

# Westernite

Official Publication of the Institute of Transportation Engineers, Western District 6

July-August 2009 Vol. 63, No. 10

## President's Message

Monica M. Suter



### Moving Forward Summer Time !

As summer unfolds, I thank our members for the honor to serve as your President.

The highlights have been interacting with members throughout the Western District, recognizing 16 volunteers through Presidential Proclamations, presenting awards at the annual meeting, and sharing tools on how we can enhance our communication and public relations/sales skills to obtain support for engineering recommendations and projects, an area about which I am passionate.

During the final two months of my term, I will meet with three more Sections, swear-in new officers and participate in our annual meeting hosted by the Colorado-Wyoming Section. This includes giving four additional Presidential Proclamations and sharing my

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## Thank You 2008 LAC



Rhonda Young (Univ. of Wyoming), Student Activities  
Larry Corcoran (Douglas County), Transportation Services  
Sarah Karjala (Fehr and Peers), Traffic Bowl  
Will Johnson (SEH), Co-Chair and Vendor/Sponsor Liaison  
John LaSala (City and County of Denver), Hotel Liaison  
Jamie Archambeau (PBS&J), Registration  
Nate Larson (URS), Co-Chair  
Aaron Heumann (Martin+Martin), Financial  
Alex Ariniello (LSC Transportation), Technical  
Paul Brown (Jacobs), Publications  
Kari McDowell (McDowell Engineering), Publicity  
Margie Krell (URS), Family Activities



ITE 2009 Annual Meeting and Exhibit

August 9-12

Henry B. Gonzalez Convention Center



In conjunction with the Texas District

## Walk and Don't Look Back Enhanced Crosswalk Treatments

By Chris Sheffer, P.E.

Municipalities across the nation and world are facing the challenges of providing safe pedestrian crossings in an increasingly complex urban environment. Some of these challenges are manifested in providing pedestrian visibility and priority within a mid block crosswalk. Several cities, such as Salt Lake City, are experimenting with newer crossing approaches in an effort to accomplish this. These new approaches include: crosswalk markings, overhead beacons such as High Intensity Activated Crosswalks (HAWK), pedestrian signals with rest in walk and several more devices. In addition, at signalized or beacon locations pedestrian detection technologies such as photo electric bollards and pressure sensitive mats can provide varying degrees of effective passive detection at crosswalks. City Creek Center, a major recent redevelopment in the Salt Lake City downtown area, has also faced the challenge of these pedestrian issues.



### DOWNTOWN TRAFFIC CONDITIONS

The downtown Salt Lake City area is a vibrant setting accessible by auto, bus, foot, bicycle and light rail (TRAX) with two stations currently located on Main Street and South Temple. Larger blocks make it more circuitous for pedestrians to cross at signalized intersections. The City has implemented various mid block



crossing treatments appropriate to prevailing conditions at each location. These range from full pedestrian signals with rest in walk, overhead flashing yellow beacons, in pavement flashing lights, to pedestrian flags. Several locations with higher pedestrian activity already have signals that are phased for pedestrian rest in walk. During peak hours, motorized traffic activates the vehicular phases and the signal acts as a pre-timed signal. During the off peak times, pedestrians cross protected with the walk indication. This approach has been effective in the Temple area with few

complaints. Pedestrian flags are orange flags that are available for pedestrians to carry across streets for added visibility to motorists. The implementation of this strategy has played a significant role in collision reductions of up to 20 percent.

### City Creek Center Area

City Creek Center will include the redevelopment of two existing blocks of retail bounded by West Temple, South Temple, State Street and 100 South. This was the site of the ZCMI Center and Crossroads Plaza malls where three of the anchor stores will be redeveloped. The new mixed use development includes retail, apartments and office space and is a more dense development than the existing blocks.

### CURRENT PRACTICES AND RESEARCH

The selection of an appropriate mid block crosswalk design has been subject to recent debate and reconsideration. Recent research efforts such as NCHRP 562 have found new safety relationships relative to crossing technologies and design approaches. The latest update to the Manual on Uniform Traffic Control Devices (MUTCD) will address changes in thinking regarding not only factors to consider in pedestrian crossing signal warrants, but also more guidance on other types of hybrid signals and beacons. In addition, the design walk speed used for pedestrian signal clearances of 4 feet per second will be revised to include a more conservative walk speed of 3.5 feet per second.

Recent research published in NCHRP 562 provides guidance to evaluating mid block treatments. In reviewing the strategy for addressing the type of treatment to implement at mid block crossings, the new MUTCD will also place a greater degree of emphasis on more of these factors. The following are some of the key factors that were found to be significant in considering treatment:

- Traffic Speeds – is the speed limit greater than 35 mph
- Pedestrian volumes - greater than 20 per hour to start the evaluation
- Major Street Volume – proposed to include a sliding scale based upon pedestrian volume and major street volume
- Number of lanes to cross – more than two lanes with no median refuge
- Distance to nearest signal – greater than 300 feet
- Downtown Core and Proximity to Transit stops

In addition, a graduated pedestrian and vehicular volume criteria is being proposed that would suggest a type of treatment.

