New Mexico’s Section was the first place I visited as President on the historic day of September 11, 2008. We took a moment of silence to honor the 9-11 victims and the new officers were sworn-in.

The Section and its leaders were all very hospitable and I was very pleased to be able to recognize Karen Aspelin with a Presidential Proclamation. Karen was the former Local Arrangements Committee (LAC) Chair for the District’s New Mexico Annual Meeting, she’s a Past Section President, and she currently continues her service as the District’s Technical Chair.

New Mexico’s out-going President Steve Eagan shared highlights from Anaheim’s meeting and in-coming President Jim Barrera provided memorable photos of

(Continued on page 2)
President’s Message

(Continued from page 1)

Karen and I presented my newest presentation called “Engineering Recommendations: Getting to ‘Yes’ With the Public & Elected Officials.” In addition to being a passion of mine, this topic relates to my vision and goal to improve our profession’s communications abilities. With stronger skills in this area, our well-founded engineering recommendations are less likely to be overturned in the political arena.

There is much to achieve in my year as your President. In sync with my goal to enhance our profession’s communication and my new presentation, I am also in contact with the International Traffic Engineering Council Chair, Beverly Kuhn. Additional outreach materials and brochures will offer helpful tools for transportation professionals to better explain controversial topics to the public. Our success in handling these challenges is significantly increased when we communicate why our recommendations are actually in the interest of those we serve. The ability to “sell” the benefits of our profession’s practice is critical. However, we don’t typically have training in this area.

In March 2007, I participated in ITE International’s “Crisis Communications with the Media” training taught by Craig Oscarson in San Diego, California. In addition to the skills learned from various work and other experiences, this class was one of the most valuable training seminars I ever attended. Just four months later, I had the unexpected opportunity to apply this training in the face of more than 50 protestors and an NBC on-camera news reporter. This occurred in the City of Santa Ana and we later brought a similar version of this class to the City.

I highly recommend this type of training, especially for those who might generally avoid “softer-skill” classes so that we can all become as effective as possible in our engineering mission to safely serve the public. With proper skills, our recommendations will be more readily and even happily accepted by citizens who previously had misperceptions of the true engineering facts. When stakeholders better understand how the proper application of our engineering principles actually serves their safety interest, we can obtain their “buy-in.”

In addition to our on-going student endowment fund-raising, I have the goal to enhance our outreach to students. Accordingly, Larry Wymer was recently appointed Student Initiatives Vice Chair to further enhance the Student and Faculty Initiatives efforts led by dedicated Chair Alyssa Reynolds. Also, to be sure we are up-to-date in all states within our large Western District, this fall I appointed Steve Eagan as our new Legislative Chair along with Roberta McLaughlin as the new Legislative Vice Chair. This also “merges” into my long-time vision to increase state Department of Transportation (DOT) and public agency involvement within ITE. Both of these appointments help us to achieve this, since both Steve and Roberta each work for their respective New Mexico and California DOTs.

This fall we had our exchange of records officers meeting in Billings, Montana in early October. Also, I’ve continued to attend my home ITE Section’s local meetings, and several of my sister sections’ meetings. These included the Central Coast Section’s October meeting, the joint Southern California/Riverside-San Bernardino’s (RSBITE) November meeting, and the newly named San Diego Section’s November Holiday party and December officer transition meetings. I also had the opportunity to visit and present my new presentation to the Northern California Section this fall. In October, I was invited to share my “Careers in Transportation & Engineering” presentation with Cal Poly Pomona’s Student Chapter which I had previously given to Cal State University Long Beach one year ago.) In the same month, at the Central Coast Section’s request, I presented my “MUTCD Notice of Proposed Amendment Highlights” topic, which I provided to other nearby Sections last year in advance of last July’s comments deadline.

This newsletter showcases Anaheim’s International Annual Meeting award winners from our region and we congratulate all of you! You make our District proud!

I appreciate Doug Smith and Michelle Bitner Smith’s service as our WesternITE Managing Editor as their three-year term comes to a close. Much effort is involved in pulling together all the information required from a number of people for each edition. On behalf of the District, we thank them for their work and for winning past newsletter award(s).

As winter and the holidays shed their cooler air upon us, please be festive and safe with your friends, family, and loved ones! Season’s greetings to all!
Maricopa County Enhanced Parkway Alternatives Study

The Maricopa County Enhanced Parkway Alternatives Study evaluated the traffic operations performance of unconventional alternative intersection designs for the new “Arizona Desert Parkway” concept developed by the Maricopa Association of Governments and the Maricopa County Department of Transportation as part of the I-10 Hassayampa Valley Roadway Framework Study (2007). Phase 1 of the project evaluated and compared the traffic operations performance of conventional at-grade intersections along a hypothetical 12-mile corridor to that of the corridor with the alternative intersection designs. Performance measures consisting of total delay, delay per vehicle, vehicle travel time, total stops, and stops per vehicle were used to evaluate and compare alternatives at the corridor and individual intersection levels of analysis. Traffic volumes were established to test the alternatives against varying levels of congestion and to estimate the daily and hourly capacity of the corridor for each alternative design.

Synchro/SimTraffic software was used to create a microscopic traffic simulation of the corridor with the alternative intersection designs. Various unconventional design and access refinement alternatives have been proposed to provide additional travel capacity without employing full grade-separations at intersections with arterial cross-streets. These design alternatives can provide the benefit of increases in intersection capacity while maintaining the potential for direct driveway access to each quadrant of the intersection. These design alternatives have also demonstrated significant safety benefits over conventional intersection designs.

These unconventional design alternatives generally focus on the provision of simple two-phase traffic signal operations at intersections by eliminating the left-turn movement at the main intersection and accommodating it elsewhere. The Maricopa County Department of Transportation commissioned a study to assess the traffic operations and capacity characteristics of various intersection design alternatives that could be applied to the new “Arizona Desert Parkway” concept. The initial phase of the study evaluated and compared the traffic operations benefits of employing indirect or Michigan left-turn (MLT) intersections to conventional intersection design along a hypothetical eight-lane parkway corridor. In Phase 2, the study included a comparison of continuous flow intersections (CFIs) to both the conventional intersection design and the MLT intersection, and in Phase 3 the study added the use of continuous flow right-turn (CFRT) lanes to MLT intersections.

Traffic operations, traffic delay, and general roadway capacity measures were used to assess the differences between conventional intersections, MLT intersections, and CFIs. This study also analyzed the performance of a grade-separated single point urban interchange (SPUI) versus the other intersection design types at the intersection of two major eight-lane parkways. Exhibits 1 and 2 illustrate the design of the MLT intersection and the CFI intersection, respectively.

