

## President's Message

As I sat down to write my first President's Message, the only word that came to mind is "Wow!" How can I follow in the footsteps of our past president Zaki Mustafa. "Together we are the best." To be selected by your peers to serve as your president is a great honor and responsibility. We are far from seeing the last of Zaki, as he will be helping the District collecting monies for our newly established Endowment Fund for student activities. This year, our efforts will be focused on putting money into the Fund. So start planning now on making a contribution to the District 6 Endowment Fund.



Ken Ackeret

As you have probably heard by now, our District 6 *WesternITE* Editor for the past three years, John Kerenyi, will be passing on this volunteer job to our new *WesternITE* editors, Doug and Michelle Bitner. I hope every one will give John a **huge thank you** when you see him next time for all the work he has done to produce our award-winning *WesternITE* newsletter. This publication is so very

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## No Traffic Impact Fee? No Problem!

### Funding Transportation System Improvements Without an Impact Fee: A Case Study for Utilizing Traffic Review Guidelines to Fund Transportation Improvements

Jolene M. Hayes

Growth in the economy has brought benefits to many cities, including more jobs, higher tax bases, new housing, mixed-use projects, and transit-oriented development. Such times also create challenges for cities, such as short-term construction impacts and long-term impacts resulting from an increase in traffic.

Economic growth also increases nationwide auto ownership and usage. Regional and local traffic congestion has worsened not only during peak commute hours but also throughout the day.

Pasadena, like many mature suburban communities in close proximity to urban centers, continues to see the growth of through traffic generated by population increases both within and outside of the city. Pasadena serves as one of the primary gateways between downtown Los Angeles and the San Gabriel Valley. As the regional population continues to grow, drivers on the congested regional freeway network increasingly pass through Pasadena's streets en route to other destinations.

Effective and efficient transportation services are critical components of achieving the quality of life for residents and the economic vitality for commercial activities envisioned in Pasadena's General Plan. During the 2004 update of the General Plan, many constituents raised questions about the approval of new

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## Highlights from the International Board Meeting

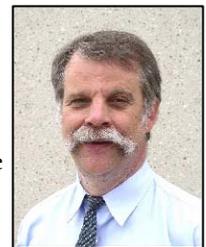
The International Board of Direction for the Institute met on August 5-6 at the Werribee Mansion Hotel, located near Melbourne, Victoria, Australia, the site of the International Annual Meeting. All International Directors were present, including District 6 Directors Pat Noyes, Rory Grindley, and Rock Miller. Also present were the Executive Committee (including President Tim Harpst and Vice President Rich Romer, both from District 6), the Executive Director, Vice President-Elect Earl Newman, Vice President candidate Alf Guebert, and members of ITE staff. As the first order of business, the Board reviewed the status of the Annual Meeting, including registrations and final planning. Advance registrations for attendance were slightly below estimates; however, an unexpected number of walk-in

registrations brought the final attendance near to its planning estimate.

There was considerable discussion of the practice of holding future Annual meetings outside of North America. This issue will be reviewed further at the October Board Meeting. The Board then set the registration rates for the 2006 Annual Meeting and Technical Conferences similar to rates at the 2004 meetings. The Board also requested a study of ITE Annual Meeting costs and attendance trends.

The Board adopted a uniform policy for recognition of volunteer contributions, intended to better and more consistently

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Rock Miller,  
International Director

## President's Message

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important to the communication of our District activities.

Our new District Board was sworn in at the Annual Meeting in Montana. I am very proud to have the help of Dalene Whitlock as Vice President. She has done an excellent job with the District's accounting this past year, making significant improvements to our procedures in dealing with credit cards and managing our accounts. I know she will continue to help me out throughout this coming year. One of her current duties is to update the District 6 Directory. So, please, when she contacts you about the directory, be patient and help her out with this tedious and thankless job. At the District level, we are always trying to stay current on the ITE volunteers holding section and chapter leadership positions throughout the 13 western states that make up our District, so let Dalene know your current leadership positions and/or any changes as they occur.

At the end of October, the financial bookkeeping was officially passed on from Dalene to our new Secretary-Treasurer, Jennifer Rosales. I know with Jennifer's enthusiasm she will do a great job keeping track of our District finances.

Soon after being sworn in as President, I had the honor of representing our District at the ITE International Annual Meeting, which was held in August in Melbourne, Australia. A total of 878 delegates, accompanying persons and exhibitors attended the meeting. From this number, 518 ITE members were at the meeting, of which 84 were from District 6, including nine exhibitors. Tuesday evening of the conference, I carried on a new District 6 tradition, started by Second Past President Randy McCourt, to host a District 6 social. About 40 people from

District 6 crowded into my small Melbourne hotel room. Everyone had a great time sharing their Australian travel stories and talking about the conference presentations. On a more personal note, this was the first meeting in which my daughter Rachel attended as a student ITE member. She currently works at the Traffic Research Center at UNLV and is a civil engineering student. I want to thank everyone who made her and the other student members feel welcome.

