary program will be determined by Wednesday, July 31 and presenters will be contacted for their presentation.

The Fall Transportation Conference is jointly sponsored by the Nevada Chapter of ITE, the Southern Nevada Branch of ASCE and the Transportation Research Center at UNLV.

Any questions or concerns regarding the abstract submittal should be directed to Ivan McCracken or Tom Miller at the addresses and numbers above.



2002 Annual Meeting

and Exhibit

August 4-7

Philadelphia, PA, USA

In Memoriam

Tom Montgomery

Tom, a Pennsylvania native, served in the USAF and in 1959 earned a BS from the University of Pittsburgh. California then lured him westward, and he hired on with the City of Los Angeles where he spent 14 years as both a CE and TE. By the end of his tenure he had achieved the position of Director of Citywide Planning and Coordination. No doubt the city still bears the influence of his work in those days a quarter century ago.



In 1974 Tom joined Crommelin-Pringle and Associates, where he spent a few years before forming his own firm. Thomas Montgomery and Associates was founded in 1976, and for 16 years he worked extensively in both the private and public sectors in the planning, operation, and design phases of traffic engineering. From 1992 until his death he was a private consultant and expert witness concerning all aspects of the traffic and transportation field. Though Tom's private practice office was located in Ventura, he retained his ties with his many friends in our Section throughout the years.

Tom was an ITE Fellow for Life and a member of several ITE Councils.

Paul Fowler

Paul had a distinguished career in our profession, beginning after his graduation from College of the Pacific in 1950 and the Yale Bureau of Highway Traffic in 1951. At the latter, he trained under Ted Matson, Burton Marsh, and Wilbur Smith, a distinguished trio of ITE's founding fathers. Career stops for Paul included the City of San Diego, the County of San Diego, and finally the Auto Club of Southern California where he spent 24 noteworthy years.



A founding member of ITE's California Border Section, Paul was later elected President of our Section in 1978-79 and International Director representing District 6 from 1981 through 1983. He also served on TRB, CTCDC and

NCUTCD for much of his two-plus decades with the Auto Club, and always remained an unwavering advocate of traffic control device uniformity.

In January 1998, our Section's first-ever Classic Transportation Engineer award was bestowed. Paul was the logical recipient for this prestigious measure of recognition by his peers, and he traveled to our Section meeting from his retirement home in northern California to accept the award in person.

Hilbert William (Bill) Dickson 1938 – 2002



Our colleague and friend, Bill Dickson passed away on April 7, 2002.

Bill was born on November 22, 1938 in Shawano Wisconsin. He was one of 11 children and made money delivering newspaper and as a pinsetter in the local bowling alley. He attended Shawano Senior High School and was the only one of the 11 children to graduate from college. Bill met his wife Mary while still in high school. They did not marry until she graduated from nursing school.

During his college years Bill took two years off to join the United States Navy and sail the world. He later graduated with a degree in Civil Engineering from the University of Wisconsin in Platteville in January of 1965.

Bill and Mary then moved to California where he became a traffic engineer for the County of Riverside.

Bill teamed up with Herman Kimmel, formed Herman Kimmel and Associates, and became a principal of the firm. Many fine projects in traffic engineering and transportation planning followed during those years. In the late 1980s RBF Engineers obtained Herman Kimmel and Associates and Bill became the Senior Traffic Engineer for that firm.

Bill lived by the Christian principles of love one another and do unto others as you would have them do unto you. He liked everyone and never pre-judged anyone. In short, Bill was an honest man.

His hobbies included fishing, golfing, traveling, and telling jokes.

Bill is survived by his wife Mary, his sons Doug and John, a daughter Kathryn Rodriguez, twin grandsons, and a new baby granddaughter

Sign of the Times



Here is a sign from Maui. I've heard of *limited* sight distance, but not *no* sight distance.

Steven Brown



Which way did he go ?

Gerald H. Flatz, P.E.
Boise, Idaho

Student's Corner

Field Trip Report

Eric Maya
President, Institute of Transportation Engineers Student Chapter,
California State Polytechnic University, Pomona

At Cal Poly Pomona the goal of the ITE student chapter is to enhance student knowledge of Transportation Engineering and transportation related issues. Working closely with our Faculty Student Advisor and long time member of ITE, **Professor Peter J. Clark**, the students at Cal Poly Pomona have gained a wide variety of experiences in the transportation field. Our students have often found that interactive experiences with professionals prove to be the most beneficial.