(Continued on page 4)
Maricopa County Enhanced Parkway Alternatives Study

STUDY APPROACH

The approach for this study was to simulate the traffic operations for a hypothetical 12-mile long parkway corridor consisting of a six-mile high intensity development urban section, and a six-mile lower intensity suburban area. The traffic simulation was conducted using Synchro/SimTraffic, a traffic operations analysis software package developed by TrafficWare. Exhibit 3

The intersections provided exclusive left-turn and right-turn lanes consistent with the traffic demand, and protected left turn movement signal timing.

- MLT Network – All of the intersections along the main parkway were converted to MLT intersections. U-turn opportunities were provided on the far side of the parkway intersection to accommodate the left-turn movements. At the Mile 6 parkway-parkway intersection, U-turn opportunities were provided on all four legs of the intersection. A median of a minimum 60 feet in width was assumed as part of the main parkway. Such a median is typical for the provision of U-turn opportunities, and is required to provide adequate traffic operations for the U-turn movement.

- MLT Network with three intersections converted to CFIs (Mile 6, Mile 7, and Mile 10 intersections), while all other intersections remained as MLT intersections.

- MLT Network with three intersections modified to provide continuous flow right-turn (CFRT) lanes. The MLT/CFRT intersections were simulated at the same locations along the corridor as the three CFIs.

- MLT Network with a Single Point Urban Interchange (SPUI) at the parkway-parkway intersection – The parkway-parkway intersection was simulated with a grade separated SPUI, while the remainder of the intersections were MLT designs. The traffic flow simulation study enabled the evaluation of traffic operations, including delay, travel time, and number of stops on the network alternatives. In addition, tests were constructed to estimate the capacity of the Base and MLT Networks.

Exhibit 2

EXAMPLE OF A CONTINUOUS FLOW INTERSECTION

The traffic flow simulation study enabled the evaluation of traffic operations, including delay, travel time, and number of stops on the network alternatives. In addition, tests were constructed to estimate the capacity of the Base and MLT Networks.

TRAFFIC ANALYSIS AND SIGNAL TIMING

The analysis of traffic operations was conducted using the Synchro/SimTraffic software package developed by TrafficWare, Corporation. Synchro is a deterministic traffic operations, and traffic signal timing optimization software package. Synchro implements the methods of the 2000 Highway Capacity Manual for urban streets, signalized intersections, and unsignalized intersections. In addition to calculating capacity and level of service, Synchro can also optimize traffic signal cycle lengths, splits, and offsets for intersections along a corridor.

(Continued on page 5)
Maricopa County Enhanced Parkway Alternatives Study

Exhibit 3

GENERAL ROADWAY SCHEME FOR THE ANALYSIS

SUMMARY OF RESULTS AND CONCLUSIONS

Results of the study included the following:

- The Michigan Left Turn (MLT) concept increased the capacity of the corridor by 45 to 50 percent over the use of conventional intersection design.

- The hourly through lane capacity of an MLT intersection is on the order of 975 to over 1,025 vehicles per hour per lane in comparison to the typical 600 to 675 vehicles per hour per through lane for a conventional arterial intersection.

- The daily capacity of an 8-lane MLT parkway is on the order of 90,000 to 106,000 vehicles per day in comparison to the 62,000 to 73,000 vehicles per day for a roadway consisting of conventional signalized intersections.

- The MLT parkway design is capable of providing both a high level of capacity, a high level of roadside access, and a much safer travel environment.

- The capacity of a 6-lane MLT roadway exceeds that of an 8-lane conventional roadway, and a 4-lane MLT roadway is the equivalent of a 6-lane conventional roadway.

- The through lane capacity of a Continuous Flow Intersection (CFI) is only slightly higher than an MLT intersection.

- The strength of the CFI in comparison to the MLT design is in the ability of the CFI to accommodate high volumes of left and right-turns at lower levels of delay.

(Continued on page 6)
Maricopa County Enhanced Parkway Alternatives Study

CONCLUSION

The addition of the continuous flow right-turn lanes to the MLT intersections significantly reduced delay and improved traffic operations for both right and left-turns.

Authors:
James M. Witkowski, PhD
&
James Beier, EIT

James Witkowski is a Senior Transportation Manager for Morrison-Maierle, Inc. James Beier is a Project Engineer for Morrison-Maierle, Inc. in Tucson, Arizona. This article is an excerpt from the paper presented at the Annual ITE Meeting in Anaheim, California. It was recognized as the "Best Annual Meeting Paper" in 2008.

Recent Passing

We recently lost District 6’s distinguished member:

William (Bill) Marconi
(San Francisco Bay Area)
1926-2008
Born in Mt. Vernon, New York

He was ITE’s International President in 1978, was Chairman of the Western Section and retired from the City and County of San Francisco as Bureau of Engineering Chief in 1984. He was instrumental in changing ITE to its current name in effort to broaden the institute in the mid-70’s. When he ran for Director of District 6, he said:

I believe that we can only remain an important influence in helping to shape urban America by broadening the Institute to include all forms of transportation. This can only be done by inviting into membership in the organization Professionals from other disciplines which are engaged in transportation.

Bill is survived by his wife of 51 years, Catherine, and his daughter Alanna. After graduating with a B.C.E. from the University of Santa Clara in 1948, Bill attended the Bureau of Highway Traffic at Yale University in 1951. He also served as director of Traffic Engineering for San Francisco. After his retirement from the City of San Francisco, he was a traffic consultant for U.C. Berkeley. Bill will be greatly missed and his contributions continue on!

Also See: http://sfbayite.org
Caltrans’ District 4 ITE Award Winning Project

(Continued from page 1)

Many team players worked together to turn what seemed to be a major disaster into a triumph of engineering, partnership, and regional collaboration, with valuable lessons learned for the project participants and great benefits for the public.

The ITE Transportation Achievement Award for Operations recognizes significant and outstanding transportation achievements by other entities concerned with transportation, such as government agencies, legislative bodies, consulting firms, industry and other private-sector organizations. Pictured (from left) are Rachel Donovan, Sean Nozzari, Deputy District 4 Director –Traffic Operations, and ITE International President, Alfred A. Guebert.

Congratulations to Caltrans for winning this distinctive and highly competitive award from ITE International. The Macarthur Maze corridor management plan previously gained local recognition from ITE, being awarded the title “2007 Transportation Project of the Year,” by the San Francisco Bay Area Section (www.sfbayite.org). For a complete listing of all of ITE International’s 2008 award winners, visit the ITE Web site at www.ite.org.

