President’s Message

The ITE elections are now well underway. In this edition of Western ITE you have the opportunity to read up on each of your District 6 candidates. Each of these fine individuals would like to have the privilege to represent your ITE interests at either the District or International levels. So please take the time to review each of the candidate’s statements and, most importantly, vote in this year’s elections. The ballots will be mailed to you soon. It is important to mail in your ballot as soon as it arrives. It is so easy to let the ballot just sit in your in-basket.

In addition to the election of our District 6 Board and International Directors, we also have on the ballot, for membership approval, revisions to our District 6 Charter and Bylaws.

Our District 6 Charter and Bylaws were last updated eleven years ago. During that time, several changes have occurred that affect how the District operates (most notably International ITE Constitutional changes). The primary intent of updating both the Charter and the Bylaws is to bring these two documents up to date with current District practices and address the opportunity for better trip generation information for Kohl’s stores and others like them.

Kohl’s Department Stores

Kohl’s is a specialty department store offering apparel for men, women, and children; footwear; housewares and small electric appliances; bedding and linens; luggage; and jewelry and accessories. At the end of 2005, Kohl’s served customers through 732 stores in 41 states and through their website, Kohls.com. Approximately 500 new stores are anticipated to be opened in the next five years, including several locations on the west coast. Nearly all of the

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Hank Mohle Remembered

Hank Mohle, one of the most popular and respected traffic engineers in Southern California, passed away on April 13 after a long fight with cancer. He was a founding partner in Berryman-Mohle-Stephenson and Perry, the forerunner to many local consulting firms. He later went on to found Mohle-Perry Associates, Mohle-Grover Associates, and most recently Hank Mohle & Associates (HMA). He sold HMA to Rick Engineering and continued to work for them for several years. He served as the Contract City Traffic Engineer for the City of Murrieta. He is widely known for his work on highway capacity, accident records, and protected/permissive left turn phasing.

Hank served the Institute of Transportation Engineers throughout his career. He was a Southern California Section Officer, Western District [#6] President in 1970, International Director (1973-5), and contributed to numerous technical committees and councils. On February 10, 2004, the Southern California Section, the Central Coast Section, and District 6, jointly issued a proclamation declaring "Hank Mohle Day" before a large group of members.

Hank undertook an experimental cancer treatment late in 2004 that improved his health enough for him to be able to complete some personal goals, including traveling to all of the world’s continents, including Antarctica. Even more important to Hank was that he was able to see and enjoy the birth of his new granddaughter in late February.

In January 2006, the District 6 Board voted to award Hank with the District’s Lifetime Achievement Award. A special ceremony was held at his home shortly following this vote, so that Hank could receive the award in person, with his family and several longtime friends. Those who knew Hank well, found him to be a very sincere, honest, helpful, and highly respected member of our profession. We will all miss him greatly.

The Kohl’s Hard Facts: Kohl’s Department Store Trip Generation Characteristics

As transportation professionals, we are continually challenged by the need to better understand evolutions in commercial development patterns and retail markets and their impact on the transportation system. On the west coast, a new retailer is emerging that can not be easily categorized using the empirical data presented in the Institute of Transportation Engineers’ (ITE) Trip Generation: Kohl’s Department Store (Kohl’s) is a free-standing specialty department store that offers exclusive and national brand merchandise. This article presents the results of new data collection to provide

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The Kohl’s Hard Facts: Kohl’s Department Store Trip Generation Characteristics

(Continued from page 1)

stores are open seven days a week from 8:00 a.m. until 10:00 p.m.

Current Trip Generation Data

There are two elements of particular concern in assessing the transportation impacts and needs of commercial developments such as Kohl’s: trip generation rates and trip type. Trip Generation is typically used to estimate the number of site-generated trips associated with a given land use and the Trip Generation Handbook is used to determine trip type. Both references include data for two land uses commonly employed to study department stores: free-standing discount store and shopping center. ITE references does not reflect available through the standard transportation references does not reflect trip patterns observed at Kohl’s.

Previous Trip Generation Study of Kohl’s

Kohl’s Department Stores contracted David E. Wooster and Associates to conduct trip generation studies at four Kohl’s stores in Pennsylvania. The counts were conducted during the weekday p.m. and Saturday midday peak hours in 1998 and 2005 at representative stores. While this data was believed to more accurately represent the trip generation profile of a Kohl’s store as compared to the more general ITE data, Kohl’s recognized the benefit of collecting data at several west coast locations to ensure that trip generation profiles are similar at locations where Kohl’s is relatively new to the marketplace. In addition, data also needed to be collected regarding daily and weekday a.m. peak hour rates.

Data Collection

Five Kohl’s study sites in California were selected for data collection activities. Data collection at the study sites included:

- A traffic count program to obtain 24-hour weekday and Saturday trips.
- A weekday customer survey program to identify the various trip types made by customers (primary, pass-by, and diverted) and mode split.

Specific elements of the data collection activities included three mid-week days of 24-hour counts at the site-access driveways as well as internal trip counts at multi-tenant facilities. Customer surveys were completed on midweek days during the evening peak period (4:00 to 6:00 p.m.) to differentiate between types of trips. The customer surveys were completed by interviewing shoppers as they arrived at the stores.

Traffic Count Data Analysis

The data collected at the five study stores were examined to evaluate the trip profile of each store. In addition, the data from the Pennsylvania stores was incorporated where applicable. Table 1 presents the daily trip generation rates per 1,000 square feet of gross floor area (GFA) for each site on each of the study days. Table 2 (page 8) summarizes peak hour trip rates. All of the building sizes shown include the stores’ mezzanine area, which typically average approximately 7,400 to 7,600 square feet.

The weekday trip data in Table 2 represents the peak hour of each individual store between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. These values were derived by selecting the highest four consecutive peak 15-minute periods between 7:00 and 9:00 a.m. (and between 4:00 and 6:00 p.m.) for each day at each store. The data presented in Table 2 represents the Saturday peak hour of the individual stores, which varied between store locations but typically occurred between 1:00 and 5:00 p.m.

The Saturday data in Tables 1 and 2 is based on a limited sample size. A diotinal Saturday data would need to be collected to establish definitive Saturday rates.