As your President, I am looking forward to visiting our local Section and Chapter meetings and recognizing our District 6 volunteers. So far I have had the opportunity to visit our New Mexico Section in Albuquerque and the Northern California Section in Sacramento. At the New Mexico Section luncheon meeting, I was proud to present a District 6 Presidential Proclamation to Dr. Jerry Hall and announce September 1, 2005 as Jerry Hall Day. In Sacramento we followed up with a declaration of September 15th as Bob Grandy Day. We cannot thank Jerry and Bob enough for all the volunteer work

they do for ITE. Please let me know when I can visit your Section or Chapter so that we can continue to recognize the importance of our volunteers in making ITE the best technical society to belong to.

The Mid-Year Board Meeting will be held on February 3rd in Las Vegas, on the UNLV campus near the airport. The UNLV ITE Student Chapter, as well as all ITE student members, are extended a special invitation. Just please let me know your interest in attending for space-planning purposes. The Mid-Year Meeting is when our District elected leadership and technical committee chairs meet to report on our various activities and plans for our forthcoming annual meetings. I am looking forward to this important meeting and its success.

Again I want to thank you all for the confidence you have given in allowing me to serve as your president.

P.S. Don't forget to mark your calendars for our Annual Meeting in Honolulu, Hawaii June 25-28, 2006—"Au i ke kai loa."

## Where Will Our 2011 Annual Meeting Take Place?

It's time to help the District 6 Board in its selection of the 2011 Annual Meeting (which will be held outside of California). Please help us to fill in the question mark below:

- 2006: Honolulu
- 2007: Portland
- 2008: Anaheim
- 2009: Denver
- 2010: San Francisco
- 2011: ?

If your section or chapter is interested in hosting the 2011 meeting, please send a letter of interest to your District President, Ken Ackeret, prior to the Mid-Year Meeting to be held on February 3, 2006.



Ken Ackeret

## Student Newsletter Editor Needed

The Student and Faculty Initiatives Committee (SFIC) is looking for a student newsletter editor. The newsletter is published electronically twice a year. The editor is responsible for collecting and composing articles, formatting the

document, and distribution. If you are interested, please contact Alyssa Reynolds, SFIC Chair at areynolds@orth-rodgers.com.



Alyssa Reynolds

## Data Collection Fund Proposals Due December 10<sup>th</sup>

It's not too late for your student chapter to submit a proposal to get paid to collect data for the traffic engineering profession. But you'll have to hurry because time's running out! For more information, please contact Karen Aspelin at (505) 881-5357 or [aspelin@pbworld.com](mailto:aspelin@pbworld.com), Randy McCourt at (503) 243-3500 or [rsm@dksassociates.com](mailto:rsm@dksassociates.com), or visit [www.westernite.org](http://www.westernite.org).



## Call for Abstracts for the 2005 District 6 Annual Meeting

The Local Arrangements Committee (LAC) for the 2005 ITE District 6 Annual Meeting is now formally accepting proposal abstracts for presentations in the following topic areas:

- Traffic Engineering
- Transportation Planning
- Traffic Safety
- Livability/Community Issues
- Traffic Operations and Management
- ITS Applications/Research
- Commercial Transport Issues
- Advanced Vehicles/Emissions Reduction Strategies
- Travel Models and Microsimulation
- Pedestrian/Bicycle Planning/Design
- Transit Planning, Design, Operations
- Leadership and Education

Authors should not feel constrained by this list of topics. The meeting's Local Arrangements Committee wants the best, most interesting and compelling presentations, and we will work to include any quality presentation in the Technical Program. If you have a presentation that falls outside the topics on the attached list, submit the abstract along with a suggested session topic.

The final technical program will be determined when all abstracts have been reviewed by the Technical Committee. Twenty-four to thirty-two technical sessions are planned, with up to 110 papers presented.

Abstracts must include the following elements:

- Title
- Lead author contact information (name, organization, address, telephone number, fax number, and e-mail address)
- Supporting author name (s)
- Presentation topic area (from list or suggested)
- Abstract text (maximum 250 words)

If an abstract is being written by

multiple authors, a lead author must be designated. Unless otherwise indicated, lead authors are expected to make presentations at the Annual Meeting.

An electronic abstract submittal form can be downloaded from the ITE District 6 website ([www.westernite.org](http://www.westernite.org)). It is strongly preferred that all submittals be made via e-mail in PDF or Microsoft Word® format. For e-mail submittals, title the file with the lead author's last name followed by an underscore and the words 2006Dist6Abstract. For example, a submittal by Mr. Jones would be titled "Jones\_2006Dist6Abstract.doc". Please include a subject line in the e-mail that is indicative of the submittal. Send the submittal to Walter Okitsu, Technical Chair, at [wokitsu@katzokitsu.com](mailto:wokitsu@katzokitsu.com).

