

A Tale of Portland Bridges



Mia Birk
*With assistance from
Jeff Smith, City of Port-
land Transportation
Options*

The Willamette River cuts through the heart of Portland and provides social, economic, and recreational benefits. It is spanned by 10 bridges that connect the city's east and west sides—the west side's vibrant and economically

About the Author

Mia Birk was the Bicycle Program Manager for the City of Portland from 1993-1999. Currently she is a Principal with the Portland's office of Alta Planning + Design, a firm specializing in bicycle, pedestrian, and trail planning and design.

critical downtown, and the east side's light industries, emerging business districts, and pedestrian and bicycle-friendly neighborhoods. The bridges are critical to mobility. They include five local bridges providing downtown access (Hawthorne, Morrison, Burnside, Steel, and Burnside), three other local bridges (Ross Island, Sellwood, and St. Johns), and two limited-access freeways (Fremont and Marquam). Multnomah County is responsible for five of the bridges, the Oregon Department of Transportation (ODOT) for four, and the Union Pacific Railroad for one. The City of Portland is responsible for signing, striping, and access to all bridges.

Eight bridges (all but the limited-access freeways) provide some level of

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President's Message



*Julie Townsend,
District 6 President*

As I travel around District 6, I am truly impressed with all of the enthusiasm and dedication of the transportation professionals, District 6 members and leadership that I have had the privilege of meeting. On behalf of the district, I want to thank each of you for your commitment to ITE and our profession as you enhance it for all of us!

Every District 6 member has a voice in guiding the direction of ITE, whether by holding an elected leadership position, serving on a committee, attending ITE meetings, or voting in the elections. Remember that your voice, on the smallest or largest issue, is what will direct the future of our profession. You will not only benefit ITE and the transportation profession, but yourself as well.

Please take an active role in the upcoming elections. The District has a wonderfully qualified slate of candidates this year. For your convenience, the District 6 candidates' qualifications and statements are provided in this issue of WesternITE. An abbreviated version will also be included with the ballots.

In addition, the District is very fortunate to have Tim Harpst, Director of Transportation for Salt Lake City, Utah, as a candidate for International Vice President. Tim is a Past District 6 International Director and Past President of District 6. Tim is a highly respected member of District 6 and has contributed significantly to the benefit of our district. He currently serves on the district's Advisory Committee and continues to provide guidance on "hot topic" items. In the

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Figures 1 and 2: Hawthorne Bridge eastbound approach, before and after

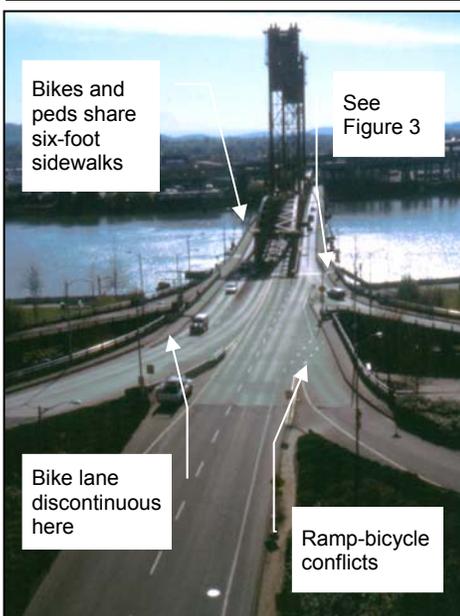


Figure 1: Before

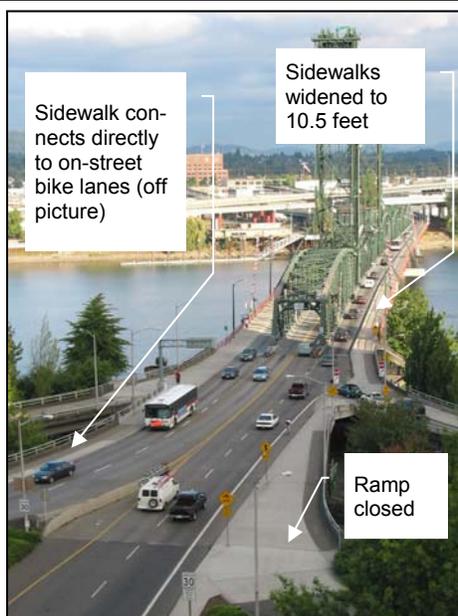
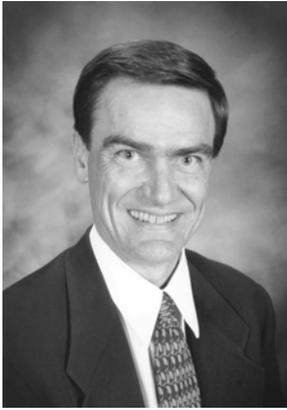


Figure 2: After

Candidate for District 6 President

Randy McCourt, P.E., PTOE (F)

Principal, DKS Associates



Biography

Randy McCourt is currently a principal for DKS Associates, directing their Portland, Seattle and Phoenix 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 24 years.

ITE Leadership

- District 6 Vice President
- ITE Parking Council Vice Chair
- Chair of Parking Generation Informational Report Update
- President of Oregon (1996) and San Francisco Bay Area (1988) Sections
- District 6 Technical Chair—1996 to 1998.

Leadership Priorities

My original campaign focused on four areas: enhancing tools to share information via the web, attracting young talent to transportation, showcasing transportation and generating useful technical information for members. With the help of Rory Grindley and Julie Townsend, substantial work has been completed on the first two areas - the web site has been renovated (please go to www.westernite.org if you have not recently) and our student initiatives are highly successful as demonstrated by the number of transportation students at western universities. Next year my attention will be directed to three key areas:

Generating useful technical information

We will explore ways to fund simple data collection on topics of interest to our members (from trip and parking generation to travel time data). We will re-initiate a section in WesternITE devoted to sections providing technical tips from their areas relevant to our profession (an initiative originally developed by Nazir Lalani). This same section will also be dedicated for sections to summarize activities their members have performed in service and community-based projects that they are participating in throughout the west.

Showcase transportation

Providing tools for every member to utilize in presentations regarding the transportation profession to young engineers and planners or community groups. I will explore transportation funding in the west to see where we are and where we may be able to go in the future.

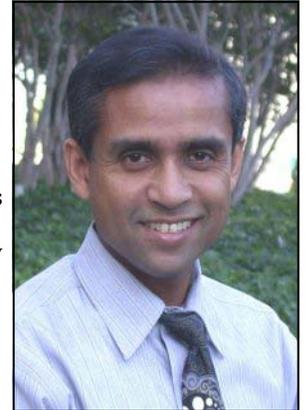
Advancing student initiatives toward attracting "quality" professionals to transportation

Based upon the number of students at western universities that are focused in transportation, we produce 250 to 500 potential transportation students per year. In twenty years at this rate we could replace the entire District 6 membership - while attracting students

Candidate for District 6 Vice President

Zaki Mustafa, P.E. (F)

Senior Transportation Engineer, Los Angeles Dept. of Transportation



I have been employed with the City of Los Angeles Department of Transportation for the last 18 years; currently I am responsible for various divisions of Field Operations. I am an Assistant Scout Master at my church, St. Peter & Paul. If elected, I promise to continue serving the membership as Vice President of District 6. I pledge to fulfill the following goals during my tenure:

- Deliver useful technical Products though Westernite
- Support student chapters/ establish a mentoring program
- Keep annual meetings affordable, educational, and family oriented
- Support the faculty advisors

It is important that you elect someone with experience and comprehensive knowledge for the job of Vice President, since the term of this office is one year and 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:

- Current Secretary-Treasurer for District 6
- WesternITE Managing Editor
- Interim Webmaster for www.WesternITE.org
- Web master for the Southern California and Riverside/San Bernardino Sections
- Past President of the Southern California Section (1996-1997)
- Career Guidance Chairman for District 6
- LAC member 1991 and 2002
- Student Chapter Past President

Straight Talk Common Sense Leadership
Together WE are the BEST

zaki

District 6 Election Information

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.

Candidates for District 6 Secretary-Treasurer

Ken Ackeret, P.E., Ph.D., PTOE (F)

Vice President, Kimley-Horn and Associates, Las Vegas, NV



Proven, committed leadership is a quality your District 6 Secretary-Treasurer must possess. My commitment to ITE leadership goes back to the formation of the Nevada Chapter of ITE in 1989. From technical conferences to journal papers, local arrangement committees to Nevada Chapter and Intermountain section boards, ITE has supported me through my 22 years of professional development. Yet, ITE has always been more.

