

PRESIDENT'S MESSAGE

As many of you already know, District 6, (or the Western District as we're called on the website for ITE International) is the largest District in the Institute. We have more than 3,000 members spread among 15 Sections in 13 states, comprising about one-quarter of ITE's membership worldwide.



*Dalene J. Whitlock,
President*

When I started my year as President, I knew that I would likely be doing a lot of traveling, but I had no idea *how much* travel this year would entail. Given the size of our District, attending meetings in even a portion of the Sections means lots of highway and air miles! Much as I would have liked to have made it to all of the Sections, it has been my privilege to attend meetings in eight Sections thus far, including my home San Francisco Bay Area Section, and I'm looking forward to visiting the Washington Section shortly and attending the Intermountain Section's renowned Jackson meeting in mid-May.

The reason for attending specific meetings has varied. In some cases, the timing has been set so that I could induct new officers, and I've been able to swear in the current Boards of the New Mexico,

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DISTRICT 6 CANDIDATE STATEMENTS CANDIDATE FOR PRESIDENT

Jennifer Rosales, P.E. (M)

Senior Professional Associate/Lead Transportation Engineer, PB PlaceMaking, Portland, OR

It has been a pleasure to serve you as the ITE District 6 Vice President and Secretary-Treasurer. The last two years have gone by so quickly. I've truly enjoyed working with the District and International officers, committee chairs, LAC's, and student chapters. My involvement in ITE has helped me grow professionally, and it's my goal to mentor and guide committee chairs and Section and Chapter leaders to become leaders of ITE District 6.

ITE leadership

- District 6 Vice President and Secretary-Treasurer
- Oregon Section elected board, 1998-2002 (President 2000-01)
- Pedestrian and Bicycle Council, Executive Committee and Newsletter Editor
- District 6 Career Guidance Chair
- District 6 Annual Meeting, 2007 LAC
- Oregon Section Student Chapter Liaison Chair and Legislative Chair
- Student Chapter President, OSU

Leadership Priorities

My original campaign focused on four areas:

- Mentor and train younger members and students to meet future transportation challenges.
- Support student initiatives programs at the District, Section and Chapter levels.
- Attract more members to District 6 meetings by keeping annual meetings affordable and expanding technical programs and training to the membership.
- Expand use of information technology to share transportation information and tools.

A significant amount of work has been completed with the help and commitment of District 6 volunteers in these areas. The District 6 mentoring program has grown over the past two years and matched over 50 mentors and mentees.



The District has established an Endowment Fund for Student Initiatives. The District has expanded the use of the web to provide on-line registration for District 6 Annual Meetings and on-line member surveys to help guide the District's leadership.

Next year, my priorities will be focused to:

- Expand and enhance the District 6 mentoring program and professional development for our members. Attract emerging professionals to District 6 Annual meetings and activities.
- Mentor committee chairs and Section and Chapter leaders to become leaders of ITE District 6.
- Continue to support successful student programs and chapter research opportunities to attract the best students to the profession.
- Keep annual meetings affordable and expand technical programs and training.
- Expand use of information technology including e-learning and e-publishing opportunities. Provide electronic voting to the membership.

I look forward to your continued support and opportunity to serve ITE District 6 as President. If you have any comments or ideas, then please contact me at rosales@pbworld.com or 503-478-2347.

DISTRICT 6 CANDIDATE STATEMENTS

CANDIDATE FOR VICE PRESIDENT

Monica M. Suter, P.E., T.E., PTOE (M)

Senior Civil Engineer, City of Santa Ana, California



I am honored to have served as your District 6 Secretary-Treasurer this past year and appreciate being nominated for Vice President. I became an ITE member at Michigan State University more than 20 years ago and now in my 20th year in transportation, I have enjoyed the variety of experience gained in both the public and private sectors. I currently manage a traffic

engineering team for the City, and have presented and published several District 6 and International papers.

This year, I contributed (along with other vibrant District Officers) toward progress on my below "Vision and Goals." For example, given our recent Annual Meeting successes, we *reduced* the *early* registration costs for our Annual Meeting July 15th-18th in Portland, Oregon. With increasing costs almost everywhere, it is important to give something back to our members *when we can afford to do so!* The Portland meeting has exciting programs scheduled with an increased number of technical tracks offering a great *value!* A WI-FI "student lounge" is planned where professionals can interact with students and meet prospective employers!

Just think, if each of us all just spoke to students at one more school, organization or group, how many more people would we have to hire from in the future!? If we are busy now, imagine what is coming soon! Can we afford not to put forth just a little bit more to reach out to young folks to encourage them to consider our profession?

Vision & Goals

- Improve ITE value/cost benefit
- Continue District fiscal responsibility
- Effective communication
- Enhance profession's image
- Promote Webinars and Council Participation
- Encourage quality programs/Workforce Development
- Recruit and develop students
- Mentor professionals

Elected Leadership & Service

ITE Southern California Section, 2000-03: Secretary-Treasurer, Vice President, and President: Received District 6/ International Best Section Awards. Awarded Section's Young Transportation Engineer, 2001.

Orange Co. Traffic Engineering Council, 1998-00: President, Secretary-Newsletter Editor and Treasurer

ITE Committees & Councils

International:

ITE Public Agency Council: Vice Chair, 2006 & 2007
Award Committee Evaluator, 2005-06

District 6:

Young Professional Achievement Award, Evaluator-05
James H. Kell Student Competition, Judge-04
Student Chapter Reports/Papers Award, Evaluator-04
Lifetime & Individual Achievement Award, Evaluator-03

Professional Activities

- National Committee of Uniform Traffic Control Devices – Voting Member of Signal Technical Committee, 2007
- Co-Instructor for "MUTCD Update Course", UC Berkeley, Tech-Transfer Extension Courses, 2006-2007

I respectfully request your vote! Suggestions welcomed:

msuter@ci.santa-ana.ca.us

ON-LINE ELECTIONS COMING SOON

This year District 6 is offering its members the convenience of on-line voting. Your on-line ballot will be accessible beginning Wednesday, June 13, 2007 and on-line voting will close Monday, July 16, 2007 at midnight PDT. Further information will be provided to eligible voting members on or before voting opens by the District or ElectionsOnline.

Members wishing to vote by paper ballot can request them via e-mail to msuter@ci.santa-ana.ca.us, or by regular mail to:

Monica M. Suter, PE, PTOE
ITE District 6 Secretary-Treasurer
c/o City of Santa Ana
PWA-Traffic & Transportation Engineering, M-43
Santa Ana, CA 92701

Paper ballot requests must be received no later than Tuesday, June 26, 2007, and completed ballots returned to the Secretary-Treasurer no later than Tuesday, July 10, 2007. Completed ballots may also be returned in person at the Annual Business Meeting on Tuesday, July 17th, 2007.

DISTRICT 6 CANDIDATE STATEMENTS

CANDIDATE FOR SECRETARY-TREASURER

Michael Sanderson, P.E., PTOE

Principal, Engineering, Inc., Billings, Montana

District 6 is a large organization with ambitious goals. The District's foremost goal is to raise over \$300,000 for a student initiatives endowment. At the same time, we must meet the needs of our current members. Proven leadership is required to meet this challenge. Together we can build on past success and lead the District forward. I would appreciate your vote for Secretary-Treasurer of ITE District 6.



Leadership

I have a track record of successful ITE leadership. I served as an officer of the Montana Chapter. I served as Local Arrangements Chairman for the 2005 Annual Meeting in Kalispell, one of the District's most successful annual meetings ever. I have served as an officer of the Intermountain Section, District 6's most geographically diverse section. As Professional Advisor, I helped the students and faculty of Montana State University achieve their goal of creating a \$100,000 endowment for student activities.