On Monday, February 25, 2002, ten students from the Cal Poly Pomona student chapter of ITE were given the opportunity to take a tour of the Department Of Transportation facilities in the City of Los Angeles. The tour, led by **Mr. Zaki Mustafa**, began with a walk-through of the sign shop located at the city's Piper Tech facility. Students were given a demonstration of how signs within the city are made and how they have progressed through the years. The students were then taken to the signal lab where they learned how signal timing cabinets are used to help the city maintain a steady flow of traffic throughout the various times of the day. Students also learned about the new signal timing cabinets that the city is incorporating into its Intelligent Transportation System, known as **ATSAC** (Automated Traffic Surveillance And Control).



The highlight of the tour came when the students were taken to the ATSAC center and shown how the system is used to monitor and adjust signal timing based on the current traffic conditions. Students were impressed with the innovative technology that has been utilized to make ATSAC one of the most advanced systems of its kind. Video detection, video monitoring, and reversible lanes are the types of innovation that ATSAC uses. It is remarkable to see how technologically advanced the transportation field has become in the last twenty years.

Students of Cal Poly Pomona greatly appreciate the opportunity to see first hand how innovative technology can be used to improve the day-to-day lives of the general public. We would also like to encourage others to take the initiative in giving students the opportunity to experience what it is like to work in the field of Transportation Engineering. On behalf of the students from Cal Poly Pomona I would like to thank **Mr. Zaki Mustafa, Mr. Richard Flores, Mr. Michael Dinh, Mr. John Sam** and the Department Of Transportation for their generosity.

Positions Available

Rick Engineering Company

TRANSPORTATION ENGINEER,
Orange Office

Here's your opportunity to get in on the ground floor of our newest office. Candidate will have a BSCE Registration plus a minimum of four (4) years of land development experience or the equivalent of nine (9) years of total work experience.

Candidates for this position must demonstrate independent thought and decision-making abilities, possess management and supervisory skills and be adept in establishing and maintaining strong and positive working relationships with clients and public agency personnel as well as in-house professional peers.

Candidate's experience must include the following: supervision of engineering designers (including daily assignments of work, review of work, and quality control), management of project schedules and budgets, preparation of contracts, fee proposals, and scopes of work, and significant experience in client and public-agency interactions.

Candidate's technical experience must include the following: preliminary engineering design studies (incorporating land use and zoning considerations, assessment and consideration of site constraints, and potential regulatory issues), preparation/processing of tentative and final subdivision maps, preparation/processing of public improvement plans and development plans for commercial and residential developments, independent preparation/processing of transportation (roadway) plans for public and private entities, and the preparation and review of attendant hydrologic studies and drainage reports.

Position generally requires extensive experience and demonstrated engineering abilities in all aspects of land development and transportation (roadway) projects; and in interacting comfortably and productively with clients and public agencies.

Rick Engineering Company has been in

business since 1955 and offers an excellent benefits package which includes a 401 (k) plan, Profit Sharing Plan, dental, vision and flexible benefits program

We are conveniently located from the 22, 57 and 5 Freeways in "The Block" where movies, restaurants and a fitness center are just steps away. Please send resume to:

Rick Engineering Company
One City Blvd. West, Suite 630
Orange California 92868
Fax 714-939-1441
Email: employment@rickengineering.com. EOE M/F/D/V

City of Santa Monica

TRANSPORTATION ENGINEER – City of Santa Monica, Santa Monica, CA (Salary: \$5,628 - \$6,948/mo.) – Performs professional engineering and project management work related to transportation programs, operations and facilities. Ensures that City projects meet various code requirements and regulations. Manages and maintains the City's traffic control system or signing and striping and residential traffic management programs. Requires: Graduation from an accredited college or university with a bachelor's degree in civil or general engineering or a related field. Four years of progressively responsible experience as a professional civil engineer including two years in municipal engineering with project management responsibilities. Must be able to obtain registration as a licensed Civil Engineer in the state of California within one year of date of hire. APPLY TO: City of Santa Monica, Human Resources Dept., 1685 Main St., Santa Monica, CA (310) 458-8697. Application deadline: 5:30 p.m., Thursday, May 30, 2002. www.santa-monica.org/hr

Higgins Associates

Higgins Associates has immediate openings for entry level, associate and senior traffic engineers and transportation planners. Located in Gilroy with a desirable primary market area in the Central California Coast. Direct inquiries to Keith B. Higgins, (408) 848-3122 (khiggins@kbhiggins.com).