Vehicle classification counts were not performed at the California study sites. Kohl’s representatives reported that their

(Continued on page 8)
### District 6 Candidate Statements

#### Candidate for President

**Dalene J. Whitlock, P.E., PTOE, ITE (Fellow)**  
Principal, Whitlock & Weinberger Transportation (W-Trans)

**Professional Qualifications**
- Registered Traffic and Civil Engineer, California
- Professional Traffic Operations Engineer
- San Francisco Bay Area Section President (2002-2003)
- BSCE, San Diego State University (1981)

**Statement**

It has been my honor and pleasure to serve ITE as an officer over the last two years, during which time I have met many of our incredibly knowledgeable and giving members. The Kalispell meeting was my first experience as an officer, and I was amazed to learn how much effort the Local Arrangements Committee (LAC) expends. I’m still in awe of the great job done last year, and am so excited about this year’s meeting in Honolulu. More than any other single activity, our annual meetings are an opportunity to network with members from other Sections as well as your own, and make contacts that become such an important part of your professional life. We’ve made progress toward one of my personal goals, which was to improve our use of electronic media, with all Sections now having websites, and through the introduction of e-registration. We also laid the groundwork for an award to recognize excellence in student chapter websites, which meets both the electronic media goal as well as one to continue supporting our student chapters. As President, I will continue to work toward my goals as well as others of importance to our members. I also look forward to visiting as many of the Sections as I can during my year as President; these visits are a wonderful opportunity to meet more members and also find out what issues we should be devoting our efforts to. If you have ideas, questions, or concerns, please feel free to contact me at (707) 542-9500 or d whitlock@w-trans.com.

#### Candidate for Vice President

**Jennifer Rosales, P.E. (M)**  
Senior Professional Associate/Lead Transportation Engineer, PB PlaceMaking, Portland, OR

**Statement**

It has been a pleasure to serve you as the ITE District 6 Secretary-Treasurer. I’ve enjoyed working with the District and International officers, committee chairs, LAC’s, and student chapters.

**Biography**

Jennifer Rosales is a Senior Professional Associate in Parsons Brinckerhoff’s PlaceMaking service center. Jennifer is a project manager and lead engineer for projects throughout District 6 including Oregon, Washington, California, Colorado, Hawaii, Utah, Idaho and Wyoming.

**ITE leadership**
- District 6 Secretary-Treasurer
- Oregon Section elected board, 1998-2002 (President 2000-01)
- Pedestrian and Bicycle Council, Executive Committee and Newsletter Editor
- District 6 Career Guidance Chair
- District 6 Annual Meeting, 2007 LAC
- Oregon Section Student Chapter Liaison Chair and Legislative Chair
- Student Chapter President, OSU
- Numerous publications and presentations (over 20 in past 10 years)

**Leadership Priorities**

My original campaign focused on four areas:
- Mentor and train younger members and students to meet future transportation challenges.
- Support student initiatives programs at the District, Section and Chapter levels.
- Attract more members to District 6 meetings by keeping annual meetings affordable and expanding technical programs and training to the membership.
- Expand use of information technology to share transportation information and tools.

A significant amount of work has been completed with the help and commitment of District 6 volunteers in these areas – a few highlights follow. The District 6 mentoring program has matched mentors and mentees, and mentoring guidance materials developed and distributed to participants. The District has received a record high number of student chapter reports submitted before the deadline. The District has expanded the use of the web to provide on-line registration for District 6 Annual Meetings.

My priorities for the next year will be:
- Expand and enhance the District 6 mentoring program and professional development for our members.

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**District 6 Election Information**

In accordance with Section 5.2 of the District 6 Bylaws, 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. No member shall be a candidate for more than one office.
District 6 Candidate Statements

- Continue to support successful student programs and chapter research opportunities to attract the best students to the profession.
- Keep annual meetings affordable and expand technical programs and training. Develop partnerships with other societies to expand technical program tracts.
- Expand use of information technology including e-learning and e-publishing opportunities. Provide electronic voting to the membership.

I look forward to your continued support and opportunity to serve ITE District 6 as the Vice President. If you have any comments or ideas, please contact me at rosales@pbworld.com or 503-478-2347.

CANDIDATE FOR SECRETARY-TREASURER

Monica M. Suter, P.E., T.E., PTOE (M)
Public Works Agency-Traffic Engineering, City of Santa Ana, CA

I am honored to be nominated as a candidate.

Vision & Goals
- Improve the ITE value-to-cost benefit
- Continue District fiscal responsibility
- Encourage quality training/program participation
- Ensure effective communication with members
- Recruit/develop young students
- Mentor young professionals/“Workforce Development”
- Further promote ITE Recommended Practices/“Webinars”/Councils
- Utilize technology to provide timely/relevant information
- Enhance our profession’s image with the public/press/policy-makers

Experienced ITE Leadership: As the elected ITE Southern California Section’s Secretary-Treasurer (2000), I modernized our Section’s Annual Report/finance format. At the next District 6 Board meeting, ITE Headquarters’ report indicated room for improvement given our large section, so I set the goal to increase membership through pertinent programs/information. We achieved that goal and received the District’s award for largest relative increase in section membership when I was President (2002-2003). Also, our teamwork resulted in earning both the District 6 and International Best “Section Activities Award” under my leadership as President.

Student/Professional Development: Attracting and retaining talented students and young professionals is an important ITE International/District 6 goal. As Section President, I proactively worked with our student chapters to support their activities/fundraising and interaction with professionals. I regularly speak to young students about our profession, have participated in several District Review committees for District 6’s Student Chapter reports and publications, Young Professional, Individual, & Lifetime Achievement and other ITE awards, and judged student competitions. In 2004, I coordinated the ITE International presentation by local elementary school students, connecting them with transportation professionals.

Biography: With 18 years of public (1/3)/private (2/3) transportation experience, Monica’s managed large freeway, ITS, civil, and transportation projects, and citizen requests. She supervises an engineering team for Traffic Engineering at the City of Santa Ana, CA, population 400,000, is a CA-licensed Civil/Traffic Engineer, PTOE, and Michigan State University graduate. Monica’s been an active ITE member since college—over 20 years—and received ITE’s “Young Transportation Engineer Award” (Southern California Section 2000-2001). In addition to her award-winning ITE leadership (2000-2005), she served as President, Secretary/Newsletter Editor & Treasurer for Orange County Traffic Engineering Council from 1998-2000. Monica has also presented/published several papers for ITE District/International and ITS America and was appointed Vice Chair of ITE’s International Public Agency Council (PA C) in 2006. I respectfully request your vote to represent you as your ITE District 6 Secretary-Treasurer. Feel free to share your ideas & contact me at: msuter@ci.santa-ana.ca.us/ (714) 647-5645.