If you cannot submit your abstract by e-mail, you may send it by fax to (213) 947-1004, or mail a printed copy and a CD with an electronic file to:

Abstracts for 2006 ITE District 6 Meeting  
c/o Walter Okitsu  
Katz, Okitsu & Associates  
1055 Corporate Center Dr. Ste 300  
Monterey Park, CA 91754

For questions or comments, contact Walter Okitsu at the e-mail address provided above, or call (323) 260-4703 x3121.

Selection of presentations for the Annual Meeting will be made by February 10, 2006.

A CD compendium of submitted papers will be prepared for distribution at the Annual Meeting. Even if your paper has not been selected for a technical program presentation, we encourage you to submit a paper or presentation anyway—all submissions will be included in the conference compendium, and if you submit a presentation or paper, we will include you in a pool of alternates for the inevitable cancellations that occur.

To be included in the CD compendium, papers must be submitted by Friday, April 15, 2006. Detailed requirements for paper submittals will be provided to authors once abstracts are selected.

## Sign of the Times

"I hope they don't grab my camera before we can get moving again!"

*Submitted by Pierre Pretorius, Kimley-Horn and Associates. This picture is taken in the same general area in South Africa as the picture Pierre submitted for the November 2003 issue; apparently the previous legend, "Hijacking Hot Spot," was not sufficient warning! The person pictured is Pierre's daughter, Riette. The scam being warned against is smashing a stopped car's window to grab whatever is on the car seat.*



# Section and Chapter Activities

## Southern California Section

The Section's Annual Business Meeting and mini-seminar was held on June 15<sup>th</sup> at the Knott's Hotel in Buena Park. The meeting was attended by 56 members.



The Mini-Seminar included six sessions:

- "Keeping Pace with Growth—Developing Infrastructure When It Is Needed," presented by Paul Rodriguez with Urban Crossroads.
- "Project Funding," presented by Lori Huddleson with the MTA and Darrell Johnson with OCTA. "New ITE Standards for LED Indications," presented by Nathaniel Behura, Transportation and Energy Solutions.
- "Traffic Engineering Registration—How Should It Work?" presented by Walter Okitsu, Katz, Okitsu & Associates.
- "Walking in L.A.—Crosswalk Safety," presented by Rock Miller, Katz, Okitsu & Associates. The study was prepared for the City of Los Angeles and was intended to validate the results from previous crosswalk studies, verify crosswalk marking practices, assist the City of Los Angeles in defense of crosswalk-related litigation and evaluate safety in uncontrolled marked crosswalks.
- "Six Ways to Manage Your Projects On-Time & On-Budget" by Jesse Glazer, Federal Highway Administration.

Following the Mini-Seminar, the Annual Business Meeting commenced. The following individuals were recognized for dedication and involvement in ITE:

- The Young Transportation Engineer of the Year Award was presented to Daniel Mitchell.
- Classic Transportation Engineer of the Year Awards were presented to David Royer and Louis Clearwater.
- Raymond Lee, former Section Vice President, was recognized for his contributions to the Section.

Your officers for 2005-2006 will be:

- President: Sunil Rajpal
- Vice President: Joaquin Siques
- Ruth Smith: Secretary/Treasurer

*Richard Yee, Scribe*



## Central Coast Section

The August meeting was held on the 8<sup>th</sup> at the Hungry Hunter Steakhouse in Thousand Oaks; and was attended by 38. Bob Burrow, Community Development Director for the City of Camarillo, provided an overview of the "Village at the Park" development, a new master-planned community in Camarillo. He described the transportation planning and land-use issues related to this development, which consists of 330 acres.

*Ray Chong, Secretary*



## Colorado-Wyoming Section

### September Meeting

The September luncheon was held on the 16<sup>th</sup> at the Sheraton Four Points in Denver; and was attended by 100 members and guests.

- Ms. Pat Noyes swore in the new officers of the Section:
- President: Will Johnson
- Vice President: Bill Hange
- Secretary/Treasurer: Joe Henderson

Will Johnson then announced the new Executive Committee Chairs:

- Scholarship and Career Guidance Committee: Scot Lewis



- Continuing Education Committee: Ben Waldman
- Membership Committee: Craig Faessler

Joe Henderson identified Ms. Anna Bunce of Douglas County as the winner of the newsletter contest. Ms. Bunce, who correctly identified the hidden symbol within the newsletter, was provided an award. Mr. Henderson announced that there had been no winners for the Kurmudgeon's Korner #22 quiz. The correct answers were Red Rocks and Detroit.

John LaSala of the Technical Committee announced that there are upcoming research opportunities related to phasing of left turns. It was announced that Bill Hange and Joe Henderson have already agreed to participate.

