



Westernite

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President's Message

Rory Grindley, President



Remaining Ramblings from Rory: Here I am, sitting at my computer, on the eve of my departure for Palm Desert and what promises to be our grand and glorious 55th Annual District 6 Meeting. With only a few days left in my reign as your President it's time to reflect back on the past year: the travels to various Sections and Chapters, the people I've met and individuals I've come to know, the accomplishments and successes, and even some less than expected outcomes. (Anything to put off just a little longer those nagging, last minute preparations I still have to complete before the meeting.) Maybe, for once even, some valid justification for procrastination: "If I could only continue being President just a little longer." But no, it's time to change command, time for new energy and fresh ideas from Julie and Randy, two strong individuals who have supported me this past year, and now it's their turn to move up a rung and for Julie to have her turn in the sun. I can assure you the District is in good hands.

So now, as you read this, you will have a new slate of elected officers at your disposal. But there has also been some turnover within the ranks of committee chairs that I would like to highlight. First, Rafat Raie stepped down as website manager at the first of the year, after taking the



Congratulations to Dee Ubhayakar and his Palm Desert Local Arrangements Committee for an outstanding job in hosting one of the greatest District 6 Annual Meetings!!

Rory

website to new heights; we thank him dearly for the time and energy he devoted to improving our website. Thanks also go out to Zaki Mustafa, who served as the interim webmaster while I had a committee solicit for and review applicants for the position. Upon the committee's recommendation, I appointed Jon Pascal as the new Website Manager at the end of April. Welcome, Jon! I have withheld this grand announcement until now so that Jon could have a chance to get his feet wet and start implementing some of the major changes in the website that the Board has asked for so that we can expand into the future with greater efficiency. Continue to watch WesternITE.org over the next several months as more and more improvements are added. And if you have any suggestions or ideas for improvements, please forward them to the current Vice President (as chair of the website committee, which prioritizes the needs).

Another departure is Charlie Ebeling, our Career Guidance Chair, who just resigned effective this month after assisting with the implementation of many great student initiative programs. I have appointed Jennifer Rosales to replace Charlie. Jennifer promises to add even more energy and enthusiasm to the support of our student membership. Her experience serving on the executive board of the Oregon Section, which has shown significant growth in student memberships and active support over the past few years, will be a tremendous asset.

Perhaps, as I now close, I should look back on the several campaign promises I've made over the past three years and really see just how many of those goals we've been able to achieve. Reading last year's Presidential candidate statement (see the May-June 2001 issue at westernITE.

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org), I found that I had listed five general goals: a successful Annual Meeting (for which this is promising to be); a first rate WesternITE publication (which, if you haven't heard, just won first place for International for its class—way to go, Zaki!); a better website (for which the groundwork has been laid and improvements are now starting to happen); educational opportunities (which we are providing); and, support and involvement of our student members (here we have made great strides with our "Year of the Student" and the student initiatives). But I'll be the very first to admit that any of these successes are not because of me personally, but because of the people that make up the Board of District 6, those that serve as chairs and members of our various committees, and, most importantly, all of you. It is truly you, the membership, both as individuals and as a group, that really make District 6 the greatest! Allow me to extend a big thank you to all of you, for not only letting me serve you, but for everything that you have done to improve YOUR District this past year!



Messing with Success

San Diego's New Vision for Transit

by
Toni Bates
 Director of Planning and Development
 San Diego Metropolitan Transit
 Development Board



What was San Diego like a quarter of a century ago? It was a region of about 1.5 million people, dependent on the military, aerospace and tourism for its economic health. Many residents were turning their backs on the city's core and snatching up the new suburban homes that were sprouting rapidly at the city's edge. The international border at San Ysidro, the region's door to Mexico, was fast becoming the busiest border crossing in the world. And, getting around the increasingly spread out metropolitan area pretty much meant you had to have a car.

The San Diego Transit bus system did serve the central urban area, and Chula Vista Transit served South Bay. Together, they carried about 130,000 passengers a day and primarily focused on providing service to those with no choice but to take the bus. The once popular street cars of the early and mid-1900s had long disappeared and many people had little or no access to transit and little motivation or desire to use it.

Then, in the mid-1970s, state legislation authored by State Senator James Mills, created the San Diego Metropolitan Transit Development Board (MTDB) and provided a new state funding source for transit. The legislation mandated that MTDB design and build a fixed guideway system for San Diego, and develop a coordinated system of bus and

guideway transit in the metropolitan area. The first 16-mile San Diego Trolley light rail line between downtown and the border opened in 1981 to crowds of enthusiastic citizens. Since then, a total of 47 miles of light rail has opened on two lines connecting downtown to eastern communities, Old Town and Mission Valley (including San Diego Jack Murphy Stadium). Another six miles, currently under construction, will open in late 2004 linking Mission Valley with San Diego State University (SDSU) and points east. This segment will include the Trolley's first tunnel (approximately 3000 feet) and underground station at SDSU.