It is my pleasure to have the opportunity to serve the District as Secretary-Treasurer. I have the background, skills, relationships, and vision to keep ITE District 6 the superb organization it is, and the envy of all other districts.

CANDIDATE FOR SECRETARY-TREASURER

John Kerenyi, P.E., PTOE (F)
Senior Traffic Engineer, City of Moreno Valley, CA

Biography
- B.S., Engineering, Harvey Mudd College, Claremont, CA (1993)
- Registered Traffic Engineer and Professional Traffic Operations Engineer
- Project Engineer with Katz, Okitsu & Associates for five years
- Traffic Engineer with Kimley-Horn and Associates for seven years
- Currently serving as Senior Engineer for Transportation Planning for the City of Moreno Valley, California

Professionally Accomplished
- WesternITE Managing Editor, 2003-2005
- As Managing Editor, won ITE’s Best Newsletter award for 500+ circulation in 2004 and 2005
- As Managing Editor, served as ex officio Board member of District 6
- WesternTE Technical Editor, 2001-2003
- Orange County Traffic Engineering Council (OCTEC) President, 2002-2003
- OCTEC Protected-Permissive Left-Turn Phasing Committee (Continued on page 5)
Chair, 2000-2003
• Member of Toastmasters International

What I Stand For
• Continue the District’s promotion of student membership and participation in meetings:
  ◦ Emphasize spreading the word about traffic engineering as a profession to as many engineering students as possible, so that they know there is an alternative to working equations all day long. I consider myself very lucky to have found the perfect profession and don’t want any natural traffic engineers in training to miss out because they didn’t know about the profession.
  ◦ Continue to recruit engineering students into the profession.
  ◦ Support the continued development of a District student endowment fund.

• Continue to improve the Annual Meeting:
  ◦ Keep the meeting as affordable as possible to maximize attendance.
  ◦ Work to keep the meeting both informative and entertaining.
  ◦ Solicit papers and presentations from those known to be doing innovative work.

• Recognize and proactively deal with demographic trends: As the baby boomer generation ages, we will need to transition and replace their skills even as we prepare for an aging driver population.

Finally, thank you so much to those who commented on WesternITE while it was mine to produce, especially those who took the time to say they loved the pictures of me and my lovely wife, Cindy, as we started our lives together.

CANDIDATE FOR INTERNATIONAL DIRECTOR

Cathy Leong, P.E. (M)
Project Manager, Wilson Okamoto Corporation, Honolulu, Hawaii

I am honored to be selected as a candidate for International Director for District 6. As the LAC General Chair for the 2006 Annual Meeting to be held in Honolulu, HI, I have become acquainted with a number of District 6 officers at the section and district levels. Through this interaction, I have developed a keen understanding of the goals and needs of the District, and look forward to the opportunity to continue working with these dedicated people.

Vision and Goals
• Support student initiatives programs and encourage student mentoring opportunities

ITE Service and Leadership Roles
• Member for 12 years with leadership roles as a student and full member
• 2006 District 6 Annual Meeting LAC General Chair (2003-present)
• Hawaii Section President (2003-2004)
• Vice President (2002-2003)
• Secretary (2001-2002)
• Hawaii Section Webmaster (2003-present)
• Hawaii Section Student Chapter Coordinator (1999-2001)
• Mentor for University of Hawaii at Manoa Student Chapter for ITE Data Collection Fund project (2005-2006)

ITE and Professional Awards
• Presidential Proclamation, 2005, for service as 2006 Annual Meeting LAC General Chair
• Greatest Rate in Growth for Membership for Hawaii Section, 2004, as President
• Windiest & Wisest Scribe in the West – 2002 as Secretary and 2004 as President
• Hawaii Council of Engineering Societies’ Presentation Award for Engineer’s Week Display for Hawaii Section, 2004, as President
• Best Web Site Award for Hawaii Section, 2003, as Webmaster

Professional Qualifications
• Currently a Project Manager for the Traffic and Transportation Group at Wilson Okamoto Corporation (WOC). Over the past 8 years at WOC, I have worked on projects encompassing a broad range of topics including site specific traffic signal designs, project specific traffic assessment and impact studies, and planning level transportation studies and modeling
• Registered Civil Engineer – Hawaii
• MS in Civil Engineering with an emphasis in Transportation, University of California, Berkeley
• BS in Civil Engineering, University of Hawaii at Manoa

I greatly appreciate the opportunity to continue serving ITE as your representative on the District 6 and International Board of Directors.

(Continued on page 6)
District 6 Candidate Statements

(Continued from page 5)

CANDIDATE FOR INTERNATIONAL DIRECTOR

Ransford S. McCourt, P.E., PTOE (F)
Principal, DKS Associates

Biography
Randy McCourt is currently a principal for DKS Associates, directing their Portland, and Seattle offices. Following graduation from Oregon State University (Civil Engineering) and University of California, Berkeley (Master’s of Transportation Engineering) in 1979, Randy started his career with DKS Associates in Oakland and has been with DKS for over 26 years.

ITE Leadership
• President, District 6 (2004), Oregon Section (1996), SF Bay Area Section (1988)
• ITE Parking Council Chair – 2005-2007
• Parking Generation Informational Report Update Chair – 2001-2004

Awards
• 2001 Oregon Section Outstanding Individual Achievement Award
• 1999 Oregon State University Academy of Distinguished Engineers
• 1997 International ITE Traffic Engineering Council Outstanding Project (NTM Survey)

Leadership Priorities
As an officer of ITE District 6, I focused in four areas: enhancing tools to share information via the web, attracting young talent to transportation, showcasing transportation and generating useful technical information for members. Substantial progress was made in each of these areas and the District 6 web site www.westernite.org summarizes these efforts. As an International Director my priorities will include:

Technical Excellence: Building a shared understanding of the best roles for ITE’s resources (both financially and with its volunteers efforts) in the advancement of transportation concepts, methods, tools and solutions by defining partnerships in research and standards development.

