

Westernite

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President's Message

In this edition of WesternITE, you will be reading about the Mid-Year District 6 Board meeting held in Las Vegas at the beginning of February. The meeting was well attended. It included student ITE members from UNLV who joined the visiting ITE leaders for lunch.



Ken Ackeret,
District 6 President

I wish to personally thank our candidates, Cathy Leong and Randy McCourt, for their commitment to run for District 6 International Director along with John Kerenyi and Monica Suter who have graciously agreed to run for our next District 6 Secretary-Treasurer.

No matter who wins the election, ITE District 6 will have great people representing the Institute and its members. So over the next few months, please take some time to get to know them better and please make an effort to vote in the forthcoming elections. The election results will be announced at our Annual Meeting in Honolulu, Hawaii, this coming June.

It is time to start planning your trip to the District 6 Annual Meeting. The Hawaii LAC, Webmaster Jon Pascal, District 6 Vice President Dalene Whitlock and Secretary-Treasurer Jennifer Rosales,

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Designing for ADA in Public Rights-of-Way

Ten Handy Tips for Engineers

Currently there are no ADA standards for accessible design and construction in public rights-of-way (ROW). Design professionals should apply the ADA Standards or UFAS to the extent possible and rely on relevant technical assistance provided by federal agencies to support one's professional judgment. On November 23, 2005, the US Access Board helped to move the rulemaking process one step closer to an eventual ADA standard for public rights-of-way when they published their *Draft Public Rights-of-Way Accessibility Guidelines* available at the www.access-board.gov web site. This new document, while only a draft publication, can be seen as valuable technical assistance for those who design and construct improvements within the public right-of-way and as an interim measure is a reasonable guide to accessibility in this

area of design and construction. These guidelines only apply to new construction and alteration projects proposed within the public rights-of-way of a state or local government entity covered by ADA Title II. The draft guidelines do not directly apply to the transition plan modifications for curb ramps required by the ADA Title II regulations under the program accessibility provisions.

While there are many more things that should be known about the new draft guidelines, the top 10 design tips listed below are derived from experience with commonly misunderstood and/or omitted accessibility elements within public works projects.

1. Don't Rely on "Standard Details" for Curb Ramps. Many public works projects have been constructed with inaccessible curb ramps because the engineers have relied on standard curb ramp details placed

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Highlights from the Mid-Year District 6 Board Meeting

The District 6 Board and sixteen District 6 members including International President Rich Romer, District committee members, and LAC chairs met on Friday, February 3, 2006 at the UNLV Thomas and Mack Conference Center in Las Vegas, Nevada. The full agenda for the meeting included reports from all of the District 6 officers, District Administrator, WesternITE Managing Editor, District 6 committee chairs and LAC chairs. This article summarizes the mid-year board meeting and highlights discussion and action items.

President Ken Ackeret attended the ITE International meeting in Melbourne, Australia and hosted a social activity for District 6 members during the conference. Ken recognized District 6 members with Presidential Proclamations for Jerry Hall in

New Mexico; Bob Grandy, Northern California; Scott Plummer, Nevada; and Bill Darnell in California. Ken Ackeret appointed Emery Dyer as the Vendor's Committee Chair and Peter Koonce as the 2007 Portland LAC chair.

Vice President

Dalene Whitlock reported that the District 6 books have been closed out for the 2004/2005 Fiscal Year. The District's new accountant, Albert Li, had the tax forms complete and submitted to the IRS. Due to revenue generated by the "Positions



Jennifer Rosales,
Secretary-Treasurer

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Designing for ADA in Public Rights-of-Way

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on the plans to communicate the design requirements to the builders. Each curb ramp should be addressed as a miniature design problem, conceived based on actual site conditions, not assumptions. Unfortunately, typical “standard details” work well only when the site into which they are placed is completely level without any tricky limitations that can affect the resulting ramp construction.

In new construction and alteration projects, tricky limitations of the site include conditions such as: sub-surface utilities or vaults; storm drain catch basins or inlets; placement of traffic signal or power poles; the locations of signal control boxes at an intersection; narrow right-of-way limitations; large or very small corner radii at intersections; steep road grades or vertical curves at pedestrian crossings; very high curbs due to flooding concerns; locations of abutting property entrances which have to match the sidewalk elevation; and skewed intersection geometry.

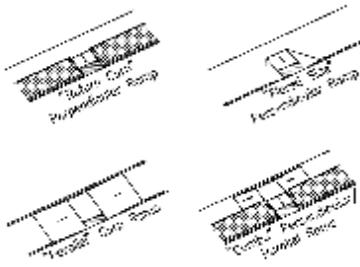


Figure 1: Curb Ramp Designs

Figure 1 shows four conceptual curb ramp types of which there are numerous variations. The top two are perpendicular curb ramps that are simply placed such that the curb ramp run is perpendicular to the face of the curb. The most common variations of this perpendicular curb ramp design are the “returned curb” version shown on the left, which has curbs on the sides of the ramp, and the “flared side” curb ramp shown on the right, with triangular flared sides along the edges of the ramp run. The bottom left ramp design is known as the “parallel” curb ramp since the ramp runs are positioned parallel to the predominant direction of pedestrian traffic flow on the sidewalk. These are best reserved for situations with limited width in the right-of-way. The ramp design shown on the bottom right is a “combination” of the perpendicular and the parallel curb ramps and is best used

when concerns over flooding the level bottom landing dictate the inclusion of a short ramp run perpendicular to the street to raise the elevation of the bottom landing above the typical gutter flow.

A wonderful feature of the draft guidelines is the abandonment of typical curb ramp designs in favor of a “tool kit” approach. This strategy will aid in providing the designer with a flexible mechanism for designing curb ramps within the public right-of-way that can be tailor-made to local site conditions and will certainly lead to much greater overall accessibility of the pedestrian environment for those with disabilities.

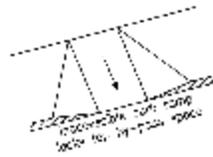


Figure 2: Inaccessible Flared Side Curb Ramp

One example of the benefit of abandoning the “standard detail” approach to curb ramp design and adopting the proposed “tool kit” approach is demonstrated by Figure 2. If there is no by-pass space at the top of perpendicular curb ramps, as is often mistakenly done by simply adding a “standard detail” ramp into a sidewalk, wheelchair users will have to negotiate steep, inaccessible cross slopes when traversing the ramp from one side to the other. The draft guidelines propose a minimum 4' wide by-pass space or landing at the top of curb ramps to ensure persons with disabilities do not have to travel sideways across the running slope of a curb ramp and encounter the inaccessible cross slopes.

Additionally, since the directionality of a curb ramp can be a strong wayfinding cue for blind pedestrians, it is recommended that curb ramps align across pedestrian crossings.

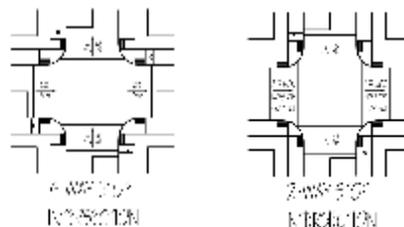


Figure 3: Pedestrian Crossing Cross Slopes

2. **Proposed Cross Slope Limitations at Pedestrian Crossings Will Dictate More Level Roadway Intersections.** The draft guidelines propose to limit the effective cross slope of new pedestrian crossings depending upon whether or not they are stop controlled.

As Figure 3 shows, this would require the road grade on roadways that have stop signs or traffic signals, - such as 4-way stop intersections and the intersection of local and arterial roads, to be limited to a maximum grade at the pedestrian crossing of 2% (1:50). It would also require the road grade at roadways that have no stop signs or traffic signals to be limited to a maximum grade at the pedestrian crossing of 5% (1:20) as shown in Figure 3.