About the Author:

Rachel A. Donovan

is a Past President and Web Administrator of the San Francisco Bay Area Section. She was recently appointed to serve as WesternITE’s next Managing Editor effective for her first January—February 2009 Edition. She works for Caltrans District 4.

Denver’s Annual Meeting
July 12-15, 2009

The ITE Colorado/Wyoming Section is proud to invite all ITE members and their families to Denver, Colorado, for the 2009 ITE Western District Annual Meeting, July 12-15, 2009. The Sheraton Denver Hotel will host a robust and timely technical program and vendor exhibition, the James H. Kell Student Competition, and an Annual Awards Banquet to remember.

Downtown Denver is home to parks, plazas, restaurants, nightclubs, microbreweries, sports venues, tourist attractions, an enormous range of shopping opportunities, and the 2nd largest performing arts complex in the United States. From there, you can explore and enjoy the world-famous natural beauty of Pikes Peak (and Colorado's other 50+ peaks over 14,000 feet) and Rocky Mountain National Park, as well as the historic charm of dozens of small mountain towns and other great places to visit.

Whether this will be your first ITE Western District annual meeting or you're a frequent attendee, we're confident that the City of Denver, the Rocky Mountains, and all of the surrounding beauty, attractions, and activities will encourage you to arrive early and stay late to enjoy Colorado to make this event a part of your family’s summer vacation. We invite you to Take the High Road and join us in 2009!

Abstracts Due!
January 15, 2009

See:

For Additional Details
ITE International District 6 Award Winners

The following people and agencies won awards from our Western District at Anaheim’s Joint International and District 6 Meeting on August 20, 2008. The prior issue showed those folks who won District Level awards. This issue highlights those winners who won international awards. (Photos provided courtesy of ITE International. See www.ite.org/meetcon/2008AMphotos.asp for all photos.)

Transportation Achievement Award for Facilities

Presented to the City of Los Angeles Department of Transportation in recognition of the Santa Monica Boulevard Transit Parkway. Rita L. Robinson, General Manager, City of Los Angeles Department of Transportation and John E. Fisher, P.E., PTOE, Assistant General Manager, City of Los Angeles Department of Transportation, accepted the award.

Transportation Achievement Award for Operations

Presented to Sean Nozzari of The California Department of Transportation (CALTRANS) – District 4 in recognition of the Interstate 80/580/880 emergency ramp replacement (or MacArthur Maze Rebuild) Project. See article highlighting project elsewhere in this newsletter edition.

Coordinating Council Award

Presented to Ransford S. McCourt, Principal, DKS Associates, Portland, OR, USA, in recognition of the outstanding Parking Council project entitled “Data Collection Project for Parking and Trip Generation.”

Public Agency Council Award

Awarded to the City of Palm Desert, CA, USA, Public Works Department in recognition of its transportation program. Richard S. Kelly, City Councilman, City of Palm Desert and Mark D. Greenwood, P.E., PTOE, Director of Public Works, City of Palm Desert, accepted the award.

Young Consultants Award

Presented to Joanne C.W. Ng, Transportation Design Engineer, PB, San Francisco, CA, USA, in recognition of her paper entitled “Successful Transportation Management Planning for the Unprecedented Full Closure of the San Francisco-Oakland Bay Bridge.”

Daniel B. Fambro Student Paper Award

Presented to Xuan Wang, University of Nevada –Reno, in recognition of her paper entitled “Evaluation of Lane-by-Lane Detection at Signalized Intersections Using Simulation.”

Congratulations to Xuan Wang for Winning Both the International & District Level Awards!!
The Interstate System’s Initial Challenges

When President Eisenhower signed the Federal-Aid Highway Act of 1956, creating the Interstate System, he wasn’t the only one who celebrated. The program enjoyed widespread popular support. But once construction began, consequences evolved and reality set in. The first decade of Interstate construction produced a chain of challenges.

Financial problems surfaced first. The initial authorization of $27.5 billion quickly proved unrealistic. In 1958, the first of a series of Interstate Cost Estimates required by the 1956 Act raised the projected cost to $39.9 billion—an astounding 45 percent increase in only two years. To meet this challenge, Congress tapped the existing federal excise tax on automobiles, diverting half of it from the general treasury to the Highway Trust Fund. It also raised the federal gasoline tax by a penny, to four cents a gallon.

The initial timetable for the System’s construction proved unrealistic just as quickly. But it wasn’t for lack of trying. By the end of 1966, the 23,476 miles that were open to traffic represented more than half of today’s Interstate System. During the first decade, construction proceeded at an average rate of 2,130 miles per year. In the following decade, the average rate dropped to 1,470 miles per year. During the third decade, construction dwindled to 350 miles per year.

The first decade’s breakneck speed of construction created new challenges. Basic materials such as cement, sand, and steel fell into short supply. State highway departments could not find enough engineers to hire—a problem that opened employment opportunities for women engineers. Testing of structural designs and pavement durability led to rapid developments that engineers had to keep up with. Traditional construction practices could not meet the speed and volume requirements for road building—a problem that led to the invention of new generations of equipment such as excavators and pavers.

As if the financial and technical challenges were not enough, public sentiment shifted as land acquisition, freeway design, and route selection began to hit home. Eisenhower preferred a system that bypassed cities, but a large portion of the general public wanted local access. “Number one [issue] is probably the bypassing problem. Try as we might, we have not been able to halt the loud outcry of the motel, restaurant, and service station people,” said William Willy, president of the Western Association of State Highway Officials (WASHO), in 1958. Willy cited access control as another significant problem, saying, “Here in the West this concept is proving highly unpalatable to our ranchers and farmers, who have long been accustomed to almost totally unrestricted freedom of movement.” He also mentioned instances where the Interstate System was routed through ranches in an alignment that “left the water hole on one side and the grazing land on the other.”

City folks were no easier to please. Routing urban sections created one of the most significant social challenges of the construction phase. The low property value of blighted neighborhoods made them an economical choice for right-of-way acquisition, but social engineering was also a deliberate motive. Lowell Bridwell wrote in The Freeway in the City, published by FHWA in 1968: “Some internal freeways have been deliberately located through the worst slums to help the city in its program of slum clearance and urban renewal. The federal government has greeted the concept with enthusiasm.” The residents of those neighborhoods were not so enthusiastic. Civil protests and lawsuits stopped construction of planned Interstate routes in several cities, including San Francisco, Boston, and Memphis. Freeway construction through low-income Black neighborhoods contributed to racial unrest that erupted in the 1965 Watts riot in Los Angeles and the 1967 Detroit riot, which lasted five days and left 43 people dead and 1189 injured.