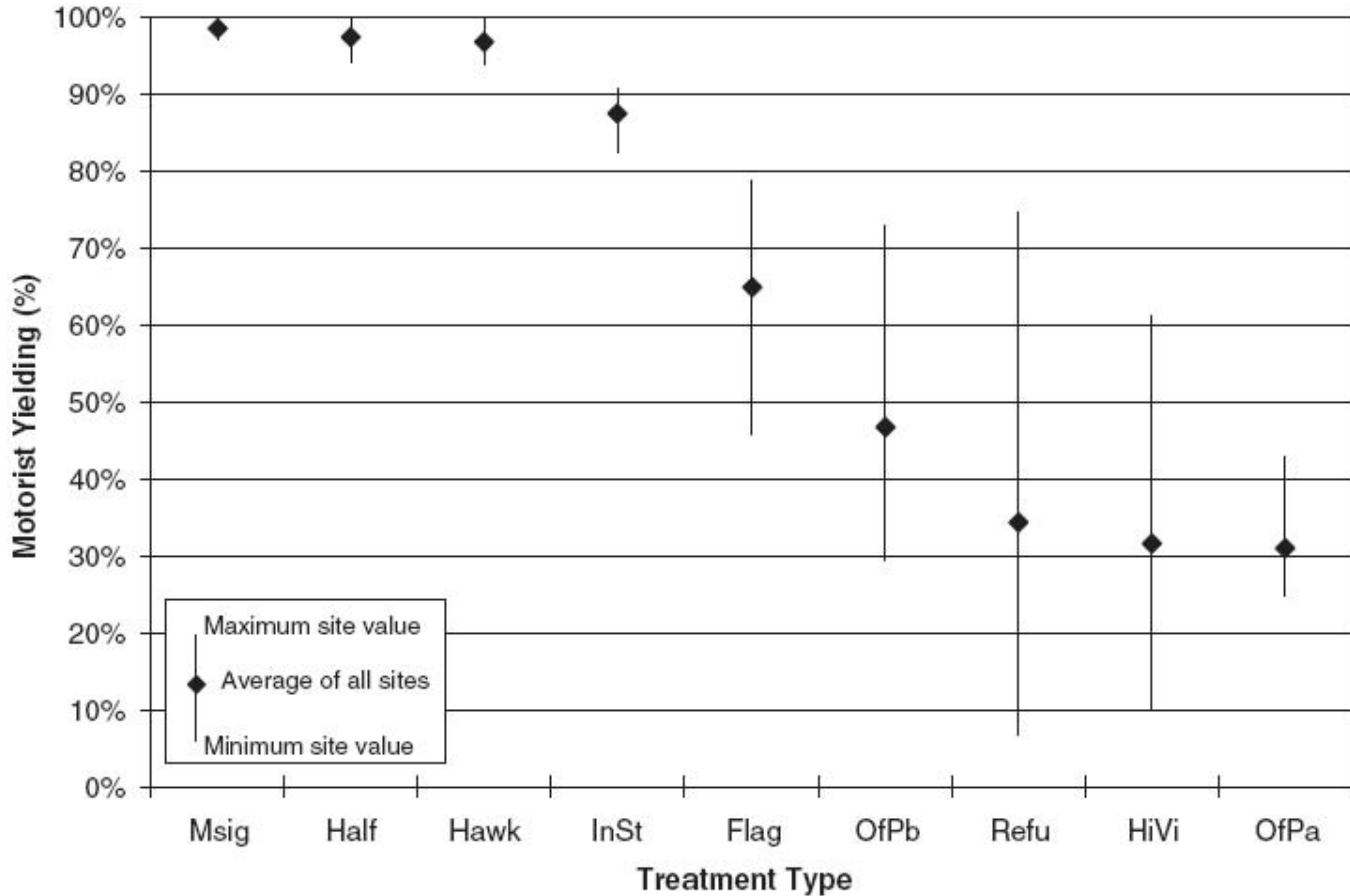
### Site Average and Range for Motorist Yielding by Crossing Treatment

Source: NCHRP 562

### CROSSWALK TREATMENT DATA

The effectiveness and driver yield compliance of each crossing treatment is also important in the implementation decision. Most of the treatments shown above have been implemented in the downtown Salt Lake City area. These national data provide useful information on the statistics of driver's yielding for each crossing treatments. If available, local data or experience is also important

*(Continued on page 3)*



**Abbreviations:** Msig=midblock signal; Half=half signal; Hawk=HAWK signal beacon; InSt=in-street crossing signs; Flag=pedestrian crossing flags; OfPb=overhead flashing beacons (pushbutton activation); Refu=median refuge island; HiVi=high-visibility signs and markings; OfPa=overhead flashing beacons (passive activation)

in verifying this for local conditions. These data suggest a significant increased benefit in the driver compliance for such treatments such as the HAWK over other flashing overhead beacons.

**LESSONS LEARNED**

While the above approach can help decide the retro-fit of an existing crosswalk location through the use of existing data, projected pedestrian patterns from new development are not always easy to predict. While City Creek Center would provide an increase in development and motorized traffic (approximately 13.5k to 20k additional daily trips), the multimodal transportation options and mixed use development would result a higher mode share of non motorized modes. Pedestrian activity is expected to increase; however, the exact increase in pedestrian activity is not easily projected. Instead, this project provided pedestrian paths and crosswalks to encourage travel in specific locations. In the case of City Creek Center pedestrian activity was estimated on an order of magnitude basis from existing counts, future development use and general desire lines. This gave a starting point to evaluate appropriate options. In this case, proposed treatments were evaluated that would be appropriate for higher pedestrian activity,

future expansion to a full signal, consistency with existing treatments, ease of maintenance, and in cases of new technology to the area, national effectiveness information.

The process for selecting a treatment was a collaboration between designers and City staff, and anticipated the new MUTCD signal criteria and national pedestrian safety data. While in pavement flashing lights have been more difficult to maintain and are no longer used, the City researched and concluded that the installation of HAWKs and flashing signs could be effective at selected locations. Pedestrian detection along with overhead flashing yellow beacons has been implemented at the mid block crossing at 200 South between Main Street and State Street. Photo electric bollards have been working adequately at this location, however; vendor opinions vary with accounts of bollards picking up false calls, and being easily knocked out of alignment. This design was evaluated as an option for two other locations. With the conceptual cost being higher for the bollards and the effectiveness of HAWKs being greater in stopping motorists, the HAWK option as shown below was selected.





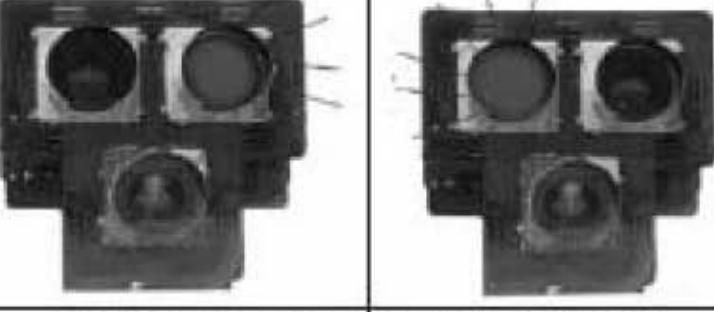
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**HAWK Example** Source: NCHRP 562

As previously indicated, the selection of an appropriate crossing

treatment could differ once the project activity stabilizes. The flexibility of a hybrid beacon to be converted to a full mid block signal was also attractive. Future pedestrian counts will be monitored to determine if and when a full mid block signal is

		
Dark until Activated	Flashing Yellow for 3 to 6 s	Steady Yellow for 3 to 6 s
		
Steady Red during Pedestrian Interval	Alternating Flashing Red during Pedestrian Clearance Interval	

warranted. This was also a factor in the decision to implement a hybrid beacon such as the HAWK.

