

Westernite

Official Publication of District 6 of the Institute of Transportation Engineers

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District 6 Candidates for Office

The following slate of candidates for District officers was approved at the mid-year Board meeting held on January 30th:

President: Zaki Mustafa

Vice President: Ken Ackeret

Secretary-Treasurer:

Bob Grandy, Dalene Whitlock

International Director:

Rory Grindley, Kathryn Harris

Statements for each of these individuals are presented in this issue.

Candidate for President

**Zaki Mustafa,
P.E. (F)**

*Senior
Transportation
Engineer, Los Angeles
Dept. of Transportation*

I have been working with the City of Los Angeles, Department of Transportation for the last 20 years. Currently I am responsible for the Field Engineering Division and the Paint and Sign Division. I am also an



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New High-Tech Bus Rapid Transit Service Just Launched in Sacramento

By Glenn Grayson, P.E. (M) and Ramin Massoumi, P.E. (A), Meyer, Mohaddes Associates

[Editor's Note: During the upcoming District 6 Annual Meeting, meeting registrants will be provided with an all-routes, three-day free pass for Sacramento Regional Transit District's public transportation system. You will have unlimited boardings and transfers on all of RT's various services including fixed routes, the Capital Shuttle in downtown, light rail lines, and the new BRT line highlighted in this article. At least seven different transit routes and one light rail line pass within two blocks of the conference hotel. All attendees are encouraged to take advantage of this meeting perk not only to satisfy your "getting around town" needs, but also to see innovations like the BRT program. Why rent a car? By using transit, you'll save not only the auto rental fee, but also the hotel's \$12-per-day parking charge. For your pre-arrival trip planning, visit www.sacrt.com.]



Ebus on its new route.

Sacramento, the capital of California, is the site of the 2004 ITE District 6 Annual Meeting. The area's public transportation provider, Sacramento Regional Transit District (RT), has been operating light-rail transit (LRT) service for over a decade, but along with other large urban areas is finding it very difficult financially to expand its LRT system to additional corridors. For the foreseeable future, LRT system expansion in Sacramento will only happen by way of

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See You in Sacramento!



It's not too late to register for the District 6 Annual Meeting! It will be held in downtown Sacramento, California's capital. You might even get a chance to see the Governor!



*Steve Brown, LAC
Co-Chair*

Candidates for District 6 Office

(Continued from page 1)

Assistant Scout Master for Boy Scouts of America. I have served the District over the last 23 years in the following capacities:

- WesternITE Managing Editor
- Interim Webmaster for District 6 www.WesternITE.org
- LAC member for the Palm Desert District 6 Annual Meeting
- 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

It has been a pleasure to serve on the District 6 board for the last four years. District 6 continues to be very successful through its outstanding voluntary dedication of its members. Our Annual meeting and the *WesternITE* newsletter sets us apart from the other Districts in the Institute. If elected as your District 6 President, I would continue to work on behalf of the membership in providing outstanding annual meetings, maintain the excellence of *WesternITE*, add to the wealth of information on our Web site, and insure the financial health of District 6. In addition to living up to the expectations of our membership, we need to promote communication, improve our image as the transportation professional in the community, provide professional growth opportunities, and encourage more active participation in Institute activities at all levels.

Candidate for Vice President

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

Vice President, Kimley-Horn and Associates, Las Vegas, Nev.



Over the past year, it has been my honor to serve you as your District 6 Secretary-Treasurer. I am looking forward, if elected, to continuing my commitment to ITE leadership by serving as your next District 6 Vice-President. My involvement with ITE has helped me to grow both personally and professionally. Currently as a Senior Associate with Kimley-Horn and Associates in Las Vegas, Nevada, my commitment to ITE 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 23 years of professional development.

It is my continued desire to have every existing and future member of ITE 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.

Candidate for Secretary-Treasurer

Bob Grandy, P.E.(M)

President, Grandy & Assoc., Davis, Calif.



It is an honor to be nominated for the District 6 Secretary-Treasurer position given how much ITE has helped me grow as a transportation professional over the past 23 years. During that period, I have worked both as a City Traffic Engineer and a private consultant. Currently, I am President of Grandy & Associates, a traffic engineering firm that—for the past six years—has served primarily public agency clients. I am presently LAC Co-Chair for this year's District 6 Annual Meeting in Sacramento.

My goals, if elected as Secretary-Treasurer, are to work to attract more students into the transportation field, to strengthen and showcase our profession, and to develop programs that make ITE's tremendous resources more accessible to our members. I will work to accomplish these goals through several avenues.

- Support student chapter activities by developing and implementing a mentoring program
- Develop a compilation of successful fund-raising strategies for student chapter faculty advisors and local ITE leaders
- Support initiatives that strengthen ITE's role in developing and applying standards of practice
- Develop a "What's Best in the West" compilation of popular Chapter and Section activities for local ITE leaders to consider
- Work with local Chapters and Sections to create technical seminars for members using new ITE training materials

As Chair of the 2004 Annual Meeting, I've attended District 6 Board meetings since 1999 to provide briefings on the meeting status. Through my attendance at Board meetings, I've become familiar with the District's policies and financial status. This eliminates the need for any on-the-job training, allowing me to get right to work on programs that directly benefit members.

Among my proudest ITE accomplishments include spearheading formation of the UC Davis Student Chapter and establishing a Student Travel Award for the Northern California Section. To date, our section has funded the full costs for three students to travel to the Palm Desert and Seattle Annual Meetings.

I'm currently an instructor for a four-day Transportation Policy course offered by the UC Davis Extension program. I've also served as a Subject Matter Expert for California's Traffic Engineering exam.

Candidates for District 6 Office

My community volunteer efforts include currently serving as President of the Davis Art Center Board; serving as a soccer board member, coach and referee for 11 seasons; and serving as a Little League umpire.

I'm honored that you would consider me for this position. Thank you for your support!

Candidate for Secretary-Treasurer

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

Principal, Whitlock & Weinberger Transp., Santa Rosa, Calif.



First, I want to thank the nominating committee for selecting me as one of the two candidates to run for Secretary/Treasurer. I was thrilled to accept this honor as it provides the opportunity for me to give something back to the Institute, having gained so much through my affiliation over the past 16 years. During the past five years serving as an officer of the San Francisco Bay Area Section I have been constantly impressed at the breadth of knowledge encompassed by our members and their willingness to

share it, as well as their dedication to the public we serve.

Recently there has been a focus on increasing student membership and involvement. The San Francisco Bay Area Section has supported this goal by paying for several students to attend Annual Meetings. If elected to serve as Secretary/Treasurer, I would like expand this effort to 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.

While ITE has a long tradition of providing technical training, it is time to look into giving guidance in other areas that are essential to a well-rounded professional. There is currently no formal training through ITE for our younger members to hone their writing or public speaking skills to help them make that first presentation with confidence. 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 expanding 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 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.

Candidate for International Director

Rory Grindley, P.E., PTOE (F)

Pierce County Public Works and Utilities, Wash.



It's been a year since my name was so proudly displayed on the back page of *WesternITE* as a Board member for our fine District! And it's been almost two years since I held the esteemed office of District President—when I challenged both the members and the leadership with my proclamation of the “Year of the Student”—and together we established a slate of programs that continue to invest in the future of our profession by fostering and supporting our younger membership.

Now, with the honor of being nominated for International Director, I seek *your* support to continue the drive to expand these types of programs at the International level. The ID serves on both the District 6 and the International boards. Future issues facing these boards are the implementation of the new strategic plans (at both levels); the continued update of the District Charter and By-laws (something I've personally been working on for the past two years); and, with back-to-back International V.P.'s being elected from our District, it is essential that we elect an “ITE-experienced” leader as ID to ward off the escalating desire by other districts to break our district into smaller, separate districts.