Suspicions of corruption further damaged the public perception of Interstate construction. The Special Subcommittee on the Federal-Aid Highway Program, headed by Minnesota Representative John Blatnik, investigated allegations including fraud and land speculation. The committee verified some offenses, but in 1962 Blatnik told WASHO, “The areas in which we have found . . . faults are only a small fraction of the total of this great program.” Still, to ensure the integrity of the program and bolster public confidence, the Bureau of Public Roads (BPR) created an Office of Right-of-Way and Location and an Office of Audit and Investigations to monitor future activities.

In 1962, the year the Blatnik Committee concluded its work, a new challenge sprang forth with the publication of Rachel Carson’s Silent Spring. The book, which dealt with the consequences of pesticide pollution, aroused public concern about all aspects of environmental protection. The federal response in terms of highway construction began with administrative directives within the BPR and continued with legislation, including the Federal-Aid Highway Acts of 1966 and 1968. Strategies included protecting fish and wildlife, preserving historic structures, and avoiding or minimizing harm to parks and recreational areas.

In late 1966, retiring FHWA Administrator Rex Whitton addressed the annual meeting of the American Association of State Highway Officials (AASHO, now AASHTO). Looking back on the challenges the program’s first decade, he said, “I have been around long enough . . . to have confidence that our highway program is not frozen by tradition, that it has not only resiliency but also the flexibility needed to respond to any new challenge. And I have confidence that its response, that your response, that the response of the highway engineer, will be more than adequate to what our nation expects and deserves and that . . . is a lot.”
Section and Chapter Activities

Colorado/Wyoming Section

September 2008

A Colorado/Wyoming Section ITE luncheon was held on Friday, September 19, 2008 at the Marriott Denver Tech Center. Section President, Craig Faessler, presided over the meeting that was attended by 65 members and guests. This was the Section’s annual business meeting luncheon.

The meeting began with Julie Townsend, District 6 International Director, swearing in this year’s officers. Craig Faessler was sworn in as the Section President; Ben Waldman as Vice President; and Greg MacKinnon as Secretary/Treasurer.

Zeke Zebauers, Director of Jefferson County’s Highways and Transportation Division, was recognized by Craig Faessler as a Lifetime Member of the Section.


A call for nominations for our Sections’ Lifetime Achievement Award was put out by Bob Kochevar. The recipient will be announced in December.

A call for nominations for our Sections’ Lifetime Achievement Award was put out by Bob Kochevar. The recipient will be announced in December.

Greg MacKinnon reviewed this year’s budget and it was approved by the Section.

Section Newsletter Co-Editor, Bart Przybyl, introduced Dave Millar as being the September quiz winner. Dave was presented with a $50 gift card to Sports Authority.

Vice President, Ben Waldman, introduced the program speaker, Mr. Jerry Jaramillo of JA Group. Mr. Jaramillo presented on Transit Oriented Development. TOD’s are pedestrian-friendly, livable communities centered around transportation hubs where residents can live, work, and play. Mr. Jaramillo stressed that TOD’s need to be part of a community’s vision, as they take years to develop.

The Colorado/Wyoming Section contact is Craig Faessler of DMJM Harris, 303-325-8035; cfaessler@centennialcolorado.com. Also, please visit our Section’s website at www.cowyite.org.

San Diego Section

January 2008

Our January meeting was held at the Hilton Garden Inn in Carlsbad, CA. The topic for the meeting was the overview of the new SPRINTER alignment in the County of San Diego. The presenter for this luncheon was Susan Benson of the North County Transit District. The discussion was focused on the new alignment of the SPRINTER line and its effect on the community.

February 2008

Our February meeting was held at the Handlery Hotel in San Diego, CA. The topic for the meeting was the overview of the new 511 system. The presenter for this topic was Thomas Brucoleri. The discussion centered on how the 511 system assisted during the recent wildfires and what is in the near future for expanding the capabilities of the system.

March 2008

Our March meeting was a joint meeting with the Southern California Section and was held at the Doubletree Guest Suites in Dana Point, CA. This meeting consisted of a workshop before the luncheon that included topics on setting speed limits, transportation challenges of the 21st century, and MUTCD revisions for the new edition. The luncheon topic was transportation safety and was presented by Alf Guebert of TSH Associates.

April 2008

Our April meeting was held at the Handlery Hotel in San Diego, CA. The topic for the meeting was the Genesee Avenue Widening Project. The presenter for this topic was Mike Ross of Kimley Horn and Associates. The discussion (Continued on page 11)
focused on the challenges of the project and the current status of construction.

May 2008

Our annual golf tournament was held this month instead of a regular meeting and luncheon. The tournament was held at The Vineyard golf course in Escondido, CA and was attended by over 50 golfers.

June 2008

Our June meeting was held at the newly constructed SPRINTER line in Oceanside, CA. The group met at the Oceanside Transit station and toured the SPRINTER line by riding to each of the new stations. The group ended the tour by having lunch at the Old Spaghetti Factory in San Marcos, CA. Lance Schulte and Don Bullock of the North County Transit District gave the tour and presentation on the engineering issues of the project.

Mark Esposito provided a presentation regarding the “Oso Parkway/Pacific Park Drive, Demonstration Project Inter-Agency Signal Synchronization Perspective”.

Project Background: The Oso Parkway/Pacific Park Drive is one of two OCTA’s signal synchronization demonstration projects which will be used to refine future projects and develop the regional traffic signal synchronization program.

The Oso Parkway/Pacific Park Drive Signal Synchronization Demonstration Project consists of traversing through six agencies, 34 signalized intersections including two freeway interchanges (I-5 and SR-241) approximately 8½ miles.

The intent of this presentation was to highlight project accomplishments and to provide a technical discussion on key signal synchronization issues focusing on the following:

- Synchronized cross-arterials
- Travel time data

One of the tools that was used to develop the timing plans was a traffic simulation. It provided feedback from the design and potential problem areas could be identified. The simulation was presented to the agencies for review and discussion prior to implementation.

After the review, all design issues were resolved, timing plans were revised reflecting those changes, implemented, and fine tuned.

In order to inform and educate board members and policy makers, RBF Consulting merged a dynamic time-space diagram with a real-time video recorded/collected at the same time. This shows that vehicles progress through the corridor consistent with the timing plan design, as shown below.

The yellow box within the green band above represents the location of the vehicle approaching the signal, which is also green.