My Goals for ITE

- **Serve our current members first.** Before we tackle new goals, first we must be sure we are providing valuable, relevant services for current members.
- **Successfully raise \$300,000 for the student initiatives endowment.** The goal has already been set. Now we must execute the plan. I will draw on my experience working with the Montana State University student chapter to help achieve this important goal.
- **Increase membership.** Across the nation, many professional organizations, including ITE, are struggling to maintain membership. We must develop new and creative ways to attract members.
- **Elevate the public image of transportation professionals.** Traffic engineers and transportation planners are not always recognized by the public for their significant contributions. Starting as early as elementary school, we must work to create a positive "brand" for our profession.
- **Maintain ITE's family-friendly meetings and reduce registration fees.** Our family-friendly meetings distinguish ITE from other organizations. It's what originally drew me to ITE. We must work hard to maintain this unique aspect of ITE starting with making our annual meetings more affordable.

ITE Experience

District 6 2005 Annual Meeting Local Arrangements Committee (Kalispell) - Chairman
Intermountain Section Officer, 2003-2007 (President, 2006-2007)
Montana Chapter Officer, 1997-2000 (President, 1999-2000)
Montana State University Student Chapter, Professional Advisor, 2001-present

ITE Transportation Planning Council
ITE Transportation Consultants Council

Education

MBA, University of Montana
MSCE, Montana State University
BSCE, Montana State University

Registrations/Certifications/Recognitions

Professional Engineer-Montana & Wyoming
PTOE, since 2002
District 6 Individual Achievement Award (2006)
MSU Engineering Advisory Council

CANDIDATE FOR SECRETARY-TREASURER

Cathy Leong, P.E. (M)

Project Manager, Wilson Okamoto Corporation, Honolulu, Hawaii



I am honored to be selected as a candidate for Secretary-Treasurer for District 6. As the LAC General Chair for the 2006 Annual Meeting held in Honolulu, Hawaii, I have become acquainted with a number of District 6 officers at the section and district levels. Through this interaction, I have developed a keen understanding the goals and needs of the District, and look forward to the opportunity to continue serving ITE.

Vision and Goals

- Support student initiatives programs and encourage student mentoring opportunities
- Enhance continuing education opportunities by increasing the availability of web-based technical information and training, and maintaining reasonable costs for these services
- Encourage participation in ITE by young professionals
- Increase public awareness of our profession
- Promote affordability of District meetings and events
- Improve District responsiveness to Section/Chapter needs

ITE Service and Leadership Roles

- Member for 13 years with leadership roles as a student and full member
- 2006 District 6 Annual Meeting LAC General Chair (2003-present)
- President (2003-2004)
- Vice President (2002-2003)
- Secretary (2001-2002)
- Representative to the Hawaii Council of Engineering Societies (HCES) (2006)
- Webmaster (2003-present)
- Student Chapter Coordinator (1999-2001)

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LEGISLATIVE NEWS

Several states in District 6, including Oregon, Washington, and Arizona, have actively considered new laws prohibiting text messaging while operating a motor vehicle, during their Legislative sessions this year. In addition, a Washington D.C.-based non-profit group known as the Center for Auto Safety filed a petition with the National Highway Traffic Safety Administration requesting new rules prohibiting the operation of built-in systems while a vehicle is in motion (such as mapping/navigational aids/TV's/phones).

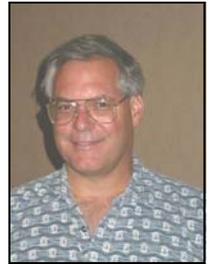
In New Mexico, a local issue erupted in Albuquerque in mid-March as City Councilors repealed tax legislation that could have provided longer term funding for a streetcar system. The action revised the expiration date for the City transportation tax (a quarter-cent gross receipt tax) from 2020 (approved last November) to 2009. The action was accompanied by a 5-4 vote to study a streetcar system, but not begin design/construction. At the state level, New Mexico Governor Richardson considered calling a special session, past the normal end of session in late March, to consider additional issues including GRIP II, a \$200M statewide

transportation improvement program. Earlier in the session New Mexico legislators considered two bills (SB365, 861) on Albuquerque's traffic camera enforcement program (placing rumblestrips/beacons at each enforced intersection) as well as limiting violation fines to \$100 (one third to the state). City officials estimate that each camera-enforced ticket costs approximately \$60 and were not pleased with state actions to potentially override their local program.

In California, hearing on the 2007-2008 state budget began in early March with the Governor's proposal including another diversion of transit spillover funds, and a recommendation to permanently eliminate the spillover funding source and convert the revenue into Prop 42 funds, which are now constitutionally protected under Prop. 1A. Hearings were also held on methods for implementing Prop. 1B revenues, which requires additional legislation in some cases due to the language of the Propositions. Most if not all of the early action projects will be highway corridor improvements based on readiness, although AB901, to be heard in mid-April, may provide \$4.4B in Prop 1B revenues for transit capital projects and the DOT via the

PTMISEA account. The CTC held a contentious series of meetings in late February and augmented project funding by moving later projects to earlier funding phases, which was generally well received.

At the Federal level, in early February the House passed HJ Res. 20, a year-long joint resolution to complete FY07 appropriations including transportation, consistent with SAFETEA-LU funding levels. Senate consideration began February 8, one week before the Continuing Resolution expired on the 15th. Action was completed on the 14th when the Senate approved HJ20, and the FY07 Continuing Resolution contains no project earmarks. The White House proposal for FY08 provides for funding above FY07 levels, but slightly less than that authorized by SAFETEA-LU, and House and Senate action on FY08 is hoped to occur in April after the week-long Easter recess.



Walt Stringer,
Legislative Chair

DISTRICT 6 CANDIDATE STATEMENTS

(Continued from page 3)

- Mentor for University of Hawaii at Manoa Student Chapter for ITE Data Collection Fund project (2005-2006)

ITE and Professional Awards

- 2007 Young Engineer of the Year, Hawaii Society of Professional Engineers
- Presidential Proclamation, 2005, for service as 2006 Annual Meeting LAC General Chair
- Greatest Rate in Growth for Membership for Hawaii Section, 2004, as President
- Windiest & Wisest Scribe in the West –

2002 as Secretary and 2004 as President

- Hawaii Council of Engineering Societies' Presentation Award for Engineer's Week Display for Hawaii Section, 2004, as President
- Best Web Site Award for Hawaii Section, 2003, as Webmaster

Professional Qualifications

- Currently a Project Manager for the Traffic and Transportation Group at Wilson Okamoto Corporation (WOC). Over the past 9 years at WOC, I have worked on projects encompassing a broad range of topics including site specific traffic signal designs, project

specific traffic assessment and impact studies, and planning level transportation studies and modeling

- Registered Civil Engineer – Hawaii
- MS in Civil Engineering with an emphasis in Transportation, University of California, Berkeley
- BS in Civil Engineering, University of Hawaii at Manoa
- 6- Establishing Eight New Student Chapters
- Cal Poly Pomona Student Chapter Past President
- 2008 ITE Annual Meeting LAC Chairman

INTERMOUNTAIN SECTION

The 47th Annual Meeting of the ITE Intermountain Section will be May 17-19, 2007 at the Snow King Resort in Jackson, Wyoming. In addition to the usual technical program, this year will be offering an in depth technical session and panel discussion on Thursday afternoon starting at 2 PM. This year's panel will discuss **Access Management**. More details will be available on the Section website.

Once again, Northwestern University's Center for Public Safety will conduct a technical session immediately prior to the meeting. This year's course is entitled "**Traffic Signal Operations at Isolated Intersections**," which will be held May 15-17.