Today, almost 80,000 people a day ride the San Diego Trolley and another 225,000 a day take the greatly expanded bus system. Transit ridership since 1975 has grown 145 percent while population in the San Diego region grew 90 percent (to 2.9 million people) over the same period. Almost 20 percent of commute trips into downtown San Diego are on transit. And transit regularly carries between 10 and 20 percent of the game crowd to Stadium events. Last year, 59 percent of San Diegans had taken transit at least once.

Despite this success, transit has not played much of a role in helping to solve San Diego's growth pains. Traffic congestion continues to increase as people take more and longer trips. Although downtown San Diego is now a growing, vibrant center of employment, residences and entertainment, suburban sprawl continues and travel throughout the region is increasingly non-downtown oriented. Over the next 20 years, while the San Diego region expects to add another one million people and 685,000 more cars, future expansion of the light rail system will likely slow as readily available right-of-way diminishes, projects become more complicated, and costs and the competition for funding increase.

So what's a transit system to do? MTDB realized that transit has to play a vital and increasing role in accommodating the impacts from the expected population growth to help retain San Diego's quality of life. Local jurisdictions, particularly the two largest cities in the region, San Diego and Chula Vista, are also looking to enhanced and expanded transit as key to the success of their growth management plans. And, the San Diego Association of Governments (SANDAG), the metropolitan planning organization for San Diego County, has adopted the Region2020 Growth Management Strategy that focuses future growth in urban areas and encourages alternative modes of travel. For the first time, the link between transit and land use is taking center stage in discussions about growth and quality of life. Ensuring mobility now includes ensuring good and better transit.

But how *can* transit play a role in this new arena? To answer this question, MTDB took the unique and innovate step to first understand the needs of its potential customers, especially those who currently are not riding transit. Much like a private sector company does before launching a new product, MTDB conducted extensive market research to better understand how attitudes and preferences influence travel choices and what product features are important to attract customers. This market research, done jointly with the City of San Diego and North San Diego County Transit District, provided MTDB with a comprehensive profile of the various travel markets that exist in the region. Some of the sensitivities that distinguished one market segment from another involved factors that are self-evident: travel time, availability of parking, and time waiting for transit. Other factors provided new insights: the quality of the walking environment to a transit

District 6 Election Results

President	Julia Townsend
Vice President	Randy McCourt
Secretary-Treasurer	Zaki Mustafa
International Director	Pat Noyes (term begins Jan 1st)

First and San Diego's growth management strategies, integrating transit stops and stations into transit-supportive land use will make transit more convenient to more people, enhance their mobility, and help accommodate growth. By focusing the region's projected growth at transit nodes, developing compact areas that mix residential, retail, office and entertainment uses, and designing both infill and newly developing areas to promote walking, transit will become a viable

station, the types of amenities at the stop or station, and the design of the transit vehicle. Interestingly, the cost of transit was not as important in the market research as other factors, and market segments did not fall into typical socio-economic groups traditionally used in transportation planning. Understanding how each market segment responds to each of these attitudinal factors allowed MTDB to identify a variety of transit services and features to match the demands of unique market segments. As a result, transit in San Diego no longer assumes that "one size fits all."

Guided by the market research, in October 2000, MTDB adopted "Transit First" as its new strategy for transit in San Diego. The Transit First vision positions transit to become a first choice for many trips by providing distinct levels of service that, together, meet the different trip and market segment needs. Rooted in the Bus Rapid Transit (BRT) concept, Transit First will enhance transit's appeal by providing four basic features:

- **A Network of Services.** Transit First will provide a rich network of service types that include high speed, frequent, limited stop routes for long distance trips, rapid and frequent service along major arterials for medium distance trips, urban bus routes as the local transit service backbone throughout most of the region, and neighborhood shuttles for short trips within residential and employment areas.

- **Transit Priority.** Transit First depends on extensive use of transit priority treatments to enhance travel speed and reliability, and make transit competitive with the automobile, particularly for the long and medium distance services. The use of transit priority treatments will depend on the situation (i.e., congestion levels, freeway or street running, right-of-way availability, etc.) and could include dedicated guideway facilities, transit-only lanes, shared high-occupancy vehicle lanes, arterial signal priority and intersection queue jumpers. A single route could take advantage of several types of priority treatments.

- **Customer Amenities.** Customer amenities will focus on both the transit stop/station and vehicle. Stations will look and feel like they are part of the community to provide pleasant waiting environments. Real-time vehicle arrival information will be provided at many stations. Vehicles will have a sleek, modern appearance both inside and out to provide a train-like feel even with rubber-tired vehicles. Advance automated fare payment and level boarding will add to customer convenience.

- **Land Use Integration.** Perhaps unique to Transit

travel option in many San Diego communities.

