

Westernite

Official Publication of the Institute of Transportation Engineers, Western District

September-October 2010 Vol. 64, No. 2

President's Message

By Edgar Perez



**SERVE, LEARN,
SHARE, ACT,
ENJOY**

Thank you for responding to Alaska's Local Arrangements

Committee (LAC) survey and for committing to attending the Anchorage, Alaska meeting in 2011. All of you that responded to the call to "Commit to Alaska" will receive an email from the LAC with instructions on how to obtain your prize.

The Alaska LAC continues to make progress in the planning and organization of the event to ensure that this meeting is a great success so that we all can check Alaska off our bucket lists. Remember, abstracts for technical presentations are due Oct. 1, 2010.

Congratulations to Michael Sanderson for being selected to serve the Western District as the new International Director replacing Jennifer Rosales who moved from the District in early September. We look

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2010 Annual Board Meeting Highlights

By Alyssa Reynolds, PE, PTOE Western District Vice President

On June 27, 2010 Western District leadership convened the Annual Board Meeting at the historic Palace Hotel in downtown San Francisco. President Michael Sanderson called the meeting to order and initiated introductions. Attendees included Western District elected officers, committee chairs, International ITE officers, candidates and other interested parties. This year's agenda was efficiently streamlined so that attendees could participate in the Mitey Race event immediately following the board meeting.

Several changes to the committee structure were identified during the meeting. First, President Michael Sanderson introduced the newly appointed Traffic Bowl Committee. Jerry Hall serves at the Chair of the committee and other members include: Jim Pline, Jonathan Upchurch, Rhonda Young, Grant Schultz, and Paul Villaluz. The strategic planning process resulted in the creation of a Public Relations Committee. The Board will be working on defining the committee's specific duties, but the focus will be on raising the awareness of the transportation engineering industry outside of ITE.

Vice President Edgar Perez and WesternITE Managing Editor Zaki Mustafa provided recommendations for changes to the WesternITE committee. At the center of the discussion are the tasks related to publishing the on-line newsletter. Options include creating a new position or combining that role with the Webmaster's. Per presidential direction, the WesternITE committee will be rewriting the committee guidelines for the Man-

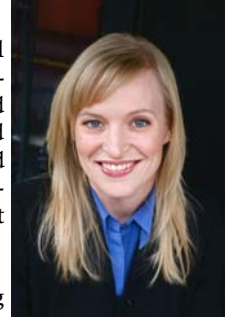
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International Director's Report

By Ken Ackeret

Prior to the ITE International Annual meeting in Vancouver, B.C. the International Board of Direction met Friday, August 6th and Saturday, August 7th at the Hyatt Regency. Your Western District Directors Zaki Mustafa, Dalene Whitlock and I participated in the meeting.

The Institute has not been immune to the recession. Executive Director Tom Brahm continues to make adjustments to reduce the Institute's expenditures while maintaining our member services. Headquarters has pursued and won contracts that are in line with our Strategic Goals and to increase the Institute's income. On the expense side, staff salaries have been frozen. Currently ITE Headquarters is down to 26 individuals with no plans to replace any staff in 2011. Unexpected expenses in 2010 included a third candidate for Vice-President, with an associated cost of about \$10,000, and an ethics case with legal fees of approximately \$10,000. The good news is that at this time the Institute is only projecting a year-end loss of approximately \$14,000 that will need to be funded from our reserves.



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The Life and Times of Wolfgang S. Homburger

Wolf was born in Karlsruhe, Germany on December 18, 1926. In 1939, at age 12, he was sent to England as part of the last Kindertransport, a rescue mission that sent thousands of Jewish children to the United Kingdom where they were placed in foster homes to keep them safe during World War II. He spent the war years attending school at Eastbourne College, which was relocated to the Radley campus near Oxford, and then teaching younger students at a school which had been relocated to northern Wales.



As a young man, he immigrated to the United States where in 1946 he finally reunited with his parents in New York City. He received a Bachelor's degree in Civil Engineering from The Cooper Union in 1950, and a Master's of Science in Civil Engineering from UC Berkeley in 1951. Naturalized in 1951, he served in the U.S. Army Corps of Engineers from 1951 to 1955, working first as a construction and pavement design engineer and later on active duty with tours in Japan and Korea. In May of 1955, Homburger joined UC Berkeley.

In 1958, Wolf married the late Arlene Levinson, whom he met at an International House alumni event. Both had great affection for I-House and were generous supporters: Homburger's former resident room, 760, was dedicated in his honor in 2006, while its south patio was named in memory of his late wife.

Besides traffic engineering, he was passionate about music, and he and his wife were committed supporters of Neve Shalom-Wahat al-Salam, a village in Israel where Jewish and Arab families live together in a peace-building effort.

The following article and photos were sent to us by his son, Paul, and was taken from a story written by Wolf for the class entitled Trains of Thought at the Osher Lifelong Learning Institute at the University of California, Berkeley. It is a moving biography of how he came to the United States sixty four years ago and his lifelong love for trains as his favorite mode of travel.....

Railway Memories

Written by Wolfgang Homburger
Edited by Wolf's son Paul Homburger

Kindertransport – May 3-4 1939:

By early 1939, it was obvious that Jewish people had to flee Germany if they could. That last phrase was the problem: whither could they go? Some countries were too close to Germany for comfort; many had only small immigration quotas or none at all. At the behest of the Society of Friends (Quakers), the British government allowed up to 10,000 Jewish and other "threatened" children, from infants to 17-year olds, to come temporarily to its shores, but adults were excluded because they might add to the unemployment problem. In the UK, the children were either taken in by families or housed in small groups in camps.



My parents reluctantly decided to send us (my two brothers and me) on this "Kindertransport", as the program became known. A distant English relative, a wealthy middle-aged bachelor, offered to take care of us. Thus it came about that, on the morning of May 3, 1939, my two brothers and I found ourselves on a platform in the Frankfurt Hauptbahnhof in a crowd of tearful families. Parents were bidding farewell to children, whom most of them would never see again. (My parents luckily survived and reached the U.S. in 1941.) The special train, chartered by a welfare organization, which also provided some escorts, consisted of standard "Reichsbahn" corridor vehicles pulled by a steam express engine. There were about ten of us in each compartment, some from our home town, others strangers. When the train stopped at the German-Dutch border, nerves were taut. Officials in Nazi uniforms inspected our papers and luggage. Everyone had to open suitcases and backpacks, and show our one-page exit permits – Jewish people had been stripped of German citizenship, and so we were not allowed to have passports. A girl of about 14 was ordered to play a tune on her accordion to prove that she was not smuggling any valuables out of the country. She barely managed to squeeze some notes out of the instrument. I seem to remember that the inspectors gave the Hitler salute as they left.

As soon as the train finally crossed into the Netherlands, all the older children, who understood the significance of this event, relaxed and became a little more cheerful. The train stopped in Rotterdam, and we were taken to a nearby hall and served a dinner. Then back to the train and on to Hook van Holland, where the night cross-Channel ferry awaited us. Another chartered train arrived from Berlin, bringing the total number of children to perhaps 600. The ship arrived in Harwich after the eight-hour crossing in the morning. On the ship, some of us were assigned berths equipped with bunks and blankets inscribed with the letters LNER. How strange, I thought, don't they know how to spell "Liner"? I later learned that the ship and the blankets belonged to the London & North Eastern Railway! And it was a train of this company that took us from the dock in Harwich to the Liverpool Street station in London. There, we were brought into a large hall – with our IDs hanging from our necks like luggage labels – and waited for our names to be called. Thus ended what was the most significant rail (plus-ship) journey of my life.

