President’s Message

The New Year is here! It’s now time to reflect upon our accomplishments of the past year as we prepare for the many challenges that still lie ahead. Under the very capable leadership of Randy McCourt, we were able to develop a strategic plan for the District, and held an outstanding annual meeting in Sacramento with a record number of students in attendance. To top it all off, our excellent newsletter, WesternITE, won the award for best newsletter from ITE International. This year we will finalize our strategic plan and the District 6 endowment fund will be established. Meetings and technical sessions will be held for members to develop professional relationships by networking with other professionals and at the same time keeping up with the latest trends and developments in all the many diverse disciplines of transportation.

We are indeed fortunate to have such a large number of volunteers in our District that make all the valuable activities of the Sections and Chapters possible. Our volunteers are what enable us to stay at the cutting edge of our

Going to the Sun Without Getting Burned

The Going-to-the-Sun Rehabilitation Project
by Gary Danczyk, P.E.

[Editor’s Note: The subject of this article, the Going-to-the-Sun Road in Glacier National Park, is just an hour from Kalispell, the site of this year's District 6 Annual Meeting. For more information about visiting the Park, please visit the Park's Web site at www.nps.gov/glac/]

Established in 1910, Glacier National Park is America’s fourth-oldest National Park. Access to the Park, which offers more than one million acres of the finest mountain scenery, was initially limited by the Continental Divide. In 1932, after nearly 10 years of construction, a magnificent but precarious road opened a new opportunity for exploring the park’s vertical limits. The Going-to-the-Sun Road carries a number of special designations, such as National Historic Landmark, Historic Civil Engineering Landmark, and a listing on the National Register of Historic Places. Currently, approximately 80% of two million annual visitors to the park travel the 52-mile Going-to-the-Sun Road, considered the premier experience at Glacier National Park. The road was the first cooperative project between the Bureau of Public Roads and the National Park Service. That early cooperation established a relationship between the Federal Highway Administration (FHWA) and the National Park Service that continues today.

Over 70 years of operations have taken a steady toll on the Going-to-the-Sun Road. The winding mountain road has required constant maintenance as a result of events ranging from rock slides to avalanches. In 1998, the FHWA identified several areas requiring immediate attention, as well as a need for overall rehabilitation of the road. Congress provided $14 million for the most critical repairs, while several options to rehabilitate the entire road were simultaneously examined. A Congression-ally mandated Citizens Advisory Committee strongly recommended that the roadway remain open during the entire course of rehabilitation and that traveler delays be limited to 30 minutes during the major tourist season, with slightly longer delays allowed during the shoulder seasons. It was also mandated that mitigation measures be implemented to reduce congestion along the road, and to ensure that visitors understand that the park will remain open during construction. The Environmental Impact Statement and resultant Record of Decision (ROD) followed this recommendation and specified a six- to eight- year construction period, and

What’s In This Issue

- International Director’s Report 2
- California L.E.D. Alert 3
- California T.E. License Update 5
- Become a Roundabout Einstein 8
- Detecting Peds with Cameras 9
- Intermountain Call for Abstracts 13

Removal of existing stone masonry guardwalls on the Going to the Sun Road occurred last summer.
International Director’s Report: November Board of Direction Meeting

The ITE International Board met at ITE Headquarters offices in Washington, DC, on November 5-6, 2004. The first day of the meeting was devoted to finalizing of a program to address one of the Board’s “Mega Issues,” workforce development. ITE is already a strong provider of materials for workforce development; however, needs of members are increasing especially due to requirements for Professional Development Hours (PDH) to maintain State Engineering registrations and PTOE certifications. One new area that ITE will consider entering is Web-based seminars. Headquarters staff will prepare a business plan to identify training needs, audiences, media, and curriculum. The plan will indicate how new training programs should be administered and set performance measurements. A budget item was also taken to provide funding for programs to be initiated during the current budget year.

The Board then took up a second Mega Issue on safety. This started with a series of briefings by Maria Vigega of NHTSA, John Baxter of FHWA, Tony Kane and Keith Sinclair of AASHTO, Doug Noble for the District of Columbia government, and Peter Kissinger for the AAA Foundation for Traffic Safety. The briefings provided a wide cross-section of viewpoints on safety and ITE’s potential role. ITE is in a position to play many roles on this issue, including advocacy, training, clearinghouse, convener, or partner. Hot topics that were prioritized include Comprehensive Highway Safety Plans, intersection safety, crash records, and over 30 other subject areas. This issue will be discussed further at the March 2005 Board Meeting. Members having interest or thoughts should contact ITE staff or an International Board member.

After completion of the two Mega Issues, the Board reviewed various administrative items. Some of the highlights are as follows: Budget performance for 2004 is very good; a net of over $100,000 should be transferred to reserves, primarily due to heavy publication sales including new versions of Trip Generation, MUTCD, and the AASHTO Green Book.

ITE is acquiring software to conduct an online salary survey similar to surveys previously used by ASCE and NSPE. The survey will be conducted in 2005.

The International Meeting will be in Melbourne, Australia, this summer. ITE will be celebrating its 75th anniversary at the meeting and throughout the year. Attendees should start travel planning as soon as possible. Anybody on the fence should feel free to contact ITE staff, and officer or Board member to help answer questions or help with special arrangements. The host Australia Section is maintaining a thorough website that can be accessed through ITE and should help with travel planning. If you are not sure, or if you cannot go but want to know what you missed, look for the travel book In a Sunburned Country by popular author Bill Bryson at any good bookstore.

Holding future International Meetings outside of North America is a hot topic. Attendance at meetings within North America is much higher, since sites are more convenient for most ITE members. But, ITE is an international organization. The Board reaffirmed its policy to hold meetings outside of North America every ten years and to incorporate attendance swings into multi-year budgeting.

The TexITE District described a DVD project that preserved a wonderful history of their district and included interviews with old-timers about the way it used to be. The program was very affordable and highly recommended to any District or Section that wishes to preserve its history in this format.

District 6 and many other groups are interested in the use of E-balloting for officer elections and issues subject to vote to reduce costs and increase voter turnout. The use of E-balloting is very complex, if all ITE constitutional rules and ballot credentialing are followed. It would cost District 6 about $5000 the first year and $500 each future year in computer applications expense to use E-balloting. And a mailing would still be required to all members. The overall requirements could actually increase the cost of an election. Voter turnout for the recent international election that used E-balloting for the first time was not higher than the traditional method, but this will be tracked in the future.

Over 380 communities responded to ITE’s Traffic Signal Self-Assessment: ITE Staff is analyzing the data to extract the most valuable information. The survey results will be released at the Las Vegas Specialty Conference, and a news release will be sent to the press. Local agencies may get press inquiries. Any survey respondent will be given information in advance and advised of how to respond to probable inquiries in a positive manner.

In the final board action, North Mexico (old Mexico, not New Mexico!) was chartered as ITE’s newest Section, consisting of seven states including Baja California and all states along District 6’s southern boundary. This might help stimulate ITE section activities in populated border cities such as Tijuana and Ciudad Juarez.

In WesternITE 50 Years Ago

The February 1955 WesternITE reported some statistics about District 6 at that time. This table compares our district 50 years ago to today.

Have you purchased your copy of the WesternITE Compendium yet? To order, please contact the San Diego State University Student Chapter at SDSU_ITE@hotmail.com or (858) 560-4911.