3. **Current FHWA Policy Requires Truncated Dome Detectable Warnings on Federally Funded Projects.** The US Department of Transportation’s Federal Highways Administration (FHWA) has issued a pair of memos that specify that all new construction and alteration projects must comply with the ADA Standards, including detectable warnings consisting of truncated domes at the curb ramps. There is debate about the applicability of this policy and while the issue is important, it will not be resolved in this article.

4. **Accessible Pedestrian Signals Are Here to Stay.** The draft guidelines include specifications for audible and vibrotactile pedestrian signals when newly constructed or altered pedestrian crossings are fitted with pedestrian signals. It does not cover the retrofitting of existing pedestrian signals that are not otherwise intended to be altered. Braille street name signage on the APS button assembly or an audible street name feature is also proposed. In response to concerns about audible signals being a nuisance to the surrounding environment (and with the exception of pedestrian activated beaconing and momentary volume adjustment features), tone and voice volume is limited to between 2dB – 5dB within 92cm (3 ft.) of the signal device, consistent with the technical requirements in the MUTCD.

5. **The US Access Board and Department of Justice State that New Curb Ramps Are Required When Roadways Are Resurfaced.** The ADA Title II regulations require that curb ramps be provided at newly constructed or altered roads with sidewalks. The federal agencies noted above, citing court precedent, interpret roadway resurfacing to be an alteration that triggers the installation of curb ramps at pedestrian crossings. This is different from the transition plan requirement that state and local governments have had since 1992 which ensures that curb ramps in existing sidewalks are installed to provide the required program access.

6. **Pay Attention to Entrances of Abutting Properties.** The draft guidelines include commentary that states that new

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Designing for ADA in Public Rights-of-Way

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and altered sidewalk slopes and maneuvering space provisions must be coordinated with the accessible approach and entrance requirements of abutting properties.

7. Learn About the Proposed "Pedestrian Access Route" (PAR) Concept. The proposed PAR concept appropriately transforms the "accessible route" component of ADAAG for buildings and sites into a workable scheme for new and altered pedestrian walkways found in the public right-of-way. Differences proposed include: (A) a slightly wider path at 1.2m (4 ft.); (B) the omission of the maximum 5% limit for running slope for walks within the ROW in favor of matching the general adjacent road grade; (C) a focus on planar surfaces for many elements such as curb ramps and clear ground space; and, (D) individual segments of the PAR should have a 1.2m (4 ft.) minimum straight run. Stairways, escalators and the flared sides of curb ramps are never part of the PAR.

8. Get to Know the Phrase "To the Maximum Extent Feasible." Within the context of alterations made in the public right-of-way, the draft guidelines follow the general theme found in the ADA regulations. Each alteration to an existing element or space within the public ROW will have to comply with the accessibility provisions for new construction "to the maximum extent feasible." The commentary to the Draft Guidelines cites the following conditions that may reasonably limit one's ability to provide full accessibility:

- A. Slope of the underlying terrain;
- B. ROW availability;
- C. Underground structures;
- D. Adjacent developed facilities;
- E. Drainage concerns; and
- F. Presence of notable natural or historical features.

Regardless of the site limitations to full accessibility, it is clear that the design and construction of the altered pedestrian elements and spaces must "...provide the maximum physical accessibility feasible." Unlike alterations to primary function areas in existing buildings covered by the ADAAG which require additional "path of travel" modifications to be included within financial limitations, the alteration provisions of the draft guidelines are limited directly to the scope or "work limits" of the alteration project and will not dictate that additional supporting elements be made accessible.

9. Sidewalks Crossing Driveways Pose Serious Challenges for Accessibility. As with flared side curb ramps mentioned above, the draft guidelines propose a minimum 1.2m (4 ft.) wide by-pass space with a maximum cross slope of 2% where the PAR crosses a driveway. This is so that persons with disabilities are not forced to traverse steep, inaccessible cross slopes created by the driveways or driveway aprons.

10. "Construction Tolerance" Provisions for ADA Projects Are Changing. There is a shift in the way construction tolerance provisions for ADA are proposed to apply. The draft guidelines propose an exception to the applicability of conventional building industry tolerances for field conditions. If the dimension required to achieve accessibility under the guidelines is specified as a range (i.e., 0% - 2% cross slopes along the PAR per R301.4) then the constructed element, such as the cross slope of a new sidewalk, would not be allowed to exceed 2% because construction tolerances are not applicable where a range of limits is specified.

About the Authors:



Bill Hecker, AIA, is an architect who specializes in design issues related to persons with disabilities. He has been teaching and consulting on accessible design issues

since 1990 and is currently the owner of Hecker Design, Ltd., located in Alabama. In addition, he is member of the Public Rights-of-Way Accessibility Advisory Committee for the US Access Board. For more information please visit www.heckerdesign.info.



Pete Pascua, PE, is the Director of the Traffic and Transportation Consulting Group at Wilson Okamoto Corporation in

Honolulu, Hawaii. He has been actively involved in the development and implementation of the City and County of Honolulu's curb ramp transition plan, as well as, the implementation of the State of Hawaii's curb ramp transition plan. In addition, he is the past president of the Hawaii Section of ITE and is currently serving on the Local Arrangements Committee for the 2006 District 6 Annual Meeting as the Technical Tour Committee Chair.

District 6 Candidate Slate Announced

The following individuals have been nominated as candidates for District 6 officers:

President: Dalene J. Whitlock
Vice President: Jennifer Rosales
Secretary-Treasurer: Monica Suter, John Kerenyi
International Director: Cathy Leong, Randy McCourt

In accordance with Section 5.2 of the Bylaws of District 6, additional nominations may be made by petition signed by not less than five members. Each petition shall be accompanied by the written consent of the nominee to run for the office for which nominated, and must be received by the Secretary-Treasurer not later than 60 days prior to the election (due April 30). No member may be a candidate for more than one office.

Intermountain Section Annual Meeting

The 46th Annual Meeting of the ITE Intermountain Section will be May 18-20, 2006 at the Snow King Resort in Jackson, Wyoming. This year we are continuing an expanded meeting format that will include a technical session on Thursday afternoon starting at 2:00 pm. Once again, Northwestern University's Center for Public Safety will conduct a technical session immediately prior to our meeting. This year's course is entitled "Fundamentals of Geometric Design - Alignment and Profile Design," which will be held May 16-18. In addition, the Intermountain Section will be offering, at no charge, a Traffic Signal Design specialty course for young professionals, which will be offered from 2:00 - 5:00 PM on Thursday, May 18, 2006. For more information and registration materials please visit <http://www.westernite.org/Sections/intermountain/index.html>

President's Message

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have all been working hard to create an on-line registration option for this meeting. Please take the time to use this new registration method. It will make it easier to sign up and pay online for the Annual Meeting.

I am pleased to inform you that we now have three potential cities to host our 2011 Annual Meeting. In alphabetical order they are:

- Anchorage, Alaska
- Phoenix, Arizona
- Reno, Nevada

Presentations will be made at the Annual Board Meeting in Honolulu to select the final meeting location. The District 6 Board will have a tough decision choosing from these three great meeting venues for 2011.

At the Mid-Year Meeting, the Board also selected a Lifetime Achievement Award winner for 2006. Normally, this award is presented at the Annual Meeting. However, since this year's recipient will not be able to attend the Annual Meeting in Hawaii, a special presentation was made by Past President Zaki Mustafa to Hank Mohle.

I continue to take the opportunity to recognize ITE volunteers throughout the District. Since my last message, I have been able to attend the San Francisco Bay Area Section luncheon meeting and present a Presidential Proclamation to recognize February 16th as Glenn Grigg Day. This was the first time that the attendees found Glenn to be speechless at an ITE meeting.

As I move into the second half of my presidential year, I look forward to working with our local Section and Chapter leadership throughout the District in presenting Presidential Proclamations of Recognition to our local ITE volunteers. So, please feel free to contact me concerning a deserving member in your area.