San Diego is well on its way to implementing Transit First in partnership with a number of agencies and jurisdictions. Caltrans will soon begin construction on 20 miles of "managed lanes" in the center of Interstate 15. These HOV lanes, which are an extension of an existing eight mile HOV facility, will include direct access ramps to three new transit stations adjacent to the freeway. MTDB is currently designing the stations and will implement long-distance Transit First service in the corridor when the facilities are complete in 2008. Meanwhile, MTDB has identified several Transit First "Showcase Projects". One or more of these projects will be implemented within the next five years to showcase the features of Transit First, from the vehicles and stations to the priority treatments and customer amenities. The Showcase Projects will provide citizens with real-life examples of Transit First services and facilities to enhance their understanding before they are asked to support a county-wide ballot measure to fund Transit First in 2004.

With or without passage of a funding measure, many of the components of Transit First will be implemented in phases, several of which are underway. MTDB has issued a Request for Bids for an automated "Smart Card" fare collection system for the entire bus and rail transit system, and will soon be acquiring a new radio system with automated vehicle locator and next bus information capabilities. MTDB is also currently pursuing "Transit First Now", a program to implement independent or "spot" transit priority treatments for the existing transit system. With the support of the City of San Diego, two queue jumpers have been implemented at congested intersections, one more is eminent, and design is underway for several more along with some arterial street transit-only lanes. Looking ahead, MTDB is working closely with the City of San Diego to plan Transit First services to support its City of Villages growth management plan. Under the plan, designated areas throughout the City will accommodate future growth by focusing higher density, mixed use development in "villages" well-served by transit. MTDB is also coordinating with the City of Chula Vista and the County of San Diego to ensure that the Transit First network is reflected in the updates of their General Plans currently underway. And Transit First is the basis of the Regional Transit Vision in SANDAG's draft 2030 Regional Transportation Plan.

Ensuring that transit will fulfill its role in accommodating San Diego's future growth and enhancing the mobility of its citizens will depend on ongoing coordination with regional and local agencies, partnerships with planners and traffic engineers, and support from elected officials and citizens.

(Continued on page 4)

Moving into the future together, MTDB will build on its past successes by providing both traditional and innovative approaches to transit to truly make transit a first choice for many San Diegans.



T-REX Experience

Mainstreaming Incident Management in Design-Build: The T-REX Experience

Patricia B. Noyes (FITE)*



The Colorado Department of Transportation (CDOT) initiated a design-build project on I-25 and I-225 in the Denver metro area in June 2001. The Transportation Reconstruction and Expansion (T-REX) Project is a five-year, \$1.6 billion project that includes complete reconstruction of 17 miles of interstate and the construction of a light rail line. One of the contract requirements for the project was the development of a traffic incident management program prior to the start of construction.

The traffic incident management program development process included a coordinated effort among transportation engineering, highway maintenance, fire/rescue, emergency medical services, law enforcement, the contractor, and other response and support agencies. Approximately 170 individuals participated in the planning process, which was designed to maximize the involvement of each of the agencies and focus on construction concerns as well as long-term traffic incident management in the project area.

The Planning Process

Southeast Corridor Constructors (SECC), the design-build entity contracted by CDOT for the project, facilitated a multi-agency, multi-disciplinary planning process to develop a recommended traffic incident management program for the T-REX project. The process involved approximately 50 agencies and organizations. The SECC contract required that initial program development be completed within the first 120 days following notice-to-proceed; therefore, the schedule for program development was aggressive, with agency representatives meeting from the end of June through early October 2001.

The program development process used a three-tiered approach to involve affected agencies and ensure their issues were identified and addressed. Three groups met to develop the program:

- Stakeholders
- Steering Committee

- Action Groups

At the first stakeholder meeting, SECC presented an overview of existing traffic incident management programs in the project area and the program development process proposed for the T-REX project. Stakeholders were asked to identify concerns with traffic incident management during the T-REX project and their long-term goals for the program. The stakeholder group was made up of all interested and affected agencies and they were kept informed throughout program development with update reports in the form of short newsletters.

Approximately 120 individuals were included in the Steering Committee. This group focused on overall strategy, including development of program goals, objectives and incident levels. The Steering Committee reviewed recommendations from the Action Groups and finalized the initial T-REX Incident Response Manual.

The Steering Committee developed the following goals for the T-REX Traffic Incident Management Program:

- Enhance safety of incident area
- Reduce incident related delay on I-25 and I-225
- Minimize impacts of I-25 and I-225 incidents on the secondary system
- Reduce the cost of incidents
- Provide timely, accurate information to motorists
- Secure public and private sector cooperation implementing incident management activities

These goals and associated objectives were used to evaluate potential strategies and develop recommendations through each of the Action Groups.

Four Action Groups, each composed of 35 to 70 agency representatives, met to evaluate and recommend strategies. The four Action Groups were:

- Command and Communication
- Alternate Routes
- Technology and Resources
- Media and Public Information

Each Action Group focused on strategies that addressed specific aspects of traffic incident management within their areas of operations and expertise. The Action Groups met four times each from July through September 2001. Their recommendations provided the basis for the final program recommendations and the T-REX Incident Response Manual.