My ITE Experience:

- District President, '01/'02
- District Board Member, '99-'03
- Seattle Joint District/International Annual Meeting Local Arrangements Committee (and Proposal Committee), '95-'04
- Washington Section Board, '92-'97 (President '95/'96)
- International Nominations Committee, '02
- District Nominations Committee, Chair, '02/'03
- District Advisory Committee, '03-'05 (Chair, '02/'03)
- District Administrator Selection Committee, Chair, '01-'04
- District Annual Meeting delegate, every year since 1992
- International Meeting delegate, continuous since '99, as well as the past three Spring Conferences
- ITE Fellow

My Professional Experience:

- PTOE since 1999
- 13 years as a public agency official, supervising the traffic engineering activities (design, operations, and development impact review) for Pierce County, WA
- Seven years of private consulting experience with The Transpo Group, Inc., Bellevue, Wash.

I Provide Proven ITE leadership:

- District 6 Board and Committee experience!—Involved since 1995.
- International Board experience and exposure!—Have participated in and attended several IBOD meetings since 1996.
- ITE headquarters staff knowledge!—Including working with

Candidates for District 6 Office

- Tom Brahms and staff on the Annual Meeting.
- Dedication to ITE!—Involved at all levels since 1982.
 - Geographic diversity!—20 years since a Washington Section Member elected to the International Board.

With your support, I welcome the opportunity to carry forth the excellent tradition of representing District 6 on both the District and the International Boards!

Candidate for International Director

Kathy Harris, P.E.

Senior Transportation Engineer, Stelling Engineers, Inc., Helena, Mont.



ITE—a great organization to be part of!
MY GOALS as International Director focus on expanding professional support and extending student outreach:

- **Expand ITE Professional Services for Professionals.** ITE on-line resources and leadership support have greatly enhanced the ability to stay current with the dynamic transportation industry and provide for a dialog forum. Continue to expand these resources to provide support for engineers and planners in rural areas and within small agencies that do not have a network of transportation professionals nor extensive expertise in traffic issues. Develop on-line resources for the professionals to educate their users, their employers and their decision makers on traffic needs, systems and impacts.
- **Extend Educational Outreach into Elementary and Secondary Levels.** Build on the extraordinary success of the ITE collegiate outreach (exemplified by the Montana State Student Chapter's unprecedented District and International success). I support expanding into the pre-college education system to support developing students with the resources to

continue into a collegiate technical curriculum.

- **Provide Educational Development for Young Transportation Professionals.** Build on the Intermountain Section and District 6 efforts to develop free educational efforts, directed toward junior transportation professionals. Courses and resources are meant to educate while enticing professionals to continue in the transportation arena and develop a far-reaching network, in the beginning of their career.

REASONS TO ELECT KATHY:

I bring a decade of ITE dedication with a legacy of creating programs that continue to support students and professionals. I also provide fresh insight and a new perspective.

Professional Background includes:

- Both public and private sector employment, for small and large corporations
- Urban and rural engineering and planning
- Employment in 8 of the District's 13 states
- Creation of a new ITE Chapter
- An eagerness to approach new challenges from a fresh perspective

Personal interests provide:

- A proven background of developing programs whose legacy continues after my role is complete
- Recognition of the need for young student development to retain our future job pool and creating programs to meet that need

I would continue District 6's legacy of strong leadership in ITE by bringing a fresh, rural perspective to the International Board.

And I can do that, only with your vote.

Candidates for International Vice President

Richard T. Romer, P.E., PTOE (F)

Principal, Orth-Rodgers & Associates, Las Vegas
www.RichForITE.com

I am honored by this nomination and welcome **the continued opportunity to serve you, the member.** ITE must provide you with the tools you need to improve mobility and make transportation safer and accessible for all modes. This is critical to ensure improvement in our quality of life, the image of the profession and the recognition of ITE as the premier source of information. I would like to be part of the ITE team when 2005 heralds in its 75th anniversary.

WHY ELECT RICH?

- ITE Member for 28 years
- Has served 14 years as an elected officer at International/District/Section/Chapter levels
- Proven ability to provide leadership/build consensus/team player
- 33 years of experience in public/private sectors
- Knowledge/experience: Chair of LAC for 1999 International Annual Meeting held in Las Vegas, NV



Candidates for International Vice President

- Knowledge/experience of ITE governance at all levels
- Understands ITE finances through Budget Committee service
- Supports ITE Strategic Plan Action Plans

OBJECTIVES/PRIORITIES

We must continue to emphasize **safety, continuing education public information/awareness and professional workforce development**

- **Members Services:** More web-based applications
- **Control Costs:**
 - Keep ITE affordable
 - E-learning/publishing
- **Premier Source of Technical Information**
 - Expand FHWA/other professional society partnerships
 - Expand continuing education to local/international levels
 - Support TEA-21 reauthorization
 - Support Technical Councils
 - Utilize research potential of our universities/student chapters
- **Membership Growth/Retention/Development/Diversity**
 - Expand initiatives to attract/retain members, faculty and students
 - Professional workforce development
 - Develop Leadership Training at local level

ITE EXPERIENCE—Elected Offices Held (14 Years)

- Three years on International Board of Direction (2001-2003)
- District 6 Board, 1995-1998 (President, 1997)
- Intermountain Section, 1993-1995
- Nevada Chapter (President, 1992), 1990-1993
- 15 ITE Committees, 11 Technical Councils

EDUCATION AND PROFESSIONAL REGISTRATION

- MSCE, UNLV
- Satisfied BSCE, UNLV
- BS Management, UNLV
- Registered P.E. Nevada, Utah
- Certified PTOE
- Certification TSM, UCI

AWARDS

- James L. Pline Distinguished Service Award, 1998
- NV Chapter ITE Transportation Engineer of the Year, 2003
- NACE Achievement Awards, 1992-1996
- Public Technology, Inc. Achievement Awards, 1995-1996
- Safe Community Honors Engineering Award, 1997
- Best Section Technical Presentations, 1994, 1998

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.

Thomas J. Clausen, P.E., PTOE (F)

Transportation Engineering and Planning Consultant in Benicia, CA and Extension Instructor, Institute of Transportation Studies, University of California, Berkeley



ITE is a great organization. As a member, officer and committee chair for 29 years, I have seen ITE grow in size and stature. I eagerly look forward to serving as International Vice President. I would appreciate your support.

VISION AND GOALS

My vision for ITE is an even better organization for all members. Four specific goals are:

- Improve traffic safety to reduce the number of deaths and injuries
- Attract and mentor students—initiate a program to introduce high school students to ITE and our profession
- Strengthen our impact by more meetings and studies with affiliated groups
- Increase and enhance membership to add more unique ideas and diverse perspectives

ITE ELECTED OFFICES

- International Director (1998-2000)
- District 6 Board (1992-1996)
- San Francisco Bay Area Section Board (1981-1985)
- SF Bay Area Section Past Presidents' Council Chair (2002-2003)

ITE COMMITTEES

- International Budget Committee (1998-2000)
- Transportation Achievement Award Committee Chair (1999)
- International Nominations Committee (1997)
- District 6 Advisory Committee (2003)
- District 6 Web Site Committee Chair (1998)
- District 6 Nominations Committee Chair (1997)
- District 6 Career Guidance Committee Chair (1991)
- SF Bay Area Section Nominations Committee (1985)
- SF Bay Area Career Guidance Committee Chair (1980)

ITE LEADERSHIP—18 Years

- Elected officer, 12 years
- Committee chair, 6 years

OTHER ITE ACTIVITIES

- Traffic Engineering Council
- ITS Council
- Moderator at International and District 6 Conferences