<table>
<thead>
<tr>
<th>Item</th>
<th>1955</th>
<th>2005</th>
<th>% increase (annualized)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total liquid assets</td>
<td>$1,056.37</td>
<td>$162,549.11</td>
<td>10.6%</td>
</tr>
<tr>
<td>Total voting members</td>
<td>148</td>
<td>3950</td>
<td>6.8%</td>
</tr>
<tr>
<td>Liabilities</td>
<td>$0</td>
<td>Still $0!</td>
<td></td>
</tr>
</tbody>
</table>

*—Dalene says she pays all invoices the moment they arrive
President’s Message

(Continued from page 1)

profession by newsletters and organizing all the training sessions and meetings. I want to personally thank all the District 6 Section and Chapter leaders for all the hard work they do that makes ITE the success that it is. At the District level we are fortunate to have the WesternITE technical editor position filled by Nate Larson. Nate has also volunteered to be the LAC chair for the 2009 annual meeting in Denver. Long-term member and ITE volunteer and past president of District 6, Tom Clausen has agreed to serve on the District 6 Advisory Committee.

It is always a pleasure for me to visit the different sections to honor a local section member who has contributed unselfishly to ITE. Recently I visited the California Border Section to honor Marty Bouman with Section President Zoubir Ouadah. Marty has been active in ITE for more than 50 years. He has served as editor of WesternITE and established the “fur-lined pot” traveling trophy in 1958. The trophy was created to encourage Sections to submit their local Section Activity Reports to WesternITE for publication. Central Coast president Farhad Mira, International Director Rock Miller and I had the pleasure of recognizing Nazir Lalani for his many contributions to Central Coast Section and ITE. Besides being the most prolific member ever, he has been on every ITE council that exists, as well as having served as District 6 President, International Director and International President.

Together we are the best.
Recent stakeholder meetings have confirmed that the gateway communities remain well-informed and very interested in the project, and understand the potential impacts on seasonal business. They understand that it is intended that tourism will be sustained throughout the construction period, even though a variety of challenges may arise. For example, it is not yet clear what purpose, if any, the transit fleet would serve during off-seasons. Cost-sharing concepts may be identified that will provide off-season bus uses, thereby reducing fares for riders during the peak tourist season. It is essential that the gateway communities keep in close contact with visitors regarding the status of the rehabilitation of the Going-to-the-Sun Road.

In many respects, improvements to the Going-to-the-Sun Road have been ongoing since the late 1980s, when the West entrance section of roadway was rehabilitated. Additionally, numerous stone masonry walls have been identified for much-needed rehabilitation that could not wait for future funding. Many such projects are ongoing and will not need to be addressed when the remainder of the road is reconstructed. An FHWA-funded Going-to-the-Sun Road Rehabilitation Sequencing Strategy, completed in April 2004, divides the roadway construction into 12 segments. While road construction will be completed in individual segments, additional mitigation measures will be applied across the entire road.

A transit system is a key mitigation measure identified in the preferred alternative due to its ability to reduce traffic congestion. Initially, the park will focus on a voluntary shuttle system to allow visitors a choice of either driving or riding over the Going-to-the-Sun Road during road rehabilitation. In addition, transit routes to other areas of the park will help reduce traffic along the Going-to-the-Sun Road. Along the primary route, transit stops would be at most of the high-usage sites and trailheads along the road. Initial indications are that many visitors will use the shuttle, leading to differing user requirements and the need for additional parking. The level of infrastructure at transit stops will be based on location, access, and level of usage. Related visitor services are also being considered as part of the rehabilitation project, including parking along the roadway, expanded access to trailheads, and wildlife and scenery viewing opportunities.

Two transit centers supporting the system will provide dispatch, transit management, and related information for visitor support. Transit centers will also include varying amounts of general Glacier National Park information and specific route information. The National Historic Landmark status of the Going-to-the-Sun Road establishes a theme and character for work all along the road; the transit centers will capture this character and theme. Scope, schematic, and budgetary development regarding the transit centers has already begun, with plans to have temporary facilities in place when major rehabilitation begins in 2006.

The park is searching for alternatively-fueled buses for the transit system that can negotiate the tight confines of the alpine section of Going-to-the-Sun Road. Next Bus satellite technology would be used to track buses along their routes through the park. Additional desirable characteristics include a high level of rider comfort and visibility. Several candidate buses have already been tested and are able to negotiate the tight curves along the route. One bus in particular, sponsored by the Propane Promotion Consortium (ProCon), is currently in use at the park on a long-term lease agreement. It is operating as an employee shuttle during the winter months and has been invaluable in validating operational concepts and technical issues with the prototype. Whichever bus is selected will also reflect the character and special heritage of the historic Going-to-the-Sun Road.

Intelligent Transportation Systems (ITS) can be described as applying technology to improve the transportation system performance. Advanced Traveler Information Systems provide information about road conditions to potential users, allowing them to make educated trip-making decisions. The dissemination of road- and traffic-related information to park staff and visitors has been evolving for many years. Park recreational travel and road construction make ITS challenges unique in several ways. Glacier’s ITS applications must meet visitor and gateway community informational needs, while also

---

**About the Author:**

**Gary Danzyczk** is the Project Manager for the mitigation of the Going-to-the-Sun Road Rehabilitation. Gary recently completed service as an Army engineer. He has a BS from the U.S. Military Academy, a MS in Physics from the US Naval Postgraduate School, and is a registered Professional Engineer in Montana.
supporting traffic control functions during the construction effort. True indications of the success of the ITS program would be an efficient road construction project and a well-informed public, able to make a variety of choices on the best way to experience Glacier National Park.

Detailed ITS implementation studies are yielding a cost-effective plan utilizing existing park communications infrastructure. Road status, parking availability, and anticipated delays in the park would be provided to visitors as they plan their vacation. Experiences in other national parks have indicated that cost, comfort, and quality of experience must be sustained in order to attract normal visitation during construction. The park already maintains and is constantly improving their official Web site and Traveler Information Systems (TIS). Integration with the Montana 511 network, which provides road condition reports, will help to ensure that a full range of information is provided to park visitors.

The Going-to-the-Sun Road rehabilitation is a complex and exciting project. Between now and when the project is scheduled to begin in the spring of 2006, a wide variety of tasks must be accomplished to ensure initial transit, ITS, and visitor services are in place. The members of the project team will continue to disseminate information to stakeholders and visitors as Glacier National Park transitions from planning to reconstruction of the Going-to-the-Sun-Road. They are determined to ensure that Glacier National Park’s nearly two million annual visitors continue to enjoy this special place, regardless of the rehabilitation project.

**Team members:**
- John Kilpatrick, Chief of Facilities Management, Glacier National Park
- Gary Danczyk, PE, Project Manager Mitigation, Glacier National Park
- Susan Law, Transportation and ITS Specialist, Glacier National Park
- Jack Gordon, Project Manager/Landscape Architect, Glacier National Park
- Amy Vanderbilt, Public Affairs Officer, Glacier National Park
- Valerie Rodman, Transportation Planner, Federal Highway Association

---

**California Holds Hearing on Traffic Engineering License**

_by Walter Okitsu, P.E., PTOE, District 6 California Traffic Engineering Registration Chairman_

On Thursday, January 6th, 2005, the California Joint Committee on Boards, Commissions and Consumer Protection held a legislative hearing in Sacramento. The Joint Committee is reviewing the nine title-protected engineering disciplines (traffic, agricultural, chemical, nuclear, fire protection, control systems, metallurgical, petroleum, and industrial) to determine how each of these branches affects and supports public health, safety and welfare. This sunrise hearing was a step toward converting these title-protected disciplines into practices. Those disciplines that fail to be converted will be eliminated.