Craig Faessler of the Membership Committee asked that any news related to job or company moves be provided to him to keep the membership directory up to date.

Dave Hattan of the Awards Committee presented George Scheuernstuhl of DRCOG the Section's Lifetime Membership Award, and requested nominations for next year's award.

The program included presentations by traffic engineers from three jurisdictions describing their traffic signal systems, operations, and maintenance practices:

- Cindy Colip from Douglas County
- Matt Wager from the City of Denver
- Joe Olson from the City of Longmont.

The Colorado/Wyoming Section contact is Will Johnson at LSC Transportation, 303-333-1105; will.johnson@lscdever.com. Also, please visit our section's website at [www.cowyite.org](http://www.cowyite.org).

*Curtis Rowe, Scribe*



## Central California Section

### October Meeting

Our October meeting, which was sponsored by URS Corp., was held on the

12th at Grand Occasions in Fresno and was attended by 47 hungry members and guests.

Following a tasty buffet of Santa Maria Tri tip, President Mike Bitner spoke on the advantages of ITE membership. Mike presented some of the many benefits of both local section membership and full international membership.

Douglas E. Smith, Vice President of URS Corporation, spoke on "Corridor Studies and Long-Range Transportation Planning for Orange County, CA." Doug pointed out that there is a tremendous amount of transportation planning work that is going on in Orange County related to meeting current and future mobility needs and developing new and improved transportation corridors. He gave an overview of the various projects that are on going and discussed how they relate to the needs of the Central Valley and what agencies can learn from those efforts.

Nazir Lalani, Deputy Director with the Ventura County Transportation Department provided us with an informative discussion of the new "Guidelines for the Activation, Modification or Removal of Traffic Control Signals." Nazir's presentation covered the essential elements of the recommended practice, which is available for purchase from the ITE bookstore.

Photos from our meetings can be seen on our website at [http://www.westernite.org/Sections/Central\\_California/index.html](http://www.westernite.org/Sections/Central_California/index.html)

The meeting ended with a raffle of significant value. Our thanks to all our raffle donors for their support of our Section.

Anyone interested in sponsoring our section meetings should visit our website and/or contact Mike Bitner at [mike.bitner@comcast.net](mailto:mike.bitner@comcast.net)

*Mike Bitner, President*



## Alaska Section

### August Meeting

Our new board members were presented at the August meeting: Melissa Mormilo, President; Art Johnson, Vice-



President, Anne Brooks, Treasurer and Shawn Snisarenko, Secretary.

Dennis Linnell gave an update on the District 6 meeting in Montana. He and Randy Kinney presented papers. Dennis also attended the International Meeting in Australia. He indicated that Alaska is on the forefront on many transportation issues, including the use of Roundabouts.

Melissa Mormilo presented Randy Kinney with a plaque denoting best paper at the District 6 meeting. Randy's paper is titled: Experience Using Interactive Highway Safety Design Model (IHSDM) to Evaluate Rural Mountainous Two Lane Highway 3R. Congratulations Randy!

Past-President Tony Strupulis was also presented with a plaque, thanking him for his service to the Alaska Section.

Former President Laurie Kozisek announced that she is off to California for new engineering adventures. We wished Laurie well and thanked her for her service to the Alaska Section.

Bob Kniefel (DOWL Engineers) gave a presentation on the lessons learned on the Bragaw Street Extension project. Bob said that the key to the project success was early coordination with the regulatory agencies and having a positive public vote for the project. Often, only people opposed to the project will go to the public hearing. Being able to counter this with the public vote was very helpful.

Dennis Linnell (Hattensburg, Dille and Linnell) presented the paper he and Randy Kinney collaborated on for the District 6 meeting in Montana at our September meeting. The paper entitled: Conversion of a Four Lane Arterial to a 2-1-1 configuration, A Different Road Diet, was well-received by the membership. The project was Third Avenue in Anchorage, between Post Road and Reeve Blvd. The 2-1-1 configuration refers to one lane Westbound, a center turn lane and two lanes Eastbound. While somewhat unique, this configuration fits Anchorage commuter traffic and helps with the PM peak traffic flow out of town.

*Shawn Snisarenko, Secretary*

## Riverside-San Bernardino Section

### June Meeting

For summer months, RSBITE was busy in 2005. Our June meeting included

election of officers and a report on ITE from International Vice President Rich Romer, who swore in your new officers: David Alcala, President; Delish Sheth, Vice President; Shirjeel Muhammad, Treasurer; Mujib Ahmed, Secretary; and Jim Harris as Past President.