EDUCATION

- AB, MS and Teaching Credentials, UC Berkeley
- MPA, CA State University Hayward

CERTIFICATION AND REGISTRATION

- PTOE #001
- Registered Civil and Traffic Engineer in CA

Candidates for International Vice President (*continued*)

AFFILIATIONS

- Subject Matter Expert for the CA Board of Registration for Professional Engineers
- APWA
- ASCE
- Past Chair, East Bay Traffic Engineers
- Past Chair, Contra Costa County/City Advisory Committee
- Chi Epsilon Honor Society, UC Berkeley

PUBLIC EXPERIENCE—16 Years

- Department and Division Head at the City of Concord, CA

- Section Manager at the Metropolitan Transportation Commission, Oakland, CA
- Traffic Engineer at the City of San Leandro, CA
- California Department of Transportation (Caltrans), San Francisco, CA
- Contra Costa County, CA
- Cities of Berkeley and Walnut Creek, CA

PRIVATE EXPERIENCE—14 Years

- Senior Associate at Fehr & Peers, Lafayette, CA
- Branch Manager at TJKM, Pleasant Hill, CA

International Director's Report

Highlights of the International Board Meeting held in Irvine, California

New Membership Directory Software In Place

The Institute has implemented new IMIS software that enables members to update all of their information on-line. Unlike the previous system, the updated information will be immediately available. Fields in the database will be able to track your attendance at ITE meetings, what publications you have purchased, and your involvement with ITE as an elected officer of a Chapter, Section, District and International levels. Please take a moment to look up your information and make sure that it is current.

In addition, the IMIS software will enable members to pay for their dues on-line using a credit card, register for the Annual and Spring conferences, and purchase publications from the ITE Bookstore.

International Directors Need Input on "Mega" Issues

The International Board of Directors is working on defining the "Mega" issues facing our profession. We will use these issues to define ITE's objectives, audience, and role in serving education and the Institute as a whole. Please share with any of your International Directors what you think may be a Mega issue.

International Emphasis Areas

ITE identified several emphasis areas as part of the Institute's objectives for this year. The following provides an update in each of the areas:

Intersection Safety

- ITE Spring 2004 Technical Conference focused on intersection safety.
- An intersection safety course targeted to the traffic engineering practitioner with two years of experience is being developed and the pilot course should be ready by June, 2004.
- The Second Edition of ITE and FHWA's Intersection Safety Briefing Sheets are now available.
- A seminar for Designing and Operating Intersections to Meet the Need of All Users is being developed and will be offered in conjunction with the 2004 Annual Meeting in Orlando.
- The Transportation Engineering Workshop on Directional Cuing for Pedestrians with Vision Impairments is scheduled for September, 2004 in Washington, DC.
- A final Informational Report on Traffic Signal Timing State-of-the-Practice Report is expected in mid-2004.
- ITE and FHWA are developing a hip-pocket guide on engineering countermeasures for red light running, expected to be completed in Spring 2004.
- The on-line learning course "Safety Analysis—Signalized Intersections," a

guided tutorial for analyzing crash data and identifying appropriate countermeasures, is



Ray Davis

available.

- ITE was recently awarded a two-year project to evaluate pedestrian signal design and walking speeds for older pedestrians.

Transportation Operations

- ITE is a member of the National Transportation Operations Coalition (NTOC) and is working to advance "21st century operations with 21st century technologies." Check the ITE Web site for more information.
- A video focused on the issue of traffic congestion and the role of transportation operations to better manage the transportation system is being developed and should be available by the end of 2004.
- "Traffic Signal Clearance Intervals," a one-hour professional development training module, is now available for \$75.
- "Engineering Intersections to Reduce Red-Light Running," a one-hour professional development training module, is now available for \$75.
- The ITE Website now contains a traffic signal timing e-library.
- An ITE Recommended Practice, "Updated Guidelines for Prohibition of Turns on Red," is expected for

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President's Message

If there was any doubt – we have a great profession. I know this because of my daughter's basketball tournament this year. Coaching her team (not to mention numerous other teams in the past eight years), I meet a spectrum of parents, volunteers and other coaches from different pursuits in life. I have found people that are wealthier and poorer, people that work more hours and fewer hours, people that answer more email and no email, as well as people that travel more and less than we do in the transportation profession. And we don't have to wait for the next Golden Gate Bridge or Big Dig to be involved in exciting projects every day. Nowhere have I found people that deal with the physical realm of people's lives and interact with them more than transportation professionals do. To have the opportunity to plan, analyze, design and operate freeways, streets, bus service, LRT, rail, bicycle/pedestrian facilities, parking, ports, freight, and airport systems puts us directly involved in a substantial portion of people's lives. Believe me, while visiting our Southern California and Arizona Sections recently, I saw that folks spend a lot of time traversing our transportation systems. And when we directly interact with people on our projects, we elevate our role in making their lives better, safer and more efficient.

For us to continue making the world a better place through our profession, we need leaders. Members willing to share their energy and time toward advancing our profession. We need people like you to move our ITE District 6 goals to new levels in the future—in career development, student engagement, technical excellence, promoting our profession, and establishing a solid framework for networking. I want to encourage you to vote for your section, chapter, district, and international leaders. We have great candidates in all areas, and a small investment can generate substantial reward if we work together toward our goals. Please consider participating in ITE leadership this year, and contact me if you have questions about roles and opportunities.

See You in Sacramento

A great place to contact me will be in Sacramento June 20–23 for our District 6 Annual Meeting. You will experience the largest technical program in our history

and a great opportunity to share information, opinions, views and ideas in a family friendly environment that celebrates our profession.

One vision of mine, the student chapter data collection fund, has blossomed to greater levels than I imagined. Twelve excellent proposals from nine student chapters were received. The selected student chapters and topics were:

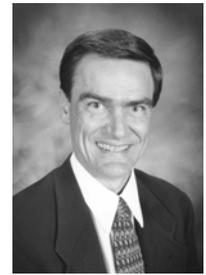
- University of California, Davis: Bicycle Clearance Times at Signalized Intersections
- University of Utah: I-15 New HOV Lane Vehicle and Occupancy Data
- Montana State University: Performance of Speed Trailers in Vehicle Speed Reduction
- University of Arizona: Evaluation of Highway-Railroad Crossings
- San Diego State University: Survey of Parking Demand at SDSU Before LRT

Thank you to Karen Aspelin, Alyssa Reynolds and Jennifer Rosales for helping with the selection process. I will be reporting on the findings in Sacramento and we will be placing this data on the Tech Board of the www.westernite.org web site. Please join me in Sacramento for a great technical meeting and find out what the data collection fund has produced. See you there.

MUTCD/Driver Feedback Sign Update

Over the past year, I have been highlighting use of the new driver feedback sign. In the last issue I included text from 2003 MUTCD regarding the design of the sign. Since that message, I sought additional clarification regarding specifics not included in MUTCD regarding the sign design. For those that have not utilized the Web version of the MUTCD (found at <http://mutcd.fhwa.dot.gov/HTM/2003/html-index.htm>), it is a must-see—the text is in html (not just pdf) and is extremely easy to use from your desktop—I don't even use the book version any more (sorry, ITE!).

I also tried out a new feature called "Peer-to-Peer," and found it to be even better than the Web site. I asked a question regarding the driver feedback sign by calling (888) 700-7337 (you can also email P2P@fhwa.dot.gov—details and ability to comment on the Web can be found in the



Randy McCourt

Technical Assistance Section). I spoke with Fred Ranck of FHWA and I asked him what color the bordering fixed message text of the driver feedback sign should be (since I had seen European versions with black letters on yellow). He clarified for me that it should be a rectangular regulatory sign with white background and black lettering. The changeable portion of the sign is the only part that should be yellow on black.