Finally, with the unknown timing of the adoption of the new MUTCD, and knowing some of the guidance and recognition of newer hybrid beacons, flexibility in design was even more attractive. New MUTCD pedestrian volume warrants could make a full mid block signal more of a near term potential. The conversion of the HAWK to a full mid-block signal basically only requires a signal head and signing change.

Christopher R Sheffer, PE graduated from Michigan State

University in 1982 with a BSCE. He also earned his Masters Degree from University of Colorado in 1996 and is currently an Associate for Fehr & Peers in Denver, Colorado. Mr Sheffer, a member of ITE, also sits on the Colorado Wyoming Section's Executive Committee.

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**ACKNOWLEDGEMENTS**

Special thanks to Dan Bergenthal, PE of Salt Lake City for help and perspective on the City's traffic and safety experiences in the downtown area.

**REFERENCES**

1. *Traffic Operations Analysis for the City Creek Center*, Fehr & Peers, 2007
- Improving Pedestrian Safety at Unsignalized Crossings*, NCHRP Report 562, National Cooperative Highway Research Program, Transportation Research Board, 2006



(Continued from page 1)

“Engineering Recommendations: Getting to ‘Yes’ With the Public and Elected Officials” and my “Do Speed Limits Really Matter and If So, How Do We Sell Them?” presentations with the Central California Section and at our Annual Meeting, respectively.

I was honored to present Presidential Proclamations to Edward (Ed) L. Cline, Robert (Bob) Crommelin, Mike Bitner, and Nate Larson for the Southern California, Riverside-San Bernardino (RSBITE), Central California, and Colorado-Wyoming Sections, respectively. Ed and Bob are two of my mentors and both of these fine gentlemen are also District 6 Lifetime Achievement Award recipients, the highest honor given by our District. Bob is also an ITE International Honorary Member and has been the most generous individual donor to the District’s Student Endowment Fund!

Mike Bitner continues to be the “jack of all trades,” dedicated volunteer for the Central California Section. It is also my privilege to thank Nate Larson, our Local Arrangements Committee (LAC) Co-Chair for Denver’s Annual Meeting. We appreciate him, LAC Co-Chair Will Johnson, and Denver’s talented LAC team of volunteers for hosting an excellent Annual Meeting this year. (See the LAC volunteer list in this issue.) Nate is also the District’s Advertising Chair and prior Technical Editor. His common sense and very wise, dry sense of humor make Nate a joy to work with!

I appreciate Managing Editor Rachel Donovan’s several enhancements to WesternITE. As Rachel focuses on her graduate work this year, Interim Managing Editor Zaki Mustafa and his son, Nathan, have moved the newsletter another step forward to provide both a web version along with the traditional .pdf newsletter. Earlier work by Rachel and Webmaster France Campbell was also instrumental in laying the foundation to provide this additional service for our members—we thank all four of you!!

Some members read newsletters on-line and want hyperlinks at their finger tips while others prefer the hard-copy style mailed (or previously printed .pdf versions) of the newsletter which can be read without having to “plug in” when reading it. We hope to meet all of our member’s preferences.

I also thank my employer, the City of Santa Ana, my chain of command, my staff and colleagues for their support and flexibility to help facilitate my ability to interact with members throughout our large region this year.

In June 2009, we had our second Communications Presentation seminar at the City with Craig Oscarson. This was similar to the training he provided at the San Diego’s 2007 ITE Spring Technical Conference. These skills are invaluable for engineers in addition to “on-the-job” experience gained on how to better get to “yes” with engineering recommendations. A June 2, 2009 USA Today “Snapshot” poll, asked: “do you think city agencies in your town do a good job with the public’s money?” The answers were: 16%-definitely, 45%-probably, 21%-probably not, 15% definitely not, and 3%-don’t know. This demonstrates a need for more proactive communication of our profession’s value in sharing how our work can positively impact safety and dispel misperceptions about our profession.

For an engineer to be fully successful, we need to better “sell” the

value of our work, project, service & recommendations. *We* have the knowledge and ethical responsibility to be promoters of our value and to create new advocates who are also believers. Who else can do this but us? Police and fire departments serve an important service and regularly “brand” their profession as “safety” and are strongly valued by the public and elected officials. They have on-going promotional efforts. Teachers regularly advertise their value which helps generate public support. Since our work directly impacts safety we should “re-brand” our professional image and educate and sell our safety principles.

I’ve shared communications tools this year. However, there is much more to be done. I challenge each of us to further our “softer” skills and reach out to the public and elected officials every possible opportunity. We can also learn from those with different backgrounds by building bridges across the profession aisle and sharing our unique strengths. For example, engineers can learn from transportation planners and vice versa. Together, we can better serve our profession through mutual, win-win teamwork.

There are many ways members can become further engaged in ITE: through list-serves, committees, reviewing documents, presenting papers (while enhancing presentation skills), participating in International Councils and committees, and becoming a chair or officer at the district or section/chapter level. From this, your professional network will be expanded in addition to your knowledge. Some members have still not chosen a free Council membership. If you aren’t sure which one to join, check the website information on Councils at [www.ite.org](http://www.ite.org) and try one until you find your fit. Some districts and sections have similar Council “extensions” that mirror the International Council work at the grass-roots level. By increasing your ITE involvement, you will receive greater value from your membership.

I thank our dedicated team of District 6 Chairs, Vice Chairs, Officers, Board members, LAC volunteers, and the enthusiastic section, chapter and student leadership. All of this will serve us well into the future. Although we’ve had tremendous economic “humps” this year, the longer-term future remains bright! I thank the membership for the opportunity to serve and am proud of all our volunteers and the participants in this year’s festive and informative Annual Meeting July 12-15, 2009 who made our meeting great by “taking the high road” to Denver, Colorado.