### August Meeting

On August 18th we more than filled the Panda Inn restaurant room in Ontario. The meeting included a presentation on the SCAG Maglev Deployment Program by Zahi Faranesh of SCAG. The Maglev program, if it can be built, will have a regional impact on Southern California and the Inland Empire in particular. In addition to the presentation, we honored Jerry Hahs with his ITE Life Membership Certificate, proclaiming August 18 as "Jerry Hahs Day in the Inland Empire." Due to ill health, Jerry was unable to attend; but Clyde Sweet and Jim Harris presented the certificate and proclamation to Jerry the following day.

### September Meeting

August 7th through the 10th was the 2005 (and 75th Anniversary) International Meeting and Exhibit in Melbourne, Victoria, Australia. Some of those who were able to attend spoke at our September meeting, held on the 15th at Coco's Restaurant in Ontario. Mark Greenwood, Rock Miller, and Jim Harris spoke of numerous technical tours, including roundabouts, bicycle facilities, traffic calming, and traffic management centers. Some of us took the more social tours such as The Great Ocean Road, Sip of the Vine and Australian Animals Tours after the meeting sessions were over. For a relatively small section, RSBITE had many in attendance down under! Jim also briefed attendees about a new informational report from ITE called "The Benefits of Retiming Traffic Signals."

### October Meeting

The October meeting was held on the 20th, also at Coco's Restaurant. Our meeting featured Ms. Anne Mayer, the Division Head for Programming and Administration with the Riverside County Transportation Commission (RCTC), and former Caltrans District 8 District Director. Anne spoke on the funding for and status of transportation improvement projects affecting Riverside County and the surrounding areas, including the SR-91 Major Investment Study, the Ramona-Cajalco Expressway, and the realignment of SR-79 in the Hemet area.

## Pasadena’s Traffic Impact Criteria

(Continued from page 1)

development projects, their impacts on the transportation system, and how Pasadena is going to accommodate additional traffic. Prior to 2004, project review of transportation focused primarily on localized project-related traffic impacts, auto access, and the operations of loading and refuse collection; pedestrian, transit, and bicycle amenities were not closely considered during the project design phase, and smaller projects were approved with few conditions. Realizing the need to consider other modes of transportation during development review and to include smaller projects that are adding trips to the system, Pasadena revised the process for transportation review of projects.

### Traffic Review Guidelines

In 1999, Pasadena adopted the Traffic Impact Review Guidelines, which included intersection and street segment thresholds of significance. The new guidelines included the existing Intersection Capacity Utilization threshold, but also added a new street segment threshold. Based on traffic counts that Pasadena had been collecting in the southwest area, traffic on City streets was growing at a rate of between one and three percent per year, an increase that went unnoticed by most. Some streets experienced a growth of ten percent or more following some lane striping changes. Residents voiced several comments and complaints about such increases. The street segment thresholds were developed using this information.

While the ICU method captures the peak-hour impacts, it does not capture the increases in daily traffic volumes outside of the peak hours. As stated previously, traffic is growing not only during peak hours, but

also throughout the day. The peak periods are becoming longer as flexible work schedules are becoming more prevalent. Flex schedules result in a flatter distribution of the peak periods and a less defined peak hour. In 1999 when the guidelines were implemented, Pasadena was attracting development interest from dot-com companies, one of which had indicated that it would utilize a flexible work schedule that included three seven hour shifts covering a 24-hour period. Trips from these projects that would occur outside of peak hours would not be captured through the traditional ICU calculation; however, residents voiced their concerns about the growth of traffic throughout the day that was not being analyzed or mitigated. Pasadena addressed this concern by developing thresholds and required mitigation for impacts to any street segment by a development project (excluding ambient growth), as shown in Table 1.

### Proposed Traffic Impact Fees and Interim Measures

In an effort to capture funding for needed transportation projects from projects that are adding traffic but are often exempt from conducting traffic analyses, Pasadena recently began the process for developing a residential transportation impact fee, as recommended by the community and encapsulated in the implementation section of the updated General Plan. The proposed fee will require all new residential development projects to contribute their fair share to the overall transportation system by funding specific improvements near the project site. As part of the same process, Pasadena is updating the commercial development fee, which includes a transportation impact fee for non-residential development. However, the development market continues to thrive and new projects continue to gain approval prior to Pasadena Council consideration of

24-Hour Traffic Growth on Street Segment	Required Traffic Mitigation
0.0% to 2.4%	Staff review and conditions
2.5% to 4.9%	Soft mitigation required, including TDM, rideshare, etc.
5.0% to 7.4%	Soft and physical mitigation required and project alternatives considered
Over 7.4%	Soft and extensive physical mitigation required and project alternatives considered

Classification	Type of Project	
	Residential	Commercial
Exemption	4 units or less	Less than 70 daily trips and less than 10 trips in any peak hour
Category 1: Traffic Assessment	5 – 25 units	71 – 150 daily trips, or 11 – 20 trips in any peak hour
Category 2: Traffic and Parking Impact Analysis	26+ units	151+ daily trips, or 21+ trips in any peak hour

Conditions	Funding Secured
Neighborhood traffic management	\$49,000
CCTV installation	\$100,000
ITS improvements	\$57,200
Pedestrian indicators and safety enhancements	\$154,050
New/upgraded traffic signals	\$411,800

these transportation funding measures. The adequacy of each project’s environmental clearance has come under close scrutiny from various members of the community.