Sharing Information: Developing a national data base of transportation counts that is open source and readily available to the public

Investing in Member Benefits: Investing in the most significant research documents prepared by ITE (Trip Generation and Parking Generation) by funding new data collection efforts

Career Development: Continue expansion of accessible training to members through webinars

Student Initiatives: Advancing the Student Data Collection Fund, developed in District 6 while I was President, to the international level as a means to engage students in meaningful aspects of transportation engineering

It is my privilege to serve District 6 and I would love comments on how to make our profession better, so please contact me with ideas at rsm@dksassociates.com or call 503/243-3500.

(Continued from page 1)

President’s Message

As my Presidential year is quickly coming to an end, I am grateful to have traveled throughout the District to recognize our ITE volunteers. My travel plans have included trips to the well-known Quad Meeting in the Northwest, Salt Lake City for the Utah Chapter, and Denver for our Colorado/Wyoming Section. Remember it is never too late to book a trip to Hawaii. I am looking forward to seeing you at the Annual Meeting at the Sheraton Waikiki. “Au i ke kai loa”.

(Continued from page 5)

District 6 Candidate Statements

(Continued from page 5)

2005 International ITE Coordinating Council Outstanding Project Award (Parking Generation)
• 2005 International ITE Parking Council Best Practices Award (Parking Generation)

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I want to encourage everyone to log on to our WesternITE.org web page to view the Charter and Bylaws revision so you can cast an informed vote.

WesternITE.org

www.westernite.org
I am honored to have been nominated again for the position of International Vice President of ITE. During the past 76 years, ITE has appealed to transportation professionals as their organization of choice. It has done that by providing great value to its members. That value is enhanced through... the experienced and committed staff at ITE headquarters... the dedicated efforts of the many volunteers on the International Board, councils, and committees... and the active participation by members and students. The key characteristics that are critical for a leader in this organization include: vision, leadership, experience, knowledge, and passion.

My Vision is to build on and strengthen the value of the Institute to members by keeping you informed about, and engaged in, the programs, products and services that ITE produces. This Vision is fairly simple and straightforward, but it centers on communication and participation. In an organization like ITE, it is so important to pay attention to what is happening in the profession as well as in each district, section, and chapter. Members need to be informed about what’s going on, and what the opportunities are for involvement.

As the next International Vice President, my specific goals for ITE include...

1. Technical Excellence... ITE must continue to provide us with relevant, provide us with high quality, up-to-date materials... these are the tools of our trade... My priority is to engage the members from every District in the specialty councils, and to communicate the value of those materials to our members.

2. Transportation Safety... ITE must provide the tools we need to ensure safety-focused design practices, and review processes... My priority is to encourage global input into these best practices, communicate them to our membership, and promote them to the public agency decision-makers and to the general public.

3. Workforce Development... We need to ensure that we get the brightest and best students into our transportation programs... we need to encourage young men and young women to consider engineering and planning as career options... and ITE must continue to expand the professional development opportunities for our members...

4. International Growth... A regional approach will help us (Continued on page 10)
The Kohl’s Hard Facts: Kohl’s Department Store Trip Generation Characteristics

Table 2
Peak Hour Trip Generation Study Findings

<table>
<thead>
<tr>
<th>Kohl’s Site</th>
<th>Store Size (sq. ft.)</th>
<th>Volume (Vehicles per hour)</th>
<th>Trip Rate (per 1,000 sq. ft.)</th>
<th>Directional Split (Percent In/Out)</th>
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<td>PM²</td>
<td>SAT³</td>
<td>AM¹</td>
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(Continued from page 2)

Customer Survey Data Analysis

Table 3 (page 9) summarizes travel mode and trip type data derived from nearly 800 customer surveys that were completed at the five California study sites. No surveys were completed at the Pennsylvania sites.

The mode split reflects the typical location of the stores in suburban market areas that may not have convenient access to transit service. Care should be exercised in using the mode split data as it does not account for employee trip making characteristics that may be influenced by carpooling, transit, or other transportation demand management measures.

Internal Trips

Internal trip data was collected through customer surveys at two of the study sites in California and ranged between 5% and 33% during the weekday p.m. peak hour. Additional data would be required to reach any definitive conclusions regarding internal trips.

Comparison to ITE Trip Generation Data

For comparative purposes, Table 4 (page 9) provides a side-by-side listing of the trip generation rates provided in ITE Trip Generation, the applicable trip types provided in the ITE Trip Generation Handbook, and the average results obtained from the field studies.

Conclusions

The purpose of these studies was to collect site-specific data for each of the variables typically used by traffic engineers and other review agencies in assessing traffic impacts and related traffic impact fees and system development charges. Based on the findings of this study, the trip rate and trip type associated with Kohl’s stores (and (Continued on page 9)
The Kohl's Hard Facts:
Kohl's Department Store Trip Generation Characteristics

<table>
<thead>
<tr>
<th>Kohl's Site</th>
<th>Number of Participating Customers</th>
<th>Travel Mode (Percent)</th>
<th>Trip Type (Percent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colma</td>
<td>214</td>
<td>Private Auto: 94.0%</td>
<td>Primary: 41.6%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk/Bicycle: 6.0%</td>
<td>Pass-by: 37.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Transit: 0.0%</td>
<td>Diverted: 20.6%</td>
</tr>
<tr>
<td>Folsom</td>
<td>144</td>
<td>Private Auto: 99.3%</td>
<td>Primary: 36.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk/Bicycle: 0.7%</td>
<td>Pass-by: 27.1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Transit: 0.0%</td>
<td>Diverted: 36.1%</td>
</tr>
<tr>
<td>Petaluma</td>
<td>62</td>
<td>Private Auto: 100.0%</td>
<td>Primary: 59.7%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk/Bicycle: 0.0%</td>
<td>Pass-by: 22.6%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Transit: 0.0%</td>
<td>Diverted: 17.7%</td>
</tr>
<tr>
<td>San Jose South</td>
<td>153</td>
<td>Private Auto: 94.1%</td>
<td>Primary: 58.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk/Bicycle: 4.6%</td>
<td>Pass-by: 19.0%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Transit: 1.3%</td>
<td>Diverted: 22.2%</td>
</tr>
<tr>
<td>Vallejo</td>
<td>226</td>
<td>Private Auto: 100.0%</td>
<td>Primary: 50.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk/Bicycle: 0.0%</td>
<td>Pass-by: 30.5%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Transit: 0.0%</td>
<td>Diverted: 19.0%</td>
</tr>
<tr>
<td>Total/Weighted Average*</td>
<td>799</td>
<td>Private Auto: 97.1%</td>
<td>Primary: 47.9%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk/Bicycle: 2.6%</td>
<td>Pass-by: 29.1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Transit: 0.2%</td>
<td>Diverted: 23.0%</td>
</tr>
</tbody>
</table>