# Section and Chapter Spotlight

## Riverside San Bernardino Section

The Riverside San Bernardino Section (RSBITE) has been a regular contributor to the Student Endowment Fund and has consistently supported efforts in this regard. We feel proud that our chapter is the front runner for the Student Endowment Fund Award this year. Our chapter also encourages student members to participate in monthly lunch sessions and their costs are waived for most lunch sessions. Additionally, once every year we combine our meeting with ITE Southern California Section and hold the monthly program at Cal Poly Pomona. The RSBITE Section also has a tradition of organizing a Vendor Show each year during the month of January. This is a very successful and well attended session with around 30-35 Vendors displaying their products and services. Each year we waive the \$400 Booth/Vendor costs for students. Cal Poly Pomona students actively participate in the vendor show, interact with ITE members and use the opportunity to raise funds for their own chapter activities. Our annual golf tournament is also a very successful event and is attended by members from both the private and public sector. The RSBITE Chapter is honored to have the opportunity to contribute to the District's magnanimous goal of \$500,000 for the Student Endowment Fund, and was one of the first sections to donate.



**President**, Mujib Ahmed, P.E., KOA Corporation.  
**Vice President**, Dennis Acuna, P.E., County of Riverside  
**Secretary/Treasurer**, Craig Schneider, P.E., T.E., RBF Consulting  
**First Past President**, Shirjeel Muhammad, P.E., City of Rialto

## San Francisco Bay Area Section

With over 500 members from 15 counties, the San Francisco Bay Area Section boasts as one of the largest sections in District 6. With a diverse membership the Bay Area Section strives to serve its members with a variety of events, workshops, and social activities. The Bay Area Section hosts monthly luncheon meetings, which showcase presentations from renowned speakers on current hot topics related to transportation planning and engineering. In addition, the technical committee spearheads full-day technical workshops and seminars annually. Over the past year, the technical workshops have included international speakers from Spain and Japan to keep our members updated on the on-going research and newly tested technologies in the field. Meeting announcements, as well as presentations and photos from past meetings and technical programs are regularly posted on the Section's Website: [www.sfbayite.org](http://www.sfbayite.org). The Bay Area Section has been instrumental in encouraging student participation and expanding the student section of ITE over the past few years. Three chairs covering the South Bay, East Bay and Peninsula form the Section's Student Outreach Committee to plan

activities, serve as liaisons and mentor to students. In the last few years, the Student Outreach Committee has also hosted a student-paper competition to issue scholarships to the award recipients. The Bay Area section sponsors students to attend the annual Western ITE meeting and gain exposure to the transportation field. Currently, the section has over 75 student members. This year the Student Paper Contest was replaced by the "mITEy Race" contest to test the wits and transportation savvy of students and professionals alike. Read the papers presented by past scholarship winners and view the results of the 2009 mITEy Race at [www.sfbayite.org/students](http://www.sfbayite.org/students). Information on the upcoming mITEy Race in 2010 can be obtained on Twitter: tweet mITEy2010. The Bay Area Section also collaborates with other professional organizations such as the Women's Transportation Seminar (WTS), the South Bay Traffic Officials Association (SBTOA) and the American Society of Civil Engineers (ASCE) every year. This section will also be hosting the 2010 ITE Western District Annual Meeting in San Francisco. The Local Arrangement Committee (LAC) has been working exhaustively to coordinate conference and hotel facilities, volunteers, and plan activities such as the 2010 logo competition for this huge event. The latest updates on the 2010 Annual Meeting can be obtained at: [www.sfbayite.org/2010](http://www.sfbayite.org/2010).

### ITE San Francisco Bay Area Section 2008-2009 Executive Board



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[Listing of Past Presidents since 1954](#)

## The Adobe Tower

by Jerry Hall and Loretta Hall

### Interesting Items about the Interstate System

In one sense, the Interstate System is small. Roughly 2.5 percent of the public road mileage in the United States is eligible for federal-aid highway funding, and the Interstate System represents only 4.8 percent of those eligible roads. In most senses, though, the Interstate System is impressively large. Along its 46,800-mile length, it includes 55,500 bridges, 82 tunnels consisting of 104 bores, and about 14,750 interchanges. It carries about 728 billion vehicle-miles of travel annually.



The total travel on the Interstate System during its first 50 years was roughly equivalent to a trip to the moon for every person living California, New York, Texas, and New Jersey. Summing all of these trips into one, they are equivalent to 3 light years through space, covering three-fourths of the distance to our nearest neighboring star, Alpha Centauri.

The longest Interstate route, the 3,081-mile-long I-90, Connects Seattle to Boston. The route passing through the largest number of states (16) is I-95, which traverses 1,920 miles from Miami to the Canadian border in Maine; at a cost of \$8 billion, it is also the most expensive route. The state with the most Interstate routes is New York, with 29 routes totaling 1,675 miles. The shortest route is I-97, which connects Baltimore and Annapolis; it never leaves Anne Arundel County.

Two western states have the largest total Interstate lengths: Texas with 3,233 miles and California with 2,456 miles. The next largest total mileage are in three states: Illinois, Ohio, and Pennsylvania. Compared with the combination of Texas and California, those three states have a total of 97 percent of the combined mileage, but only one-third the land area and two-thirds the population.

The northernmost points on the Interstate System are at the Canadian border: I-5 near Blaine, Washington; I-15 at Sweetgrass, Montana; and I-29 at Pembina, North Dakota. The southernmost point is on Interstate H-1 in Honolulu. For the continental US, the southernmost point is at the end of I-95 in Miami. The easternmost point is at the other end of I-95 at the Canadian border near Houlton, Maine. The westernmost point is the end of H-1 in Kapolei, Hawaii. For the 48 contiguous states, the westernmost point is on I-5 near Wolf Creek, Oregon.

The highest elevation on the Interstate System (11,158 feet) is at the Eisenhower Tunnel, where I-70 crosses the Continental Divide, 60 miles west of Denver. The lowest elevation (107 feet below sea

level) is in the Fort McHenry Tunnel, where I-95 crosses under Baltimore Harbor. The lowest dry-land elevation (-52 feet) is on I-8 near Seeley in California's Imperial County, about 15 miles from the Mexican border.

Between 1958 and 1989, the total cost estimate for the Interstate System increased 37 percent. Inflation accounted for an increase of 13.8 percent, and initial underestimation of the new system amounted to an increase of less than 10 percent. Nearly half of the higher estimate (10.7 percent of total cost) was due to system additions and new requirements for aspects such as safety, relocation, and environmental accommodation.

