

President's Message

It has been an honor and privilege to serve District 6 as your President. I would like to express my gratitude to all of our Board members for their fantastic help and support, especially our Past President Randy McCourt. I would also like to extend my personal support and best wishes to our new President, Ken Ackeret. If you were not at our Annual Meeting this year, you missed out on one of the best ever. There were more than 360 delegates representing all 12 states that make up District 6. Michael Sanderson and his "A Team" showed us great Montana hospitality along with wonderful mountain scenery. I wish to especially thank the Local Arrangement Committee members for the exceptional work that made our annual meeting the success that it was:



Zaki Mustafa,
outgoing President

- **Danielle Reagor** for all her assistance with publicity.
- **Terry Smith** for work on the budget and finance.
- **D. J. Clark** for the social programs.

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'Where Should We Put These ITS Doohickeys, Bob?'

Development of Criteria to Identify Locations for ITS Deployment

By Christopher Strong, P.E.

Intelligent Transportation Systems (ITS) are becoming a more widely accepted and trusted part of the surface transportation system. Residents, businesses and agencies appreciate the benefits of these deployments, which in turn increases the demand for more such deployments. In a fiscally constrained environment, however, transportation agencies will be unable to fully meet this demand.

Therefore, the Oregon Department of Transportation (ODOT) worked with the Western Transportation Institute at Montana State University to develop quantifiable criteria for prioritizing

locations of two types of ITS technology—closed-circuit television (CCTV) cameras and dynamic message signs (DMS)—using readily available data. This analysis was done in a Geographic Information Systems (GIS) environment to maximize the potential for examination of spatial relationships.

Methodology

ODOT's interest in this area is not unparalleled. Several states^{1,2,3,4}, along with the Federal Highway Administration⁵, have adopted recommendations for placement of CCTV cameras and DMS. These practices provided a helpful starting point in developing guidelines for ODOT. For example, these guidelines recommend cameras be deployed to provide saturation coverage on freeways and major arterials, and to monitor hot spots (e.g. locations

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Highlights from the Annual Board Meeting

President Zaki Mustafa led the Annual Board Meeting held on July 10, 2005, in Kalispell, Montana. Attendees included all of the Board members, International President Tim Harpst and Vice President Rich Romer, committee chairs, and other officers and members of District 6. The topics discussed and actions taken included the following.

- Zaki Mustafa addressed the need to set up a committee to develop additional election guidelines to address email and other campaign issues not covered in current documents. He also congratulated John Kerenyi, *WesternITE* Editor, and Zoubir Ouadah (President) and Melisa Bittancourt (Editor), California Border Section, for winning the Best Newsletter awards at the International level in the distribution over 500 and under 250

categories respectively, the first time District 6 has won both awards in the same year.

- Ken Ackeret noted that keeping the Leadership Directory current is a challenge, and asked that all officers at the District, Section and Chapter levels forward changes in their contact information to the District Vice President as well as Headquarters.
- Randy McCourt discussed the appointment of a committee to oversee the Endowment Fund and discussion of progress made to date on establishing parameters for the fund.



Dalene Whitlock,
outgoing Secretary-
Treasurer

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ITS Deployment Criteria

(Continued from page 1)

with adverse weather, or near other ITS elements for verification and monitoring). DMS are recommended prior to interchanges or intersections with major routes to facilitate detours, and in other locations where real-time information could be valuable, such as ports of entry or snow chain areas. However, while several jurisdictions have given consideration to developing guidelines for locating ITS field elements, these considerations tend to be “rule of thumb” approaches that were not readily applicable on a statewide level.

To develop a statewide approach in determining where ITS field elements should be deployed, it was important to delineate potential applications for each technology, and then to link these applications to available data. For each potential application, the research team identified potential measures which could be used to assess the relative appropriateness of the technology to that location, which could then be translated to quantifiable criteria. These criteria would then be evaluated individually on a point scale. Each one-mile segment on the state highway system would be evaluated over all criteria, and the points for that respective location would be summed. The locations with the highest summed values would be recommended as strong candidates for application of a given technology.

With the identification of purposes and potential applications of each technology along with prospective data sources, criteria were developed based on the availability, quality or detail of data. Maps were developed showing how each of the criteria would be applied on a statewide basis. The scores for each location on the highway system were then summed and presented to ODOT Traffic Management Section staff for review.

In developing the criteria, the research team used a variety of data sources, with various levels of post-processing. The base highway network, used for mapping all other criteria, used ODOT’s Linear Referencing System (LRS) in order to guarantee unique highway number/milepost references. These highways were classified as rural or urban according to metropolitan planning organization (MPO) planning boundaries. Some data, like traffic volumes and vehicle crashes, were relatively easy to place on the highway network. Other data, such as locations of significant vertical grade or

Table 1: Scoring Criteria for Deploying DMS			
	Positive Criteria	+ 2 pts	+ 1 pt
<i>Incident Prevention</i>			
1.	Percent of crashes attributable to weather	> 50%	20 to 50%
2a.	Presence of sharp horizontal curvature		10-second-duration curve with radius tighter than 75 percent of recommended radius at e=0.04
2b.	Presence of sharp vertical grade		1 mi. with avg. grade of >5%
<i>Incident Management</i>			
3.	Crash rate compared to state mean crash rate for similar highway segments*	>2 σ higher	1-2 σ higher
4.	Vehicle-hours of delay for road closures*	>100,000	10,000 to 100,000
5.	Vehicle-hours of delay for incidents*	>200,000	20,000 to 200,000
6.	Average spacing between state highway intersections	>40 miles, and <4 mi. to nearest intersection (Rural)	20 to 40 miles, and <4 mi. to nearest intersection (Rural)
		>10 miles, and <2 mi. to nearest intersection (Urban)	5 to 10 miles, and <2 mi. to nearest intersection (Urban)
7.	Product of average interchange or access point spacing and mainline traffic volume	>500,000	200,000 to 500,000
8.	Ratio of ramp to mainline volume	>0.5 (Rural)	0.2 to 0.5 (Rural)
		>0.3 (Urban)	0.15 to 0.3 (Urban)
9.	Proximity to freeway-to-freeway interchange		<2 mi.
10.	Percentage of truck traffic	>35%	22 to 35%
<i>Non-Incident Congestion Management</i>			
11.	Percent of time congested	>75%	50 to 75%
12.	Annual average daily traffic	> 50,000	20,000 to 50,000
13.	Total visitation of attractions within five miles		> 1 million per year
<i>Weather Warnings</i>			
14.	High wind areas – using wind power value	6 or 7 (>17.9 mph)	5 (16.8 – 17.9 mph)
15.	Located in area susceptible to floods		“A” FEMA classification
16.	Proximity to RWIS		< 10 mi.
<i>Enabling Criteria</i>			
17.	Distance from maintenance yard		> 50 mi.
Negative Criteria			
		- 4 pts	- 2 pts
1.	Distance to nearest DMS	< 2 mi.	2 to 5 mi.
2.	Travel time from regional office		> 3 hours (-1 pt)

horizontal curvature or information on incident-related delay, required substantial post-processing to map on a GIS database. Data regarding proximity to other interchanges or ODOT maintenance facilities required use of spatial relationships within the GIS environment. Significant additional detail about these data sources is provided in the technical report⁶.

Deployment Criteria

The proposed criteria for DMS are listed in Table 1, and are described in the following paragraphs.

- **Incident Prevention.** DMS can provide real-time warnings when conditions may warrant increased motorist caution. This was felt to be

warranted at locations where weather contributes to a significant percentage of crashes (*Criterion 1*), or where there are sharp horizontal curves or sudden vertical grades that could impact driver safety (*Criterion 2*).

- **Incident Management.** Incident management will first be a concern where incidents are more likely to occur. Mile segments with statistically high crash rates were flagged (*Criterion 3*). Incident severity is another factor, as locations where incident removal is slow could have more significant impacts on traffic. Vehicle-hours related to highway closures (*Criterion 4*) and incident delay (*Criterion 5*) were estimated.