We talked about several other details, such as having Table 2B-1 include graphics of each sign with links that if you click on the sign, the detail sheet of the sign would appear with an enlarged graphic, colors, dimensions and use details. We also talked about organizing the peer-to-peer Discussion Area comments list by related section number in MUTCD, as well as several other MUTCD war stories. These will have to wait for another day, but for now, kudos to FHWA for this service-oriented accomplishment to the profession.

WesternITE Round-Up

Tips from Around the District



Southern California Section

Traffic Calming News

- Riverside County has begun requiring new residential developments to be designed with traffic calming in mind. Longer streets must be designed with curves such that motorists cannot see from one end of the roadway to the other. Some traffic consultants have become proactive and immediately alert their clients about site plan designs which would be conducive to speeding.
- Certain Southern California cities have also started reviewing site plans for new residential developments with regard to their likelihood to promote speeding. The cities are then requiring traffic calming measures to be included in the roadway designs, on a case-by-case basis. It is left to the developer (and/or the developer's traffic consultant) to propose the type (s) of traffic calming.

Legislative News

Two bills, pertaining to traffic engineering and safety, are working their way through the California legislature. AB 340 would allow interruptive (priority) devices for traffic signals to be used in buses, in addition to police vehicles. AB 775 would extend the Safe Routes to School (SR2S) funding program for another five years. The SR2S program, which expires in 2005, dedicates a portion of the federal Hazard Elimination Safety funds to school pedestrian and bicycle safety improvements.

Submitted by Ruth Smith

Intermountain Section

Nevada

Hoover Dam Bypass Road

The Federal Bureau of Reclamation, which manages the Hoover Dam, is considering closing the top of the dam to all motor vehicle traffic after the completion of the Hoover Dam bypass road. The 3-1/2 mile, \$234 million Hoover Dam bypass road is scheduled for completion in 2008.

The construction on the Nevada side of the river, which includes six bridges and 2.8 miles of roadway, should be completed in the late summer of 2005. Work on the 1.8 miles on the Arizona side will be completed late this summer. The new bridge over the Colorado River is designed and ready for construction, but is awaiting funding.

Since September 11, 2001, almost all truck traffic has been diverted away from the Hoover Dam. An estimated 2,100 trucks per day are forced to take a lengthy detour which costs the trucking industry \$30 million per year. (Source: Las Vegas Sun)

Las Vegas Central City Intermodal Transportation Terminal

The Las Vegas area Regional Transportation Commission has approved an application for federal grant that would fund the Central City Intermodal Transportation Terminal. The terminal will be the end of the planned downtown monorail extension from the Las Vegas strip and would replace the Downtown Transportation Center. RTC member Larry Brown, a Las Vegas City councilman said, "This will be our Grand Central Station, and the hub of transportation throughout the Valley." (Source: Las Vegas Sun)

Monorail Opening Delayed

The Chairman of the Transit Systems Management, manager of the monorail system for the non-profit Las Vegas Monorail Company, announced in March that the opening of the system would be delayed until at least late June. More than 1.5 million riders a month are expected to use the monorail system, which cost \$650

million. The monorail is four miles in length and will serve eight hotels on the Las Vegas strip.

Utah

Widening of I-15

Utah Governor Olene Walker and Salt Lake County Mayor Nancy Workman attended a groundbreaking on April 13 for a project that will widen I-15 from 10600 South in Sandy to the Utah County line, and extend the existing HOV lane from 10600 South in Salt Lake County to the Alpine interchange in Utah County. An additional southbound climbing lane will be added from the Bangerter Highway to the Utah County line, and one northbound lane will be added from the Bangerter Highway to 10600 South. The project is intended to relieve congestion on I-15 in the southern part of Salt Lake County.

Commuter Rail

The Utah Transit Authority commuter rail project from Weber County to Salt Lake moved a step forward with the selection of Commuter Rail Constructors (CRC) as the construction manager/general contractor for the project. The first phase of CRC's contract will be for pre-construction services, estimated to cost \$525,000. Pre-construction services will allow the CM/GC team to work with UTA to develop a cost-effective construction plan. The Commuter rail line is planned to open in 2007.

Innovative Bridge Construction

UDOT will begin the construction of two bridges this summer on I-215 using an innovative construction technique never before used in Utah. The main bridge structures are being currently pre-cast and assembled off-site at a nearby maintenance yard. When completed, sections of the bridge up to 120 feet in length will be put in place with a crane. The process is intended to accelerate construction and minimize disruption to traffic.

Traffic Calming in Salt Lake City

Last fall, the Salt Lake City Council lifted a temporary moratorium on traffic calming projects. The City's Transportation Department is presently developing new guidelines for traffic calming projects

Idaho

Seat Belt Summit

The Idaho “Click It, Don’t Risk It” Seat Belt Summit, sponsored by the Idaho Transportation Department Office of Highway Safety was held March 17 in Boise. The summit brought together officials from the Idaho State Police, county sheriffs and local police departments, as well as representatives from 25 other agencies with interest in traffic safety. The OHS received \$480,000 in grant funds from the National Highway Traffic Safety Administration to sponsor a May statewide media campaign to encourage seat belt use. In Idaho, seat belt usage reached 72% in September 2003, as compared to 79% nationally. The ITD OHS estimates that 62 % of the 216 people who died in Idaho crashes could have been

saved by wearing seat belts. (Source: ITD)

Southeast Twin Falls Regional Corridor Study

A public workshop was held for the Southeast Twin Falls Regional Corridor Study. The corridor begins at the Idaho-Nevada border, follows U.S. 93 north to Twin Falls and east along Idaho 74 , U.S. 30 and Idaho 50 to I-84 , east of Twin Falls ,. In addition to the southeastern portion of Twin Falls, the corridor area includes the communities of Rogerson, Hollister, Hansen, Kimberly and Jackpot, Nevada. Draft plan recommendations were developed based on input received at previous public workshops in December.

Ada County Highway District

In March, the Ada County Highway District conducted a telephone survey of 600 County residents, who were asked how

they would like their construction dollars spent. ACHD Commissioners will use the information as they begin work on the 2004-2005 budget.

Montana

MSU will Study Use of Cell Phones

Beginning in March, the Western Transportation Institute (WTI) at Montana State University will study cellular-phone use in rural driving settings. With the help of a customized black Saturn, institute researchers will test 60 volunteer drivers in a new \$160,000 Driver Simulation Laboratory

Submitted by David Kinnecom, Intermountain Section President

International Director’s Report

(Continued from page 6)

release in Fall, 2004.

- An ITE Recommended Practice, “Preemption of Traffic Signals near Railroad Grade Crossings,” is expected for release in mid-2004.
- A “Benefits of Signal Retiming” booklet and pamphlet is expected in late 2004.
- “Capacity Analysis—Signalized Intersections,” an on-line learning course, is available through the ITE Website and the online learning gateway.

Designing for All Users

- “Guidelines for Context-Sensitive Design for Major Urban Thoroughfares” is being developed by ITE in partnership with FHWA, EPA and the Congress for New Urbanism.
- The ITE Smart Growth Task Force has developed a Recommended Practice on Smart Growth, which is available from the ITE Bookstore.
- ITE is developing a series of geometric design handbooks. The first will be available in 2005.
- The Transportation Planning Council

is updating ITE’s Recommended Practice, Traffic Access and Impact Studies for Site Development, which is expected to be complete by the end of 2004.