The Oso Parkway/Pacific Park Drive Signal Synchronization Demonstration Project showed very good improvements along the corridor and is summarized by the following before/after improvements:

<table>
<thead>
<tr>
<th>Metric</th>
<th>Before Improvement</th>
<th>After Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Flow: 22% improvement in travel time;</td>
<td>22%</td>
<td>20%</td>
</tr>
<tr>
<td>Traffic Flow: 29% increase in speed;</td>
<td>29%</td>
<td>30%</td>
</tr>
<tr>
<td>Good cooperation between participating agencies key to success;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common time reference bridged gap between different equipment and technology;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>82% of project intersections operate at acceptable LOS;</td>
<td>82%</td>
<td>82%</td>
</tr>
</tbody>
</table>

(Continued from page 10) (Continued on page 12)
• Remainder require physical improvements;
• Improvements already programmed;
• Each agency doing a good job managing traffic;
• Utilization of traffic management systems; and
• Replacing out-dated equipment.

Other announcements included:

• Ron Keith (OCTA) provided an overview of the upcoming signal synchronization projects which included programmed funding of approximately 8 million dollars for 10 corridors over the next 3 years. He also identified that currently the KOA Corporation is conducting a Countywide Signal Synchronization Master Plan and stressed the importance of coordination and participation between all agencies (Cities, Caltrans & County) and representative consultant firms.

• Monica Suter (City of Santa Ana) our District 6 President, thanked everyone for their attendance and noted the success of the 2008 ITE Joint Annual Meeting and Exhibit with the Western District section.

• Loren Bloomberg (CH2M HILL) indicated that powerpoint presentations from the July TRB/ITE joint meeting will be posted on our section website regarding new materials from the Highway Capacity Manual (2010). Also, he indicated to contact him to review any of the new material.

Washington Section

October 2008

As I pulled into the parking lot for this month’s joint ITE/WTS luncheon meeting, I almost felt like parking way back to avoid detection driving single occupant. I comforted myself that it was during off peak times, so that made it ok. Maybe I should have driven the hybrid car. Oh well, what’s done is done. Getting acquainted with many unfamiliar faces helped to lessen the guilty feeling and redirect my focus on the topic at hand. Yes, this was the joint meeting with Women’s Transportation Seminar (WTS) held this year at Salty’s on Alki.

Nick Ching, ITE Washington Section president started the meeting at 12:30 in front of 88 registered members for the luncheon. Mr. Ching announced for the upcoming election, ITE will not endorse nor oppose I-985, but rather provide information literature for the attendants. He also introduced Puget Sound WTS chapter president, Brenda Nnambi. Ms. Nnambi, a 26 year member of an international organization dedicated to the advancement of women in transportation, called for abstracts as preparation to host the 2009 WTS annual conference in the Puget Sound area are under way.

It was about one year ago that voters were faced with a tough decision to approve a Roads and Transit package with a 20 year implementation plan. The voters decided against the package. This year, Sound Transit moves forward with an ST2 package.

Streamlined to encompass transit improvements, David Beal, Program manager for ST began with an overview of the program. With its birth in 1996, a board of 18 members led Sound Transit to collect taxes across county boundaries and has grown to serve 13.7 million riders, averaging 56,000 rides per day with a combination of express buses, heavy rail, and light rail.

The new plan would open a link light rail from Downtown Seattle to the University of Washington in 2016. In the same year, the First Hill street car connector to light rail is scheduled to open. Extensions to Northgate, Bellevue and the vicinity of Highline Community College will follow with scheduled completions in 2020. By 2021, service to the Redmond Overlake Transit Center is expected as well as service to Lynnwood and Redondo/Star Lake schedule two years following. The south areas will see improvements for stations in Tukwila, Auburn, Sumner and Puyallup by 2015. In addition, access improvements for Mukilteo, Edmonds, Kent, Tacoma, and Lakewood are scheduled for completion by 2023.

To pay for the improvements, ST proposes a 5/10 of 1% sales tax. This works out to about five cents per $10 retail purchase, or about $69 annually per adult. This tax would be in addition to the existing Sound Move taxes. The total would amount to approximately $17.8B between 2009 and 2023.

As a region that relies heavily on single occupant vehicle transportation, this project marks another step towards a sustainable way of building our community. With less reliance on cars, developments can increase density where transit service is readily available. More focus can be diverted to cost efficient ways of producing and purchasing power. Buffered somewhat from the swings of oil prices, a true option that is reliable and is separated from a rubber tired mode of transportation would be available. In the meantime, I reached into my pocket to grab the keys to my vehicle. However, this time I was able to provide a ride for a colleague to a Park and Ride on my way back to the office. Until there’s rail to Alki, I’ll do my small little part.

Paul Cho
Scribe

John Dorado
Scribe

(Continued on page 15)
On September 23, the House passed sweeping rail safety legislation requiring more rest for workers and technology that can stop a train in its tracks if it’s headed for collision. It then went to the Senate, where, at WesternITE press time, prospects for passage are uncertain in the dwindling legislative hours before Congress adjourns to prepare for the election in November. The technology can engage the brakes if a train misses a signal or gets off-track. The bill requires it to be installed by 2015 on all rail lines that carry passengers and on freight lines that carry hazardous materials.

That date may be too soon for the railroad industry, which says it supports positive train control but opposed a congressionally mandated timeline. However, it is not soon enough for some lawmakers eager to move quickly on safety in the wake of the recent crash when a Southern California Metrolink commuter train failed to stop at a red light and ended up on the same track as an oncoming freight in the Chatsworth Neighborhood of Los Angeles, California.

The House Bill wraps in legislation reauthorizing Amtrak for five years and providing $13 billion for the carrier. Some of that money would go to matching grants to help states set up or expand rail service. The rail safety portion amounts to the first major rail safety reforms since the 1994 Federal Railroad Safety Authorization Act, which expired in 1998, leaving the Federal Railroad Administration operating under an expired law for the past 10 years. The bill requires it to be installed if a train misses a signal or gets off-track. The technology can engage the brakes if a train misses a signal or gets off-track. The bill requires it to be installed by 2015 on all rail lines that carry passengers and on freight lines that carry hazardous materials.

