

# Westernite

Official Publication of District 6 of the Institute of Transportation Engineers

November - December, 2008 Vol. 62, No. 6

## President's Message

New Mexico's Section was the first place I visited as President on the historic day of September 11, 2008. We took a moment of silence to honor the 9-11 victims and the new officers were sworn-in.



**Monica M. Suter**  
President

The Section and its leaders were all very hospitable and I was very pleased to be able to recognize Karen Aspelin with a Presidential Proclamation. Karen was the former Local Arrangements Committee (LAC) Chair for the District's New Mexico Annual Meeting, she's a Past Section President, and she currently continues her service as the District's Technical Chair.

New Mexico's out-going President Steve Eagan shared highlights from Anaheim's meeting and in-coming President Jim Barrera provided memorable photos of

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### Highlights

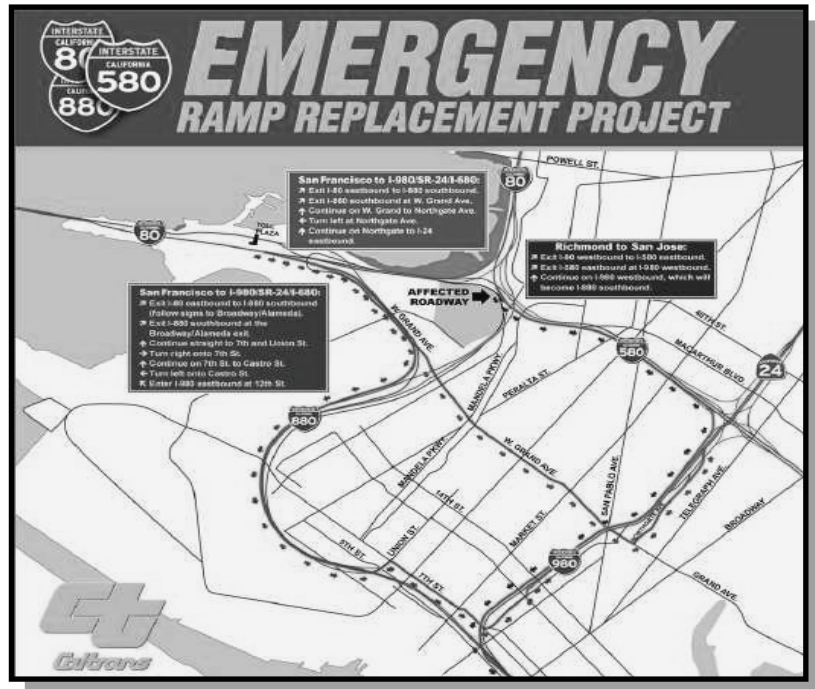
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## Caltrans' ITE Award Winning Project

The California Department of Transportation (CALTRANS) – District 4 received the Transportation Achievement Award for Operations at the Institute of Transportation Engineers (ITE) 2008 Annual International Meeting and Exhibit, held August 17–20, 2008 in Anaheim, CA, USA. The award recognized the integrated, emergency corridor management plan that enabled Caltrans and its partner to respond effectively during the “MacArthur Maze Meltdown.” (The “meltdown” occurred when a gasoline tanker truck overturned and burst into flames, causing the collapse and closure of ramps at the freeway distribution structure serving the San Francisco-Oakland Bay Bridge, on April 29, 2007. The affected ramps typically carried over 90,000 vehicles per day.)

Thanks to the efforts of Caltrans' Traffic Management Center and its partners, during the 26-day period of ramp closures, there were no significant changes in freeway operations. The integrated corridor management plan, featuring emergency construction, designated detours and augmented transit, rail, ferry and traveler information services, enabled Caltrans and its partners to respond with the utmost efficiency and concern for public safety and convenience. A great outpouring of goodwill toward Caltrans resulted from this project, as evidenced by the friendly waves and smiles from motorists passing by the construction site, numerous front-page newspaper articles, countless letters to the editor offering gratitude and thanks, and several feature documentaries produced for television.

*(Continued on page 7)*



# President's Message

(Continued from page 1)

Karen and I presented my newest presentation called "Engineering Recommendations: Getting to 'Yes' With the Public & Elected Officials." In addition to being a passion of mine, this topic relates to my vision and goal to improve our profession's communications abilities. With stronger skills in this area, our well-founded engineering recommendations are less likely to be overturned in the political arena.

There is much to achieve in my year as your President. In sync with my goal to enhance our profession's communication and my new presentation, I am also in contact with the International Traffic Engineering Council Chair, Beverly Kuhn. Additional outreach materials and brochures will offer helpful tools for transportation professionals to better explain controversial topics to the public. Our success in handling these challenges is significantly increased when we communicate *why* our recommendations *are actually in the interest of those we serve*. The ability to "sell" the benefits of our profession's practice is critical. However, we don't typically have training in this area.

In March 2007, I participated in ITE International's "Crisis Communications with the Media" training taught by Craig Oscarson in San Diego, California. In addition to the skills learned from various work and other experiences, this class was one of the most valuable training seminars I ever attended. Just four months later, I had the unexpected opportunity to apply this training in the face of more than 50 protestors and an NBC on-camera news reporter. This occurred in the City of Santa Ana and we later brought a similar version of this class to the City.

I highly recommend this type of training, especially for those who might generally avoid "softer-skill" classes so that we can *all* become as effective as possible in our engineering mission to safely serve the public. With proper skills, our recommendations will be more readily and even happily accepted by citizens who previously had misperceptions of the true engineering facts. When stakeholders better understand how the proper application of our engineering principles actually *serves* their safety interest, we can obtain their "buy-in."

In addition to our on-going student endowment fund-raising, I have the goal to enhance our outreach to students. Accordingly, Larry Wymer was recently appointed Student Initiatives Vice Chair to further enhance the Student and Faculty Initiatives

efforts led by dedicated Chair Alyssa Reynolds. Also, to be sure we are up-to-date in all states within our large Western District, this fall I appointed Steve Eagan as our new Legislative Chair along with Roberta McLaughlin as the new Legislative Vice Chair. This also "merges" into my long-time vision to increase state Department of Transportation (DOT) and public agency involvement within ITE. Both of these appointments help us to achieve this, since both Steve and Roberta each work for their respective New Mexico and California DOTs.

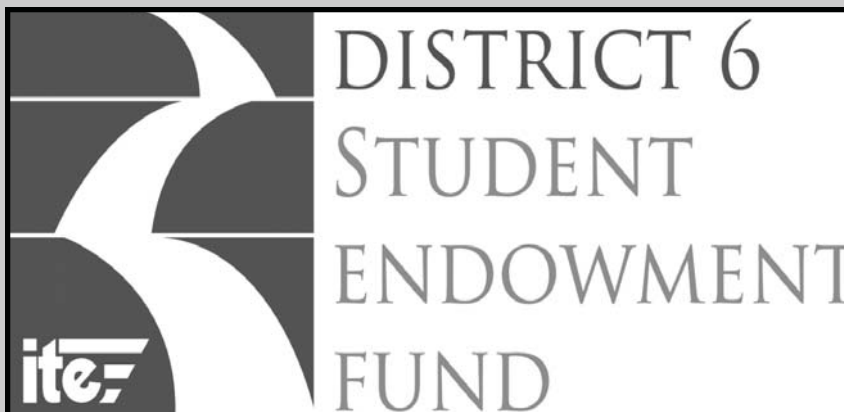
This fall we had our exchange of records officers meeting in Billings, Montana in early October. Also, I've continued to attend my home ITE Section's local meetings, and several of my sister sections' meetings. These included the Central Coast Section's October meeting, the joint Southern California/Riverside-San Bernardino's (RSBITE) November meeting, and the newly named San Diego Section's November Holiday party and December officer transition meetings. I also had the opportunity to visit and present my new presentation to the Northern California Section this fall. In October, I was invited to share my "Careers in Transportation & Engineering" presentation with Cal Poly Pomona's Student Chapter which I had previously given to Cal State University Long Beach one year ago.) In the same month, at the Central Coast Section's request, I presented my "MUTCD Notice of Proposed Amendment Highlights" topic, which I provided to other nearby Sections last year in advance of last July's comments deadline.

This newsletter showcases Anaheim's International Annual Meeting award winners from our region and we congratulate all of you! You make our District proud!