Our organization welcomes our families, fosters ongoing education, and

pursues exciting aspects in the evolving transportation industry. I never imagined how much my family and I would get back from my active ITE participation. Our children have grown up with ITE ever since their first District 6 meeting in Alaska, 1992. My son Thomas is now an ITE student member studying engineering at UNLV!

My commitment to expand programs and services for the betterment of our organization—for its members as well as their families—stands strong. Since 1999, I have served as your District Technical Chair, working behind the scenes at our annual meetings in the selection of the Best Meeting Paper Award, the Van-Wagoner ITE Journal Award, and compiling our Section Activity Reports. My dedication to preserve our past technical papers led to the successful Compendium of Meeting Papers on CD-ROM, made available to our membership last year.

I understand the time commitments necessary to serve as your Secretary-Treasurer and do not take these responsibilities lightly. I have the time and energy necessary to represent our membership's best interests on the District 6 Board and pledge to carry forward the collective voice of our members.

It is my desire that every existing and future ITE member grow professionally with fun and friendship. For this reason I am committed to:

- Supporting and expanding the student initiatives program at District, Section, and Chapter levels;
- Keeping annual meetings affordable (especially for students), educational, and family-oriented;
- Continuing expansion of the number of documents/publications on CD-ROM; and
- Continuing to actively support the PTOE certification program.

When it is time for you to cast your vote, remember Ken Ackeret, a proven and committed leader. To learn more about my qualifications, please visit my website, <http://Vote4Ken.expage.com>, or email me at ken.ackeret@kimley-horn.com. My many years of active ITE participation and leadership make me confident that you will find me, Ken Ackeret, to be the best candidate for your next District 6 Secretary-Treasurer.

Dave Butzier, P.E. (F)

Vice President, Washington Group International, Boise, ID



Qualifications

Dave Butzier has over 24 years experience in engineering planning, design, and construction of transportation facilities. That experience also includes membership in three of the Sections within District 6, (Colorado/Wyoming, Bay Area and Intermountain Sections) and a broad range of knowledge of how other Sections operate, which will be beneficial on the District 6 Board. He is a registered Professional Engineer in 11 Western States, 10 of which are within the District 6 boundaries. He has worked on major transportation projects in 6 states within District 6, including Arizona, California, Idaho, Montana, Utah, and Wyoming. Dave got his BSCE and MSCE from the University of Wyoming in '76 and '78, and has been with Washington Group International, Inc. (formerly MK Centennial and Centennial Engineering) since that time.

ITE Goals

I will continue to work at making the annual meetings, (both the District 6 and the International) affordable for members as well as inviting to families. My family has enjoyed attending many of the recent meetings, and looks forward to seeing our ITE friends every year. ITE has become much more family friendly in recent years, and I want to continue that trend. It is also important that we keep the registration as affordable as possible in order to get our younger members involved.

With the added emphasis on public relations by the Institute, I think it is also important to work on improving the image of engineers in general. I have been active through the American Council of Engineering Companies (ACEC) to improve the public's perception of engineers and our importance to their everyday lives, and that fits very nicely with the International Board's focus on Public Relations.

ITE Experience

Dave was elected the Secretary/Treasurer of the Intermountain Section in 1993. During his term on the Board from '93 to '98, Chapters were established in each of the four states making up the Intermountain Section, including Idaho, where Dave is a Charter Member of the Idaho Section.

For the past 5 years Dave has served as the District 6 Membership Chairman.

Reasons to Elect Dave

- Active member of ITE for 23 years
- Member of 3 different ITE Sections within District 6
- 4 years as elected ITE Officer
- 5 years District 6 Membership Chairman
- 24 years as a practicing transportation engineer
- Committed to ITE, the leading transportation association in the world

Candidates for District 6 International Director

Rock Miller, P.E., PTOE (F)

Principal, Katz, Okitsu & Associates



Five years ago, I was honored to be elected to the District 6 Board as an officer, and to later serve as the District President in 2000-2001. The District has grown stronger and improved its resources greatly during this time. The District traditionally nominates its 2nd Past President to run for the position of International Director. This provides the successful nominee with an opportunity to continue service on the District 6 Board, as well as to provide service as a member of the International Board of Direction.

There are advantages for the District to elect Past Presidents as International Directors. It insures that new District Directors have extensive experience working for the ITE organization, including an understanding of operations, issues, institutions, and budgets. It also assembles a close-working team of District 6 members at the International level who already know each other well and can use their common past and relationships to meet their objectives. These are important reasons to elect the experience of a District 6 Past President to the International Board.

In addition to experience as a District 6 Board officer, I have other credentials and qualifications for International Director. I previously served as the Career Guidance Committee Chair for the District and was the Registration Chairman for the 1991 District 6 Annual Meeting Local Arrangements Committee. I have also been active on various International Councils and Committees, and attended or made presentations at numerous International and District 6 Meetings and Conferences. I have also been very active with the Southern California Section and the Riverside/San Bernardino Section, and I have attend meetings frequently at the Border Section.

If elected, I will focus upon the following goals: Reduce meeting costs for younger members; increase the appeal of the profession to students and new graduates; maintain a strong voice for District 6 at the International level; and address concerns from ITE members outside of District 6 about our size and influence at the International Level. I will bring to the International Board my communication, mediation and facilitation skills that will help to resolve issues and move the International Board forward toward achievement of ITE goals.

My experience counts in preparation for service as an International Director. If elected, I promise to work hard to continue to improve ITE at all levels. I thank you for your support of my election as an ITE International Director.

Dalene J. Whitlock, P.E., PTOE (F)

Principal, Whitlock & Weinberger Transportation



It is my honor to have been selected to run for International Director and to have this potential opportunity to give back to the Institute that has given so much to me. Through serving as an officer of the San Francisco Bay Area Section it has been my privilege to work with so many professionals who are dedicated to their field and the public we serve. I am constantly impressed at the breadth of knowledge encompassed by our members and their willingness to share it, as indicated by the tremendous technical programs at our meetings.

Recently the Institute has focused substantial effort on increasing student membership and involvement. One way the Bay Area Section supports this goal is by paying for several students to attend Annual Meetings. If elected to serve as International Director, I would like to look at expanding this effort so that we support more of the needs of our younger members. For the long-term vitality of ITE, we must continually add new, young members, and to attract these new members we must meet their professional needs.

ITE has a long tradition of providing technical training, but I think it is time to look into giving guidance in other essential areas. While technical presentations provide members with an opportunity for honing both their writing and public speaking, there is no formal training in these areas to help the first-time presenter gain the confidence and learn the skills that are needed. Other important areas where training is needed are project management and personnel supervision. As our cities become increasingly built out and fewer opportunities exist for enhancing our infrastructure, it is incumbent upon us as professionals to provide better analysis in a clearer fashion, and to do this we must improve our writing and speaking skills. Further, in our current economic times staffing is inadequate for so many agencies and firms, making better management of our time and our personnel a critical issue for success. If elected, I would like to initiate discussions about how these needs of our younger members can be met through training and mentoring programs.

I look forward to meeting more members outside my home Section, and to discussing ways to make ITE the first choice for transportation professionals. Please feel free to contact me at (707) 542-9500 or dwhitlock@w-trans.com.

Candidates for International Vice President

Don M. Henderson, P. Eng., PTOE (F)

Senior Transportation Engineer, Bunt & Associates



As a candidate for International Vice President, I am honored to be able to serve as an ambassador and leader for the Institute. The Institute is the largest individual member transportation organization in the world with the two principal objectives: to support the mobility needs of society and to provide for the needs of its members. My overall goal is to continue to build on the success the Institute has achieved while addressing the continuous changes in the transportation profession.

How have I served ITE?

In 1997, I completed a 3-year term as an International Director, was District 7 President from 1991-93 and chaired the rewrite of the MUTCD for Canada (1998).

My Professional Experience

My over 30 years work experience includes senior positions in both the public and private sectors, primarily

in the areas of traffic management and transportation planning. I have worked for the Cities of Winnipeg, Ottawa, and Vancouver, the Texas Transportation Institute, Wilbur Smith and Associates (Houston), and Bunt & Associates (Vancouver, British Columbia).

What will I do for ITE?

The following are some ways that we can work together to increase the value of your membership:

- Increase the International Focus by becoming only the third Vice President from outside the USA in 75 years and by presiding at the 2005 International Annual Meeting in Australia.
- Implement the action items from the new Strategic Plan within the current budget.
- Keep Dues and Annual Meeting Costs affordable by careful financial management.
- Provide support for new and revised Technical Products.
- Provide for Workforce Development by supporting ongoing training and student activities.