A Mug of Tea for Peace - Crewe - May 8-9, 1945:

The armistice ending the European part of World War II came into force at midnight of May 8-9, 1945. At the time I was a teacher at a boys' boarding school which had been evacuated from the potential dangers of the Essex coast to the vicinity of Portmadoc in the Snowdonia region of Wales. The summer term had just started, but one of the boys had been ill and had not yet returned from his home in southern England. I was dispatched to London to meet him and escort him to the school. Not very far from the school was a rather unique railway station, where the westernmost single-track branch lines of the Great Western Railway (GWR) and the London Midland & Scottish (LMS) happened to meet, but there was no other reason for a station. The name of the stop – Afonwen – was locally known as "If and When".

Given the somewhat chaotic situation – everyone wanted to go to London to celebrate – trains were not running "on time", but more or less at random. I chose the LMS and took a local train to the busy junction at Crewe, arriving there at about 11 pm, but could not board the next London express which was so crowded that people got on and off through the windows as well as the doors.

There was a small café on the wide platform, and it was here that, as the clock moved from 11:59 to midnight, I joined a group of strangers to toast the moment of the end of fighting with mugs of tea and milk. Thus began VE Day. Some time later, an express appeared from the north; I was able to squeeze into a car, drowsed in the corridor, and reached



Café on the train platform at Crewe

London about 5 am. There the streets were filled with crowds, some celebrating with spirituous libations, and others sleeping on the "pavements" (English for sidewalks), waiting for the Underground to open.

Later that day, I met the pupil as arranged. I decided that we should travel back to Wales via the GWR route that avoided Crewe, and we arrived at the school just as they were cleaning up after a great victory party.

Arriving in the New World - April 12, 1946:

This was mostly a ship journey, but eventually I arrived in New York by train. My guardian had learned that the Royal Navy was returning some ships, lend-leased from the US Navy, across the Atlantic, and that passengers who could get to the port of embarkation on time were welcome to travel on one of these. I was able to board a landing craft carrier of about 1000 tons displacement. Accommodations were spartan (triple bunks), but since there were only 30 passengers in space for 300, this did not trouble us. Nor was the fare a problem; we were only asked to pay 4 shillings (about 40¢) per day for food, or \$5.20 for the 13-day crossing, but this rose to \$6.80 when we floated in the middle of the Atlantic for four days while repairs were being made to the ship's boiler. The destination was Norfolk, Virginia. I was then to take a ferry across the mouth of Chesapeake Bay to Cape Charles, where it connected with the New York express of the Pennsylvania Railroad. My first impression of the US was rather negative. In the UK, we had met a number of GI's who had told us about the class-less society in the US. "We don't have all these Earls and Lords that you have; everyone is equal." I quickly learned otherwise. As I entered the Norfolk ferry terminal, I was jolted into a state of puzzlement by signs that read "Whites Only" or "Coloreds Only" at every snack bar, entrance to toilets, and water fountain. In Germany the signs had read "Juden unerwünscht" ("Jews not welcome"); was I back where I started?

The overnight train trip was uneventful. We left Cape Charles behind a steam locomotive, and arrived at Pennsylvania Station behind an electric one (steam traction was prohibited in the Hudson River Tunnel). There were no more signs separating "Whites" from "Coloreds," which was a great relief.

I was so excited to see my parents again after almost seven years, that I took no notice of the station at that time. During my sojourn in Manhattan for the following four years, I got to know it. It was – and is even more so – a poor example of a portal to one of the largest cities of the world. There was a large

central hall, which has long since been demolished, with the platforms hidden below. The platforms were, and still are, narrow, dark, and uninviting. Closely-spaced columns to hold up the entire building prevent us from appreciating the scope of the station and the appearance of the trains. Even so, the station was impressive when compared to --

Arriving in California -- June 15, 1950:

As soon as possible after graduating from college, I took Mr. Greeley's advice and caught the train to California. By now, steam locomotives had been replaced by diesel ones, and railroad companies invested in shiny new passenger coaches and locomotives. In the late 1940s, three of them – the Burlington, Denver & Rio Grande, and the Western Pacific formed a partnership to buy a fleet of new trains and inaugurate the *California Zephyr* between Chicago, Denver, Salt Lake City, and Oakland. About five of the coaches in each 13-car train had "vistadomes" which offered wide-ranging views. Trains were scheduled to pass through the Rockies and the Feather River Canyon in daytime, and cover the less interesting plains of Nebraska and the Nevada desert at night. The trains were highly successful until airlines became viable competitors in the early 1960s.

And so it was that, around noon, the *Zephyr* came through Altamont Pass to what is now Fremont, and paralleling the just opened freeway segment through East Oakland to Third Street. It was startling to see this long (about 1100 ft) train rumbling down the middle of a city street. I had gone with my luggage to the end of the car when the train stopped. Looking out, I could not see anything resembling a station, and assumed that the train had stopped at a traffic signal. The attendant told me to get off, and pointed to a small building a block away: "That's the station." Because of its length, the train was blocking two cross streets. There was no sign directing arriving passengers to taxis or buses. After a few minutes, with much bell ringing and horn tooting, the train continued on Third Street to its final stop in the Port area where buses awaited the San Francisco passengers. What an inglorious end for such a splendid train after a journey of 2500 miles!

Blown Cover: Switzerland – 1956:

I used to have a nightmare of being back in Germany, and being recognized and denounced as 'Jewish' because I spoke English. So, I decided to pretend to be a native and speak only German on my first post-war trip to a German-speaking country. This turned out to be Switzerland, which I was crossing from Zürich airport to Stresa in the Italian Alps. The route was via Bern and the Lötschberg Tunnel. After Bern, I was in a compartment with an American couple. I kept to myself, a little smug that I was bilingual and pretending not to understand their conversation about the scenery which I remembered well from my 1936 trip. Suddenly, the lady leaned toward me and asked: "Have you come directly from San Francisco?" My cover was blown. I asked her how she had guessed this. She pointed to my suitcase in the rack over my seat. From its handle dangled an identifying label with *PALACE HOTEL - SAN FRANCISCO* inscribed upon it.



Wolf reunited with his father in the late 1940s in upstate New York

And Now, Fast Forward to Germany – Fall of 2006:**Punctuality is not “über alles” on Deutsche Bahn:**

A friend and I were traveling from Berlin to Karlsruhe with a stopover in a village east of Hannover to visit my cousin. The nearest railway station is Sehnde on a secondary line, reached from Berlin by ICE (German equivalent of TGV) train via Hildesheim. To continue to Karlsruhe, the best route is back to Hildesheim and then on the same ICE route to our destination.

Part 1 of this trip was routine. The ICE leaves from the brand-new, superb Berlin Hauptbahnhof every hour. At Hildesheim the transfer involves going from track 3 to track 7 via a footbridge, which is equipped with an elevator only at the express tracks 2 and 3. At track 7 one must carry one's bags down or up a long stairway, but we had plenty of time to do this.