The Registered Traffic Engineers of America (RTEA), a lobbying organization, urged public agencies and consumers to provide written testimony on the importance of keeping traffic engineering registration for the public safety and welfare of Californians. Twenty-six cities and counties responded with letters. In addition, Union Pacific Railroad and the California Reserve Police Officers Association submitted written testimony in favor of making traffic engineering into a practice.

At the hearing, Patti Boekamp and Debbie van Wanseele from the City of San Diego's Engineering and Capital Programs Department appeared before the committee to speak on behalf of traffic engineering. They described how traffic engineers improve the quality of traffic operations decisions and reduce the city’s liability. The Board of Professional Engineering and Land Surveying, along with former board member Eugenie Thomson, also spoke in favor of converting traffic engineering registration to a practice. The Consulting Engineers and Land Surveyors of California (CELSOC) spoke in opposition to converting any of the title disciplines, while the Professional Engineers in California Government (PECG) requested that each of the nine titles undergo a more rigorous review before they are to be converted.

The Joint Committee will send their recommendations on the fate of traffic engineering registration to the legislature by March of this year. The committee is expected to recommend converting traffic and the other eight engineering titles into practices. At that point, the Senate is anticipated to initiate a bill for this conversion. The RTEA, which is made up almost entirely of ITE members, will fight on behalf of this bill, which must be signed by Governor Schwarzenegger by September.

---

**Editor’s Note:**
The two flowcharts at the right were inadvertently omitted from the last issue's lead technical article. The editor apologizes for any resulting confusion.
Public Transit. Dr. Prevedouros began with some background on the topic of congestion. He then offered some immediate actions that could alleviate congestion at various locations in Hawaii. He cited adding an additional lane on the H-1 freeway under Kalihi Street, contral-flowing Dillingham, closing Lunahilo on-ramp during peak traffic, creating an afternoon/evening zipper lane to Central and Leeward Oahu, shifting the start times of large schools, and increasing the use of the 4-10 work week as “quick” fixes.

Dr. Prevedouros also spoke about larger solutions such as the use of rail. He highlighted guideway buses, explaining that such buses are used in Germany and easily transfer from guideway systems to streets. He also presented the idea of urban grade separations at intersections such as Kapiolani/Kalakaua and Vineyard/Punchbowl. He also touched on the idea of paying a toll to use a designated lane during peak travel times.

Dr. Prevedouros closed by stating that people will continue to seek ways to maintain private transportation. People value the flexibility and convenience that private transportation allows. Thus, other congestion management solutions are being developed such as smart cars, smaller cars, car sharing, and increasing urban density in the core of Honolulu.

Jodi Chew, Secretary

The meeting topic was “Making the Connection: Security, Capacity, Efficiency & Logistics at the Port of Oakland” and featured presentations by members of the U.S. Coast Guard, the Port of Oakland, and Caltrans. Ensign Richard Kocher of the USCG Maritime Transportation Security and Planning Office gave the attendees an overview of maritime security and the duties of the USCG. The USCG patrols all areas of the San Francisco Bay, as well as inland waters that border states (such as Lake Tahoe). Ensign Kocher explained the role of the USCG within the new Department of Homeland Security. Steve Gregory, Senior Strategic Planner for the Port of Oakland, gave an update on the Port activities. Mr. Gregory discussed possible direct rail links to improve cargo shipping times between the Port of Oakland and California’s central valley. Mr. Gregory also discussed the future expansion of Oakland International Airport, as well as a planned light-rail or people-mover connection between Oakland International and the adjacent BART stations (Great news to Bay Area frequent fliers!). The last presenter was Matt Hanson of Caltrans. Mr. Hanson gave an update on goods movement research, and included a discussion of ITS technology applications in goods movement. Mr. Hanson provided information on Caltrans’ planned weight-in-motion systems and other emerging technologies.

The meeting was followed by an exciting tour of the Port of Oakland. The tour boat took us alongside some of the largest cargo ships in the world! As an added bonus, the tour boat gave attendees and up close view of the new Bay Bridge.

Cathy Leong, the Hawaii Section Past President and Chair of the Local Arrangements Committee for the 2006 Annual Meeting, welcomed a new family member, Tyler Tadayoshi Leong, on November 17th.
Colorado-Wyoming Section

December Meeting
The Section’s annual holiday luncheon meeting was held on the 3rd in downtown Denver at the Embassy Suites Hotel. Section President, Nate Larson, presided over the meeting that was attended by 92 members and guests. The meeting was kicked off with roundtable introductions.

Dave Hattan, Section Awards Committee Chairman, presented Mark Schaefer with the Colorado-Wyoming Section’s Lifetime Achievement Award. Mark thanked everyone for his award including some of the past award winners present and fellow members.

Joe Henderson, chair of the Section Fellowship and Scholarship Committee, recognized Shane Bender, a Master’s Degree Student at CU Denver, as one of several 2004 Scholarship Recipients.

Next, International Director for ITE, Pat Noyes, spoke regarding the organization’s emphasis, 2004 accomplishments, and where the organization’s emphasis will be placed in 2005. Ms. Noyes discussed other items of interest, such as the 2004 Constitutional Amendments that have all recently passed. Ms. Noyes also discussed District 6 activities, which include several fund raisers for ITE University organizations.

The luncheon speaker was Stephen Holt, of Felsburg Holt & Ullevig. Mr. Holt led a technical presentation and discussion regarding the Northwest Corridor EIS that his company is currently preparing for the USDOT and CDOT. There was a brief discussion regarding the study area, scope of the project, and the alternative developments and eliminations. The discussion focused on integrating the regional process with NEPA.

The Colorado/Wyoming Section contact is Nate Larson at URS Corporation, 303-293-8080; nate_larson@urscorp.com. Also, please visit our section’s website at www.cowyite.org.

Curtis D. Rowe, Scribe

Southern California Section

October Meeting
The October meeting was held on the 20th at the Monterey Hill Restaurant in Monterey Park. Approximately fifty people were in attendance. The luncheon speaker was Mr. George Allen, Traffic Engineer for the City of Garden Grove, who presented the lessons learned in the successful implementation of the State Route 22 Multi Jurisdictional Intelligent Transportation System (ITS) Smart Corridor Project. The City of Garden Grove received an $893,000 grant from the California Transportation Commission (CTC) to design and construct a Smart Corridor along Trask Boulevard and Garden Grove Boulevard, parallel to State Route 22. The project included the installation of closed circuit television cameras, the development of a communications infrastructure for the field ITS devices, the design and implementation of an integrated workstation with graphical user interface (GUI) software and the implementation of an upgraded Traffic Management Center for the City.