Actual construction accounted for 82 percent of the cost of the Interstate System (the rest went to activities such as right-of-way acquisition and preliminary engineering). Building the system took about 2.4 billion man-hours of time. Construction used 300 million cubic yards of concrete (including 2.5 billion tons of aggregate), 27 million tons of bituminous material such as tar and asphalt, and 1.5 billion board feet of lumber (mostly for concrete forms and bridge pilings). About 1.8 million acres of right-of-way have been acquired; right-of-way fencing amounts to enough to circle the globe two times.

The first four-lane, border-to-border Interstate route was completed in October 1966 when Oregon opened its final section of I-5. The Interstate route shaved two hours off the time needed to drive through Oregon, compared with the former main route, US 99.

The last traffic signal to be removed from the path of an Interstate route was ceremonially buried in Wallace, Idaho on September 14, 1991. A new viaduct eliminated the need for the signal on a cross-street.

With all the careful planning involved in creating the Interstate System, some things just worked out nicely because of chance. For example, one of the two Interstate routes passing through Philadelphia just happens to be designated as I-76.

In 1919 future President Dwight Eisenhower participated in a US Army convoy that drove from Washington, DC to Oakland, California in 62 days. In 2006 (the 50th anniversary of the Interstate system), a reenactment of that trip (traveling in the opposite direction) took 14 days, including stops for anniversary celebrations in 18 cities. According to Mapquest.com, the travel time for a non-ceremonial version of that trip is now 42 hours and 8 minutes.

*Jerry Hall, a professor of Civil Engineering at the University of New Mexico, has served District 6 as president and international director. Loretta Hall, a member of the Construction Writers Association, is a freelance writer concentrating on engineering and construction. They can be contacted at [jerome@unm.edu](mailto:jerome@unm.edu) and [lorettahall@constructionwriters.org](mailto:lorettahall@constructionwriters.org), respectively.*

*This is the fourteenth in a series of articles tracing the development of the Interstate Highway System.*

#### ITE Featured Web Seminars



- July 23 - Coordinating, Planning and Managing the Effects of Roadway Construction with ITS Technology
- July 29 - Roundabout Design and Construction: Key Issues and Solutions Web Seminar
- August 4 – September 24 – Introduction to Highway Safety Web Seminar Series
- August 18 – September 22 – Professional Transportation Planning® (PTP) Refresher Courses

# Legislative Update



**Steve L. Eagan**  
Legislative Chair

**Roberta McLaughlin**  
Legislative Vice Chair

## FEDERAL LEGISLATION

### Forthcoming Federal Surface Transportation Program Act –ITE's Policy Statement

The ITE Policy and Legislative Committee, staffed by ITE headquarters staff in Washington DC, has published a policy statement recommending various broad issues to be addressed in the forthcoming Federal Surface Transportation Program Act. ITE has chosen to focus on several recommendations related to safety, transportation operations, financing/funding, research, and workforce development as listed below. For details see Washington Update at [www.ite.org](http://www.ite.org).

Establish national safety standards to cut surface transportation fatalities in half from current levels by 2025.

Support funding for low-cost operational approaches to alleviate congestion, improve safety and reduce energy consumption and greenhouse gas emissions.

Require performance measurement to document benefits of investment

Include funding support for the strategies identified in the National Unified Goal for Traffic Incident Management.

Develop a federal freight policy that includes a dedicated source of funds to address critical freight infrastructure and mobility needs,

including critical commerce corridors and improvements related to ports of entry and intermodal supply chains.

Support mechanisms that will better diversify revenue generation. Taxes on vehicle miles traveled, tolling, congestion pricing, public-private partnerships, bonds, infrastructure banks, carbon-based taxes and use of general fund resources are all viable options.

Support the National Surface Transportation Policy and Revenue Study Commission recommendation that transportation funding investments must be performance-based and focused on cost-beneficial outcomes and accounting for economic, environmental and social costs.

Develop performance standards, metrics and reporting processes to enable performance-based monitoring and funding for all projects.

Increase federally-funded research to determine the most effective combination of measures to mitigate the effect of transportation on climate change and to adapt transportation facilities and systems to the impacts of climate change.

Continue support for federal funded fellowships and grants and state education and training programs.

Continue flexibility of federal surface transportation program funds to be eligible for use by state and local transportation agencies for education and training activities.

Authorize and fund a 2nd National Transportation Workforce Summit. Provide funding for

National Transportation Week and direct the program to be spearheaded by the Office of the Secretary.

## STATE LEGISLATION

### Oregon Legislative Action as of June 1 2009

HB 2001 was waiting for the Governor's Signature. The major transportation funding package included several new requirements for transportation agencies detailed in Sections 1 - 37. Sections 40 through 63 detail all of the tax and fee increases to generate the expected \$300 million increase in transportation funding. Some of the major proposed increases are the following:

- (1) State gas tax will increase by 6 cents per gallon above the current 24 cents, but the increase will be triggered only after two consecutive quarters of employment growth or by January 1, 2011.
- (2) The two-year vehicle registration fee, now \$54, will go up by \$32.
- (3) The vehicle title fee will go up from \$55 to \$77, and a \$20 surcharge will be imposed on a pair of license plates, now \$5.
- (4) Commercial vehicles will pay a proportional increase in weight-mile taxes compared to automobile tax and fee increases.

### Colorado

#### Colorado FASTER Law Passed Which Raises Car Rental Fees And Motor Vehicle Registration Fees

In Colorado on March 2, 2009 Governor Ritter signed into law one of the most comprehensive transportation funding packages passed in years, called FASTER, which stands for Funding Advancements for Surface Transportation and Economic Recovery. The legislation, which was passed by the Democratic State Senate and Democratic State House over strong Republican opposition, is designed to generate \$265 million a year for road and bridge improvements by raising vehicle registration fees by an average of \$41 a year. It also allows for selling bonds and giving local governments the leeway to toll yet-to-be-determined sections of existing roads and will implement a \$2-per-day fee on vehicle rentals.

**California****Evaluation of California Transportation Budget**

The State of California receives about \$3 billion in federal transportation funds a year.

