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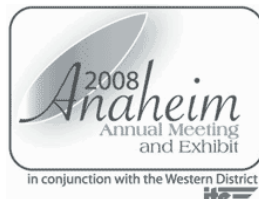
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## PRESIDENT'S MESSAGE

It is truly an honor to serve you as President of the Western District (District 6) and to be sworn in as President in my home town of Portland, Oregon.

The meeting in Portland was a huge success. I would like to personally thank Peter Koonce and the Portland LAC for all of their hard work and effort to make the 2007 District Annual meeting a memorable and fabulous experience for all attendees. The 2007 District Annual meeting in Portland broke many previous records with over 800 meeting participants at the meeting. We beat the record attendance numbers for: Monday Kick-off Luncheon, Tuesday Business Luncheon, Tuesday Annual Awards Banquet and the Western States Luncheon.

The Lifetime Achievement Awards went to Harry Parker and to Gary Tsutsumi. Harry Parker has been a continuously active member of ITE and served 29 years with LA County. Harry was instrumental in one of first left turn lanes in LA County and created funding



Jennifer Rosales,  
President

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## ANNUAL BOARD MEETING HIGHLIGHTS

The District 6 Board, Committee Chairs, Editors and Managers, various District 6 (Western District) members, LAC Chairs, Section Leaders and all District Officer candidates, together with guests, International President Earl Newman, International Past President Rich Romer, International Vice Presidential Candidates Rod Kelly and Ken Voigt, Executive Director Tom Brahms, and Certification Board Chair Gene Wilson, met on Sunday, July 15, 2007 at the Hilton Hotel in downtown Portland, Oregon. President Dalene J. Whitlock called the meeting to order at 10:07 AM. The full agenda for the meeting included reports from District 6 Officers, International Current and Past Presidents, the Executive Director, the District 6 Administrator, WesternITE Managing and Technical Editors, Website

Manager, District 6 Committee Chairs, and LAC Chairs. Over the course of the day there were 37 attendees.

President Dalene J. Whitlock was pleased to have been able to travel to various Sections throughout the District and recognize several District 6 members with Presidential Proclamations.

Vice President Jennifer Rosales reported that the leadership directory was fully updated in April 2007.

Since no one from Western District 6 applied for the Burton Marsh Fellowship Award, she recommended transfer of the

(Continued on page 6)



Monica M. Suter,  
Vice President

## EVALUATING AN ADAPTIVE SIGNAL CONTROL SYSTEM IN GRESHAM

### INTRODUCTION

Like many agencies, the City of Gresham has struggled with how to manage increasing congestion with limited funds for major roadway widening projects. Gresham has recognized the need to optimize existing system capacity to get the most out of their current transportation system infrastructure investment.

This paper describes the process used to evaluate the results of an adaptive signal control system and how they compare to the original project objectives. The evaluation compares changes in travel time, delay, and stops associated with "free" (uncoordinated), time-of-day (TOD) coordinated and the new adaptive signal system on Burnside Road.

### PROJECT BACKGROUND

Since 1995, the City of Gresham and Multnomah County have partnered to improve traffic operations by connecting

traffic signals to a central traffic signal system and implementing traffic signal coordination. As part of this program, the City and County share the TransSuite central signal system with the City of Portland. As of 2007, the City has established communications to 92 of their 120 traffic signals and they operate coordinated timing plans on six major arterial roadways.

The previous signal timing projects on Burnside Road resulted in significant reductions in travel time, stops and delay. In 1997 new coordinated signal timings produced travel time reductions in excess of 10 percent and a benefit to cost ratio of 30 to 1. In 2005, the City and DKS Associates updated the coordinated signal timings to reflect changes in vehicle volumes. This effort produced travel time reductions in

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**EVALUATING AN ADAPTIVE SIGNAL CONTROL SYSTEM IN GRESHAM**

excess of 20 percent above and beyond the previous time of day plans and a benefit to cost ratio of 35 to 1. Even considering these significant improvements, the City of Gresham felt that more could be done to operate the corridor efficiently while responding to the changing daily conditions.

In 2001, the City identified adaptive signal control as a potential system to help them achieve their goal to operate traffic signals efficiently in response to current and changing traffic conditions. Using a federal grant, the City led a regional effort to evaluate available adaptive signal control and traffic responsive signal systems to determine whether a suitable system exists that will exceed the benefits (reduction in stops and reduced travel times) obtained from standard TOD coordinated timings. The evaluation compared thirteen different adaptive traffic signal control systems and compared their potential performance with TOD plan selection and traffic responsive plan selection (TRPS) and ultimately selected the Sydney Coordinated Adaptive Traffic System (SCATS) for deployment.

The SCATS adaptive traffic signal control system was implemented in March, 2007 and fine tuned between early March and mid-April. Before and after travel time and delay surveys have been conducted to compare the SCATS system to TOD operation and that analysis is the focus of this paper.

A timeline of the City's coordinated signal timing experience on the Burnside corridor is provided below.

**Table 1. History of Burnside Road from Uncoordinated to Time of Day Coordination to Adaptive (1995-2007)**

1995	Burnside Road operated uncoordinated
1995	Gresham <i>Traffic Signal System and Communications Master Plan</i> recommended a central signal system and coordinating signals
1997/1998	Implemented coordinated signal timings on Burnside Road
2001	Updated Gresham <i>Traffic Signal System and Communications Master Plan</i> . Plan identified adaptive signal control as a potential solution
May, 2005	Updated coordinated signal timings on Burnside Road
October, 2005	Evaluated TOD vs. TRPS vs. Adaptive. Selected SCATS adaptive
March, 2007	Implemented SCATS adaptive system

**STUDY AREA DESCRIPTION**

The SCATS adaptive signal control system has been implemented along a 1.88 mile segment of Burnside Road, in the City of Gresham as shown in Figure 1. Burnside Road is a 5 lane major arterial that carries approximately 38,000 ADT through a growing commercial and retail district of the City. This section of Burnside serves as the primary route through Gresham to Mt. Hood and other weekend destinations in Central Oregon connecting Interstate 84 (to the north) and US 26 (to the south). Burnside Road also serves as a key freight route between I-84 and US26 and makes up one of only three freight routes through Gresham.

The intersections of Burnside/Division, Division/Hogan and Burnside/Hogan form a triangle that poses a challenge for traditional signal coordination. All three arterial roadways (Burnside, Division and Hogan) carry significant traffic volumes and their proximity to each other (approximately 1,000 foot spacing) dictates the need for coordination. East-west Division Street carries approximately 20,000 ADT and north-south Hogan Road carries approximately 28,000 ADT.

**Project Goals and Objectives**

The overall goal of the Gresham adaptive signal control system is to improve the performance of the existing transportation system during peak and off-peak periods by dynamically adjusting to changing volumes. Objectives of the project include:

- To reduce travel time by 10 percent or more.
- To reduce overall corridor delay by 5 percent or more.

- To decrease overall system stops by 5 percent or more.
- To implement a system that is user friendly and reliable.

**HOW THE ADAPTIVE SYSTEM WORKS**

An adaptive signal control system can adjust signal timings (offsets, cycle lengths and splits) incrementally based on real-time traffic volume information. Further, adaptive signal control has the ability to automatically respond to special events, annual changes in traffic volume due to growth and various other unpredictable incidents that cause changes in traffic volumes and speeds. The potential of an adaptive signal control system to further enhance the City's previous traffic signal coordination successes lead the City to evaluate and implement an adaptive signal system.

Here's how the Gresham system works:

- Detectors at each intersection detect vehicles approaching and continuously analyze traffic flow.
- This information is communicated to the computer at each intersection.
- The intersection computer sends the information to a central server, which automatically adjusts the traffic signal green time to match the traffic flow.
- The central server monitors network wide traffic flow and adjusts all traffic signals in the network to match the traffic flow.