The Smart Corridor Project faced two major challenges. The first challenge was the high demand/short supply of fiber optic cable. The project was being advertised to bid during the peak fiber optic cable demand season of 1999 and 2000. As such, the City was faced with high costs for fiber optic cable as well as potential delays of 6-8 months for delivery. To address this challenge, the City developed a bid package in which each Closed Circuit Television (CCTV) location was made an optional bid item with the City having the right to accept or reject any bid either in part or as a whole. This allowed the City to delete two of the six CCTV locations, without the need to re-advertise the project.

The second challenge was the project implementation schedule which was tied to a sunset in the available funding. The Smart Corridor Project was a multi-jurisdictional project which depended on a communication link to the Caltrans District 12 Traffic Management Center. However, during the time span of the project, the Caltrans District 12 Traffic Management Center TMC was relocated.
两次。为了应对这个挑战，该市指导软件顾问开发软件的不同组件，以便进行接口软件的接受测试，可以通过模拟实现。

主动规划和项目管理使该项目能够按时按预算完成，该市信任顾问和承包商，并对设计、实施和集成设计的变化保持灵活性。这导致了一条智能走廊与交通管理中心的结合，增强了驾车者的流动性，不仅使花园格罗夫市受益，也使相邻的地区受益。

11月会议

11月午餐会于17日与河滨/圣贝纳迪诺分会联合在加利福尼亚理工学院的Kellogg牧场举行。大约70人出席。此次会议的头条发言人是Bob Martinez先生，他展示了加州改革审查委员会（CPR）的研究结果。该审查委员会由州政府雇员和私人公民组成，他们被授权找到加州州政府提高服务和降低费用的方法。该委员会在四个月内完成了一份报告，该报告识别了行政首脑在整体上的再组织需求。CPR的以下五个基本原则构成了该报告的基础。

- 该团队在政府的所有方面都做了推荐，但与我们职业相关的基础设施建议是最重要的。该团队发现了以下四个基础设施问题：
  - 加州缺乏一个整合的基础设施策略。
  - 基础设施项目不是集中管理和协调的。
  - 必要的基础设施投资缺乏稳定的资金。
  - 多个涉及的基础设施机构使完成项目变得困难。

该委员会推荐整合一个基础设施部，将其从分别存在于32个部门、机构、委员会中的操作合并进来。该部应有六个运行部门：水、能源、交通、住房、建筑和建设、电信和航海／水路。基础设施部在2004-2005财年的节省成本超过8000万美元，并在五年内节省资金33.6亿美元。

CPR的公开评论期于2004年9月30日截止。政策制定者和国会议员现在有责任对CPR的建议采取行动，重新组织州政府，使其成为一个更高效的系统，提高性能并降低成本。

Joaquin Siques，Scribe

Section and Chapter Activities (cont.)

三圆岛训练课程在一个星期！

地区6的成员将有一个独特的机会在一个星期内参加三个不同的与圆岛相关的研讨会。这不会是另一个获取关于圆岛所需信息的机会。该研讨会的活动将包括：

- TRB国家圆岛会议，Vail, Colorado, May 22-25。费用是295美元。早期注册送$295。更多信息，请访问www.trb.org。
- UK方法圆岛研讨会（包括Barry Crown），Denver，May 20-21（由Parametrix主办）。费用为400美元。更多信息，请访问www.parametrix.org。
- aaSIDRA培训（Dr. Rahmi Akcelik），Denver，May 26-27。费用是395美元。更多信息，请访问www.aatraffic.com。

对于这些活动的更多信息，请联系TRB圆岛会议主席Philip Demosthenes（Parametrix Consulting），电话(303) 791-9235 ext. 1410或pdemosthenes@parametrix.com。

PTOE考试将在第6区年度会议在Kalispell, Montana举行

如果您一直在等待参加专业交通工程师认证考试的合适机会，那么现在是时候了！加入第6区年度会议的蒙大拿州的本地安排委员会！

考试将在7月9日举行（在年度会议开始之前）。到6月1日截止申请。更多信息和申请材料，请访问www.ite.org。更多信息，请联系Kathy Harris，年度会议本地安排委员会的培训协调员，kharris_stelling@msn.com或(406) 443-0611。

如果错过了这个机会，您还可以参加TRB圆岛会议、UK圆岛会议或aaSIDRA培训。更多信息，请访问www.trb.org、www.parametrix.org或www.aatraffic.com。
Santa Ana’s Experience with Passive Detection of Pedestrians Using Video Image Detection Technology

In-Pavement Flashing Crosswalks, also called In-roadway Lights (IRWLs), are a pedestrian safety measure that provide warning to oncoming drivers that a pedestrian is crossing the street by activating amber-colored lights that are embedded in the pavement itself. They were recently included in the Manual on Uniform Traffic Control Devices and are thus approved for use nationwide. The MUTCD allows either active pedestrian detection (which requires the user to take an action, such as pressing a pushbutton, to activate the crosswalk) or passive detection (which detects pedestrians without any action on the pedestrian’s part). Some traffic engineers feel passive detection has safety advantages. This article reports the City of Santa Ana’s experience with passive pedestrian detection using Video Image Detection (VID) technology at two sites.

Video Detection Design

Figure 1 illustrates a typical installation. Each installation includes wireless video transmitters housed at each camera location. With this technology, the engineer has the ability to use and adjust the system from an in-vehicle monitor/control system, which reduces the potential for the engineer to affect pedestrian behavior. The Santa Ana systems also utilize solar energy to power both the VID and flasher equipment. Batteries are used to store the solar energy for use during nights and cloudy days.

The pole used is a 30- or 35-foot steel light standard, installed without a luminaire arm (since the existing street lighting system provides sufficient illumination). The solar panels are also mounted at the top of each pole as illustrated in the figure. The camera is mounted toward the top of the poles to provide as large a field of view for the camera as possible.

Figure 2 is a screen capture from the VID system that illustrates how the video processor utilizes directional discrimination to more accurately detect pedestrians approaching the crosswalk while rejecting pedestrians finishing their crossings. The detection zones are logically “and”-ed together so that the system is not activated unless the detection zones are activated in the correct order (first the upper set, numbered 1 through 8; then the lower set, numbered 9 through 16). The arrangement of the detection zones into arches is designed to detect pedestrians that take a shortcut around the start of the crosswalk. Additional delay is used for detection zones that are in the roadway to help prevent false calls being placed by motorized vehicles.

Summary and Recommendations

Santa Ana’s experience with passive detection of pedestrians using a VID system has been positive. Video offers:

- Directional detection of pedestrians.
- Flexibility in positioning detection zones.

The following suggestions are made to maximize performance of the system:

- Have the vendor verify that the installation site’s characteristics will not cause shadowing problems for the system. If necessary, relocate, remove, or trim objects (such as trees) that may cause moving shadows in the detection zones.
- Verify that sufficient lighting exists to allow the system to detect pedestrians at night.

The complete paper, which includes more information as well as references and acknowledgements, is available in the 2003 (Seattle) International Meeting Compendium of Papers.
Since 1944, the success of RBF Consulting has been founded on a commitment to quality, professionalism and continuing innovation.

Ontario, Calif.—We have an exciting opportunity in our Ontario office for a senior engineering discipline director to join the Firm’s Transportation/Public Works leadership team. You will build on our existing reputation to serve and develop our Inland Empire clients and help build the RBF Transportation/Public Works discipline throughout the Company. Current projects include planning and design of regional transportation corridors, major freeway interchanges, and a regional airport/rail facility that will serve the transportation needs of generations to come. This position requires a California P.E., a minimum of 15 years of experience, and a successful track record in developing and managing transportation/public works projects, client relations, strategic planning and staff development.