In addition, the Intermountain Section will be offering, at no charge, a specialty course for young professionals on Intelligent Transportation Systems (ITS) oriented to-

ward the Mountain States, which will be offered from 2:00 - 5:00 PM on Thursday, May 17, 2007. If you plan to attend this course, please indicate on the meeting registration form.

Registration materials and information is available online at <http://www.westernite.org/Sections/intermountain/index.html>.

DISTRICT 6 CANDIDATE STATEMENTS

CANDIDATE FOR
INTERNATIONAL DIRECTOR**Zaki Mustafa, P.E. (M)***Chief of Field Operations, City of Los Angeles, California*

I am truly honored to have been nominated for this position as a candidate for International Director. I have been working with the City of Los Angeles, Department of Transportation for the last 22 years. Serving as a Principal Transportation Engineer, in charge of Bureau of Field Operations, I am responsible for all of the traffic control devices for the City of Los Angeles, and responsible for supervision of over 300 professionals and a budget of over 30 million. I am a registered Civil Engineer and received my BS in Civil Engineering from Cal Poly Pomona. I am also serving as an Assistant Scout Master for Boy Scouts of America at my church St Peter & Paul.



The person that you elect for your next International Director will be your representative on both the International Board of Direction as well as the District 6 Board of Direction. When electing the next International Director it is important to remember that past District 6 Board experience provides a tremendous benefit to newly elected International Directors. It ensures that the new District Directors have extensive ITE working experience including operations, issues, policies, and procedures that effect ITE. Having just completed a seven-year term on the District 6 Board, I already have a working knowledge of the issues that effect ITE and the proven leadership experience needed to effectively serve as an International Director. In addition, I have actively participated on numerous committees and held a variety of leadership positions at the local and District levels over the last 24 years:

- District 6 President
- District 6 Advisory Committee Chair
- WesternITE Managing Editor
- Webmaster for Westernite.org
- LAC member 1991, 2002 and 2005
- Webmaster for Southern California Section
- Webmaster for Riverside - San Bernardino Section
- Southern California Section President
- Career Guidance Chairman for District

If elected I promise to serve the Board and the members by maintaining strong relationship and representation at the International level, and pledge to fulfill the following goals during my tenure:

- Represent a strong voice for District 6 at the International level
 - Expanded support to the Sections and Chapters
 - Expanded support to student chapters and the faculty advisors
 - Keep annual meetings affordable, educational, and family-orientated
 - Positive public image of transportation profession
- Together we are the BEST.

CANDIDATE FOR
INTERNATIONAL DIRECTOR**James T. Harris, TSPS (M)***Project Manager, City of Rancho Cucamonga, California***Purpose**

I am honored to be nominated for ITE office. One cannot be just a member of ITE. You must be involved. Gaining an international perspective by traveling abroad for pleasure, ITE and volunteerism, I want ITE to expand and work in more countries around the globe. If elected, I promise to serve ITE as best I can. I encourage your participation at all ITE levels: student, chapter, section, district and internationally.

Goals

- Expand internationally
- Recruit and develop students
- Promote mentoring
- Improve section, chapter and member recognition

Biography

A project manager since 1987, I am responsible for design, construction and timing of City traffic signals and systems.

I am certified as a Traffic Signal Operations Specialist.

Prior to Rancho Cucamonga, I worked for consultants providing signal design and mapping and street design services for public agencies. In the Marine Corps as a surveyor and draftsman, I built bridges, helipads and roadways in Vietnam.

I have an Associate of Arts from Cerritos College in Norwalk, California and certificates from the Institute in Transportation Studies, the National Highway Institute and the Traffic Signal Association.

Leadership and Service

- President, Riverside San Bernardino (RSBITE) Section (2002/2003 & 2004/2005)
- Board of Direction, RSBITE (2000-2007)
- Section Administrator since 2006
- Palm Desert Annual Meeting Publicity Chair (2002)
- Traffic Engineering Council Executive Committee Member
 - Update TIPs Editor (2005-2007)
 - List Serve Moderator (2006-2008)
- Traffic Engineering Council Committees
 - Benefits of Retiming Traffic Signals
 - Using Loops at Signalized Intersections for Counts
 - ITE Web Page Tips Update, Chair
- Chairman, City Traffic Engineers (1999 & 2000)
 - Workshop Chair
 - 8-time presenter, Education
- Traffic Signal Association
 - Founding President, Inland Empire Chapter

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DISTRICT 6 CANDIDATE STATEMENTS

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- Speaker
 - Benefits of Retiming Traffic Signals
 - Plans, Specifications and Estimates
 - Signal Timing
 - Traffic Signal Design
- Cal Poly Guest Lecturer, 2004, 2005, 2006, 2007
 - Student Chapter Speaker, 2003 & 2005

Awards

- 2006, Traffic Engineering Council Award for Outstanding Council Project, *Benefits of Retiming Traffic Signals: An ITE Informational Report*
- Presidential Proclamation, Declaration of James Harris Day, June 15, 2006, District 6 President Ken Ackeret

Other Activities

Early surveying and engineering experience prepared me for trips to East Africa where I provided survey controls for bridge, waterline, reservoir, culvert, roadway and orphanage construction.

Share your concerns with me at jharris@earthlink.net or call (909) 477-2740.

In accordance with Section 5.3 of the Bylaws of District 6, additional nominations may be made by petition signed by at least 2% of the eligible voting membership. Each petition shall be accompanied by the written consent of the nominee to run for the office for which nominated, and must be received by the Secretary-Treasurer not later than 60 days prior to the election (due May 18, 2007). No member may be a candidate for more than one office.

PRESIDENT'S MESSAGE

(Continued from page 1)

San Francisco Bay Area, Border, Central Coast and Hawaii Sections, and hope to do the same for the Intermountain Section. With most Sections electing officers either at the end of the fiscal year or the calendar year, June, September and December are big months for swearing in ceremonies, resulting in lots of potential travel during those months.

Some of the meetings have been chosen because they are a significant event for the Section. Though I'm relatively close by, this year I attended the Northern California Section's biggest meeting of the year – their annual Vendor Night – for the first time. In March I attended the Arizona Section's Spring Conference, a joint meeting with the International Municipal Signal Association that included two days of technical sessions and vendor exhibits. The Intermountain Section's Annual Meeting is similarly a multiple-day event, starting on Thursday and ending on Saturday, and drawing members from not only all over the District, but even from outside the District. The final combination meeting that I'll attend as President will actually be in conjunction with the District's Annual meeting when the Sections from Oregon and Washington together with the two Canadian Sections hold their annual "Quad" meeting.

I have also had the honor of presenting Presidential Proclamations to members in the Border, Hawaii, Oregon and Arizona Sections. This is probably the best part about this position as it has given me the chance to recognize members who have really contributed to ITE in their respective Sections, but most of whom I'd never met before.

The Border Section selected Frank Yates for commendation and Frank, true to his nature, had a camera around his neck and was busy snapping pictures to document the meeting when his name was announced. Two outstanding Hawaii Section members received Proclamations; Pete Pascua: a past officer, LAC Technical Tours Chair and founding Section member, and Casey Yanagihara, the only ITE member on the Big Island of Hawaii and contributor of a number of the old *WesternITE* issues to the archive project completed by SDSU in 2004. Ed Fischer showed the humor and leadership for which he was known when accepting a Proclamation during an Oregon Section meeting. Last of those already presented, but certainly not least, Lou Lagomarsino was gracious and charming in accepting the accolades of the Arizona Section. I still have at least a couple more presentations up my sleeve, but will keep those under wraps for now! Thank you to the Section officers who

selected these recipients and then took the time to prepare the text for their commendations, making each one personal and specific to the honoree.

Another red-letter event of my Presidential year has been the establishment of a new student chapter at UCLA. Eric Shen and Pat Gibson of the Southern California Section together with District Administrator Jenny Grote were instrumental in helping current Chapter President Alicia Kinoshitais negotiate through the process of preparing the Chapter's Charter and Bylaws. We're thrilled to have added this new Student Chapter.