Hank Mohle Awarded Lifetime Achievement Award



*Back row: Zaki Mustafa, Don Robbins, Martin Bouman, Paul Singer, Wes Pringle, Steve Sasaki
Front Row: Rock Miller, Justin Farmer, Hank Mohle, Denise Mohle, Gary Foxen*

Hank Mohle was awarded the Lifetime Achievement Award for 2006 in a special presentation.

Hank Mohle is a Fellow, Life Member of the Institute of Transportation Engineers having held membership since 1953. He has contributed 50 years to the transportation profession through his extensive work in traffic, bicycle and pedestrian safety, traffic analysis, traffic

control devices, traffic signal operation, timing and design, and neighborhood traffic management. Hank has served the transportation profession as President of the Southern California Section, President of District 6 (1970) and District 6 International Director (1973-1974).

Congratulations, Hank! District 6 is thankful for all you have done for us.



Hank Mohle, with wife, Denise, receives Lifetime Achievement Award.

Honolulu Annual Meeting Highlights

Technical Tracks

The technical program will consist of 94 individual presentations and one panel discussion contained within three different technical tracks. The Traffic Operations and Safety track will provide the latest information on traffic signal warrants & timing, safety, ITS, and a wide variety of related topics. The Transportation Facilities and Modes track will feature pedestrian and bicycle planning and design, work zones, parking, transit planning, and other related topics. Transportation planning methods, goods movements, community design, and traffic simulation and modeling are some of the topics contained within the Special Topics track.

Technical Training Sessions

The Honolulu meeting will feature two technical training sessions on Sunday, June 25th. The Americans With Disabilities Act (ADA) Workshop is designed to introduce attendees to the concepts of ADA and teach them to apply these concepts to "real-world" scenarios. Instructors Bill Hecker and Pete Pascua will present the highlights of the US Access Board's "Draft Public Rights-of-Way Accessibility Guidelines" which was published in November 2005 and expand on the top 10 things engineers should know about designing in the public right-of-way. In addition, they will conduct "hands-on" exercises that will take attendees out into the streets around the meeting site for a little real life work. The Road Safety Audits for Local Governments seminar is designed to introduce road safety audits (RSAs) as an effective tool that can help to reduce injuries and fatalities on your road network. The workshop will help road agency professionals and consultants understand basic road safety audit concepts



Visit the TOC in the Koolau Mountain Range

and will present recommendations from actual RSAs performed in the United States.

Technical Tours

The Honolulu Meeting will feature two technical tours on Tuesday, June 27th. The morning tour will allow attendees to visit the State of Hawaii Department of Transportation (SDOT) Traffic Operations Center (TOC) and the City and County of Honolulu's (CCH) Traffic Management Center (TMC). The SDOT TOC is located at the entrance of a mile long tunnel along the H-3 Freeway inset within the lush Koolau Mountain Range. The TOC monitors traffic-related incidents with access to a variety of variable message signs, lane use signs, and traffic signals. The CCH TMC is located in the heart of downtown Honolulu and controls approximately 400 traffic signals at intersections under the jurisdiction of both the State and City. The TMC is also linked to approximately 100 video cameras covering Oahu's urban portion of the arterial and freeway network, and provides real-time internet-based video streaming. The afternoon tour will allow attendees to visit the Hawaii Center for Advanced Transportation Technologies (HCATT) facility located in Kakaako near Honolulu's central business district. HCATT's primary objective is to develop and demonstrate zero emission and low emission transportation technologies to meet military and commercial needs and has most recently been involved with research regarding fuel cell technology at Hickam Air Force Base.

Hawaii Prince Golf Outing

Enjoy a relaxing round of golf at the Hawaii Prince Golf Course on Sunday, June 25th. The Hawaii Prince Golf Course is situated on the sunny Ewa plain of Oahu just 40 minutes west of Waikiki. This unique course was designed by Arnold Palmer and Ed Seay and boasts 27 dramatic holes offering stunning views of the rain-carved Waianae mountains. Members, spouses, and guest may sign up as singles or in teams of up to four players.

Family Activities

Enjoy one or both of the featured tours being offered during the course of the Honolulu Meeting. On Monday, June 26th, experience a scenic half island tour that takes you along picturesque coastal Communities past "Jurassic Park" and Chinaman's Hat. Stop at Pipeline, Waimea Bay or Sunset Beach for a photo opportunity. Proceed to quaint Haleiwa

Town where you will perhaps indulge in a refreshing "shave ice" local treat. At the Dole Pineapple Plantation, enjoy a leisurely

stroll through the garden or test your skills in the "World's Largest Maze." Climb aboard the Pineapple Express Train for a narrated ride through the fields. On Tuesday, June 27th, delve into history and relive the dramatic events of Pearl Harbor as you visit the National Park Visitor's Center historical exhibits and film documentary. Board the Navy shuttle boat for a short ride to the Arizona Memorial where you will see the sunken remains of the USS Arizona and the names of 1,177 sailors and marines who lost their lives aboard the battleship on December 7, 1941. After touring the Arizona Memorial, continue on to the Battleship Missouri where the peace treaty was signed between the U.S. and Japan in 1945. Finally, reboard your mini bus for a historical city tour of downtown Honolulu including the state capital and governor's mansion, Iolani Palace, stately statue of King Kamehameha, and the old Kawaiahao Church, and the Punchbowl National Cemetery situated in an old volcanic crater.

Family Night Luau

Experience an authentic Hawaiian luau under the stars at the Sheraton Waikiki on Monday, June 26th. Partake in a Hawaiian feast which includes traditional luau dishes such as kalua pig, lomilomi salmon, and poi. Then enjoy a spectacular presentation of Polynesians throughout the Pacific - the Tahitians, Samoans, Fijians, Maori, and Hawaiians - which culminates with a breathtaking Samoan fireknife dance.



Samoan Fireknife Dance



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Hawaii Meeting

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Annual Awards Banquet - "Live a little, Hawaiian style"

To paraphrase the Hawaiian Style Band, a popular award winning local band:

Don't worry if the sun goes down

Don't worry if you get caught in the rain

There's time to take the long way home

There's time for you to be alone

There's time to show Aloha to a friend

We got to share a little, Hawaiian style

Live a little, Hawaiian style

Slow down a little, Hawaiian style

Deep down we're all a little, Hawaiian style

Experience a little "Hawaiian Style" at the Annual Awards Banquet on Tuesday evening, June 27th where the District will honor those that have made significant contributions to ITE and District 6. Come dressed in your favorite Aloha shirt, muumuu, or other Aloha attire. Following dinner and the presentation of the awards, relax and enjoy entertainment by a local group for a fun night of dancing!

Child Care for the Annual Awards Banquet

We are pleased to offer child care during the Annual Awards Banquet on Tuesday evening, June 27th. We have set aside several meeting rooms near the ballroom where the banquet will be held and our enthusiastic, responsible volunteers are ready to keep your children entertained while you dance the night away. Your kids will love the dinner buffet arranged especially for them and enjoy the games, movies, and other activities our volunteers have planned. We welcome children of all ages, but ask that you provide any special supplies that your child may need during the evening (i.e., diapers, baby formula, etc.).

Please visit www.ite-hawaii.org/annualmeeting/ for more details about the 2006 Annual Meeting. We encourage everyone to make their reservations early since Hawaii is a very popular destination during the summer months! In addition, attendees that register for the meeting and reserve their hotel accommodations at the Sheraton Waikiki by the early registration deadline on May 1st will be eligible to win a three night stay at the Sheraton Waikiki. So, start making your plans today and we hope to see you in Hawaii!

Frequently Asked Questions about the Honolulu Meeting

Q: How far away is Hawaii? What is the time difference in Hawaii?

A: Hawaii is located about 2,600 miles from California, which would be the closest state within the Mainland USA. Hawaii is in its own time zone called Hawaii Standard Time (HST) which is 3 hours BEHIND Pacific Standard Time and 6 hours BEHIND Eastern Standard Time in the Spring & Summer and 2 hours behind during Daylight Savings in the Fall and Winter.

Q: Is it really hot in Hawaii? What is the average temperature?