Your vote is an important opportunity to express your choice for running the Institute. I encourage you to take time to vote and to encourage other members to do the same. Thank you for your support!

Timothy P. Harpst, P.E., PTOE (F)

Transportation Director, City of Salt Lake City, Utah USA



OBJECTIVES AND PRIORITIES

ITE exists to serve its members.

My goals are in the areas of Member Services, Workforce Development, Public Relations, Growth/Diversity.

- Provide the best products and services for our dues
- Keep annual meetings and conferences affordable
- Continue enhancements of the ITE website
- Expand publication of worldwide best practices
- Offer more continuing education opportunities
- Promote mentoring of younger members and students
- Develop more Public Relations tools
- Strongly promote ITE's position on Reauthorization
- Promote ITE's growth internationally

ITE ELECTED OFFICES AND COMMITTEES

- International Board of Direction, 1999-2001
- District 6 Board, 1994-1997 (President, 1996)
- Intermountain Section Board, 1987-1990 (President, 1990)
- Utah Chapter Board, 1981-1983 (President, 1983)
- 13 International, District, Section, Chapter committees

REASONS TO ELECT TIM

- 14 years elected leader at all four levels of ITE
- 23 years experience as a City Traffic Engineer
- 3 years experience as a state D.O.T. traffic engineer
- 5 years experience as an educator
- International perspective and experience
- Consensus-builder and innovator
- Strong management and budgeting experience
- Committed to ITE
- <http://home.earthlink.net/~vote4tim/>

AWARDS

- 2002 ITE Transportation Achievement Award for Operations in recognition of the successful planning and operation of the 2002 Winter Olympics regional transportation system
- James L. Pline Distinguished Member Award, 1994
- Outstanding Educator, University of Utah '89 '91 '92

EDUCATION

- B.S.C.E., Penn State University, 1973
- M.S.C.E., Virginia Tech, 1975

A Tale of Portland Bridges

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pedestrian and bicycle access. In the early 1990s, a year-long partial closure of the Hawthorne Bridge galvanized cycle advocates to press for access during the closure. At the same time, Portland embarked upon a major program to engage cyclists and potential cyclists in a dialogue about ways to increase cycling as a means of transportation. Overwhelmingly, improvements to the bridges' approaches and spans were seen as the highest priority because of the poor bicycle and pedestrian conditions. Bicyclists and pedestrians shared narrow sidewalks, and all bridges had access problems, such as:

- Cyclists having to cross motor vehicle ramps with no markings or yield control.
- Lack of bikeway facilities on approaching congested streets and structures.
- Conflicts between bicyclists and pedestrians on narrow sidewalks and other points.

On two bridges (Sellwood and Steel), the sidewalks were so narrow that bicyclists were supposed to walk their bikes (which, of course, they rarely did) through conflict areas. On several of the bridges, bicyclists could theoretically use auto travel lanes. On one downtown bridge (Burnside) this required sharing the relatively narrow 10' wide outside travel lanes on a six-lane span. On three other downtown bridges, sharing the travel lanes was (and still is) a

dangerous undertaking given the narrow lane widths, traffic volume and speeds, and sight distance. On three non-downtown bridges, sharing lanes meant bicycling on slippery grating (not a good option in rainy Portland.) These problems translated to low bicycle and pedestrian use.

In response, Multnomah County, ODOT, and the City of Portland collaborated on an ISTEA-funded study called the Willamette River Bridges Access Project (WRBAP). Consultants CH2MHill identified over \$15 million in potential bicycle, pedestrian, and ADA improvements. The City and County subsequently implemented many of these via grants from ODOT, ISTEA, and through routine City of Portland, Multnomah County, and ODOT bridge and approach maintenance work.

Measures Implemented

Over \$12 million worth of improvements have been implemented, primarily on four of the downtown bridges: Hawthorne, Burnside, Steel, and Broadway. Preliminary design for improvements on the fifth downtown bridge^{3/4}Morrison^{3/4}is underway as of fall 2002. Limited improvements were suggested for the Sellwood, St. Johns, and Ross Island bridges.

The implemented measures include:

- Improvements to off-street facilities (widening sidewalks on Hawthorne bridge, sidewalk gap closure in approach areas, replacement of slippery sidewalk surface on both Hawthorne and Broadway, addition of shared-use path on Steel bridge).
- Striping bike lanes, signing (on Burnside bridge, and on most approaches and access streets).

- Focus on safety at conflict areas (closure of on-ramp from Naito to Hawthorne Bridge, reconstruction of conflict areas on approaches to Hawthorne and Broadway bridges, blue bike lane implementation in conflict zones on approaches Hawthorne and Broadway bridges).
- Redesigning sidewalk ramps to meet Americans with Disabilities Act (ADA) guidelines for all bridges.

It should be noted that many of the improvements were made in conjunction with other bridge upgrade or reconstruction projects, thus costs for specific bike/pedestrian improvements are not always available. Also note that the City used blue pavement areas in bike/motor vehicle conflict areas on the approaches from the eastside for two bridges (Broadway and Hawthorne, Figure 5). Blue bike lanes as a safety technique are discussed in the City of Portland publication, "Blue Bike Lanes for Cycling Safety" (City of Portland, 1997).

Evaluation and Results

The City of Portland collected bicycle counts on the bridges over time (Figure 1). These counts are based on the daily peak two-hour period, and thus primarily reflect commute trips. They show an enormous increase over time in bicycle use on the four main bridges, while in comparison, counts for the bridges without bicycle access improvements (which serve as a control) remain low. Recreational trips have increased enormously as well. Joggers and cyclists frequently use the Hawthorne and Steel bridges and their connecting paths as a downtown exercise loop during the day

Figures 3 and 4: Hawthorne Bridge eastbound approach, before and after: Closeup of bike access to bridge



Figure 3: Before



Figure 4: After

and on weekends.

A clear link can be made between the increased bike use and improved facilities on the four bridges discussed. On the Hawthorne, Burnside, and Broadway bridges alone, bike use went up 78% in the 1990s, compared with a 14% increase in the population and an 8% increase in motor vehicle use on these bridges. The following results were noted:

- On the Burnside Bridge, bike use tripled from 300 daily cyclists to approximately 1000 once the improvements were made.
- On the Hawthorne Bridge, many improvements were made over a multi-year period. The most significant jump in use occurred in 1999, after the sidewalks were widened, from about 2400 cyclists to over 3100³a 32% increase in one year.
- On the Broadway Bridge, a 54% increase in cycling occurred the year after the major improvements were made.
- On the Steel Bridge, bike use went up 220% after the Steel Bridge Riverwalk and Eastbank Esplanade opened in May 2001.

Conclusions

Extremely successful, this decade-long effort to improve bicycle access on bridges has been a major factor in Portland’s increasing bicycle use because of the crucial links these bridges provide into downtown. It has also been positive for pedestrians and the disabled, for several reasons:

- Bike and pedestrian conflicts have ei-

ther have been largely eliminated through the installation of on-street bike lanes or reduced through the provision of more or alternative space.

- All curb ramps have been upgraded to meet ADA standards.
- Missing sidewalk connections have been installed.
- Pedestrian-motorist conflict areas at bridge approaches were improved.

The most dramatic and costly improvements have had the most significant impact. Relatively low-cost improvements (such as blue bike markings in conflict zones, bike lanes on certain approaches, and signage) were not as significant in increasing bike use as the major-cost items (such as providing a new shared-use path, widening sidewalk, and replacing sidewalk surfaces and approaches). For example, bike use on the Burnside Bridge tripled when bike lanes were installed in 1993 (cost of \$20,000), but has remained flat since that time at less than 1000 daily cyclists. In comparison, bike use on the Hawthorne Bridge tripled to over 3000 daily cyclists due to the much-improved sidewalks and access improvements (cost of more than \$1.3 million). Similar increases were seen on the Broad-



Figure 5: Hawthorne Bridge eastbound egress: Bike/vehicle conflict area is painted blue. (See www.westernite.org for color version)



Figure 6: Eastbound approach to Hawthorne Bridge, after improvements

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Figure 7: New bike lane treatment on westbound Hawthorne Avenue bridge at east end.



Figure 8: New bike lane treatment on eastbound Hawthorne Bridge at egress.