*Weighted average based on total number of surveys

Table 4
Comparison of Estimated Weekday Trip Generation Rates
Trips Per 1,000 Square Feet and Trip Types

<table>
<thead>
<tr>
<th>Analysis Period/ Trip Type</th>
<th>ITE Free-Standing Discount Store (ITE Land Use 815)</th>
<th>ITE Shopping Center (ITE Land Use 820)</th>
<th>Kohl's Field Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Trip Rate</td>
<td>Average: 56.02 Range: 25.53 - 106.88</td>
<td>Average: 42.94 Range: 12.50 - 270.89</td>
<td>Average: 22.0 Range: 15.1 - 34.6</td>
</tr>
<tr>
<td>AM Peak Hour Trip Rate</td>
<td>Average: 0.84 Range: 0.51 - 1.34</td>
<td>Average: 1.03 Range: 0.10 - 9.05</td>
<td>Average: 0.4 Range: 0.2 - 0.7</td>
</tr>
<tr>
<td>In/Out</td>
<td>68% / 32%</td>
<td>61% / 39%</td>
<td>67% / 33%</td>
</tr>
<tr>
<td>PM Peak Hour Trip Rate</td>
<td>Average: 5.06 Range: 2.48 - 9.23</td>
<td>Average: 3.75 Range: 0.68 - 29.27</td>
<td>Average: 1.9 Range: 1.4 - 3.1</td>
</tr>
<tr>
<td>In/Out</td>
<td>50% / 50%</td>
<td>48% / 52%</td>
<td>50% / 50%</td>
</tr>
<tr>
<td>Saturday Trip Rate</td>
<td>Average: 71.19 Range: 45.42 - 92.59</td>
<td>Average: 49.97 Range: 16.70 - 227.50</td>
<td>Average: 26.0 Range: 21.7 - 31.8</td>
</tr>
<tr>
<td>Saturday Peak Hour</td>
<td>Average: 7.58 Range: 5.41 - 10.71</td>
<td>Average: 4.97 Range: 1.46 - 18.32</td>
<td>Average: 3.0 Range: 2.4 - 3.9</td>
</tr>
<tr>
<td>In/Out</td>
<td>51% / 49%</td>
<td>52% / 48%</td>
<td>52% / 48%</td>
</tr>
<tr>
<td>Primary Trips</td>
<td>48%</td>
<td>40%</td>
<td>48%</td>
</tr>
<tr>
<td>Pass-by Trips</td>
<td>17%</td>
<td>34%</td>
<td>29%</td>
</tr>
<tr>
<td>Diverted Trips</td>
<td>35%</td>
<td>26%</td>
<td>23%</td>
</tr>
</tbody>
</table>

(Continued from page 8)

presumably other similar free-standing department stores) were found to be appreciably lower than that of the standard ITE data for similar uses. The data presented in this study should be added to ITE's database, potentially considering a new free-standing department store land use, thereby broadening the database available for estimating the transportation impacts of department stores. Because the data presented in this study is specific to Kohl's Department Stores, the transportation community would benefit from other additional studies of free-standing department stores to further update the available trip generation databases.

References:
3) David E. Wooster and Associates, Inc. Summary of Analyses Using Actual Trip Generation Rates for Kohl's Development - Colonade at State College - Patton Township, Centre County, Pennsylvania, State College, PA, USA, 2005

(Continued on page 10)
The Kohl’s Hard Facts:
Kohl’s Department Store Trip Generation Characteristics

About the Authors:

Chris Brehmer is an Associate Engineer with Kittelson & Associates, Inc. where he serves as the Development Services Director for the firm’s Portland, Oregon office. Chris is a member of ITE.

Julia Kuhn is a Principal Engineer with Kittelson & Associates, Inc. where she serves as the Portland, Oregon office manager. Julia is the president of Portland’s WTS Chapter and is a member of ITE.

Andrew Ooms recently joined Kittelson & Associates, Inc.’s Portland office after graduating from Northwestern University with a Bachelor of Science in Industrial Engineering.

International Candidate Statements

CANDIDATE FOR INTERNATIONAL VICE PRESIDENT
Alfred A. Guebert, P.E., PTOE, FITE

(Continued from page 7)

I understand the needs in other parts of the world... we then must take steps to meet those diverse needs...
My priorities are to provide transportation professionals from around the world with opportunities to learn from each other through regional workshops, pod-casts and web seminars; and to encourage international participation in the development of our products and services.
I have developed the Leadership skills needed to lead the Institute:
VP Candidate (2005, 2006); International Board of Direction (2001-2003); District 7 Exec Committee (1993-2001); Founding President, SK Section (1989-1993); APWA, TAC, ITS Canada, CTAP
I have the professional Experience required for the position:
As a traffic engineer with 21 years public sector (City of Saskatoon); 6 years private sector (Earth Tech and TSH); Professional Engineer registered in 3 provinces.
I also have the Knowledge to help guide ITE’s technical programs:
B.Sc. EE & M.Sc. CE - U of S; PTOE Certification (2000)
... and I have the Passion to take on this role. I have a passion for the Profession; for the People in the Profession; for the Institute; and for the Public we serve... I am committed to keeping you informed about and engaged in ITE!

With an emphasis on Technical Excellence, Transportation Safety, Workforce Development and International Growth, ITE will become more valuable to all of us, and it will continue to be our organization of choice. If you need more information, go to my website (www.alf4ite.com), or contact me directly to discuss any specific issues (aguebert@tsh.ca).

Elect Alf Guebert as your next International Vice President of ITE!

CANDIDATE FOR INTERNATIONAL VICE PRESIDENT
Rodney W. (Rod) Kelly, P.E., Fellow

(Continued from page 7)

Qualifications and Experience to Fulfill Vision
As a current member of the Coordinating Council and Chair of the Transit Council, I continue to provide leadership and have involvement in a broad range of ITE activities that give me a significant understanding of the organization and its current issues.
I have filled numerous professional and private life leadership roles that give me the skills to fulfill the responsibilities of a Board officer and accomplish my stated goals. My experience has given me the technical knowledge and management skills for dealing with a broad range of issues and personalities to fulfill my vision for ITE and effectively serve as your Vice President.
If elected, I will be dedicated to making sure that ITE continues to provide the membership with the services it needs and deserves.