**DATA ANALYSIS**

**Methodology**

In order to capture benefits of the newly implemented SCATS, multiple traffic surveys conducted over multiple days and at several locations along Burnside Road were conducted while the eleven traffic signals operated in different operating modes. The operating modes evaluated as part of this project are:

- Time-of-day coordination
- Adaptive traffic signal control operation

Additional travel time data collected in 1997 and 2004 with the Burnside intersections operating in "free" uncoordinated mode is used for comparison. Traffic surveys used in this evaluation consist of travel time, queuing and delay, cycle failure, and agency staff

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## EVALUATING AN ADAPTIVE SIGNAL CONTROL SYSTEM IN GRESHAM

(Continued from page 2)

### perception surveys. Performance Measures

To quantitatively evaluate alterations in traffic conditions with the traffic signals operating under TOD coordination, and SCATS; the following performance measures have been identified for comparison under each traffic signal operating mode.

- Travel time
- Traffic volumes
- Delay and queuing
- Number of stops
- Average travel speed
- Agency staff perception

### Analysis Summary

#### Travel Times

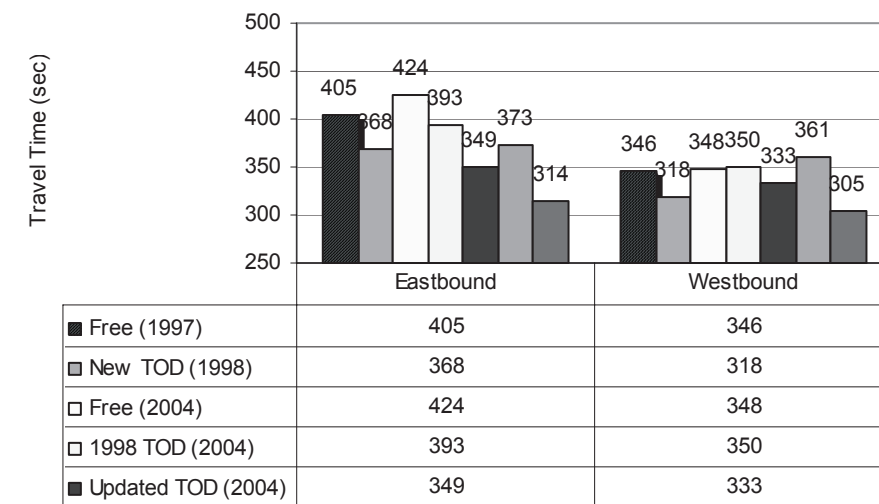
Travel time runs were collected under both TOD and adaptive operation. This data is supplemented by substantial historical travel time data that the City of Gresham has collected before and after previous coordinated signal timing efforts on Burnside Road. The following is a summary of travel time data available on the Burnside corridor:

- 1997 – Corridor operating “free”
- 1998 – New TOD coordination plans
- 2004 – Corridor operating “free”
- 2004 – Corridor operating with TOD plans developed in 1998
- 2004 – Corridor operating with updated TOD plans
- 2007 – Corridor operating with TOD plans developed in 2004
- 2007 – Corridor operating with SCATS adaptive

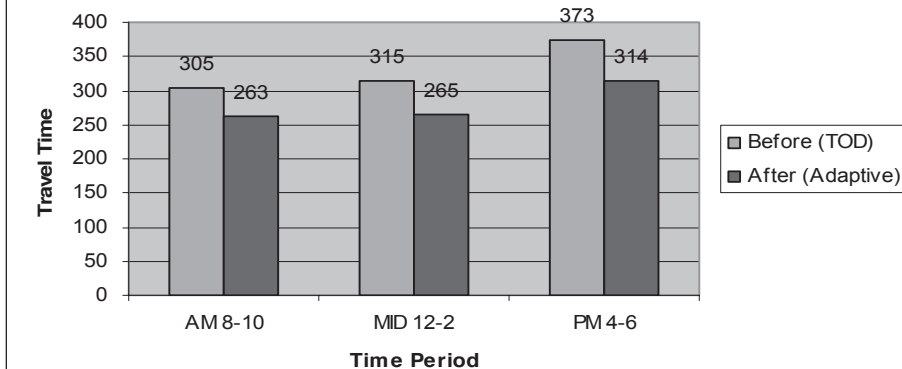
Figure 2 shows the eastbound (EB) and westbound (WB) travel times on the Burnside corridor for each of these scenarios. It’s interesting to note that after new timing plans were installed in 1998 the EB travel times averaged 368 seconds (6 minutes 8 seconds), but by 2004 operating those same timing plans the EB travel times averaged 393 seconds (6 minutes 33 seconds). This indicates that the TOD coordinated plans had degraded over time as volumes changed. This same effect is evident between 2004 and 2007. Now, after implementation of SCATS, travel times have reduced to their lowest levels in the history of travel time data collection within the corridor.

Figures 3 and 4 illustrate the comparison of EB and WB weekday travel times on Burnside Road between TOD coordination and the SCATS adaptive signal system. The TOD travel time surveys were collected in February, 2007 and the SCATS adaptive

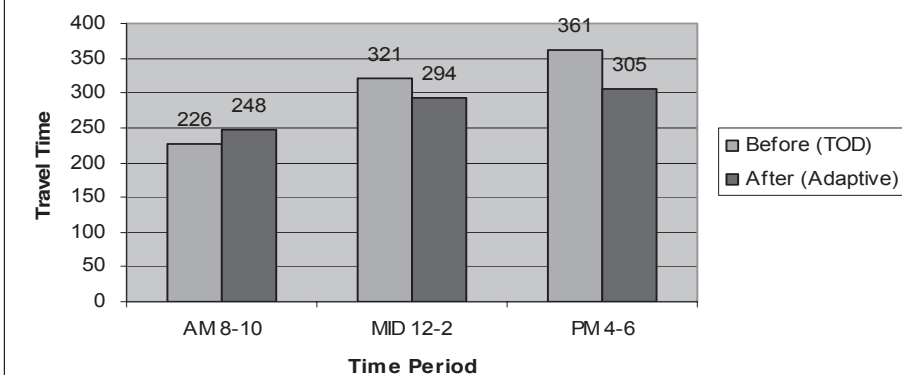
**Figure 2**  
PM Peak Travel Time Comparison  
Burnside Road: Eastman to Powell



**Figure 3**  
Weekday Travel Times - EB Burnside Road



**Figure 4**  
Weekday Travel Times - WB Burnside Road



## PRESIDENT'S MESSAGE

(Continued from page 1)

for intersection improvements. In addition, Harry was instrumental in one of the first protective-permissive left turn phasing installations.

Gary Tsutsumi, also a continuously active member of ITE, helped to revive the Northern California Section in 1975. Gary was a leader in the effort to develop Measure K (a ½ cent sales tax) which has provided hundreds of millions of dollars to transportation.

Jim Daisa was awarded the Individual Achievement Award for significant contributions to ITE and the profession. Jim is the project manager and primary author for *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Jim has shared his knowledge and expertise by teaching seminars on context sensitive solutions.

A few more of the 2007 Portland meeting highlights: Birds of Prey show and train rides through the zoo on Family Night, jamming band and dancing for Banquet attendees, excellent multi-modal transportation technical programs and tours, thought provoking guest speakers, and fond memories and good times by all. Thanks again to the Portland LAC!

A selection committee consisting of Craig Grandstrom, Jon Pascal and myself have made a final decision for the Best Dressed Award for the "Bikes, Brews, Bohemia" theme of the Tuesday Banquet of the District Annual meeting. This year's Best Dressed goes to Tim and Stephanie Harpst with an honorable mention to Marty Bouman. Tim and Stephanie have been selected for two years in a row, so they are looking for competition in Anaheim next year.

As I write my first President's message, I am on the plane to attend the ITE International Annual meeting in Pittsburgh. I am very excited for the meeting and will have highlights from the meeting in my next message. I would like to congratulate the Colorado-Wyoming section for receiving the Best Section Activities Award from International this year.

This year, I would like to focus on the Emerging Professional (professional with ten years or less experience). I would like to attract emerging professionals to ITE and to our District Annual meeting and activities. I want to challenge seasoned professionals to bring an emerging professional to section meetings, and challenge emerging professionals to reach out and encourage other emerging professionals to join ITE and



Tim and Stephanie Harpst—Best Dressed!