In Alaska the Matanuska-Susitna Borough voters were scheduled to decide on Oct. 7 whether to invest in local roads. For the first time ever, the assembly has added a $15 million road bond package to the ballot. The bond package would help pay for seven road projects in Wasilla and Palmer totaling $49 million. The assembly is asking the state to supplement local dollars. For every $100 spent, the Borough would pay $30 and the state would pay $70. In January 2009, voters were scheduled to decide on Oct. 7 whether to invest in local roads. For the first time ever, the assembly is asking the state to supplement local dollars. For every $100 spent, the Borough would pay $30 and the state would pay $70. If the bond passes, the cost to taxpayers would be nearly $16 per $100,000 in assessed value for 20 years. (P)

In Alaska the Matanuska-Susitna Borough voters were scheduled to decide on Oct. 7 whether to invest in local roads. For the first time ever, the assembly has added a $15 million road bond package to the ballot. The bond package would help pay for seven road projects in Wasilla and Palmer totaling $49 million. The assembly is asking the state to supplement local dollars. For every $100 spent, the Borough would pay $30 and the state would pay $70. In January 2009, voters were scheduled to decide on Oct. 7 whether to invest in local roads. For the first time ever, the assembly is asking the state to supplement local dollars. For every $100 spent, the Borough would pay $30 and the state would pay $70. If the bond passes, the cost to taxpayers would be nearly $16 per $100,000 in assessed value for 20 years. (P)

November 4, 2008 Ballot Issues in the Western District Region

(Note: Most of the information below was derived from the website of The Center for Transportation Excellence, a Washington, DC—based private organization that advocates for public transit.)

CA Statewide (P)
Type: Bond
Amount of funding at stake: $9.9 billion

There will be a statewide ballot for a $10 billion bond proposal to provide initial financing for a $42 billion transit system that will enable a 220-m.p.h. bullet train to take passengers from San Francisco to Los Angeles in 2.5 hours. If approved, the train would be in service in about a decade.
(Continued from page 13)

**CA Alameda - Contra Costa Transit District (P)**

Type: Property tax

Amount of funding at stake: $7 million annually

Property owners in Alameda and Contra Costa counties will vote on whether to double their parcel tax to $48 a year to fund AC Transit bus service, under a proposal endorsed by the transit agency's governing board. The tax increase was recommended by AC Transit administrators as an alternative to raising fares.

**CA Los Angeles County**

Type: Sales tax, Measure R (P)

Amount of funding at stake: $40 billion over 30 years

A 1/4 cent sales tax increase has been placed on the November ballot to pay for more road and mass transit projects, including the beginning of the subway to the sea. Measure R is expected to contribute funds towards the Expo light rail line on the Westside, a light rail connector in downtown Los Angeles, a Crenshaw corridor transit project, extension of the Metro Gold Line, the Foothill Extension of the Metro Gold Line, a rail connection to Los Angeles International Airport (LAX), a Green Line Extension to the South Bay, a San Fernando Valley I-405 Corridor transit project, North-South Corridor transit project in the San Fernando Valley, a West Santa Ana Branch corridor project and a Westside subway extension.

Highway projects projected to receive funds include grade separations, sound walls, High Desert Corridor, I-5/SR-14 Interchange, I-5 from I-605 to the Orange County Line including the Carmenita Interchange, I-5 from SR-134 to SR-170, operational improvements in Arroyo Verdugo and Las Virgenes/Malibu, South Bay freeway ramp and interchange improvements, I-5 capacity enhancements north of SR-14, I-605 hot spot interchanges, SR-710 North gap closure, I-710 South, and SR-138. Measure R does not fully fund all projects. The expenditure plan identifies additional funding sources.

**CA Santa Barbara County (P)**

Type: Sales tax

Balloon History: Renewal measure

In 1989, voters in Santa Barbara County approved a half-cent sales tax, known as Measure D, to support roads and transportation. In November 2006, a 30-year renewal of the tax, sold as the “train and lane” plan, failed at the ballot. The Santa Barbara County Association of Governments has placed a renewal of Measure D (called Measure A) to the ballot this November, before the current version expires in April 2010.

Over 30 years, beginning in 2010, Measure A would bring in over 1 billion dollars. The plan is to take $140 million “off the top” to help pay for the completion of widening Highway 101 to the Ventura County line through the addition of a third lane, which would be used as a carpool/bus-only lane during peak hours. Most of the Highway 101 widening will be financed through State funding. With the additional funding from Measure A, it is estimated that the widening project can be completed four or five years sooner than otherwise. The remaining funds will be split 50/50 between North County and South County jurisdictions and programs.

These projects and programs include: Widening highway 101 to Ventura County line; Other highway capacity and circulation projects; MTD transit capital and operations; Specialized transit for seniors, disabled; Inter-regional bus transit services; Commuter/passerger rail; Safe Routes to School; Bike and pedestrian programs; Traffic reduction programs (Traffic Solutions); Local flexible funds, dedicated to “alternatives”; and Local flexible funds for other undesignated improvements. The total estimated funding over 30 years is $ 525 million in North County and $ 525 million in South County.

**CA Santa Clara County VTA (P)**

Type: Sales tax, Measure B

Amount of funding at stake: $42 million annually

A new law allows the Valley Transportation Authority to place a one-eighth-cent sales tax on the ballot. Since the opposition of a June 2006 tax initiative, VTA has been eager to ask voters again for the funds to support the transit system, including Bay Area Rapid Transit (BART) expansion.

**CA Sonoma and Marin Counties (P)**

Type: Sales tax, Measure Q

Amount of funding at stake: $45 million annually over 20 years

In November 2006, Sonoma Marin Area Rail Transit lost a sales tax measure to fund the 70-mile SMART passenger rail-and-trail project by slightly more than one percent. On July 16, 2008 county officials voted to place the quarter-cent sales tax measure on the November ballot. It would raise $890 million over 20 years, with annual revenues of about $45 million to pay for a train system running from Cloverdale to Larkspur that would cost $450 million to build and $19.3 million a year to operate.

**CO Aspen (P)**

Type: Sales tax

The Roaring Fork Transportation Authority (RFTA) is considering asking for a 0.4 percent sales tax increase on the November ballot to allow it to begin implementing bus rapid transit. Six municipalities (Aspen, Snowmass Village, Basalt, Carbondale, Glenwood Springs and New Castle) and two counties (Eagle and Pitkin) are in RFTA’s jurisdiction. The increase could phase in nearly $62.5 million in capital improvements and boost operating revenues by about $37 million between 2009 and 2017. To help jump start the expansion of the bus system, RFTA will seek voter approval to issue $38 million in bonds. The sales tax hike and bonding issuance will be wrapped into one question for the November ballot.

**HI Honolulu (P)**

Type: City Charter Amendment

"Shall the powers, duties and functions of the city, through its director of transportation services, include establishment of a steel wheel on steel rail transit system?"

Opponents are arguing instead for support for building an elevated highway with high-occupancy toll lanes from Honolulu across Oahu to the suburbs.