SR-22 Project Team—We are currently seeking Transportation/Traffic and Bridge Engineers to join our design team and help construct improvements to modernize the entire 12-mile length of the SR-22 (Garden Grove) freeway.

Positions require a BSCE, 3+ years of related design experience, and strong AutoCAD and/or Microstation skills. Professional registration is preferred.

RBF offers an excellent compensation and benefits package including a generous matching 401(k) plan, profit sharing and bonus plans, and relocation assistance.

Join a Firm committed to career growth, team work and family values!

Visit our website at www.RBF.com and send us your resume:

RBF Consulting
14725 Alton Parkway
Irvine, CA 92618
Fax: (949) 855-7060
Email: hrmail@rbf.com
EOE/M/F/D/V

Stantec Consulting, Inc. is a multi-disciplinary consulting firm with offices throughout the US. Stantec is looking to fill the following positions in our office in Phoenix, Arizona.

Traffic Engineer / Transportation Planner (#04-303-1817)

Sr. Traffic Engineer / Transportation Planner (#04-302-1817)—These positions will report to the Traffic Engineering & Transportation Planning Manager and will assist in preparing design concept reports, traffic impact studies, parking studies, traffic control plans, area transportation plans and traffic signal plans and specifications. The senior position will have additional responsibilities including project management and providing direction and technical guidance to lower-level engineers and planners. Both positions require experience in traffic analysis, traffic simulation, traffic engineering design, travel demand forecasting and report preparation. Must be able to work independently with some supervision and possess effective verbal and written communication skills.

Candidates with experience working in HCS, SYNCHRO, CORSIM and VISSIM are preferred. The Traffic Engineer position requires a minimum of 3 years of work experience in traffic engineering or transportation planning, with certification as an EIT is a plus. The senior position requires 5-7 years of work experience, with certification as a PE, AICP or PTOE highly desirable.

Sr. Transportation Engineers / Project Managers—10+ years of increasing project engineering focused on highway and transportation improvement projects. Exp. w/state highway projects; roadway and highway geometric design; and preparation of project reports and traffic studies.

Understanding of state and federal environmental processing. Exp. dealing w/project construction issues and design and construction estimating; utility coordination; and preparing plans and specifications for contractor bidding. Requires BS or MS in Civil Engineering or related field and 5-7 years of work experience in transportation engineering. Possession of an Arizona registration as a Civil Engineer or ability to obtain through comity is required. Candidates proficient in AutoCAD or MicroStation are preferred. Must show demonstrated capability using computer models such as InRoads-Select CAD, StormCAD and Culvert Master. Requires experience in urban street planning and design, the ability to work effectively in a project team setting and effective verbal and written communication skills.

Interested candidates should forward a resume and cover letter quoting the competition no. to: Tara Hamilton at Stantec Consulting Inc., 8211 S 48th Street, Phoenix, Arizona 85044, Fax: (602) 437-2814 or email to hr.ussw@stantec.com. All open positions can be found at www.stantec.com under Careers.

Sr. Transportation Engineers / Project Managers

Stantec Consulting Inc., 8211 S 48th Street, Phoenix, Arizona 85044, Fax: (602) 437-2814 or email to hr.ussw@stantec.com. All open positions can be found at www.stantec.com under Careers.

RBF offers an excellent compensation and benefits package including a generous matching 401(k) plan, profit sharing and bonus plans, and relocation assistance.

Join a Firm committed to career growth, team work and family values!

Visit our website at www.RBF.com and send us your resume:

RBF Consulting
14725 Alton Parkway
Irvine, CA 92618
Fax: (949) 855-7060
Email: hrmail@rbf.com
EOE/M/F/D/V

Stantec Consulting, Inc. is a multi-disciplinary consulting firm with offices throughout the US. Stantec is looking to fill the following positions in our office in Phoenix, Arizona.

Traffic Engineer / Transportation Planner (#04-303-1817)

Sr. Traffic Engineer / Transportation Planner (#04-302-1817)—These positions will report to the Traffic Engineering & Transportation Planning Manager and will assist in preparing design concept reports, traffic impact studies, parking studies, traffic control plans, area transportation plans and traffic signal plans and specifications. The senior position will have additional responsibilities including project management and providing direction and technical guidance to lower-level engineers and planners. Both positions require experience in traffic analysis, traffic simulation, traffic engineering design, travel demand forecasting and report preparation. Must be able to work independently with some supervision and possess effective verbal and written communication skills.

Candidates with experience working in HCS, SYNCHRO, CORSIM and VISSIM are preferred. The Traffic Engineer position requires a minimum of 3 years of work experience in traffic engineering or transportation planning, with certification as an EIT is a plus. The senior position requires 5-7 years of work experience, with certification as a PE, AICP or PTOE highly desirable.

Sr. Transportation Engineers / Project Managers—10+ years of increasing project engineering focused on highway and transportation improvement projects. Exp. w/state highway projects; roadway and highway geometric design; and preparation of project reports and traffic studies.

Understanding of state and federal environmental processing. Exp. dealing w/project construction issues and design and construction estimating; utility coordination; and preparing plans and specifications for contractor bidding. Requires BS or MS in Civil Engineering or related field and 5-7 years of work experience in transportation engineering. Possession of an Arizona registration as a Civil Engineer or ability to obtain through comity is required. Candidates proficient in AutoCAD or MicroStation are preferred. Must show demonstrated capability using computer models such as InRoads-Select CAD, StormCAD and Culvert Master. Requires experience in urban street planning and design, the ability to work effectively in a project team setting and effective verbal and written communication skills.

Interested candidates should forward a resume and cover letter quoting the competition no. to: Tara Hamilton at Stantec Consulting Inc., 8211 S 48th Street, Phoenix, Arizona 85044, Fax: (602) 437-2814 or email to hr.ussw@stantec.com. All open positions can be found at www.stantec.com under Careers.

Stantec Consulting Inc., 8211 S 48th Street, Phoenix, Arizona 85044, Fax: (602) 437-2814 or email to hr.ussw@stantec.com. All open positions can be found at www.stantec.com under Careers.

Tell them you saw their ad in WesternITE!
Positions Available

managing engineering staff. California PE required.

Transportation Engineers—David Evans and Associates, Inc. (DEA) is looking for engineers interested in a career in the fast growing transportation engineering marketplace. DEA now has opportunities in its Ontario Office to be part of a fast growing transportation engineering practice. We offer engineers the chance to grow their career with DEA. One to five years of engineering experience in one or all of the following: roadways, highway, drainage, traffic and other related engineering disciplines. BSCE required.

Submit resume to David Evans and Associates, Inc., 800 North Haven Avenue, Suite 300, Ontario, CA 91764 or jobs@deainc.com. Excellent compensation, opportunities, and 100% company-paid benefits for employees and their families. www.deainc.com. No agencies or phone calls. AA/EOE

The City of Everett, Washington, is recruiting for an Associate Engineer (PE). Requires a Bachelor’s degree in Civil Engineering and 4 years experience in civil, design, traffic, or construction engineering. Current registration as a Professional Engineer in the State of Washington is required. The successful applicant will perform professional level engineering work in the Traffic Engineering division of the Engineering & Public Services department. For a detailed description of the position and application materials contact: HR Dept., 2930 Wetmore Ave, Suite 6A, Everett, WA 98201, Phone (425) 257-8768, toll free 800-458-7630, job line (425) 257-8768 or www.ci.everett.wa.us. Applications must be received by 5:00 PM, Friday, January 21, 2005. EEO employer.