The Steering Committee and four Action Groups reviewed and evaluated a wide range of strategies to address key aspects of traffic incident management:

- Detection and verification
- Response
- Scene management
- Clearance
- Motorist information

A list of strategies was reviewed to identify those that the Steering Committee and Action Groups felt should be

evaluated for use in the T-REX Traffic Incident Management Program. Each strategy was assigned to an Action Group based on the functional expertise of the group. These strategies provided the basis of the Action Group Recommendations.

The Program

The planning process resulted in specific strategies for improving detection, response, clearance and scene management on incidents in the T-REX project area.

The Command and Communications Action Group represented those agencies who function in a command capacity on traffic accidents on I-25 and I-225 and those who provide communications among and between those agencies. The specific recommendations developed by the Action Group focused on enhancing current procedures and addressing concerns with potential impacts from T-REX construction. These included the promotion of the Colorado state statute that requires drivers of vehicles involved in an accident on divided highways to move them off the traveled way if they determine that there are no injuries or alcohol involved in the incident and the vehicle can be safely driven. Service patrols were required under the initial contract and specific operation recommendations were developed for these patrols.

The Command and Communications participants also recommended development of procedures for review and notification of traffic control changes to meet the needs of response agencies and that interagency training be developed for use at agency roll calls and in-house trainings. Other recommendations focused on on-scene procedures and preplan information to be included in the incident response manual provided to all response agencies. Communication and notification procedures were recommended that expanded existing systems and provided new ones. One of the new systems recommended was an Incident Information Management System (IIMS), intended to provide information to response agencies on incidents detected and monitored in the project area.

The Alternate Routes Action Group developed alternate routes for use on incidents in the project areas. The alternate routes are intended for use only when impact to the highway requires complete closure or extensively closes lanes for two or more hours. This group also compiled information on facility locations, such as fire stations and hospitals, that would be impacted by the implementation of alternate routes.

The Technology and Resources Action Group worked with the proposed alternate routes to recommend locations for a variety of ITS devices, including closed circuit television, variable message signs, and highway advisory radios to support detection, response and the implementation of alternate routes. They also compiled information on resources for inclusion in the response manual for on-scene management.

A critical component of effective traffic incident management is public information and notification of incidents to allow motorists to make informed decisions about their travel plans.

The Media and Public Information Action Group considered a number of traveler information and public education strategies. This action group recommended the use of public education campaigns, media packets to inform the media of key aspects of the program, mass faxes to key recipients based on the nature of the incidents, a project website and the use of telephone information lines.

Incorporating the Program in Project Design and Construction

During the development of design elements for ongoing construction activities, an emphasis will be made during the review process to ensure that traffic issues are incorporated. Items that will be considered include:

- Freeway access and egress points for emergency vehicles
- Emergency and accident investigation pull-off points
- Phasing coordination to evaluate alternate route conflicts
- Physical design elements that tie new system into existing system
- Process for monitoring traffic movements with phase changes or detour routes
- Ongoing development of ITS components and applicability to traffic incident management
- Consistency with other adjacent traffic incident management plans

To ensure that the design elements are incorporated as required to provide for effective traffic incident management after construction, the following measures will take place:

- Final design will be consistent will federal and state standards and guidelines
- Design will be monitored as detailed in the Design
- Quality Management Program
- Construction will be monitored through the Construction
- Quality Management Program to ensure that the product

WesternITE Managing Editor Wanted

ITE District6 is looking for a new newsletter Managing Editor. Interested candidates should submit letters of interest and resumes with their sample work (portfolio) to Julia Townsend, our new District 6 President, as soon as possible. (See contact information on the back of this newsletter.) For more information on the responsibilities of the position, feel free to contact Zaki Mustafa. Please visit www.westernite.org for more information.



LAC 2002

Doug Smith, Anwar Wagdy, Zaki Mustafa, Jim Harris, Juan Perez, Fran Dunajski, Michelle Bitner Smith, **Deepak “Dee” Ubhayakar**, J.R. Morgan, Carlos Ortiz, Peter Clark, David Nelson, Ben Woo, Dr. Ramakrishna Tadi, Mike Girardot, Rock Miller, Mark Greenwood, Anne Azzu, Bob Crommelin

- is consistent with the design and being constructed according to Project standards
- Incorporation of consistency with adjacent municipal and other agency systems will be maintained
- ITS elements will meet or exceed the requirements of the contract

The initial step to implementation was the distribution of the T-REX Incident Response Manual to all response agencies in the corridor. This will be supported by agency training to ensure that response personnel in the field are familiar with the use of the manual. SECC will install the recommended ITS devices that support the T-REX Traffic Incident Management Program and initiate the communication and coordination efforts outlined above. Several of the recommendations require time to implement while others were initiated immediately.