(Continued on page 15)
NM Bernalillo, Sandoval and Valencia Counties (P)  
Type: Sales tax

Amount of funding at stake: $19 million annually (rising to $27 million by 2015)

Voters in the newly created Rio Metro Transit District, which includes Bernalillo, Sandoval and Valencia counties of the Albuquerque Metropolitan Area, will be asked to decide whether to raise the gross receipts tax by one-eighth cent per dollar. Half of the tax revenue will be dedicated to the New Mexico Rail Runner Express commuter train. The other counties would keep the tax revenue for local bus and van projects.

NV Washoe County (F)  
Type: Sales tax

Amount of funding at stake: $280 million annually

Commissioners voted to place two questions sought by the Regional Transportation Commission on the November ballot. The questions would increase the sales tax by 1/8 of a cent and adjust gasoline and diesel taxes to help offset a multibillion-dollar shortfall for street repairs, highway and transit systems. The binding sales tax question would raise an estimated $280 million.

WA Seattle (P)  
Type: Sales tax

Amount of funding at stake: $17.8 billion over 20 years

Ballot History: 2nd attempt at the ballot box.

In November 2007, voters defeated Proposition 1, a 20-year "Roads & Transit" construction plan. Sound Transit has fast-tracked a new proposal that is stripped of all the road and highway provisions and is much cheaper, costing around $17.8 billion and financed with an increase in sales taxes. It promises fewer deliverables than last year's plan, but will included 34 additional miles of light rail, expanded bus service and it promises to make things happen in 15 years, not 20.

(Continued from page 14)

NM Santa Fe, Los Alamos, Rio Arriba and Taos Counties (P)  
Type: Sales tax

Amount of funding at stake: $8 million annually

Voters in the North Central Regional Transit District, which includes Santa Fe, Los Alamos, Rio Arriba and Taos counties, will be voting on a measure identical to the one appearing in the Rio Metro Transit District. Only Santa Fe County would dedicate half of its revenue to Rail Runner. The other counties would keep the tax revenue for local bus and van projects.

(Continued from page 12)

California Central Coast Section

June 2008

The June 10th Meeting was held at Pea Soup Andersen’s in Buellton. Members from across the section were in attendance. Following introductions, President Anitha Balan announced the winners of the Scholarship Contest at the San Luis Obispo meeting. In addition, the 2nd Annual Golf Tournament raised another $700 for the scholarship fund.

After the announcements, Wil Buller from TPG Consulting presented the results of a signal coordination project for the City of Paso Robles, CA. A Time-based coordination plan was developed for 8 signals along the Niblick Road Corridor. The plan considered multiple speed limits and various land uses, including commercial, residential, and school zones. Following implementation, coordination reduced vehicle delays by almost 60% and emissions by 30%. Results were determined using Synchro.

August 2008

The August 12th Meeting was held at Ottavia’s Restaurant in Camarillo. For the meeting, a panel discussion was held on the Advantages and Disadvantages of Lighted Crosswalks. Robert Sweeting, City of Thousand Oaks and Central Coast Section Past-President; Robert Eaton, Traffic Signal Maintenance and Central Coast Section Secretary; and Janna McKhann, Nextech Systems, composed the panel. Mr. Sweeting oversaw multiple installations of lighted crosswalks systems in Thousand Oaks, Mr. Eaton provides maintenance for systems cross the Central Coast, and Ms. McKhann is a vendor for the systems. Vice-President and Scribe Justin Link moderated the discussion.

Members submitted questions for the panel, ranging from installation and maintenance to system types and equipment (solar versus wired, passive versus active activation, advanced signage and flashing beacons). The floor then opened for additional comments and questions from members in attendance. The general consensus from the panel indicated active activation, positive feedback to the pedestrian (i.e. voice commands or visual indications), and advanced signage as components for successful installations. Systems have been installed on both high and low-speed roads, often where sight distance is limited. Life cycles are undetermined as of yet, as the panel members have yet to replace any systems.

Justin S. Link  
Vice-President & Scribe
Positions Available

Transportation/Traffic Engineer - Marketing

W.G. Zimmerman Engineering Inc., a dynamic traffic/transportation/civil engineering firm located in Seal Beach, Orange County, CA, is seeking a Senior Level Transportation/Traffic Engineer proficient in marketing clients, proposal preparation, and project management. The position requires a California Civil Registration and/or Traffic Registration. This is a senior level position and will require staff oversight. The candidate shall have an excellent record of marketing clients, and winning proposal preparation.

Since the firm’s inception in 1995, we have provided engineering services directly to public agencies on a variety of transportation/traffic/civil engineering projects in Ventura, Riverside, Los Angeles, Riverside, San Bernardino, and San Diego Counties. These services range from project management and oversight, PS&E projects, staff augmentation, to construction support.

As a member of our Team, we offer competitive salary, a bonus program, 401K, major medical and dental programs, and team environment. We at W.G. Zimmerman Engineering truly believe the company success is based upon our staff and their ability to exceed our client expectations.

Please Email resumes to:

www.staff@wgze.com

Traffic Engineering - Transportation Engineer

Become a member of Mobility Solutions, a dynamic and growing southern Traffic Engineering Firm with offices in Orange and Riverside counties. We are seeking a candidate with at least 5 years experience to help on numerous exciting projects.

JOB RESPONSIBILITIES:

Serving as contract Traffic Engineer to various cities.

- Conducting traffic impact studies, traffic signal warrant analyses, traffic signal timing/optimization, intersection and roadway level of service analyses, site access/circulation analyses, construction traffic management, detour and control plans, traffic signal design, roadway signing/striping plans, roadway/intersection design and speed surveys.

- Proficiency in some or all of the following software packages is desired: Microsoft Office, HCS, Synchro, Traffix, TEAPAC, and AutoCAD.

REQUIREMENTS:

- EIT Certified. TE (Professional Traffic Engineer) licensure is desirable.

- A Minimum of 5+ years of Traffic Engineering experience, with an emphasis on experience in the city government.

- Ability to write reports, analyze technical journals, financial journals and legal documents.

- Excellent written and verbal communication skills.

Please Email resumes through our website:

http://mobility-solutions.org/JobApplication.aspx

Sign of the Times??

Positions Available Ads:

To place your ad, e-mail your ad to:

nate_larson@urscorp.com.

The deadline is the 25th 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.
The November Spotlight is written by Randy McCourt, International Director of the Endowment Fund, who shares his thoughts about students. The following is an excerpt of his article:

It is not often in life that actions you take today can truly affect the future for others. Attracting quality people to our profession is an area that assures the vitality and success of our industry now and for many years into the future...Now is the time to assure the funding of concepts that attract quality young people to our profession, allowing them to network, building future relationships and invest in our industry's future.