Carter & Burgess, Inc. is an industry leader in engineering, architecture and related services, offers high caliber professionals the opportunity to develop their careers by working in an innovative atmosphere on award winning projects. Our culture at Carter & Burgess is one of high achievement, forward movement and client service. You can see it in our leadership and our people. We pride ourselves in continually building our expertise to provide more creative and cost-effective design solutions to our valued clients. Our success is the result of our dedicated employees and our ability to anticipate our clients' needs and understand the demands of their business. We turn challenges into solutions.

Transportation Engineering and Planning Opportunities:

The Denver Transportation Planning and Traffic Engineering Group of Carter & Burgess is searching for transportation planners and engineers to join their team. Positions available include:

Transportation Engineer/Planner—May involve task and project management, traffic analysis and design, technical evaluations, project development, report writing, and public involvement. A minimum of four years' related experience and PE and/or AICP is desirable. A PTOE is considered a plus.

Travel Demand Modeler/GIS Technician—May involve transportation modeling, application of GIS, technical evaluations, report writing, and transportation planning.

Engineering Intern—Desirable skills include analytical analysis, transportation planning, and the ability to work in a team environment.

Intern—Provides support for GIS analysis, transportation planning, report writing, research, and technical analysis.

Why Choose Us? Carter & Burgess offers an excellent work atmosphere and our premium benefit package includes: competitive salaries, extensive medical, dental and vision coverage, 401(k) plan with a company match, employee referral program, Paid Time Off (PTO) program, Holiday pay, tuition assistance and so much more!

If you are a high-caliber professional looking for an opportunity to develop your career by working in an innovative atmosphere on award winning projects, please send your resume via email to Michael Harnsberry at harnsberryma@c-b.com or you may fax it to 817-735-7003. Carter & Burgess is heading in the right direction. Jump onboard! Carter & Burgess is an AA/EOE, M/F/D/V Employer. Visit our website at www.c-b.com.

Don’t forget…
The latest Positions Available ads are always on our Web site!

www.westernite.org
Positions Available

Iteris, Inc. is an industry leader in Intelligent Transportation Systems, traffic engineering and transportation planning. Our firm is nationally recognized as an authority in traffic operations, traffic control systems, Advanced Traffic Management Systems (ATMS), Commercial Vehicle Operations (CVO) and Rural ITS. We have assembled a “Dream Team” of the brightest, most innovative ITS specialists, traffic engineers and transportation planners in the industry. We are seeking highly motivated individuals for the following positions at our Anaheim location:

Transportation Engineers (2 positions available)—The ideal candidate will have 4-6 years of progressive experience in the areas of ITS and Traffic Engineering Design or traffic operations experience. We’re looking for individuals with thorough knowledge of AutoCAD and/or Microstation, as well as SYNCHRO, VISSIM, and other simulation tools.

Senior Systems/Transportation Engineers (2 positions available)—The ideal candidate will have 5-10 years of experience serving as task leader or project manager within the areas of ITS planning, design, and integration, and/or within the traffic operations arena.

Senior Software Engineer—The ideal candidate will have 4-8 years of experience serving as task leader or project manager within the areas of traveler information and transportation management within the ITS/transportation industry. We’re looking for individuals with working knowledge of .NET/ASP, .NET/C# as well as SQL Server/T-SQL, Web/HTML, and Javascript. Additional knowledge using ESRI (ArcView) and Macromedia Flash is also beneficial. In addition to software skills, the candidate should be able to assist with product deployments, including system and network configuration and set up.

We are also seeking Transportation Planners/Engineers in our Los Angeles and Long Beach offices.

If you are interested in joining the “best of the best,” visit our website for more detailed information about these positions as well as other exciting opportunities: www.iteris.com.

Iteris, Inc.
Anne Bologna
Fax: 714-780-7999
jobs@iteris.com
We Are An Equal-Opportunity Employer

City of Bellevue, Washington

Long-Range Planning Manager—
Responsible for leading and managing two other planners in developing multi-modal transportation plans and programs to establish and achieve the city’s transportation vision. The work is often complex and politically sensitive, and involves substantial public process. Assignments will include transportation elements of plan updates for the Crossroads, Eastgate and Factoria subareas; update the 1999 Pedestrian/Bicycle Plan; develop a street design guide for downtown Bellevue based on the 2003 Downtown Implementation Plan (DIP); project-level leadership to advance DIP recommendations (including the NE 2nd Street and 106th/108th one-way couplet pre-design studies, off-peak on-street parking and mid-block pedestrian crossings); and providing support for transit, parking, and High Capacity Transit planning within downtown and the Bel-Red corridor.

Revising the city’s concurrency methodology is a likely future assignment.

Required qualifications include a BA/BS degree in planning, engineering, public administration or a related field, and 5 years experience in transportation planning or design. The successful candidate will have excellent written, verbal and interpersonal communication skills, demonstrated ability to solve problems in a collaborative team environment, experience managing multi-modal transportation projects and environmental analyses, success working with elected and appointed officials and in managing community involvement processes.

Salary range: $5,644 - $7,772 monthly. Closing date February 13, 2005. For more information on this job and to apply online visit, www.cityofbellevue.org, click on City Jobs view current job openings, Job #394.

One Space Is Enough

Did you know that the current standard is to only type one space after periods? (Source: Chicago Manual of Style, 15th Edition, sections 2.12, 6.11, and 6.13). Two spaces after periods went away with typewriters. If you can bring yourself to break this habit, your documents will look cleaner and you might even save a little paper!
In this column, we’ll review the results of the November elections in District 6, as well as provide a federal update including the reappointment of USDOT Secretary Norman Mineta into the second term of the Bush administration, which will hopefully produce a final six-year reauthorization of TEA-21 in 2005 (current funding extension [PL 108-310] runs through 5/31/05). The Omnibus Appropriations bill (HR4818), signed on December 8, provides for very minor funding reductions to highway transportation programs and a minimal increase for transit. HR5163, the Mineta Research and Special Programs bill, was also enacted to reorganize the Special Programs portion of DOT (including ITS matters, but not transferring the Joint Program Office yet); it created a new Research and Innovative Technologies Administration (RITA) and a new Pipeline and Hazardous Materials Safety Information section.

In District 6 states, voters were asked to approve various bonding and/or tax levies (new or extended) to fund transportation programs. Here is a brief recap of approvals:

- **New Mexico:** $52.5M in bonds for Albuquerque road improvements.
- **California:** $980M in bonds for seismic upgrades for the BART system in the San Francisco Bay Area; also, seven out of ten counties passed sales tax measures (Marin, Sonoma, Contra Costa, Sacramento, San Bernardino, San Diego, and San Mateo).
- **Colorado:** Denver RTD’s comprehensive FastTracks program passed, which increased sales tax by 0.4 cents; the Roaring Fork Transportation Authority (Basalt/Carbondale/Glenwood Springs area) passed a sales tax measure and welcomed a new member (the town of Newcastle); El Paso County (Colorado Springs area) passed a sales tax measure; the lower portion of the Roaring Fork Valley (Aspen, Snowmass) approved redirecting sales tax revenue; and Glenwood Springs extended and increased a local tax for roads.
- **Washington:** Auburn passed a property tax increase of two percent to fund road projects, and King County voters supported placing a transportation package on the November 2005 ballot.
- **Arizona:** Maricopa County (Phoenix area) passed a transportation sales tax extension.