A: It does get hot sometimes but there usually is a nice breeze blowing from the northeast, called "the trade winds," which keeps everyone cool when the sun is hot. Hawaii is located close to the equator so the sun is very strong. When the trade winds don't blow it can get very hot and humid but this doesn't happen very often. Temperatures average in the high 80's during the day and high 70's during the night in the summer.

Q: What can you tell me about the hotel where the meeting will be held?

A: The 2006 District 6 Annual Meeting will be held at the Sheraton Waikiki located along a half-mile of white sand on the world-famous Waikiki Beach on the island of Oahu. All rooms have air conditioning, mini-bar, and color cable TV with in-room movies, Sony Playstation, TV internet and dataports on telephone with over two-thirds of the rooms directly facing the ocean. The hotel has two freshwater swimming pools, three restaurants, two lounges, Waikiki's only beachfront nightclub, a fitness center, and approximately 20 gift and specialty boutiques, and offers nightly poolside entertainment, as well as, complimentary aerobics, tai chi, and fun runs. In addition, the hotel offers a daily kids program called the "Keiki Aloha Club," on-site parking and valet, 24-hour room service, and a Travel, Guest Services & Beach Services desk.

Q: What kinds of activities are located within walking distance?

A: The Sheraton Waikiki is located in the heart of Waikiki with easy access to shopping, entertainment, and a wide

variety of historical, cultural, natural, and recreational attractions. The Royal Hawaiian Shopping Center is located right next door to the hotel and the nearby beach provides ample opportunities for swimming, surfing, boogie boarding, and catamaran and outrigger canoe rides. In addition, the Honolulu Zoo and Waikiki Aquarium are located within walking distance near the east edge of Waikiki.

Q: Can I book activities through the Sheraton Waikiki other than those being offered during the meeting?

A: The Sheraton Waikiki can arrange for a wide variety of activities for you during your visit. The hotel offers hiking and snorkeling excursions, dinner cruises, parasailing/jet skiing packages, helicopter tours, outings to popular shopping destinations, as well as a number of other exciting activities. Click on the Activities link on our meeting website at www.ite-hawaii.org/annualmeeting to find out more about the activities offered by the Sheraton Waikiki.

Q: Will I get to see volcanoes and lava while I'm in Hawaii?

A: Diamond Head crater is a dormant volcano located at the east end of Waikiki and visitors are able to hike up to the summit for a breathtaking, unparalleled view of the entire west side of the island. However, our active volcanoes are located on the island of Hawaii, usually referred to as the "Big Island." If you plan to arrive early or stay in Hawaii after the meeting, you may want to consider a short trip to one of our other islands. The Sheraton Waikiki can assist you with arrangements to visit Maui, Kauai, or the Big Island. Visit our website at www.ite-hawaii.org/annualmeeting and click on the hotel link to find out more information.



World's Largest Maze at the Dole Pineapple Plantation

Highlights from the Mid-Year District 6 Board Meeting

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Available” ads, the District ended up with an income. Dalene noted that there will be a change in our advertising, so both the web and print of the WesternITE are combined to offset expenses. WesternITE invoices were sent to 74 firms for WesternITE advertising.

Past President Zaki Mustafa noted that he is working closely with the 2006 Hawaii LAC for the Annual Meeting in June. The WesternITE and website updates for company and agency advertisements were discussed. Zaki chaired the nominations committee which solicited and nominated the following candidates:

District 6 Secretary-Treasurer

Monica Suter

John Kerenyi

District 6 International Director

Cathy Leong

Randy McCourt

The coin flip for the candidate order listing for the ballot and Westernite occurred during the general session and was witnessed by the attendees at the D6 mid-year board meeting.

International Director Rock Miller has been appointed to International Board committees. Rock developed the election campaign guidelines and conducted a focus group survey on election campaigns. The campaign election guidelines will be updated, and Rock Miller will be taking the lead on this action. It was noted that the District 6 Board is neutral to District 6 candidates. International Director Rory Grindley brought up the discussion on the use of ITE letterhead and logos. A letterhead for candidates will be created and forwarded to District 6 candidates for use in the campaign only.

International President Rich Romer summarized the following activities and business at ITE International:

- International dues increased by approximately \$7 per member, but each member will receive one council membership.
- The recipient of the Theodore M. Matson award 2006 is Gene Wilson.
- ITE International is developing a Best Practices Manual for ITE leadership. ITE staff will be sending out emails requesting best practices from District 6 members.
- The PTOE is now self-sustaining. There are about 1,500 PTOE's after last examination. There are two new

certifications: Traffic Operations Practitioner Specialist (TOPS) and Traffic Signal Operations Specialist (TSOS). ITE International hopes that this is supported by the members.

- ITE International is continuing the Mega Issues discussion. The mega issues include: professional workforce development, safety, management and operations, designing for all users, international aspects of ITE, and public image/public relations.
- ITE International has completed the analysis to evaluate the feasibility of a toll free 800 number. The ITE International Board will be deciding if the 800 number will be implemented. A final contract for the 2009 Annual meeting in Denver is in the District Administrators files. In addition, historical data from Annual Meetings has been kept in the files along with a running tabulation of LAC chairs. Jenny Grote refreshed the board on the District's travel policies. Jenny reported that the District will be able to conduct e-balling elections when the revised Bylaws have been approved. The board passed a motion to accept the final modification as proposed by the advisory committee on D6 bylaw proposal and passed a second motion to forward the changes to the charter for approval of membership to petition the International Board. The Bylaws and charter will be in the ballot materials along with election ballots.

The board discussed timelines for WesternITE advertisements for companies and agencies. The current policy is that a rush is within a week. Doug Smith noted that the current policy needs to be changed for a rush to be three working days. Jon Pascal, Website Manager, has been working on the development of the District 6 Annual meeting registration website. The registration website matches the registration packets being sent out for the Honolulu meeting. Jon Pascal presented the annual meeting registration website to the board. The annual meeting website will allow on-line registration and provides a database for the LAC.

Karen Aspelin, Technical Committee Chair, reported that ten articles written by members of District 6 are being judged for the Van Wagoner Award. The student chapters funded for the 2006 Data Collection Fund are Portland State University and the University of Hawaii – Manoa.

Legislative Chair, Walt Stringer, is

monitoring legislative activities within the district and asking each of the sections for their legislative updates and reports. Walter Okitsu, Traffic Engineering Registration Committee Chair, noted that there's a bill in Sacramento to require traffic engineering licensing. He will be informing members of various newsletters and legislative bills regarding traffic engineering licensing.

Craig Grandstrom, Career Guidance Committee Chair, has kicked off the District 6 mentoring program. Craig will be distributing a package of materials to mentors and mentees participating in the program. Craig noted that a mentoring program contract to be signed by mentors and mentees is meant to reinforce the commitment to the program.

Student and Faculty Initiatives Chair Alyssa Reynolds has developed a calendar of student and faculty initiatives and sent this calendar to the faculty advisors. Alyssa noted that 21 different schools submitted reports between 2004 and 2005. Alyssa will be targeting all of the schools to get them to submit this year. The RFP for the Kell competition will be sent to student chapters soon. Alyssa thanked Craig Grandstrom for his past work on the newsletter is looking for a new newsletter editor. The board discussed the five-year ineligibility for the Outstanding Educator Award and passed a motion to remove the five year ineligibility clause of the award.

The Arizona Section, Intermountain Section Nevada Chapter, and Alaska Section were invited to prepare proposals to host the 2011 District 6 Annual Meeting and present their proposals during the Board Meeting in Honolulu.