Part 2, however, proved more exciting. The timetable allowed only 7 minutes at Hildesheim for the move from track 7 back to track 3. At Sehnde – an unstaffed station – my cousin became a little nervous when the local train did not arrive punctually. It was not that crucial for us, since the ICE service is hourly. However, when the diesel rail cars finally showed up 5 minutes late, Angelika talked to the train conductor about our short connecting time. His response was whatever the German is for “not to worry”. He phoned ahead to Hildesheim, reported our situation, including how much luggage we had (one heavy suitcase and a “carry-on bag” each), and probably, that we were senior citizens. As the train reached Hildesheim, we could see the ICE already waiting at its platform. Two railroad personnel greeted us, grabbed our luggage, and led the way up the stairs, across other tracks on the footbridge, and down to the ICE. Once we were safely in the coach where our seats had been reserved, the train left – about 5 minutes late! Since the ICE network has several hubs where schedules connect precisely, other ICEs must have been delayed a couple of minutes at Frankfurt and Mannheim, awaiting our arrival.

Epilogue – May 20, 2009:

After traveling by rented car through the Cotswolds and North Wales with my son, Paul, and daughter-in-law, Donna, we turned in the car in Chester and took the train to London. It was pulled by a hybrid locomotive, that uses diesel on unelectrified lines and



Wolf on the train platform at Crewe...once again

switches to electricity when catenary wires appear -- all at speeds up to 120 mph. The first stop was in Crewe. Memories of VE Day came flooding back. I believe the train stopped on the same platform that I had briefly inhabited in 1945. At any rate, looking out our window, just across from our seats was a café!

*Wolf, your memory will live on in the many lives you touched.
YOU made a difference!*

**ANNOUNCEMENT OF THE DEATH OF
Wolfgang S. Homburger**

December 18, 1926 - June 9, 2010

Wolf Homburger passed away on June 9, 2010. He was 83. Wolf was the author of widely used textbooks on traffic engineering and was the former Assistant Director of UC Berkeley's Institute of Transportation Studies (ITS). Wolf joined ITS in 1955 as a junior research engineer. By the time he officially retired in 1990, he was the ITS Assistant Director, and his popular classes along with his textbook, *Fundamentals of Traffic Engineering*, now in its 16th printing, had influenced thousands of students and transportation professionals. Wolf was an honorary member of ITE, a past International Board of Direction member, a significant contributor to ITE's publications, and the recipient of both the Burton W. Marsh Award in 2002 and the Wilbur S. Smith Distinguished Transportation Educator Award in 1997. Wolf served, and was recognized by, the Western District in the following capacities:

District President - 1987

International Director - 1990, 1991, 1992

Lifetime Achievement Award - 2008

Presidential Proclamation - 2007

Wolf was a strong advocate of keeping all thirteen of the Western states together in one District, and was a great supporter of young members and student members getting involved in the profession. He helped push ITE in new direction of multi-modalism, supported the formation of the Transit Council and the Freight Mobility Council. He also authored several path-breaking books, such as ITE's *Residential Street Design and Traffic Control*. He was always willing to share the credit for publications and other work with others. He lives on in the many studies, reports, and books he provided to our profession.

Wolf is survived by his son, Paul, his daughter-in-law, Donna, his daughter, Joanna, his son-in-law Britton Snipes, and five grandchildren, Julian, Chris, Heather, Meghan, and Brianna. A memorial service was held on Sunday, June 27 at 2 pm at the International House at the University of California in Berkeley.



ITE International 80th Anniversary Fund

Your contribution to the 80th Anniversary Fund will help provide ITE with a welcoming and technologically advanced home for the next 15 years or more. Your gift will be appropriately recognized in the new space.

Thank you for your support.
For additional info please visit
<http://www.ite.org/anniversary/default.asp>

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International Director's Report

Comparing July 1, 2009, with July 1, 2010, the voting membership has declined by 3.61% while Agency Membership has increased slightly. At this time 80 waivers for 2010 dues have been granted to our members. For the rest of the year ITE staff will be undertaking serious efforts to retain membership.

As budget planning begins for 2011 the Board discussions resulted in the following actions:

- The Spring Technical Conference and Annual Meeting registrations shall remain at their current level
- No increase in the staff salary budget for 2011
- A student reception will be funded for January 2011 during TRB
- A Member reception will also be held in January 2011 during TRB to show off our new Headquarters
- There will be a nominal dues increase of \$5.00 per regular and agency member
- Lifetime members will no longer receive the *ITE Journal* for free, but will be able to purchase it for a \$50 subscription fee.

Pat Noyes led a very productive work session with the Board to set priorities regarding the Institute's Strategic plan. The highest priorities are to work towards a zero-fatality safety record and increase the understanding of techniques to provide an efficient (sustainable) transportation system that meets the needs of all users. As Coordinating Council Chair Pat Noyes provided a matrix to the Board that showed how technical projects that are currently underway align with the objectives of the Institute's Strategic Plan.

Jim Westmoreland from the Southern District gave a presentation on the Leadership Development Program that has been developed in the Southern District. The program was based around a survey conducted within the District that clearly mandated a need by members for professional leadership training for the transportation professional. Due to the success of this program in the Southern District there is interest in partnering with International to expand this program to the rest of the Institute.

Due to contract negotiations in order to save money on the cost of next year's annual meeting it will be starting on Sunday instead of our usual Monday opening session. So please mark your calendars and note that next year's annual meeting is being held in St. Louis, Missouri at America's Center and Renaissance St. Louis Grand Center will be starting on *Sunday August 13th* and will run through *Tuesday August 16th*. Our Spring Technical Conference in Lake Buena Vista, Florida at the Disney's Swan will run on the normal schedule of Sunday, April 3rd to Wednesday, April 6th.

Tom Brahms provided a report to the Board on the status of the forthcoming move of ITE Headquarters. The move occurred over the week-end of August 28th and staff is now settled in their new home, as scheduled. Some of the planned improvements are being deferred as the 80th Anniversary Fund is still in need of donations to achieve its \$200,000 goal. These funds are being used to provide headquarters with the equipment that utilizes the latest cutting edge technology. Everyone is encouraged to make what donation they can to the 80th Anniversary Fund.

The next International Board meeting is scheduled for Friday, October 8th and Saturday, October 9th in Washington DC at our new Headquarters. The main topic of discussion will be the 2011 budget.

New Publications Available through ITE.org :

Transportation Impact Analyses for Site Development :
An ITE Recommended Practice

Highway Safety Manual



Parking Generation, 4th Edition: An ITE Informational Report

Visit: <http://www.ite.org/emodules/scriptcontent/Orders/index.cfm> to order these and other relevant publications.

Technical Editor Wanted

We are looking for a Technical Editor for our Newsletter. This position would be responsible for collecting one technical article per month for our on line newsletter and 2 per year for the printed issue. Editor will be working closely with the managing editor

Please contact our president at
edgar.prerez@parsons.com

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forward to your guidance and leadership during the next few years. On behalf of the Board of Directors and the membership in general, I would also like to thank those individuals that submitted their names for consideration for this position. It was a difficult decision because of the excellent qualifications of each of the proposed candidates. We appreciate your unrelenting leadership and involvement in the Western District and encourage you to continue serving in a rewarding and satisfying role within ITE.

I sent an email to California Sections Presidents inviting them to propose to host the 2016 Western District Annual meeting. For 2014 when the meeting would have been held in California, the Western District Board concurred to hold the District meeting jointly with the Midwestern District in Rapid City, South Dakota. To stay on schedule, the 2015 meeting will be held outside of California but will return to California in 2016. We encourage California Section members to discuss among yourselves and decide if your Section wants to submit for candidacy for this event. For now all I would need is an email or letter from the Section Presidents expressing interest. The District Board will consider your statements at the mid-year Board meeting in February, 2011 and your Section could be selected to present a proposal at the Annual Meeting in Anchorage, Alaska.