It was the intent of the program to be dynamic and responsive to the needs of the affected agencies. Continued coordination and program revisions were recommended through regularly scheduled meetings, updated information provided by involved agencies and regular review of proposed traffic control and construction phasing plans. Successful implementation will require a commitment on the part of all agencies to the program and a commitment on the part of SECC to provide program leadership.



Issues Associated with Design-Build

Traffic incident management programs provide a significant return on investment in terms of safety, system

reliability, and reduced traveler delay. Mainstreaming traffic incident management through project design and construction offers an opportunity to reduce the cost of implementation in terms of capital investment in ITS devices and other improvements built to enhance traffic incident management, and to reduce the impact of the construction itself. Despite the

significant potential of building traffic incident management into new projects, there are considerable challenges to implementing an effective program through design-build.

The priorities of design-build teams and those of the facility owner/operators are not necessarily aligned when it comes to ensuring the success of traffic incident management. Construction priorities generally focus on schedule and budget, and unless the contractor is convinced that an effective traffic incident management will support these priorities, they may be resistant to spending funds on such a program. Reducing impacts to the public, while an important public relations tactic, one that is near and dear to the facility owner, generally has less obvious impact on either the project schedule or bottom line. Therefore, it is important that the commitment to traffic incident management be encouraged through contract documents and through management-level commitments to minimizing impacts to the traveling public.

Another obstacle to a strong contractor commitment to traffic incident management is the focus on capital costs versus the owner/operator's need to consider and minimize long-term operating costs. There are additional expenses associated with constructing traffic incident management improvements such as accident investigation sites, emergency pullouts, and emergency turnarounds. Expenses associated with ITS infrastructure and interconnectivity can create budget creep that most contractors will fight to maintain profit margins. These improvements are an essential part of a comprehensive traffic incident management program and should not be compromised for the sake of budget if there are budgetary concerns with these or any other aspect of the project.

Finally, the greatest challenge to the successful implementation of a program is the support and commitment of all affected responders and of the design-build team. Traffic incident management is a powerful tool for reducing the impacts of construction on the public and for the efficient long-term operations of a facility once constructed. Effective programs require champions within the design-build team and the various response agencies. This takes constant outreach and training of field personnel as well as continued recommitment by management staff. Potential cost savings to facility owner/operators, response agencies, and the general public make it incumbent on transportation professionals to continue to pursue the implementation of traffic incident management programs through mainstreaming methods, including within design-build projects.



Section Report

Bay Area

May

"Challenges in Traffic Calming: How to Overcome the Bumpy Road" was the topic of our lunchtime meeting on May 16 at the Silver Dragon Restaurant in Oakland. The first guest speaker, Jim Helmer from the City of San Jose, revealed the key components of his city's traffic calming program, including the Traffic Calming Policy adopted by the City Council in June 2001, the selection of specific criteria for installing traffic calming items (such as stop signs, crosswalks, photo-enforcement for speeds, roadbumps, parking permits, etc.), the city's public outreach program, a set of well-defined performance measures, and detailed reporting of traffic calming activities and corresponding traffic data. The second guest speaker, John Templeton from the City of Concord, shared the story of his city's installation of temporary rubber speed bumps to screen out ineffective locations--in response to the city's complaints (speed bumps separating from pavement, debris collecting underneath, rubber curling in the hot summer sun, etc.), the rubber speed bump manufacturer offered a simple remedy: install traditional asphalt speed bumps! The city and residents of Concord are working together to create Neighborhood Traffic Calming Programs, and there is still much debate over if, where, and when to install traffic calming devices and who exactly should be making these decisions (e.g., the city traffic engineer? a vote by all neighborhood residents? or a vote only by those directly affected?). Our third guest speaker was Peter Hillier of the City of Berkeley and a recent transplant from Toronto, who shared his experiences in the distinct political environment of his new city. Part of Hillier's philosophy is that traffic calming is not meant to divert traffic but only to slow it down; furthermore, effective traffic calming does not produce stop-and-go conditions. A lively question and answer session followed the presentations at this well-attended meeting.

Rachel Donovan

HAWAII SECTION

May

The May luncheon meeting was held on May 16, 2002 at the Prince Jonah Kuhio Kalaniana'ole Federal Building in Honolulu. Vice-President Richelle Suzuki announced that ITE was looking for additional sites to host the Saturday, October 26, 2002 PTOE certification exam. Members would be contacted shortly to verify if there was enough interest to host an exam in Hawaii.