Ken Ackeret, Tim Harpst and Marty Bouman

participate in ITE activities. I plan to work with the Career Guidance Committee to enhance our District mentoring program and to encourage emerging professionals to take advantage of ITE's professional development programs.

This year, I plan to build on the work of our Past Presidents and continue to grow the Student Endowment and to support successful student programs and chapter research opportunities.

I would like to hear from our members about what ITE Western District can do for you and to find out what sections and

chapters are doing around the District. You may be seeing a survey in the near future to get your input. Feel free to contact me anytime with any ideas or suggestions that you have for the District. A note to sections and chapters: the President and International Directors are available to travel to your meetings and we would like to recognize ITE members who have made contributions to ITE and the profession.

I am looking forward to a successful and fun year serving as the Western District President!



International Director Julia Townsend and Clark Townsend show some style at the Annual Awards Banquet.

## POSITIONS AVAILABLE

traffic engineering is highly desirable.

**DUTIES:** Performs entry level traffic engineering work. Duties may vary depending on division of interest but may include supervision of technicians, analysis and interpretation of data, review of development plans and impact studies, coordination and facilitation of neighborhood groups and projects, and responses to the concerns of residents by written correspondence and field visits. This position may also require advanced written and communication skills for the development of reports, presentation, petitions, surveys, and newsletters.

**APPLY:** Apply on-line at <http://phoenix.gov/jobs/> or submit your resume, cover letter, and data collection form to the City of Phoenix Application Office. *The recruitment may close without notice when a sufficient number of applications have been received or the position has been filled.*

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TRAFFIC ENGINEER III

**SALARY:** \$64,314 - \$95,909 annualized. *Starting salary is determined by education and experience.*

**EXPERIENCE:** Requires three years of experience in the field of traffic engineering including one year at a professional traffic engineering level and a bachelor's degree in engineering, including courses in traffic and/or transportation engineering. Experience interacting with City management and public officials, as well as with other public agencies is highly desirable.

**DUTIES:** Perform advanced professional traffic engineering work in one of these areas - neighborhood traffic management, traffic safety, signing and striping, traffic signals, plans review, or development coordination. Apply traffic engineering principles in the design and planning of new developments. Review plans and studies, attend meetings with developers, and prepare written reports of traffic requirements. Exercise considerable skill and judgment in communicating traffic engineering issues and solutions to the development community, City departments and public agencies, and the citizens of Phoenix. Supervises engineering staff.

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-or- Complete an on-line application in person at Clackamas County Personnel, Public Services Building, 2051 Kaen Road, 3<sup>rd</sup> Floor, Oregon City, OR 97045, 503.655.8459. Contact: Gordon Dawson, 503.353.5487 or Joseph Marek, 503.353.4705 EEO Employer

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progressively responsible professional experience, including experience in directing the work of others involved in Engineering project activities or any combination of training and experience that provides the desired knowledge and abilities. Possession of a certificate of registration as a Civil Engineer or Traffic Engineer issued by the California State Board of Registration for Civil and Professional Engineers.

The City offers a very competitive benefits package including a 4/10 work week, 4% deferred compensation and City paid PERS 2.5% @ 55, supplemented with PARS 3% @ 60. **Apply immediately. Position is open until filled.** Please complete a City application and supplemental questionnaire and return it to the City of Rancho Cucamonga Personnel Department, 10500 Civic Center Drive, Rancho Cucamonga, CA 91730 or P.O. Box 807, 91729. (909) 477-2700, or website: [www.ci.rancho-cucamonga.ca.us](http://www.ci.rancho-cucamonga.ca.us).

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#### Senior Traffic Engineer

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### CITY OF PHOENIX TRAFFIC ENGINEER I

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EXPERIENCE: Requires a bachelor's degree in civil, mechanical or a closely related engineering field. Experience in



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2nd place - Neelam Sharma, UC Irvine; Kelly Pitera, UW; Mahesh Paudey, Sacramento State; Enrique Biche, Cal Poly Pomona

### Strength

Strength - Tie for 1st - Audrey Naral, UCLA; Adam Parast, UW; Josh Crain, Portland State University; Yao-Jan Wu, UW

Strength - Tie for 1st - Nathan Mustafa, Cal Poly Pomona; Tony Symanovich, University of Seattle; Matt Marineau, University of Seattle; Tao Zhong, UW

## EVALUATING AN ADAPTIVE SIGNAL CONTROL SYSTEM IN GRESHAM

(Continued from page 3)  
The system surveys were collected in April, 2007. All but one of the directions resulted in a reduction of travel time operating with the adaptive system. The most significant improvements are represented in the PM peak period where both directions resulted in approximately one minute of average travel time reduction. The one time period and direction that resulted in an increase in average travel time was the WB AM peak period. The previous timing plans had focused specifically on favoring that direction and the plans were near perfect. Travel time through the corridor at posted speed is 200 seconds and the average WB travel time in the AM peak period with the TOD plans was just 226 seconds.

Additional anecdotal benefits of the system have been observed by operations staff.

- The system monitors the health of the intersection computer and the detectors in the street. With the previous traffic signals, many problems were not identified immediately and required crews to drive out to the intersection to fix the problem. SCATS automatically alerts City staff if there is a problem with the field equipment and many of the problems can be repaired remotely using a computer interface.
- The system creates a database of traffic information including traffic counts which can relieve other City departments from the need to do other traffic counts to support traffic studies.
- The system is proven with over 35 years of operation around the world. It uses proven field components that were familiar to City staff and the installation went smoothly.

### SUMMARY

At the time of this printing, analysis of the data including mainline and side street delays, volume weighting travel time surveys, a comparison of volumes and cycle lengths is underway. The early results and observations by City and DKS staff indicate that the SCATS adaptive system is outperforming the previous TOD plans. Couple this with the powerful system monitoring capabilities and the ability for the system to adjust to changing conditions daily, during Holidays, during construction and over the longer term and the SCATS system has exceeded the expectations of the City and DKS staff.

Further analysis of the data will tell, but at this time the project is proving to be a great success.

### About the Authors:



USA. He holds a B.S. in civil engineering from the University of Washington.

**Jim M. Peters**, P.E. PTOE, has 13 years experience in traffic engineering, traffic operations and ITS planning and design as an ITS engineer at DKS Associates in Portland, OR,



Development Services Division, where he has worked since 1995. Prior to that, he worked for the Oregon Department of Transportation for 15 years. He holds a B.S.C.E. from Oregon State University.

**Jay D. McCoy**, P.E., PTOE, is the senior transportation engineer for the City of Gresham Department of Environmental Services, Transportation and



the Oregon Transportation Research and Education Consortium. He received his BSCE from the California Polytechnic State University, San Luis Obispo, an MSCE from San Jose State University and a PhD from the University of California at Berkeley.

**Robert L. Bertini**, PhD, PE, is an Associate Professor of Civil and Environmental Engineering and Urban Studies and Planning at Portland State University, and is also the director of

## ANNUAL BOARD MEETING HIGHLIGHTS

(Continued from page 1)

\$1,000 budgeted for this year's award to the District's Student Endowment Fund which the Board approved.

Secretary/Treasurer Monica Suter reported that the District had \$204,831 in total income received and \$76,885 in total expenses paid during the first nine months of Fiscal Year 2006/2007.

WesternITE Professional Services Directory, Position Available job ads, and Web-based ads continue to be a strong success. She thanked the WesternITE Team for all of their work which has resulted in a total income of \$51,527 for the first nine months of Fiscal Year 2006/2007.

She presented her Proposed 2007/2008 District 6 Budget which was approved by the Board and subsequently by the membership on July 17, 2007, at the Annual Business Meeting.

The Western District's E-balloting process went relatively smoothly for a first time implementation. There were only a handful of members who either lost, did not receive, or who later found their District 6 username and password in their "junk mail folder." She thanked District 6 Administrator Jenny Grote for her fine work as the District's Elections Administrator for this first-time on-line balloting process for the District.