Eject Rod Kelly as your next International Vice President of ITE!
February 2006

The California Border Section February luncheon meeting was held at the Radisson Suite Hotel in Rancho Bernardo on February 2, 2006. Section President Ahmed A burahmah presided over the meeting which began with self-introductions and announcements.

A approximately 50 members and guests enjoyed the meal of salmon with roasted tomato and basil cream sauce with tiramisu for dessert. Ahmed introduced our luncheon program speaker, M r. D avid Stanek, a Senior Transportation Engineer with Fehr & Peers who gave a presentation on “Innovations in Traffic Simulation.”

With the increasing levels of congestion in urbanized areas, micro-simulation programs have become more popular for analyzing traffic operations. Since the software is generally flexible, the application of traffic simulation can be extended to analyze many types of transportation problems. David summarized three recent projects to show how traffic simulation was used to integrate travel demand and traffic operations models, analyze the effects of parking maneuvers on roadway capacity, and evaluate lane configuration options for multi-lane roundabouts.

The presentation and following question and answer session were very informative.

March 2006

The annual joint-section technical workshop and luncheon meeting of the California Border and Southern California Sections was held at the Laguna Cliffs Marriott in Dana Point on March 24, 2006. The workshop and luncheon were attended by approximately 40 members and guests.

The morning workshop on “Innovative Bicycle Treatments” was kicked off by J aoquin Si ques, Vice President of the Southern California Section and Ahmed A burahmah, President of the Border Section. They welcomed the attendees and thanked the workshop organizers. Samir H ajjiri, Technical Chair for the Border Section introduced the panel of three presenters: Kathy K ehlan, Executive Director of the San Diego County Bicycle Coalition; M attew Ridgeway, Principal of Fehr & Peers; and Jim Baross, Cycling Instructor with the League of American Bicyclists.

Miss Kathy K ehlan presented “Bike Project Planning - The In’s and Out’s of Bicycle Planning.” During her presentation, Miss K ehlan discussed how and why bike projects happen, highlighting the preferred approach to bicycle project planning. The outcome of a bicycle facility project will be better accepted by a community, if the community is included in the bicycle facility planning process from the beginning. She also described the potential roadblocks for bicycle facilities and discussed how they can be overcome, if they are anticipated.

Mr. Matthew Ridgeway presented “Innovative Bicycle T treats.” Mr. Ridgeway began the presentation by reviewing some of the general design principles and guidelines for bicycle facilities. He then went on to discuss innovative treatments that have been used domestically and internationally. Treatments included, bicycle facility “W ong Way” signage, installation of bike lanes to the left of bus lanes, and back-in angle parking. Mr. Ridgeway currently teaches a web-seminar on innovative bicycle treatments through the ITE Professional Development Program. For more information visit www.ite.org and click on Web-Seminars, in the Professional Development drop-down menu.

Mr. Jim Baross gave a bicyclist-education presentation entitled “Bicycle Facility Safety Issues,” teaching those in attendance how to ride correctly. Mr. Baross described that speed and positioning are the two fundamental concerns of a bicyclist riding on any bicycle facility. The most common bicycle facility used by bicyclist is a shared roadway, which does not fall under the typical Type I through III bikeway classifications. As such, it is imperative for bicyclists to know their rights and responsibilities. Mr. Baross provided good and bad examples of bicycling and described the challenges faced by bicyclist on various types of bicycle facilities.

After a short break, the joint section meeting began with Joaquin Si ques asking attendees to introduce themselves and share a little about their bicycling experience. It was fun to hear about some of the bicycling adventures. General announcements and job postings followed. M embers and guests from both sections enjoyed the meal of chicken or salmon with cheesecake for dessert. We also heard campaign speeches from two candidates for the position of District 6 Secretary Treasurer and Mr. Rock Miller gave us an update on ITE at the international level and announced the nominees for ITE International President and Vice President.

For the luncheon program, Mr. Ed Cline presented “Interesting Traffic Signs Around the Nation.” During his presentation, Mr. Cline provided examples of unconventional traffic signage that in many cases would make the National Committee on Uniform Traffic Control Devices cringe. The presentation covered regulatory, warning and guide signs photographed by Mr. Cline in his many journeys through the United States. The presentation was humorous as well as educational, providing examples of the right way and wrong way to provide traffic signs for motorists.

Both the technical workshop and the lunch presentation were well received by those in attendance and allowed for an informative Q&A session and group discussion.

The California Border Section contact is M aurine Gardner at (619) 236-7225 or mgardiner@sandiego.gov. Also, please visit our section website at http:// westernite.org/Sections/ CalBorder/.

M aurine Gardiner, Secretary

San Francisco Bay Area ITE/SBTOA

January 2006

The first 2006 meeting was held on January 19 at the Silver Dragon Chinese Restaurant in Oakland Chinatown. Over 80 attendees were present.

The meeting topic was Transit Oriented Simulation using AIMSUN and VISSIM. Two speakers were invited: M r. Thomas Bauer, President, PTV America and Dr. J ia Hao Wu, Senior Associate, TJKM Transportation Consultants. Before the presentations, the President of SF Bay
Section and Chapter Activities

(Continued from page 11)

Area ITE, Ms. Rachel Donovan introduced the newly elected board members to the audience.

Mr. Bauer and Dr. Wu provided an overview of the two software packages and then focused on transit-related characteristics, including bus rapid transit (BRT), light rail transit (LRT), and multimodal transit terminals. Both simulation tools can evaluate traffic networks with transit operation and also demonstrate great graphical simulation outputs.

The detailed PowerPoint presentations can be downloaded from http://www.sfbayite.org.

February 2006

The February meeting was held on the 16th at Ristorante Raphael in Downtown Berkeley. Over 60 attendees were present including students of UC Berkeley. Jim Helmer, Director of Department of Transportation for the City of San Jose, made the presentation.

Jim identified the causes and factors leading to red light running. He presented engineering countermeasures to reduce red light running and introduced techniques to calculate change intervals for safe intersection operation.

Ken Ackerson, the ITE District 6 President traveled to the Bay Area to attend this meeting. He made a Presidential Declaration of Glen Griggs Day in recognition of Glen’s achievements.