I appreciate Doug Smith and Michelle Bitner Smith's service as our WesternITE Managing Editor as their three-year term comes to a close. Much effort is involved in pulling together all the information required from a number of people for each edition. On behalf of the District, we thank them for their work and for winning past newsletter award(s).

As winter and the holidays shed their cooler air upon us, please be festive and safe with your friends, family, and loved ones!

**Season's greetings to all!**



Visit the new District 6 Student Endowment Fund website at [www.westernite.org/endowment](http://www.westernite.org/endowment).

Learn more about the Endowment Fund and support the District's Student Initiatives Program by making a contribution online!

# Maricopa County Enhanced Parkway Alternatives Study

The Maricopa County Enhanced Parkway Alternatives Study evaluated the traffic operations performance of unconventional alternative intersection designs for the new "Arizona Desert Parkway" concept developed by the Maricopa Association of Governments and the Maricopa County Department of Transportation as part of the *I-10 Hassayampa Valley Roadway Framework Study* (2007). Phase 1 of the project evaluated and compared the traffic operations performance of conventional at-grade intersections along a hypothetical 12-mile corridor to that of

the corridor with the alternative intersection designs. Performance measures consisting of total delay, delay per vehicle, vehicle travel time, total stops, and stops per vehicle were used to evaluate and compare alternatives at the corridor and individual intersection levels of analysis. Traffic volumes were established to test the alternatives against varying levels of congestion and to estimate the daily and hourly capacity of the corridor for each alternative design.

Various unconventional design and access refinement alternatives have been proposed to provide additional travel capacity without employing full grade-separations at intersections with arterial cross-streets. These design alternatives can provide the benefit of increases in intersection capacity while maintaining the potential for direct driveway access to each quadrant of the intersection. These design alternatives have also demonstrated significant safety benefits over conventional intersection designs.

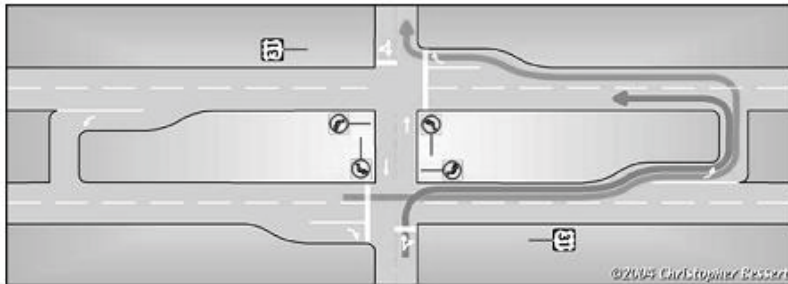
These unconventional design alternatives generally focus on the provision of simple two-phase traffic signal operations at intersections by eliminating the left-turn movement at the main intersection and accommodating it elsewhere. The Maricopa County Department of Transportation commissioned a study to assess the traffic operations and capacity characteristics of various intersection design alternatives that could be applied to the new "Arizona Desert Parkway" concept. The initial phase of the study evaluated and compared the traffic operations benefits of employing indirect or Michigan left-turn (MLT) intersections to conventional intersection design along a hypothetical eight-lane parkway corridor. In Phase 2, the study included a comparison of continuous flow intersections (CFIs) to both the conventional intersection design and the MLT intersection, and in Phase 3 the study added the use of continuous flow right-turn (CFRT) lanes to MLT intersections.

Traffic operations, traffic delay, and general roadway capacity measures were used to assess the differences between conventional intersections, MLT intersections, and CFIs. This study also analyzed the performance of a grade-separated single point urban interchange (SPUI) versus the other intersection design types at the intersection of two major eight-lane parkways. Exhibits 1 and 2 illustrate the design of the MLT intersection and the CFI intersection, respectively.

(Continued on page 4)

## Exhibit 1

### EXAMPLE OF A TYPICAL MLT INTERSECTION



Source: [www.MichiganHighways.org](http://www.MichiganHighways.org)



Source: [www.Wikipedia.com](http://www.Wikipedia.com)

a corridor consisting of indirect left-turn intersections (Michigan left-turns). Phase 2 added the evaluation and comparison of "Continuous Flow Intersections" to the assessment, and Phase 3 added continuous flow right-turn lanes to the indirect left-turn intersections.

Synchro/SimTraffic software was used to create a microscopic traffic simulation of

### STUDY OVERVIEW

Long-range transportation studies in the Phoenix metropolitan area have identified the need for non-freeway facilities capable of providing significantly greater travel capacity than that provided by conventional major urban arterials while providing flexible roadside access.



# Maricopa County Enhanced Parkway Alternatives Study

## STUDY APPROACH

The approach for this study was to simulate the traffic operations for a hypothetical 12-mile long parkway corridor consisting of a six-mile high intensity development urban section, and a six-mile lower intensity suburban area. The traffic simulation was conducted using Synchro/SimTraffic, a traffic operations analysis software package developed by TrafficWare. Exhibit 3

The intersections provided exclusive left-turn and right-turn lanes consistent with the traffic demand, and protected left turn movement signal timing.

- MLT Network – All of the intersections along the main parkway were converted to MLT intersections. U-turn opportunities were provided on the far side of the parkway intersection to accommodate the left-turn

- MLT Network with three intersections converted to CFIs (Mile 6, Mile 7, and Mile 10 intersections), while all other intersections remained as MLT intersections.

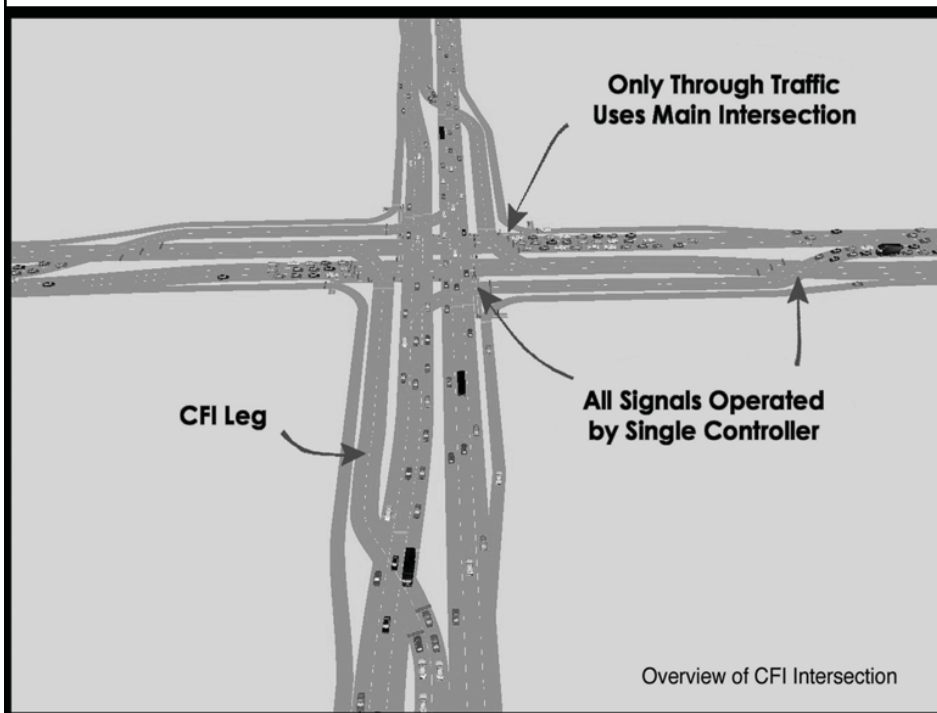
- MLT Network with three intersections modified to provide continuous flow right-turn (CFRT) lanes. The MLT/CFRT intersections were simulated at the same locations along the corridor as the three CFIs.

- MLT Network with a Single Point Urban Interchange (SPUI) at the parkway-parkway intersection – The parkway-parkway intersection was simulated with a grade separated SPUI, while the remainder of the intersections were MLT designs. The traffic flow simulation study enabled the evaluation of traffic operations, including delay, travel time, and number of stops on the network alternatives. In addition, tests were constructed to estimate the capacity of the Base and MLT Networks.

The traffic flow simulation study enabled the evaluation of traffic operations, including delay, travel time, and number of stops on the network alternatives. In addition, tests were constructed to estimate the capacity of the Base and MLT Networks.