International Director Rory Grindley recapped the highlights from March's International Board of Direction (IBOD) Meeting. He was very pleased with the locations selected by Executive Director Tom Brahm for the next five Annual meetings.

He thanked everyone for their support during his service as International Director as this was his last District 6 meeting as International Director.

International Director Julia Townsend stated that the Public Relations Mega Issue is an upcoming key priority based on the direction from the IBOD and that ITE International is fiscally sound.

ITE International now has a fund available to cover any incidental costs to Districts hosting PTOE or other types of ITE Certification exams.

Julie thanked Rory for his dedicated service and said that she will miss having him a part of the board. She also complimented his original vision for initiating the District's Student Initiatives program.

International Director Randy McCourt reported that California Border Section President Edgar Perez wants to set

up a new ITE student chapter in Mexico just south of San Diego. Although Mexico is not in District 6, the District 6 Board gave approval to further pursue his effort on this and to work with the District 6 Board and ITE International as necessary in this important effort with significant growth potential.

International President Earl Newman was very pleased to be able to attend his first District 6 Annual Meeting. He was impressed with the high level of participation and success of this meeting. He thanked all volunteers at the Chapter, Section and District levels for their important contributions.

He was impressed with District 6's recent implementation of on-line elections and the joint Annual and International Quad aspect of this year's District 6 Annual Meeting. He is sharing these ideas (along with the traffic bowl) at the International level.

The Western District is consistent in recognizing "rising stars" for future involvement in ITE Internationally and within the District. He also complemented the District's mentoring activities.

He shared his vision that all Districts continue to highlight their activities and successes on their websites and encouraged attendance at the upcoming International Meeting this August in Pittsburgh, Pennsylvania.

International Past President Rich Romer suggested that anyone interested in running now or in the future for International Vice President should attend the open house to be held in Pittsburgh. Information packets are available on ITE's website for any prospective candidates. September 1<sup>st</sup>, 2007 is the deadline to submit completed packets. Interviews for next year's candidates will occur on October 28, 2007. He strongly encouraged that anyone who might consider running attend this open house to become more familiar with the process.

Executive Director Tom Brahm reported that use of the professional development Webinars grew substantially this past year and that ITE International is looking for new ideas for programs/instructors to expand use of Webinars.

ITE's *Trip Generation* is having such a broad impact on the industry and on developers that Walmart and other developers have contacted International Headquarters offering to conduct their own studies. He noted that these studies are conducted under high level scrutiny and they provide additional data for future

editions/updates to this manual. The International Council of Shopping Centers has also expressed interest in this subject along with site circulation issues. The largest developer of senior housing units has also contacted ITE to indicate their interest in having trip generation information for their specific land use added to the manual's future editions. Based on the data obtained thus far, some trip generation rates determined by the developers have actually been higher than the current manual's rates.

Tom mentioned the important work that ITE International is doing regarding use of LEDs for traffic signal indications and the associated maintenance/replacement issues. ITE is working together with NEMA and AASHTO to come up with standards to meet the safety needs of the public. AASHTO has provided \$50,000 in emergency funds to conduct this important study.

ITE International is receiving new requests to conduct peer reviews for various agencies responsible for traffic signal systems. While this is not a typical activity of ITE International, the need for such reviews was highlighted and appears to be on the rise.

ITE International and the IBOD are following up on their "measures of success" information for agencies.

Tom thanked Eugene (Gene) Wilson for his international service as the Certification Board Chair for the past 10 years and noted that he is stepping down at the end of this year. States like Oregon have accepted the PTOE certification as equal to their Traffic Engineering Registration. He stated 40 people sat for the exams offered in Portland the prior day and that it can be a challenge for technical level staff to obtain employer support for travel and training opportunities even though there is a need for this involvement and participation. ITE International is evaluating this issue.

On-line elections for District 6 are being conducted by the same vendor who handles ITE's International elections. This has led to some confusion as to which election members are voting for. This will be further complicated with next year's joint ITE International and District 6 Annual Meeting, causing the two elections to further overlap. This issue will be addressed to the extent possible in an effort to have this process run smoothly. Additionally, some ITE Sections such as Arizona use the same on-line elections

(Continued on page 7)

## POSITIONS AVAILABLE

# LSA

LSA ASSOCIATES, INC.

LSA is a diversified environmental, transportation, and community planning organization with California offices in Berkeley, Carlsbad, Colma, Irvine, Palm Springs, Point Richmond, Riverside, Rocklin, and San Luis Obispo, and an office in Fort Collins, Colorado. The staff at LSA includes experts in environmental analysis, transportation planning and engineering, biology and wetlands, habitat restoration, resource management, geographic information systems (GIS), community and land planning, landscape architecture, archaeology and paleontology, water quality, noise, and air quality. We are recognized as innovators in the field of environmental impact assessment, and we have developed a reputation among clients and professional peers in both the public and private sectors as being thorough, innovative, and objective.

We have immediate openings for a **Senior Transportation Planner/Engineer**, and **Transportation Planner** within our Irvine and Riverside offices.

The **Senior Transportation Planner/Engineer** responsibilities include: project management of traffic impact analyses for public and private development projects, operational analyses for freeway and arterial improvement projects, and General Plan and Specific Plan circulation studies. The successful candidates must have a Master's or other advanced degree in transportation planning, traffic engineering, urban planning, or other related field. The candidates should have between 5 and 10 years of direct transportation experience. Excellent organizational, written and verbal communication and interpersonal skills are required.

The **Transportation Planner** should be able to perform technical analyses and prepare written reports for public and private sector clients. Typical assignments include traffic impact analyses for public and private development projects, operational analyses for roadway improvement projects, and General Plan and Specific Plan circulation studies. The successful candidates must have a Bachelor's or Master's degree in transportation planning, traffic engineering, urban planning, or other related field. The candidates should have 3 to 5 years of

experience in transportation planning and/or traffic engineering. Excellent writing and Excel skills are required. Knowledge of Traffix and Synchro is a plus.

At LSA, our greatest asset is our employee ownership. We offer excellent compensation and benefits, including competitive pay; medical, dental, vision, group life, and long-term disability insurance plans; vacation, sick, and holiday pay; an Employee Stock Ownership Plan (ESOP); and a Profit Sharing and Savings Plan (with 401k and company match). LSA is an EOE/AA. For more information about LSA, please visit our Web site at [www.lsa-assoc.com](http://www.lsa-assoc.com). To apply for either position, please submit your cover letter and resume to:

Human Resources  
LSA Associates, Inc.  
20 Executive Park, Suite 200  
Irvine, CA 92614  
Fax: (949) 553-2019  
E-mail: [employment@lsa-assoc.com](mailto:employment@lsa-assoc.com)



**TRANSPORTATION ENGINEERS/  
PLANNERS  
Anaheim, Long Beach  
and Los Angeles, California**

We are seeking highly motivated individuals with excellent communication skills to join our offices in Long Beach and Los Angeles.

### LOS ANGELES

*Associate Transportation Engineer/Planner*

This position is responsible for conducting basic analyses required for technical reports using specialized software. The qualified individual will coordinate field work and data collection and may also assist with the preparation of tables and figures for work products and engineering plans. This position will also interact with clients and agencies and prepare draft sections, reports and/or presentations. MSCE (Emphasis in Planning, Transportation or equivalent) with at least 1 year related experience OR BSCE with at least 3 years related experience required.

### LONG BEACH

*Senior Transportation Engineer/Planner*

This position will be responsible for conducting transportation plans, transportation planning studies and operational studies while managing small to medium sized projects. Tasks will include attending client meetings, preparing reports, supervising staff and assisting with proposal preparation and marketing. This position requires a College degree with at least 10 years experience in traffic operations, design and/or planning. You must also have the ability to manage major tasks for small, medium and large sized projects and have experience working with a variety of public and private clients. P.E., T.E. or AICP desired.