Table 2: Scoring Criteria for Deploying CCTV

Positive Criteria		+ 2 pts	+ 1 pt
<i>Incident Detection</i>			
1.	Crash rate compared to state mean crash rate for similar highway segments*	>2 σ higher	1-2 σ higher
2.	Proximity to freeway-to-freeway interchange	1 mile	2 miles
3.	Location of nearest major interchange (urban) – ramp to mainline volume ratio of 0.15 or greater	1 mile	2 miles
4.	Proximity to bridge or tunnel	In segment	
<i>Incident Response and Management</i>			
5.	Location of nearest camera (urban)	>2 miles	1 – 2 mi
<i>Non-Incident Congestion Management</i>			
6.	Percent of time congested	>75%	50 to 75%
<i>Pre-Trip Traveler Information</i>			
7.	Proximity to mountain pass	<1 mile	1 – 4 mi
8.	Proximity to major attraction	<1 mile	1-2 miles
9.	Proximity to ski area	<1 mile	1-2 miles
<i>Maintenance</i>			
10.	Location of nearest maintenance yard	>30 miles	20 – 30 mi
11.	Location of nearest current and proposed RWIS	<1 mile	1 – 2 mi
<i>Security and Verification</i>			
12.	On roads entering state, facing inbound traffic	>50,000 AADT	>10,000 AADT
13.	Location relative to DMS	<2 miles	2 – 5 mi
Negative Criteria		- 4 pts	- 2 pts
1.	Distance to nearest CCTV	<1 mile	1-2 miles
2.	Travel time from regional office		> 3 hours (-1 pt)

The availability of detours was approximated through several criteria. First, a combination criterion related the proximity to the nearest intersection and the distance between adjacent intersections on that highway (Criterion 6). Second, the average intersection spacing was multiplied by the annual average daily traffic (AADT) volume (Criterion 7) to reflect the number of vehicles that could be “caught” between intersections without the ability to take a detour. Third, for freeways, the ratio of ramp to mainline volume was calculated (Criterion 8). Fourth, because of freeways’ role in moving large volumes of traffic traveling longer distances, special consideration was given to locations close to freeway-to-freeway interchanges (Criterion 9).

Finally, truck traffic merits special consideration under incident management, because commercial vehicles have a significantly higher value of travel time than general traffic (Criterion 10).

- **Non-Incident Congestion Management.** To capture the effects of congestion, the percent of time a highway segment was congested (Criterion 11) and the AADT for a given segment (Criterion 12) were both used. To reflect the influence of tourist attractions and other major trip generators, the cumulative visitation for all large (>200,000 annual

visitation) attractions within a five-mile radius was applied (Criterion 13).

- **Weather Warnings.** DMS could be used to provide supplementary weather warnings for events such as high winds (Criterion 14) and flooding (Criterion 15). Under the assumption that RWIS are located where winter weather will be problematic, it could make sense to locate a DMS near an existing RWIS (Criterion 16).
- **Work Zone Activities and AMBER Alerts.** While DMS could be used to provide information related to work zones and AMBER alerts (e.g. child abduction reports), neither was felt to be sufficiently location-specific to be factored into DMS location decisions.
- **Enabling Criteria.** A permanent DMS could be used as a substitute for maintenance personnel towing a portable DMS or static signage. This could provide operational cost savings based on the distance between the yard and a given mile segment (Criterion 17).
- **Negative Criteria.** In addition to criteria which add points, there are two negative criteria for which points were removed. Of greatest weight was the distance to the nearest existing DMS (Negative Criterion 1), as this would provide redundant functionality when the DMS face the same direction. The travel time required for maintenance may also be a consideration (Negative Criterion 2).

The proposed criteria for CCTV cameras are listed in Table 2, and summarized in the following paragraphs.

- **Incident Detection.** Segments with above-average crash rates were flagged using an identical calculation as Criterion 3 for DMS (Criterion 1). In addition, it is important to locate cameras near freeway-to-freeway interchanges (Criterion 2) and near major urban interchanges (Criterion 3), where crashes with lingering effects may be more frequent. For bridges or tunnels, there will be limited clearance to remove incidents from the roadway, so the duration of delays can increase quickly (Criterion 4).
- **Incident Response and Management.** To ensure coverage of urban freeways, a criterion was established based on a lack of cameras in the immediate vicinity (Criterion 5).
- **Non-Incident Congestion Management.** To identify locations with persistent congestion, the percent of time each mile segment is congested—used as Criterion 11 for DMS—is repeated here (Criterion 6).
- **Pre-Trip Traveler Information.** Locating cameras at mountain passes (Criterion 7) can help for winter weather conditions, while locations at major attractions (Criterion 8) and ski areas (Criterion 9) may be useful in helping motorists decide whether to make a trip.
- **Maintenance.** Cameras can provide maintenance personnel with an easy way to see current conditions in remote locations, thus economizing on travel time. Camera locations would be more beneficial when they are further from the nearest maintenance yard (Criterion 10). In addition, cameras could be useful to provide visual confirmation of reports obtained by a nearby RWIS (Criterion 11).

About the Author:

Christopher Strong, P.E. is a Research Engineer with the Western Transportation Institute at Montana State University. His primary research emphasis has been on planning, deployment and evaluation of intelligent transportation systems in rural environments.



ITS Deployment Criteria

- **Security and Verification.** It was recommended that cameras could be located on higher traffic roads entering the state (*Criterion 12*). In some cases, cameras may also be used to verify messages posted on DMS (*Criterion 13*).
- **Negative Criteria.** A criterion was established that would reduce points where cameras already exist (*Negative Criterion 1*). Excessive travel time from regional offices for camera maintenance could also be a negative concern for deployments in specific locations (*Negative Criterion 2*).

These criteria were evaluated for all mile segments on ODOT's highway system, with the top one percent of locations being designated as high-priority locations and the second three percent of locations being lower priority locations. By using multiple criteria, these scores blend a variety of potential applications of each technology to help prioritize the locations for future deployment. These lists can help ODOT personnel to determine which locations merit further study. Additional factors need to be considered which may affect the appropriateness or feasibility of deploying these technologies, including sight distance, maintainability, power,

communications, agency or public support, and funding.

Conclusion

The guidelines developed through this project can help ODOT headquarters personnel work with ODOT regional staff and other stakeholders in deploying ITS technologies in a way that maximizes benefit to the general public and agency personnel. They may also help in justifying or evaluating the location of current devices. Because they are based on how the technologies would be used, these guidelines would also provide an excellent foundation for other jurisdictions looking for rational guidance on deploying these technologies, although the specific criteria may differ depending upon how a state uses its DMS and CCTV installations.

The author would like to thank Robert Snyder of the Geographic Information Analysis Center at Montana State University, Stephen Torgerson of the Western Transportation Institute, Stacy Shetler and others at the Oregon Department of Transportation for their assistance with this project, and the University Transportation Center program of the U.S. Department of Transportation's Research and Innovative Technology Administration for providing funding for this project.

Notes

1. Agah, Manny, "Application of ITS Technologies in Rural Arizona," Arizona Department of Transportation, no date.
2. TransCore, *Intelligent Transportation System Deployment Plan*, Prepared for the Utah Department of Transportation, Salt Lake City: June 2003.
3. *Intelligent Transportation Systems Design Guide*, Washington Department of Transportation Northwest Region ITS Design and Operations, Seattle: February 2000.
4. Corbin, John and Fischer, Tim, *ITS Design Manual*, Wisconsin Department of Transportation, Madison [WI]: January 2001. Accessed at <http://www.uwm.edu/Dept/CUTS/itsdm/> on May 4, 2005.
5. Neudorff, Louis G.; Randall, Jeffrey E.; Reiss, Robert; and Gordon, Robert, *Freeway Management and Operations Handbook*, Document No. FHWA-OP-04-003, Prepared by Siemens ITS for the Federal Highway Administration, September 2003.
6. Strong, Christopher; Torgerson, Stephen; and Snyder, Bob, *Development of Criteria to Identify Locations for ITS Deployment*, Western Transportation Institute, Montana State University, Bozeman [MT]: June 2005.