However, the future level of federal funding is uncertain at this time. A number of different factors are contributing to a lack of stability and predictability in the funding for transportation programs. Some of the factors, such as large variations in the availability of federal funding for transportation programs, are not within the state's control. The Legislature has only limited options in the short term for other factors, such as the redirection of state transportation funding to benefit the General Fund, due to the state's severe budget problems.

The defeat of Propositions 1A through 1E at the California ballot box has created huge deficits in the California General Fund. This means that the California legislature may seriously consider transferring some or all of fuel excise tax and fuel sales tax revenue presently dedicated to Transportation accounts to the General Fund to reduce the General Fund deficit.

For details on recently passed legislation in California, including their impacts on the California state transportation budget, please see the ITE Southern California Section June 2009 Newsletter, Legislative Analysis article by Walter Okitsu at [www.itesocal.org](http://www.itesocal.org). Also please see <http://sfbayite.blogspot.com/> for legislative update articles by Lin Zhang from the ITE San Francisco Bay Section.

**Editor's Corner**

Hello all and thank you for reading this edition of the Westernite newsletter. As the technology associated with our profession evolves, it is important that our professional organization also keeps technologically current. In keeping with the preceding statement, the Westernite newsletter has made the move to a more accessible online format while choosing to still maintain the traditional printed version. This new format can be instantly searched for any topic, it holds our previous newsletters, and even allows for moderated comments to be posted underneath each article. This is the format that some of our officers have been envisioning for years, myself included. Knowing the website was not going to make itself, I put my son Nathan to work on creating the site and the resulting online newsletter can be viewed at <http://westernite.wordpress.com/>.

Perhaps the most beneficial part of the online newsletter's format is that it can be easily changed to reflect the suggestions of the community. Articles can be enriched by a healthy discussion sitting alongside them, and questions can be fielded to the original authors of articles. However, these benefits are only available if there is a community surrounding the site, and I would ask we all make an effort to utilize the feature set of the online newsletter. Feel free to submit any articles that need to be posted with more immediacy to [ntmustafa@gmail.com](mailto:ntmustafa@gmail.com), and we can place them in the online newsletter straight away.

The section and chapter activities section is important to the newsletter, I would like to see all sections submitting an update next time around. I ask that your summation of activities be kept brief, and that their contents be more broad in scope, focusing less on things that are solely directed towards one's own section. One may have noticed the Section spotlight article, if you would like to have your section featured in this article next newsletter just send me a similar piece of writing accompanied with a group photo.

**Together we are the Best.**

Zaki Mustafa

**Traffic Engineering Exam Prep Classes Offered**

By Walter Okitsu, PE

ITE Western District Licensing & Certification Chair

Two courses are being offered to help those of you preparing for the California Traffic Engineering PE examination scheduled for October 23, 2009. One course is offered by UCLA Extension, consisting of 6 Saturday meetings starting September 12th. This course, titled Engineering 801 Traffic Engineering Registration License Review, will be taught by Steve Kinaly, a Caltrans transportation engineer. Information is at <https://www.uclaextension.edu/r/Course.aspx?reg=V2215>.

Another course consists of an all-day meeting led by Joy Bhattacharya, Gordon Lum, and Philip Ho. They are scheduled to offer the course twice. A Northern California course will be held September 12 at Pleasant Asian Cuisine in Pleasanton, and a Southern California session will be held September 26, 2009 at CH2M Hill's office in Santa Ana. Those who attend the first course may also attend the second course at no extra charge. See <http://sites.google.com/site/passteexam/> for information.

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# Section and Chapter Activities

## New Mexico Chapter

I was pleased to see another good turnout at this month's section meeting on Thursday, our last regular luncheon before the summer break and before our new officers-to-be take charge in September. How quickly this year's series of meetings went by. I admit that some sweat was shed each month trying to book interesting speakers, but it was fun. Who would have imagined that our line-up would include a cyclist, an architect, a lawyer, and a czar, not to mention our own members Tony Abbo and David Wilson, whom I again thank for their presentations. For the many of you who missed our UNM students in May, you can go to our website to view the presentations by Emmy Foley, Trent Simpler, and Bryan Estvanko. In addition, I would like to give honorable mention recognition to the other students submitting papers this year: Jim Ellis, Jenny Seder, John Pavlakos, Anthony Cabrera, Andrea Trujillo, Leslie Romero, and Krishna Doddikadi. Keep all our talented student chapter members in mind when you're looking to fill that intern position.

Regarding our website, Craig Watts was vigilant in keeping an eye on the cyber-squatters occupying the [nmite.org](http://nmite.org) domain. Apparently, they grew tired of holding it since we had no intention of paying them for it, so they gave up. Craig quickly snatched it back up, and our entire website is available there now. We are maintaining the [nmite.com](http://nmite.com) domain for a while in the transition, but both URLs will connect you to the same site. I would also like to thank Bohannon Huston, Inc. for hosting our section website over the past few years. Becky Lowe at BHI is our most helpful webmaster.

It's now election season for all levels of ITE. We devoted most of this month's luncheon agenda to covering the three elections pending. For our New Mexico Section, two members have stepped up to run for Secretary-Treasurer: Paul Barricklow and Albert Ruiz. Their candidate statements will be included in the ballot mailings going out next week. In addition, Ross Lujan is the nominee for Section President, and Kristal Metro is the nominee for Vice President. Ballots must be returned by Monday, July 6. Online elections for the Western District will run from June 10 to July 13, and for ITE International July 1 - 23. Go to the [westernite.org](http://westernite.org) and [ite.org](http://ite.org) websites for

information on those races and candidates.

Our annual summer field trip is now scheduled! On Thursday, July 9, we will be heading out to see what's taking shape on Mesa del Sol, currently the largest urban master-planned development in the U.S. Representatives from Forest City Covington will be hosting us in their new Aperture Center Building designed by world-renowned architect and New Mexico native Antoine Predock. Their presentation will cover sustainability and transportation master planning for the 12,900 acre development. Consulting engineers from Bohannon Huston Inc. and URS Corporation will cover specific aspects of the transportation design, and Parsons Brinckerhoff will discuss the proposed I-25 Mesa del Sol interchange. Look for a meeting announcement and further details in coming days.