Over the past nine months I have had the opportunity to attend numerous Section meetings where I've met so many truly wonderful members. My thanks go out to everyone listed in this article, as well as so many others that I wasn't able to mention by name, for all that they've done for ITE. These contributions are representative of the volunteer effort that makes ITE more than just a collection of professionals with a common field of work. We are researchers, collectors of data, analysts, report writers, public speakers, and technical experts, but also mentors and mentees, teachers and students, and, for me, best of all, friends.

INITIAL DESIGN STANDARDS FOR THE INTERSTATE SYSTEM

As the 20th century began, road design criteria in this country were exceptionally simple, involving curves and grades that slow-moving horse-drawn wagons could negotiate. A growing number of motorized vehicles were using the roads, but engineers knew little about geometric design criteria for these vehicles. In 1914, one-third of American vehicles were still horse-drawn, but a Washington state engineer wrote, "All highways are now designed for motor-driven vehicles and these are yearly increasing in efficiency." That year, the American Association of State Highway Officials (AASHO) was created as a forum for states to discuss the sweeping changes that were occurring in vehicles and roadways.

Road designers struggled with defining what we now call a design vehicle and a design speed. A typical roadway was 16 feet wide, and vehicles usually straddled the centerline; severe crowns—as much as 20 inches—allowed quick water runoff, but they were difficult for motorized vehicles to traverse. Typical speeds were 15–20 mph for cars and 10–12 mph for trucks, while horse-drawn vehicles rarely exceeded 8 mph. A 1919 article discussed curve widening to accommodate "modern motor trucks" up to 7.5 feet wide with a 15-foot wheelbase; however, horses were still in the vehicle mix. Even in 1921, a technical article on alignment and grade commented, "An extremely sharp curve with a large central angle also reduces the hauling capacity of a six-horse team by 20 to 40 percent."

AASHO and the Bureau of Public Roads began a systematic program to conduct research and inventory highway and traffic conditions in the 1920s and early 1930s. In 1937, AASHO created the Committee on Planning and Design Policies to develop administrative policies "looking toward the incorporation into practice of highway design features which will result in maximum safety and utility." AASHO developed, adopted, and issued seven policies between 1938 and 1944: highway classification, geometric highway types, sight distance on highways, marking and signing of no-passing zones, intersections and grades, rotary intersections, and grade separations.

These seven policies were published as separate booklets, but they were collated in the 1950 book *Policies on Geometric Highway Design*. This book also included a chapter titled "Design Standards for the National System of Interstate Highways, Adopted August 1, 1945," which contained brief statements on critical elements. They can be summarized as follows:

- Control of Access. Designs shall include access control "wherever economically

possible," with frontage roads being a recommended strategy.

- Railroad Crossings. Grade separations should be provided when two or more mainline tracks cross the interstate highway, or when a single rail line carries significant train traffic. "Where grades are not separated, provision shall be made for installation and operation of adequate protective devices."
- Crossroads. "For a design traffic density (volume in today's terminology) of 3,000 per hour or more on an interstate highway, every effort shall be made to eliminate all cross traffic at grade." Grades shall be separated if justified by an economic analysis. "Where cross traffic at grade is not eliminated, traffic signal control installations, channelized intersections, or stop control on the crossroads shall be provided."
- Design Speed. Minimum and desirable design speeds are 40 mph and 50 mph, respectively, for urban sections. Corresponding rural values range from 40 mph and 50 mph for mountainous topography to 60 mph and 70 mph for flat topography.
- Alignment Control. "All curves sharper than 1° shall be super-elevated. All curves sharper than 2° shall be designed with approach transition curves." Maximum and desirable degrees of curvature range from 4° and 3°, respectively, for a 70 mph design speed to 14° and 11° at 40 mph.
- Sight Distance. Adequate stopping sight distance must be provided on all roads. Two-lane roads should have frequent sections with sufficient sight distance for safe passing; where this is not feasible, "consideration should be given to the provision of a four-lane highway instead."
- Gradients. "The maximum gradients preferably shall not exceed 5 percent and in any case shall not exceed 6 percent."
- Pavement Widths. In urban areas, lanes shall be 12 feet wide. Rural lane widths shall be 11 feet for traffic densities less than 200 per lane, or 12 feet for higher densities.
- Divided Highways. "Where the traffic density is 800 or more, a divided highway facility shall be constructed." The median width is 15–40 feet wide for rural sections, and 4–12 feet for urban sections.
- Shoulders. Shoulders shall be at least 10 feet wide, although 4 feet is the minimum in mountainous terrain.
- Slopes. Generally, side slopes shall not

exceed 2:1 unless they are in rock; slopes flatter than 4:1 shall be used on fills less than 10 feet high.

- Right-of-way. Rural right-of-way shall be 120–220 feet for two-lane highways and 150–250 feet for divided highways.
- Culverts. The clear width "shall be sufficient to carry the pavements, median strip, and shoulders across without reduction and, as necessary, the continued slopes outside the shoulders."

In response to the rapid evolution of highway engineering, the AASHO committee decided to combine all its policies into one document, introduce new material, eliminate duplications and obsolete material, and provide one comprehensive source for highway design. In 1954, AASHO published *A Policy on Geometric Design of Rural Highways*. Known as the "Blue Book" because of the cover's color, it had perhaps the most profound influence of any single document on modern highway design practices in the United States. A comparison of these 60-year-old standards with current AASHTO design values highlights the evolution of these parameters.

The Adobe Tower



About the Authors:

Jerry Hall, a professor of Civil Engineering at the University of New Mexico, has served District 6 as president and international director.

Loretta Hall, a member of the Construction Writers Association, is a freelance writer concentrating on engineering and construction.

They can be contacted at jerome@unm.edu and lorettahall@constructionwriters.org, respectively.

This is the fourth in a series of articles tracing the development of the Interstate Highway System.

ANNUAL MEETING IN PORTLAND

On behalf of the Local Arrangements Committee and the Oregon Section, I invite you to attend the 2007 District 6 Annual Meeting in Portland at the Hilton to be held from July 15-18, 2007! Our slogan, "Prepare. Evaluate. Innovate. Sustain," represents our focus on planning,

operations, design, and livability. Portland has long been known as a leader in transportation, whether you think of our reputation as the Best Cycling City in America; as an innovator with light rail, streetcar, and now an aerial tramway; or as the place where the land use transportation connection is more than a concept. We hope that you decide to join us at the 2007 District 6 Annual Meeting! The conference hotel is located in downtown Portland. We're looking forward to an exciting meeting, where you will enjoy more modes of transportation than your average conference.

One of the highlights of the meeting will be a Sunday night Get Acquainted Social that will feature Congressman Earl Blumenauer, who many of you know from his leadership in livability and bicycle issues at the national level. Prior to a career in the US Senate, Congressman Blumenauer was a Commissioner for the City of Portland and head of the Office of Transportation.

The Oregon Section is offering the PTOE exam on Saturday before the conference. If you are interested visit the www.tpcb.org website for registration information.

On Sunday, we'll have a golf tournament that will be a great opportunity to connect with old friends and win fabulous prizes. Also on Sunday we're hosting a Technical Guest Tour which is a visit to the Historic Columbia River Gorge Highway. This guided tour will include a stop at postcard perfect



*Peter Koonce,
Portland
General Chair*

Multnomah Falls, the country's second highest year round falls (620 feet). It is a Technical Tour that guests are sure to be interested in because of the scenery and beauty that has earned the distinction as a National Scenic Area by the Forest Service.