During my first month as District President, I've had the privilege of visiting several Sections and Chapters within Western District. I was privileged to present three Presidential Proclamations to individuals who demonstrate continuous support and service at the local level, which is where the real strength of ITE is found. The following individuals had a "Day" named after them and proclaimed so by Western District President and the Local Section President:



Dr. Constantinos S. Papacostas of the Hawaii Section, William F. Coleman of the New Mexico Section and Melissa Rosas of the Colorado-Wyoming Section (ID Ken Ackeret presented for me). It is indeed an honor to be able to recognize members of the Western District who are making significant contributions and demonstrating leadership service.

In closing, I'd like to thank Western District delegates that attended the ITE International meeting in Vancouver, BC, Canada. Several Western District members and Sections were recognized with awards, congratulations!



We invite you to visit the following links for meeting photos (thanks to Zaki-Together We Are the Best!) <http://picasaweb.google.com/zakiladot/Vancouver> and <http://picasaweb.google.com/zakiladot/2010VancouverTrafficBow>

The award for the "Largest Circulation Category of More than 500" went to the newsletter "Conveyances" of the Colorado-Wyoming Section, Editors: Bart Przybyll and Kari McDowell, Section President: Ben Waldman, accepting the award was Bart Przybyll.



"The Management and Operations/ITS Council Individual Achievement Award" was received by Stephen Albert, Director College of Engineering, Western Transportation Institute, Montana State University-Bozeman.

"The Management and Operations/ITS Council Agency Achievement Award" was presented to The City of Seattle Department of Transportation in recognition of the "City of Seattle Travelers Web site and ITS Program." The City of Seattle undertook an ambitious \$20 million ITS enhancement program to improve arterial operations for all traffic, including transit, freight, pedestrians and bikes. The most significant accomplishment was the innovative Travelers Web Site that features real-time congestion levels and travel times on arterials, CCTV camera images, real-time incident information, information on upcoming events and links to alternative transportation options.



"The Parking Council Best Practices Award" was granted to The City of Manhattan Beach, California for its "Downtown Manhattan Beach Parking Management Plan." The process provided the City and the community with an opportunity to work together in resolving parking issues.



Our District Student chapter finalist "Portland State University" at Vancouver Annual Meeting

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2010 Annual Board Meeting Highlights

aging Editor and the Webmaster and looking at the stipend structure.

In other WesternITE news, hard copies of the newsletter will continue to be printed in hard copy format twice a year. More regular updates will be posted in the on-line newsletter. Newly appointed Webmaster Nathan Mustafa, has plans to upgrade the District's website and prominently feature the newsletter. This new format will create opportunities for increase information sharing and advertisement revenue. He has also set up a Twitter account for the District under the name "wdite".

Advertisement revenue has decreased significantly from previous years. Advertising Manager Nate Larson reported eight job wanted ads posted this year. Professional Services Directory advertisements have also dwindled. Changes to the website and newsletter may increase advertising opportunities.

Secretary-Treasurer Alyssa Reynolds provided a budget update and recommendations. Discussion ensued regarding specific budget items, but centered on travel budgets. The Board determined that it was appropriate to maintain the current committee chair and national council chair budgets. Funds for the winner of the Student Traffic Bowl would be reallocated from the Student Chapter Award this year and a new budget item was created for future years. Travel budgets for the International Directors and Officers will remain the same for the next year. The Board also decided to provide a donation to the International ITE Anniversary Fund in honor of Wolf Homburger, a distinguished member of ITE and the District who recently passed away.

Past President Monica Suter provided a discussion on proposed changes to the Individual and Lifetime Achievement Awards processes. This led to a discussion about all of the District's awards. Prior to the mid-year board meeting, the Vice President will be evaluating all of the awards and the monetary sums associated with each.

Despite the dreary economy, International President Paul Eng-Wong presented a positive report on the state of ITE. The organization experienced continued, though small growth in membership. Additionally, members are still attending meetings at the local, regional and international levels. Of course, to combat some of the current economic challenges ITE International has instituted some new programs. For those members that have been laid off, ITE will waive International dues. Further, ITE has increased its electronic transmission of information to those that can't afford to travel. For instance, many components of the Annual Meeting in Vancouver, British Columbia will be broadcast over the web.

Continued document updates and the election have occupied District Administrator, Jenny Grote. With the name change from District 6 to the Western District, all of the District's documents have to be revised to reflect the new information. Most items have been changed and posted to the website, but the work continues. Additionally, Ms. Grote has been working on charter and/or bylaw changes for the Colorado/Wyoming Section, the University of Colorado, Denver student chapter and the Inland Northwest Chapter. Ballot returns reflected previous trends. About 25% of members vote and of those, approximately 50% vote on the first day.

International Directors Zaki Mustafa and Ken Ackeret accounted for their travels and activities since the mid-year Board meeting. Mr. Ackeret discussed his activities with International ITE's Sustainability Committee and their work to define sustainable transportation. He also noted that the International Directors hosted a kick-off meeting at the Intermountain Section's 50th Anniversary. International Director Dalene Whitlock presented a draft Student Endowment Fund investment policy to the Board, which was subsequently approved. The Endowment Fund Committee was then directed to continue working with the investment advisor and pursue placing the funds in appropriate growth vehicles. In related news, the Endowment Fund has continued to grow through donations. Endowment Fund Committee Chair Cathy Leong reported nearly \$50,000 in donations over the last year.

The success of District student programs was evident in the student registration at the San Francisco Annual Meeting. Over 130 students registered for the meeting compared to 213 full professional registrations. Significant discussion was generated regarding the impact of so many student registrations on the Local Arrangements Committee's (LAC) budget, but all agreed that this level of student participation is very positive.

Student Initiatives Committee Chair Danielle Reagor also reported significant participation in District student programs. Twelve student chapters are participating in the Student Traffic Bowl, 17 chapters submitted annual reports, and two chapters are revitalizing their chapters.

Other committee chairs provided updates on their activities. Membership Chair Gary Hansen reported a 1.9% increase in District membership. Legislative Chair Steve Egan discussed the SAFETEA-LU extension, potential fuel tax increases, and several new laws in California. Vendor Committee Chair Mark Lichty noted that though some vendors were concerned about the cost of conference registration, vendor participation was very high for the San Francisco meeting.

Annual Meeting Chairs from Anchorage and Santa Barbara provided reports on the status of their preparations. Anchorage LAC Chair Anne Brooks described the proposed family night at Kincaid Park, anticipated key note speakers and the draft budget breakdown. Santa Barbara LAC Chair Tom Mericle announced plans to host Family Night at the zoo and presented the meeting's new logo. Discussion of future meetings in Phoenix and Rapid City also occurred. Lastly, following two excellent presentations from members of the New Mexico Section and Nevada Chapter, Las Vegas, Nevada was selected as the site of the future 2015 Annual Meeting. Just after 1:30 pm the Board adjourned the meeting, and many members rushed off to run in the Mitey Race. The group will reconvene in early 2011 for the Mid-Year Meeting at a yet-to-be-determined location.



Legislative Update



Steve L. Eagan
Legislative Chair

Trucking Association Opposes FREIGHT Act
(Adapted from an article by William B. Cassidy, from the August 2, 2010 issue of The Journal of Commerce Online) Introduced as identical bills in the US House and US Senate, the Focusing Resources, Economic Investment, and Guidance to Help Transportation (FREIGHT) Act of 2010 calls for a national strategic freight transportation plan. Each bill would establish an Office of Freight Planning within the Office of the Secretary in the Department of Transportation.