International Director's Report: Spring Board of Direction Meeting



Richard Romer,
District 6 International
Director

The International Board of Direction (IBOD) met on March 21 and March 22, 2003 at the 2003 Technical Conference and Exhibit Program, "Transportation's Role in Successful Communities," held in Ft. Lauderdale, Florida. All three District 6 International Directors, Ray Davis, Pat Noyes and

myself, were in attendance along with Jenny Grote, International Past President, and Tim Harpst, International Vice Presidential candidate. The Board elected a new Honorary member from District 6. Congratulations to Robert Crommelin!

Committee Membership

Your International Directors serve on several committees, as appointed by Jack Freeman, International President. Ray Davis serves as the Chairman of the Finance Committee and is a member of the Budget Committee. Pat Noyes serves as the Chair of the Transportation Security and Evacuation Committee. I serve as Chairman of the Annual Meeting Committee and am a member of the Budget Committee.

Finance

The financial health of ITE is good, but due to current events and the state of the economy, the Budget Committee and International Board of Direction have taken a fiscally conservative approach in the delivery of several new products and services. Both revenues and expenses are being monitored closely to determine when these exciting additions can be delivered.

Strategic Plan

Work on the Strategic Plan continues with the identification of specific Action Plans that will be used to achieve related objectives and goals. These actions are measurable with specific deliverables. The Executive Committee, ITE staff and the International Board are working hard to

ensure that the Strategic Plan is a dynamic document used to guide ITE's future. The importance of the strategic plan areas was ranked as follows:

- Communication
- Membership
- Technical Knowledge
- Workforce Development
- External Relations

New International And District 6 Student Chapters

Two International Student Chapters were granted charters: Universidad de Buenos Aires and the Universidad de Cordoba. This is a part of a continuing effort to expand internationally. Last year two student chapters from Monterrey, Mexico joined ITE. Two new student chapter charters at the University of Arizona and the University of California at Davis were approved by District 6 at its mid-year Board meeting on February 7, 2003.

Coordinating Council

The members of the Coordinating Council (CoCo) have developed working templates to serve as a guide to all Council Chairs to be used to identify, coordinate and prioritize their products and tasks with other on-going Institute activities and IBOD activities. These templates will be updated at each of the annual CoCo meetings and includes:

- Council Generated Projects
- Federal/Other Contracts/Grants/Cooperative Agreements
- Council-related IBOD Goals for Current Year
- ITE Headquarters/External Partnerships
- ITE Headquarters Traditional/Routine Projects/Tasks

In addition, the CoCo has adopted a Task Force report, "ITE Recommended Practices" (RP). In summary, the recommendations are as follows:

- Establish criteria for the development of ITE RP's.
- Identify and maintain a core set of ITE RP's in accordance with specific annual milestones.
- Designate a Standing Committee on Recommended Practices (SCORP) to

provide top-down management to supplement the traditional volunteer-driven bottoms-up approach.

- Identify and budget volunteer, staff and financial resources necessary to develop and maintain the core set of RP's.

It was deemed very important to identify "hot" issues early enough to help membership.

ITS Standards Training

ITE has scheduled numerous ITS Standards Training courses throughout North America for 2003. Contact James Cheeks, ITE Standards Development Manager, for information on these ITS standards, outreach, education and training courses.

TEA-21 Reauthorization

ITE is involved with the TEA-21 reauthorization. ITE staff keeps the IBOD up to date on the latest developments. ITE has provided new members of Congress with the ITE policy paper and is holding staff level meetings with new members. A position paper on "developing the next generation of funding sources" was reviewed and approved by the Board.

Professional Development Program Fund

The Institute has developed a Professional Development Program Fund to support the ITE Educational Foundation. Contributions to the Fund will be used to assist ITE in expanding course offerings and professional development opportunities that will come back to you – the members. Special recognition will be given to individuals and organizations in the following categories:

- Platinum: \$1,000 and above
 - Gold: \$500 - \$999
 - Silver: \$100 - \$499
- Donations under \$100 will also be recognized.

Membership

As of February 28, 2003, there were 16,491 total members of ITE, of which 13,602 were voting members. District 6 has

We Have to Call Him 'Doctor' Now

Bozeman, Mont.—Those of you who have met Bob Rodgers, an honorary member of District 6, will know two things: that he definitely deserves the honorary doctorate degree recently conferred upon him by Montana State University, and that now that he's an honorary doctor he will no longer so much as turn his head until you address him as "Dr. Rodgers!" The complete MSU press release follows—Ed.

Robert Rodgers of Philadelphia, Penn., a respected transportation engineer and student mentor, will receive an honorary doctorate degree during the 107th commencement ceremonies at Montana State University-Bozeman set Saturday, May 10.

Rodgers is founder, president and managing principal of Orth-Rodgers and Associates, a top multidisciplinary traffic and highway consulting firm.

He is an accomplished and influential transportation engineer with more than 30 years experience who has helped direct national policy, improve international relations and exchange related to transportation engineering and set priorities for civil engineering in higher education. Rodgers has gained a national repu-

tation in a number of technical areas including railroad grade crossing safety, traffic impact and site development and highway design. He has served as an expert witness before municipal governing bodies, planning boards and zoning boards in over 500 municipalities and court systems in several states.

He has developed a strong personal commitment to both the MSU Civil Engineering Program and its students.

"He has had a significant impact on the early and evolving careers of students at MSU through his support, mentoring student leaders and facilitating their growth into professional leadership positions," said Linda Wyckoff, director of development for the MSU College of Engineering. "He has helped establish our civil engineering program as a model for educating the next generation of transportation engineers and has contributed significantly to establishing our national reputation for excellence."

Rodgers has served as the international president of the Institute of Transportation Engineers. He received his bachelor's and master's degrees in civil engineering from Villanova University.



Other recipients of the 2003 MSU-Bozeman honorary degrees are: Dorothy Eck of Bozeman, former Montana senator and leader of the Montana Constitutional Convention of 1972, Philip Beaumont, Sr., of Pryor, Mont., an enrolled member of the Crow Tribe, who through careful land stewardship runs cattle and trains quarter horses in a semi-arid region of the Pryor Mountains and Ralph Hutcheson, of Bozeman, one of the foremost crystal growers in the world and founder of Scientific Materials Corporation.

MSU annually confers doctorates on friends of the university to honor achievements and service to the state of Montana.

"We are pleased to honor these remarkable individuals with the honorary doctorate, the highest commendation MSU confers," said Geoff Gamble, MSU president.

a total of 4,335 members of which 3,685 are voting members. This comprises 27.09% of the voting membership of ITE.

Members in the News

Past International Director and Honorary Member Ethlyn Ann Hansen was recognized in Salt Lake City by the University of Utah as one of six 2003 Emeritus Merit of Honor Award recipients. Past International President Robert M. Rodgers (Dr. Bob), will be awarded an Honorary Doctorate degree by Montana State University at its May 2003 graduation ceremonies in Bozeman, Montana.

Joint District 6/International Annual Meeting And Future Meetings

Please mark your calendar to attend the Joint District 6/International Meeting on August 23-27, 2003 in Seattle, Washington. Jeff Webber and the Local Arrangements Committee have been working very

hard to deliver a superlative technical program with exciting social events.

Future Ite Annual Meetings And Spring Conference Dates And Locations

Annual Meetings

- Seattle, August 24-27, 2003
- Disney's Coronado Springs Resort, Florida, August 1-4, 2004
- Melbourne, Australia, August 7-10, 2005
- Milwaukee, Wisc., August 6-9, 2006
- Pittsburgh, August 5-8, 2007
- Anaheim, Calif., August 17-20, 2008
- San Antonio, Tex., August 9-12, 2009
- Vancouver, British Columbia, Canada, August 8-11, 2010

Spring Conferences

- Hyatt Regency Irvine, Irvine, California, March 28-31, 2004

Thanks

I'm serving my last year as Interna-

tional Director for District 6, so this will be my last International Director's Report to WesternITE. I would like to take this opportunity to thank you, the membership, the current District 6 Board and fellow International Directors, Ray Davis and Pat Noyes, for their support and friendship and to past District 6 Board members, especially Tim Harpst and Patti Boekamp, for their years of camaraderie and mentoring. There are many others that I could add, Jim Pline, Jenny Grote, the members of the Nevada Chapter and Intermountain Section – my roots -- and my employer, Orth-Rodgers & Associates, Inc. in this appreciation.

Most of all I want to thank Priscilla, my wife, for her unending support and our three children, who have grown to adulthood during the journey.

I hope that in the future, that I have this opportunity again, but until then...

"Hey Priscilla, I'll be home early to-night."