Visit the District 6 Student Endowment Fund website at:

www.westernite.org/endowment

for more information or to make an online contribution. While you’re there, read the latest “EF news” or click on the “EF Spotlight” link to see current and archived articles written by contributors and advocates of the fund.

The December Spotlight is written by Mujib Ahmed, President of the Riverside-San Bernardino Section, about their Section’s efforts to support students and the Endowment Fund. The Riverside-San Bernardino Section has been an enthusiastic supporter of the Endowment Fund with contributions totaling $5,000 over the past few years making them our first Platinum Level group contributor. The following is an excerpt of Mujib’s article:

Mujib Ahmed, Riverside - San Bernardino Section President

...(the) RSBITE Chapter is active in all aspects of student activities and is fully on board with the District’s mission (for the Endowment Fund)...In my 30 years of practice in transportation consulting industry, I feel that the recent decade has seen the demand for transportation and traffic engineers soar to the highest level. I believe that this trend will continue in the future...It is mandated on all of us as members of this honorable profession, to take steps to encourage all the bright and brilliant students to choose this line as their preferred choice of engineering and planning.

Read more at the Endowment Fund website and look for future “EF Spotlight” articles in the upcoming editions of the WesternITE.

Welcome Our Next Managing Editor!

Following the review and recommendation of the WesternITE Committee, Monica Suter appointed Rachel A. Donovan as our new Managing Editor for WesternITE for a three-year term. In this position, she is an “ex-officio” District 6 Board member. We are very happy to have her join our team! Her first newsletter will be January-February’s next edition.

Members with interesting newsletter items including, articles, photos, signs, and scribe reports, etc., should forward items by the 25th of each odd month for consideration.

Rachel’s contact email is:

editor@westernite.org

Rachel is a Past President of her San Francisco Section. She has also been her Section’s Web Administrator & Scribe. She has been an ITE member since 1996 and currently works for Caltrans District 4 where she’s been for 9 years. In addition to being a registered California P.E. Civil and T.E. Traffic Engineer, Rachel has a Bachelors and Masters of Science Degree in Civil Engineering (Transportation) from Texas A&M University. She also conducted research at Texas Transportation Institute (TTI) and is currently pursuing a Masters in Transportation Management at the Mineta Transportation Institute at San Jose State University. Rachel has also published and presented papers for ITE District 6 (2006 ITE District 6 paper entitled: “Roundabouts at Caltrans: Gaining Momentum”) and ITS America, to name a few. She has also been active in ASCE & SWE and has participated in student mentoring activities for her ITE Section, including serving on a guest panel on transportation careers for students on campus and continuing to guide her Section’s student outreach. We are very pleased to have her join the District 6 team and more information is available on her on page 8 of this edition! Congratulations Rachel!!

www.westernite.org
Season's Greetings to All!

Professional Services Directory Listings
To place or modify your ad, send an e-mail to nate_larson@urscorp.com.

The deadline is the 25th of the previous odd-numbered month. The cost is $200 per year for the first seven lines, plus $40 per additional line. Web links on our Web site, with logo placements, are available for an additional $120 per year.

Save for your RFP lists!

www.westernite.org
Committee Chairs

Technical Committee Chair
Karen Aspelin, P.E.
Vector Engineering, LLC
kaspel@vectorm.com

Technical Committee Vice Chair
Joseph L. Henderson, PE, PTOE
SHE
jhenderson@sehinc.com

Career Guidance Committee Chair
Patty Camacho De Cano
DKS Associates
mpc@dksassociates.com

Legislative Committee Chair
Steve Eagan, P.E.
New Mexico Department of Transportation
Steve.Eagan@state.nm.us

Membership Committee Chair
Gary Hansen, P.E.
Willdan
garyhansen@earthlink.net

Licensing and Certification Chair
Walter Okitsu, P.E., PTOE
KOA Corporation
wokitsu@koacorporation.com

Vendor Committee Chair
Marc Lichten
Safetran Traffic
mlchty@safetran-traffic.com

Student Initiatives Chair
Alyssa Reynolds, P.E.
City of Henderson
alyssa.reynolds@cityofhenderson.com

Student Initiatives Vice Chair
Larry Wymer, P.E., PTOE
Gene E. Thorne & Associates
larry@thornecivil.com

Student Endowment Chair
Cathy Leong, P.E.
Wilson Okamoto Corporation
cleong@wilsonokamoto.com

President
Monica M. Suter, P.E., PTOE
City of Santa Ana
20 Civic Center Plaza, M-43
Santa Ana, CA 92702
(714) 666-6545
(714) 666-5616 fax
msuter@santa-ana.org

Vice President
Michael Sanderson, P.E., PTOE
Engineering Inc.
1300 North Transtech Way
Billings, MT 59102
(406) 656-5255
(406) 656-0967 fax
msanderson@enginc.com

Secretary-Treasurer
Edgar Perez, P.E.
Parsons
110 W. A St., Ste. 1050
San Diego, CA 92101
(619) 515-5132
(619) 687-0401
Edgar.perez@parsons.com

Past President
Jennifer A. Rosales, P.E.
Parsons Brinckerhoff
400 SW 6th Avenue, Suite 802
Portland, OR 97204-1628
(503) 274-1412
(503) 478-2347
rosales@pbworld.com

Managing Editors
Douglas E. Smith, P.E., PTOE
URS Corporation
2020 E. First St., Ste. 400
Santa Ana, CA 92705
(714) 433-7866
(714) 973-4087 fax
Douglas_smith@urscorp.com

Advertising Manager
Nate Larson, P.E., PTOE
URS Corporation
999 18th Street, Suite 900
Denver, CO 80202
(303) 299-7835
(303) 293-8585 fax
Nate_larson@urscorp.com

WesternITE newsletter is the official publication of District 6 of the Institute of Transportation Engineers. Its purpose is to share information on transportation topics between members and to communicate to members the activities of District 6. Articles relating to these purposes are always welcomed and may be sent to either editor. The opinions, findings, techniques and specific equipment cited by individual authors of WesternITE newsletter articles do not constitute the endorsement of same by WesternITE. Reprint of any newsletter material (except if copyrighted) for the purpose of sharing technical information is permissible given that proper reference and the above paragraph accompany the reprint.

EasternITE
Institute of Transportation Engineers
District 6
c/o Douglas Smith
URS Corporation
2020 E. First St., Ste. 400
Santa Ana, CA 92705