Michael Sanderson provided a summary of the 2005 Kalispell meeting and activities. Michael reported that there were 252 full registrants and over 400 registered delegates. With vendors, D6 had over 500 attendees at the meeting which was more than anticipated. The LAC sold tickets to the events and sold-out all of the events. From the financial stand point, the LAC returned a surplus over \$30,000. This was due to meals costing less than in previous years and attendance was greater than anticipated. Michael hopes this is an example of how a small chapter can hold a successful meeting. In appreciation for their extraordinary service, the board took action to make a donation of \$5,000 to the Montana State University student chapter's endowment fund. It was noted that this

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Legislative Update

The Pacific Northwest provides interesting news this month as the State of Washington considers a legislative proposal to provide state aid for alternate fuels, in part by requiring that all diesel fuel sold in Washington be at least 2% Biodiesel. The proposal stems from both agricultural and environmental interests, as seed crop farmers could experience increased product demand, and diesel-related vehicle emissions could be reduced. Another proposal in the Evergreen State Senate would make panhandling on public highways, including intersections, a misdemeanor offense. The sponsoring legislator cited traffic safety reasons as his motivation, although reaction was mixed as to the bill's potential to pass. In December 2005, Washington voters rejected (by a 54-46% margin) Initiative I-

912 which was proposed to roll back a four-step 9.5 cent gas tax hike, which could have removed \$5.5B in transportation funding for up to 274 projects over 16 years. Thanks to Jerry Liu of the Washington Section for the last item on ballot results.

At the federal level, the budget proposal from the White House involves an across-the-board cut which would underfund several programs in the recently-passed SAFETEA-LU legislation, including transit programs such as Small Starts. Congress returned to session in late January so the annual federal budget exercise will soon be underway.

In California, the Governor released the annual budget proposal on January 10. Aside from continuing the proposals made last year on prop 42 and gaming revenue

support of transportation, a new Statewide Infrastructure Bond measure is under discussion with numbers ranging from \$20-50B over a lengthy term (but also postponing a possible \$10B November 2006 bond measure for High Speed Rail). The state would also set up a new Mass Transportation Security Grant Program, although initial funding is proposed for a relatively low \$5M, perhaps because of potential federal security grants and funding.



Walt Stringer
Legislative Chair

Status of the WATCH Manual Update

The Work Area Traffic Control Handbook (WATCH Manual) started its life in 1949 as a product of the Substructure Committee of the City of Los Angeles with the title of "Manual On The Surface Traffic Interference Problem".

The WATCH Manual as we know it was developed by the Los Angeles Department of Traffic and the Bureau of Engineering in 1970. That was when I first became involved with the manual. In the 1980's the manual became so popular with other agencies that the City turned responsibilities over to the American Public Works Association (APWA), where it remains today. The manual is published by Building News Incorporated (BNI).

The 2001 edition of the WATCH Manual is in the process of being revised to be in full compliance with Part 6, Temporary Traffic Controls, of the new California MUTCD. Part 6 of the new California MUTCD is nearly complete and, although it is not yet available as a published document, it is available on the web site at www.dot.ca.gov.

Fortunately, the previous 1966 California State Manual on Traffic Controls and the 2001 WATCH Manual were both based on the 1993 Part 6 update

to the 1988 Federal MUTCD. As such, both of these manuals were already updated to meet most of the current 2003 MUTCD standards.

The most significant changes in Part 6 of the new California MUTCD is the adoption of the Federal MUTCD sign numbers; although, many of the previous California construction signs and their "CA" numbers have been retained. The typical traffic control layout diagrams have not significantly changed. All references to metric only speed limits and distances had to be deleted in the California MUTCD since they are illegal in California.

The written portion of the new WATCH Manual has been better organized. The typical traffic control layout diagrams will have significantly improved graphics and new layouts will be added. The new WATCH Manual will have better guidance on bicycle concerns, traffic controls near railroad crossings, and accommodation of the visually or mobility challenged. By popular demand, a section is devoted to explaining the proper usage of the C17 ("Road Work Speed Limit XX MPH") sign since this sign is the most misunderstood and misused sign in work zones. Also, a new channelizer and sign

spacing chart has been developed to meet or exceed MUTCD guidelines.

It is the goal of the committee and the publisher to have the updated WATCH Manual in print sometime in early 2006, about the same time that Part 6 of the new California MUTCD will be available in print.

The WATCH Manual committee meets the first Thursday of each month. The committee is always looking for knowledgeable professionals interested in participating in any future update process, and in the finalization of the "Long Term Traffic Control Manual", which will be a supplement to the short term traffic control guidelines of the WATCH Manual.

About the Author:

David Royer, P.E., is an instructor and LTAP Field Engineer for the University of California-ITS. He has been a WATCH Manual Committee member since 1970.

Section and Chapter Activities

Central California Section



January 2006

Our January 18th 2006 meeting was held at the Visalia Holiday Inn Hotel & Conference Center and sponsored by VRPA Technologies. Over 35 members and guest enjoyed an excellent cold deli lunch buffet.

Our first speaker was Erik Ruehr, P.E., Director of Traffic Engineering for VRPA Technologies, who spoke on the *New Directions in Highway Capacity*.

Erik's presentation provided an update on ongoing efforts to maintain, improve, and update the 2000 Highway Capacity Manual. He provided a status report on upcoming updates for interchanges, roundabouts, freeway weaving, arterial streets, and traffic simulation. Erik also included an overview of the Transportation Research Board's Committee on Highway Capacity and Quality of Service, which has the responsibility for maintaining and updating the HCM. A spirited question and answer period followed.

Raffle prizes were provided by VRPA Technologies, portable DVD player and the City of Clovis which provided a wireless weather station. Winners were Bruce Deeter who won the Wireless Thermometer and Gary Mills who took home the DVD Player.

Our second speaker was Brent Green, Business Development Director, City of Shafter, who spoke on the California Integrated Logistics Center.

Brent shared with us the vision of implementing a California intra-state rail shuttle from the Port of Oakland to the City of Shafter. The City of Shafter believes that this project will benefit the entire state and nation by using existing infrastructure and extracting efficiencies out of the current inefficient system. This project will be both economically and environmentally beneficial. Brent's presentation was very interesting and prompted a lot of questions.

Future Meetings

April 19, 2006 Luncheon, Fresno, CA

July 19, 2006 Luncheon, Visalia, CA

October 18, 2006 Luncheon, Fresno, CA

Mike Bitner, President



Colorado-Wyoming Section



December 2005

A luncheon meeting for the Colorado/Wyoming Section of ITE was held on Friday, December 2, 2005 at the Magnolia Hotel in Downtown Denver, Colorado. Section President Will Johnson, presided over the meeting that was attended by 120 members and guests. The meeting was kicked off with a welcome and introduction of Section Officers.

Mr. Will Johnson, Section President, then provided a few general announcements including the upcoming ITE Special Event Happy Hour to occur on December 15, 2005 at Dave & Busters (Colorado & I-25) from 4:00 pm to 7:00 pm. This Happy Hour will immediately follow the Executive Committee Meeting to begin at 3:00 pm. Lastly, the next Section meeting is the annual Vendor Show set for January 27, 2006 at the BelMar Center in Lakewood.

Ms. Pat Noyes, District 6 International Director, then provided a warm thank you to the membership for their service to the Section and their support to her as her tenure of International Director is coming to a close.

Mr. Joe Henderson, Section Secretary/Treasurer then identified Mr. Keith Swedhin of Huitt Zollars as the winner of the Newsletter Contest. For winning the contest, he will be awarded a \$25 gift card to Home Depot. Mr. Henderson also announced the upcoming annual Ski Trip and Train Ride to Winter Park set for Saturday, February 18th 2006. A request for sponsors of the event was issued with a roll call of those companies already pledging support. In addition, as part of this meeting, a canned food drive was taking place. Food and cash donations were being accepted. Furthermore, \$1,000 was approved within

the Section budget to be donated to Central Coast Section charities prior to Christmas. Donations of \$500 were made to Colorado Youth at Risk and Urban Peak of Colorado. Both are organizations that help youth who are either homeless or who are at risk of dropping out of school. For more information, check the Section website.