Section and Chapter Activities



San Francisco Bay Area

February meeting

"A Comparison of Transportation Simulation Models" was the speaker topic for the lunchtime meeting of the San Francisco Bay Area Section of ITE, held on the February 20th, 2003, at Caltrans' District 4 Headquarters in Oakland, California. The meeting was jointly sponsored by ITE and the Women's Transportation Seminar (WTS), with 115 members and guests in attendance.

At the start of the meeting, ITE member Ann Hansen was recognized for receiving the University of Utah Alumnae Association Award this year in Salt Lake City.

The first guest speaker, Fred Choa of Fehr & Peers, presented the results of research comparing three different programs: CORSIM, Paramics, and VISSIM. CORSIM seemed best suited for simple networks such as single-mode arterial corridors and tended to be overly optimistic for interchange and freeway simulations. VISSIM worked better for multimodal networks, and Paramics provided more realistic visual effects, as it allows CADD drawings to be incorporated into the simulation.

The second guest speaker, Jack Fleck, from the City and County of San Francisco, presented his number one rule about micro-simulations, which was "Don't do it!" Instead, the City prefers to use modeling software such as Synchro and TRANSYT-7F for timing traffic signals. Jack's rule number two was that if you have to do a simulation, use Synchro, or call in the consultants. Recently, the City hired consultants to do a VISSIM simulation demonstrating the benefits of providing transit signal priority along the new Third Street Light Rail Line project.

The meeting's third guest speaker, Loren Bloomberg of CH2M-Hill, presented a study which compared the results of Highway Capacity Model level-of-service calculations with those created by experts work-

ing with the simulation model of his or her personal expertise, including CORSIM, INTEGRATION, MITSIMlab, Paramics, VISSIM, WATSIM, and others. The simulation models generally provided internally consistent results within one LOS grade of HCM. The high quality of results across all models was attributed to the advanced familiarity of the users with their respective software programs.

The take-home message was: when in doubt, use the model with which you are most familiar to achieve the best results.

March meeting

District 6 Officers Julia Townsend (President) and Randy McCourt (Vice President) were the guest speakers at our ITE meeting on the 20th of March, 2003, at Sinbad's Pier 2 Seafood Restaurant in San Francisco, with 40 members in attendance.

Julie Townsend presented information on the benefits of being a member of ITE and current outreach programs to expand membership and get more students excited about joining the transportation engineering profession.

Randy McCourt provided a detailed explanation of the new Parking Generation Information Report, soon to be published by ITE. Randy noted that the publication will be called an "information report," meaning that it is simply a way of sharing data and information, rather than a "manual," a term that should be reserved for recommended practices of the profession. The new Parking Generation Information Report organizes data from 3,710 parking studies around the world, covering 10,650 hours of survey. The data have been input into electronic flat files and can be classified by land use, location, depth of data, data age, priced vs. free parking, shared/mixed use parking, and time-of-day variations. Randy has coordinated the input of data from all available parking studies into a single flat-file format. New parking data for upcoming versions of the Parking Generation Information Report may be collected according to the "Parking Collection How-To" and submitted using the Excel spreadsheet format provided in the "Parking Generation" area of ITE's web site.

*Respectfully submitted,
Rachel Donovan, Scribe*

Colorado/Wyoming Section

April meeting

A luncheon meeting for the members and guests of the Colorado/Wyoming Section of ITE was held on April 4, 2003, in Denver, Colorado at the Radisson Denver South Hotel. The luncheon followed an excellent ITE/WTS Spring Symposium held the morning before the luncheon.



Over 160 attended the Symposium and luncheon. Attendees could select from three program tracks, each of which consisted of two sessions. The speakers gave excellent multimedia presentations, and many traveled from adjacent states such as Utah and Montana. They presented a variety of topics including Special Projects, Highway Corridors, ITS, and Multimodal Experience. Interest and active participation were very high.

This Spring Symposium was a joint effort with Colorado/Wyoming ITE, the Womens Transportation Seminar (WTS), and ITS Rocky Mountain Chapter organizations. Committee members doing much of the work and the organizing for this very successful event did an outstanding job. Those people were Barbara Burke, Catherine Hess, Bob Kochevar, Marilyn Kunte-meyer, Nate Larson, Steve Pouliot, and Courtney Schloz. Thanks to all who contributed.

Section President, Alex Arinello, presided over the luncheon meeting that was attended by 160 members and guests. Alex thanked everyone for attending the symposium and luncheon. Members were reminded to contact Joe Hart or others on the golf tournament committee to reserve remaining slots for the June 20th golf tournament to be held in Denver.

Both candidates for ITE – District 6 Secretary-Treasurer were present to give brief campaign speeches.

Peggy Catlin, Colorado Deputy Executive Director, was the luncheon speaker. She presented "CDOT: Looking to the Future." Peggy gave an overview of recent accomplishments and projects under con-

struction such as the multimodal T-Rex project in Denver's South I-25 Corridor. Maintaining the system and getting projects ready to build in better economic times were key elements of her presentation.

A tour of the City and County of Denver Traffic Control Center was attended by many Colorado/Wyoming ITE Section and WTS members and guests after the luncheon. The center, located in the new Wellington Webb Office Building, is a state-of-the-art facility that is very well designed and operated by the Denver Transportation Staff. It contains video monitors for surveillance and detection monitoring, central traffic control computer, communications links to other key Denver facilities such as Emergency Management and the local Colorado Department of Transportation Communications and Operations Centers.

The Colorado/Wyoming Section contact is Alex Arinello at LSC Transportation Consultants, Inc., 303-333-1105; aja@lscden.com. Also, please visit our section's website at www.cowyite.org.

Respectfully submitted,
William A. Hange, Jr, PE,
Scribe



Southern California Section

January meeting

The Joint ITE Southern California Section and City Traffic Engineers (CTE) meeting was held on Wednesday, January 15, 2003, at the Radisson Hotel in Buena Park. The topic for the meeting was Managing the Political Environment to Achieve Transportation Goals. The program was dynamic and provided vast insight on how two major cities in Southern California work with elected officials to pursue their transportation goals. There were 94 in at-

Attention Scribes: Publication Deadline

The deadline for submitting Scribe reports is the 25th of the odd-numbered month prior to the date of the issue. For example, Scribe reports are due by March 25th for publication in the May-June issue.

tendance including 6 students. This was the first time the meeting was held at the Radisson Hotel in Buena Park. (Apparently, many folks enjoyed the Knott's Berry Farm chicken!)

Two highly acclaimed speakers presented. The first was John E. Fisher, Assistant General Manager for the City of Los Angeles Department of Transportation (LADOT) and Patti Boekamp, Chief Deputy Director, Engineering and Capital Projects, Transportation & Drainage Design Division, City of San Diego. (Among their several achievements, John is a Past President of our section and is a former District 6 chair and Patti recently completed her term as International Director of ITE for District 6.)

John Fisher presented Ten Tips for Managing Urban Transportation Issues. The following ten tips were compiled from years of first-hand experience to help engineers survive the political environment.

1. *Attend to the little things:* No matter what you do in the big picture of your career, moving technology and the profession forward, it is the little things that keep the elected officials and their constituents happy. Be responsive to the little things and the public will appreciate your role.
2. *Initiate your own quick response:* Get ahead of the issue or the politicians will initiate a response for you. If a fatal accident occurs at a crosswalk, be quick to identify and install low cost treatments to improve safety before the elected officials recommend their own solutions (i.e. traffic signals or pedestrian overpasses).
3. *Unite yourself with the community:* Use public meetings and other forums to show the community that you are united and fighting for the same cause.
4. *Let the public participate:* Residents and businesses take pride in their communities, so carve out a role for them to play on projects. Allowing communities to have input on landscaping features or crosswalk treatment options can create a win-win situation for the agency and the public.
5. *Timing is Everything:* Like doctors, engineers have to assess the situation, diagnose the problem, provide treatment, and evaluate. However, in transportation, sometimes the patient is not ready to accept the treatment. Pace yourself when providing ideas to the public. The proper timing can make or break the project depending on the current political environment.
6. *Share the Black Hat:* Saying "no" to elected officials or the public can make an agency look negative, but many times it has to be done. You can reduce the negativity towards your agency by basing the decision making process on another agency. "We will need to check with the fire department regarding your request for 5 additional speed humps on your block."
7. *Spin it:* Use jargon that the community will understand. This helps in achieving unity with the community. Don't talk about v/c ratios and improving the level of service from E to D. Tell the community that you will help them get to the grocery store quicker.
8. *Use more tools:* Advances in technology, such as count-down pedestrian timers and in-roadway LED lights, have provided more tools for transportation engineers. Additionally, many new "low tech" devices such as in-roadway median paddles and crosswalk flags are also available. Look inside the toolbox before using the same old "nail and hammer". While the effectiveness of some of these devices has not yet been proven, installation demonstrates a commitment to the elected officials and the community.
9. *Recognize your cue and blow your horn:* Engineers often hide in the background and fail to take the credit they deserve. When given the opportunity, show the public what projects have been completed that enhance their way of life. Doing so will bring more value to what transportation engineers do and it will make your agency and the elected officials shine.
10. *Never feel too comfortable:* No matter where you are in your career, look for weaknesses and determine how they can be fixed. Don't let something sneak up on you and damage your agency or your credibility.