Measures were defeated in the District 6 states of Nevada (Elko, Nye Counties), Washington (Clark County), Oregon (Deschutes County), Colorado (Garfield County, City of Silt), and the California counties of Solano, Santa Cruz, and Ventura. The national results were similar to District 6, with a majority of measures passing.

Thanks to APTA, California Transit Association, and the American Road Transportation Builders Association for their thorough reporting on the November election results.

---

**Legislative Update**

The Intermountain Section’s 45th annual meeting will be held on May 19-21 at the Snow King Resort in Jackson Hole, Wyoming. Members and friends of ITE wishing to make a technical presentation must submit abstracts by March 1st. Presentations should be limited to no more than 20 minutes, with five additional minutes for questions and answers. To be considered for the Best Technical Paper contest, you must also submit a paper (six pages or less) by March 31st. To receive a paper/presentation application form or for more details, please contact Kent Fugal at project Engineering Consultants at kent@pecid.com or (208) 466-7190. This form, as well as more information about the meeting, is also available from the Section’s Web site, which is accessible via the “Sections/Chapters” link at www.westernite.org.

---

**Call for Abstracts for the 2005 Intermountain Section Annual Meeting**

In District 6 states, voters were asked to approve various bonding and/or tax levies (new or extended) to fund transportation programs. Here is a brief recap of approvals:

- **New Mexico:** $52.5M in bonds for Albuquerque road improvements.
- **California:** $980M in bonds for seismic upgrades for the BART system in the San Francisco Bay Area; also, seven out of ten counties passed sales tax measures (Marin, Sonoma, Contra Costa, Sacramento, San Bernardino, San Diego, and San Mateo).
- **Colorado:** Denver RTD’s comprehensive FastTracks program passed, which increased sales tax by 0.4 cents; the Roaring Fork Transportation Authority (Basalt/Carbondale/Glenwood Springs area) passed a sales tax measure and welcomed a new member (the town of Newcastle); El Paso County (Colorado Springs area) passed a sales tax measure; the lower portion of the Roaring Fork Valley (Aspen, Snowmass) approved redirecting sales tax revenue; and Glenwood Springs extended and increased a local tax for roads.
- **Washington:** Auburn passed a property tax increase of two percent to fund road projects, and King County voters supported placing a transportation package on the November 2005 ballot.
- **Arizona:** Maricopa County (Phoenix area) passed a transportation sales tax extension.

Measures were defeated in the District 6 states of Nevada (Elko, Nye Counties), Washington (Clark County), Oregon (Deschutes County), Colorado (Garfield County, City of Silt), and the California counties of Solano, Santa Cruz, and Ventura. The national results were similar to District 6, with a majority of measures passing.

Thanks to APTA, California Transit Association, and the American Road Transportation Builders Association for their thorough reporting on the November election results.
COMERCIAL SUPPLIERS

CARTER & BURGESS, INC

Comprehensive transportation planning and engineering:
- Denver, CO (303) 820-5240
- Las Vegas, NV (702) 939-5600
- Los Angeles, CA (818) 784-7585
- Phoenix, AZ (602) 263-5300
- Salt Lake City, UT (801) 355-1112
- Oakland, CA (510) 465-8400

CATALINA ENGINEERING, INC

Traffic Engineering, Roadway Design, Research & Traffic Operations:
- ITS 180 W. Magee Road, Suite 140
- Tucson, Arizona 85704
- (520) 544-4067 Fax (520) 544-9616
www.catalinaengineering.com

CHS CONSULTING GROUP

Transportation Planning, Traffic & Urban Design:
- 500 Sutter Street, Suite 216
- San Francisco, CA 94102
- 415-392-9688 Fax 415-392-9788
- 510-272-9597 Fax 510-272-0792
www.chconsulting.net

CK ENGINEERING, INC

Traffic Engineering – Operations, Studies, Design:
- Steeles Highway Design, Roadway Lighting
- Parking, Studies/Layout – ITS – Toll Systems, Permitting

CRAIN & ASSOCIATES OF SOUTHERN CALIFORNIA

Traffic Engineering, Transportation Planning:
- 2070 Sawdvel Boulevard, Suite A, Los Angeles, California 90025
- (310) 473-6508 Fax: 310 444-9771

ROBERT CROMMELIN & ASSOC., INC

Consulting Traffic Engineers, Experienced in Traffic Engineering Evaluation and Testimony as part of Litigation:
- 73-255 El Paseo, Suite 9
- Palm Desert, CA 92260
- 760-568-5833
\n
CTS ENGINEERS, INC

- Washington, Oregon
- 1412 112th Avenue NE Ste 102
- Bellevue, WA 98004-3760
- (425) 456-7202 Fax (425) 462-1374
- cts@ctsengineers.com
- hstein@ctsengineers.com

DARNELL & ASSOCIATES, INC

- 1446 Front Street, Suite 300
- San Diego, CA 92101
- (619) 233-8373 Fax (619) 233-4034

DAVID EVANS AND ASSOCIATES, INC

People in Motion. the DEA Team!
- In 20 offices throughout the US
- Claudia Hirschy, P.E.
- Ron Anderson, P.E.
- Bellevue, Washington
- (425) 519-6500 Fax (503) 223-9663

Transportation & Land Development
- Water Resources
- Energy
- www.deainc.com

DKS ASSOCIATES

Traffic and Transportation Engineering and Planning
- Intelligent Transportation Systems
- Oakland CA (510) 763-2061
- Offices in Phoenix, AZ, Irvine, San Jose and Sacramento, CA, Tampa and Tallahassee, FL, Portland, OR, Seattle, WA

Web page: www.dksassociates.com email: rts@dksassociates.com

DOWLING ASSOCIATES, INC

Traffic Engineering & Transportation Planning – Research
- Traffic Software & Computer Models
- Transportation
- 180 Grand Avenue, Ste 200, Oakland, CA 94612
- (510) 830-1742 fax (510) 830-0871
- 428 J St Ste 500, Sacramento, CA 95814
- (916) 266-2180 phone (916) 266-2185 fax handmade traffic

ENTRANCE, INC

Full-service planning, design, construction management, and environmental services for traffic and transportation projects:
- Offices in Bellevue, WA; Boise, ID; Phoenix, Tucson, AZ; and Helena, MT
- For information call 1-800-454-5601
www.entranceco.com

FEHR & PEERS ASSOCIATES, INC

Traffic Engineering – Transportation/Transit Planning
- Parking
- Signal Design – Bikeway Studies
- Denver, CO (303) 296-4300
- Walnut Creek, CA (925) 930-7100
- Reno, NV (775) 826-3200
- Roseville, CA (916) 773-1900
- Sacramento, CA (916) 329-7332
- San Francisco, CA (415) 369-0425
- San Jose, CA (408) 278-1700
- Salt Lake City, UT (801) 218-4700