On Monday night we're headed to the Oregon Zoo for the Family Night dinner. This evening is sure to have something for everyone. Transportation to the Zoo will be via Portland's light rail system, through which we'll travel into the deepest light rail station in the country. The Oregon Zoo is famous for its wonderful exhibits and entertainment will include the Birds of Prey demonstration that includes several exciting displays for everyone to enjoy. There's even a "Zoo Railway" for budding young transportation enthusiasts to enjoy!

The LAC is working on a high-quality technical program that will include District 6's largest technical program ever at five tracks. There will also be two poster sessions that make the offering of over 140 presentations larger than the national meeting. Highlights from a brief review of the abstracts accepted for the meeting include a

summary of the soon to be published Highway Safety Manual, and a presentation regarding the implementation of transit signal priority in support of bus rapid transit projects, (the City of Portland has implemented TSP at over 250 traffic signals, and City engineers will be on hand to share their experiences with implementation).

The Portland Meeting will also feature five technical tours. Technical Tours on Monday consist of a visit to the Portland Aerial Tram, the Portland State University ITS Lab, the Bus and Light Rail Transit Mall Construction, Green Streets Tour, and a Bicycle Tour. Even better, the next light rail project in Portland on the downtown transit mall is under construction and you will be able to walk from the hotel right into the middle of the action.

Please visit our website at <http://www.oregonite.org/2007D6/index.php> for more details about the 2007 Annual Meeting. Information for vendors and registration for individuals is available on-line, as well as information and on-line booking for family activity, travel, and hotel accommodations. We encourage everyone to make their reservations early since Portland is a very popular destination during the summer months. The Saturday night prior to the conference has few room nights remaining and you may have to call the Hilton Hotel directly rather than use the web to get booked for that night (feel free to call Susan Hembery at 503 499-4231).

We look forward to see you in July!

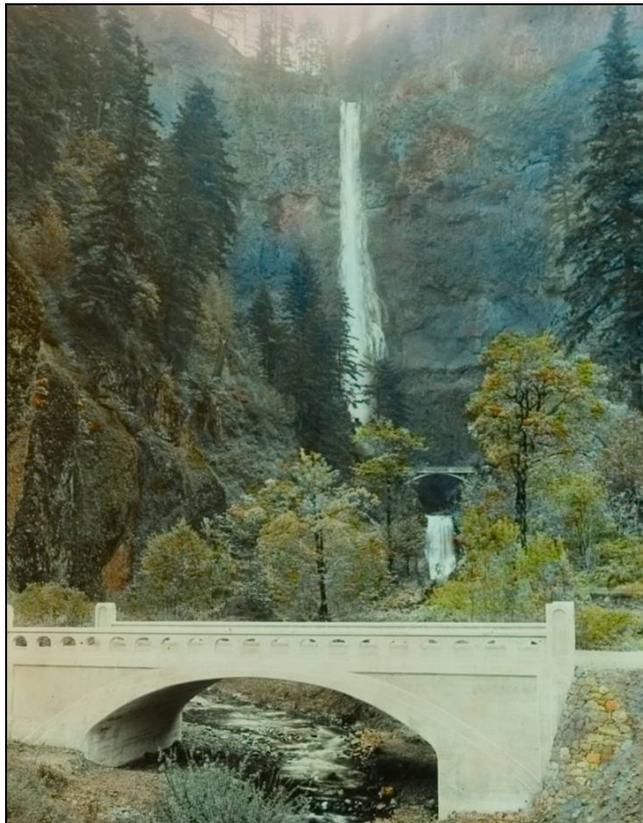
PORTLAND MEETING HIGHLIGHTS

Technical Tracks

The Technical program will consist of over 140 individual presentations contained within four technical tracks. The technical tracks will include Traffic Engineering, Operations and ITS, Planning, Pedestrians/Bikes/Transit, Design and Safety. A fifth educational track – the E-Track—will include Learning Sessions featuring Vendors and Non-Engineering Sessions.

Technical Tours

There are a lot of exciting things to see in Portland from a technical perspective. Portland continues to be on the cutting edge regarding transportation and there's a long history of support for light rail and streetcar service.



Multnomah Falls is just a short drive from Portland and is the second highest falls in the country. It will be a featured stop on the Sunday Tour.

ANNUAL MEETING IN PORTLAND

(Continued from page 8)

- **The Portland Aerial Tram** is a 3,300 linear foot bi-cable aerial tram rising 500 feet over Interstate 5, the Lair Hill neighborhood and Terwilliger Parkway. Opened in January 2007, the Tram is an exciting new addition to Portland's skyline, while also being a practical, efficient and "green" transportation link between neighborhoods, the OHSU Marquam Hill campus, and the South Waterfront District.
- **The Intelligent Transportation Systems (ITS) Lab at Portland State University** is one of the most advanced traffic labs in District 6. The lab has three state-of-the-art rooms and includes student workstations, a real-time fiber optics feed from 80 regional traffic cameras, video display wall, a regional archived data user service, and a traffic signal lab. The tour will highlight current research activities, demonstrate the PORTAL data archive, and the traffic signal lab, where transit signal priority research has been conducted.
- When the **Portland Bus Mall** opened in 1978, it was heralded as one of the most successful examples of combining urban design, transportation, and redevelopment.



Take a tour of the Historic Columbia River Gorge Highway on Sunday and learn about some of the Portland area's best scenery and why this area was named a National Scenic Area by the US Forest Service.

The tour will highlight the ongoing construction that will establish a balanced design that accommodates automobiles, trucks, buses, light rail vehicles, bicycles, and pedestrians.

- **Green Streets** are where the concepts of sustainability meet reality. This technical tour will exhibit some examples in the Portland Metro region that has led to our community's leadership in the emerging technology of Green Street designs. Green Street sites included on this tour will include swale and planter retrofits, porous pavements, and a large-scale new development with multiple Green Street elements. Discussion regarding stormwater management function, traffic calming, pedestrian interaction, and maintenance will be generated.

- **The Portland Bicycle Tour** highlights some of the innovative bicycle facility designs that make Portland one of the top cities for cycling in North America. The approximately 11 mile tour will start and end on the Willamette River near downtown, and will focus on bicycle facilities in Portland's historic Eastside "streetcar suburbs." The tour will highlight the design of "Bicycle Boulevards": low-volume bike routes that are increasingly popular among Portland's cyclists. Other aspects of the tour will include pavement markings, wayfinding, bridge treatments and signalization.

- **Self Guided Tours** of innovative and sustainable transportation are endless in the Portland region. From innovations in neighborhood traffic management to roundabouts to transit oriented development – you can easily find numerous examples of transportation ideas that you can take back to your community. Our meeting web site at www.westernite.org includes sample self guided tours (including a brew pub crawl!).



Portland's Bus Mall is getting a face lift and adding light rail as part of the project that is called "the Next Big Thing" Downtown. More information on the project can be found at <http://portlandmall.org/>.

FREQUENTLY ASKED QUESTIONS ABOUT THE PORTLAND MEETING

Q: Do I need to rent a car for the meeting?

A: Definitely not. TriMet (Portland's regional transit agency) provides light rail service to the airport, directly into the airport terminal. The light rail service operates from 5 a.m. to shortly after midnight and operates every 15 minutes throughout the day. Taking light rail will be faster than driving during the peak times and only costs \$1.70 for a one-way ticket and drops you off a block from the hotel.

Most of the activities will provide transportation or will use transit, so consider this an opportunity to expand your use of the transportation options that Portland is well known for. If you're technically savvy you can use Google Transit or TriMet's Trip Planner for more detailed itineraries.

Having grown up in Portland using transit, I personally feel strongly that TriMet is one of the reasons that makes our City so livable and encourage all visitors to use it.

Q: I have heard it rains a lot in Portland, what can I expect for weather while I am there?