California Postpones Professional Engineers Act Rewrite to 2006

The California Legislature has postponed action on Senate Bill 246, which proposes to convert several title-protected engineering disciplines such as traffic engineering into practice licenses. The bill also proposes to extend to 2012 the life of the Board for Professional Engineers, which is scheduled for termination in 2006. The bill will be re-heard in early 2006. If it passes in 2006, traffic engineering would probably become a practice in January 2007.

The Assembly Business & Professions Committee was scheduled to vote on the bill on August 23rd, and the bill had a fair chance of passing. However, the bill's

author, Senator Liz Figueroa, felt a postponement would increase the bill's chances. She was concerned about confusion among the Assembly members over issues such as Governor Schwarzenegger's demand to merge the state's Engineering Board with the Geologists Board, and opposition raised by CELSOC (Consulting Engineers and Land Surveyors of California, an ACEC affiliate) and PECG (Professional Engineers in California Government, a labor union). CELSOC and PECG oppose allowing traffic, chemical, nuclear, control systems, fire protection, and petroleum engineers to get practice licenses. Agricultural

engineers, who would lose their registration in SB 246, are campaigning for an amendment to be included among those getting practice licenses.

The Registered Traffic Engineers of America has led a campaign supporting the passage of SB 246, encouraging cities and counties to notify the legislature of their support, and traffic engineers to contact their local assembly member. This campaign will continue into the next year. Contact Walter Okitsu for more information at WOkitsu@katzokitsu.com.



Walter Okitsu

Section and Chapter Activities

Central California Section

May Meeting

Our May meeting was held on the 4th at the Piccadilly Inn in Fresno and was attended by 65 members and guests. The meeting was sponsored by TJKM Transportation Consultants. Gary Kruger from TJKM presented "Herndon Avenue: a Case of Demand Versus Capacity."

Gary presented a case for considering three types of innovative intersection improvements for Herndon Avenue in Fresno that could increase capacity by 10 to 20 percent with no widening.

Deepak Ubhayakar, City Traffic Engineer for the City of Pomona, spoke on railroad safety projects being implemented in Pomona by the Alameda Corridor East Transportation Authority. Improvements include four-quadrant gates and a system that guides traffic to grade separations when crossing gates are down.

Dr. Aaron Rosenberg, Vice President of Pan America Redflex Traffic Systems, spoke on advanced photo enforcement technologies. Dr. Rosenberg's presentation took a detailed look at some of the advanced applications of photo enforcement technologies and entertained a discussion regarding the challenges facing traffic engineers.

Monica Suter, Senior Civil Engineer with the City of Santa Ana, spoke on video detection at in-pavement Flashing crosswalks.

July Meeting

Our July meeting was held on the 27th in at the Holiday Inn in Visalia and was attended by 45 members and guests. The meeting was sponsored by Omni-Means.

Following a tasty Mexican buffet, it was time for election of officers for the 2005 -2006 year. The existing slate of officers was reelected for another term.

The 2005–2006 officers are:

- President, Mike Bitner
- Vice President, Gary Mills
- Secretary-Treasurer, Lisa Wallis.

H. Ross Ainsworth, President and founder of Omni-Means, and Joseph Weiland, Principal, provided a detailed presentation on the Save Mart Event Center traffic and parking plan. The Save Mart Event Center in Fresno is a new 17,000 seat multi-purpose arena on the Fresno State Campus. Omni Means was retained to develop the traffic access and distribution analysis along with traffic handling plans for pre-event and post-event traffic. Omni Means was also retained to design all off-site roadway improvements.

Lewis Roberts, Senior Product Application Engineer with Iteris, provided a presentation on remote access to Vantage detection systems, including communication methods and functions that can be managed remotely.

Raffle prizes were provided by Omni-Means, TJKM, Traffic Engineering Services, and Iteris.

Future Meetings

- October 12, 2005—Luncheon, Fresno—Presentation by Douglas

Smith, URS Corp.; also, Nazir Lalani, Guidelines for Activation Modification, or Removal of Traffic Control Signals—New Guidelines from ITE

- January 18, 2006—Luncheon, Visalia
- April 19, 2006—Luncheon, Fresno
- July 19, 2006—Luncheon, Visalia
- October 18, 2006—Luncheon, Fresno



Mike Bitner - President

Central Coast Section

June Meeting

The June meeting was held on the 14th at the Enterprise Fish Company in Santa Barbara; 29 attendees were present. Rob Dayton, Supervising Transportation Planner, and Dr. Drusilla van Hengel, Mobility Coordinator, both with the City of Santa Barbara, provided an overview of the Shoreline Park Expansion project, which reduced a four-lane arterial to two lanes to provide a bicycle-pedestrian connection between Shoreline Park and Leadbetter Beach Park near the harbor.



Ray Chong, Secretary

Editor's Corner

Congratulations to Doug and Michelle Smith for jointly taking on the responsibility of Managing Editor of *WesternITE*. I fully expect they will take this newsletter to an even higher level of quality, timeliness, and graphic excellence.

After this issue, I only have one more left. I knew going in how much work this position would entail, but I also had the feeling I would be rewarded by being able to produce a product that traffic engineers would enjoy receiving and perusing every couple months. This has absolutely proven to be the case. Also, about half the job entails processing the Positions Available advertisements. We wouldn't have so many of these if our advertisers weren't seeing success in attracting candidates. I hope as many readers as possible have found their dream job in the pages of this newsletter.

I am particularly pleased at having been awarded ITE's Best Newsletter award (for circulation over 500) two years in a row. It turns out District 6's Editors have done this many times, starting with Patricia VanWagoner, who won this award the first five times it was issued!

Thanks to all the students I've met over these three years. I always keep in mind that we're competing with other organizations to recruit students into the transportation profession, and I like to think students who attend our meetings come away impressed with their prospects for a rewarding, prosperous, and entertaining career. Please remember that most students think of our professional members as ambassadors to our field.

Thanks also to the District 6 Board, who continue to keep this job, as well as our meetings, both fulfilling and fun.

John Kerenyi



Annual Meeting Wrap-Up: What a Time in Kalispell!



Michael Sanderson,
Local Arrangements

Thank you to the over 500 ITE members and friends that gathered in Kalispell, Montana, July 10 - 13, for the 2005 District 6 Annual Meeting. Representing all thirteen states in District 6 and others from across the country, delegates, speakers, moderators, vendors and guests enjoyed the spectacular natural setting of the Flathead Valley and Glacier National Park. By all measures we had an extraordinary turnout: over 250 full registrations, more than 60 students and faculty, nearly 100 individuals representing 43 vendor companies, and others including honorary members and registered guests.

In addition to a great technical program, the traditional features of a District 6 Annual Meeting were presented, but with a little Montana flare. Following the Get Acquainted Social on Sunday evening, 150 delegates cruised Flathead Lake until sunset. The lake was glassy calm and the setting sun produced a rosy alpenglow that looked painted on. It was truly an evening to remember.

A driving tour of the Going-to-the-Sun Highway, the mountain pass that bisects Glacier National Park, was sold out on two different days. On board the Park's historic red touring buses called Jammers, tour-goers saw the scenic highlights of Glacier Park as well as the on-going reconstruction of one of the nation's most historic roadways.

Monday night the weather cooperated again as more than 300 delegates and



Students prepare their crash attenuator entry in the James H. Kell Student Competition

family members rode the chairlift to the top of the Big Mountain Ski Resort for Family Night. After dinner at the Summit House, many lingered until sunset taking in the endless 360-degree views of the Flathead Valley, Glacier Park and the Canadian Rockies. One group of unnamed revelers lingered at the base area tavern a little longer than the buses did and were forced to maximize the capacity of the two remaining vehicles for the return trip to Kalispell. Good fun and another evening to remember!