## Exhibit 2

### EXAMPLE OF A CONTINUOUS FLOW INTERSECTION



provides a schematic of the general corridor configuration. The following general network scenarios represented the roadway configurations used to make the comparisons:

- Base Network – A network consisting of typical at-grade signalized and stop-controlled intersections consistent with the Maricopa County intersection design standards for each intersection type.

movements. At the Mile 6 parkway-parkway intersection, U turn opportunities were provided on all four legs of the intersection. A median of a minimum 60 feet in width was assumed as part of the main parkway. Such a median is typical for the provision of U-turn opportunities, and is required to provide adequate traffic operations for the U-turn movement.

## TRAFFIC ANALYSIS AND SIGNAL TIMING

The analysis of traffic operations was conducted using the Synchro/SimTraffic software package developed by TrafficWare, Corporation. Synchro is a deterministic traffic operations, and traffic signal timing optimization software package. Synchro implements the methods of the 2000 *Highway Capacity Manual* for urban streets, signalized intersections, and unsignalized intersections. In addition to calculating capacity and level of service, Synchro can also optimize traffic signal cycle lengths, splits, and offsets for intersections along a corridor.

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# Maricopa County Enhanced Parkway Alternatives Study

## Exhibit 3

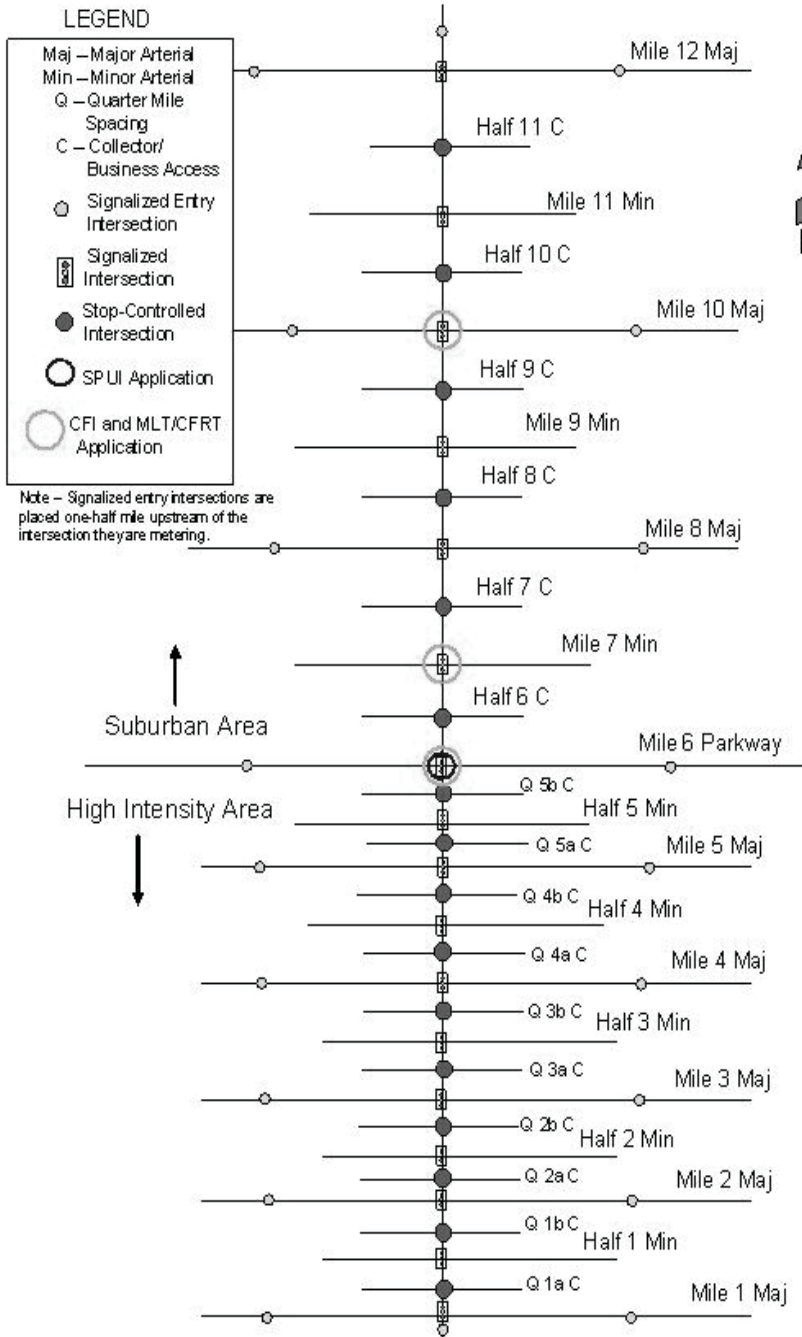
### GENERAL ROADWAY SCHEME FOR THE ANALYSIS

#### SUMMARY OF RESULTS AND CONCLUSIONS

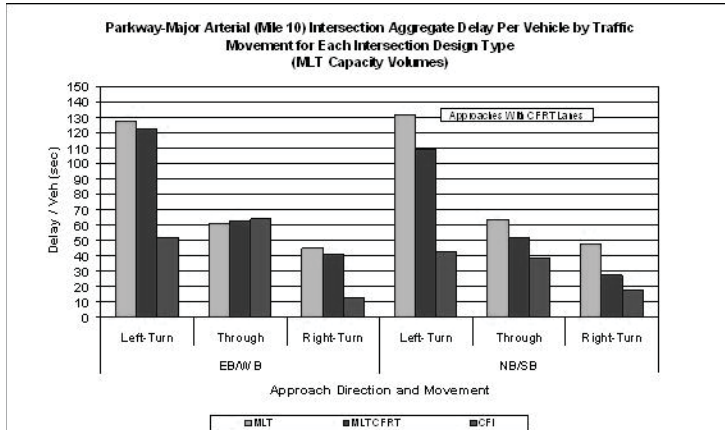
Results of the study included the following:

- The Michigan Left Turn (MLT) concept increased the capacity of the corridor by 45 to 50 percent over the use of conventional intersection design.
- The hourly through lane capacity of an MLT intersection is on the order of 975 to over 1,025 vehicles per hour per lane in comparison to the typical 600 to 675 vehicles per hour per through lane for a conventional arterial intersection.
- The daily capacity of an 8-lane MLT parkway is on the order of 90,000 to 106,000 vehicles per day in comparison to the 62,000 to 73,000 vehicles per day for a roadway consisting of conventional signalized intersections.
- The MLT parkway design is capable of providing both a high level of capacity, a high level of roadside access, and a much safer travel environment.
- The capacity of a 6-lane MLT roadway exceeds that of an 8-lane conventional roadway, and a 4-lane MLT roadway is the equivalent of a 6-lane conventional roadway.
- The through lane capacity of a Continuous Flow Intersection (CFI) is only slightly higher than an MLT intersection.
- The strength of the CFI in comparison to the MLT design is in the ability of the CFI to accommodate high volumes of left and right-turns at lower levels of delay.

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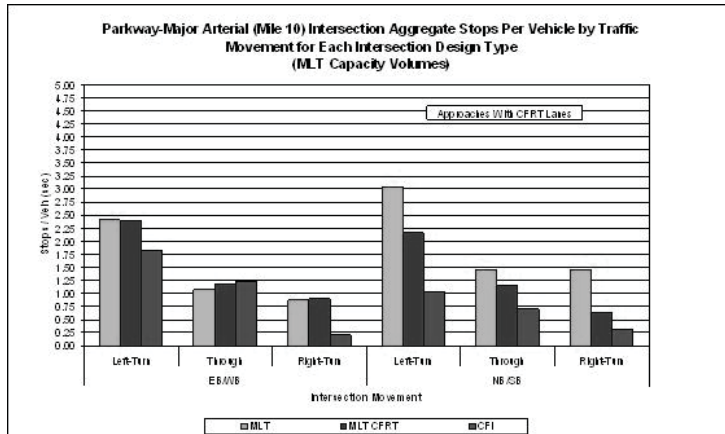


# Maricopa County Enhanced Parkway Alternatives Study



## CONCLUSION

The addition of the continuous flow right-turn lanes to the MLT intersections significantly reduced delay and improved traffic operations for both right and left-turns.