Our first speaker was Gary Kruger, P.E., Principal Associate of TJKM Transportation Consultants. Gary presented the findings and conclusions of the Fresno-Madera County Interchange Efficiency Study conducted from mid-2004 through 2005. Fifty-six interchanges were listed for analysis at the outset of the study. The consultant team of TJKM and HDR developed evaluation criteria to screen out interchanges with few, if any problems so that study resources could be better applied to the truly deficient locations. The initial screening resulted in 21 interchanges proposed for detailed analysis, and six more were added for a total of 27 interchanges. The detailed analysis included conceptual plans for small to major improvements.

Interchange spacing, while an issue, is something that could not generally be resolved, because deletion of interchanges is a difficult issue. The study developed a $200+ million improvements program, and included a “what-if” analysis of funding through traffic impact fees, CEQA actions, and assessment district financing. The study recommended a “Next Steps” program that is expected to be addressed in a Phase 2 study in the future.

Our second speaker was Ron Silva, CEO of Westar Transport. Ron shared with us his “Westar Transport Short Sea Shipping Vision: A National Water Highway System for the West Coast.” Short Sea Shipping has the potential to remove thousands of trucks (big rigs) each day from I-5 and HWY 99.

Westar Transport proposes a National Water Highway System (NWHS) service for California and the West Coast. The proposed coastal shipping service consists of large Roll-On-Roll-Off (Ro-Ro) ships serving Northern and Southern California, Portland, and Seattle port terminals. As well as Ro-Ro barges serving as feeders’ to/from the ports of Oakland and LA/Long Beach providing port congestion relief. The coastal Ro-Ro service would connect Northern California with the Pacific Northwest, and L.A./Long Beach with destinations further south to Mexicano and north to Canada. The proposed service will move trucks from long-haul routes to local radiuses around the port terminals, and convert these trucks to run on clean-burning LNG or other alternative fuels. The proposed NWHS service will dramatically improve goods movement, and simultaneously:

- Generate jobs
- Increase mobility and relieve traffic

(Continued on page 13)
Section and Chapter Activities
(Continued from page 12)
- congestion
- Improve air quality and protect public health
- Enhance public safety and port safety
- Improve quality of life for truck drivers and the general public
- Contribute national security by providing military utility
- Provide port congestion relief

For more information on Short Sea Shipping go to the Westar Transport Web Site at www.westartransport.com

Future Meetings
- July 19, 2006 – Luncheon – Visalia
  Sponsored by Citilabs
  Topic: Using strategic model data for operational level analysis and moving data from the travel demand model to HCM and Micro simulation.

- October 18th, 2006 - Fresno
  Sponsored by PRISM Engineering
  Topic: Roundabouts

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.

www.westernite.org

Positions Available
The Lead Civil/ Hydraulics Engineer

URS needs a Lead Civil/ Hydraulics Engineer with stormwater management expertise for the most significant highway project in Washington State – the I-90 corridor. URS Corporation has been involved in the rehabilitation, expansion, and development of complex surface transportation systems worldwide. We’re the innovators in the field of engineering, architectural, environmental, planning, design, systems engineering, technology development and program/ construction management. Our professional staff includes approximately 27,500 employees in 300 offices worldwide.

The Lead Civil/ Hydraulics Engineer position will provide leadership for the design of stormwater collection, conveyance, treatment and discharge systems for the highly visible I-90 project. The Engineer selected for this position will be a part of a dynamic project team who will work closely with WSDOT and technical experts from a variety of fields. The position will also require the coordination of EIS and permitting efforts, as well as, preparation of plans and specifications.

TRC

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 kchapman@trcsolutions.com.

URS Corporation is an Equal Opportunity Employer and strongly supports diversity in the workplace.

TRANSPORTATION PLANNERS/ 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 career. We have the following immediate openings:

Transportation Planner/ Engineer

Responsible for conducting and managing traffic impact studies, travel demand forecasting, GIS based analysis, preparing proposals, marketing for new projects, and making client presentations. BS/ MS and 3-5 years related work experience. Good written and verbal communication skills. PE or TE and previous work experience in consulting a plus.

Transportation Planner/ Engineer

Responsible for conducting and managing traffic impact studies, travel demand modeling, GIS based analysis, corridor studies, circulation element updates and transit studies. BS/ MS and 3-5 years related work experience. Good written and verbal communication skills. PE or TE and previous work experience in consulting a plus.
Positions Available

Traffic Engineer (Oakland, CA).
Responsible for signal design and signal timing projects. BS/ M S and 5-7 years related work experience in signal design and signal timing and traffic operations. Good written and verbal communication skills. PE or TE and previous work experience in consulting a plus.

Please forward cover letter and resume to careers@dksassociates.com.

Republic Electric is the largest traffic signal and street lighting maintenance contractor in California. We also have a sizeable electrical contracting business and a growing consulting engineering practice. Our consulting practice is focused on providing contract staff assistance to agencies throughout the state and providing the engineering input to design-build contracts. We currently have two openings:

A traffic signal operations engineer with a minimum of 3 years experience for our Sacramento office. Experience operating a traffic signal system, an M S degree in Transportation Engineering and an EIT certificate, TE or PE license are desirable but not mandatory.

A consulting transportation engineer with 5 or more years experience focused on traffic signal and lighting design, and traffic signal timing for our Anaheim office. BSCE, Registration as a Civil or Traffic Engineer in California, and business development experience are desirable.

If you currently work for an agency and want to continue your technical work but for a broader group of agencies, or if you currently work for a consultant but want more hands on experience, this is the position for you. Both positions involve daily interaction with field technicians and hands on work, with design, operations, construction and/or maintenance of traffic signals.

Republic Electric offers a competitive salary and benefits package, and is an equal opportunity employer. Please reply in confidence to Steve Fitzsimons at sfitzsimons@republicelectric.com.