*Transportation Engineer/Planner*

This position will assist Principal and senior staff with traffic analysis, spreadsheets, fieldwork, preparation of documents, graphics, research, client contact, budget and proposal preparation, management of projects and staff. We're seeking an individual with a BA or BS in Planning or Engineering with at least 5 years direct experience. Excellent analytical skills with knowledge of fundamental traffic principals and standard software packages (GIS, spreadsheets, TRAFFIX, etc.) is required. You should also have the ability to write reports and prepare project budgets. E.I.T, C.E., T.E. or A.I.C.P. desired.

*Iteris, Inc.* leads the traffic management market in the development and application of advanced technologies that reduce traffic congestion, minimize environmental impact and improve the safety of our surface transportation system. We have created a dynamic team of professionals throughout the country who are passionate about transportation and making an impact in the industry. If you're interested in working for a company that offers a casual working environment, flexible work schedule, competitive salary and benefits package as

### POSITIONS AVAILABLE ADS:

To place your ad, e-mail your ad to [douglas\\_smith@urscorp.com](mailto:douglas_smith@urscorp.com). The deadline is the 28th of the previous odd-numbered month. The cost is \$1.50 per word, with a minimum cost per ad of \$100.00. Ads are also posted on our web site at [www.westernite.org](http://www.westernite.org). More information is available on our Web site.

## POSITIONS AVAILABLE

### FEHR & PEERS TRANSPORTATION ENGINEER/ PLANNER Denver, Colorado

Fehr & Peers is seeking a bright and motivated engineer/planner to join our Denver office. The person must have a Bachelor's or Master's degree in transportation, civil, or electrical engineering, or urban and regional planning. Desirable work experience includes exposure to fieldwork, traffic operations (e.g., HCS, Synchro, VISSIM), transportation planning (e.g., bicycle or transit plans, policy), signal design, and travel demand modeling (e.g., MinUTP/TP+, TransCAD, EMME/2). Technical writing skills should be above average and an EIT for engineering candidates is highly desirable.

Fehr & Peers specializes in providing transportation planning and traffic engineering services to private and public sector clients. Fehr & Peers has won numerous awards for its employee-focused company culture, including being named in the Top Ten Best Civil Engineering Firm to Work For by *CE News* in 2006. For additional information on our company, visit our website at [www.fehrandpeers.com](http://www.fehrandpeers.com). Please send your resume and cover letter to [resumes@fehrandpeers.com](mailto:resumes@fehrandpeers.com).

### ASSISTANT ENGINEER City of Poway (San Diego County), CA. Salary: \$4,966 - \$6,036/mo. + benefits

Current opening in Traffic Engineering. Performs routine engineering work including speed surveys for traffic studies, traffic counts, site diagrams, construction traffic control plan reviews and minor traffic signal and communication system design. Requires Bachelor's degree with major course work in civil engineering or related field and one year of experience in professional civil engineering. Apply by: October 1, 2007. City application and supplemental questionnaire required. For details and to apply on-line visit our website at [www.ci.poway.ca.us](http://www.ci.poway.ca.us) or contact Human Resources, 13325 Civic Center Dr., Poway, CA 92064. (858) 668-4440. EOE

### KIMLEY-HORN AND ASSOCIATES, INC. TRANSPORTATION PLANNER

Engineering consulting firm seeks degreed engineering professional for Oakland, CA office to serve as project manager on transportation planning projects subject to federal and state environmental regulations and oversee planning and analysis of same. Specific duties include: managing development of design alternatives based on transportation performance and potential environmental impacts; researching and developing planning documentation; conducting traffic studies and traffic operations analysis and developing supporting graphics for same; forecasting travel demand; and developing traffic models and corridor and comprehensive plans using traffic engineering analytical software.

Position requires U.S. Master's degree in Engineering, with specialization in Transportation Engineering.

Send resume by mail with contact information to Ms. Michelle Peart, Kimley-Horn and Associates, Inc., 11060 White Rock Road, Rancho Cordova, CA 95670. Reference code: CAOAKTP0607

### CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION

The City of Seattle Department of Transportation (SDOT) has multiple Engineering positions at various levels of experience available. Join our team and help Keep Seattle Moving. We offer competitive salaries, great benefits (medical, dental, vision, etc.), and career paths with opportunities for advancement in a region with affordable housing and picturesque landscapes. Openings range from entry level CE / CE tech to senior level CE.

#### Assistant / Associate Civil Engineer Neighborhoods

Work to investigate and resolve traffic operation concerns and issues identified by citizens, City staff, and other agencies.

#### Associate Civil Engineer Sidewalk Development

Responsible for designing walkway projects and managing the program itself, including project prioritization.

#### Associate Specialist / Associate Civil Engineer - Arterial

Seeking experience in traffic operations including the planning, design and implementation of traffic control devices.

#### Assistant / Associate Civil Engineer - Signals

Prepare and review signal plans, designs and work orders, write/review specifications as part of Capital Improvement Projects, private developments, and agency programs.

Senior and Supervisor Engineer positions also available. To learn more about a future with us visit [www.seattle.gov/transportation](http://www.seattle.gov/transportation) and click on Jobs at SDOT.

### HDR, INC. TRANSPORTATION SECTION MANAGER Las Vegas, NV

HDR is an employee-owned architectural, engineering, planning and consulting firm that excels at helping clients manage complex projects and make sound decisions.

#### Responsibilities

Operations of the Transportation Business Group including staff development, profitability, morale, quality control and marketing support; production on projects; involved in marketing, planning, proposals and interviews; involved with public and private clients in marketing, project production and related issues; use of proactive project management system for all work; implements, monitors and supports company policy; selects, trains, develops and manages technical personnel; works with National Directors and marketing in local and national marketing and production efforts.

#### Required:

BSCE and P.E. required. 10+ years experience in civil engineering/transportation design and planning. DOT and public works project experience preferred. Success in initiating and managing growth. Prior consulting experience preferred. Existing network of clients beneficial.

#### Apply Online:

<http://www.gojobs.com/seeker/aoframeset.asp?JobNum=2497247&JBID=1454>  
Employer JobCode: 071046  
[GJ.2497247.1454]

## ANNUAL BOARD MEETING HIGHLIGHTS

(Continued from page 6)

vendor as the District such that there is a potential for three elections with the same vendor to be conducted within an overlapped time frame.

To date, about 25% of the membership has voted using the on-line voting and ITE International received 16% participation in the first year of implementation. This suggests that members are becoming more familiar with this type of election process and that it is producing good results. The idea of combining ballots for ITE International and the District was also discussed. There are some significant challenges to overcome to achieve this, though it will be further explored.

WesternITE Managing Editor Doug Smith discussed the challenges that the WesternITE team faced this year with the timeliness of WesternITE newsletter issues and advertising.

This year, Texas ITE won the newsletter award. Their newsletter will be closely analyzed to obtain fresh ideas that may be implemented into future WesternITE newsletter editions. Efforts will also be made to further enhance the WesternITE newsletter.

The idea of e-mailing the link for the WesternITE newsletter as the default method of communication was discussed at length along with allowing members to *opt in* if they wish to receive the hard copy newsletter (as opposed to the reverse of this). Some Sections and Chapters already do this. If members received the electronic version by default, this would save substantial costs for mailings. One benefit of electronic versions of the WesternITE is that color can be more cost effectively utilized to enhance the newsletter versus the costs to print a color hard copy of the newsletter. However, this also would require that e-mail addresses are kept current, which is already a challenge. Any change in this process could also have tax implications for the District. Given the significance of this possible change for members, no action was taken and it was agreed that it will be further evaluated by the WesternITE Managing Editor and Advertising Manager, Webmaster, and next year's Vice President and presented at the 2008 Mid-year Board Meeting. Secretary-Treasurer Monica Suter noted that ITE International Councils have switched to electronic formats for newsletters and the information gathered prior to adopting this "communications portfolio" change were made following significant discussions and consideration at the International level. This information may be relevant in evaluating

future District handling of the WesternITE newsletter.