A: The summer months are usually dry, but we can't deny that Portland is known for its rain showers. We're typically

(Continued on page 10)

ANNUAL MEETING IN PORTLAND

(Continued from page 9)

very pleasant during the summer (the historic high and low temperatures for the time during the meeting are 80°/56°), but can sometimes reach 100 degrees. Temperatures should be comfortable, but this is Portland.

Q: Can I rent a bicycle during the day?

A: The Tuesday bike tour will offer an opportunity to see the City by bike, but there are other opportunities for renting a bicycle in downtown. Many of the City bike shops provide access as does Waterfront Bicycles, which is a short walk from the hotel.

Q: What can kids do at the conference?

A: There are numerous activities for children and teenagers associated with the meeting. The Guest Tours would be a great start and we've tried to keep the prices low to encourage participation. The Oregon Museum of Science and Industry is a great location to visit with older children and it's just across the river over the Hawthorne Bridge (you can take the bus or walk to it). For younger children, the Portland Children's Museum is fantastic for those wanting a diversion that's indoors (accessible by light rail). On a personal note, I have taken my three year old on the Aerial Tram and she really enjoyed the ride, so that also could be a day's outing.

Q: How is the shopping downtown? I am bringing a guest that likes to shop, what can they expect.

A: Shopping is always tax-free in Portland. That's right, no sales tax. www.downtownportland.org has a lot of great information for visitors coming to

Portland. If you're thinking about a big purchase, Portland might be just the place to make that, whether it be a bicycle or jewelry.

Q: Is Portland really the Microbrewery capital of the world?

A: Unofficially, Portland has more brewpubs per capita than anywhere in the world and there are several within easy walking distance of the hotel. Sunday night will feature a multimodal tour of several that are on or near the light rail and streetcar lines. The unofficial guided tours will include visits to Widmer Brothers, Bridgeport Brewing, and McMenamins Brothers Pubs. For those wanting to venture out beyond the rail alternatives, there are several more including: Roots Organic Brewing, Lucky Labrador, and the Old Lompoc.

Q: Are the candidates for International Vice President speaking during the meeting?

A: Yes, we're excited to have both candidates at our meeting and we're busy trying to arrange computerized voting on-site during the meeting. Both candidates will be available for you to talk to and ask questions. This will be a unique chance to get to know the candidates first hand and vote at the same time.

Q: Will the hotel honor the conference rate outside of the meeting dates?

A: Portland is a popular summer time destination and hotel rooms will be going fast at the conference rate of \$138. For those who are coming early (particularly Saturday night) rooms are in short supply so please make your reservations early. You may find that the conference rate of \$138 will not be

available on Saturday night, so please call the Hilton Hotel and speak with Susan Hemberry at 503-499-4231 if you have any questions or needs. After June 15 the room block will be released and few rooms will be available so register now! For those of you who registered before May 1, you will be entered into a drawing for a prize and a free room night at the hotel (the drawing will be held the first day of the meeting).

Q: What is Flexcar?

A: Flexcar is a carsharing company that started in Portland and offers members an opportunity to reserve a car and drive to a meeting. It is one of the tools that transportation agencies can use to support transportation options other than the private automobile.

We're working to get Flexcar as a sponsor of the meeting and they have cars that are available by the hour in the downtown area around the hotel. If you have not experienced the car sharing world, our meeting will be a great introduction to this concept.

Q: What happened to the Quad Meeting this year?

A: We have joined the Quad Meeting (the ITE meeting of Oregon, Washington, Vancouver Island and Greater Vancouver Sections normally in April) with our District meeting this year. We are excited to have our Canadian and Washington Section members in attendance for the Annual Meeting, providing even greater diversity of members to network with in the west.

ITE TRANSPORTATION EDUCATION COUNCIL

The ITE Transportation Education Council is currently working on an initiative, a *Repository of Practical Problems*, that will introduce more "real world" problems into the classroom, adding both interest and value to the educational experience. Three practical problems - two related to intersection design and control, and one related to transportation planning - are currently included and can be accessed at <http://www.ite.org/councils/Education/Problems/default.asp>.

To help populate the *Repository* with additional problems in a broader range of topic areas, we are asking each ITE Student Chapter to partner with a local practitioner to develop a single, complete practical problem for inclusion in the *Repository*. For their

effort, each ITE Student Chapter will be provided \$200. Submittals are due no later than **November 1, 2007**.

Notice of this opportunity and details for participation has been sent to all ITE Student Chapter leaders and all student members of ITE. Please encourage Student Chapter members and the practitioners in your area to participate in this initiative. An offer of matching dollars from ITE Districts, Sections, Chapters, or local practitioners would help to further encourage participation and would support more substantive ITE Student Chapter activities, such as conference travel or field trips. If, somehow, an ITE Student Chapter in your area does not receive a direct notification of this opportunity with the required details for

participation, please contact Jodi Carson directly at j-carson@tamu.edu for the information.

The more problems gathered through this initiative, the more utility the *Repository* will have in enhancing the classroom experience and allowing students to gain valuable practical experience and exposure to activities that they will be expected to perform in the profession.

INTERNATIONAL DIRECTOR'S REPORT



Rory Grindley,
International Director

San Diego proved, naturally, to be a terrific backdrop for the spring ITE Technical Conference. District 6 was, of course, very well represented by both speakers and attendees. Although the weather was a little unpredictable at times (after all, it was just the first week of

spring), there were still ample sun breaks, decent temperatures, a sold-out vendor's exhibit, and outstanding technical seminars focused on the conference theme of "Managing Congestion – Can we do better?". All together these attractions produced an attendance of about 700, a probable record-breaker for the spring conference!

On March 23rd and 24th, the two days prior to the conference, your three International Directors (Julia Townsend, Randy McCourt, and yours truly) met with the rest of the International Board of Direction to conduct our spring board meeting. Noteworthy discussion items and actions taken by the Board at this meeting are reported below.

Preliminary 2006 financial reports are very favorable. Although we had a budgeted net loss for the year of \$240,000, the mid-year forecast in August showed this would be turned around into a net gain of \$290,000. With further expense reductions by headquarters, coupled with increased publications revenue, higher investment returns, and significant Annual Meeting and Technical Conference revenues, we now have a projected net gain of over \$715,000!!

This additional revenue afforded the opportunity to review and revise the Cash Reserve policy of the Institute, which previously had been established (and met) as having a cash reserve (defined as the balance of a few select funds) equivalent to 50% of the combined annual expenses (limited to a select list of major expenses, such as general operations, publications, and the Annual Meeting). The Board elected to revise this policy to now include all funds, expenses, assets and liabilities in the calculation of the reserve fund target amount, as well as increase the target from 50% to 75%. This policy is in line with similar society and professional groups, gives ITE a much more secure financial foundation for the next several years, as well as provides us with an overall improved credit rating. With the

projected revenues from 2006, the calculated overall cash reserve of the Institute under the new policy will be about 78% of the overall liabilities and expenses, exceeding the target of 75%.

Being in such good financial shape also allowed the Board to consider and approve a number of 2007 budgetary adjustments, amounting to an additional \$215,000 in expenses to enhance the Institute and the services we can provide to the membership. The largest portion of these added expenses is \$170,000 for ITE staff, which includes additional staff salaries and benefits, training and professional development; this is in line with a reorganization of staff responsibilities being undertaken by headquarters to offer enhanced service in core technical disciplines (fostered in part by the departure late last fall of Shelly Row for an influential position with FHWA as the Director of the ITS Joint Program Office).