Mr. John LaSala from the Technical Committee then provided an update of the Left Turn Phasing project. Currently an abstract is being prepared for next year's ITE District 6 meeting in Honolulu, Hawaii. If anyone is interested in assisting the committee to evaluate the safety and operational aspects of protected only, protective/permissive, and permissive only left turn phasing, please contact Mr. LaSala, Mr. Henderson, or Mr. Bill Hange. Mr. LaSala then mentioned that the 2009 District 6 Conference hotel contract was nearing completion. It is planned that the meeting will be held at the Adams Mark hotel in Downtown Denver.

Mr. Johnson then introduced Mr. Dave Hattan of the Awards Committee to announce this year's winner of the Lifetime Achievement Award, Mr. Ron Hensen of SEH. Mr. Hensen was awarded a plaque and resolution from ITE International signed by Mr. Tim Harpst, International President. Mr. Hensen has 40 years of experience performing traffic engineering design and analysis within the Denver area. He provided some words of encouragement to the younger Section members, "if you stay around long enough, you may receive one of these awards."

Mr. Bill Hange, Section Vice President, then introduced the program Roundabout Roundup speakers, Mr. Philip Demosthenes of Parametrix; Mr. Alex Ariniello of LSC Transportation; Mr. Terry Benton of the City of Brighton; and Mr. Hange of the City of Loveland. The presentations focused on the benefits of roundabout intersections, specifically the improved safety of roundabouts over signalized intersections with a significant decrease in fatal and injury crashes. Roundabouts have also been found to provide traffic calming, reduced speeds, and less fuel consumption. The panel of speakers agreed that attention to detail is needed for the signing and marking in and around a roundabout. It is anticipated that

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Section and Chapter Activities

(Continued from page 9)

the next edition of the MUTCD will address many of the issues. This is important as roundabout intersections become more prevalent within the United States.

January 2006

The annual ITE Colorado/Wyoming Section vendor show was held on Friday, January 27, 2006 at the Belmar Center in Lakewood, Colorado. This year's event included 38 company vendor registrations. Exhibits included information pertaining to various components of the transportation industry. Section President, Will Johnson, presided over the meeting that was attended by 155 members and guests, as well as 72 vendors.

The meeting portion of the event started with a few announcements. Mr. Bill Hange, Section Vice President, announced that the next meeting will be in Fort Collins, Colorado on February 24, 2006. The meeting will include a tour of the City of Fort Collins TOC at 10:30 AM, followed by a luncheon meeting at the New Belgium Brewery. Eric Bracke will be the speaker for this event. Space will be limited, so if you are interested in attending, sign up early. Mr. Nate Larson, Section Past President, announced on behalf of Dave Hattan, that the Awards Committee is currently accepting nominations for the "Transportation Professional of the Year Award". These nominations are due to Mr. Hattan by February 10, 2006. Mr. David Weaver, of the City and County of Denver, then announced that Denver Public Works – Traffic Engineering Services will host a workshop to be conducted by the Transportation Safety Division of the Northwest University Center for Public Safety. This workshop is anticipated to be a week long (October 30, 2006 through November 3, 2006), and may include: either a 5-day course or a combination of a 2-day course and a 3-day course featuring different topics. There will be several courses to choose from, so if you're interested in attending, please check the website to provide your input to help select the course(s) that will be offered. Mr. Jay Heffelfinger then announced that the upcoming IMSA Certification Program classes will be held the week of March 27, 2006. After presentation of the announcements, the vendor representatives then provided a brief introduction about

their company and the services they provide.

February 2006

A luncheon meeting for the Colorado/Wyoming Section of ITE was held on Friday, February 24, 2006 at the New Belgium Brewery in Fort Collins, Colorado. Prior to the luncheon meeting, guided tours of the City of Fort Collins TOC were conducted by City of Fort Collins Traffic Operations' staff. Section President, Will Johnson, presided over the meeting that was attended by 65 members and guests. The meeting was kicked off with a welcome and a thank you to City of Fort Collins Staff for the tour of the TOC.

Mr. Will Johnson, Section President, then provided a few general announcements. The annual ski train and ski event to Winter Park was a success again this year. The next Section meeting will be Friday, April 7, 2006, which is the annual joint symposium with WTS and ITS Rocky Mountain. The meeting will be held at the Downtown Denver Oxford Hotel. The following meeting will be held on Friday, May 5, 2006 in Lakewood and will include a tour of the new CDOT TOC facility. In conjunction with that meeting, a MUTCD update course will be offered.

Mr. Bill Hange, Section Vice President, then opened with roundtable introductions. After, Mr. Hange introduced the program speaker, Mr. Eric L. Bracke, P.E., PTOE of the City of Fort Collins. Mr. Bracke's presentation titled, "Advanced Traffic Management System", discussed the update of the modern TOC and the latest in ITS technology in Fort Collins. He discussed the upgrade of their signal system, the TOC, the communication system, future plans, and lessons learned.

The Colorado/Wyoming Section contact is Will Johnson at LSC Transportation, 303-333-1105; will.johnson@lscdenver.com. Also, please visit our section's website at www.cowyite.org.



Curtis Rowe, Scribe



California Central Coast

November Workshop

Our annual workshop focused on Neotraditional Neighborhood Design. It was held on the morning of November 8 at San Buenaventura City Hall, a former Ventura County Court House, and an historical landmark. Thirty-one people attended this informative workshop.

Anthony Perez of Moule & Polyzoides Architects and Urbanists, Detlev Peikert of Peikert Group Architects, and Don Hubbard of Fehr & Peers Transportation Consultants presented their expertise and case studies on Neotraditional Neighborhood Design.

Anthony gave an overview of the fundamentals in Neotraditional Neighborhood Design. He contrasted conventional suburban development versus traditional neighborhood development (TND) with street types. "Transect Zoning: ranges from natural zone to urban core zone." He presented several case cities including Claremont Village, Old Town Pasadena, and Victoria Gardens in Rancho Cucamonga. They have form and character, design concept, street types, scale, building types, and frontage types. He further described Downtown Ventura, Granada Court in Pasadena, Harper Court in Pasadena, and Del Mar Station.

Detlev discussed the importance of creating a livable community with sustainability and livability. He described several TNDs on the Central Coast that are in-fill developments, including Downtown Santa Barbara. Features included pedestrian connectivity, green pedestrian streets, courtyards, underground parking, and housing types.

Don presented "Modeling Smart Growth." He showed the weaknesses of traditional travel demand models concerning smart growth. Blind spots include walking trips, land uses, and trip generation. For trip generation, the four differences (4Ds) are residential & employment density, diversity of land use types, walkable design, and access to regional destinations. His case studies in

Section and Chapter Activities

modeling the effects of smart growth include Atlantic Steel site in Atlanta, using the 4Ds in long-range forecasts for Sacramento Area Council of Governments' Blueprint, and forecasting in front of a live audience at San Luis Obispo Council of Governments' visioning workshops. Travel demand models need to account for smart growth.

After the morning workshop, we had lunch at Chicago for Ribs Restaurant, "A Class Rib Joint" in Historic Downtown Ventura. Everyone enjoyed their meal of ribs, grilled shrimp, or Chicago wings.

December Meeting

Our annual business meeting was on December 13 at Acapulco Mexican Restaurant in Ventura. We ate a delicious buffet of California-Mexican food.

International Director Rock Miller summarized the highlights of the latest developments at national and District 6 levels. He also presented "Walking in L.A.", a Los Angeles Crosswalk Safety Study by Katz, Okitsu & Associates.

President Jim Biega presented an ITE Life Member certificate to Brent Muchow. Keith Franklin was given a Lifetime Achievement Award from the Central Coast Section for his outstanding contributions to ITE. Scott Schell of Associated Transportation Engineers gave a tribute to Keith.

Treasurer Steve Orosz presented a financial report of the Central Coast Section. Past President Farhad Miran announced results of the election of 2006 officers. Farhad presented a plaque to Jim Biega in recognition and appreciation for his service as President in 2005. Rock Miller swore in Ray Chong as Vice President, Steve Orosz as Secretary, and Robert Sweeting as Treasurer.