Urban Crossroads

Urban Crossroads, Inc. is a growing

Transportation Engineering/Planning firm located in Irvine that is seeking a mid-level professional (8+ years) to join our dynamic group. The ideal candidate will be a goal-oriented, self-motivated individual looking to enhance their career in the transportation field. Professional accreditation (T.E., P.E., etc.) and experience with a variety of traffic analysis software (TRAFFIX, SYNCHRO, TRANPLAN, etc.) is preferred. Duties may include preparing and writing traffic and parking studies, future traffic forecasts, and preparing progression analyses. Salary will be commensurate with experience and performance. Please send resumes to Urban Crossroads, Inc. 41 Corporate Park, Suite 210 Irvine, CA 92606, fax (949) 660-1994 or e-mail to cwaters@urbanroads.com

TransCore

TransCore, a prestigious national leader in the planning, design, and deployment of Intelligent Transportation Systems has immediate openings for the following positions in our Los Angeles area offices.

DEPARTMENT MANAGER: Tremendous opportunity for an individual with at least ten years of transportation engineering, and traffic operations experience, including 3 or more years of department or office management. Responsibilities include coordination and management of projects, business development activities, staff leadership, department operations, and P&L. Additionally, this dynamic individual will exhibit the abilities to successfully maintain, and further develop long-term client relationships. Registered PE in California, ITS design experience, and existing relationships with local client base preferred.

ITS ENGINEER The candidate will be responsible for the development of system requirements for Intelligent Transportation Systems, preparing conceptual and final designs, and reviewing work performed by other staff and contractors. Qualified candidates should have a minimum of five years of experience in ITS technologies and should be familiar with ITS applications. This position will require extensive contact with the client, as well as other contractors; thus the successful candidate must have excellent writing and verbal communications skills. Computer network-

ing and software programming skills are a plus.

TRANSPORTATION PLANNER: Candidate should have training in highway capacity analysis and travel demand forecasting, and have a well-rounded knowledge of transportation planning and traffic engineering processes. Experience in TRANPLAN, AutoCAD, and ARCVIEW is desirable. The candidate will be involved in a wide range of local circulation and corridor studies throughout the Southern California region.

For consideration, please forward your resume to TransCore, Attn: MM, 488 East 6400 South, Suite 375, Salt Lake, UT 84107; Fax (801) 293-1921 / or email to Recruiter@TransCore.com. Affirmative Action Employer

RBF Consulting

RBF Consulting, an ENR Top 100 civil engineering, planning and land surveying firm, has a current staff of over 600 professionals and is located in offices throughout California, Arizona and Nevada. Founded in 1944, RBF is a leader in the field of Transportation Engineering and our reputation is founded upon a commitment to quality, professionalism, and continuing innovation. RBF has immediate opportunities for Transportation and Traffic Engineers in our Irvine, California office.

Transportation Project Engineer: Position requires a BSCE, professional registration, and a minimum of 4 years transportation engineering experience. Strong skills utilizing AutoCAD/Softdesk and/or Microstation/InRoads preferred. Lead design and CADD production staff in the development and successful delivery of all technical work products. Responsible for the design of highway and drainage plans, specifications and estimates for city, county and state facilities.

Traffic Project Engineer: Position requires a BSCE, professional registration and a minimum of 4 years traffic engineering experience. Strong skills utilizing AutoCAD and Microstation preferred. Responsibilities include the preparation of traffic engineering design plans, such as signing, striping, traffic control, traffic signal and lighting for city, county and state highway facilities.

RBF offers an excellent compensation and benefits package including medical, dental and vision coverage, 401(k),

profit sharing and bonus plans, PTO (paid time-off), holiday pay, Employee Assistance Program, and many others.

Visit our website at www.rbf.com and send your resume to:

RBF Consulting
14725 Alton Parkway
Irvine, CA 92618
Fax: 949-472-8373
Email: hrmail@rbf.com EOE

City of Santa Cruz

ENGINEER, City of Santa Cruz. Currently there is one vacancy in the Public Works Department -Transportation Division. This vacancy may be filled at either of the following levels. Associate Transportation Engineer: \$5,616 - \$7,168 Monthly, Requires: BS in civil engineering or a related field, and three years of increasingly responsible professional experience in traffic or civil engineering, including one year of supervisory experience, and registration as a traffic engineer or civil engineer in the State of California. Apply immediately. Assistant Transportation Engineer I/II: \$3,457 - \$5,403 Monthly, Typical qualifications: Assistant Transportation Engineer I B.A. in Civil Engineering or a CA EIT Certificate. Assistant Transportation Engineer II - B.A. in Civil Engineering and 2 yrs. of engineering exp. (CA EIT certificate may substitute for 1 year of exp.) OR 3 yrs. of engineering coursework, 3 yrs. of engineering exp., and a CA EIT certificate. Apply apply immediately. For required application materials contact the City of Santa Cruz Human Resources Dept., (831)-420-5040; TDD: 1-800-735-2929; www.ci.santa-cruz.ca.us/ps EEO/APP