On Tuesday, the home team, a group that included staff and students from the Western Transportation Institute at Montana State University, won the annual Traffic Bowl and the right to defend their title next year in Hawaii. Way to go WTI!

The Annual Awards Banquet on Tuesday evening was attended by nearly 330 people, matching the largest turnout ever for the event! After dinner, the dance floor was full until early morning as the Bozeman, Montana-based band, Nite Ride, helped everyone celebrate the evening's theme, a little bit country, a little bit rock 'n roll.

The meeting concluded Wednesday with the traditional Western States Luncheon and an official send-off to next year's meeting in Hawaii.

Planning a District 6 Annual Meeting is an enormous challenge for any LAC.



The student competition pitted a model car, loaded with a raw egg, against a concrete wall, with nothing but a student-designed crash attenuator protecting the egg from certain doom; the drama was punctuated by many instances of flying debris



Zaki Mustafa (far left) and Ken Ackeret (far right) present the Kalispell Local Arrangements Committee: (left to right) Michael Sanderson, General Chair; D.J. Clark, Social and Entertainment; Danielle Reagor, Publicity; Brent Campbell, Transportation Logistics; Matt Ulberg, Vendor Exhibits; Bob Marvin, Technical Program; Terry Smith, Finance. Not pictured: Debbie Shanklin, Registration and Hotel; Ivan Ulberg, Family and Spouse Activities; John Pavsek, Technical Tours.

Our challenge was magnified by the long distances separating our committee members from each other. Spread across Montana, with none of us located in Kalispell, the entire LAC was never able to meet in one location prior to the meeting. The ultimate success of the meeting was due to the cooperation and tremendous dedication of every member of the LAC.

From those that gave many hours to organizing the meeting, to those that supported it with their attendance and participation, thank you to everyone that made this one of the most successful annual meetings ever.

Good luck Cathy, and see you in Hawaii!



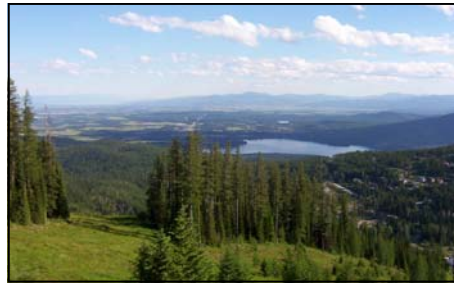
With four concurrent technical tracks on offer, it wasn't difficult to find relevant sessions to attend



An optional activity Sunday evening was a cruise of Flathead Lake, made possible by the 9:45 PM sunset



Monday's Family Night social involved multimodal transit: a bus ride followed by a ski lift ride to the lodge at the top of Big Mountain Ski Resort



At the top of the Big Mountain ski resort, the scenery was breathtaking in every direction. This is a view of Whitefish Lake from the ski lift



It wouldn't be a District 6 meeting without students and vendors partying after-hours in the hotel rooms! The vendor in this picture blends in well with the students and is hard to spot (she's the young lady on the left). Some of these people even made it to the Leadership Breakfast the next day on one hour's sleep



This little boy thought the Family Night barbeque dinner was a humongous success!



Scott Thorson, Rich Romer, and your Editor enjoy Whitefish's after the family outing. Against the big-city attendees' expectations, Whitefish (pop. 5,000) had multiple bars with people in them on a weeknight



Vendors and delegates mingle in the Exhibit Hall during the Getting Acquainted Social



Two of the most recent Lifetime Achievement Award winners, Marty Bouman and Wes Pringle



The District's Board members stepped back in time for this picture! From left: Ken Ackeret, Rock Miller, Randy McCourt, Rory Grindley, Dalene Whitlock, and Zaki Mustafa



From left: Your new President, Ken Ackeret; your new Vice President, Dalene Whitlock; and the newly elected Secretary-Treasurer, Jennifer Rosales

New Managing Editors Appointed (yes, it's plural!)

Zaki Mustafa appointed Doug and Michelle Smith to be co-Managing Editors when John Kerenyi's three-year term expires at the end of this year. Doug and Michelle, a husband-and-wife team, are active transportation professionals in Southern California. Doug is a well-known and very

successful project manager at URS Corporation in Santa Ana. Michelle now works part-time to have time to care for their two lovely children, and was an excellent English major in college; Zaki thinks that she will be the main reason *WesternITE* will continue to win awards under its new management!



District 6 Awards for 2005



Ed Cline receives the first of two Lifetime Achievement Awards



Marty Bouman receives the second Lifetime Achievement Award



Mike Bitner receives the Individual Achievement Award



The winning Traffic Bowl team from the Western Transportation Institute



Jim Harris (Riverside/San Bernardino) receives the award for largest percentage membership increase

Lifetime Achievement Award	Edward L. Kline
Lifetime Achievement Award	Martin Bouman
Individual Achievement Award	Michael Bitner
James H. Kell Student Competition	<i>First place:</i> Juan Avila, Cal Poly Pomona; and Luke Seegmiller, Brigham Young University <i>Second place:</i> Victor Ling, Cal Poly Pomona; and Ryan Peterson, Brigham Young University <i>Third place:</i> Lyndsay Essigman, University of Wyoming; and Benjamin Waver, University of Wyoming
Outstanding Student Paper	Dhruvajyoti Lahon, University of Utah
Young Professional Achievement Award	Christopher Monsere
Student Chapter Award for Best Student Chapter Report	University of Nevada, Las Vegas <i>Honorable Mentions:</i> U. of Wyoming; Montana State U.
Outstanding Undergraduate	Hui Lai, Cal Poly Pomona
Wayne T. Van Wagoner Award (for best paper by a District 6 member published in ITE Journal)	Dr. Panos Prevedouros; "Reducing Congestion with Low-Clearance Underpasses at Urban Intersections: Investigation and Case Study," ITE Journal, March 2004
Annual Meeting Best Paper Award	Christopher Strong, Robert Snyder, and Stephen Torgerson, "Development of Criteria to Identify Locations for ITS Deployment"
WesternITE Editorial Award (for best paper published in WesternITE in the previous year)	Linda Crabill, "San Jose Gets Street Smarts," March/April 2005
Wisest and Windiest Scribe Award	Ray Chong, Central Coast Section
Section Activities Award	<i>Large Section (over 300 members):</i> Southern California <i>Small Section (under 300 members):</i> New Mexico
Membership Award for: Highest Number Gain Highest Percentage Gain	Southern California Section (31 members) Riverside/San Bernardino Section (16%)
Outstanding Web Site Award	Colorado Section
Traffic Bowl	First Place: Western Transportation Institute Second Place: Old Pharts Third Place: Riverside-San Bernardino Section



Dhruvajyoti Lahon, the recipient of the Outstanding Student Paper award



Juan Avila, Cal Poly Pomona; and Luke Seegmiller, Brigham Young University; winners of the James H. Kell Student Competition



Dr. Panos Prevedouros, this year's Van Wagoner Award recipient



Melisa Bittancourt, Border Section, winner of ITE's Best Newsletter (Circulation Under 250)



Christopher Monsere receives the Young Professional Achievement Award

Bylaw Changes Move Forward

Proposed changes to the ITE District 6 Bylaws were published in the March-April issue of WesternITE, and two members submitted comments. A call for additional comments from the membership was made at the Annual Business Meeting in Kalispell, Montana on Tuesday, July 12, 2005 and no further comments were received. Revisions to the Bylaws are intended to accomplish the following objectives:

- Specific references to mailed paper ballots were removed to allow the Board to consider electronic balloting in the future, if desired.
- Changes in the number of petition signatures for possible nominations for office to be in alignment with recent ITE Constitutional amendments.
- More clearly defining officer term length.
- Defining the appointment authority for the District Administrator position,

an ex-officio (non-voting) member of the District Board.