These ten tips can help you and your agency manage the political environment that every transportation agency must deal with.

The second presentation, from Patti Boekamp, also provided insight on how to manage politics in transportation projects. Patti's presentation, Aren't all Politics Local, provided a summary of how politics played a role in several San Diego projects.

The underlying theme of the presentation was “knowing the context” of the environment you are in.

Patti described how using big targets can help the project move forward. Working with a big developer or agency can provide many benefits. An example was the San Diego Padres’ new ballpark, which is progressing smoothly in part due to the innovative public relations department of the Padres, who have made spectator events out of demolitions and implosions.

On the other hand, the media can make or break a project. The red light photo enforcement program developed in San Diego was ultimately terminated due to a media angle that provided incomplete information and distorted the project. While many elected officials wanted to continue the project, public opinion resulting from poor media relations forced them to close it down.

Building on Tip #5 from John’s presentation, Patti discussed how timing can affect a project’s outcome, especially during campaign season. Elected officials, and candidates making a move, will look closely at how a transportation project will effect their position. Council members may be influenced by various special interests and their decisions will be based on lobbying by those interests.

In closing, politics can help a project, an agency and in one special case allow for a tribute. Patti described how “politics” helped organize a special traffic signal activation ceremony, where the late Mary Lou Gonzales was honored. Mary Lou, a traffic engineer for the City, who had designed numerous signals in her career, designed

the new traffic signal in front of her son’s school before she fell ill to cancer. This was the last traffic signal she designed. To honor her commitment and service, the City had a ceremony to turn on the signal and invited her son’s school to attend. Her son turned on the power to the signal, and a plaque was placed adjacent to the controller in her memory.

Politics plays a role in many aspects of our profession. Knowing how to ride the political waves and stay ahead of the game can push your projects forward and increase your stature amongst the public and elected officials. Both presentations provided real world examples and useful tools for transportation engineers. Special thanks to both John and Patti for their time and insight.

February meeting

The February meeting was held jointly with the Central Coast ITE Section. It was held on Tuesday, February 11, 2003 at the Plug Nickel Restaurant in Westlake Village. The meeting was attended by 64 members (40 from S. California) and 2 student members from Cal Poly Pomona. Central Coast’s new Section President, Jeff Hereford, City of Ventura, welcomed the meeting participants and announced that one of the speakers fell ill. Mr. Hereford also introduced their section’s new officers and thanked James Hanson (formerly with City of San Luis Obispo) for his service as out-going President and announced that James recently relocated to Colorado. Our S. California Section President, Monica Suter, City of Santa Ana, warmly welcomed and presented Ed Cline, Willdan, with his new ITE Life Membership Certificate. She also introduced and thanked the speakers of the technical program for their participation.

The topic of this month’s technical presentation was “Signal Controller Hardware & Software-From an Engineering Perspective-Part II”, which was the continuation of the program held on Wednesday, September 18, 2002 at the Monterey Hill Restaurant.

The meeting discussion was on the “2070’s Lessons Learned”, which was jointly presented by Jose Alire, Associate Engineer for City of Fountain Valley and Mr.

Jake Q. Ngo, Associate Engineer for City of Westminster. Mr. Alire’s presentation included the City’s experience after adopting the 2070 controller as the standard and the challenges faced by the engineers after the installation. To efficiently use the existing signal system, the City of Fountain Valley selected software, which had the ability to operate as part of the City’s current network.

Mr. Alire shared the lessons learned in this project and explained that once the installation process started, the City reconfigured the NEMA D-connectors, (which is not an issue for the 170 controller users). After the installation, the next problem they faced was the Countdown Pedestrian Heads. The City of Fountain Valley uses a clock next to the Pedestrian Indication, which counts down the time left for a pedestrian to cross the street. When the new controller and software were first deployed, the clock flashed zero only, not “counting down,” which caused confusion for pedestrians. The problem was immediately identified and the software bug repaired. The other issue was the temperature. On one occasion with very high temperature, every intersection automatically changed to Max Recall. After a joint meeting between the hardware and software developers, they agreed to make some changes to eliminate the problem. They also had a problem with the software when operating in a right-turn-overlap and coordination situation, which was also fixed. The other problem was the reporting malfunction. The controller forwarded the wrong report to the central control room that the intersection was not in coordination with the other intersections in the corridor, when in reality it was perfectly coordinated. This bug was also fixed. To save controller set-up time, the developer also wrote script files that enabled the traffic engineers to program the controller in under 30 minutes. The City of Fountain Valley utilizes controllers only from the approved Caltrans list. The City purchased the uploading software, which worked with both 4-line and 8-line display controllers for future development. It was also mentioned that in 1999, the City of Seal Beach also upgraded their signal system, which consists of 20 signalized intersections. The City installed the 2070 controllers in 332 cabinets with BI-Tran’s uploading software. Both Mr. Ngo and Mr. Alire fielded several questions from the audience.

At the end of presentation, Mr. Alire explained that overall, the City of Fountain Valley is fully satisfied with the performance of the 2070 controller and software. Although there were some glitches at the



District 6 President Julia Townsend (left) and Southern California Section President Monica Suter relaxing after a job well done running the March Southern California Section meeting

beginning, any bugs were fixed and the system is running fine today.

The approved Caltrans list can be obtained from:

http://www.dot.ca.gov/hq/esc/approved_products_list/

March meeting

The Joint ITE Southern California Section and ITE Border Section meeting was held on Friday, March 14, 2003, at the Laguna Cliffs Marriott in Dana Point. The meeting featured an Americans with Disabilities Act (ADA) Mini-Workshop with presentations and "ADA Jeopardy" followed by a presentation by John Fisher, LADOT, entitled "The Status of Caltrans' Traffic Manual and CA MUTCD Supplement." Approximately 120 members, including students, attended. This meeting was dedicated to George Gerth and Rose Lee Cunningham, who both passed away in the past month. Their contributions to ITE and to the industry were remembered and they were honored with a moment of silence.

The Americans with Disabilities Act (ADA) Mini-Workshop was led by an expert panel that included John Fisher, LADOT; Elroy Kiepke, Willdan; Ed Cline, Willdan; Alan Willis, LADOT; Frank Barnes, City of Santa Monica; Verej Janoyan, LADOT; Weston Pringle, Willdan; Bob Crommelin, Robert Crommelin and Associates, and Helen Elias, Mobility Specialist.

John Fisher began the mini-workshop with a discussion of the proposed Accessibility and Design Guidelines and Standards developed by the Access Board. He discussed a handful of guidelines proposed by the Access Board, including some significant changes:

- Pedestrian clearance of 3ft/sec at signalized crosswalks measured from curb to curb.
- One accessible on-street space per block on each side of the street.
- All pedestrian crossings at roundabouts and channelized right turns controlled by traffic signals.
- All pedestrian signals be accessible, including locator tones, audible message, vibra-tactile function and Braille message to identify the street being crossed.
- Two curb ramps tangent to curbs at intersection corners with two crosswalks.

Mr. Fisher mentioned that there were no formal studies conducted and said the Access Board seems to be taking the role of a

doctor prescribing a remedy, when in fact they are really the collective voice of the patient. The engineers are the professionals, who should be prescribing the solution to the concerns of the patient. He encouraged those in the engineering profession to take control of these issues through a positive approach, by supporting the underlying concerns and determining feasible alternatives.

Elroy Kiepke presented the history of the ADA and the Access Board, from the first ADA regulations in 1991, to the current recommended Accessibility Guidelines and Standards, released in 2002. Mr. Kiepke said that only 5% of 1,000 persons who made comments to the first draft ADA regulations were engineering professionals. Mr. Kiepke also explained that enforcement is accomplished through lawsuits from the disabled community. He also spoke about the need for practicality in design and construction.