City of Poway

Senior Traffic Engineer - City of Poway, CA (Salary: \$5,792 - \$7,040/month + 3½% increase effective 7/8/02) Senior level professional position provides highly responsible and complex staff assistance to City Engineer; coordinates organization, staffing, and operational activities of Traffic Engineering Division; performs full range of professional engineering duties including, but not limited to variety of traffic related issues and concerns raised by Council and residents; prepares reports to traffic safety committee and City Council in response to citizen

requests. Requires Bachelor's degree in Civil or Traffic Engineering, possession of Certificate of Registration as a Professional Engineer in the State of California, and six years responsible traffic engineering experience, including three years project management and urban traffic engineering. Apply by: May 31, 2002. City application required. To request application, contact: City of Poway, 13325 Civic Center Drive, P.O. Box 789, Poway, CA 92074. Phone (858)679-4234. www.ci.poway.ca.us EOE

City of Pasadena

Assistant or Associate Engineer, City of Pasadena, CA (\$52,611 - \$65,764 or \$61,224 - 76,530 effective 3/26/02 DOQ). 9/80 work schedule and an excellent benefits package. The City of Pasadena is recruiting for two professional engineer positions in the Traffic Design Section of the Public Works and Transportation Department. Associate Engineer requires a BSCE, and an EIT, and two years of recent traffic signal or street lighting design professional experience. Assistant Engineer requires a BSCE. An EIT may substitute for the BSCE. HR Department, City of Pasadena, 100 N. Garfield Avenue, Pasadena, CA 91109-7515, 626-744-4366 www.ci.pasadena.ca.us/.

City of Newport Beach

ASSOCIATE ENGINEER/ASSOCIATE CIVIL ENGINEER - (Salary: \$4,423 to \$6,224/month, plus 5% for PE.) The City of Newport Beach, one of Southern California's most scenic and dynamic beach communities, has a full time opening for a journey level engineer to perform professional and technical engineering work for the City's Public Works Department - Traffic Engineering Division.

This position requires a Bachelor's Degree in Civil Engineering or a related field, and two years of professional civil engineering experience.

APPLY BY: May 24, 2002. Applications and job flyers can be downloaded from the City's website at www.city.newport-beach.ca.us. Applications and flyers may also be picked up in person at Newport Beach City Hall, Human Resources Department, 3300 Newport Blvd, Newport Beach, CA 92663. Phone number (949) 644-3300. No faxes accepted. EOE.



Who's in the News

Abbas Mohaddes

"Congratulations to **Abbas Mohaddes** on receiving two awards at the Honorees Reception and Dinner during the ITE Annual Meeting & Exhibit in Chicago in August. The first award was for the Outstanding Traffic Engineering Council Project for 2000, in recognition of outstanding council project report entitled, "Innovative Traffic Control Equipment Procurement Methods", Prepared by ITE Traffic Engineering Council Committee TENC-4M-37. The second was the 2001 Coordinating Council Award for his role as Chair of the Coordinating Council Committee that developed the report. The report is an ITE Publication (No. IR-101) and can be purchased directly through ITE."



Deepak "Dee" Ubhayakar

Deepak "Dee" Ubhayakar, City Traffic Engineer of Pomona, California, recently received the highest award from Toastmasters International (TI) District 12, the Penny Cole Achievement Award. Toastmasters is the world's leading public speaking and leadership organization.



The award is presented annually to the TI District 12 Toastmaster who has done the most for Toastmasters, community and professional organizations. Dee is a recipient of other TI awards: Distinguished Toastmaster, Area Governor of the Year, Division Governor of the Year, and the Marilyn Mitchell Educational Excellence Award.

His community service includes: Chairman of the United Way Campaign, President of various service organizations, and a Career and Motivational Speaker in various area schools. Dee has been twice President of the Institute of Transportation Engineers (ITE), Riverside - San Bernardino Section, and the City Traffic Engineers Association in Southern California. He is the General Chairman of the ITE 2002 District 6 Annual Meeting which will be held in Palm Desert, California during July 14 - 17, 2002.

Dee will also receive the Award of Excellence in Communication and Leadership from the Indian (Konkani) Association of America on July 5, 2002 in Houston, Texas at its bi-annual conference.

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