Thirty-nine people attended this annual business meeting.



Ray Chong, Secretary



San Francisco Bay Area ITE/SBTOA

October 2005

On October 21st, the Bay Area ITE and the Women's Transportation Seminar jointly sponsored an event about Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) by Mr. Randy Rentschler, Metropolitan Transportation Commission's Director of Legislation and Public Affairs, and Ms. Alix Bockelman, Metropolitan Transportation Commission's Director of Programming and Allocations. Mr. Rentschler and Ms. Bockelman highlighted the benefits, limitations, and program and funding changes in the transportation authorization legislation.

Almost 100 attendees were present and the event was held in Auditorium at Metro Center in Oakland. The detailed presentation slide can be downloaded from www.mtc.ca.gov.

November 2005

National Transportation Security Summit Update

The joint November meeting of the San Francisco Bay Area ITE Section and the South Bay Transportation Officials Association was held in the Rotunda of the new San Jose City Hall. The ITE section president, Rachel Donovan, began the meeting with an update on the ITE Student and Mentoring programs.

Jim Helmer, City of San Jose, introduced the speaker, Rod Diridon. Mr. Diridon is currently the executive director of the Mineta Transportation Institute (MTI) at San Jose State University. Mr. Diridon presented a summary of the security of transportation systems in the United States and the world, based on studies of over 1,000 terrorist attacks on surface transportation systems. Terrorist organizations such as Al Qaeda appear to be selecting targets to inflict large numbers of casualties, create widespread emotional shock, and long-term disruption of the transportation system. Their ultimate goal with this disruption may be financial failure of the United States. Recent incidents show a pattern of targeting US allies in Iraq to force them to withdraw troops.

Some of the lessons learned from the review of recent attacks are as follows:

- The highest threat is to "soft" targets with large numbers of passengers, such as subway systems.
- "Hardening" targets reduces the

threat and successfully thwarts attacks. The airline industry is such an example that has been upgraded.

- Transportation industry staff need to be trained to recognize and respond to threats.
- Transportation agencies need to review systems and develop plans to recognize and respond to threats and recover from incidents. The National Incident Management System (NIMS) has been developed to help with reviews and planning.
- Field exercises are critical. They are the only way to confirm that reviews and planning are complete and training is adequate.

The NIMS was implemented with a requirement that all public agencies develop adequate disaster response plans by November 2006 or face severe penalties. Penalties can include loss of all federal funding and individual liability for agency officials responsible for the plan. Many California agencies are close to meeting NIMS requirements because of the Standardized Emergency Management System (SEMS) that has existed in this state for many years. The City of San Jose is an example of an agency that is one of the best prepared in the country.

Please visit www.sfbayite.org for the upcoming events.



Pratyush Bhatia
Co-Scribe



Allen Huang
Co-Scribe



New Mexico Section

October 2005

Program Topic: City of Albuquerque Signal System Expansion Project (Advanced Traffic Management System) by Jim Lee, Lee Engineering, Phoenix, AZ

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Section and Chapter Activities

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Jim spoke on updating signal system coordination for the City of Albuquerque system. The project will use a Coupling Index Concept to determine level of need for signalized intersection coordination. It will develop a backbone fiber-optic ring of conduit in the midst of the City.

The First Phase of the Project is from the Heights TOC on Wyoming Boulevard NE northward on Wyoming to Osuna, then westward on Osuna to San Mateo Boulevard NE.

Multiple System Objectives are ranked, using an evaluation procedure called constant sum to rank the objectives.

For the City of Albuquerque, Lee Engineering did a two-stage procurement process. The First Stage was a functional proposal in response to functional specifications. The Second Stage was a signal system implementation proposal, with scoring of the proposal based 10% on technical merit, 25% on price, and the remaining percentage on other factors. The resultant projects in Albuquerque are currently under construction.

Potential future projects are: expanded video surveillance; dynamic message signs; and a future multi-jurisdiction TOC located possibly at Mid Region COG basement site in Albuquerque.

November 2005

Program Topic: The latest status of the NMDOT GRIP Program presented by Max Valerio of the Infrastructure Division of NMDOT, General Office, Santa Fe, replacing the announced speaker, NMDOT Cabinet Secretary Rhonda Fought, who could not attend due to illness.

Governor Richardson's Investment Partnership (GRIP) Program continues to be the biggest single Department program at \$1.6 billion over the next several years. To date, there are almost \$400 million dollars in either design or in let to bid projects throughout the state. GRIP includes 42 expansion and critical infrastructure improvement projects with over 100 construction contracts across New Mexico.

December 2005

Program Topic: "Quick Setting Concrete Roadway Construction Procedure" by Tom Kratochvil of NMDOT (formerly of District Six in Milan and now with the ITS Program in Albuquerque).

A quick setting concrete roadway construction procedure was carried out with other NMDOT staff and a construction contractor for a pavement reconstruction

project for NM 124 (Acoma Pueblo access roadway) at Acomita, Exit 102, I-40 Interchange.

Because there was no extra room in the underpass portion of NM124 under I-40 for a work project detour lane during a typical reconstruction of a standard two-lane highway, it was decided to consider complete closure of the highway for a short period, during which there would be placement of rapid set concrete. The construction process requires a 24 hour work-day of non-stop activity with back-up vehicles to immediately replace any that might suffer an operation break-down.

The entire construction project ran from 3 PM on the first day to 8 PM on the second day. To date the NM 124 highway segment has remained in excellent condition with no maintenance needed. A NMDOT concrete materials committee is studying how to establish standard procedures for using rapid set concrete for appropriate future NM highway construction projects.

February 2006

An invitation to the New Mexico Section to propose hosting future District Six Annual meetings was presented. After a discussion concerning other sections and chapters in District Six who have not had the opportunity to host the annual District Six Meeting for the last 15 years, it was decided that the New Mexico Section would decline the offer to proposed hosting for 2011. Later on we might consider proposing for either Year 2013 or 2015.

Topic: forthcoming professional development opportunities. Future professional training events of interest to the membership were announced, including an Engineering Week series of seminars in Albuquerque on February 24, sponsored by the NM Section of the National Society of Professional Engineers. Other announced future events included the ITE Spring Conference March 19-22, 2006 in San Antonio, TX, and the NMDOT sponsored Transportation Engineering Conference April 26-28, Las Cruces, NM.

Program Topic: Differences in vehicle traffic control in the United Kingdom versus the US.

The speaker was Tony Abbo, the District Three Traffic engineer from the Albuquerque office. Tony presented several slide photos from a summer 2005 tour of the United Kingdom, focusing on signs and other traffic control devices. One significant feature of their signs is that they make significant use of diagrammatic signs. One major difference in approach taken in the

United Kingdom to control unsignalized intersections is to minimize the use of STOP signs.

*Steve Eagan
Secretary-Treasurer*



This Just in from McTrans

Beta testing for the TSIS 6.0 upgrade began in November, and this new version is targeted for release in early 2006. The following new features are planned for TSIS 6.0:

Simulation Logic. Version 6.0 now offers improved simulation logic for surface street lane changing, complex intersection modeling, freeway acceleration lanes, deceleration lanes, ramp meters, car-following, and origin-destination modeling. An enhanced random number generator will produce better distributions, for improved stochastic modeling.

Graphical Input Editor (TRAFED).

- 1) Import Tiger and DXF (Autocad) files in the background to draw a link-node diagram on top of it.
- 2) Snap to grid so nodes can be placed at even increments.
- 3) Change the background color.
- 4) Cut, copy, or paste multiple links and nodes at once.
- 5) Move selected links and nodes using the arrow keys.
- 6) Scroll beyond the edge of the network.

Reprinted with permission from the University of Florida McTrans Center.

Highlights from the Mid-Year District 6 Board Meeting

(Continued from page 7)

will not set precedence for future meetings and is a one time only donation for exceptional service.