The bills would also create a permanent, competitive discretionary grant program that its backers say would fund port, intermodal, rail and highway projects.

However, the American Trucking Association is opposed to the proposed FREIGHT Act. Legislation calling for a national freight transportation policy would short-change the nation's highways, the American Trucking Association (ATA) said.

In a statement, the ATA said FREIGHT Act bills introduced in the Senate and House last month wouldn't remedy what it sees as a growing infrastructure crisis.

"The highway reauthorization bill is almost a full year past due, and federal aid funding for highways is on the verge of collapse," the association said.

"We need to enact a responsible, comprehensive reauthorization bill," the ATA said.

The ATA said little of that grant money would go to highways and bridges.

"Highways, which carry more than 68 percent of the nation's freight, would not be eligible for funding beyond very limited connectors to freight terminals."

The FREIGHT Act pits the trucking group against rail, intermodal and port organizations, as well as environmental groups and trade corridor advocates.

The legislation isn't anti-truck, Leslie Blakey, executive director of the Coalition for America's Gateways and Trade Corridors, said at a July 22, 2010 press conference.

"The intent is to make the system work better across the board," Blakey said.

Its multimodal focus has truckers concerned that attention and resources will be shifted away from Interstate highways and the ailing Highway Trust Fund.

"ATA is committed to working with Congress to improve our freight system within a process that does not favor one mode over another," the association said.

Western District Nominations

The Western District Board is seeking nominations of individuals who would like to serve ITE as the District's next Secretary-Treasurer or International Director. Secretary-Treasurer nominations will be accepted for individuals living outside of California, while International Director nominations are sought for an individual living in California. Anyone who would like to submit a nominee for consideration, or if you would like more information about the nomination process, should contact Western District Past President, Michael Sanderson at (406) 656-5255 or email at msanderson@sandersonstewart.com. Nominations will be accepted until November 15, 2010.

2011 ARIZONA SPRING CONFERENCE

SAVE THE DATE!

The Arizona Sections of the Institute of Transportation Engineers (ITE) and the International Municipal Signal Association (IMSA) are pleased to announce that planning is underway for the 2011 Arizona ITE/IMSA Spring Conference to be held:
March 8-10 at the Black Canyon Conference Center in Phoenix, AZ

The Scholarship Golf Tournament and Tennis Tournament will be held on Tuesday, March 8, 2011 at locations to be determined. Conference Technical Sessions and Vendor Exhibits will be at the Black Canyon Conference on Wednesday, March 9, 2011 and the morning of Thursday, March 10, 2011. Registration information and forms for the conference will be distributed in early January, 2011.

We look forward to seeing you at the conference!

CALL FOR ABSTRACTS

Respond by Friday, November 5th

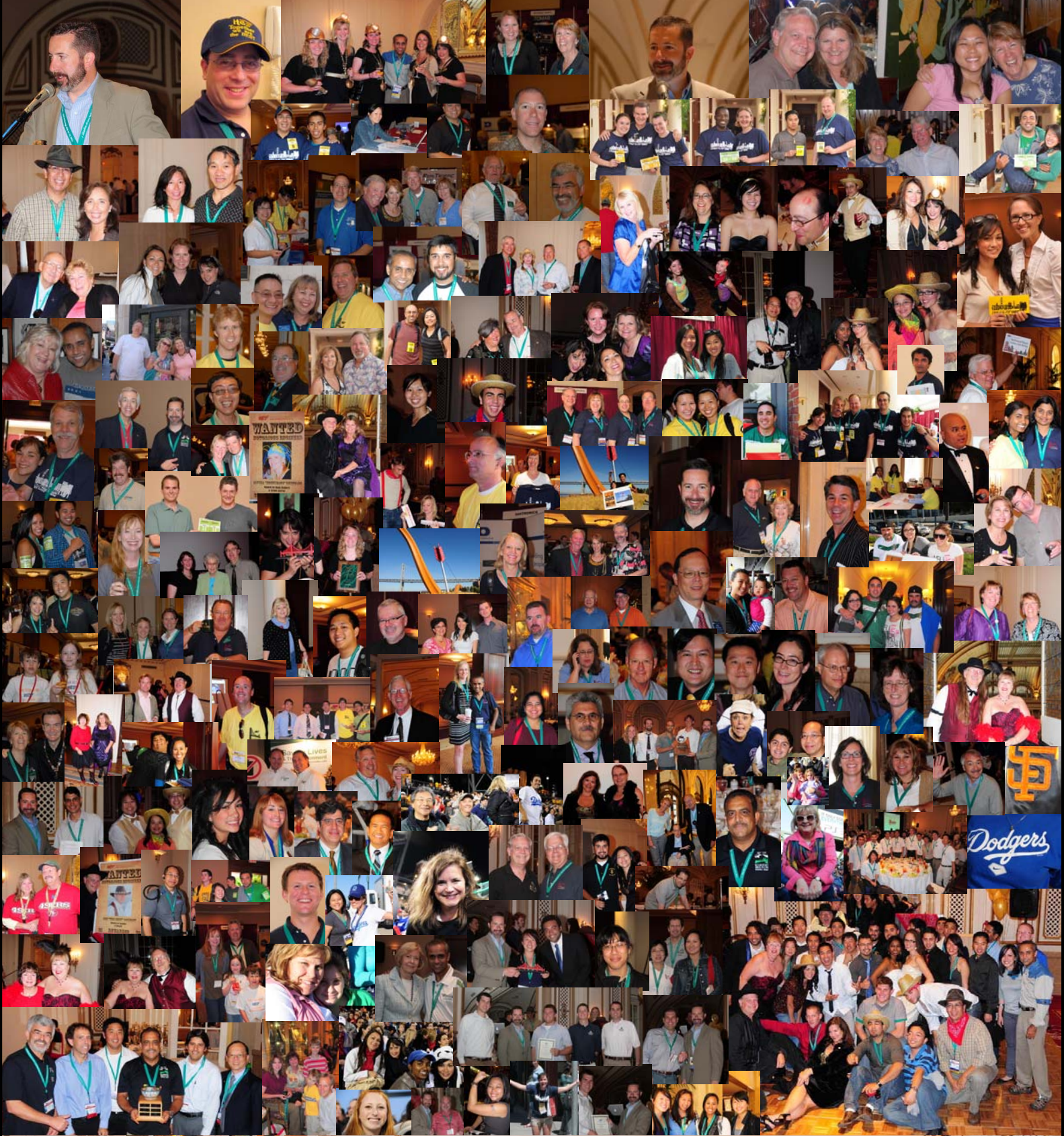
Do you have a topic or presentation that might be of interest to other members of the industry? What projects or programs have just been completed that were in development for years? Please contact Deanna Haase (Program Chair) to submit a paragraph of your suggested topic for consideration to be included in the 2011 Technical Program.

WANT TO VOLUNTEER?

The conference is always looking for new volunteers to help on the conference and program committees! Contact a conference chair today to see how to get involved!