- ITE has completed a draft report that compiles best practices from communities that improved walkability and accessibility through changes to the planning and development of their transportation network. The final report should be ready in the summer of 2004.
- A toolbox entitled “Accessible Intersections for Pedestrians who are Blind or Visually Impaired” has been developed and is available online.
- The ITE Transit Council is currently working on an ITE informational report documenting best practice examples of how to accommodate bicycles on buses, scheduled for completion in 2004.
- The ITE Goods Movement Council is developing an ITE Journal article on Truck Trip Generation.
- ITE Parking Council is currently in the process of updating and expanding the 2nd edition of Parking Generation to include a more comprehensive set of parking occupancy data for a range of land uses and building types,

scheduled for completion in spring or summer of 2004.

- An On-line training course on the Alteration of Pedestrian Facilities for Improved Accessibility is being developed. It may be ready for the Annual Conference in Orlando.

E-Balloting to be Used

ITE will use E-balloting for the first time for the International Candidates’ election, the details of which will be explained in the *ITE Journal*. The ballot will be confidential, and you will be given a special access code to cast your ballot electronically. You will still be able to cast a paper ballot if you so choose. However, only one or the other ballot will be recognized.

Interested in Serving ITE in an Elected Leadership Role?

The ITE Leadership Identification Task Force has developed an information sheet outlining the benefits to an employer of an individual wishing to serve in an elected leadership role. The sheet is available on the ITE Website and will also be posted on the *WesternITE* website under “Leadership Tools.”

Feature Article

(Continued from page 1)

extending current lines farther out existing corridors. Because of this constraint, in 2001 RT initiated the planning and design of its inaugural Bus Rapid Transit (BRT) line to serve the region's heaviest non-LRT transit corridor. The kickoff day for this new service type was earlier this year, on Jan 5, 2004. It is branded as the EBus, short for Enhanced Bus service.

Bus Rapid Transit is a rapidly growing concept. It seeks to attract more ridership by reducing the time penalty associated with using transit. Each BRT project accomplishes this differently, but common components include reducing the number of stops, speeding up boarding through the use of low-platform buses and prepaid fares, and implementing a bus priority traffic signal system to favor bus progression.

To succeed, BRT requires a partnership between the transit and highway agencies, and this project was no exception. RT partnered with the City and County of Sacramento, Caltrans, and the Sacramento Area Council of Governments (the region's MPO). This five-agency consortium combined to acquire funding, undertake the planning and design for the route's improvements, order and receive the advanced-technology buses, implement the transit priority system, and construct the new line.

About the Authors:

Glenn Grayson, P.E., is an Associate Principal with MMA and served as project engineer on the Stockton Boulevard Bus Enhancement Project. He received his BSCE and MSCE degrees from the University of Texas at Austin.



Ramin M. Massoumi, P.E., is a Senior Engineer with MMA and served as the lead engineer on the Stockton Boulevard Bus Enhancement Project. He received his B.S. from University of California, Irvine and an M.S. in Transportation Engineering from University of California, Berkeley.



The line runs from downtown southeast about eight miles along Stockton Boulevard (which closely parallels the US 99 highway that takes intercity travelers to Stockton).

The BRT service was planned with no preconceptions. The route planning process only knew that a much-improved transit service level was to be provided in the corridor. Myriad issues were identified, analyzed, and resolved during the first four months of the project, including: Service characteristics; physical routing (many alternatives were feasible for the closest two miles from its downtown terminus); bus characteristics and bus ITS features; stop locations; headways; transit priority requirements; branding; and corridor-long required and/or desired ITS features. All elements of the new service were selected and optimized with the primary goal of providing the lowest running time to maximize ridership. During this planning stage, VISSIM software (a simulation modeling tool) was used to compare and contrast various service alternatives in order to select the best alternative that satisfied this goal. (Figure 1). The VISSIM 3-D rendering feature was also utilized to explain the various service elements to stakeholders and elected officials, and to visually illustrate the benefits of providing the BRT service with transit priority at traffic signals.

An optical link is used to place transit priority calls to the controller. (Optical detection uses traffic signal-mounted detectors to detect a coded infrared strobe signal from a bus-mounted emitter.) Detection zones were configured to allow for a green extension of up to 10 seconds to the coordinated phase if the bus is in a position to benefit from the extension. If the bus arrives at a TSP-equipped intersection during the red, an alternate phase split table is instantly activated to shorten preceding phases so that the BRT's phase starts up to 10 seconds sooner.

An unusual component of this new BRT service was the upgrading of the corridor's surveillance and signal control systems. In order to provide the EBus with



Figure 1: VISSIM animation of EBus service

transit signal priority (TSP) service, new controllers with TSP algorithms were implemented at four 'proving' locations along the corridor. The City selected Econolite ASC/2 controllers to provide this TSP functionality. One challenge was that the new TSP-capable controllers could not run under the existing Series 2000 traffic signal system. In this application, the four new traffic controllers were set up to operate the identical time-based coordination plan as the remainder of the corridor's signals, which are under system control. The City's plan is to convert the remainder of the corridor to these controllers (and control them with an Aries system) in an upcoming budget.

The corridor was also equipped with a new fiber optic communication system for

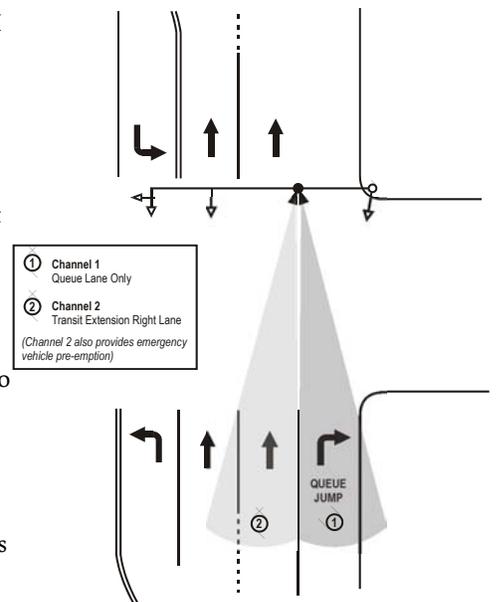


Figure 2: Optical detection zones for detection of buses in queue-jump and regular lanes

Feature Article (continued)

traffic signal monitoring and management, and for the visual monitoring of traffic flow conditions and of EBus passage along the route using eight pan/tilt/zoom cameras.

At the Fruitridge/Stockton intersection, optical detection was successfully applied in an innovative fashion. The detector is able to detect a BRT bus in the queue-jump lane to provide it with queue-jump service, yet is able to skip the queue-jump service if the bus driver chooses to stay in the adjacent through lane (Figures 2 and 3). According to 3M representatives (whose Opticom product was selected for this application), this sharp detection cutoff has never been tried before with this equipment. [Ed.: Greg Smith of the City of Sacramento Traffic and Transportation Division will present this application in more detail in session #8A of the Annual Meeting.]

A key element of the BRT line was stop consolidation, to elevate the service level above regular fixed-route buses. Only 13 stops are provided along the eight-mile route. Each new enhanced bus stop (Figure 4) is not only branded to stand out from other bus stops, but has also been equipped with dedicated fiber optic communication for the eventual deployment of ITS features such as kiosks, ticket dispensers, bus arrival prediction display, and security surveillance.

Parallel with the engineering design phase of the project, RT placed an order for eight high-technology, low-floored, CNG-powered buses from their current bus supplier, Orion. These new buses are equipped with Automatic Vehicle Location (AVL), APC, and emitters, and they can “kneel” to allow for easier boarding for the elderly and persons with disabilities. RT did not purchase articulated buses due to

maintenance challenges associated with these vehicles.