## Authors:

**James M. Witkowski, PhD**

&

**James Beier, EIT**

James Witkowski is a Senior Transportation Manager for Morrison-Maierle, Inc. James Beier is a Project Engineer for Morrison-Maierle, Inc. in Tucson, Arizona. This article is an excerpt from the paper presented at the Annual ITE Meeting in Anaheim, California. It was recognized as the "Best Annual Meeting Paper" in 2008.



## Recent Passing

We recently lost District 6's distinguished member:

**William (Bill) Marconi**  
(San Francisco Bay Area)  
1926-2008

Born in Mt. Vernon, New York



He was ITE's International President in 1978, was Chairman of the Western Section and retired from the City and County of San Francisco as Bureau of Engineering

Chief in 1984. He was instrumental in changing ITE to its current name in effort to broaden the institute in the mid-70's. When he ran for Director of District 6, he said:

*I believe that we can only remain an important influence in helping to shape urban America by broadening the Institute to include all forms of transportation. This can only be done by inviting into membership in the organization Professionals from other disciplines which are engaged in transportation.*

Bill is survived by his wife of 51 years, Catherine, and his daughter Alanna. After graduating with a B.C.E. from the University of Santa Clara in 1948, Bill attended the Bureau of Highway Traffic at Yale University in 1951. He also served as director of Traffic Engineering for San Francisco. After his retirement from the City of San Francisco, he was a traffic consultant for U.C. Berkeley. Bill will be greatly missed and his contributions continue on!

Also See: <http://sfbayite.org>

# Caltrans' District 4 ITE Award Winning Project

(Continued from page 1)

Many team players worked together to turn what seemed to be a major disaster into a triumph of engineering, partnership, and regional collaboration, with valuable lessons learned for the project participants and great benefits for the public.



The ITE Transportation Achievement Award for Operations recognizes significant and outstanding transportation achievements by other entities concerned with transportation, such as government agencies, legislative bodies, consulting firms, industry and other private-sector organizations. Pictured (from left) are Rachel Donovan, Sean Nozzari, Deputy District 4 Director—Traffic Operations, and ITE International President, Alfred A. Guebert.

Congratulations to Caltrans for winning this distinctive and highly competitive award from ITE International. The Macarthur Maze corridor management plan previously gained local recognition from ITE, being awarded the title "2007 Transportation Project of the Year," by the San Francisco Bay Area Section ([www.sfbayite.org](http://www.sfbayite.org)). For a complete listing of all of ITE International's 2008 award winners, visit the ITE Web site at [www.ite.org](http://www.ite.org).

## About the Author:

### Rachel A. Donovan

is a Past President and Web Administrator of the San Francisco Bay Area Section. She was recently appointed to serve As WesternITE's next Managing Editor effective for her first January—February 2009 Edition.

She works for Caltrans District 4.



## Denver's Annual Meeting July 12-15, 2009

The ITE Colorado/Wyoming Section is proud to invite all ITE members and their families to Denver, Colorado, for the 2009 ITE Western District Annual Meeting, July 12-15, 2009. The Sheraton Denver Hotel will host a robust and timely technical program and vendor exhibition, the James H. Kell Student Competition, and an Annual Awards Banquet to remember.

Downtown Denver is home to parks, plazas, restaurants, nightclubs, microbreweries, sports venues, tourist attractions, an enormous range of shopping opportunities, and the 2<sup>nd</sup> largest performing arts complex in the United States. From there, you can explore and enjoy the world-famous natural beauty of Pikes Peak (and Colorado's other 50+ peaks over 14,000 feet) and Rocky Mountain National Park, as well as the historic charm of dozens of small mountain towns and other great places to visit.

Whether this will be your first ITE Western District annual meeting or you're a frequent attendee, we're confident that the City of Denver, the Rocky Mountains, and all of the surrounding beauty, attractions, and activities will encourage you to arrive early and stay late to enjoy Colorado to make this event a part of your family's summer vacation. We invite you to Take the High Road and join us in 2009!

## Abstracts Due!

January 15, 2009

See:

<http://www.westernite.org/annualmeetings/denver09/denver2009CallforAbstracts.pdf>

For Additional Details



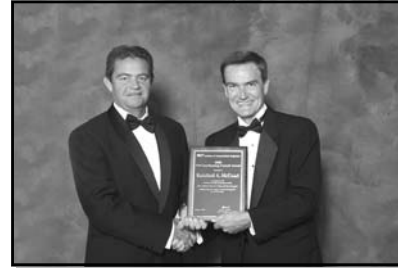
# ITE International District 6 Award Winners

The following people and agencies won awards from our Western District at Anaheim's Joint International and District 6 Meeting on August 20, 2008. The prior issue showed those folks who won District Level awards. This issue highlights those winners who won international awards. (Photos provided courtesy of ITE International. See [www.ite.org/meetcon/2008AMphotos.asp](http://www.ite.org/meetcon/2008AMphotos.asp) for all photos.)



**Transportation Achievement Award for Facilities**

Presented to the City of Los Angeles Department of Transportation in recognition of the Santa Monica Boulevard Transit Parkway. Rita L. Robinson, General Manager, City of Los Angeles Department of Transportation and John E. Fisher, P.E., PTOE, Assistant General Manager, City of Los Angeles Department of Transportation, accepted the award.



**Coordinating Council Award**

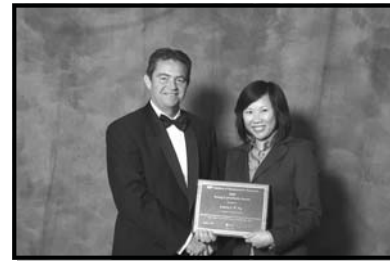
Presented to Ransford S. McCourt, Principal, DKS Associates, Portland, OR, USA, in recognition of the outstanding Parking Council project entitled "Data Collection Project for Parking and Trip Generation."

**Congratulations to Xuan Wang for Winning Both the International & District Level Awards!!**



**Daniel B. Fambro Student Paper Award**

Presented to Xuan Wang, University of Nevada –Reno, in recognition of her paper entitled "Evaluation of Lane-by-Lane Detection at Signalized Intersections Using Simulation."



**Young Consultants Award**

Presented to Joanne C.W. Ng, Transportation Design Engineer, PB, San Francisco, CA, USA, in recognition of her paper entitled "Successful Transportation Management Planning for the Unprecedented Full Closure of the San Francisco-Oakland Bay Bridge."



**Public Agency Council Award**

Awarded to the City of Palm Desert, CA, USA, Public Works Department in recognition of its transportation program. Richard S. Kelly, City Councilman, City of Palm Desert and Mark D. Greenwood, P.E., PTOE, Director of Public Works, City of Palm Desert, accepted the award.



**Transportation Achievement Award for Operations**

Presented to Sean Nozzari of The California Department of Transportation (CALTRANS) – District 4 in recognition of the Interstate 80/580/880 emergency ramp replacement (or MacArthur Maze Rebuild) Project. See article highlighting project elsewhere in this newsletter edition.



# The Interstate System's Initial Challenges

When President Eisenhower signed the Federal-Aid Highway Act of 1956, creating the Interstate System, he wasn't the only one who celebrated. The program enjoyed widespread popular support. But once construction began, consequences evolved and reality set in. The first decade of Interstate construction produced a chain of challenges.

Financial problems surfaced first. The initial authorization of \$27.5 billion quickly proved unrealistic. In 1958, the first of a series of Interstate Cost Estimates required by the 1956 Act raised the projected cost to \$39.9 billion—an astounding 45 percent increase in only two years. To meet this challenge, Congress tapped the existing federal excise tax on automobiles, diverting half of it from the general treasury to the Highway Trust Fund. It also raised the federal gasoline tax by a penny, to four cents a gallon.

The initial timetable for the System's construction proved unrealistic just as quickly. But it wasn't for lack of trying. By the end of 1966, the 23,476 miles that were open to traffic represented more than half of today's Interstate System. During the first decade, construction proceeded at an average rate of 2,130 miles per year. In the following decade, the average rate dropped to 1,470 miles per year. During the third decade, construction dwindled to 350 miles per year.