The following week, a number of us will be heading to Denver for the Western District Annual Meeting, July 12 -15. If you are planning on attending, please send me a note so that we can connect there and get a Traffic Bowl team together for Tuesday afternoon. We will also have at least one student, Anthony Cabrera, attending, and I hope that we can all take the time to show him around and introduce him to the folks in our district. If anyone is aware of other students from New Mexico planning to attend, please let me know. I will be arriving on Saturday and attending the District Board Meeting all day Sunday, so look for me at the social hour thereafter on Sunday evening.

At the District Board Meeting, I will have a couple of items on the agenda for the New Mexico Section. First, I will be inviting one of the District officers out to our meeting at El Pinto on September 3 to swear in our newly elected slate of section officers, and to give us an update from the District and ITE International. Second (and more exciting), I will officially offer New Mexico's bid to host the 2017 Western District Annual Meeting in Albuquerque! As some of you may recall, New Mexico hosted the District Meeting in 1985 under the chairmanship of Dr. Jerry Hall, and again in 2001 under the chairmanship of Karen Aspelin. If you do the math, it seems that our 16-year cycle will bring us due in 2017. That will fit well into the series already taking shape: 2009 Denver, 2010 San Francisco, 2011 Anchorage, 2012 Ventura, 2013 Phoenix,

2014 Seattle (joint International), 2015 unassigned, 2016 Anaheim (joint International), 2017 Albuquerque. Planning would begin in earnest in 2013 with the formation of a Local Arrangements Committee, so we have plenty of time to get prepared. I will make the pitch to the Board and report back to you all after the meeting.



*Jim Barrera*

## Oregon Section

The Oregon ITE Technical Workshop was held January 27, 2009 at the Oregon DOT Region 1 Office in Portland, which was attended by approximately 70 people. The workshop focused on the Manual on Uniform Traffic Control Devices (MUTCD). The premise was to introduce major sections and important changes which will appear in the upcoming edition. In addition to specific chapters addressed, the presenters provided more in-depth information about several important design/operations issues. Specifically addressed were MUTCD Chapters 3, 4, 8, and 10 – Markings, Traffic Signals, Railroad Crossings, and Light Rail.

The Oregon ITE Section members enjoyed an after-work happy hour at Lucky Lab in Portland on February 19<sup>th</sup>, 2009. Approximately 20 members representing both public and private sectors attended the event.

On April 7<sup>th</sup>, ITE Oregon section joined force with Portland WTS Chapter and ITS Oregon section to host the manager of the office of Innovative Partnerships and Alternative Funding of Oregon Department of Transportation, James Whitty. James presented the potential benefits, impacts and results of Oregon's mileage fee program as a means for replacing the gas tax.

May 7<sup>th</sup> was the joint lunch meeting of the Oregon Section of ITE, the Greater Oregon Section of ITE and the Oregon Traffic Control Devices Committee. The speaker was Oregon State Senator Bruce Starr who summarized the latest transportation funding options being discussed in the state legislature. Also announced at the May meeting were the

results of the Oregon ITE Board elections. The 2009/2010 Oregon ITE Officers are: Bikram Raghubansh – President, Chris Tiesler – Vice President, Evan Dust – Secretary/Treasurer and Todd Mobley – Past President.

The Oregon Section is happy to announce the recipients of the inaugural Oregon ITE Undergraduate and Graduate Student Scholarships. Josh Crain from Portland State University received the Undergraduate scholarship and Lisa Dierksen from Portland State University received the Graduate scholarship. Both awards were in the amount of \$1,000.



### ***River L. Hwang***

#### San Francisco Bay Area

On April 16, 2009, the SF Bay Area ITE Section (SFBayITE) held a joint technical meeting with the Northern California Chapter of the International Chinese Transportation Professionals Association. Presentation topics this month focused on the ongoing evaluation of operational performance on SF Bay Area freeways and multiple transportation planning efforts in San Francisco. The meeting was sponsored by Wiltec, a firm that collects and analyzes traffic data in California, Nevada, and Hawaii. Moses Wilson, president of Wiltec, briefly discussed the firm and its capabilities. Joy Lee of the SF Bay Area's Metropolitan Transportation Commission's (MTC) Highway and Arterial Operations section led off the technical presentations with a discussion of MTC's current Freeway Performance Initiative (FPI). FPI is a partnership with the California Department of Transportation (Caltrans) and Bay Area congestion management agencies (CMAs).

The overall goal of FPI is to improve the operations, safety, and management of the Bay Area freeway system. Specific objectives of the FPI program are to develop a comprehensive freeway strategic plan, create a prioritized list of freeway projects and strategies, improve system performance through management, complete the Bay Area HOV lane system, and close key gaps in the freeway system to address bottlenecks.

Bay Area freeways have already seen the benefit of good system management, as evidenced from ongoing ramp metering

demonstration projects. In one before and after study, MTC found that the implementation of a ramp metering program during the p.m. peak hour on a 15-mile segment of eastbound Interstate 580 through Pleasanton and Livermore resulted in a corridor travel time reduction from 35 to 21 minutes on the freeway mainline.

Tilly Chang, Deputy Director for Planning at San Francisco County Transportation Authority (SFCTA), concluded the presentations with her discussion of several current SFCTA efforts. These efforts include a congestion pricing feasibility study, variable tolling on Doyle Drive, and the upcoming smart parking management pilot program called SFPark. Led by the SF Municipal Transportation Agency (SFMTA), SFPark uses variable pricing and new technology to manage on- and off-street parking, with the goal of increasing parking space turnover and availability in SF neighborhoods. Technologies include: multi-space meters and in-street parking space sensors, variable message signs communicating space availability and pricing, and web/phone-based information systems.

The SFCTA Mobility, Access and Pricing Study (MAPS) is exploring the feasibility of charging motorists a user fee as a way to manage congestion, also known as congestion pricing. The study is funded by a \$1 million Federal Highway Administration grant.



***Andrew Kluter, P.E.***

#### Washington Section

##### April 14 - Luncheon Meeting

There was a certain sense of déjà-vu as I walked briskly through the hallway on my way to this month's ITE luncheon meeting held in room 104 of the Old Redmond Shoolhouse. As I entered the classroom, I reached for my hall pass else I face certain hand cramps as I write "I will not be tardy" on the chalkboard. Fortunately, the ladies that greeted me just wanted my meeting fee as they handed me the boxed lunch. As I settled into a seat toward the back of the room Nick Ching opened the meeting and introduced John White, director of the Alaskan Way Viaduct and Seawall Replacement Program for WSDOT, to talk about the current recommendations.