The EBus is also an important component of the corridor’s overall economic revitalization. A “Stockton Boulevard Partnership” was created three years ago as a consortium of government and local business interests to focus infrastructure improvements along this congested corridor. Significant projects have already been completed to improve the corridor’s roadway and landscaping amenities, and to revitalize the mostly small- to mid-size businesses along its entire length. Since these numerous businesses employ many hundreds of workers, the EBus also serves local commute patterns. In fact, because of this particular outbound corridor travel pattern characteristic, a significant portion of the \$6.2M capital-cost funding for the EBus project was derived from the little-known federal Jobs Access and Reverse Commute (JARC) program. Solidifying the commitment of the local partners to this project, this federal grant required a 50% local match.

One of the most remarkable achievements of this new BRT corridor project was the rapidity with which it was executed. The authors and the five partnering agencies are very proud of the fact that only 25 months elapsed between the commencement of the high-level planning for the service, and its first day of service. Further, the BRT deployment experience gained in the Stockton Boulevard corridor provides a template that RT and its partner agencies will re-use for several other future BRT corridors in the Sacramento area. “Design once/deploy repeatedly” will be a significant cost-saving tactic that these partner agencies can now adopt for BRT in Sacramento.

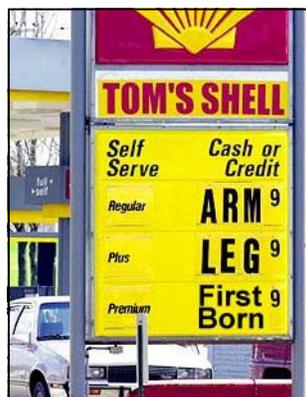


Figure 3: Bird's Eye view from queue jump detector



Figure 4: EBus enhanced bus stop

Sign of the Times



“Now it’s official!”

Submitted by Melissa Mormilo, Alaska Section Treasurer



“I got it, but not on me...”

Submitted by Gary Hansen, Fehr & Peers; sign posted in Marysville, Calif.

Section and Chapter Activities



Southern California Section

November Meeting

The November meeting was held jointly with the Riverside/San Bernardino Section the 13th at the Shilo Inn Suites Hotel. Seventy-four people, including 14 students, attended the meeting.

Jesse Glazer, ITS Engineer for the FTA/FHWA Los Angeles Metropolitan Office, explained the purpose of the National ITS Architecture and its application to the region, and outlined upcoming ITS training classes available in 2004.

Naresh Amatya, a Senior Transportation Planner with the Southern California Association of Governments (SCAG), presented the 2004 SCAG Regional Transportation Plan Update. He explained that SCAG is required to update the Regional Transportation Plan (RTP) every three years, and that major projects cannot get state and federal funding if not included in the plan. Implementation of the proposed plan will reduce congestion delay in personal travel by 40%, while truck travel delay will be reduced by 30% compared to conditions without the Plan.

January Meeting

The January meeting was held jointly with the City Traffic Engineers (CTE) on the 14th at the Radisson Resort Knott's Berry Farm in Buena Park, and was attended by 127.

Mr. Elroy Kiepke, Vice President of Willdan, presented "Watch your Step! - New ADA Guidelines for Public Rights-of-Way." Mr. Kiepke is an ADA Accessibility Specialist and City Engineer for the Cities of Bradbury and Calimesa.

The Access Board released the draft guidelines in June 2002 and received 1,400 comment letters, approximately 15% of which were from city officials and engineers. No revised draft guidelines have been circulated since 2002; however, once revisions are made, they will not

have the force of law until approved by the Department of Justice. Also, it appears that an environmental review will need to be conducted prior to their adoption.



Sunil Rajpal, Co-Scribe

Colorado-Wyoming Section

February Meeting

The February luncheon was held on the 27th in Fort Collins, Colorado, at the University Park Holiday Inn. Section President, Allen Albers, presided over the meeting that was attended by over 50 members, students, and guests.

John Seyer reported that the recent "Good Practices for Improving Safety at Intersections" seminar, held in Denver, was well-attended.

The luncheon was preceded by a one-half day "Public Involvement Workshop" taught by Pat Noyes and attended by 20 members.

The featured luncheon speakers, Tom Anzia and Holly Miller, from FHU Consulting, presented the North I-25 Front Range EIS. The \$18 million study considers travel alternatives from downtown Denver to north of Fort Collins, with the corridor boundary limits from US 287 on the west to US 85 on the east.

Upcoming Events:

- Spring Golf Tournament, June 25th

Bill Hange, Scribe



Hawaii Section

January Meeting

The January luncheon meeting was held on the 27th at the office of Belt Collins in Honolulu. President Cathy Leong announced that Pierson Koike of the City and County of Honolulu Department of Transportation Services had been appointed to fill the recently vacated Secretary position for the Section.

The featured speaker was Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA), a group that represents the visitor and trucking industries. Mr. Sakakida presented his group's position on Bus Rapid Transit (BRT). The HTA is opposed to BRT project due to its proposed reduction in general-purpose lanes, the added competition with private visitor-oriented transit, and the proposed narrow lanes (as narrow as nine feet). Mr. Sakakida expressed support for the recently-opened Nimitz Highway Contraflow lane (due to its congestion-reducing effect), and for providing additional loading zones in downtown and Waikiki. Mr. Sakakida ended by discussing roadway design and maintenance; for example, roadway crowns that are too steep, tree branches that encroach on lanes of travel, and runaway truck ramps.

February Meeting

The February luncheon meeting was held on the 19th at the office of Belt Collins in Honolulu. President Cathy Leong announced that for Engineers' Week (February 23-27), the Hawaii Section and the Department of Transportation Services (DTS) had prepared a display that would be on exhibition at Kahala Mall. Also, Legislative Committee Chair, Wayne Yoshioka, provided an update on transportation bills being considered by the legislature that encompass such topics as impact fees, rail, and traffic cameras.

The featured speaker, Glenn Yasui,

Highways Administrator for the State Department of Transportation, presented the results of a study analyzing the performance of the Nimitz Highway Contraflow Lane. The data show that travel time between the Keehi Interchange and Pacific Street has been reduced. There are also indications that the project has eased congestion along adjacent parallel routes. Some of the success of the project can be attributed to the further restriction of left-turn traffic movements along Nimitz Highway. Initially, there were concerns by adjacent businesses that these restrictions would significantly impact their operations, however, preliminary indications show that overall access for these businesses may have improved. The State plans to continue the contra-flow lane operation, and is currently studying whether to utilize moveable barriers instead of traffic cones. The State is also considering several other projects to add or improve reversible lanes using moveable barriers.

Hawaii Section Website Events Gallery

The Hawaii Section recently posted an Events Gallery to its website (www.ite-hawaii.org) that includes photos of recent section events and snapshots of the 2004 Engineer's Week Display described above.



Cathy Leong, President



Central Coast Section

February Meeting

The February meeting was held jointly with the Southern California section on the 10th at the Plug Nickel Restaurant in the City of Thousand Oaks. The featured speaker was ITE District 6 President, Randy McCourt, who started by sharing his goals for District 6 and went on to present his work on updates to ITE's *Trip Generation* and *Parking Generation* references, and Urban Land Institute's *Shared Parking* reference. The new Seventh Edition of *Trip Generation* includes data from more than 500 new trip generation studies, 16 new land uses, and other improvements. Future plans for this reference include developing CD-ROM and Internet versions. The third edition of *Parking Generation*, scheduled to be released spring 2004, is the first update

since 1987. It will include data from almost 4,000 studies, 75% of which are new. It will also have twice the number of land uses, and will have factors for predicting hourly demand. Key new land uses include athletic clubs and senior housing.

An update to *Shared Parking* has not been made since the report was first published in 1983, but that is scheduled to change this year. Randy indicated that the committee needs more parking data for mixed-use developments.