The remaining \$45,000 budget adjustment is for costs associated with the support of focused efforts, including:

- Continued development of a program and white paper on Public Information/Relations/Image as a Board MEGA issue (which will be brought back to the Board at our August meeting);
- Efforts to retain graduating students as they transition into full members, as well as development of a work program to engage and serve the academic community (similar to our District's very own Student and Faculty Initiatives findings, it takes an enthusiastic, committed faculty advisor working together with very eager, interested student leaders to have a continually successful student chapter which consistently produces quality young professionals);
- Continued work by the task force on Membership Recruitment, Retention and Reactivation (in addition to student and faculty members);
- Efforts to evaluate the potential for a professional certification in transportation safety;
- Funding of a reserve pool to offset the costs for hosting a professional certification exam site (previously, if a local section wanted to host an exam site, they would be responsible for insuring a minimum attendance, which is counter-productive to our wanting sections and chapters to promote the certification program; now, if a district/section/chapter hosts an exam site, and adequately promotes the exam

opportunity, these funds may be discretionarily used to help underwrite the costs of the exam site should the attendance fall below the minimum). This would apply for the exam to be held July 14th in Portland in conjunction with our District 6 Annual Meeting, as well as Denver and any other city that may be selected for the multiple-city date of October 20th.

While on the topic of professional certification, an update from the Transportation Professional Certification Board shows that as of early March, there are 1,739 PTOE's, 24 TSOS's, and 17 TOPS's. Another 178 applicants sat for examinations at the seven testing sites on March 24th, including 76 for the first test for the new Professional Transportation Planner (PTP). Good luck to all those examinees! And here's some good news for PTOE's: effective April 1st, the three-year renewal rate has been decreased to \$275. In addition to the testing to be held in Portland or in Denver, another opportunity to take any of the certification exams will be in August at the Pittsburgh meeting.

The IBOD had the privilege of electing two new Honorary Members. Congratulations to Brian Bochner and Andrew O'Brien as they enter this most-distinguished membership level of the Institute in recognition of their prestigious contributions to the profession!

The IBOD approved ITE's endorsement and ratification of the National Unified Goal for Traffic Incident Management, which has the major tenants of enhanced responder safety, safe and quick traffic incident clearance, and prompt, reliable, interoperable communications (go to <http://timcoalition.org> for more info on this NUG). Also approved was the development of a pilot program for the peer review of the Traffic Signal Arterial Management System for the Regional Transportation Commission of Southern Nevada, with aspects of the peer review program to be reviewed as a potential service that could be available from the Institute in the future. Further, the IBOD authorized the Executive Director to continue efforts with the various stakeholders on review and development of potential specifications relating to the failure of LED signal heads and to traffic signal change intervals.

In the coming months, you might get the opportunity to hear from the two candidates running for International Vice President: Kenneth Voigt and Rodney Kelly. They are

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INTERNATIONAL DIRECTOR'S REPORT

(Continued from page 11)
 in the midst of campaign travel, flying back and forth across the country trying to make the most of their 10-visit limit. As the date of our District 6 meeting is several weeks after the actual start of the international e-balloting, the inclusion of the Portland meeting on their travel agenda wasn't making the list, even though our meeting would have the largest attendance out of any of their other Section or District visits. Julie, Randy and I all lobbied the candidates to re-consider their attendance at our meeting, knowing that it is important to have direct interaction between the District members and the International candidates. We were successful in getting their attention and commitment to attend the Portland meeting, provided the District promote the opportunity for our members to meet and hear the candidates in Portland. So we ask all of you voting District 6 members that will be attending the Portland

meeting (that's all 4,000 of you, right?) to hold off casting your ballot until after you've had the chance to see/hear/talk with the candidates in Portland. The LAC is working on setting-up a voting kiosk on site, so bring your ballot information along and you may be able to vote right there. Otherwise, it'd be a shame to vote prematurely, only to discover in Portland that you like the other guy.
 Finally, as this is my last newsletter article, let me take just a moment to thank you all for your support. This is the third and last year of my term as International Director, meaning I still have two more IBOD meetings to attend, but Julie will be reporting on the August meeting, and Randy gets his opportunity for the October meeting. It has been a wonderful experience being involved in District "politics" for the past 10 years, and I hope that I have served the District in a manner that best represents the greater interests of our membership. But,

I've still got two meetings to go, so if there's a specific issue that you feel needs to be addressed, please let me (or Julie or Randy) know! I would also encourage everyone to become active and involved in the organization, at whatever level you can commit to, as the Institute is here to serve you and the transportation profession – but only in as much as you and others can volunteer to give back and support it. I can assure you that your return on investment will be positive, as the more time and energy you give to the organization, the better the organization becomes, and the greater your personal growth and experiences become.
 Once again, don't forget about the two big events of the summer! The District 6 Annual Meeting is July 15-18 in Portland, and the international ITE Annual Meeting is August 5-8 in Pittsburgh.

SIGNS OF THE TIMES

Hamburgers, next exit!



Contributed by Randy McCourt, DKS Associates

Does anyone in Baltimore know what this means?



Contributed by Eric Chen, UDOT

We knew Bostonions dropped their R's, but this is going too fa !



Contributed by Eric Chen, UDOT

SECTION AND CHAPTER ACTIVITIES

CENTRAL CALIFORNIA SECTION

April 2007

Our April 11, 2007 meeting was held at Grand Occasions in Fresno and was sponsored by Traffic Logix. Over 35 members and guest enjoyed an excellent lunch buffet and program.



Technical Sessions

Craig C. Timothy, Director of Business Development for Traffic Logix, a leading manufacturer expandable traffic calming systems talked about Traffic Calming. Craig's presentation introduced a new line of traffic calming tools from Traffic Logix. Traffic Logix is the manufacturer of a line rubber traffic calming tools which have proven to be very effective in reducing the speed on residential streets. Traffic Logix makes rubber speed humps, speed tables, speed cushions, a flexible curbing used to a make traffic circles, bulb outs, and curb extensions. His presentation also introduced us to some brand new 'state of the art' Driver Feedback Signs.

Raffle

Traffic Logix donated an iPod Shuffle for the raffle. Jeff Webster was the big winner of the iPod.

Future Meetings

July 11, 2007 - Visalia

Mr. Mark Feldman of Quixote Transportation Technologies. Products for monitoring weather and traffic and highway advisory radio.

October 17, 2007 - Fresno

Nazir Lalani - Tort Liability, the Civil Engineer's Role as a Witness. This is the sequel to the very popular presentation he did on Tort Liability in January.

Go to http://www.westernite.org/Sections/Central_California/index.html for more information.



Mike Bitner,
Past President

SAN FRANCISCO BAY AREA ITE/SBTOA



January 2007

The January meeting was held on the 18th at the New Delhi Restaurant on Ellis Street in San Francisco and over 50 members were able to attend the event.

The topic of the luncheon was Traffic Calming: Citizen/Government Partnerships. Two speakers were invited to present on the subject: Ms. Leah Greenblat, a transportation planner for the City of Lafayette, and Mr. Manito Velasco, the Traffic Calming Program Manager for the City of San Francisco DPT.

Ms. Greenblatt gave the first presentation which was entitled "Traffic Calming in a Small Town" and described the City of Lafayette's traffic calming program. The goals stated for the City of Lafayette were to improve the attention, awareness, and behavior of all users. The three tools available to implement these goals were educational programs, enforcement, and engineering. After their initial study they were able to develop a traffic calming guidebook for the City of Lafayette.

The second presentation was given by Mr. Velasco from the City of San Francisco. The DPT's Traffic Calming Program is part of its Liveable Streets section. Its goal was to create safer streets for everyone without restricting access to anyone. The measures from this traffic calming program are intended to address speeding, reckless driving, pedestrian safety, traffic spillover from arterials to local streets, excessive noise and traffic levels, road rage and the impacts of crowded highways and main streets on driver behavior. The three types of projects are neighborhood traffic calming projects (area-wide and site-specific projects), school track projects, and arterial traffic calming projects. To evaluate the traffic engineering, educational programs and enforcement measures each stage of implementation of every project is evaluated by a specific set of criteria depending on which of the three types of

projects it is. The data from these measures is then used to evaluate aspects of the Traffic Calming Program and will support and justify future funding for traffic calming projects.