Webmaster Jon Pascal reported that the District's website currently hosts several Section and Chapter Websites. Over time, these websites have become more sophisticated and comprehensive, including archives of historical data and back issues of newsletters. This provides an important tool and resource at the grass roots level and also increases the amount of space (and cost) required to store this information. Increased electronic storage requirements and associated costs were discussed with varying opinions on the matter. As more information transforms from hard copy/ mailing to electronic/website form, this results in lower printing/postage costs but requires additional electronic website storage capacity costs. The Board took action to increase the current website's space and to absorb the associated increased cost. The storage space situation and increased costs will be further evaluated by the Website Manager in conjunction with Section and Chapter Website Managers and Officers along with any tax implications of these costs. This issue will be revisited at the 2008 Mid-year Board Meeting.

Technical Committee Chair Karen Aspelin reported that BYU, Portland State, University of Nevada (Reno) and the University of Washington have completed their Data Collection projects, and submitted their final reports. This data is posted on the District's website.

The Van Wagoner Award was given to three recipients this year, so a decision was made by President Whitlock to increase in the award amount from \$200 to \$300 to give \$100 to each recipient. Action was taken by the Board to change the description of the award to indicate that the \$200 prize would go to the first District 6 author listed. Each winner will continue, however, to receive a plaque.

Membership Committee Chair Steve Sasaki stated that this was his last meeting and he thanked everyone for their support during his years of service. He also indicated that the total membership has increased overall but that the voting membership has decreased. Gary Hansen is the incoming Membership Committee Chair.

Licensing & Certification Committee Chair Walter Okitsu's position was broadened to include all licensing issues throughout the District in addition to California Traffic Engineering Registration issues.

He is helping the State of California recruit Traffic Engineering exam writers and activity continues efforts to change the

Traffic Engineering registration from a Title to a Practice Act.

Career Guidance Committee Chair Craig Grandstrom reported participation in the student mentoring program has increased. There are currently 60 pairs active in the mentoring program.

Student Endowment Fund Committee Chair Pat Gibson distributed information brochures about the Student Endowment Fund along with new Individual and Corporate/Organization Contribution forms. These will be available at the Fund's booth in the Vendor Exhibit. iPods were raffled off for those who contribute to the fund during the meeting.

He indicated his interest in sending out mailings in an effort to generate more contributions. The District's goal is to generate \$500,000 for this fund.

Donations received by mid July 2007 will be formally recognized at this year's Annual Meeting and donations after that date will be recognized thereafter.

WesternITE Reorganization Committee Member Doug Smith gave Chair Nate Larson's report. Because advertising efforts have increased substantially, it was recommended that the Technical Editor's duties be transferred to the WesternITE Managing Editor and that a new Advertising Manager position be created with additional responsibilities and a stipend. The Board adopted this recommendation and Nate Larson was appointed by President Whitlock to this position after dissolving the WesternITE Reorganization Committee since their work was completed.

#### Future Annual Meetings

California Central Coast Section Vice President Anitha Balan gave their presentation to host the Annual Meeting in Santa Barbara in June of 2012. The Board awarded the 2012 meeting to the Central Coast Section.

Zaki Mustafa, LAC Chair for the Joint District and International ITE Annual Meeting, reported on the August 2008 meeting in Anaheim, California. He discussed some of the technical tours anticipated.

Mark Spencer, LAC Chair for the 2010 San Francisco Annual Meeting indicated that he obtained four proposals for hotels in San Francisco and two for areas just outside the San Francisco area including Oakland and Napa Valley.

The 2009 Annual Meeting will be in Denver, Colorado and the 2011 Annual Meeting will be held in Anchorage, Alaska.

(Continued on page 8)

## ANNUAL MEETING HIGHLIGHTS

On behalf of the Local Arrangements Committee and the Oregon Section, I'd like to thank each of the nearly 900 participants that joined us at the 2007 ITE District 6 Annual Meeting in Portland. The attendance for the Annual Meeting far exceeded our expectations with more than 500 registered attendees, 120 students and faculty, and 62 vendor booths. I can't say enough about the support of the Portland community and our sponsors who helped make it the largest District 6 meeting to date.



Peter Koonce,  
LAC Chairman

Attendees at the meeting got a first hand overview of the Portland region's focus on transportation as a key component of our livability. Combined with the fact that we're the microbrewery capital of the world, it made for an extremely enjoyable conference.

Having just returned from the ITE International meeting, I can say that our Technical program was on par with what participants experienced in Pittsburgh. We had over 100 speakers and poster sessions throughout the three-day program. Our social calendar, starting with the Brew Pub Tour after the Get Acquainted Opening Address from Congressman Earl Blumenauer was a highlight, and it might have contributed to reasons why some of the volunteers at the registration desk were a little slow on Monday morning.

In addition to the technical program, our Technical Tours included an amazing array of modes, giving participants a view of the City from behind the handlebars of bicycles and a view from the new Aerial Tram. The Bicycle Tour throughout the eastside of Portland was one of the highlights of the meeting and we were fortunate to have the support of our lunch time speaker, Jay Graves, who owns the Bike Gallery.

On Tuesday, the Traffic Bowl warmed everyone up for an exciting evening of dancing at the Awards Banquet, themed Bikes, Brews, Bohemia.

The meeting concluded on Wednesday with record-breaking attendance at the Western States Luncheon. The tremendous success of this Annual Meeting was primarily due to the dedication and hard work of the Local Arrangements Committee and the support of the Oregon Section Board and its members. Planning a District 6



Meeting was an enormous undertaking, but one that we're happy to host every 12 or so years! We are looking forward to the next Annual Meeting and hope to see you all in Anaheim!

## ANNUAL BOARD MEETING HIGHLIGHTS

(Continued from page 7)

### Unfinished Business

The concept of hosting "student lounges" at ITE International Meetings was recommended.

The San Francisco Bay Area Section's Bylaws were adopted by the Board.

It was recommended that future proposals to update Bylaws be reviewed by a committee comprised of the International Directors and the District Administrator. Future updates should reflect the requirement that student chapters have professional liaisons with a Section or Chapter; the boilerplate needs to be updated to include this clause.

The meeting was adjourned at 3:59 pm. The next Annual Board Meeting will be held in Anaheim, California in August 2008.



## SECTION AND CHAPTER ACTIVITIES

(Continued from page 12)

phone number and email link to notify her department of the need for patching. She said that at this stage, the city will do only cold patching of potholes. She shared that they tried the more permanent method of over-cut, clean out, tack coating, ac fill, and full blown compaction. But, she indicated that process substantially reduce the number of potholes repaired. She said that a consolidated decision was made to just fill, although temporary, it did repair potholes faster and covered a wider area to reduce driver annoyances and danger. She shared that they are working on a price schedule contract to fix potholes. This should improve the quality of the patches as well as faster response times. Ms. Higa concluded that in order to achieve better roadways additional funding must be pursued for preservation maintenance; that the construction boom continues to require more roadwork maintenance and inspection; and the upward price and shortage of asphalt deepen the problems. In closing, Director Higa summarized that she regards road maintenance as a high priority, since her department's mission is public safety and health.

June 2007

Mr. Dick Riegels from Stanford Carr Development LLC spoke at Hawaii ITE April Meeting on June 21, 2007. Stanford Carr Development recently completed the Hawaii Kai Peninsula as well as many other prominent projects on Oahu, Maui, and Big Island. Mr. Riegels offered a developer's view, decision-making, and lessons-learned about traffic issues.

Ms. Sue Tilden of InfraConsult, as our technical speaker, explained the ABCs of Transit Oriented Development (TOD). Ms. Tilden introduced the key characteristics of TOD, the definition of "Complete Street" and smart growth and their relationships with TOD. She also discussed the TOD in the context of climate changes and most impedance to implementing TOD.

July 2007

Ms. Jamie Ho and Mr. Brandon Hee spoke on rockslide at Hawaii ITE Meeting on July 21, 2007. Ms. Jamie Ho is the Engineering Manager of State Hawaii DOT and Mr. Brandon Hee is the Geotechnical Engineer of State Hawaii DOT. Ms. Jamie Ho outlined various Federal and State programs can apply for

rockslide mitigation. She also explained the funding and prioritizing procedure and once a rockslide happened.