Randy also presented Hank Mohle with a special award [covered in the March edition of *WesternITE—Ed*].

Jeffrey Webster, Section President



San Francisco Bay Area Section

January Meeting

The January meeting was held at the Silver Dragon Restaurant in downtown Oakland on the 29th. The keynote speakers were Johnny Bhullar, a Senior Transportation Engineer with Caltrans Division of Traffic Operations in Sacramento, and Matthew Schmitz, a safety/traffic engineer with FHWA's California Division Office. Their presentation was titled "California's Adoption of the MUTCD" and focused on the replacement of Caltrans Traffic Manual with the MUTCD and a new California Supplement.

The current edition of the MUTCD was published in 2003. When the previous version was published in 2000, California decided it would adopt the MUTCD along with a California supplement. Thus, California would no longer maintain its own version of the MUTCD, called the Traffic Manual. California is currently scheduled to adopt the MUTCD and the California supplement in May 2004. The decision to adopt the MUTCD in California was made to promote national uniformity. The supplement clearly identifies the policies, practices, and standards that are different in California. The supplement will include changes, revisions, and enhancements to the MUTCD, traffic sign specifications, Caltrans traffic control device related

Traffic Operations Policy Directives, and the CTDCD Light-Rail Traffic Manual. The adopted MUTCD 2003 and California supplement will apply to new projects and new construction only. Changes to the existing traffic control devices have different phase-in and phase-out compliance periods ranging from two to 15 years.

February Meeting

The February meeting was held on the 26th at the Old Spaghetti Factory located in Jack London Square. The guest speaker was Dan Leavitt, Deputy Director of the California High Speed Rail Authority, who presented "High Speed Rail in California?" which discussed the California high-speed rail proposal and the recently released environmental studies.

The High-Speed Rail Authority (HSRA) consists of nine members appointed by the governor and the legislature. In June 2000, the Authority adopted a business plan for an economically viable train system capable of speeds in excess of 200 miles per hour on fully grade-separated tracks with state-of-the-art safety, signaling, and automated control system. The proposed system, similar to existing electrified high-speed train systems in Japan and Europe, would be competitive with private automobiles and airplanes in cost, safety, and travel time, and help meet the transportation demand created by the state's continuing growth. The proposed system would connect the San Francisco Bay Area and Sacramento to Los Angeles and San Diego through the Central Valley. For example, San Jose would be connected to the main trunk line in Central Valley through either the Pacheco Pass or Diablo Range. In the Bay Area, service would be provided either along the Peninsula to San Francisco, or along East Bay to Oakland, or both.

A program-level draft environmental impact report (EIR)/environmental impact statement (EIS) was recently prepared to comply with state and federal environmental requirements. Three alternatives were analyzed: No Project, Modal Development (which would provide improvements to existing highway and air travel networks), and High-Speed Trains. Based on the analysis results, the high-speed trains would be safer, quicker, more reliable, more energy-efficient, and two to three times less costly than expanding highways and airports to serve similar travel demands. The system is projected to carry as many as 68 million annual passengers by year 2020.

Section and Chapter Activities (continued)

The next step will be to hold public hearings in affected regions and collect public comments to complete the Final Program EIR/EIS. The final document would also be used to determine the final system alignment and station locations. More information can be found at the HSRA's website, www.cahighspeedrail.ca.gov.



Sam Tabibnia, Scribe



New Mexico Section

January Meeting

The New Mexico Section started out the New Year with an extremely successful "Professional Social" (another name for a sponsored party). Through the efforts of our Vice-President, Eric Hawton, the New Mexico ITE Section was able to interest a number of vendors to host the Annual ITE Social at the New Mexico Paving Conference. The combination of the social

and the January meeting gave ITE members a chance to make new friends and renew existing friendships. As you would expect, this is an excellent opportunity to network with professionals on both the public and private side.

The Paving Conference, an annual, two-day event organized by the University of New Mexico and the NMDOT, was also a success. The papers presented at the conference were selected to address current design/operational issues and provided the attendees with needed relevant information. Topics addressing super pave and pavement maintenance programs were just a sampling of the technical papers presented at the conference. We thank Dr. Brogan from UNM for his tireless efforts to ensure that the conference was a success.

February Meeting

The February meeting featured a presentation about the expansion of NM 528, a project made unique by the partners that came to the table to fund the construction. NM 528 runs through the heart of the City of Rio Rancho, adjacent to Intel's Fab 11X. This Pentium 4 factory is the largest production plant for the world's largest semiconductor manufacturer, and employs over 5,500 people. Intel contributed \$5 million to the \$22 million project, with the balance contributed by the State (\$12 million) and the City of Rio Rancho (\$5 million). The project was one of NMDOT's first design/build projects, and was completed in October, two months ahead of schedule.

Late in 2003, a technical committee

was formed to develop suggested language to present to the NM legislature for adoption into law. Currently, state statutes include T-Intersections in the normal "Right of Way Rule" (the vehicle on the left shall yield the right of way to the vehicle on the right). Conflicts have occurred at uncontrolled T-intersections where a minor road Tees into a major road. The committee will review states statutes from other states. Based on their review and technical analysis, the committee will develop a report and present the findings to the Section. Nevin Harwick, the committee chair, gave a status report of the project.

March Meeting

The speaker at the March meeting wanted to keep all of us in the dark! J. Kyle Zimmerman, P.E. Department Director of Engineering and Project Management, County of Los Alamos presented a program entitled "New Mexico Night Sky Protection Act." New Mexico enjoys some of the clearest star- and moon-lit nights in the country. The purpose of the Night Sky Protection Act is to regulate outdoor lighting fixtures to preserve and enhance the state's dark sky while promoting safety, conserving energy and preserving the environment for astronomy. The program addressed how best to include lighting in transportation projects.

Tom Blaine

TRB

TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Announcements from the TRB Annual Meeting

US DOT Awards Student of the Year Awards to District 6 Students

The US Department of Transportation issued the 13th Annual University Transportation Centers Students of the Year awards. Seven students from within District 6 were awarded this award, which honors the most outstanding student from each participating University Transportation Center for his/her achievements and promise for future contributions to the transportation field. Students of the Year are selected based on their accomplishments in such areas as technical merit and research, academic performance,

professionalism and leadership. The seven 2004 awardees from the west include:

- Ryan P Avery, University of Washington
- Dan Cordon, University of Idaho
- Richard W. Erickson, San Jose State University
- Jennifer Russell, University of Southern California
- Lisa Schweitzer, University of California, Los Angeles
- Peter Smolenski, Montana State University
- An Vinh Tran, Colorado State University

Jim Pline Honored with Theodore Matson Memorial Award from ITE

At the TRB luncheon on January 12, ITE announced that Jim Pline was the recipient of the 2004 Theodore Matson Award. The Matson Award is one of the most prestigious ITE awards and honors outstanding contributions in the field of traffic engineering, including practical application of traffic engineering techniques or principles, valuable contributions through research, successful adaptation of research finding to a practical traffic situation, and the advancement of the profession through training or administration.

Positions Available



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Republic Electric, founded in 1983, is an electrical contracting firm specializing in the maintenance, repair, and replacement of traffic signals and streetlights. We are a customer-focused, entrepreneurial growth business seeking energetic candidates for the following positions:

- *Traffic Engineer* (Position available in Novato and/or Sacramento, California)—The qualified candidate will have a BS in Civil Engineering, be a registered Traffic Engineer, and have 3-5 years of practical experience.
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- AutoCAD/LDDT and InRoads experience required
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Senior Project Manager, Rail Transit— Market and manage large complex rail transit projects during alternatives analysis, preliminary engineering and/or final design phases. Serve as principal point of contact with owner/public transit authority. Provide oversight in project mobilization including establishment of project office, staffing and development of management systems. Extensively network in the U.S. Public Transit Industry through participation in technical societies and



presentation of technical papers.