In the interim, Pasadena has been utilizing its stringent street segment thresholds in order to address the community’s concerns and the issue of fair share. One of the first projects to become subject to the conditions of approval for generating a less than 2.5 percent increase in daily traffic volume, consisted of 38 net new dwelling units. The project was located less than one block from a Gold Line Light Rail station in a designated Transit-Oriented District (TOD). In accordance with Pasadena’s General Plan, the community had indicated that growth should be focused near transit stations and on major transit corridors. The proposed housing project was consistent with all of Pasadena’s development guidelines, goals, and policies. A traffic study conducted for the project stated that the project would not result in a significant traffic impact. However, the surrounding neighborhood has been experiencing intensification of housing uses over the past few years with single-family and low-density multi-family projects frequently being replaced with larger multi-family projects. The cumulative growth of traffic was not being

### About the Author:

**Jolene Hayes** is a senior transportation planner for the City of Pasadena Department of Transportation. She received a bachelor’s degree in Political Science and a master’s degree in City and Regional Planning from the University of Texas at Arlington. Jolene is a Member of the Institute of Transportation Engineers.



addressed through traditional capital projects quickly enough to keep pace with the rate of new development. With the residential transportation impact fee still a year away from consideration, Pasadena began imposing transportation conditions of approval on all applicable projects, beginning with the 38-unit housing project. Pasadena conditioned the project to fund a closed-circuit television camera at the intersection adjacent to the project in the amount of \$25,000.

Building on this precedent, Pasadena began requiring a traffic study or assessment for all projects requiring any type of entitlement, including a conditional use permit, variance, design review, or subdivision map, in accordance with the thresholds shown in Table 2.

As shown in Table 2, Pasadena has two processes for reviewing a proposed project's traffic impacts, including a Traffic Assessment and a Traffic and Parking Impact Analysis (Traffic Impact Study). Generally speaking, projects that will generate between 11 and 20 p.m. peak-hour trips are required to conduct a Traffic Assessment, while larger projects are required to conduct a Traffic Impact Study. The primary difference between the two types of traffic review is the intersection analysis. Projects requiring a Traffic Assessment generate too few trips to warrant an intersection capacity analysis; however, the trips they generate contribute to the overall traffic growth. The street segment analysis captures the relative level of daily traffic growth and provides

Pasadena with a mechanism for addressing the incremental increases. In accordance with Pasadena's Street Segment Analysis (shown in Table 1), all projects that will result in an increase in Average Daily Traffic (ADT) between 0.0 and 2.4 percent are subject to staff review and conditions. Projects that are required to conduct a Traffic Assessment will be conditioned to contribute to the improvement and enhancement of the transportation system.

#### *Program Success*

The street segment thresholds have been used effectively in measuring traffic increases on streets near proposed project sites. More importantly, they provide Pasadena with a strategy for funding needed transportation system improvements. In the past year, Pasadena has reviewed and conditioned 35 proposed developments to contribute their fair share to the improvement and enhancement of the system.

Of the 35 projects reviewed between April 2004 and May 2005, 33 would result in less than a 10% increase in daily traffic and 14 of them would generate less than a 2.5 percent increase. These projects have been conditioned to contribute to installations that will achieve the following objectives:

- Reduce the overall impact of traffic growth in the community by providing new protected intersections for pedestrians to cross.
- Improve transit stops with bus benches, shelters, and trash

receptacles, including right-of-way dedication if necessary to provide for adequate pedestrian passage and placement of street furniture.

- Provide funding for the purchase of additional vehicles and/or service for the Pasadena Area Rapid Transit Service (ARTS) and/or Pasadena's Dial-a-Ride service.
- Monitor traffic growth through the installation of permanent traffic count stations.
- Manage congestion with CCTV and ITS to encourage traffic to remain on the main corridors rather than diverting onto local streets.
- Install user-friendly pedestrian push-buttons, LED and/or countdown indicators, raised medians, and decorative crosswalks.

Considering Pasadena's location and grid system of roadways, the City has limited control over traffic growth, but a considerable amount of control over the mobility choices that Pasadena can provide to ensure that residents, businesses, and visitors have feasible alternatives to sitting in gridlock. The traffic review presented herein is an effective tool for sharing the costs of needed improvements with projects that will add traffic to Pasadena's system, and whose users will benefit from them. Pasadena will continue to pursue opportunities that increase accessibility and mobility, improve safety, protect neighborhood streets, and enhance the quality of life.