CONFERENCE CONTACT INFORMATION

Conference Committee Chair (IMSA)	
Vendor Registration & Entertainment	
Kim Konle	
LEOTEK Electronics Corp	
602-538-7194	
Kim@leotek.com	
Registration Committee Co-Chair	Registration Committee Co-Chair
Dan Hartig	Catherine Hollow
Ayres Associates	City of Tempe
602-275-2655	480-350-8445
HartigD@AyresAssociates.com	Catherine_Hollow@Tempe.gov
Program Committee Chair	Golf Tournament Chair
Deanna Haase	Tom McGovern
Kimley-Horn and Associates, Inc.	Phoenix Highway Products
602-371-4521	602-684-9040
Deanna.Haase@Kimley-Horn.com	Tom@PhoenixHighwayProducts.com



Together we are BEST



WESTERN DISTRICT STUDENT ENDOWMENT FUND



Cathy Leong
Endowment Fund Chair

The date was May 14, 1992. A traffic engineering intern for the City of West Hollywood, California, boarded a shuttle bus at Oakland Airport destined for the 44th California Symposium on Transportation Issues at the Oakland Airport Hilton. He was excited about the opportunity to immerse himself in traffic engineering for two days, but was very nervous because he didn't know a single person there.

By chance, also on board was a veteran of traffic engineering conferences who knew what nervous interns looked like. He quickly determined that they were going to the same conference and took the intern under his wing. He introduced the intern to many of his peers, gave career coaching advice including "in 5 years you can name your own salary," and followed up at every opportunity. In short, he took a personal interest in that intern's career before that intern had even made up his mind to join the profession.



John receiving a "Best Newsletter" Award in 2005.

Needless to say, the intern chose to become a traffic engineer after that conference and this year he became the largest contributor to date to the District's Student Endowment Fund with a contribution of almost \$15,000.

Who are these generous and kind men? The intern: John Kerényi who has been fortunate enough to "name his salary" several times over the years. The mentor: Zaki Mustafa, founder of the Student Endowment Fund.

When asked about the motivation behind his generous donation, John commented that "Traffic engineers' best recruiting tool is getting engineering students to attend their functions so that they can see the uniqueness of the profession firsthand. How many students leave engineering because they never find their calling? The Endowment is the best way to expose students to a profession they might otherwise never know about."

Although the District is already halfway to its goal of raising \$500,000 for the Student Endowment Fund, there is still a long way to go. Zaki and John challenge all readers to contribute at any level to make the Endowment Fund a reality so that the next generation of transportation engineers can see the profession firsthand.

Please visit <http://www.westernite.org/endowment> to learn more about the fund and how to contribute.

Thank you John for Contributing **\$15,000**



Some of the Annual Meeting Winners !



Student Traffic Bowl Winners
Portland State University



Individual Achievement Award
Brian J. Walsh



Traffic Bowl First Place
San Diego Section



Best Paper
Ricardo Olea



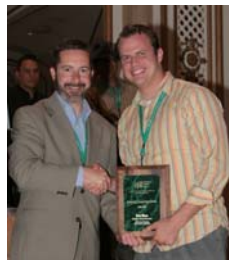
Outstanding Student Chapter & Web Site
Montana State



Young Professional Technical Paper Award
Shruti Malik



Wayne T. Van Wagoner Award
Steven Latoski



Outstanding Student
Devin Moor



Lifetime Achievement Award
Adolf D. May



Western District Fellowship Award
Young Professional
Jeremy Searle



Westernite Editorial Award
William R. Loudon



Wisest and Windiest Scribe
Karthik Murugesan,
Alaska Section



MiteY Race Grand Prize
Stephanie Chow
Bryce Lloyd
San Jose State



Lifetime Achievement Award
Willam Marconi



Outstanding Graduate Student
Jeremy Searle



Student Paper Competition
PeiFeng Hu



MiteY Race Professionals Winners
Jennifer Rosales
Marc Mizuta



Young Professional Achievement Award
Danielle R. Scharf

Section and Chapter Spotlight



**Joseph Tate
President**

On May 20-22, 2010 the **Intermountain Section of ITE** hosted its 50th Annual Meeting in Jackson, Wyoming. With attendance exceeding 180, the Section was extremely pleased with this record turnout especially considering the tough economic climate. A strong technical program provided the foundation for the meeting and covered varying topics including roundabout design, safety, planning, pedestrian and bicycle facilities, high speed rail, and design and operational analysis. In addition, 19 vendors attended the meeting and added a strong marketplace component to the meeting.

Notably, students from all seven student chapters within the section, as well as the University of Wyoming student chapter, attended the meeting, bringing the total student attendance to 45. The University of Wyoming student chapter was specifically invited because Wyoming was once part of the Intermountain Section. Joey Markuson (the Section's Professional Liaison to the student chapters) organized and held the second annual student social following the Thursday technical sessions on roundabouts. Free pizza and beverages were provided and students were encouraged to mingle through a matching game.



Joseph Tate III, the Intermountain Section President, officially opened the meeting Friday morning by presenting Jim Pline, a founding member of the section, with a special award for his devoted service over the past 50 years. It is practically unbelievable but Jim has made it to each and every one of the annual meetings over the past 50 years. Jim was awarded a special plaque and was given back the money for his registration for this year's meeting. This Award is now called

the "Jim Pline Registration Special" and free registration is now offered to anyone who meets the following condition: Buy 49 section meeting registrations, get the 50th free.

Over \$1,500 in scholarship funds were donated from the state chapters, and an additional \$2,000 was raised through raffling off gift baskets donated by each of the state chapters. The Section plans to add over \$6,000 to the scholarship fund as a result of the donations, raffles, and dues collection.



As part of the celebration of the 50th Anniversary, the technical session on Saturday morning ended with presentations by the Student Chapters on the History of Transportation in each state. Presentations were given by the University of Idaho; Montana State University; the University of Nevada, Reno; and the University of Wyoming.



Prior to heading to the golf course for the Annual Golf Tournament sponsored by the Montana State University student chapter, conference attendees converged for the Annual Luncheon and Awards Ceremony. In lieu of a guest speaker this year, a documentary of the past 50 years of the Intermountain Section was shown to celebrate the 50th Anniversary. This special documentary of our section was created through the leadership of Alyssa Reynolds (Western District Secretary/Treasurer and Intermountain Section

Past President) with the help of the Intermountain Section Board Members. The hour-long documentary included excerpts of interviews with key members of all of the chapters of the Intermountain Section. The documentary thoroughly told the story of the past 50 years of the Intermountain Section and it was obvious everyone really enjoyed it from the laughter that filled the room throughout the showing. The luncheon then ended with the presentation of the Awards.



This meeting celebrating the 50th Anniversary of the Intermountain Section was a huge success and we are already excited about next year's meeting. For those who have never been able to attend an Intermountain Section meeting, the event provides an excellent technical program, magnificent scenery and recreation opportunities, networking opportunities with some of the founders and leaders of our industry, and a laid-back, western attitude. Next year will be another fantastic event that you will not want to miss. Leave your ties at home and join us as we start off on our next 50 years of adventure. For additional photos of our event please visit <http://picasaweb.google.com/zakiladot/Jackson2010#>



See You in Alaska !



Anne Brooks and Joann Mitchell
LAC co-chairs

The Alaska ITE Section invites all ITE members and their families to come north to Alaska for the 2011 Western District annual meeting. The event will be held in Anchorage July 10-13, 2011 at the Anchorage Hilton and Egan Convention Center in the heart of downtown Anchorage—walking distance from the Alaska Railroad, hiking/biking trails, the Anchorage Museum of History and Art and shopping.

Alaskans like to say that Anchorage is “20 minutes from Alaska” as it provides a launch location for sightseeing, flight-seeing, fishing, hiking, camping and wildlife viewing. Whether you arrive by plane, cruise ship or RV, Alaska will delight you with awe inspiring vistas, in-your-face mountains, animals from cute and furry to big and ferocious.