The featured speaker was Lisa Reinke of Belt Collins Hawaii who spoke about the Pearl Harbor Historic Trail project. The Pearl Harbor Historic Trail project originated as a grant application under the federal Empowerment Zone Aiea shoreline redevelopment. The project evolved into a regional master plan to develop an 18-mile long shared use (bicycle-pedestrian) path

and historic railway. The community's goal is for the trail to be developed as a world-class heritage and recreation corridor that enhances the communities from Aiea to Nanakuli. Ownership of the required 40 foot right-of-way for the trail varies along its stretch between the Navy, Hawaiian Electric Company (HECO), the State of Hawaii, and other private owners. The implementation of the plan will be costly and face a number of infrastructure challenges. The major challenge for the portion of the trail between Nanakuli and Ewa will be the cost of acquiring the needed right-of-way and realigning the trail. The major challenge for the portion of the trail between Ewa and Aiea will be the required infrastructure improvements. There are a number of bridges along that segment, as well as 12 street crossings and 3 tunnels that would need upgrades or repairs. For example, there is a tunnel located near McGrew Point that has been backfilled over the years and would need to be excavated for use by the train. In addition to the work required to create the historic trail, over 30 miles of extensions and connections would be required for existing infrastructure to connect to the proposed project. The master plan was finalized in May 2001 and a volunteer organization was set up to oversee the implementation of the plan. The next step for the project will be the development of a 2 mile section of the trail as a demonstration project.



Cathy Leong

San Francisco Bay Area

February

The February 21 meeting at the Fremont-Newark Hilton presented two speakers on the topic Promoting Safe Routes to School through Education and Engineering. Wendi Kallins, Program Director of Marin County Safe Routes to Schools, provided an overview of that program. The steps the program follows for each school include: form a team, including parents, school administrators, local government, and neighbors; gather information, on students, parents, and traffic; develop a safe route map, through identification of problems where students walk; improve infrastructure; increase enforcement; educate the community; and, teach the kids. The initial nine school pilot program successfully increased the student walking/biking mode share from 21% in Fall 2000 to 33% in Spring 2001. This year, 14 schools participated, and that is expected to double next year. Laura Wells from the City of San Jose DOT described that city's school pedestrian safety program. The established program has included: a dedicated School Safety Programs Manager; school walking route maps; school pedestrian/bike safety assemblies; and enforcement efforts such as parking compliance, police presence, and even the City's automated photo radar speed enforcement program (NASCO) if requested by neighboring residents. An extended program features: school zone radar speed display signs, which have resulted in decreases of up to 17% in 85th-percentile speeds on streets posted at 30 MPH and higher; in-pavement flashing crosswalks; a public education and awareness campaign; and, school access enhancement studies, which include creating graphics for each school showing specific

information and any measures implemented as a result of the study.

March

Fiord'Italia Restaurant in San Francisco's North Beach hosted the March 21 meeting, featuring a presentation titled "Transportation Engineers: Next Champions of Urbanism?" by Ellen Greenberg, Director of Policy & Research for the Congress for the New Urbanism. The urban planning and design principles of New Urbanism are changing the way cities are built and re-built. This approach to giving physical shape to a community emphasizes walkability, including good proximity of land uses, as well as a mix of housing types. What's old in New Urbanism is that public space is highly valued. According to Ms. Greenberg, this approach is needed at all scales, from a single building up to regional, and three categories are defined in the principles of New Urbanism. At the Region/City/Town level, planning must often cross jurisdictional lines. In a Neighborhood/Corridor, people within a ¼ mile radius will typically walk to/from a major transit stop. The most common problem at the Block/Building scale is that the street doesn't feel like a pleasant, shared space; parking is a major culprit, and there is a disjuncture between street and building. The emerging street design philosophy emphasizes the overall function of each street, with the vehicular roadway width dependent on the functional context of the street, so "one size does not fit all".

April

Two student research presentations were hosted at Spenger's Fresh Fish Grotto in Berkeley at the April 18 meeting. Patty Camacho and Greg Thiebaut from San Jose State University described the project development for their entry in the Concrete Canoe Competition. The project team performed extensive research and development, including rigorous testing and analyses and high-tech construction techniques, to achieve a product with some impressive statistics. Using concrete weighing only 30 pounds per cubic foot (about 20% of typical concrete), the 22-foot canoe has a 0.3 inch shell thickness and weighs in at only 58 pounds. Amy Kim, an M.S. candidate at UC Berkeley, presented analysis on the Effects of Adding HOV Lanes on Interstate 680 from Pleasanton to Milpitas, which was sponsored by Caltrans. This study used enhanced simulation models and refined model calibrations to provide travel time and vehicle delay projections for evaluating the impact of adding a 2+HOV Lane. Additional sensitivity analysis models are in progress for 3+HOV and mixed-flow lane alternatives. Submitted by Rich Haygood, Co-Scribe (650) 780-7362

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Northern California Section

May

On May 23, the Northern California Section celebrated the First Annual Award Lunch with the presentation of a Student Award and Distinguished Service Awards.

The Student Award was presented to Katy Flynn, a UC Davis

undergraduate focusing on transportation and structures. Katy works as an engineering academic peer advisor and has participated in the Women in Engineering "Little Sisters Program" which provides student mentors to first year women in engineering. The Section is paying the full expenses for Katy to travel to Palm Desert this year for the District 6 Annual Meeting. This new student program also provides mentoring by Section members at the Annual Meeting. The Section plans to send a student and an advisor next year to the meeting in Seattle.