Qualifications: 20 years of experience in large, complex transportation engineering projects, with 10 years of experience in management of rail transit (light rail or commuter rail programs). Able to work in Denver, Phoenix, Portland, Seattle, or Salt Lake City. Must be motivated, independent, and entrepreneurial. Familiar with FTA New Starts Process. Prefer experience working on design/build projects; working for both public transit agencies and consulting engineering firms; and experience in all project development phases. Prefer expertise in one or more rail transit specialties (i.e., track design, station design). Undergraduate degree in civil engineering or related field, graduate degree preferred. PE license.

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*Full Time / Part Time Transportation Planner / Engineer—*CHS Consulting Group, a fast-growing transportation planning and engineering firm in San Francisco and Oakland, CA, has immediate openings for one mid- to senior-level transportation planner and one mid- to senior-level traffic engineer position. Candidates should have at least five years' experience with strong analytical, computer, written, and communication skills. Candidates with experience in HCS, EMME2, TP+, SYNCHRO, CORSIM, and VISSIM are preferred. The ideal candidate for the traffic engineer's position should be a licensed T.E. or C.E. in the State of California or is capable of obtaining the

TRAFFIC ENGINEERS

RBF Consulting, ranked #76 in the Top 500 Design Firms in the Nation by Engineering News Record (ENR) magazine, provides multi-disciplinary design engineering, planning and construction services in the built environment to private and public sector clients. Founded in 1944, RBF has a current staff of over 700 professionals and is located in offices throughout California, Arizona and Nevada. RBF is currently seeking **Traffic Engineers** to join our team in the Irvine and Ontario offices.

The position requires a Bachelor's degree in Civil Engineering, professional registration, 4+ years of traffic/transportation engineering experience and strong design skills using AutoCAD/Softdesk and/or Microstation/InRoads. Caltrans experience is preferred. Lead design and CADD production staff in the development and successful delivery of all technical work products. Prepare traffic engineering design plans such as signing, striping, traffic control, traffic signal, communication systems, Intelligent Transportation Systems, and lighting plans, specifications and estimates for city, county and state highway facilities.

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Transportation Planner/Engineer—We are seeking transportation planning or traffic engineering professionals with two or more years experience with superb writing and communications skills to work in our Oakland or Sacramento offices. A bachelor's degree is required, with a master's degree a plus. See details at www.dowlinginc.com.

Please submit resumes to: Dowling Associates Inc. 180 Grand Ave., Suite 250, Oakland, CA 94612; e-mail: reception@dowlinginc.com; fax: (510) 839-0871. EOE.

CITY OF GLENDALE, ARIZONA

Senior Traffic Engineer—\$47,720–\$70,570, Open Until Filled—The City of Glendale, Arizona, located directly west of Phoenix, is accepting applications for Senior Traffic Engineer. The successful candidate must possess a Bachelor's degree in Civil Engineering or related field, and four years of experience working in traffic engineering, civil engineering, or a related field. Any equivalent combination of training and experience which provides the required knowledge, skills and abilities to perform the job qualifies. Preference may be given to a Master's Degree in Civil Engineering or related field and may substitute for two years of work experience. Valid Arizona Driver's License and registration as a Professional Engineer in the State of Arizona must be obtained within one year of appointment. For additional information, please visit us at www.glendaleaz.com.



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Legislative Update



Walt Stringer,
District 6 Legislative
Committee Chair

We'll start this column with several items from New Mexico, courtesy of Steve Eagan of the New Mexico Section. The state legislature had a special session (focused on tax reform) in fall 2003, followed by their usual annual session early this year. The

Special Session resulted in passage of bill 15CS, on November 5, that increased state taxes on diesel fuel, and raised weight-distance fees on commercial vehicles substantially. The bill also allows NMDOT to refinance bonded indebtedness at current lower interest rates, which will provide total funding of up to \$1.585B over 6 years to support 42 projects in the GRIP (Gov. Richardson's Investment Program). During the 2004 session, over \$400M in public works capital outlay bills were passed, with many containing transportation project provisions. SB 144/207 contains stiffer penalties for DWI, and the new budget contains funding for a DWI 'czar' to coordinate improvements in technology and other efforts to combat drunk driving. SB 462 allows for an established Regional Transit District to hold a special election and, with voter approval, collect a gross receipts tax for transit operations not to exceed 0.5%. The Governor also announced an intent to provide commuter rail service between Bernalillo and Albuquerque; and negotiations have commenced with the owner of the existing rail line, BNSF, to begin the service in late 2005. (Albuquerque's

transit system also has plans for Light Rail in the future.)

In California, the Governor's bond/budget ballot measures passed in early March, thus strengthening his hand politically as the budget battle continues. At this writing, there is no conclusive result to transportation funding issues, but many agencies are preparing interim financing strategies to finish existing projects and avoid deferrals of future projects. Perhaps we'll know more by the June 20-23 District 6 Annual Meeting in Sacramento.

In Oregon, while there was no 2004 session (the Oregon Legislature meets in odd-numbered years), the 2003 session produced additional revenue potential in the form of authorization for ODOT to issue over \$160B in bonds for state and local bridge repair (\$1.6B) and Modernization (\$300M) projects over the next ten years. Bills also passed covering speed limit increases from 65 to 70 miles per hour (after appropriate review), speed limits/areas during school bus activities, and a feasibility study for increasing the number of U-Turn locations based on safety and cost. Later in the year, the state budget situation forced an emergency session during which program cuts were considered statewide, including the near-loss of the Cascades passenger rail corridor between Portland and Eugene (ironically just as a new station in Oregon City was being built). Thanks to Rich McSwain for providing this information.

At the federal level, much of the recent news centers on progress toward finalizing future federal authorization programs, with the House providing recommending funding levels



significantly higher than the White House spending goal of \$256B. On March 24, the House marked up the latest amendment to TEA-LU (the TEA-21 reauthorization bill, HR 3550). Overall, the proposal provides \$275B over nine years for all programs, with \$51.5B for transit. The Senate's already-passed bill (SAFETEA, SB 1072) provides \$318B for all surface transportation programs, with \$56.5B for transit. The two bills will need reconciliation before being forwarded to the White House. ITE members can access the text/changes at <http://www.house.gov/transportation/highway/hr3550.pdf>. The House bill also includes a re-opener provision which allows for future increases, and several key transit funding provisions:

- Transit Intensive Urbanized Areas, \$50M
- New Freedom Initiative Program, ADA related, \$100-175M increasing over time
- Small Starts Program, \$150-300M, increasing over time
- Transit in the Parks, \$10-20M, increasing over time

Federal funding would also be available for security and emergency preparedness programs and drills. A Congressional recess was set for April 5-16, with activity subsequently resuming.

Students Tour LADOT Facilities

Zaki Mustafa led the 10th annual tour of LADOT transportation facilities for Cal Poly Pomona's ITE student chapter. The first stop was a walk-through of the sign shop with Mr. Craig Green at the city's Piper Tech facility. Students were given a demonstration of how signs are made and how they have changed through the years. The students were then taken to the signal lab, where they learned fundamentals of traffic signal timing and ITS. The tour wrapped up in the ATSAC center,

where the students were shown how the system is used to monitor and adjust signal timing based on the current traffic conditions.

The students of Cal Poly Pomona greatly appreciate the opportunity to have been able to see first-hand how innovative technology can be used to improve the day-to-day lives of the general public.

Eric Maya, Cal Poly Pomona Student and LADOT intern



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