## Editor's Corner

**This is it!** The next issue you'll see will be prepared by our new Managing Editor team, Doug and Michelle Smith.

This newsletter has been a big part of my life for the last three years, but it will be nice to have my weekends back. In addition to thanking the members, the district's Board, and the students again, I want to give a special thanks to Zaki Mustafa. Zaki was the first ITE member I ever met. Way back in 1991, I was an intern who somehow talked my employer into sending me to a symposium of traffic engineers in Oakland. Of course, I didn't know anyone there, but Zaki somehow noticed me on the shuttle bus from the airport to the hotel and made it a point to introduce himself. He then took me under his wing and introduced me to everyone he knew at the conference, which was a considerable number of people. Without Zaki, I never

would have enjoyed the symposium as much.

Thank you also to those of you who read this column over the years. When I first started as Managing Editor, I was single, renting, and living on my own. I chronicled some significant milestones here, including getting engaged and getting married; we also bought our first house earlier this year. So I, personally, have changed a lot over these years, and I was very pleased to have so many people congratulate me after reading about these life changes in *WesternITE*.

Thanks also to my Technical Editors, Peter Koonce and Nate Larson, who have done much to make this job easier; and to the local sections and chapters, through which most ITE members get to know how great an organization we are.

*John Kerenyi*



## Californians: Incandescent Traffic Signal Bulbs Are Now Black-Market Items

### California Converts to LED Traffic Signals

*State Funds Help Pay for Conversions Required by State Law*

*By Jackalyne Pfannenstiel, Vice Chair, California Energy Commission*

California law now requires traffic signals in the State to be energy efficient—so energy efficient that only light emitting diodes (LED) lamps meet the new standard.

In 2002, the California Energy Commission adopted standards for vehicular traffic signal lamps and modules, adding pedestrian signal lamps in 2004. As cities and counties convert to the more efficient lamps, 32 local agencies have received nearly \$9.4 million in loans from the Energy Commission to help them with

their improvements. LED technology has reduced California local agencies' utility bills by nearly \$2 million annually. The reasons behind the savings are simple—traditional incandescent lamps are a very inefficient light source. Since most of the energy goes to produce unneeded heat rather than actual light, incandescent traffic signals consume 80 percent to 90 percent more electricity than those using LED technology.

Michael Grimes, Facilities Manager of the City of Santa Barbara, reports 70 to 80 percent savings in electricity costs as a result of converting all their traffic signal lamps to LEDs. The Energy Commission staff estimates that the city's electricity costs for traffic signals dropped from \$155,000 a year with incandescents to about \$17,000 with the new LED lamps. Electricity use went from 1.4 million to 150,000 kilowatt hours (kWh) a year. He states that since the different color LED clusters wear out at different rates, the city

can also spread out replacement costs over several years.

#### *What California Standards Require*

Due to space constraints, the power consumption requirements were not published here. Currently, only LED traffic signal modules meet the requirements. A list of certified traffic signal modules can be downloaded from the Energy Commission's website at: [http://www.energy.ca.gov/appliances/appliance/excel\\_based\\_files/](http://www.energy.ca.gov/appliances/appliance/excel_based_files/)

#### *State Funding*

California has \$40 million to loan to local governments to help them with energy efficiency projects, including the retrofit of traffic signals. The interest rate is 4.5 percent (4.1 percent in some cases). An application can be downloaded from the Energy Commission's website at: [www.energy.ca.gov/efficiency/financing](http://www.energy.ca.gov/efficiency/financing).

## Legislative Update



*Walt Stringer,  
District 6 Legislative  
Committee Chair*

Fall represents a slow time of year for legislative activity, although those states with elections may see ballot initiatives for new transportation projects or policies. For instance, Colorado voters will have the opportunity to cast ballots on

Referendums C and D this year. The two measures, supported by Governor Owens, will lift state spending limits created by TABOR in 1992 (Taxpayer's Bill Of Rights) and thereby create more revenue to fund projects. Referendum C would allow the state to retain up to \$3.7B over 5 years (the funds otherwise being returned to taxpayers), while Referendum D would allow the state to sell up to \$2.1B in bonds for roads (estimated at up to \$1.2B for up to 55

highway projects) as well as schools and a few other purposes. If other District 6 states with elections this year have ballot measures which affect transportation, please let me know at [wstringer@nctd.org](mailto:wstringer@nctd.org) and we'll report it next issue.