- A procedure is proposed to address a vacancy in the office of Vice President and Past President.
- Revisions to the method of formation of the nominating committee, identification of current standing committees and appointments by the President.

A summary of the two comments received are provided below, along with the response by the District Board of Direction.

1. A recommendation not to change Section 5.2. Currently, five signatures are required for the candidate petition process, versus the proposed requirement for signatures from 2% of the voting membership, with at least five signatures from 1/3 of the District's Sections.

The Board voted to keep the proposed revision and require more signatures from a broader cross-section of the membership.

2. Editorial comments on terminology, officers, Annual Meeting timeframe, and overall consistent wording. *The Board voted to make the recommended revisions for clarification and consistency.*

Next Steps

The proposed Bylaw revisions will be voted on by the District 6 membership with a mail ballot. According to Sections 10.3 and 10.4 of the existing Bylaws, adoption and amendment shall be by an affirmative vote of a majority of those voting and shall take effect when approved by the International Board of Direction.



Jenny Grote,
District Administrator

President's Message

(Continued from page 1)

- **Bob Marvin** for the great technical program.
- **Laura Stanley** for the Traffic Bowl.
- **John Pavsek** for the technical tours.
- **Matt Ulberg** and **Michelle Norsten** for vendor coordination.
- **Debbie Abin** for the smooth registration.
- **Ivan Ulberg** for family and spouse activities.
- **Brent Campbell** for transportation logistics.
- **Kathy Harris** for technical training.
- **Kent J. Fugal** for running the Teller's Committee.

The newly established District 6 Endowment Fund got a big boost at the annual meeting, with donations of \$1,000 from the California Border Section, \$300 from the Southern California Section, and \$100 from the Riverside-San Bernardino Section. A big thank-you goes out to these Sections. I want to encourage the other Sections and Chapters to contribute to the

Endowment Fund. Based on the results of our recent survey on the topic of supporting student initiatives, we voted to increase our general dues by 10 percent, or \$1-2 depending on membership grade, which will be used to fund the student initiatives program.

ITE International recognizes two newsletters annually as the best newsletter in its class; one award is for newsletters with a circulation of less than 250, and the other for newsletters with a circulation of more than 500. District 6 won both of these awards. John Kerényi won Best Newsletter for Circulation Over 500 for *WesternITE*, and Melisa Bittancourt from the California Border Section received the award for Best Newsletter with a Circulation Less Than 250. Congratulations to both John and Melisa for an exceptional job this year.

Edward L. Cline and Martin A Bowman were recognized with the District 6 Lifetime Achievement Award. Ed is a past ITE District 6 International Director and a longtime supporter of municipal traffic engineering practice. Marty was one of the pioneering traffic engineers in California and was the original *WesternITE* editor. Mike Bitner received the Individual Achievement Award for his work in

revitalizing ITE activity in the Central California Section.

As one of my final duties as President, I appointed Jon Upchurch and Jerry Hall to the Advisory Committee, Steve Sasaki to Membership Chair, Craig Grandstrom to Career Guidance Chair and Jon Pascal to Web Manager. Doug and Michelle Bitner Smith will be co-Managing Editors of *WesternITE*, replacing John Kerényi when his three-year commitment expires at the end of the year.

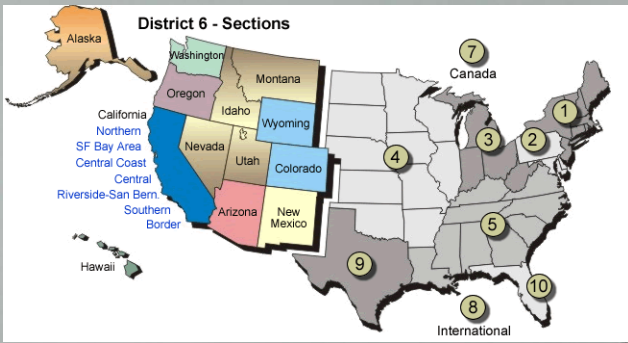
As your President, I had the opportunity to visit and meet most of our sections and chapters. It is clear that we are the best because of the great spirit of volunteerism that is everywhere throughout District 6. I am truly proud to be a member such a great family! I have put together a collage of pictures taken at the annual meeting that is in this issue of *WesternITE*. I included the volunteers that I was able to recognize and the winners of the various awards.

Again, thank you for the opportunity to serve you as your President.

Together we are the BEST.

The collage on the next two pages was prepared by Zaki Mustafa and is dedicated to all the District 6 members he has served over the past year as President.

ITE District 6



Together We are the Best





California Traffic Engineers: Is Your Posted Speed Limit Legal?



Hamid Bahadori

By Hamid Bahadori, Automobile Club of Southern California; Member, California Traffic Control Devices Committee

There has been a recent change in standards and legal requirements for establishing speed zones in California that affects all jurisdictions in the state. Upon the adoption of the 2003 MUTCD as amended with the California Supplement on May 20, 2004, the following language was incorporated in the California Supplement regarding speed limits (Section 2B.116, bottom of page 2B-51):

"The speed limit should be established at the nearest 10 km/h (5 mph) increment to the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of 10km/h (5 mph)." [emphasis added]

This is a change from the superseded Traffic Manual provision that allowed establishing a posted speed limit at the nearest five-mile-per-hour increment *below* the 85th percentile speed, and then allowing

an additional 5 mph reduction for other traffic safety-related considerations.

The new standard has already resulted in a legal challenge in Orange County, in which a Superior Court judge issued an opinion invalidating a citation issued on a street with a posted speed limit of 35 mph where the 85th percentile was 44.2 mph (Superior Court of California, County of Orange; *People vs. Perez, Rebecca Dolores*; Case No. FL727253; August 4, 2005). Referring to the above-mentioned section of the California Supplement, the court decided that the 85th percentile of 44.2 mph should result in a posted speed limit of 45 mph (nearest 5 mph increment) which then may be reduced by another 5 mph to a 40 MPH speed limit (based on written and documented engineering justifications). However, the involved jurisdiction had used the prior standard of 40 mph (first 5 mph increment below the 85th percentile speed), and then had further reduced it by another 5 mph (as allowed by the prior standard, for conditions not readily apparent to the driver) resulting in the posted speed limit of 35 mph. The

court, referring to the above-mentioned section of the California Supplement, found in favor of the defendant as in the judge's opinion the 85th percentile speed of 44.2 mph should have been rounded to the nearest 5 mph increment (45 mph), and then it might have been reduced another 5 mph using "documented" traffic safety considerations. However, in this case, the judge also raised concern that the involved jurisdiction had also failed "to show justification for the downward adjustments of more than 5 miles per hour as discussed in *People v. Goulet 1992, 13 Cal App 4th Supp 17.*"

Although there is concern that this opinion might have failed to consider that the engineering and traffic survey (ETS) for this highway segment was done prior to May 20, 2004 (the date of adoption of the new California Supplement) and the new standards should not be required retroactively; nonetheless, it has raised awareness among municipalities about the new standards and legal requirements for establishing speed zones.

Legislative Update



Walt Stringer,
District 6 Legislative
Committee Chair

As this is written just after Labor Day, the TEA-21 reauthorization, which was signed into law in early August (after 12 continuances), will be the subject of two administrative bills providing legislative housecleaning and corrective add-ons.

The six year bill provides an overall funding level of \$286.4B, with approximately \$228B for highways, \$52B for transit, and \$6B for highway safety programs. By FY08 the minimum guarantee to states will be 92%. Earmarks include \$16B for "high-priority" and \$6.2B for those of "regional and national significance." Various other provisions and programs are spelled out on the site www.house.gov/rules/109textTEALU.htm. Examples of

new specialized transit programs include "Growing and High Density States Programs," "Small Starts Program" (\$250M maximum), "Alternatives Analysis Program," "New Freedom Program," and "Alternative Transportation in Parks and Public Lands Program"; while most existing highway and transit funding programs continue with modifications.