The first decade's breakneck speed of construction created new challenges. Basic materials such as cement, sand, and steel fell into short supply. State highway departments could not find enough engineers to hire—a problem that opened employment opportunities for women engineers. Testing of structural designs and pavement durability led to rapid developments that engineers had to keep up with. Traditional construction practices could not meet the speed and volume requirements for road building—a problem that led to the invention of new generations of equipment such as excavators and pavers.

As if the financial and technical challenges were not enough, public sentiment shifted as land acquisition, freeway design, and route selection began to hit home. Eisenhower preferred a system that bypassed cities, but a large portion of the general public wanted local access. "Number one [issue] is probably the bypassing problem. Try as we might, we have not been able to halt the loud outcry of the motel, restaurant, and service station people," said William Willy, president of the Western Association of State Highway Officials (WASHO), in 1958. Willy cited

access control as another significant problem, saying, "Here in the West this concept is proving highly unpalatable to our ranchers and farmers, who have long been accustomed to almost totally unrestricted freedom of movement." He also mentioned instances where the Interstate System was routed through ranches in an alignment that "left the water hole on one side and the grazing land on the other."

City folks were no easier to please. Routing urban sections created one of the most significant social challenges of the construction phase. The low property value of blighted neighborhoods made them an economical choice for right-of-way acquisition, but social engineering was also a deliberate motive. Lowell Bridwell wrote in *The Freeway in the City*, published by FHWA in 1968: "Some internal freeways have been deliberately located through the worst slums to help the city in its program of slum clearance and urban renewal. The federal government has greeted the concept with enthusiasm." The residents of those neighborhoods were not so enthusiastic. Civil protests and lawsuits stopped construction of planned Interstate routes in several cities, including San Francisco, Boston, and Memphis. Freeway construction through low-income Black neighborhoods contributed to racial unrest that erupted in the 1965 Watts riot in Los Angeles and the 1967 Detroit riot, which lasted five days and left 43 people dead and 1189 injured.

Suspicious of corruption further damaged the public perception of Interstate construction. The Special Subcommittee on the Federal-Aid Highway Program, headed by Minnesota Representative John Blatnik, investigated allegations including fraud and land speculation. The committee verified some offenses, but in 1962 Blatnik told WASHO, "The areas in which we have found . . . faults are only a small fraction of the total of this great program." Still, to ensure the integrity of the program and bolster public confidence, the Bureau of Public Roads (BPR) created an Office of Right-of-Way and Location and an Office of Audit and Investigations to monitor future activities.

In 1962, the year the Blatnik Committee concluded its work, a new challenge sprang forth with the publication of Rachel Carson's *Silent Spring*. The book, which dealt with the consequences of pesticide pollution, aroused public concern about all aspects of environmental protection. The federal response in terms of highway construction began with administrative directives within the BPR and continued with legislation, including the Federal-Aid Highway Acts of

1966 and 1968. Strategies included protecting fish and wildlife, preserving historic structures, and avoiding or minimizing harm to parks and recreational areas.

In late 1966, retiring FHWA Administrator Rex Whitton addressed the annual meeting of the American Association of State Highway Officials (AASHO, now AASHTO). Looking back on the challenges the program's first decade, he said, "I have been around long enough . . . to have confidence that our highway program is not frozen by tradition, that it has not only resiliency but also the flexibility needed to respond to any new challenge. And I have confidence that its response, that your response, that the response of the highway engineer, will be more than adequate to what our nation expects and deserves and that . . . is a lot."

## 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](mailto:jerome@unm.edu) &  
[lorettahall@constructionwriters.org](mailto:lorettahall@constructionwriters.org),  
 respectively.

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

# Section and Chapter Activities



## Colorado/Wyoming Section

**September 2008**

A Colorado/Wyoming Section ITE luncheon was held on Friday, September 19, 2008 at the Marriott Denver Tech Center. Section President, Craig Faessler, presided over the meeting that was attended by 65 members and guests. This was the Section's annual business meeting luncheon.

The meeting began with Julie Townsend, District 6 International Director, swearing in this year's officers. Craig Faessler was sworn in as the Section President; Ben Waldman as Vice President; and Greg MacKinnon as Secretary/Treasurer.

Craig Faessler presented Joe Henderson with a plaque to recognize his contributions as last year's Section president.

Joe Henderson, Bob Kochevar, Bill Cowern, and Joe Paulson presented Ron Hensen, SEH, with a plaque recognizing his contribution as author of Kurmudgeon's Korner. Ron has contributed 42 articles to the Section Newsletter over the years. Kurmudgeon's Korner will now be looking for guest submissions.

Julie Townsend gave an update on ITE's work at the International level. Julie also mentioned the District 6 Meeting that will be held in Denver next July. Julie then presented three awards from this year's District 6 Meeting. Our Section has received the Section Activities Award for the second year in a row. Gene Wilson received the District's Lifetime Achievement Award. Julia Townsend and Joe Henderson recognized this year's Traffic Bowl Championship team, which included Alex Ariniello, Joe

Henderson, Scott Koch, Kari McDowell, Edward Stafford, and William Winkler.

Zeke Zebauers, Director of Jefferson County's Highways and Transportation Division, was recognized by Craig Faessler as a Lifetime Member of the Section.

A call for nominations for our Sections' Lifetime Achievement Award was put out by Bob Kochevar. The recipient will be announced in December.

Greg MacKinnon reviewed this year's budget and it was approved by the Section.

Section Newsletter Co-Editor, Bart Przybyl, introduced Dave Millar as being the September quiz winner. Dave was presented with a \$50 gift card to Sports Authority.

Vice President, Ben Waldman, introduced the program speaker, Mr. Jerry Jaramillo of JA Group. Mr. Jaramillo presented on Transit Oriented Development. TOD's are pedestrian-friendly, livable communities centered around transportation hubs, where residents can live, work, and play. Mr. Jaramillo stressed that TOD's need to be part of a community's vision, as they take years to develop.

The Colorado/Wyoming Section contact is Craig Faessler of DMJM Harris, 303-325-8035; [cfaessler@centennialcolorado.com](mailto:cfaessler@centennialcolorado.com). Also, please visit our Section's website at [www.cowyite.org](http://www.cowyite.org).



**Kari McDowell**  
Scribe



## San Diego Section

**January 2008**

Our January meeting was held at the Hilton Garden Inn in Carlsbad, CA. The topic for the meeting was the overview of the new SPRINTER alignment in the County of San Diego. The presenter for this luncheon was Susan Benson of the North County Transit District. The discussion was focused on the new alignment of the SPRINTER line and its effect on the community.

**February 2008**

Our February meeting was held at the Handlery Hotel in San Diego, CA. The topic for the meeting was the overview of the new 511 system. The presenter for this topic was Thomas Brucoleri. The discussion centered on how the 511 system assisted during the recent wildfires and what is in the near future for expanding the capabilities of the system.

**March 2008**

Our March meeting was a joint meeting with the Southern California Section and was held at the Doubletree Guest Suites in Dana Point, CA. This meeting consisted of a workshop before the luncheon that included topics on setting speed limits, transportation challenges of the 21<sup>st</sup> century, and MUTCD revisions for the new edition. The luncheon topic was transportation safety and was presented by Alf Guebert of TSH Associates.

**April 2008**

Our April meeting was held at the Handlery Hotel in San Diego, CA. The topic for the meeting was the Genessee Avenue Widening Project. The presenter for this topic was Mike Ross of Kimley Horn and Associates. The discussion

*(Continued on page 11)*

*(Continued from page 10)*

focused on the challenges of the project and the current status of construction.

**May 2008**

Our annual golf tournament was held this month instead of a regular meeting and luncheon. The tournament was held at The Vineyard golf course in Escondido, CA and was attended by over 50 golfers.

**June 2008**

Our June meeting was held at the newly constructed SPRINTER line in Oceanside, CA. The group met at the Oceanside Transit station and toured the SPRINTER line by riding to each of the new stations. The group ended the tour by having lunch at the Old Spaghetti Factory in San Marcos, CA. Lance Schulte and Don Bullock of the North County Transit District gave the tour and presentation on the engineering issues of the project.



**Saul Kane**  
*Secretary*

conducted a brief presentation outlining the supplier's product line and showcased the "Sensys Wireless Video Detection System" applications and benefits.



Mark Esposito provided a presentation regarding the "Oso Parkway/Pacific Park Drive, Demonstration Project Inter-Agency Signal Synchronization Perspective".