The meeting venue is 15 minutes from the Ted Stevens Anchorage International Airport making it easy to travel to other sites around Alaska be it a gold rush town like Nome or a Inupiat community like Barrow at the top of the world before or after the meeting. Or you can travel by car, RV, or train to the Kenai Peninsula for world class salmon fishing, glaciers tour in the majestic Kenai Fjords, and 100-plus pound halibut!



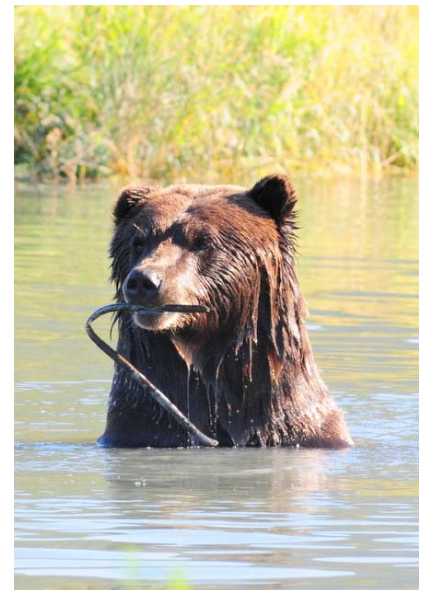
Whether this is your first ITE Western District annual meeting, you are a frequent attendee or you just want to check Alaska off your bucket list, we're confident that the Anchorage and nearby Chugach Mountains and other Alaska attractions will encourage you to arrive early and stay late to enjoy the land of the midnight sun!

We invite you *north to Alaska in 2011!*
Our International Director , Zaki Mustafa came by to meet with us and he had one day to drive around and see what Alaska had to offer. To see what he was able to capture in one day visit <http://picasaweb.google.com/zakiladot/ADayInAlaska#>

For more information, visit our blog www.ite2011.blogspot.com.



Left to right: Osama Abaza, Nicole Knox, Gary Katsion, Stephanie Mormilo, Erica Jensen, Anne Brooks, Randy Kinney, Melissa Mormilo, Mike Hendee, Joann Mitchell, Karthik Murugesan



Section and Chapter Activities

Alaska Section



Alaska offers the Transportation Engineer abundant opportunities, unique challenges, and matchless rewards. The Alaskan

Transportation Engineer must possess the skills to complete projects in urban, rural, coastal, and roadless communities. They must balance innovation with practicality while accounting for a wide range of climates, severe temperatures, and extreme terrain. The ITE Alaska Section is made up of such professionals, committed to enriching the Alaskan way of life.

The Alaska Section is as exceptional as our professionals. We provide public and private sector members with unique experiences, informative speakers, and useful information. SocialITE was started to help connect our members outside of the work environment. Our members connect through e-mail, the Alaska Section web page, and Facebook. Monthly speakers have presented on engineering trends, current projects, and improving professional skills. Members are regularly informed of legislative happenings, bills affecting transportation matters, University engineering programs, and educational opportunities. The Alaska Section works hard to equip the professionals that create, maintain, and sustain Alaska's communities. The Alaska Section continues to build on our successful past as we look to a promising future.

New officers were sworn in by Zaki Mustafa at our September meeting. Through their dedicated service, the Alaska Section will continue to thrive. We are excited to host the 2011 Western District annual meeting. Through this once in a lifetime event, you will be able to connect with transportation professionals and experience a part of Alaska's distinctive qualities. We invite you to be a part of what makes the Alaska Section great in 2011.



Joshua Cross, P.E.

Arizona Section



The Arizona Section had a very successful year with active participation at our monthly luncheons, with our active members group, and technical committee, and ITE/IMSAs Spring Conference Committee.

The June Arizona ITE Section lunch was held on June 24th, 2010 at Aunt Chilada's Mexican restaurant. Over 55 people were on hand to listen to Wulf Grote, Director of Project Development from METRO, give an update on the long range transit plan for the Valley of the Sun. Wulf discussed the long term planning efforts which include the planning for potential light rail infrastructure expansions, expanded bus services and the possibility of future trolley service. Wulf Grote is a past president of the Arizona Section and more notably known for being the husband of Western District Administrator Jenny Grote.

There was great attendance at all the monthly luncheons and over the course of the last three meetings we had Anita Shanker from Stantec who spoke about the Traffic Operations Models, Kohinoor Kar from Arizona Department of Transportation gave an update on the Highway Safety Improvement Program, and Larry Reasch from Horrocks Engineering gave an interactive presentation on Moving Bridges, Moving Cars - Saving Time, Saving Money.

On June 25th our Active Member Group took on the Younger Member Forum of ASCE in the second annual broomball event in Phoenix. ITE extended its winning streak to two years by defeating ASCE two games to one. Broomball is played on ice much like hockey but players use brooms and shoes as opposed to sticks and ice skates. It was a great time and one of the best ways to cool off in the heat.

The technical committee, lead by Bob Steele, was very productive this year by working on three projects to benefit the transportation industry in Arizona. They completed an analysis of the advantages and disadvantages of exclusive right-turn arrow overlap phases, documented best practices in Arizona for non-15mph school zones, and documented the best practices in the use and installation of accessible pedestrian signal push buttons. All three projects were presented at the ITE/IMSAs Spring Conference in March 2010.



Karen M. King, P.E.

Colorado/Wyoming Section



A Colorado/Wyoming Section ITE luncheon was held on Friday, May 14, 2010 at the MadCap Theatre in Westminster.

Section President, Ben Waldman, took the stage, cracked a few wise ones and presided over the meeting.

Dave Hattan announced this year's recipients of the Section's Transportation Professional of the Year Award. The 2009 Western District Local Arrangements Committee shared this year's award. Recipients included: Nate Larson – URS, Will Johnson – SHE, Jamie Archambeau – PBS&J, Alex Ariniello – LSC, Paul Brown - Jacobs Engineering, Aaron Heumann - Martin/Martin, Margie Krell – URS, John La Sala – City and County of Denver, Kari McDowell - McDowell Engineering

Craig Faessler introduced the candidates for the Section's 2010-2011 Secretary-Treasurer position: Alex Larson and John LaSala. John LaSala was announced as the election winner at the Colorado/Wyoming ITE Golf Tournament on June 4th.

The Section is proud to announce that we have just formed a new University of Colorado at Denver (UCD) ITE Student Chapter!

Fantastic golfing conditions greeted all those who participated in this year's Colorado/Wyoming ITE Section golf tournament at CommonGround Golf Course on Friday, June 4, 2010. Our participants were treated to an incredible golf experience, complete with a course that was in great shape, service that was second to none, shots that would make Phil Mickelson envious, excellent food and a fruitful networking opportunity. Sixty two players joined in the fun this year. Generous donations from our sponsors made for some great prizes and allowed us to raise well over \$700 for the scholarship fund.

Our winners this year were Dennis Lobberding, Dean Friesen, Sean Owens and Steve Sandvik, who negotiated the snaking fairways and undulating greens to a 10 under par 61.

Please welcome and give your support to the new Colorado/Wyoming Section Officers for 2010-2011:

President: Greg MacKinnon

Vice President: Chris Sheffer

Secretary-Treasurer: John LaSala

Our section newsletter, Conveyances, recently received the International ITE award for best Section Newsletter.