The 2006 Hawaii LAC reported that there were 192 abstracts submitted, and the space limitations only allows for three concurrent sessions. Therefore, 96 technical papers will be accepted to the conference. The budget for the 2006 Honolulu Annual Meeting was discussed. The board kept the registration fees at a minimum for the conference.

The next District 6 Board Meeting will be on Sunday June 25, 2006 in Honolulu, Hawaii at the Sheraton Waikiki at the District 6 Annual Meeting.

Energy Policy Act of 2005 Includes Provisions for Traffic Signal and Pedestrian Signal Installations

The Energy Policy Act of 2005 contains provisions on the energy efficiency traffic signal and pedestrian modules (http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_bills&docid=f:h6enr.txt.pdf; see section 135(c), pp. 33,35, 38). The intent of the legislation is to facilitate the deployment of light emitting diode (LED) traffic signal and pedestrian modules for the purpose of energy conservation.

The legislative provisions went into effect on January 1, 2006, and apply specifically to manufacturers. The legislation requires that signal modules manufactured or imported after January 1, 2006, must meet or exceed the energy efficiency requirements specified in the legislation. The legislation adopts the energy efficiency criteria in the Environmental Protection Agency's Energy Star program for traffic signal and pedestrian modules, (<http://www.energystar.gov/index.cfm?>

[c=bulk_purchasing.bus_purchasing](#)) which in turn reference the ITE "Interim LED Purchase Specification, Vehicle Traffic Control Signal Heads, Part 2: Light Emitting Diode (LED) Vehicle Traffic Signal Modules" (VTCSH Part 2).

The legislation does not impact existing stock of product on hand by either suppliers or agencies if that stock was manufactured or imported prior to January 1, 2006; and replacement parts are not covered by the legislation.

Implications for Public Agencies

The legislation **does not** require agencies to retrofit their traffic signals. Many agencies are actively converting to LED signal modules, primarily to reduce energy costs (based on survey information from AASHTO and ITE). The upfront capital cost of funding the conversion appears to be the most significant hurdle. There do not appear to be any significant technical issues. Replacement

parts for incandescent traffic signal modules should be available initially but may diminish over time.

The Department of Energy issued a final rule in the Federal Register on October 18, 2005, adopting the legislated standards. The Department of Energy expects to issue a Notice of Proposed Rulemaking (NPRM) in Spring 2006 covering test procedures and other administrative matters.

For More Information

FHWA will sponsor an NTOC web cast on this issue on February 23, 2006. ITE, AASHTO and APWA will provide information to its members as it becomes available, particularly regarding the upcoming NPRM. ITE will sponsor a discussion forum on the legislative requirements and implications as part of the 2006 Technical Conference and Annual Meeting. For meeting information, refer to the ITE web site at www.ite.org.

Transportation Tips

New Parking Meter Incorporates Enforcement

Canadian company, Photo Violation Technologies (PVT), has announced its patented PhotoViolationMeter. The new meter uses a combination of sensors, photography, and wireless technology which the company claims makes it the only parking meter that enforces itself while giving municipalities more than five times the revenue of current on-street meters. Trials of the new meter are scheduled for January 2006.

Drivers have the convenient option of paying by coin (multiple-currency accepted), phone, debit, credit card, or smart card, right at their vehicle. User-friendly features include a No-Fine option, Grace Periods and Instant Notifications (all patent pending).

The No-Fine feature gives drivers the option to simply swipe a credit card and the PVM incrementally adds time to the meter, billing the credit card as time passes, and stops billing the minute the vehicle pulls away. The Grace Period feature is available to drivers who are running late, allowing payment at the meter for expired time, rather than receiving a violation. If they cannot return within the Grace Period, they have the option to pay for violations at the meter for a discounted fine. Additionally, the Instant

Notification feature notifies the driver of, and prevents payment for, rush hour and no-parking conditions, preventing user vehicles from being towed. The option to add time remotely by phone, eliminating any third party provider fees, is already integrated into the PhotoViolationMeter.

In terms of enforcing itself, when a vehicle parks and moves away without payment, the camera takes a picture of the offending vehicle's license plate and sends it to the central processing center. PVT claims this feature will drastically cut down on violation disputes and court time by providing a picture of the offending license plate to prove the vehicle was in violation. This self-monitoring meter allows municipal parking personnel to maximize their time and eliminate inefficiencies.

The new PVT has the support of IBM, who will supply the PVM with a robust back-end server, hosting and maintenance services, minimizing municipalities' worry about downtime, protection of data and server back-ups.

Pilot to Alter California Rest Areas

Public wireless hotspots could be available at every roadside rest area in California if a pilot scheme in San Joaquin Valley proves successful. Two rest areas along

State Route 99 will be equipped with interactive information kiosks. Members of the public parked at the rest stops will be able to wirelessly access the Internet. Filters will be employed to prevent users accessing inappropriate material using the hotspots and travelers will be able to use them for 60 minutes free of charge, before a pricing system kicks in.

"There are 88 rest areas in the state of California," says Lindsee Tanimoto, of the California Department of Transportation, Office of Policy, Planning and Innovation. "The pilot will run for two years and if all goes well, there will then be state-wide deployment."

Published in the Daily News, San Francisco 2005, Wednesday 9th November 2005

Roundabouts: Roundabouts are becoming more common in the US. For cities and counties just getting started, a common question from elected officials is, "Who else in the US has installed these 'new' traffic control devices?" Kittelson & Assoc, Inc. is keeping an inventory of roundabouts they know about or are given information about. The current inventory is located at <http://roundabouts.kittelson.com>. The website also has information about design guidelines and resource lists.

Positions Available



TRC is seeking **project managers, engineers, designers, and interns** for the **transportation, land development, and water resources** departments in its Irvine office.

Incorporated in 1970, TRC is a full-service environmental and engineering services firm employing over 2,700 professionals in more than 80 offices nationwide. TRC provides innovative services to a broad range of public and private sector clients in the infrastructure, transportation, environmental assessment/remediation and permitting, energy, and land development markets.

Ideal candidates will possess strong communication skills, as well as successful prior experience relevant to desired position.

Please send letters of interest and resumes to Karen Chapman via fax at (949) 753-5164 or via email to kcchapman@trcsolutions.com.



OTAK, INC

Otak is growing and looking to add to our Transportation team. Addressing today's needs and tomorrow's expectations, we are committed to solving complex transportation challenges. Our current transportation experts have developed creative strategies for unique road, bridge and light-rail projects throughout the West. We currently have openings at all levels from Senior Project Managers, Engineers, to EITs. Visit www.otak.com for more detailed information. Submit your resume and cover letter to careers@otak.com. EOE/AA Employer.

Positions Available Ads:

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

TRAFFIC ENGINEER

DKS Associates is a national leader in traffic and transportation engineering. We are an employee-owned firm and offer top salary and benefits and the opportunity to advance your professional development. We are currently seeking a Traffic Engineer to work in the San Bernardino, CA area. The primary responsibility for this position will be to help manage capital improvement projects as they relate to traffic improvement projects. The successful candidate will be responsible for managing requests for traffic improvements from the design and approval process through installation. This is an excellent opportunity to provide a full service operation and to build on your professional skills.

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We would love to hear from you. Interested candidates should submit their resume and cover letter to careers@dksassociates.com. Please refer to R001 in your response.

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Environmental Science Associates (ESA), a leading environmental consulting firm for over 35 years, seeks a **Transportation Engineer/Planner** for our San Francisco office. We are looking for a mid- to senior-level Transportation Planner with the ability to apply analytical transportation principles in a planning context. Experience in preparing traffic/transportation studies and CEQA/NEPA impact analyses is desired; excellent writing skills are a must. ESA offers a great salary and benefits package, including an Employee Stock Ownership Plan (ESOP) and a 401(k) match. Please send resumes/references to: ESA, 225 Bush Street, Suite 1700, San Francisco, CA 94104 Attn: HR or e-mail hr@esassoc.com EOE/AA.

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