**Project Background:** The Oso Parkway/Pacific Park Drive is one of two OCTA's signal synchronization demonstration projects which will be used to refine future projects and develop the regional traffic signal synchronization program.

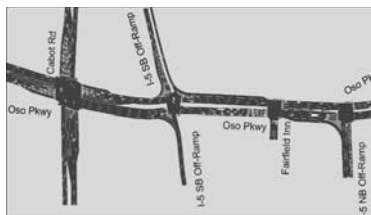
The Oso Parkway/Pacific Park Drive Signal Synchronization Demonstration Project consists of traversing through six agencies, 34 signalized intersections including two freeway interchanges (I-5 and SR-241) approximately 8 1/2 miles.

The intent of this presentation was to highlight project accomplishments and to provide a technical discussion on key signal synchronization issues focusing on the following:

- Synchronized cross-arterials
- Travel time data

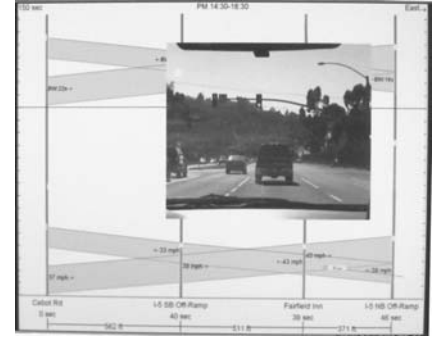
One of the tools that was used to develop the timing plans was a traffic simulation. It provided feedback from the design and potential problem areas could be identified. The simulation was presented to the agencies for review and discussion prior to implementation.

After the review, all design issues were resolved, timing plans were revised



reflecting those changes, implemented, and fine tuned.

In order to inform and educate board members and policy makers, RBF Consulting merged a dynamic time-space diagram with a real-time video recorded/collected at the same time. This shows that vehicles progress through the corridor consistent with the timing plan design, as shown below.



*The yellow box within the green band above represents the location of the vehicle approaching the signal, which is also green.*

The Oso Parkway/Pacific Park Drive Signal Synchronization Demonstration Project showed very good improvements along the corridor and is summarized by the following before/after improvements:

Time Period	MCE		
	Travel Times (Reduction)	Stops (Reduction)	Average Speed (Improvement)
Morning (7 AM - 9 AM)	27%	53%	38%
Midday (11 AM - 1 PM)	13%	46%	16%
Evening (4 PM - 6 PM)	25%	50%	34%

Overall the Oso Parkway/Pacific Park Drive Signal Synchronization Demonstration Project is summarized by the following:

- Traffic flow: 22% improvement in travel time;
- Traffic flow: 29% increase in speed;
- Good cooperation between participating agencies key to success;
- Common time reference bridged gap between different equipment and technology;
- 82% of project intersections operate at acceptable LOS;

*(Continued on page 12)*



# Southern California Section

**September 2008**

The ITE Southern California Section monthly meeting was held on Wednesday, September 17, 2008 at the Sheraton Hotel in the City of Anaheim. This was our first official luncheon meeting, which was kicked-off by our Southern California Section President, Carlos Ortiz (RBF Consulting), thanking everyone for their attendance and announced our new Southern California Section Officers and Chairs. Following the announcements Carlos introduced our vendor sponsor Phoenix Highway Products, Incorporated, and guest speaker Mark Esposito with RBF Consulting.

Mary Griffin represented Phoenix Highway Products, Incorporated and



(Continued from page 11)

- Remainder require physical improvements;
- Improvements already programmed;
- Each agency doing a good job managing traffic;
- Utilization of traffic management systems; and
- Replacing out-dated equipment.

Other announcements included:

- Ron Keith (OCTA) provided an overview of the upcoming signal synchronization projects which included programmed funding of approximately 8 million dollars for 10 corridors over the next 3 years. He also identified that currently the KOA Corporation is conducting a Countywide Signal Synchronization Master Plan and stressed the importance of coordination and participation between all agencies (Cities, Caltrans & County) and representative consultant firms.
- Monica Suter (City of Santa Ana) our District 6 President, thanked everyone for their attendance and noted the success of the 2008 ITE Joint Annual Meeting and Exhibit with the Western District section.
- Loren Bloomberg (CH2M HILL) indicated that powerpoint presentations from the July TRB/ITE joint meeting will be posted on our section website regarding new materials from the Highway Capacity Manual (2010). Also, he indicated to contact him to review any of the new material.



**John Dorado**  
**Scribe**



## Washington Section

**October 2008**

As I pulled into the parking lot for this month's joint ITE/WTS luncheon meeting, I almost felt like parking way back to avoid detection driving single occupant. I comforted myself that it was during off peak times, so that made it ok. Maybe I should have driven the hybrid car. Oh well, what's done is done. Getting acquainted with many unfamiliar faces helped to lessen the guilty feeling and redirect my focus on the topic at hand. Yes, this was the joint meeting with Women's Transportation Seminar (WTS) held this year at Salty's on Alki.

Nick Ching, ITE Washington Section president started the meeting at 12:30 in front of 88 registered members for the luncheon. Mr. Ching announced for the upcoming election, ITE will not endorse nor oppose I-985, but rather provide information literature for the attendants. He also introduced Puget Sound WTS chapter president, Brenda Nnambi. Ms. Nnambi, a 26 year member of an international organization dedicated to the advancement of women in transportation, called for abstracts as preparation to host the 2009 WTS annual conference in the Puget Sound area are under way.

It was about one year ago that voters were faced with a tough decision to approve a Roads and Transit package with a 20 year implementation plan. The voters decided against the package. This year, Sound Transit moves forward with an ST2 package.

Streamlined to encompass transit improvements, David Beal, Program manager for ST began with an overview of the program. With its birth in 1996, a board of 18 members led Sound Transit to collect taxes across county boundaries and has grown to serve 13.7 million riders, averaging 56,000 rides per day with a combination of express buses, heavy rail, and light rail.

The new plan would open a link light rail from Downtown Seattle to the University of Washington in 2016. In the same year, the First Hill street car connector to light rail is scheduled to open. Extensions to Northgate, Bellevue and the vicinity of Highline Community College will follow with scheduled completions in 2020. By 2021, service to the Redmond Overlake Transit Center is expected as well as service to Lynnwood and Redondo/Star Lake schedule two years following. The south areas will see improvements for stations in Tukwila, Auburn, Sumner and Puyallup by 2015. In addition, access improvements for Mukilteo, Edmonds, Kent, Tacoma, and Lakewood are scheduled for completion by 2023.

To pay for the improvements, ST proposes a 5/10 of 1% sales tax. This works out to about five cents per \$10 retail purchase, or about \$69 annually per adult. This tax would be in addition to the existing Sound Move taxes. The total would amount to approximately \$17.8B between 2009 and 2023.

As a region that relies heavily on single occupant vehicle transportation, this project marks another step towards a sustainable way of building our community. With less reliance on cars, developments can increase density where transit service is readily available. More focus can be diverted to cost efficient ways of producing and purchasing power. Buffered somewhat from the swings of oil prices, a true option that is reliable and is separated from a rubber tired mode of transportation would be available. In the meantime, I reached into my pocket to grab the keys to my vehicle. However, this time I was able to provide a ride for a colleague to a Park and Ride on my way back to the office. Until there's rail to Alki, I'll do my small little part.

**Paul Cho**  
**Scribe**



(Continued on page 15)



# Legislative News



**Steve L. Eagan**  
Legislative Chair

*(Note: Part of the text for this column was contributed by Walt Stringer, the past Legislative Chair. I had the pleasure to work with Walt in the past as a previous Legislative Chair for the New Mexico Section, and I am honored to be filling his big shoes in this position now. Walt Stringer served almost 10 years in this position. I salute him for his long period of volunteer service to the ITE Western District.)*

Where proposed laws passed, a **(P)** is listed next to each item. Where the ballot issue failed, an **(F)** is listed.