HEXAGON TRANSPORTATION CONSULTANTS

- San Jose, CA 95113
- (408) 971-6100

HIGGINS ASSOCIATES

Traffic Engineering – Operations
- Comprehensive Transportation Planning – Geometric Design – Signal Design – Parking
- 1335 First Street, Suite A, Gilroy, CA 95020
- (408) 848-3122 Fax: (408) 848-2202
email: info@higginsinc.com

HNTB CORPORATION

Transportation – Traffic – Planning – Bridges – Airports – Highways – ITS
- 200 E Sandpointe Avenue, Suite 200
- San Antonio, TX 78207
- (210) 528-4300
- Denver (303) 839-8300
- Seattle (206) 455-3555
- Las Vegas (702) 365-9334
www.hntb.com

ITS ENGINEERS & CONTRACTORS, INC

- Salt Lake City, UT (801) 281-9695

JONES & STOKES

Transportation Planning – Air Quality and Noise Studies
- Oakland, CA (510) 433-8662
- Sacramento, CA (916) 737-3000
- Los Angeles, CA (213) 627-5376
- Phoenix, AZ (602) 256-6662
- Bellevue, WA (425) 822-1077
- Other offices in Portland, OR; San Francisco, San Jose, Irvine, San Diego, CA; Las Vegas, NV; Salt Lake City, UT
- www.jonesandstokes.com

KAKU ASSOCIATES, INC

Traffic Engineering – Transportation Planning – Parking
- 1453 Third Street, Suite 400
- Santa Monica, CA 90401
- (310)458-9916 FAX (310) 394-7663

KATZ, OKITSU & ASSOCIATES

Traffic Engineering – Transportation Planning – Signal Timing
- ITS – GIS
- 1055 Corporate Center Drive, Suite 300
- Monterey Park, CA 91754
- (323) 260-4703
- San Francisco, CA 94107
- (415) 563-1486
- Tustin, CA (714) 573-0317
- San Bernardino, CA (909) 890-9693

KILMERY-HORN AND ASSOCIATES, INC

Traffic Engineering – Transportation Planning – ITS
- Communications – Software – Civil Engineering
- Regional offices in: San Diego, Carlsbad, Orange, Los Angeles, Long Beach, Riverside, San Ramon, Oakland, Sacramento, Rocklin, CA; Las Vegas, Reno, NV; Phoenix, Tucson, AZ; Denver, CO
- www.kilmer-horn.com

KORVE ENGINEERING, INC

Traffic Engineering – Transportation Planning – Civil Engineering
- Land Development – Multimodal Facilities – Rail Planning
- 155 Grand Ave., Suite 400, Oakland, CA 94612 (510) 763-2929
- Offices in Los Angeles, Salt Lake City
- www.korve.com

LANCASTER ENGINEERING

Traffic and Transportation Engineering – Light Rail – Traffic Control
- Traffic Impact & Planning Studies
- 800 NW 6th Ave, Suite 206, Portland, OR 97209
- (503) 248-0313 FAX (503) 248-9251 email: info@lancasterengineering.com

Save for your RFP lists!
District 6 Officers for 2004 – 2005

President
Zaki M. Mustafa, P.E.
City of Los Angeles
221 N. Figueroa St, Suite 300
Los Angeles, CA 90012
(213) 580-5361
ZakiM@earthlink.net

Vice President
Ken Ackeret, P.E., Ph.D., PTOE
Kimley-Horn and Associates, Inc.
1050 E. Flamingo Rd, Suite S210
Las Vegas, NV 89119
(702) 734-5666
(702) 734-4949 fax
ken.ackeret@kimley-horn.com

Secretary-Treasurer
Dalene J. Whitlock, P.E., PTOE
Whitlock & Weinberger Transp.
509 Seventh Street, Suite 101
Santa Rosa, CA 95401
(707) 542-9500
(707) 542-9590 fax
dw whitlock@w-trans.com

Past President
Ransford S. McCourt, P.E., PTOE
DKS Associates
1400 SW Fifth Avenue, Suite 500
Portland, OR 97201
(503) 243-3500
(503) 243-1934 fax
eism@dkassociates.com

Managing Editor
John A. Kerenyi, P.E., PTOE
Kimley-Horn and Associates
8175 Limonite Avenue, Suite A
Riverside, CA 92509
(951) 727-4343
(951) 727-4344 fax
john.kerenyi@kimley-horn.com

Technical Editor
Nate Larson, P.E., PTOE
URS Corporation
1225 17th Street, Suite 200
Denver, CO 80202
(303) 299-7835
(303) 293-8580
Nate_larson@urscorp.com

District International Director
Pat Noyes
Pat Noyes & Associates
1566 County Road 83
Boise, ID 83020
(208) 440-8171
pat@noyes.com

International President
Tim Harpert, P.E., PTOE
City of Salt Lake City
349 South 200 East, Suite 450
Salt Lake City, UT 84111
(801) 535-6630
(801) 535-6019 fax
tim.harpert@clslc. ut.us

International Vice President
Richard T. Romer, P.E., PTOE
Orth-Rodgers & Associates, Inc.
1140 N. Town Center Dr, Suite 190
Las Vegas, NV 89144
(702) 233-4060
(702) 233-4560 fax
romer@orth-rodgers.com

President
Zaki M. Mustafa, P.E.
City of Los Angeles
221 N. Figueroa St, Suite 300
Los Angeles, CA 90012
(213) 580-5361
ZakiM@earthlink.net

Vice President
Ken Ackeret, P.E., Ph.D., PTOE
Kimley-Horn and Associates, Inc.
1050 E. Flamingo Rd, Suite S210
Las Vegas, NV 89119
(702) 734-5666
(702) 734-4949 fax
ken.ackeret@kimley-horn.com

Secretary-Treasurer
Dalene J. Whitlock, P.E., PTOE
Whitlock & Weinberger Transp.
509 Seventh Street, Suite 101
Santa Rosa, CA 95401
(707) 542-9500
(707) 542-9590 fax
dw whitlock@w-trans.com

Past President
Ransford S. McCourt, P.E., PTOE
DKS Associates
1400 SW Fifth Avenue, Suite 500
Portland, OR 97201
(503) 243-3500
(503) 243-1934 fax
eism@dkassociates.com

Managing Editor
John A. Kerenyi, P.E., PTOE
Kimley-Horn and Associates
8175 Limonite Avenue, Suite A
Riverside, CA 92509
(951) 727-4343
(951) 727-4344 fax
john.kerenyi@kimley-horn.com

Technical Editor
Nate Larson, P.E., PTOE
URS Corporation
1225 17th Street, Suite 200
Denver, CO 80202
(303) 299-7835
(303) 293-8585 fax
Nate_larson@urscorp.com

District International Director
Pat Noyes
Pat Noyes & Associates
1566 County Road 83
Boise, ID 83020
(208) 440-8171
pat@noyes.com

International President
Tim Harpert, P.E., PTOE
City of Salt Lake City
349 South 200 East, Suite 450
Salt Lake City, UT 84111
(801) 535-6630
(801) 535-6019 fax
tim.harpert@clslc. ut.us

International Vice President
Richard T. Romer, P.E., PTOE
Orth-Rodgers & Associates, Inc.
1140 N. Town Center Dr, Suite 190
Las Vegas, NV 89144
(702) 233-4060
(702) 233-4560 fax
romer@orth-rodgers.com