While most states around District 6 do not have legislative sessions in summer or fall, California's legislature is just starting a recess that ends in January. Bills that were not enacted may become two-year bills if sponsors desire, to be heard next year. The resolution of the state budget process in July has led the California Transportation Commission to finally begin non-emergency project allocations, with the August agenda being the heaviest in several years as delayed projects began to receive funds held for nearly three years in some cases. The



resolution of the budget does not make up for all funding held since fall 2002 (and project costs have increased for various reasons), but does allow many projects to move ahead again. To monitor the monthly agendas, visit the CTC's website at <http://www.catc.ca.gov>. The budget bill also resolves a contentious issue over the San Francisco Bay Bridge easterly span funding by, among other things, increasing tolls on state bridges to \$4 starting January 2007 (the Golden Gate Bridge is not a state bridge and already carries a toll of \$5 unless using a transponder device).

Board Meeting Highlights

(Continued from page 1)

- Tim Harpst addressed the need for additional input from Sections and Chapters on their activities for a “Best Practices” report being compiled by International and changes in the International dues structure to include one Council membership in the annual dues.
- Rich Romer described the emphasis on workforce development through activities such as web seminars and other continuing education and reported on progress on the certification program for Traffic Operations Practitioner.
- Jenny Grote noted steps being taken toward e-balling at the District level and status of the process to update the District Bylaws. The University of Colorado–Denver Student Chapter was formally made inactive due to lack of a charter and bylaws.
- Jon Pascal was approved to contract with an outside vendor to add to the District’s Web site an on-line registration feature for the 2006 Annual Meeting.

Committee Reports

- Karen Aspelin, Technical Committee Chair, announced that the Section Report Awards were won by Southern California for the best large section and New Mexico for the best small section.
- Membership Committee Chair Steve Sasaki noted that District 6 now has 4,760 members, which is a 5.8 percent increase in total membership and 3.6 percent increase in voting members.
- Legislative Committee Chair Walt Stringer is now actively participating on the Policy Committee at the international level.
- California Traffic Engineering Registration Committee Chair Walter Okitsu reported that legislation to convert Traffic Engineer registration to a practice

will either be signed by Governor Schwarzenegger in September or left as-is. [See update article elsewhere in this issue—Ed.]

- Jennifer Rosales, Chair of the Career Guidance Committee, noted that the District’s mentorship program has plenty of volunteers for mentors, but now needs “mentees” (i.e. protégés).
- Student and Faculty Initiatives Committee Chair Alyssa Reynolds noted that the student competition for the James H. Kell award, a “crash attenuator” test involving an egg placed within a toy truck, was determined through a competition between Student Chapters. The Montana State University student chapter devised this devilish challenge.
- Michelle Norsten, Vendor’s Committee Chair, discussed the vendor exhibit and ideas regarding vendor registration.

Future Annual Meetings

- After receiving excellent presentations from the San Francisco Bay Area and Central Coast Sections, the Board voted to award the 2010 meeting to San Francisco.
- Michael Sanderson, Kalispell Local Arrangements Committee Chair, indicated that there were 337 registered delegates as of Sunday afternoon, including 56 students and 7 faculty advisors.
- Honolulu LAC Chair Cathy Leong provided a preliminary budget and discussed plans for next year’s meeting in Hawaii (June 2006).
- Jennifer Rosales, Portland LAC Chair, presented the logo chosen for the 2007 meeting.
- LAC Chair Nate Larson reported that the hotel contract for the 2009 meeting in Denver is ready for review and signature.

Budget

The draft budget as presented by Dalene Whitlock included increased funding for Student Initiatives, and, based on recent experience, higher costs for WesternITE printing, ballot mailing, credit card fees, accounting and officer travel, and increased funding from *WesternITE* ads

and donations. The budget was updated to include funding to set up a website for on-line meeting registration and, to ensure adequate funding for the Student Initiatives, the Board voted to increase dues by approximately 10 percent, or \$1 to \$2 per year depending on membership grade. The budget as approved by the Board and forwarded to the membership for adoption has a \$7,861 deficit, however, the District has sufficient reserves to meet this shortfall if it materializes.

Annual Business Meeting Highlights

At the Annual Business Meeting on Tuesday, July 12, President Zaki Mustafa led a moment of silence for members who passed away during the prior year. The leadership of District 6 was recognized, including officers and committee chairs from the International, District, Section and Chapter levels. The Local Arrangements Committee was thanked for all their hard work, especially Chair Michael Sanderson. International President Tim Harpst provided insight into the issues being addressed at the International level. Secretary/Treasurer Dalene J. Whitlock presented the proposed 2005-2006 budget, noting that it includes increased funding levels for student initiatives to be met by an approximately 10 percent increase in dues. The budget, as approved by the membership, includes \$295,900 in receipts and \$303,761 in expenses. The selection of San Francisco at the site for the 2010 meeting was announced.

The teller committee presented the final tally for this year’s election, which resulted in the following slate of officers for 2005-2006:

- President – Ken Ackeret
- Vice-President – Dalene J. Whitlock
- Secretary/Treasurer – Jennifer Rosales
- International Director – Julia Townsend (*three-year term begins January 2006*)

WesternITE’s Webmaster Welcomes a New Family Member



Jon and Kristin Pascal spent labor day weekend truly laboring! Emma Sofia Pascal was born on Sunday afternoon, weighing seven pounds, 12 ounces and measuring 21 ¼ inches. Both mom and baby are doing very well. Emma is named after her great-grandmother, who was able to be one of the first to visit her namesake Sunday night.



Positions Available

REPUBLIC ELECTRIC



Traffic Engineer/Project Manager—Republic Electric is a traffic signal and streetlight maintenance and engineering company focusing on customer service and innovation in the industry. We are growth-oriented, typically

with long-term contracts with public agencies; and have openings throughout Northern California.

The qualified candidate will have a BS in Civil Engineering, be a registered Traffic Engineer with 3-5 years of experience; and excellent communication skills are a must. She/he will be expected to prepare traffic signal and street lights plans and specifications, evaluate and develop traffic signal timing and coordination plans, review and comment on PS&E prepared by others for conformance with standards, evaluate Intelligent Transportation Systems needs and make recommendations, and

remain current with new and emerging technology as it relates to traffic engineering and traffic signal systems.

To learn more about Republic Electric, please visit our website at: www.republicelectric.com. For consideration for this or other opportunities please email your resume to: humanresources@republicelectric.com or contact Christine White at (415) 308-3035.

Equal opportunity employer

DKS ASSOCIATES

Mid-Level Traffic Engineer (DKS Associates—Sacramento Office)—Work for a great company that offers challenging and stimulating traffic engineering projects to work on, and rewards hard work. We are seeking a mid-level candidate for our Sacramento office and offer a growth opportunity to learn and work with renowned experts in transportation engineering and planning. We offer top salary and benefits which include: 401k,

bonuses, stock options, profit-sharing and free parking!

Qualifications: Bachelors Degree in Civil Engineering or related field; 3-5 years experience in traffic/transportation engineering; EIT or P.E. in Civil and/or Traffic Engineering; technical expertise in traffic operations/transportation planning, traffic studies, and intersection analysis methodologies); strong written skills and able to work both as a team member and independently; experience with simulation tools, EIR/EIS's, and travel forecasting models; experience working for a consulting firm.