Mr. Brandon Hee explained the State proactive inspections program and illustrates several measures to stabilize a possible rockslide site. He also gave some pictures examples of rockslide mitigations along Kailua Road, Oahu, Kamehameha Highway at Waimea, Oahu, and Hoonuapiilani Highway, Maui.

Honglong Li,  
Secretary



## NEW MEXICO SECTION

September 2007

Thirty-five members and guests attended the September 6 Section Luncheon at El Pinto Restaurant in Albuquerque. Tesco Controls, Inc. of Sacramento, CA sponsored a portion of the lunch, reducing the cost to attendees to just \$7.

Western District President Jennifer Rosales traveled from Portland to attend the meeting and to administer the oath of office to the newly elected section officers. New Mexico's slate of officers for 2007-2008 are: Mr. Steven L. Eagan, P.E., President; Mr. James R. Barrera, P.E. PTOE, Vice President; and Mr. Ross E. Lujan, P.E., Secretary-Treasurer.

Ms. Rosales also carried with her a Presidential Proclamation recognizing the distinguished service of Dr. James D. Brogan, PhD, P.E. to the Institute. The proclamation highlighted Dr. Brogan's service as past New Mexico Section President (1987-1988), his ongoing chairmanship of the New Mexico Paving & Transportation Conference, his recent appointment to Director of the Alliance for Transportation Research Institute at the University of New Mexico, and his many

years of service to ITE and to the transportation engineering profession.

Ms. Rosales updated the section on the goings-on at the District level. She urged support of the Student Endowment Fund, pledging to personally match individual contributions from New Mexico Section members up to \$100 each through the end of September. She also challenged the established members of the Section to attract emerging professionals, those in their first ten years in the profession. She asked that the established members mentor the emerging professionals, and draw them into positions on the section committees.

The luncheon technical program was also presented by Ms. Rosales. Ms. Rosales discussed how lane reduction, in certain cases, can be implemented to improve safety, livability, and economic goals. The five case studies she presented were the research which formed the basis for her *Road Diet Handbook*, which she published in 2006 as a William Barclay Parsons Fellow with Parsons Brinckerhoff.

At the end of the meeting, the Section presented Mr. Afshin Jian, P.E. with a plaque and certificate recognizing his service as New Mexico Section President, 2006-2007.

Jim Barrera,  
Secretary





## SECTION AND CHAPTER ACTIVITIES

(Continued from page 11)

### Future Meetings October 17, 2007

Fresno – Grand Occasions

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

Scott Mozier and Bryan Jones, City of Fresno. Fresno Regional Intelligent Transportation System (ITS), "What we have done and what we still need to do."

Mike Bitner, Scribe



## HAWAII SECTION

May 2007

The Hawaii ITE had its monthly luncheon meeting on May 24, 2007 at the City's Frank Fasi Municipal Building. President Paul Won opened the meeting by inviting members to apply for various committee chair positions. Warren Yamamoto agreed to become the HCES representative. Other chair positions are pending.

The luncheon program updated members on the latest actions that the city is taking to improve the ride quality on our roadways ever since the uproar about its poor conditions. Also, the program covered new materials available on the market, which significantly improve the visibility of roadway signs and markings especially important during heavy rains. Don Hamada, VP, introduced the two guest speakers. ITE member Robert Nehmad of 3M spoke about the science of new traffic sign and striping materials. Laverne Higa, City's Director of Facilities Management, discussed the preservation of our roadways.

The first speaker, Mr. Robert Nehmad, discussed two products. He explained the technology of the materials or particles, which are responsible for improving the visibility of traffic controls.

The first product was Diamond Grade DG3 reflective sheeting. He indicated that DG3 has a full cubicle design that reflects 60% of the retro-lighting about double the retro-reflectivity of previous diamond type. He said samples were provide to the various counties and state DOTs for testing. That County of Kauai, City and County of Honolulu, and Hawaii Department of Transportation were pleased with the product according to Mr. Nehmad. In fact, Mr. Nehmad said that the Hawaii Department of Transportation is considering incorporating DG3 into its standard specifications. Mr. Nehmad suggested that members view the test overhead sign above the Moanalua Freeway at Ala Kapuna Blvd. near Red Hill to compare the new DG3 sheeting retro-reflectivity. His pictures of the overhead sign showed that DG3 sheeting clearly out shines the other materials with or without illumination. Another technology that Mr. Nehmad touched upon was pavement marking tape. He explained that 3M tapes are infused with micro-glass beads, which promote significant gains in retro-reflectivity especially important during dark and rainy conditions. Although initial out of the pocket costs are higher than thermoplastic, Mr. Nehmad said tapes are warranted for 10 years so have a lower overall cost value while achieving a higher retro-reflectivity performance. He concluded by noting that pavement tapes should be installed only on new pavements to reduce poor bonding problems and maximize its lifetime.

The next speaker was Laverne Higa, Director of City's Department of Facility Maintenance. Prior to becoming director, Ms. Higa was assistant chief in the City's Department of Design and Construction. Ms. Higa gave an overview of the multiple functions of her department, which spans from fleet maintenance to roadway infrastructure. But for the meeting, she would focus only on roadway objectives because of the nature of the audience. She indicated that out of the department's 772 positions only 554 positions are filled. This directly resulted in work overload and explains the lack of preventive maintenance. She said most work for such things as potholes are done by reactive maintenance. However, she has requested an increase in budget for the upcoming fiscal year. In FY08, her department will also be responsible for the landscaped medians further overloading the department's capacity. Although she is the

City's chief engineer, she pointed out that the department has only six engineers including her. As a result, her department depends substantially on the engineering staff and expertise of other departments. She cited the importance of coordinating with the other departments, who hold the design and standards functions, but the end result will be maintained by her department. She believes that in order to address efficiency and maintain the highest safety standards, there must be a cooperative and coordinated effort of engineering support by all departments. She shared that it is particularly important and true for roadways, whose design standards and responsibilities are shared by various other departments. She elaborated that she will continue to encourage building a stronger bridging relationship between the design and maintenance aspects and responsibilities. Also, she is concerned about certain trenching practices and its follow-up patching techniques, which should be held to a higher quality and inspection review.

Ms. Higa noted that her department maintains 3,500 lane miles and 1,295 roads. She mentioned that in FY07 her department operated with \$55M, and for FY08, she requested \$62M. She pointed out that for the FY08 \$62M budget, \$23.5M is programmed for road operations. She stated that her department purchases about \$3.4M of asphalt annually. She explained that her department does only 1/2 inch skin coat and 2 inch overlays. Her department does not cold plane or do milling. She explained that there are some union imposed restrictions, which place limits on what types of pavement restoration or preservation can be done by her work force. She said major resurfacing jobs are contracted out. She indicated that most of her department's paving is currently occurring for local roadways on the west side of the island and heading eastward. She said that major roadway reconstruction is done by another department because of the additional work phases needed such as drainage, ADA, and traffic controls expertise. As a cost example, she indicated that a previous contract for simple restoration cost \$10M for about 80 roadway miles. However, she said that asphalt costs are inflating, which will limit the range of roadway miles.