The improvements would come in a

hybrid approach. The City of Seattle would be responsible for the Seawall, waterfront streetcar and arterial improvements at Denny Way and Spokane Street. WSDOT would be responsible for the tunnel and connections at either ends. In addition, King County-Metro as well as the Port of Seattle would contribute to improvements towards a combined \$4.24B solution that would provide capacity improvements, improve access to and through downtown Seattle, and make Seattle's waterfront a world-class destination.

The tunnel itself will be 2 miles long at depths of 30 to 200 feet under the surface. A 54' diameter bore will be required to provide two lanes of traffic in each direction with shoulders. Construction of the tunnel will start 2010 with a 2015 opening date. The waterfront promenade will follow in 2016. To cap the formal part of the presentation, Mr. White displayed a video rendering of a drive through the tunnel that highlighted the areas it would traverse along with potential vertical conflicts.

Following the presentation, Mr. Ching announced the upcoming ITE social on the 23<sup>rd</sup> in Bellevue, the Quad Conference at the beginning of May in Vancouver, Student Night in Seattle also in May and the Annual Meeting June 8<sup>th</sup> at the Tulalip Casino.

##### April 23 - ITE Social Night

Located in the heart of downtown Bellevue, the Tap house Grill provided a hip venue for transportation professionals to gather after work for a social gathering. With a 160 beers available, there was sure to be a brew for everyone. With appetizer menus minimally priced (as well as minimally portioned) you just can't stop at just one order.

With about two dozen attending the gathering throughout the evening, the topic of discussion ranged from kids' softball schedules to scouting out potential players for the annual golf tournament. There were attempts made to discuss LED streetlights and traffic data, but this must have been signs of glitches of the first social gathering. I'm sure with more practice, we'll be able to leave those topics for before 5pm.



***Paul Cho***

## Student Chapter Spotlight

### Sacramento State / Cal Poly Pomona

The May-June spotlight is written by the Northern California Section which has been utilizing innovative fundraising methods over the last two years to generate excitement about the Student Endowment Fund in their section. In 2008, they raised over \$5000 for the Endowment Fund and received an award for the Highest Overall Contribution to the Student Endowment Fund at the Annual Meeting in Anaheim. This year, they are well on their way to winning the 2009 award with \$2,290 contributed by their members to date. The following is an excerpt of their article:

*The Northern California Section initiated an Endowment Fund promotion as part of their regular monthly luncheons. At each luncheon last year, a \$25 Starbucks gift card was given to one person submitting a completed contribution form pledging at least \$100 to the fund. If more than one person submitted a contribution form at a meeting, a drawing was held to determine the winner. This year, the promotion was modified to a year end grand prize of an iPod Touch, with the winner determined from a drawing of all contributors for the year. These promotions have resulted in numerous contributions by individual members and prompted additional corporate contributions. The Section also promotes the Endowment Fund by sending periodic reminders to their 700 person email distribution soliciting contributions for the fund, and describing the promotions.*

The July-August spotlight is written by Victor Ling, President of the Cal Poly Pomona (CPP) Student Chapter. The CPP student chapter has made a concerted effort to attend District Annual Meetings where they have benefitted from some of the Student Initiatives for which the Endowment Fund was created to support. Each year, the Chapter has been able to bring as many as 25 students to the District Annual Meetings. This year, the Chapter hopes to bring as many as 30 students to 2009 Annual Meeting at Denver, Colorado. The following is an excerpt from his article:

The CPPITE Student Chapter actively participates in the Kell Competition and plays key roles in winning the competition at every Annual Meeting. In addition, the chapter and its members have won a number of awards such as the Outstanding Student Award, the Student Chapter Activity Award, and the Student Chapter Web Site Award at the District Annual Meetings.

This year, the Chapter has been very active in many events including mock interviews, a field trip to Metro Gold Line Extension, traffic management during the CPP College of Engineering Opening House, TGI Friday's Night, and general meeting almost every other week. The Chapter also makes a good connection to professionals by attending the RSBITE and SoCal ITE Meetings.



The Northern California Section's support of the Student Endowment Fund will benefit the students in their section such as Sacramento State students Lindsey Shelton, Christopher Van de Wyngard, and Julie Schmidt (shown here with their faculty advisor Dr. Kevan Shafizadeh at the 2008 Annual Meeting in Anaheim ).



Members of the Cal Poly Pomona Student Chapter participated in the Kell Competition at the 2008 Annual Meeting in Anaheim

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For more information and requirements, [www.sandiego.gov/empopp](http://www.sandiego.gov/empopp) or the City of San Diego Personnel Dept., 1200 3<sup>rd</sup> Ave., Ste. 101A, San Diego, CA 92101-4107. EOE

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## ITE 2009 Annual Meeting and Exhibit

### August 9-12, 2009

We would like to extend an invitation for you to attend the Institute of Transportation Engineers 2009 Annual Meeting and Exhibit in San Antonio, TX, USA, August 9–12, 2009. This year's meeting is chock full of opportunities to meet and network with peers, vendors and influential industry leaders

Now more than ever, you want to make the most of your learning experiences. ITE realizes the challenges facing transportation professionals in these trying economic times and has developed a meeting program to maximize your collaboration and networking experience.

If your company registers three or more people for the meeting you will receive a 20 percent discount. Positions available/wanted booklets to assist members in hiring the best and the brightest and to find employment. Plans for the meeting include an exhibit catered to making the most of your limited time and resources, 52 technical sessions ranging from roundabouts and pedestrian bike issues to new trends in parking and emerging green technologies, discussion on the American Recovery and Reinvestment Act and its impact on our community and student poster sessions where you can meet the next generation of transportation professionals.

For information about these opportunities and a complete list of technical and special sessions, tours and exhibit information, visit [www.ite.org/annualmeeting](http://www.ite.org/annualmeeting). If you have any questions, please feel free to contact Sallie Dollins at +1 202-289-0222 ext. 149 or [sdollins@ite.org](mailto:sdollins@ite.org). We hope to see you in San Antonio!

**Ransford S. McCourt, Zaki Mustafa, Kenneth W Ackeret**

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