## Federal Level News

At the federal level, during July the House of Representatives passed the Highway Trust Fund 'Fix' legislation (HR6532). After summer recess, Congress returned September 8 for a short 3-4 week session, and deliberations resumed on energy and economic matters. On September 16 the House passed HR6899 (Comprehensive .... Energy Security... Act), which incorporates the 'Saving Energy Through Public Transportation Act' (HR6052) which passed earlier this year. This bill would provide \$1.7B for transportation over two fiscal years and a companion bill (S3380) is under consideration in the Senate. Also under consideration is an Economic Stimulus package potentially worth up to \$1.3B for transportation infrastructure and another \$400M for 'green' investments in facilities. It is not yet known whether these initiatives will pass before the end of the Congressional session, and economic/banking issues are currently taking up legislator's attention.

On September 23, the House passed sweeping rail safety legislation requiring more rest for workers and technology that can stop a train in its tracks if it's headed for collision. It then went to the Senate, where, at WesternITE press time, prospects for passage are uncertain in the dwindling legislative hours before Congress adjourns to prepare for the election in November. The technology can engage the brakes if a train misses a signal or gets off-track. The bill requires it to be installed by 2015 on all rail lines that carry passengers and on freight lines that carry hazardous materials.

That date may be too soon for the railroad industry, which says it supports positive train control but opposed a congressionally mandated timeline. However, it is not soon enough for some lawmakers eager to move quickly on safety in the wake of the recent crash when a Southern California Metrolink commuter train failed to stop at a red light and ended up on the same track as an oncoming freight in the Chatsworth Neighborhood of Los Angeles, California.

The House Bill wraps in legislation reauthorizing Amtrak for five years and providing \$13 billion for the carrier. Some of that money would go to matching grants to help states set up or expand rail service. The rail safety portion amounts to the first major rail safety reforms since the 1994 Federal Railroad Safety Authorization Act, which expired in 1998, leaving the Federal Railroad Administration operating under an expired law for the past 10 years. The bill reauthorizes the railroad administration through 2013 and provides \$1.6 billion for rail safety programs during that time.

## State Level News

In California, the state finally achieved consensus on a budget for the current fiscal year, and it was signed into law during the week of September 22. However, since the Governor has the ability to 'blue-line veto' specific budgetary line items and has apparently used this authority since budget passage, there is uncertainty at WesternITE press time as to what the ultimate impacts are on transportation interests in California.



**Roberta McLaughlin**  
Vice Legislative Chair

In Alaska the Matanuska-Susitna Borough voters were scheduled to decide on Oct. 7 whether to invest in local roads. For the first time ever, the assembly has added a \$15 million road bond package to the ballot. The bond package would help pay for seven road projects in Wasilla and Palmer totaling \$49 million. The assembly is asking the state to supplement local dollars. For every \$100 spent, the Borough would pay \$30 and the state would pay \$70. If the bond passes, the cost to taxpayers would be nearly \$16 per \$100,000 in assessed value for 20 years. **(P)**

## November 4, 2008 Ballot Issues in the Western District Region

*(Note: Most of the information below was derived from the website of The Center for Transportation Excellence, a Washington, DC-based private organization that advocates for public transit.)*

### **CA Statewide (P)** **Type: Bond**

Amount of funding at stake: \$9.9 billion

There will be a statewide ballot for a \$10 billion bond proposal to provide initial financing for a \$42 billion transit system that will enable a 220-m.p.h. bullet train to take passengers from San Francisco to Los Angeles in 2.5 hours. If approved, the train would be in service in about a decade.



*(Continued on page 14)*

(Continued from page 13)

**CA Alameda - Contra Costa Transit District (P)**  
**Type: Property tax**

Amount of funding at stake: \$7 million annually

Property owners in Alameda and Contra Costa counties will vote on whether to double their parcel tax to \$48 a year to fund AC Transit bus service, under a proposal endorsed by the transit agency's governing board. The tax increase was recommended by AC Transit administrators as an alternative to raising fares.



**CA Los Angeles County**  
**Type: Sales tax, Measure R (P)**

Amount of funding at stake: \$40 billion over 30 years

A 1/4 cent sales tax increase has been placed on the November ballot to pay for more road and mass transit projects, including the beginning of the subway to the sea. Measure R is expected to contribute funds towards the Expo light rail line on the Westside, a light rail connector in downtown Los Angeles, a Crenshaw corridor transit project, extension of the Metro Gold Line, the Foothill Extension of the Metro Gold Line, a rail connection to Los Angeles International Airport (LAX), a Green Line Extension to the South Bay, a San Fernando Valley I-405 Corridor transit project, North-South Corridor transit project in the San Fernando Valley, a West Santa Ana Branch corridor project and a Westside subway extension.

Highway projects projected to receive funds include grade separations, sound walls, High Desert Corridor, I-5/SR-14 Interchange, I-5 from I-605 to the Orange County Line including the Carmenita Interchange, I-5 from SR-134 to SR-170, operational improvements in Arroyo Verdugo and Las Virgenes/Malibu, South Bay freeway ramp and interchange improvements, I-5 capacity enhancements north of SR-14, I-605 hot spot interchanges, SR-710 North gap closure, I-710 South, and SR-138. Measure R does not fully fund all projects. The expenditure plan identifies additional funding sources.

**CA Santa Barbara County (P)**  
**Type: Sales tax**

Ballot History: Renewal measure

In 1989, voters in Santa Barbara County approved a half-cent sales tax, known as Measure D, to support roads and transportation. In November 2006, a 30-year renewal of the tax, sold as the "train and lane" plan, failed at the ballot. The Santa Barbara County Association of Governments has placed a renewal of Measure D (called Measure A) to the ballot this November, before the current version expires in April 2010.

Over 30 years, beginning in 2010, Measure A would bring in over 1 billion dollars. The plan is to take \$140 million "off the top" to help pay for the completion of widening Highway 101 to the Ventura County line through the addition of a third lane, which would be used as a carpool/bus-only lane during peak hours. Most of the Highway 101 widening will be financed through State funding. With the additional funding from Measure A, it is estimated that the widening project can be completed four or five years sooner than otherwise. The remaining funds will be split 50/50 between North County and South County jurisdictions and programs.

These projects and programs include: Widening highway 101 to Ventura County line; Other highway capacity and circulation projects; MTD transit capital and operations; Specialized transit for seniors, disabled; Inter-regional bus transit services; Commuter/passenger rail; Safe Routes to School; Bike and pedestrian programs; Traffic reduction programs (Traffic Solutions); Local flexible funds, dedicated to "alternatives"; and Local flexible funds for other undesignated improvements. The total estimated funding over 30 years is \$ 525 million in North County and \$ 525 million in South County.

**CA Santa Clara County VTA (P)**  
**Type: Sales tax, Measure B**

Amount of funding at stake: \$42 million annually

A new law allows the Valley Transportation Authority to place a one-eighth-cent sales tax on the ballot. Since the opposition of a June 2006 tax initiative, VTA has been eager to ask voters again for the funds to support the transit system, including Bay Area Rapid Transit (BART) expansion.

**CA Sonoma and Marin Counties (P)**  
**Type: Sales tax, Measure Q**

Amount of funding at stake: \$45 million annually over 20 years

In November 2006, Sonoma Marin Area Rail Transit lost a sales tax measure to fund the 70-mile SMART passenger rail-and-trail project by slightly more than one percent. On July 16, 2008 county officials voted to place the quarter-cent sales tax measure on the November ballot. It would raise \$890 million over 20 years, with annual revenues of about \$45 million to pay for a train system running from Cloverdale to Larkspur that would cost \$450 million to build and \$19.3 million a year to operate.

**CO Aspen (P)**  
**Type: Sales tax**

The Roaring Fork Transportation Authority (RFTA) is considering asking for a 0.4 percent sales tax increase on the November ballot to allow it to begin implementing bus rapid transit. Six municipalities (Aspen, Snowmass Village, Basalt, Carbondale, Glenwood Springs and New Castle) and two counties (Eagle and Pitkin) are in RFTA's jurisdiction. The increase could phase in nearly \$62.5 million in capital improvements and boost operating revenues by about \$37 million between 2009 and 2017. To help jump start the expansion of the bus system, RFTA will seek voter approval to issue \$38 million in bonds. The sales tax hike and bonding issuance will be wrapped into one question for the November ballot.



**HI Honolulu (P)**  
**Type: City Charter Amendment**

"Shall the powers, duties and functions of the city, through its director of transportation services, include establishment of a steel wheel on steel rail transit system?"

Opponents are arguing instead for support for building an elevated highway with high-occupancy toll lanes from Honolulu across Oahu to the suburbs.