Ed Cline, Alan Willis and Frank Barnes discussed various policies regarding the installation of accessible on-street parking (blue curbs) including first hand experiences of blue curb requests. Ed Cline described his local approach to blue curb requests and the need for an accessible curb ramp and path to the dwelling or business. Alan Willis presented the City of LA Blue Curb Zone policy, which requires an engineering study. The City has handled over 1800 requests in the past 15 years with a 46% approval rate. Frank Barnes explained the City of Santa Monica's policy and their requirement to provide proof of the DMV placard.

Verej Janoyan presented information on accessible pedestrian signals. His presentation focused on both the technology used and the application of the devices in various situations, including audible signals for pedestrians, vibra-tactile push buttons, and various combinations.

Wes Pringle and Bob Crommelin provided an expert witness perspective to ADA guidelines. They both presented examples where accessible design has caused injuries to persons without disabilities. They recommended that curb ramps should also consider the non-disabled community in the design.

Following the presentation the Panel, including Helen Elias, participated in a game of "ADA Jeopardy" complete with a Daily Double. Developed and hosted by Monica Suter (City of Santa Ana) and Jose Alire (City of Fountain Valley), the game

was a great way to cover facts of the Access Board and the ADA while having some fun.

The headline presentation entitled "The Status of the Caltrans' Traffic Manual and CA MUTCD Supplement," was presented by John Fisher. Mr. Fisher began with a history of the California Traffic Control Devices Committee (CTCDC), from its origins in the Northern and Southern California Auto Clubs in 1933 to the current CTCDC. He explained the relationship of the California Traffic Manual and Manual on Uniform Traffic Control Devices (MUTCD) and their influence in other states. Much of the MUTCD Millennium Edition has more depth to it similar to the current California Traffic Manual than did prior versions of it.

The CTCDC is reviewing the latest amendments to the MUTCD Millennium Edition in preparation for a California supplement of additions/amendments. This new document will replace the California Traffic Manual with specific provisions of the California Vehicle Code (i.e. yellow crosswalks in school zones), design guidance details and administrative provisions. Chapter 4—Traffic Signals is nearing completion and will be open for public comment shortly. Review of Chapters 1, 5, 8 and 10 of the MUTCD are in process, with the remaining five chapters not yet sufficiently underway. For more information on the Supplement, or to check on the status of the Supplement, you can visit:

<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/>



Co-scribe Sunil Rajpal



Co-scribe Joaquin Siques

Andrew Smigielski Wins Young Engineer of the Year Award

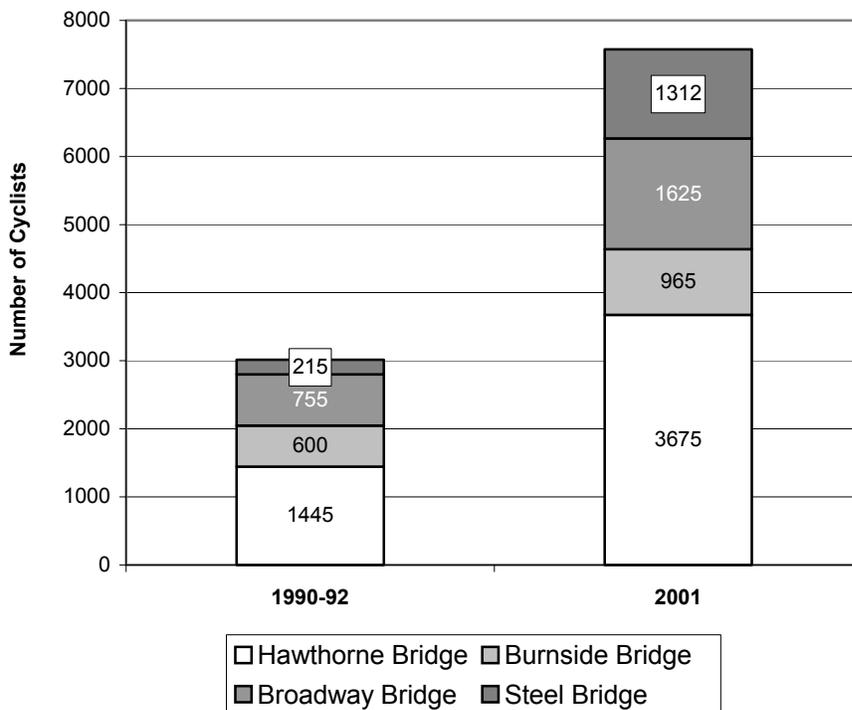
Andrew Smigielski, of Carter & Burgess, was the recipient of the 2002 Young Engineer of the Year award from the Arizona Society for Professional Engineers. He received the award at the ASPE's Engineer's Week banquet held on February 20th. Congratulations to Andrew!

(Continued from page 7)

way Bridge (cost of \$300,000) and Steel Bridge (cost of more than \$10 million).

A key to the heavy and increasing concentration of bicyclists on the Hawthorne, Steel and Broadway Bridges, as opposed to the Burnside and other bridges, is fact that on these three bridges' spans, bicyclists are off-street on either wide sidewalks or a shared-use path, with bike lanes on the approaches. In addition, the City added bicycle lanes to all streets connecting to the Hawthorne, Steel and Broadway Bridges, overcoming major hurdle in getting people to the bridges. In contrast, on the Burnside Bridge, cyclists operate in striped bicycle lanes adjacent to traffic, which is uncomfortable for some cyclists. And, there are no connecting bike lanes on the approaches or connecting streets.

Figure 9: Bicycle volumes before and after improvements



Discuss this article at www.westernite.org

Visit the new Tech Board feature of the District 6 Web site to comment on, or otherwise discuss this article. See it at www.westernite.org.

President's Message

(Continued from page 1)

past, having a District 6 member on International Board of Direction has greatly benefited the District, as they are much more cognizant of issues that affect District 6 and its members. Tim would greatly appreciate your support in the upcoming International election (which is a separate

ballot). International candidate qualifications and statements can be found in this edition of WesternITE as well as on the International web site at www.ite.org.

District ballots will be mailed out later than usual this year because the District 6 annual meeting will be held later than usual. The annual meeting, which will be held in conjunction with the ITE International meeting, will take place in Seattle, Washington on August 24-27, 2003. There-

fore, you will be receiving the District ballots about the same time as the International ballots. Please take the time to fill out both ballots and send them back immediately to ensure that your vote counts!

Congratulations to each of the candidates and best of luck in the upcoming election!

Section and Chapter Presidents: Section Activity Reports Still Being Accepted!

By this time, every Section and Chapter should have forwarded their Section Activity Report to our District 6 Technical Chair, Ken Ackeret. The selection of best District 6 Activity Report was judged during the month of May and our District winner was sent on to ITE headquarters for international competition.

If your report has not made it in yet, *it's not too late!* All reports will still be accepted. Our District 6 web site (www.westernite.org) now has the activity report forms online and available for

your use under the header Section/Chapter. The reports do not need to be fancy or 100 percent complete; the information on your activities last year is what is important. Our hope this year is for all of our Sections and Chapters in District 6 to submit a report before our annual meeting in Seattle. If you are not from the Alaska, Colorado/Wyoming, New Mexico, Northern California or Southern California sections, please let your elected leaders know that you would like to have your activities reported. We know that

our District 6 members were very active in 2002 but the only way we can document what is happening within our District is through the annual reports. So, don't be the only one not submitting by the Annual meeting! If you have any questions, please contact Ken Ackeret at (702) 862-3601 or at ken.ackeret@kimley-horn.com.



Ken Ackeret, Technical Chair

Positions Available

IBI GROUP

Traffic Engineer/Project Manager—The Orange County office of the IBI Group is seeking a Traffic Engineer to work on a variety of exciting projects including: Orange County's Light Rail Transit System which involves signal design, signal control systems, intersection geometric design, circulation analyses, and parking studies; Southern California Maglev Deployment (including station access/circulation studies); California High Speed Rail Studies; and, numerous signal design, traffic impact and parking studies for cities and agencies throughout Southern California and the U.S.

The ideal candidate would have five to ten years of design experience in both geometrics (intersection, parking layout, etc.) and signals (conduits, signal phasing, etc.). A PE registration is highly desirable; however, a licensed Traffic Engineer will qualify. Salary is dependent upon qualifications. For additional information on IBI Group, please visit www.ibigroup.com. This job is open until filled.

If you are interested in this position, please contact Lisa Mills at (714) 938-3878 or e-mail your resume to lmills@themillsgroup.net.

TNH INC.

Senior Aviation Designer—

Responsibilities: Design Airports and airport facilities. If experience allows, managing the project would also be included.