For detailed PowerPoint presentations of the meeting, please visit <http://www.sfbayite.org/>.



Toshi Shepard-Ohta,
Co-Scribe



Allen Huang,
Co-Scribe

Attention Section and Chapter Scribes and Secretaries

Please e-mail your meeting notes and announcements to westernite@cox.com.

We want to know what you're up to!

POSITIONS AVAILABLE



ENGINEER III (TRAFFIC)

Virtually in the geographic center of Colorado, **Douglas County** is approximately 844 square miles (540,000 acres) of striking natural beauty in its mountains, foothills, and plains. Elevations range from 5,400 feet in the northeast to 9,836 feet at Thunder Butte in the Pike National Forest.

According to Census 2000, Douglas County's 191% population increase between 1990 and 2000 made it the nation's fastest growing county for the decade (based on percentage change). Approximately 73% of the population lives in unincorporated areas. Douglas County is strategically located between Colorado's two largest cities:

Denver and Colorado Springs. Approximately 80% of the County's workforce commutes to jobs and offices in these urban centers. To provide local employment opportunities and diversify the tax base, the County actively plans for and pursues well-managed, quality commercial development.

POSITION ANNOUNCEMENT

ENGINEER III (TRAFFIC): Douglas County is seeking an applicant to perform complex technical work in the Traffic Section of the Engineering Division, Public Works Department.

Responsibilities include: develops and reviews traffic engineering plans and reports; oversees the collection of traffic data and completes analyses as needed for roadway safety and capacity; designs minor safety and capacity projects; assists with review of Development Review and Capital Improvement Project plans; conducts data and develops/implements signal timing plans; and reviews

development, traffic signal construction plans, and traffic control plans for adherence to specifications and criteria.

Qualifications: Requires a Bachelor's degree in Civil Engineering or related field and four (4) years of experience OR any equivalent combination. Registration in the Fundamentals of Engineering (FE/EIT) by the Colorado State Board of Registration for Professional Engineers and Land Surveyors is required. Familiarity with Synchro/SimTraffic, HCS-2000, AutoCAD, Rodel, and MS Office software preferred. Candidates with traffic engineering, signal timing and traffic design experience are preferred. Ability to obtain a CO driver's license within two weeks of hire. Background check required.

Hiring Range: \$4,600 - \$5,800/mo DOQ. Apply to Job #2287. Position Open Until Filled, however, first review of applications received will be March 30, 2007. Formal Douglas County application is required and can be obtained at www.douglas.co.us.

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- *Roadway Design*
- *Traffic Impact Analysis*
- *Transportation Planning*



If interested please contact Mary Oslin for more information
425.821.3665 or MaryO@TheTranspoGroup.com

POSITIONS AVAILABLE

TRANSPORTATION PLANNER Kimley-Horn and Associates, Inc.

Engineering consulting firm seeks degreed professional for Orange, CA office to oversee planning & evaluation of major transportation projects subject to federal & state environmental regulations. Duties include managing development of transportation alternatives based on transportation performance and potential environmental impacts; research & development of planning documentation; and performance of travel demand forecasting & traffic operations analysis. Position requires Bachelor's degree in Engineering, Architecture, or Urban Planning (U.S. or foreign equivalent) plus five years progressive experience in transportation planning, including traffic modeling, traffic studies, corridor planning, comprehensive planning, and conducting advanced spatial data analysis using geographic information systems. Master's degree in Transportation Engineering accepted in lieu of experience. Send resume by mail with contact information to Ms. Michelle Peart, Kimley-Horn and Associates, Inc., 11060 White Rock Road, Rancho Cordova, CA 95670.

CITY TRANSPORTATION ENGINEER

The City of Des Moines, WA seeks their new City Transportation Engineer. A Bachelor's Degree in Civil Engineering or related field, together with at least four years of responsible civil engineering experience for a municipality, county, state, or engineering consultant, is required. Open until filled. Please send a cover letter and resume as soon as possible to: Waldron & Company; 206-441-4144; info@waldronhr.com

POSITIONS AVAILABLE ADS:

To place your ad, e-mail your ad to douglas_smith@urscorp.com. The deadline is the 28th of the previous odd-numbered month. The cost is \$1.50 per word, 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.



CH2M HILL is a global leader in full-service engineering, construction and operations. CH2M HILL was recognized by Fortune Magazine as one of *America's Most Admired Companies for 2007*. Our goal on every project is not simply to meet requirements, but to outperform, delivering innovative, yet practical solutions. Join the best professionals in the industry to deliver high-profile transportation projects and help our clients build a better world.

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truly unique work environment which directly benefits our clients. If you are eager to work for a progressive, high-energy company, within a team-oriented office environment, apply today at www.ch2m.com. Enjoy your work; own your destiny!
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TRAFFIC ANALYST

Position with the Oregon Dept of Transportation in Salem reviews proposed project designs and developments that impact the state highway system. Performs traffic impact analyses that analyze the highway capacity affecting highway design and short-term traffic control. Salary \$3287-\$4932/month + excellent benefits. For more details and application, visit www.odotjobs.com or call (866) ODOT-JOBS (TTY 503-986-3854) Refer to OCDDT7249. Application screening to begin April 12. ODOT is an AA/EEO Employer.

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POSITIONS AVAILABLE

SENIOR VICE PRESIDENT/GENERAL MANAGER, TRANSPORTATION SYSTEMS

Iteris is a consulting firm specializing in traffic engineering, transportation planning and Intelligent Transportation Systems (ITS). Our knowledge enables us to design and implement transportation solutions that help public agencies reduce traffic congestion, enhance transit use and provide greater access to traveler information. We combine the talents of transportation engineers, systems engineers, system integrators and transportation planners to bring a unique combination of knowledge, creativity and experience in developing and applying traffic-engineering solutions. We have an exciting opportunity for a *Senior Vice President / General Manager of Transportation Systems* based out of our Anaheim, CA office.

Join our team to find out what your career has been missing!

This position is responsible for

managing and growing a nationwide \$20M plus Transportation Systems business unit. Will establish and implement long-range operational plans, budgets and programs to achieve the operational and strategic goals of Iteris. We're seeking a recognized leader within the private or public sector of the Transportation industry with excellent management, business development and communication skills and an established industry network.

Qualifications Required:

- BS in Civil, Transportation or Electrical Engineering, Mathematics or Business
- Over 15 years Transportation and ITS experience with increasing responsibility

Qualifications Desired:

- Master's in Civil, Transportation or Electrical Engineering, Mathematics or Business
- Extensive experience and proven record in business growth

- Experience managing multi-location/region offices nationwide
- Strong relationships with variety of ITS, Transportation and Planning clients
- Solid background in ITS, transportation, and engineering

Iteris offers a great working environment with a flexible work schedule, employee professional development and continued education. We offer a competitive and comprehensive compensation and benefits package. Visit us at www.iteris.com for more detailed information about all of our job opportunities as well as exciting background about our company.

Send your confidential resume to: jobs@iteris.com
We Are An Equal Opportunity Employer

Per Capita Carbon Dioxide and Small Particulates Emissions
(from vehicles 2050)

Scenario	Relative Emissions (0-100)
Trend Scenario	100
Smart Growth Scenario	14% (reduction)

THE 4Ds CHALLENGES GLOBAL WARMING

Our 4Ds modeling method effectively quantifies how changes to the built environment can reduce vehicle travel and its associated greenhouse gases such as Carbon Dioxide.

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