(Continued on page 15)

*(Continued from page 14)*

**NM Bernalillo, Sandoval and Valencia Counties (P)**  
**Type: Sales tax**

Amount of funding at stake: \$19 million annually (rising to \$27 million by 2015)

Voters in the newly created Rio Metro Transit District, which includes Bernalillo, Sandoval and Valencia counties of the Albuquerque Metropolitan Area, will be asked to decide whether to raise the gross receipts tax by one-eighth cent per dollar. Half of the tax revenue will be dedicated to the New Mexico Rail Runner Express commuter train. The other half would be used for the regional bus services within the counties.

**NM Santa Fe, Los Alamos, Rio Arriba and Taos Counties (P)**  
**Type: Sales tax**

Amount of funding at stake: \$8 million annually

Voters in the North Central Regional Transit District, which includes Santa Fe, Los Alamos, Rio Arriba and Taos counties, will be voting on a measure identical to the one appearing in the Rio Metro Transit District. Only Santa Fe County would dedicate half of its revenue to Rail Runner. The other counties would keep the tax revenue for local bus and van projects.

**NV Washoe County (F)**  
**Type: Sales tax**

Amount of funding at stake: \$280 million annually

Commissioners voted to place two questions sought by the Regional Transportation Commission on the November ballot. The questions would

increase the sales tax by 1/8 of a cent and adjust gasoline and diesel taxes to help offset a multibillion-dollar shortfall for street repairs, highway and transit systems. The binding sales tax question would raise an estimated \$280 million.

**WA Seattle (P)**  
**Type: Sales tax**

Amount of funding at stake: \$17.8 billion over 20 years

Ballot History: 2nd attempt at the ballot box.

In November 2007, voters defeated Proposition 1, a 20-year "Roads & Transit" construction plan. Sound Transit has fast-tracked a new proposal that is stripped of all the road and highway provisions and is much cheaper, costing around \$17.8 billion and financed with an increase in sales taxes. It promises fewer deliverables than last year's plan, but will include 34 additional miles of light rail, expanded bus service and it promises to make things happen in 15 years, not 20.

*(Continued from page 12)*

## California Central Coast Section

### June 2008

The June 10<sup>th</sup> Meeting was held at Pea Soup Andersen's in Buellton. Members from across the section were in attendance. Following introductions, President Anitha Balan announced the winners of the Scholarship Contest at the San Luis Obispo meeting. In addition, the 2<sup>nd</sup> Annual Golf Tournament raised another \$700 for the scholarship fund.

After the announcements, Wil Buller from TPG Consulting presented the results of a signal coordination project for the City of Paso Robles, CA. A Time-based

coordination plan was developed for 8 signals along the Niblick Road Corridor. The plan considered multiple speed limits and various land uses, including commercial, residential, and school zones. Following implementation, coordination reduced vehicle delays by almost 60% and emissions by 30%. Results were determined using Synchro.

### August 2008

The August 12<sup>th</sup> Meeting was held at Ottavio's Restaurant in Camarillo. For the meeting, a panel discussion was held on the Advantages and Disadvantages of Lighted Crosswalks. Robert Sweeting, City of Thousand Oaks and Central Coast Section Past-President; Robert Eaton, Traffic Signal Maintenance and Central Coast Section Secretary; and Janna McKhann, Nextech Systems, composed the panel. Mr. Sweeting oversaw multiple installations of lighted crosswalks systems in Thousand Oaks, Mr. Eaton provides maintenance for systems across the Central Coast, and Ms. McKhann is a vendor for the systems. Vice-President and Scribe Justin Link moderated the discussion.

Members submitted questions for the panel, ranging from installation and maintenance to system types and equipment (solar versus wired, passive versus active activation, advanced signage and flashing beacons). The floor then opened for additional comments and questions from members in attendance. The general consensus from the panel indicated active activation, positive feedback to the pedestrian (i.e. voice commands or visual indications), and advanced signage as components for successful installations. Systems have been installed on both high and low-speed roads, often where sight distance is limited. Life cycles are undetermined as of yet, as the panel members have yet to replace any systems.



**Justin S. Link**  
**Vice-President & Scribe**



## Sign of the Times??



## Positions Available

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- Proficiency in some or all of the following software packages is desired: Microsoft Office, HCS, Synchro, Traffix, TEAPAC, and AutoCAD.

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- EIT Certified, TE (Professional Traffic Engineer) licensure is desirable.
- A Minimum of 5+ years of Traffic Engineering experience, with an emphasis on experience in the city government.

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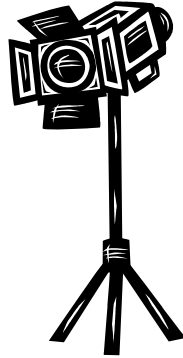
The deadline is the 25th of the previous odd-numbered month. The cost is \$1.50 per word, with a minimum cost per ad of \$100.00. Ads are also posted on our web site at [www.westernite.org](http://www.westernite.org). More information is available on our Web site.



## Endowment Fund "EF" Spotlight



**Randy McCourt, International  
Director and Endowment  
Contributor**



for more information or to make an online contribution. While you're there, read the latest "EF news" or click on the "EF Spotlight" link to see current and archived articles written by contributors and advocates of the fund.

The December Spotlight is written by Mujib Ahmed, President of the Riverside-San Bernardino Section, about their Section's efforts to support students and the Endowment Fund. The Riverside-San Bernardino Section has been an enthusiastic supporter of the Endowment Fund with contributions totaling \$5,000 over the past few years making them our first Platinum Level group contributor. The following is an excerpt of Mujib's article:



**Mujib Ahmed, Riverside -  
San Bernardino Section President**

The November Spotlight is written by Randy McCourt, International Director and visionary contributor to the Endowment Fund, who shares his thoughts about students. The following is an excerpt of his article:

*It is not often in life that actions you take today can truly affect the future for others. Attracting quality people to our profession is an area that assures the vitality and success of our industry now and for many years into the future...Now is the time to assure the funding of concepts that attract quality young people to our profession, allowing them to network, building future relationships and invest in our industry's future.*

Visit the District 6 Student Endowment Fund website at:

**[www.westernite.org/endowment](http://www.westernite.org/endowment)**

*...(the) RSBITE Chapter is active in all aspects of student activities and is fully on board with the District's mission (for the Endowment Fund)...In my 30 years of practice in transportation consulting industry, I feel that the recent decade has seen the demand for transportation and traffic engineers soar to the highest level. I believe that this trend will continue in the future...It is mandated on all of us as members of this honorable profession, to take steps to encourage all the bright and brilliant students to choose this line as their preferred choice of engineering and planning.*

Read more at the Endowment Fund website and look for future "EF Spotlight" articles in the upcoming editions of the WesternITE.

## Welcome Our Next Managing Editor!

Following the review and recommendation of the WesternITE Committee, Monica Suter appointed Rachel A. Donovan as our new Managing Editor for WesternITE for a three-year term. In this position, she is an "ex-officio" District 6 Board member. We are very happy to have her join our team! Her first newsletter will be January-February's next edition.

Members with interesting newsletter items including, articles, photos, signs, and scribe reports, etc., should forward items by the **25th of each odd month** for consideration.

Rachel's contact email is:

**[editor@westernite.org](mailto:editor@westernite.org)**

Rachel is a Past President of her San Francisco Section. She has also been her Section's Web Administrator & Scribe. She has been an ITE member since 1996 and currently works for

Caltrans District 4 where she's been for 9 years. In addition to being a registered California P.E. Civil and T.E. Traffic Engineer, Rachel has a Bachelors and Masters of Science Degree in Civil Engineering (Transportation) from Texas A&M University. She also conducted research at Texas Transportation Institute (TTI) and is currently pursuing a Masters in Transportation Management at the Mineta Transportation Institute at San Jose State University. Rachel has also published and presented papers for ITE District 6 (2006 ITE District 6 paper entitled: "Roundabouts at Caltrans: Gaining Momentum") and ITS America, to name a few. She has also been active in ASCE & SWE and has participated in student mentoring activities for her ITE Section, including serving on a guest panel on transportation careers for students on campus and continuing to guide her Section's student outreach. We are very pleased to have her join the District 6 team and more information is available on her on page 8 of this edition! Congratulations Rachel!!

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