Distinguished Service Awards were presented to James Ray, Sr. (Sacramento County DOT, retired) and Gary Tsutsumi (City of Stockton Traffic Engineer). James Ray, Sr., although retired from his position as Director of the Sacramento County Department of Transportation, continues to be active in ITE after 46 years as a member. James served as District 6 President in 1973 and International Director from 1978 to 1980. Nationally, he is known for his pioneering work on computerized signal coordination systems and two-way left turn lanes.

Gary Tsutsumi has served as Traffic Engineer for the City of Stockton for more than two decades. He served on the Section Board in the mid-1980s and founded the Annual Vendor's Night in Lodi that now attracts more than 200 people each year. Gary's expertise with traffic control devices makes the City of Stockton a first stop for vendors who are beta-testing new technology.

While James Ray Sr. and Gary Tsutsumi are known to many for their contribution to the transportation industry, the Northern California Section members know them as the soft-spoken pioneers who helped build ITE in the Sacramento Valley.

Bob Grandy

Southern California



April

The April meeting was jointly held with OCTEC on April 18th, 2002 at the Jolly Roger Restaurant in Anaheim. The meeting was attended by 85 members, non-members, and college students from University of California at Irvine (UCI), California Polytechnic University at Pomona (Cal Poly Pomona), and the University of California at Los Angeles (UCLA). The UCLA contingent alone was over 30, thanks in part to the "encouragement" of Professor Eric Shen.

The technical workshop featured a presentation by the UCI student chapter on Coordination of a Network, which focused on potential timing improvements for Sand Canyon and Irvine Center Drive. Next, the Cal Poly Pomona student chapter gave an overview of their upcoming Senior Project, Future Transportation Planning for the City of Claremont that will be presented at next year's student chapter meeting. The UCLA student chapter presented an overview of the ASCE student conference attended that was recently concluded. The conference included concrete canoe and bowling ball competitions as well as a steel bridge competition.

The featured speaker for the meeting was Ali Taghavi from the

Orange County Transportation Authority (OCTA). Mr. Taghavi presented an overview of the Orange County ITS Roadways Project that is being undertaken by OCTA and their consultants Kimley-Horn and Associates, Inc. and Sarakki Associates. The two main objectives of the project are:

- Develop a network of candidate interjurisdictional arterial roadways in Orange County that would benefit from ITS applications, and
- Select two segments from that potential network to proceed to deploy pilot projects to test the benefits of arterial-based ITS applications

Concept designs are currently underway for the two pilot project corridors: Beach Boulevard from Rosecrans to Lincoln, and State College from Imperial Highway to Lincoln through the Cal State Fullerton area.

The pilot projects will include such components as traffic signal controller upgrades, CCTV cameras, arterial-based dynamic message signs and trailblazer signs, train arrival detection and signage, and event management and signal coordination strategies.

May

The May meeting was held on May 15th, 2002 at the Monterey Hill Restaurant. Meeting attendance was 47. The meeting featured presentations from three speakers on funding opportunities for transportation related projects in California, and Rock Miller on "Why ITE".

First up was Ghazal Afrasiabi from Caltrans District 12, Local Assistance Unit. Ms. Afrasiabi presented an overview of the Safe Routes to School Program. Under this \$22 million program, potential projects are solicited in February of each year. The projects are ranked and the highest projects awarded funding in the fall of the same year. Projects receiving funding may include sidewalk/ADA improvements, traffic signal and safety lighting, pedestrian/bicycle route enhancements, signing/stripping, in-pavement flashing crosswalk lighting, traffic calming/diversion measures, etc.

The next speaker was Jeff Hammond, the Los Angeles County Regional Coordinator for the Office of Traffic Safety (OTS) grants. The goal of the OTS program is to help agencies develop traffic safety programs. Proposals are due in January of each year, with successful projects approved in May of the same year. Some of the types of projects that have received funding under this program include accident databases, device inventories, aerial photography, engineering studies and surveys, educational programs, safety related equipment such as count down pedestrian heads and in-pavement flashing crosswalk lights, and new and innovative ideas to enhance safety.

The final speaker was Ray Tellis, program specialist with the Federal Highway Administration (FHWA). Mr. Tellis provided an overview of several funding programs, including Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Enhancement Activities (TEA).

For his presentation, Rock Miller presented a compelling argument for firms and agencies to encourage professional staff to attend and participate in ITE. Mr. Miller speculated that failure to take advantage of ITE resources and encourage staff participation may be directly related to difficulties encountered with staff retention, training, and filling vacancies.