Minimum Requirements: BS, Civil Engineering from an ABET accredited university, 2 years responsible charge experience designing airports for ADOT & PF. Must either be professionally licensed or become professionally licensed within one year of hire. Require familiarity with FAA Advisory Circulars and some job

experience with ADOT.

How to Apply: Completed applications and/or resumes will be accepted at TNH's Anchorage office, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., excluding scheduled holidays. Applicants may pick-up job applications and instructions, along with any job description, at the corporate office during office hours. Applications for open positions must be received by 5:00 p.m. on the closing date to be considered for an open position.

Tryck Nyman Hayes, Inc. is an Equal Employment Opportunity employer and equal employment opportunity is provided to all individuals, regardless of race, color, sex, age, creed, disability, national origin, marital status, parental status, change in parental status, citizenship, or veteran's status. Any applicant requiring reasonable accommodation in order to participate in the application process should contact the Firm at the above address.

The closing date for this position is until filled. Applicants must have submitted a résumé and application to: Tryck Nyman Hayes, Inc. 911 W. 8th Ave., Suite 300 Anchorage, AK 99501 Voice (907) 279-0543 / Fax (907) 276-7679 E-Mail: jobs@tnh-inc.com by 5:00 p.m. on the closing date to be considered for this position.

Position Title: Senior Aviation Designer
Grade/Salary Range: Grade VII or above, 52,000.00 to 73,000.00
Regular Work Hours: 8-5 Monday to Friday, Exempt Position
Location: Anchorage

CITY OF SANTA CLARITA

Senior Traffic Engineer—\$5,501–\$6,687/mo. (A step – E step)

The City of Santa Clarita, CA, population 160,000, located 35 miles north of Los Angeles, is a fast-growing community with an increasing number of new or improved roadways and new traffic signals. The City's Transportation & Engineering Services Department currently has one opening for a Senior Traffic Engineer. The position will oversee the design/review of traffic plans, review development projects and signal timing, and oversee the Traffic Signal Management Center. This position will also solve complex traffic engineering problems, and represent the City at various meetings/groups. This level requires a B.S. in Civil or Traffic/Transportation Engi-

neering or related field and three or more years of traffic engineering experience, including two years of supervisory experience. The position also requires possession of a PE/TE. City application REQUIRED by 5:00 p.m., Friday, May 2, 2003. For more information and an application, visit www.santa-clarita.com, or call (661) 255-4392. E.O.E.

KORVE ENGINEERING

Senior/Mid Level Traffic Engineer/Planner—

Seeking candidate with 5-15 years experience in circulation studies, traffic impact analysis, traffic operation analysis, signal analysis/design, parking studies and bikeway planning. Must be able to manage projects and be responsible for client interface, presentations and staff mentoring. California Traffic Engineering and/or Civil Engineering license desired. Strong written and verbal communication skills desired. For immediate consideration, please email resumes to jobs@korve.com or fax at (510) 763-2796.

PARSONS BRINCKERHOFF

Parsons Brinckerhoff, an international full-service consulting firm and recognized leader in transportation engineering, is seeking a Task Leader/Project Manager for Traffic Forecasting in its Orange office.

Requirements: Bachelor's degree in planning or engineering and a minimum of 5-10 years applicable experience.

Major Duties: Application of technical skills, including traffic model development and applications, development of technical approach to project tasks, technical guidance of project team members, preparation and editing of technical reports and proposals for traffic modeling tasks and projects.

Desirable Technical Expertise: Traffic forecasting model development and applications, traffic operations modeling and analysis.

Resumes to: ReinhardtC@pbworld.com.
EOE, m/f/d/v.

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

Traffic Engineer—We are seeking an

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

Positions Available Ads:

To place your ad, e-mail your ad to john.kerenyi@kimley-horn.com. The deadline is the 28th of the previous odd-numbered month. The cost is \$6.00 per line, with a minimum cost per ad of \$100.00. Ads are also posted on our web site at www.westernite.org. More information is available on our Web site.

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ITE and the partnership for a Walkable America invite you to apply for the Pedestrian Project Award.

Awards will be presented in six categories: (1) Policy; (2) Safety; (3) Facilities; (4) Education; (5) Partnerships; and (6) Elderly and Mobility Impaired.

Complete award submittals should be 10 pages or less and must include the following information: a one page summary of the project objectives and results, a listing of all participating organizations and project sponsors, and details on costs and project duration.

Award submissions must be to ITE no later than June 1, 2003.

To apply, submit eight copies of your completed submittal to:

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For more information, please visit the ITE Web site at <http://www.ite.org/awards/PedestrianProject1.pdf>.



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Apply for the Roadway Safety Awards

The Federal Highway Administration Office of Safety, in conjunction with the Roadway Safety Foundation, invites you to apply for the 2003 National Roadway Safety Awards.

Applicants are encouraged to submit projects or programs related to three specific areas-(1) infrastructure improvements; (2) operational improvements; and (3) program planning, development and evaluation-as well as other safety issues important in their states and communities.

Award submission deadline is June 30, 2003.

Full details about eligibility requirements and application procedures are contained in the 2003 National Roadway Safety Awards Guidelines and Application brochure located at www.ite.org/awards/safetyawards.pdf.

Sign of the Times



“Forget the stuff the students put on it, it’s not even the right advance warning sign!”

Submitted by Ray Davis; spotted at Northern Arizona University, Flagstaff, Ariz.

Present Your Paper in Las Vegas!

The Las Vegas Fall Transportation Conference is scheduled for August 28-29, 2003 at the University of Nevada, Las Vegas. The Conference Committee is soliciting abstracts for presentations from interested transportation professionals throughout the Southwest. Please submit your contact information and your abstract of 750 words or less no later than Friday, July 18th by e-mail to: d_cdurgin@hotmail.com. Subject: Fall Transportation Conference Paper. If your abstract is selected for presentation you will be notified during the first week of August.

Legislative Update

by Walt Stringer, ITE District 6 Legislative Committee Chair

We'll start this issue's column with an update on California's funding freeze, which is continuing with only a few chips in the ice. On March 11 the California Transportation Commission convened a special meeting in Sacramento to receive input from sponsor agencies and discuss project prioritization. At the regular April 2 meeting (moved from Redding to Sacramento), the freeze continued, but agencies in Los Angeles and San Diego were able to re-fund a few programs by gaining approval for 'revenue-neutral' funding swaps between short- and long-term sources, which were agendized and approved by the CTC. Even though the primary threatened funding source is TCRP, the freeze affects virtually all state transportation funding and as this column is prepared in early April, the freeze is expected to continue through at least June, and possibly much later in the year, until the overall state budget deficit is both determined and then handled in next year's budget.

Lyle DeVries of the Colorado-Wyoming Section sent the following information on activities in his section's area, and their periodic legislative column can be accessed at www.cowyite.org. Colorado, like many western states, is experiencing budget shortfalls and expects to cut approximately \$800M from current budget levels to fund next year's activities. Colorado DOT's legislative agenda is focused on maintaining existing funding versus major new initiatives. State Senate President John Andrews appeared before the State Senate Transportation



Committee to advance SB74, which would divert a portion of Denver RTD's transit sales-tax revenue to fund highway improvements. In the first year \$8M would be diverted, ultimately reaching a level of over \$30M by 2007-2008. The proposal would allow CDOT to use these funds for roadway and/or transit improvements within the RTD service area. Currently a 0.6% sales tax supporting RTD is collected in all or part of seven counties around Denver composing RTD's service area, and the bill would reduce this level to 0.5%. Another legislative proposal, by House Rep. Gregg Rippey, to divert 15% (or about \$300M) of state funding to highways, was defeated in Committee in early April, according to the April 4 Denver Post. Currently diversions such as this can only occur when Colorado state revenue grows by over 6% per year, and if there is a cash reserve, and the Committee chose to retain these criteria versus the alternate proposal, by an 8-4 vote.

At the national level, the reauthorization of TEA-21 has been dubbed "SAFETEA," or the Safe and Flexible Transportation Efficiency Act of 2003, with initial submittal to Congress expected by late Spring. Separate from this, House members Young and Oberstar hope to introduce legislation known as RIDE-21 to fund development of high-speed rail corridors around the country, through various financing methods. A conference committee is considering the federal budget resolution for FY2004, with the Senate advocating funding levels of \$255B for highways and \$56B for transit over the next six years, while the proposed House levels are somewhat lower.

Sign up today for the joint International—District 6 Annual Meeting in Seattle, Washington, August 23-27, 2003. Registration materials are available online at www.ite.org.



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