ADVANTEC Consulting Engineers

MID LEVEL TRAFFIC ENGINEERS
ADVANTEC Consulting Engineers is a consulting engineering firm based in Diamond Bar. We have immediate job openings for Mid-Level Traffic Engineers. Candidates shall possess electrical, civil or traffic engineering degrees with 3 to 5 years of experience in developing plans, specification and estimates (PS&E) for traffic management systems, such as traffic signal timing, ITS, fiber optic communications. We offer very attractive compensation, including competitive salaries, medical and dental insurance, vacation, bonuses and others. Email resumes to: HR@advantec-usa.com. EOE

TRANSPORTATION PLANNER/ENGINEER (NW05-001)

Responsibilities: This position could be located in any of our Pacific Northwest offices, including Bellevue WA, Olympia WA, or Portland, OR. This individual will be responsible for independently conducting transportation technical analyses, including travel demand forecasting and modeling; traffic impact analysis, and transportation policy and plan development. Responsibilities will include preparation of environmental impact analysis in transportation, including reviewing and interpreting technical data, identifying significant issues and impacts, identifying potential mitigating measures and preparing recommendations for resolving issues. Business development responsibilities will include participation in the preparation of proposals and other marketing materials.

Requirements: B.S. in Transportation Engineering, planning or related field. Master’s degree preferred, with 2-3 years of professional related experience. The position requires excellent communication, organizational, problem-solving and project management skills. Some travel is required. Must be able to prepare written technical and environmental transportation discipline reports. Knowledge/understanding of SEPA and NEPA preferred.

A application Process: If you are interested in a challenging opportunity with a dynamic employee-owned firm that offers an outstanding compensation package, send a cover letter with resume and three professional references to: Human Resources D apartment/ N W 05-001 Jones & Stokes 2600 V St., Sacramento CA 95818-1914 Fax: (916)737-3048 E-mail: jobs@isjanet.com www.jonesandstokes.com EOE/AA/M/F/D/V

CIVIL ENGINEER 2
(Design Engineering Section)
(Job #3271)
$56,908 - $72,883 annually (2005 Rates)
Perform advanced professional work in project management and civil engineering for the Design Section of the Project Engineering Division of Transportation Services. Serves as lead engineer in the coordination and development of project scopes, report and plan preparation, calculating quantities and cost estimates for road and storm drainage projects. Responsible for developing, maintaining, and managing project schedules, assigning resources, and monitoring task development. Must be familiar with current applicable standards and regulations and relative scheduling and engineering software programs. Requires three years of progressively responsible experience related to the position AND either a four-year degree with major course work in civil engineering or closely related field OR, substituting for the degree, registration as an Engineer-In-Training. Satisfactory physical condition, as evidenced by a County-approved physical examination, may be required prior to appointment. Union membership is required within 30 days of appointment.

A pply online at www.piercecountywa.org/jobs
Pierce County Human Resources Dept
or (253)798-7480 or
TDD (253)798-3965. EOE

TRANSPORTATION DESIGNER

Candidate will have 2 years experience in traffic planning or traffic design plus a BSCE of the equivalent work experience of 6 years. That experience must include all or part of the following: Traffic Impact Studies, Traffic Capacity Analyses, Parking Analysis and Design, Signal Timing and Coordination, Traffic

www.westernite.org
Positions Available

Signals, Traffic Control. Candidate must have working knowledge of the Highway Capacity Manual and associated software (HCS), Traffic Software, Synchro and SimTraffic software and MicroStation or AutoCAD. Familiarity with Caltrans standards and procedures relating to traffic planning and operations is a plus.

Rick Engineering Company has been in business since 1955 and offers an excellent benefits package which includes 401K, Profit Sharing, dental, vision, and flexible benefits program. We are conveniently located from the 22, 57, and 5 freeways in “The Block” where movies, restaurants, and a fitness center are just steps away. Please send resume to Rick Engineering Company, One City Blvd West Suite 1285, Orange, CA 92868; e-mail: employment@rickengineering.com; FAX: (714) 939-1441. EOE M/F/D/V www.rickengineering.com

CHS Consulting Group

CHS Consulting Group, a fast-growing transportation planning and engineering firm in SF and Oakland CA, has immediate openings for the following positions.

Senior Transportation Planner - Candidates must have a bachelor’s or master’s degree in transportation planning/engineering or related field with a minimum of 8 years experience. The successful candidate should have strong analytical, computer, written, and communication skills. Candidates must have demonstrated track records in managing large-scale transportation planning projects, including area-wide studies, corridor studies, transit studies, PRSs, and traffic studies. Candidates with hands-on experience in traffic demand forecasting and traffic operations software are preferred.

Senior Traffic Engineer - Candidates should have a bachelor’s or master’s degree in transportation engineering or related field with a minimum of 8 years experience. The successful candidate should have with strong analytical, computer, written, and communication skills. Candidates must have demonstrated track records in managing large-scale traffic engineering projects, including traffic operations analysis, traffic engineering/safety, signal systems and signal design. Candidates with hands-on experience in traffic operations/simulation models (HCS, SYNCHRO, CORSIM, and VISSIM) are preferred. The ideal candidate should be a licensed TE or CE in the State of California or is capable of getting one.

We have a number of exciting projects currently underway. We offer excellent salary and benefits. Additional information is available at http://www.chsconsulting.net.

Send resume and cover letter to CHS Consulting Group, 130 Sutter Street, Suite 468, San Francisco, CA 94104 or email to mwilliams@chsconsulting.net. EOE

Senior Engineer - Transportation

Weld County Public Works, Greeley, CO. Starting Salary Range: $5423/mo to $5587/mo (D.O.Q.).

Bachelor's degree in Civil Engineering. State of Colorado Professional Engineer's license or the ability to obtain license within six months; and seven years experience as a civil engineer with emphasis in transportation/traffic engineering. Two years of progressively advanced project management experience preferably with the governmental agency. Open until filled.

www.co.weld.co.us

Transportation Planning Group Manager

We have an exciting opportunity for a take-charge individual to develop and expand the planning and operations division of T.Y. Lin International’s transportation services group based our San Jose Office. The Transportation Planning Group Manager will be responsible for marketing and managing transportation planning and traffic analysis projects throughout California.

Requirements: BS or BA in planning or civil engineering; minimum of 10+ years experience in transportation planning, traffic modeling, and traffic analysis, including traffic forecasting, site traffic & access analyses, and traffic improvement planning experience; technical expertise with computer programs for traffic forecast modeling and transportation operational analysis; excellent analytical, written, and verbal communication skills; strong interpersonal skills to manage and coordinate project team members and mentor technical staff; and certification as an AICP, T.E., or P.E.

We are an Affirmative Action/Equal Opportunity Employer.

If you enjoy challenge and are looking for a good opportunity for advancement, please forward your resume with a cover letter: hr.recruiting@tylin.com

Civil Engineer

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