Glen Pedersen



ITE Legislative News

By Walt Stringer



As this column goes to press, the Federal Budget process is moving ahead, in contrast to last Fall when little progress was made, and large amounts of funding were diverted to cover transport security needs. One example includes House action in early May to pass HR3694, the Highway Funding Restoration Act, which provides an additional \$4.4 billion in budget authority above the \$23.3 billion requested by the White House budget proposal, and firewalls the Highway Trust Fund against diversion to non-highway user.

In California, the following bills are moving through process, as the State faces a general fund shortfall of about \$23 billion.

AB-1058 – Would require the State Air Resources Board to develop and adopt new, more stringent emission standards, with funding contingent on compliance.

AB-2095 – Would create the new San Diego Regional Agency with a 19 member Board, based mainly on the current structure of SANDAG.

AB-2369 – Would create the Transportation Accessibility Bond Act, providing for a bond issuance to improve facility accessibility per ADA and Title 24.

ITS Rocky Mountain Annual Conference... Crossroads of the West s Making Information Connect

October 2-4, 2002 s WestCoast Salt Lake Hotel s Salt Lake City, Utah

SALT LAKE CITY, June 17, 2002. Historically viewed as the “last frontier”, the West has often been discounted when it comes to cutting edge transportation technologies. Today, however, the western region of the United States, and specifically the Rocky Mountain states, has proven this to be anything but accurate.

Hosted in part by the Utah Department of Transportation, the tah Transit Authority and the Rocky Mountain Chapter of ITS America, the *2002 ITS Rocky Mountain Annual Conference* will provide participants an opportunity to network and share deployment experiences within and across a wide variety of ITS disciplines. It specifically will address traveler information initiatives and deployments, infrastructure protection, homeland security issues, and small urban and rural emerging technologies, as well as ITS’ role in improving road maintenance.

Why attend? Participants attending this conference will gain the tools necessary to effectively plan and deploy ITS technologies within not only their own jurisdictions, but across their borders as well, thus “making information connect” throughout the transportation system.

“In this century, we cannot work under the assumption that information stops at the borders of our jurisdictions”, says ITS Rocky Mountain President Richard Hodges. “This conference will showcase multi-state and multi-jurisdictional initiatives that address this need to share information,” adds the Conference Planning Committee.

In addition to technical sessions and professional tours, several transportation vendors will be on hand to further inform and educate attendees. Attendance is very cost effective and discounts are available for members of ITS America and ITE. For more information, visit the conference website at www.itsrm.org/meetings.htm or call Meetings Northwest at (406) 273-7224.

About Us...

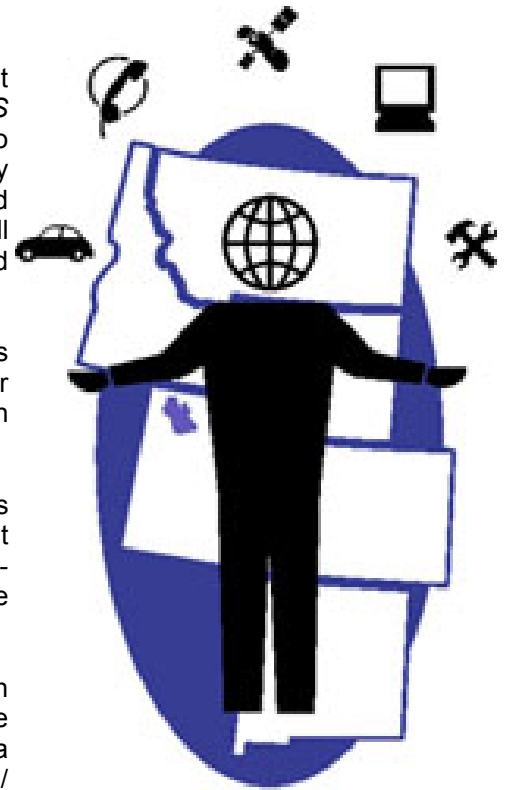
Serving the states of Colorado, Idaho, Montana, New Mexico, Utah and Wyoming, the Rocky Mountain Chapter of ITS America (ITS Rocky Mountain) strives to provide a forum for broad representation and active participation between private companies, government agencies, academic institutions, other associations and members of the public. We operate exclusively as a 501(c)3 nonprofit organization focused toward improving the surface transportation system throughout the member states via education, research and development, and application of intelligent transportation technologies.

ITS Rocky Mountain Chapter of ITS America...

...brings together organizations interested in ITS, providing a forum for discussion and interaction, and increasing awareness of the organizations within this region of the benefits and issues related to the development and deployment of intelligent transportation systems.

...is dedicated to coordinating and linking the perspectives of the urban, rural and regional transportation planning communities and ITS practitioners. As ITS is integrated into the transportation planning process at the local and regional level, transportation advocates must understand the challenges before them.

...provides a stronger presence for member organizations from the Rocky Mountain region at the national level, both within ITS America and in other national forums, and promotes the interests of the region in interactions with the U.S. Department of Transportation and various regional, national and international organizations.



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