Congratulations to our co-editors, Bart Pryzbl and Kari McDowell, as well as all of the Section members contributing articles!



The Section also won the Western District Activities Award!

Members are invited to view the Section's business and luncheon presentations online at cowyite.org. Facebook users are invited to follow the Section news online.

The Colorado/Wyoming Section contact is Greg MacKinnon of the Denver Regional Council of Governments, GMacKinnon@drcog.org. Also, please visit our Section's website at www.cowyite.org.



Kari McDowell,
Scribe, Newsletter Co-Editor

SFBayITE

On May 20, 2010, the San Francisco Bay Area ITE Section (SFBayITE) held its monthly meeting at Osha Thai Restaurant in San Francisco. There were 44 people in attendance. This meeting was sponsored by the Wiltec - Traffic, Transportation, Transit and Parking Surveys. The first technical presentation was made by Ms. Michelle DeRobertis, Senior Transportation Planner at Santa Clara Valley Transportation Authority (VTA).

In her presentation, Ms. DeRobertis showed slides taken in her trip to Stuttgart in Germany and Turin in Italy, showcasing the best practices which have been implemented in these two cities to encourage walking and bicycling.

Examples of pedestrian streets, median bike paths, traffic-limited zones and other techniques were discussed. The second presentation was made by Ms. Ina Gerhard, Senior Transportation Planner/Bicycle Coordinator, with District 4 of Caltrans. Her presentation focused on Caltrans' efforts to improve access and safety for walking and bicycling on state highways. The Complete Streets Implementation Action Plan and the District 4 Employee Bike Sharing Program and Research Project were discussed.

On June 17, 2010, the San Francisco Bay Area ITE Section (SFBayITE) held a special Year-End Business Lunch at Sinbad's Pier 2 Restaurant in San Francisco. There were 50 people in attendance. Shruti Malik, the SFBayITE section Vice President, started the meeting.

After the self-introductions, several announcements were made in regards to the upcoming ITE Western District Annual Meeting on June 27-30 in San Francisco.

The first presentation was made by Mr. Jack Fleck, retiring City Traffic Engineer, with San Francisco Municipal Transportation Agency. The title of his presentation was *The Role of the Auto in the City - Past, Present and Future*, in which he talked about his professional experience as a Traffic Engineer with the City. He discussed the lessons learned from the Embarcadero Freeway project, and changes that have been occurring in City of San Francisco since the earthquake in 1989. He also discussed the global warming issue, and what should be done to stop the increase of emission of CO2

gas from transportation industry.

The second presentation was made by Mr. Ron Gremban, Technical lead, with CalCars, The California Cars Initiative. The title of his presentation was *PHEVs & the Future of Urban Transportation*, in which he talked about the Plug-In Hybrid Electrical Vehicles (PHEV). He also discussed the urgency to stop the global warming and dependency on petroleum, and why electricity could be a solution to the problem. He also introduced the Personal Rapid Transit (PRT), an alternative mode for future urban transportation.

The certificates of appreciation were handed out by outgoing president of SFBayITE, Nate Chanchareon, and the new officers for the next year were introduced and sworn in.



[Afsaneh Yavari](#)

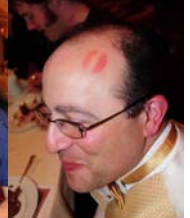
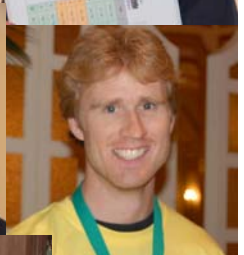


Thank you 2010 LAC



Mark Spencer
2010 General Chair

The ITE 2010 Western District Annual Meeting, held in San Francisco from June 27-30, was a huge success! Over 300 professionals, 140 students, 55 vendors and 15 sponsors gathered at the historic Palace Hotel. The Annual Meeting featured the first MiteY Race, ITE's own Amazing Race, with more than 30 teams (student, professional, mentor/mentee, and families) racing through the streets of San Francisco. AT&T Park played host to a spirited Family Night as we gathered in the bleachers for a Giants/Dodgers game. The Annual Banquet theme was the 1849 Gold Rush, where we honored several of our members and celebrated California's rich western history. This year's Annual Meeting also offered focused training sessions before and after the 132 technical and poster sessions. I want to thank the LAC for all their hard work, the vendors and sponsors that supported the Annual Meeting, all the people who attended, and especially the record number of students!



POSITIONS AVAILABLE

City of Lake Forest, California Traffic Engineer

Salary: \$7,865 - \$10,225 per month plus excellent benefits which includes a pay for performance program.

The City's Five Year Strategic Plan (2009-2014) has over \$35 million budgeted for traffic improvements. During the next four years the major projects are the construction of Alton Parkway between Commercentre Dr. and Towne Centre Dr., Construction of Rancho Parkway between Portola Parkway and its existing terminus. Traffic mitigation improvements to 19 roadway and intersection improvements. Upgrades to 30 traffic signal controllers and revising signal time plans in order to synchronize all of the traffic signals on a stable platform.

Requires: Bachelor's degree with major course work in Civil Engineering or Traffic Engineering and five years of professional traffic engineering experience. Professional registration with the State of California as a Traffic Engineer.

Apply by: September 27, 2010 at 6:00 PM For an application and job description and to apply on-line, please visit the City's website at www.lakeforestca.gov. To learn more about the community of Lake Forest please visit our web site.

Editor's Corner

Compiling this newsletter was a treat, especially since it allowed me to see all of the happy faces from our annual meeting. Our board is constantly working together with the LAC to ensure that our Annual Meetings are not only technically oriented but also family oriented. Mark your calendar for our next year's annual meeting in Alaska. Since we are only printing two newsletters per year we have decided to do something different and new for this time around. We will be publishing an online "Best of the Best in the West" technical newsletter next May. It will consist of the top 25 technical articles from our district. It will be limited to only one article per agency or company. The last day to submit your article is April 1, 2011 and it is limited to 3500 words with photos. If you have any questions please send me an email.

Our next printed issue will be published in May of 2011 and I would like to have all of the section reports by April 1st. I encourage you to send in your section reports on a regular basis so that we can publish them on our web site newsletter. We are looking for a technical editor for our newsletter. This editor will be responsible for securing technical papers for our printed and web version newsletter. Our web site will be transitioning to a newer version in a few months and will have a calendar. I would like to have all of our section and chapter meetings posted on it. Please send in your meeting dates to our web master at ntmustafa@gmail.com

I would like to thank you, the reader, for checking out this edition of the Western ITE Newsletter. The newsletter's new format is exciting for us all, and I cannot say enough how much I appreciate the readership.

As always, we are grateful towards those who have made donations to our Student Endowment fund, we are halfway towards our goal of \$500,000.

Together we are the Best !

Zaki Mustafa



Professional Services Directory

To place your ad, e-mail it to:

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Professional Services Directory listings in the WesternITE are available for a contract rate of one calendar year (2 printed issues and online). The rate is \$250.00. Continuing customers are billed in the fall of each year. New advertisers may send a check (pro-rated for the remaining issues in the calendar year) with their advertisement text (in Word format). Advertising to appear on the westernite.org web site is also available and may be purchased separately. Please read the full details about advertising rates and schedules at:

westernite.org/newsletters/advertising.htm

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The cost is \$1.50 per word, with a minimum cost per ad of \$100.00.

Ads are printed in this newsletter and posted at www.westernite.org. More info on posting ads is available at our web site (westernite.org).

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