If interested, email resume to: careers@dksassociates.com

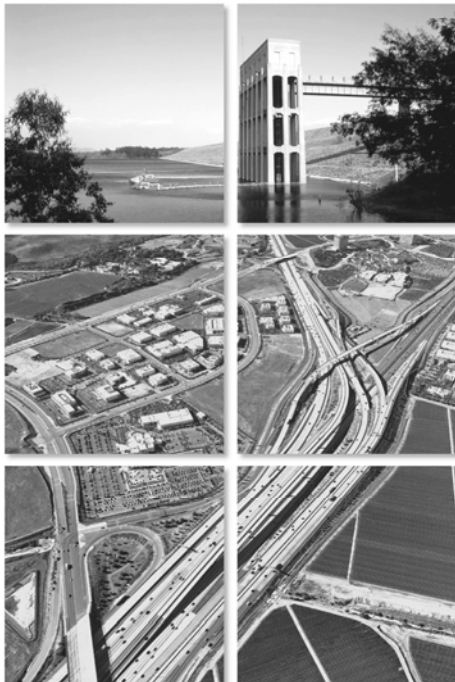
MARION COUNTY, OREGON

Civil Engineer Associate/Assistant Traffic Engineer—*Salary: \$21.18 - \$28.41 per hour—Location: Salem, Oregon*

Job Duties: addresses roadway safety issues, capital transportation projects,



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Transportation / Public Works Director

RBF's reputation and success are founded on our commitment to quality, professionalism and continuing innovation. When you join the RBF team, you will collaborate with over 900 professionals and experts throughout more than a dozen offices in California, Arizona and Nevada. We currently have an exciting opportunity for a senior engineering professional to lead our Transportation/PW discipline in the Inland Empire and be a partner in the continued development of the discipline throughout the company. Projects include planning and design of transportation corridors, major freeway interchanges, and airport/rail facilities. This position requires a minimum of 15 years of private sector consulting experience, a successful track record in design and management of transportation/public works projects, and experience in staff development.

Founded in 1944, RBF is employee owned and provides a family oriented, team-based culture in which we are each other's greatest resource. RBF offers excellent compensation and benefits packages including 401(k), profit sharing and bonus plans, relocation assistance and ownership opportunity. We invite you to join our team, build your career with us, and make a difference!

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 EOE M/F/D/V

www.RBF.com

Positions Available

traffic control plans, traffic analysis work, development of GIS applications, works with traffic signals and timing plans, and assesses traffic impacts of development.

Minimum Qualifications: Bachelor's degree in civil engineering plus one year of responsible experience in the field of traffic engineering or a satisfactory equivalent combination of education, training and experience.

Necessary Special Requirements: Possess, or obtain within six months, EIT registration; possesses a valid driver's license and acceptable driving history; works some flexible hours; must pass a criminal history background check; and may be required to pass a drug/alcohol screening.

For a full job announcement and application (which includes exam questions), visit our website at www.co.marion.or.us or call (503) 588-3295. The recruitment will remain open until sufficient applications are received.



Assistant Engineer (Salary: \$4,668 - 6,255/mo., plus excellent benefits). An incumbent supervises and participates in the design, right-of-way, and construction of public works and maintenance projects. This includes preparation, review and completion of design plans, specifications, cost estimates for implementation by the Transportation Services Division of the Public Services Department. Conducts traffic, speed, safety and parking analysis, prepares traffic signal warrants, reviews proposed development plans, calculates Intersection Capacity Utilization (ICU), critiques assigned development Traffic Studies, Environmental Impact Reports (EIR), and develops the necessary traffic mitigation measures. Operates traffic signals and the central computer system;

and supervises and maintains signal timing and the traffic signal maintenance contract records. Inspects the construction of traffic signals, CCTV camera, striping, and street-lighting projects.

Qualifications: Bachelor's degree from an accredited college or university with major coursework in Civil Engineering. Current IMSA Level II certification is desirable. Five years' progressive work experience involving investigation, development, design, right of way, and construction of public works projects. Thorough knowledge of all aspects of Civil Engineering including Transportation and Traffic Engineering, surveying techniques, design, construction, and maintenance of a variety of Civil Engineering projects with relation the construction of streets, operation and design of traffic signals, CCTV cameras, cost estimating, scheduling, and CAD experience. Possess project management experience including the development of project scope, working in coordination with consultants, scheduling of multiple projects, and report writing. Knowledge of the County, State, and Federal engineering design Standards is required. **Apply at:** City of Costa Mesa, 77 Fair Drive, CA 92626. **Apply Immediately.** Visit our web site for a city application at: www.ci.costa-mesa.ca.us (714) 754-5070, TDD (714) 754-5244 EOE

CITY OF SAMMAMISH, WASH.

The City of Sammamish, Washington, is seeking a Construction Inspector for both private development and public capital improvement projects. Complete job description and city application form may be obtained by contacting the Administrative Services Department at 425-836-7916 or our employment website at www.ci.sammamish.wa.us. First review of material will occur July 29, 2005. \$4,006-\$5,058 /MONTH + Great Benefits.



Senior Traffic Engineer—AZTEC has an immediate opening for a senior Traffic Engineer in our Phoenix office. Our desired candidate will have their PE license, BS degree (Civil Engineering) and a minimum of 8-10 years experience in

Traffic Engineering, including traffic signal analysis, design and operations, traffic impact studies, simulation and analysis, signing and striping plans, and ITS. Please respond by email, with a cover letter and resume to kmichael@aztec.us or fax attention Kristin Michael at 602-454-0403.

Parametrix

Exciting Professional Career Opportunities—Parametrix, a leading NW engineering, planning and environmental sciences consulting firm, is currently accepting applications at all levels, in multiple disciplines, for our Seattle, Sumner and Bellevue, WA; Portland, OR; Boise, ID and Denver, CO offices. Whether you have just graduated or are a seasoned Project Manager, we have exciting growth-oriented careers available. We are seeking full-time professionals in the following areas:

- Bridge and Structures
- Transportation Planning/Traffic Engineering
- Roadway Design Engineers
- Environmental Planning

The successful candidates will have the opportunity to work on cutting-edge, award winning designs helping clients take on their most challenging multidisciplinary projects and finding innovative solutions. Qualified candidates will have a Bachelor's degree (Masters preferred) with excellent interpersonal and communication skills.

Our 36-year history is based on participatory management where employee-owners are encouraged to seize opportunities and maximize their professional potential. Parametrix offers an excellent benefits package including an Employee Stock Ownership Plan, a 401(k) plan and Incentive Pay Program. All levels are encouraged to apply by submitting a letter of interest, resume and salary requirement through our website.: www.parametrix.com

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Positions Available Ads:

To place your ad, e-mail your ad to john.kerenyi@kimley-horn.com. The deadline is the 28th of the previous odd-numbered month. The cost is \$1.50 per word, with a minimum cost per ad of \$100.00. Ads are also posted on our web site at www.westernite.org. More information is available on our Web site.

Positions Available

HNTB

HNTB Corporation is a national transportation infrastructure firm that offers extensive design, engineering and planning services to federal, state and local public and private clients.

HNTB currently has an opportunity for a **Chief Transportation Planner** in our **LAX Office**. This individual will be primarily responsible for the development of transportation and traffic planning business in the Los Angeles region within the firm.

Responsibilities include:

- Develop a core staff for performing transportation and traffic planning projects and direct their performance.
- Assist other staff members on problems of transportation or traffic planning.
- Direct transportation planning projects, perform technical analyses and prepare reports.
- Assist in the direction of projects requiring peripheral transportation planning expertise.
- Responsible for ensuring projects are performed within budget and schedule.
- Develop comprehensive transportation/traffic plans for large & complex projects, particularly airports.
- Compile results of studies and submit reports.
- Contribute complicated planning expertise.
- Attend meetings and planning sessions pertaining to existing and potential projects.
- Demonstrate experience in ground access planning for airports and/or other high intensity traffic generators.
- Responsible for the hiring, supervision, development, and evaluation of staff members.
- Manage day-to-day coordination for the roadway & parking element of Advanced Planning projects.

Qualifications required:

- Bachelor's degree in Civil Engineering or Planning plus 7-10 years of experience in Transportation Planning
- PE or AICP required
- Demonstrated experience in ground access planning for airports and/or other high intensity traffic generators.
- Established working relationships with public agencies in Los Angeles, including LADOT and Caltrans District 7.
- Excellent judgment is required; usually involves work in several areas or functions that are often beyond the scope of standard procedures.