Ms. Higa also addressed the issue of potholes. She noted that there is hotline

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## AWARD WINNERS

Lifetime Achievement Award	Harry Parker
Lifetime Achievement Award	Gary Tsutsumi
Individual Achievement Award	Jim Daisa
Young Professional Achievement Award	Peter Koonce
Wisest and Windiest Scribe Award	Michael E. Bitner, Central California Section
Outstanding Student Paper	"An Economic Analysis Approach to Assessing Protected Only Versus Protected Permitted Left-Turn Controls at Signalized Intersections," Xuan Wang, University of Nevada, Reno
Young Professional Best Technical Paper Award	Ramin Massoumi, "Bad All Red Times = Recipe for Disaster"
Student Chapter Award for Best Student Chapter Report	UNLV; Honorable Mentions: MSU and BYU
Wayne T. Van Wagoner Award (for best paper by a District 6 member published in ITE Journal)	"Pedestrian Countdown Signals: Experience with an Extensive Pilot Installation," Frank Markowitz, Jack Lucero Fleck and Bond M. Yee
Annual Meeting Best Paper Award	James Peters, Robert Bertini and Jay McCoy, "Evaluating an Adaptive Signal Control System in Gresham"
WesternITE Editorial Award (for best paper published in WesternITE in the previous year)	"Transportation Gets Googled," Robert Bertini, Kristin Tuft, Timothy Welch and Ransford McCourt
Section Activities Award	Large Section (over 300 members): Colorado-Wyoming Section Small Section (under 300 members): Oregon
Membership Award for: Highest Number Gain Highest Percentage Gain	Arizona Section ( 15 members) Central California Section (8.89%)
Outstanding Web Site Award	Oregon Section
Traffic Bowl	First Place: SF Bay Area Section Second Place: Northern California Section Third Place: Oregon Section



WesternITE editor Michelle Bitner Smith presents Michael Bitner with the Fur-lined Pot.



President Dalene Whitlock presents the Outstanding Student Paper award to Xuan Wang.



Ken Ackeret presents the Lifetime Achievement Award to Harry Parker.



Ken Ackeret presents the Lifetime Achievement Award to Gary Tsutsumi.

## ANNUAL BUSINESS MEETING HIGHLIGHTS

President Dalene Whitlock led a moment of silence for members who passed away during the past year. President Whitlock recognized the leadership of District 6 and International including officers, directors, committee chairs, and section and chapter presidents. Additionally, President Whitlock thanked all of the Western District's Student Endowment Fund Contributors. The 2007 Portland local

arrangement committee was recognized and thanked for all of their work with special recognition to Portland LAC Chair Peter Koonce.

International President Earl Newman and International Director Rory Grindley presented the issues and opportunities being addressed by ITE International.

International Vice Presidential Candidates Rod Kelly and Ken Voigt gave presentations

on their vision and goals for ITE.

Secretary-Treasurer Monica Suter presented the proposed 2007-08 budget, noting some additional awards and increased WesternITE receipts. The budget, as approved by the membership, includes \$319,950 in receipts and \$330,700 in expenses.

The selection of Santa Barbara, California was announced as the site for the 2012 Annual Meeting.

The teller committee presented the results of this year's election with the following slate of officers for 2007-08:

President – Jennifer Rosales

Vice President – Monica M. Suter

Secretary-Treasurer – Michael Sanderson

International Director – Zaki Mustafa (three-year term begins January 2008)



### DIRECT RIDERSHIP FORECASTING STREAMLINING TRANSIT & TOD PLANNING

Our innovative direct ridership methods identify transit performance benefits created by TODs, parking management, and improved access for all travel modes.

- Transit corridor & station suitability
- Land use balance for TOD
- Transit access planning
- Ridership development programs



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## SECTION AND CHAPTER ACTIVITIES



### SAN FRANCISCO BAY AREA SECTION

June 2007

A Real-time Traveler Information Meeting was held on June 15, 2007 at the Metropolitan Transportation Commission (MTC) Auditorium in Oakland, CA.

This was the second ITE technical workshop co-hosted with California Center for Innovative Transportation (CCIT) and about 50 members joined us.

Real-time traveler information is the poster child of ITS applications. It promises to let commuters make trip decisions on the fly, thereby reducing delays and leading to optimal usage of transportation infrastructure. With the advent of mobile data telecommunications, traveler information is now available on the go, whether by cell phone or in car navigation systems.

At the same time, mobile terminals are starting to be used to collect traffic data from individual vehicles. This contributes to the forward-looking vision of a telecommunications network linking vehicles and the infrastructure, known as Vehicle-Infrastructure Integration (VII). But whether the end users are compelled to take advantage of this offering or not still rely on the two most important features in traveler information systems, namely data quality and usability.

In keeping with the workshop series' focus on generating productive interactions between public and private organizations, this workshop showcased both government initiatives and commercial products in the area of mobile traveler information systems. Our panelists included Ms. Melanie Crotty, Director of Traveler Coordination and Information with MTC, Mr. Cooper Marcus, CEO of Spark Parking Inc., Mr. Andre Guezic, CEO of Beatthetraffic.com and Mr. Steve Wollenberg, Founder and VP Business Development of Dash Navigation Inc.

Please visit our website <http://www.sfbayite.org/> to download all presentations.

On June 21, 2007, the ITE luncheon was hosted in Oakland Chinatown. At the meeting, the President of ITE District 6, Ms.

Dalene J. Whitlock and the officers of the San Francisco Bay Area Section declared June 21, 2007 as the Wolf Homburger Day to recognize Wolfgang for his contributions to the Institute, and gratefully acknowledge his efforts in the betterment of the rewarding profession of transportation engineering.

Wolfgang S. Homburger, P.E., is an Honorary Member of the Institute of Transportation Engineers (ITE), #1158. Since 1966 he has devoted untold hours of work in support of our transportation engineering profession. He has received the Burton W. Marsh Distinguished Service Award for his contributions over the years to advance ITE in an outstanding fashion and also ITE's 50th Honorary Member, which is ITE's highest recognition of notable and outstanding professional achievement.

Prof. Homburger has served as a lecturer, research engineer, acting director and assistant director of Institute of Transportation Studies during more than 35 years at UC Berkeley. He has written or edited a number of transportation textbooks, including the Fundamentals of Traffic Engineering (now in its 15th edition), Introduction to Transportation Engineering, Transportation and Traffic Engineering Handbook, and Residential Street Design and Traffic Control.

After the Proclamation of Homburger's Day, Mr. Randy Rentschler of Metropolitan Transportation Commission presented the highlights of transportation funding in the region. Last November, California voters approved state Proposition 1B, the \$20 billion Transportation Infrastructure Bond measure. He talked about how the broad language on the ballot was translated into funding allocations among competing regions and agencies, and to specific highway congestion relief and transit projects and other programs.

Before the end of the meeting, the current Chapter's President, Mr. Joy Bhattacharya announced new elected officers of the next term. The following officers were elected: President, Richard Haygood; Vice President, Wing K. Lok; Treasurer, Nate Chanchareon; and Secretary, Mike Dahlin.

At the end, Joy gave a bottle of champagne to each board member for her/his contributions to the San Francisco Bay Area Section.

Andrew Kluter,  
Co-Scribe



### CENTRAL CALIFORNIA SECTION



July 2007

Our July 11, 2007 meeting was held at the Visalia Convention Center in Visalia, California. The meeting was sponsored by Urs Corporation and Quixote Traffic corporation.

Over 45 members and guests enjoyed an excellent buffet lunch and two excellent speakers.

New Section officers were elected for the 2007 – 2008 year. Our new officers are:

President: Lisa Wallis, Omni Means  
Vice President: Dennis Miss, Omni Means

Secretary – Treasurer: Bryan Jones, City of Fresno

Our Technical Sessions were sponsored by Quixote Traffic Corporation and URS Corporation.

Our first speaker was Mark Feldman the Pacific Territory Manager for Quixote Transportation Technologies located in St. Louis, Missouri. Mark has been instrumental in the design and implementation of over 1000 Road and Runway Weather Information Sites across North America. He now also focuses on deployment of QTT Highway Advisory Radio systems and Traffic Monitoring Systems. Mark was joined by Jack Carr who is currently the Chief Engineer with Innovative Highway Solutions.

Mark and Jack presented numerous products for monitoring weather, traffic and advising of highway conditions.

Our second speaker was Syd Bowcott of URS Corporation. His presentation was "SR-22, Lessons Learned from a Design/Build." SR-22 is the first design/build undertaken by Caltrans. The project involved the addition of HOV lanes in both directions on the entire length of the SR-22, roughly 13 miles in Orange County. The project is being done at a cost of over \$550m by a joint venture of Granite-Meyers -Rados with URS as the lead designer. The project was fast tracked with substantial completion in 800 days.