A key current issue at the Federal government level is the obligation to fund hurricane relief, which can be described as an enormous sum of money (\$62B approved thus far) which was not in the current year's budget. Various proposals for funding are making the rounds and transportation interests are closely watching programs in case funding cuts, deferrals, or other strategies are placed on the table. Part of the bill includes freeway, street, and railway repairs, as well as transportation of evacuees to alternate cities (the population of Baton Rouge doubled, as an example, and transportation-specific funding is being made available there to meet increased local needs caused by congestion and



increased traffic). For those interested in New Orleans transit, the historic St. Charles streetcars survived well, but newer Canal streetcars and nearly 200 buses were water-damaged, and will need extensive repair or replacement. Senate bill 1714 (FHA Emergency Relief) would provide \$100M in each hurricane-impacted state per year for road repairs. Overall federal funding is covered under a Continuing Resolution (PL-109-77) which currently extends until November 18 at FY05 levels, and the Senate is expected to act in October on the Transportation Appropriations Bill (HR 3058), which will then be reconciled with the House in conference.

## Board Meeting Highlights

(Continued from page 1)

recognize contributions by the standing committees, councils, and other groups of volunteers. The slate of cities for the Spring Technical Conference was revised due to hotel issues and conflicting meetings, as follows: 2006, San Antonio; 2007, San Diego; 2008, Florida; 2009, Phoenix.

ITE would like to assemble a Section/Chapter Best Practices document that will summarize the best and most unique programs in each Chapter. Each Director agreed that they would contact their Sections and Chapters and help compile information on the best programs. Section and Chapter representatives are urged to contact the District 6 Directors with your ideas and suggestions.

The Board acknowledged that some Sections, Chapters, and Student Chapters have great difficulty submitting their Chapter Annual Reports in early spring due to the large amount of school activities that take place at this time of year. The Board voted to allow Sections and Chapters to submit their annual reports for any appropriate year. However, the deadlines for consideration of awards would not be changed, and only reports received for the year prior to the deadline would be considered for awards.

The Board carefully reviewed an issue relating to the proposed adoption of a uniform specification for LED traffic signal lamps. The Recommended Practice process that must be followed had resulted in some protests. The Board affirmed that the process was faithfully followed and that the technical objections had generally been

addressed, and approved the specification. ITE now has adopted specifications as Recommended Practices for all LED vehicle indications, including red, yellow, green, and arrows for each color. District 6 member Nathan Behura, Chair of the LED committee, should be complimented for his tireless work in getting these specifications completed and adopted.

The Board granted a transfer to Fellow for member Rod McPhail of the Toronto area. The level of Fellow sets minimum requirements that can be adjusted only by Board action. Mr. McPhail clearly met the spirit of the Fellow requirements for his position and contribution to the profession, so his application was approved. Other members who feel that they should be considered for the Fellow level but do not quite meet the qualifications may wish to discuss their situation with a Board member.

The Melbourne Annual Meeting that followed the Board Meeting was most enjoyable and informative. Over two-thirds of the registrants were from Australia, New Zealand, and Asia. The technical sessions had a unique and interesting international emphasis, including many presentations that contrasted North American and International Practices. The Melbourne area also offered opportunities to observe local traffic management practices, including many heavily-used roundabout intersections that are common throughout the State of Victoria, and the unique hook right turns that are made in downtown Melbourne to avoid blocking tram vehicles in the center of the street. (Imagine making a left turn in the U.S. by waiting near and parallel to the right side crosswalk, straddling the area in front of waiting cross traffic until the signal changes.) [See the

accompanying picture—Ed.]

There were plenty of opportunities to observe local customs and practices as well. The opening session included an Aboriginal musical presentation, and the 75th Anniversary Celebration featured an award-winning Australian musical comedy troupe. Quite a few persons were also able to attend an Aussie Rules Footy game, and International Director Peter Daly, a resident of Melbourne, showed us all how to play cricket.

Most of the ITE members in attendance from North America were also able to visit Sydney and various other destinations in Australia. None of us were disappointed. The International Board will continue to ponder the issue of whether to hold meetings outside of North America, now limited to once every 10 years. It is difficult and costly for our membership to attend meetings this far from home, but there is little doubt that the members who were able to attend the Australia meeting were enriched technically and culturally.



A driver waiting to execute Melbourne's unique "right turn from left," taken by Ken Ackeret

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# Positions Available

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Phone: 425-821-3665  
Fax: 425-825-8434  
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Certification or Traffic Engineering license is desirable.

All candidates must complete a City of Anaheim application. Applications will be accepted by the HR Dept on a continuous basis with a first review date of Wednesday, Oct. 12, 2005. Contact: COA, 200 S. Anaheim Blvd., #332 Anaheim, CA 92805. Call: (714) 765-5111. [www.anaheim.net](http://www.anaheim.net). EOE



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- Should be able to work both as a team member and independently

### Desired:

- Masters Degree specializing in transportation engineering
- P.E. in Civil and/or Traffic Engineering, P.T.O.E.

- Experience with ITS projects, simulation tools, EIR/EIS's, travel forecasting models, traffic calming, GIS, client meetings, public meetings, proposals and project management
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