To be considered for this exciting opportunity, please visit www.hntbcareers.com and apply to position #05-0520 or email your resume to ehaycock@hntb.com. EOE

FPL AND ASSOCIATES

FPL and Associates, an Irvine based traffic and civil engineering firm, is seeking a Civil Engineering Design Engineer and a Civil Engineering Project Manager. 2-10 years' design w/AutoCAD and Microstation in civil or transportation engineering. EIT preferred for Design Engineer. California P.E. required for PM. Fax resume to (949) 252-0088, or e-mail to fplee@fplandassociates.com, or mail to FPL & Assoc., 10 Corporate Park, Suite 310, Irvine, CA 92606. EOE.



Hexagon Transportation consultants, Inc. located in San Jose, CA, is seeking Transportation Planners to assist us in transportation planning and travel demand forecasting. Req. M.S. in Civil Engineering/Urban Planning or B.S. w/ equivalent exp. in transportation modeling. To apply, please e-mail your resume to gblack@hextrans.com

URS CORP.

Principal Transportation Engineer
(Phoenix, AZ)—Minimum BS Civil Engineering and PE license in Arizona or

ability to obtain. 10 years experience in civil engineering with an emphasis on streets and highway work, staff supervision, project management, and client contact.

Project manager and senior engineer for mid-size projects or task manager for large complex projects. Responsibilities include technical leadership on project assignments, ability to prepare technical proposals and participate in business development activities, accountable for project financial performance, prepare man-hour estimates and fee proposals. Understanding of project accounting procedures preferred.

For immediate consideration, please submit your resume online at www.urscorp.com and refer to Requisition: URS6110 or URS5901.

EEO/AAE/M/F/D/V

CITY OF GOODYEAR, ARIZONA

Traffic Engineer II—Starting Salary: Min. \$51,381/Max. \$80,142—The Traffic Engineer II conducts transportation engineering activities, including work related to traffic calming, transit, traffic studies, schools, bicycles, traffic control devices, pedestrians, transportation planning, and traffic safety. Work involves the application of professional traffic engineering knowledge and skills to a variety of engineering functions that will enhance the City's transportation system and thus improve the quality of life for City residents. This position requires a valid Arizona Operator's Driver's License and a minimum of two years' experience in a related field. In addition, work requires broad knowledge in a general professional or technical field. Knowledge is normally acquired through four years of college resulting in a Bachelor's degree or equivalent, though equivalent experience may be substituted for education. The ideal candidate will have extensive general transportation work experience, including traffic calming or alternative modes of transportation work experience, a graduate degree in engineering or planning, a professional engineers (P.E.) license, and a professional traffic operations engineers (PTOE) certificate.

To apply: Apply online or download an application at www.goodyearaz.gov, or call 623-932-3910 to request an application be sent to you. Applications also available



Positions Available

at: City of Goodyear, 190 N. Litchfield Road, P.O. Box 5100, Goodyear, AZ 85338.

W. G. ZIMMERMAN ENGINEERING

Project Engineer—Requires a minimum of 7 years experience in public infrastructure development, a Calif. Civil PE and/or TR license and a B.S. in Civil Engineering. This is a supervisory position that will lead a project design team consisting of engineers and paraprofessionals. It requires a broad knowledge of precedents and practices in transportation engineering and the ability to plan, schedule, conduct and/or coordinate detailed phases of the engineering work in all or part of a major project. Excellent writing skills are highly desirable.

Send resume and cover letter to Robert Warren, Regional Manager, W.G. Zimmerman Engineering, 801 Pacific Coast Highway, Ste. 200, Seal Beach, CA 90740, or e-mail to bawarren@wgze.com .

WASHINGTON COUNTY, OREGON

Principal Engineer, Traffic—\$71,544 - \$86,988 per year—This position leads the 25-person traffic engineering section in the Department of Land Use and Transportation, and reports to the County Engineer. Responsibilities include design of traffic signals, street lights, signing, and striping for capital projects; review of designs done by others including improvements associated with development, extensive dealings with the public and other agencies on traffic issues, performance and review of traffic analyses for projects and development, and maintenance and operation of signals and other traffic control devices on 1300 miles of roads. This person will lead the effort to design and implement a county-wide intelligent transportation system.

Must be licensed to practice as a professional civil or traffic engineer in the State of Oregon within six months of appointment. The ideal applicant will have extensive training and experience in leadership and management roles, and in all aspects of traffic engineering including design, construction, and contract management.

Washington County is one of the fastest growing counties in Oregon. We offer an extensive benefit package and a

wonderful area in which to live. For additional information regarding this position please visit our web site at www.co.washington.or.us. Application materials must be received by Washington County no later than October 19, 2005.

To request application materials by: voice - 503-846-8606; fax - 503-846-3777; TTY - 503-846-4898; Email - hr@co.washington.or.us

Washington County is an equal opportunity employer committed to a diverse workforce. Women, minorities and people with disabilities are encouraged to apply.

“TOP 500 DESIGN FIRM” SINCE 1945

Transportation Engineer: Billings, MT 58-68K, 2 positions open
P.E. or E.I.T. a must + 3-5 years experience

Traffic engineering, urban transportation design, HW design, Construction Management, etc.

Also open: AutoCAD Technician, Associates degree + 3 years experience structural and civil drafting and design experience.

Qualified candidates please email resume to jennifersanchez@180com.net or call 800-807-7122

CITY OF PEORIA, ARIZONA

Assistant City Traffic Engineer—\$68,577 - \$87,524 Annually—Closes: 10/7/05 at 5:00 p.m.—The City of Peoria is seeking an Assistant City Traffic Engineer to perform advanced professional traffic engineering work in various areas including traffic signals, traffic safety, and neighborhood traffic management.

Required Qualifications

- Bachelor's degree in civil or traffic engineering or related field and three years of professional and technical traffic engineering experience.
- Possession of a Certificate of Registration as a professional civil engineer in the State of Arizona.
- An Arizona driver's license and ability to maintain insurability under the City Vehicle Insurance Program.

Desired Qualifications

Experience interacting with the public, elected officials, private consultants and other government agency staff. Extensive

knowledge of traffic engineering and transportation planning principles.

For complete job description and information on how to apply please visit www.peoriaaz.com

KATZ, OKITSU & ASSOCIATES

Katz, Okitsu & Associates is a specialized traffic and transportation engineering firm with offices throughout Southern Calif. We offer excellent salaries, competitive benefits, and a challenging and professional work environment. Currently we are accepting applications to fill openings for senior and associate traffic engineers, civil engineers and transportation planners in our Tustin and San Bernardino offices. We have immediate openings for additional staff as indicated below.

Our San Bernardino Office: Multiple openings for engineers with 2-10 years of experience and technicians with skills in any of the following combination of areas: Roadway Geometric and Design, Drainage and Hydraulic studies including design, traffic analysis and impact studies, traffic control/signing & striping/signal design, traffic studies for roadways/freeways & interchanges and/or plan specification and estimation. Preferred experience in AutoCAD and/or Microstation software. Please email your letter of interest and resume in confidence to Mujib Ahmed at mahmed@katzokitsu.com with “San Bernardino Transportation Engineer” in the subject line.

Transportation Engineer in our Tustin Office: Position requires a bachelor's degree, desirably in Engineering, and 5 years of professional traffic engineering experience. Ability to work independently to create traffic signal, traffic control, signing and striping and related plans with minimal consultation from supervisor, preparing budgets and recommendations, participating in professional organizations and client discussions. Preferred experience would include: project management, traffic analysis (including simulations), traffic design and report preparation. Writing skills are a must. Please email resume to employment@katzokitsu.com with “Transportation Engineer in Tustin” in the subject line.

Please visit our website at www.katzokitsu.com for more information about the company and the positions.

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Specializing in all types of traffic data, including machine and manual counts, speed, classification, video logging, road inventory, GIS mapping, and GPS data collection.
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