



INSTITUTE OF TRANSPORTATION ENGINEERS

WESTERN DISTRICT (6)

NORTHERN CALIFORNIA SECTION

SEPTEMBER MEETING

President Dusty Rhoades called the meeting to order at approximately 8:15 P.M. at the New Yorker Restaurant in Lodi, California. There were approximately forty-six (46) persons in attendance, with several people from Oklahoma City as guests of multi-sonics. A short annual business meeting preceded the program.

Mr. Dick Folkers, Secretary/Treasurer, gave a brief report concerning the financial status of the section, noted the dues have been raised to \$5.00 per member per year, and gave a report on the Technical Paper Competition and noted one paper had already been submitted. The various people nominated to head the various committees were introduced: Membership - Chuck Sweet, Editorial - Malcolm Knisely, and Equal Opportunities - Les Frink; Technical - no volunteer.

The Western District conventions were discussed, with the 1977 meeting being held in Santa Clara at the Marriott Hotel, and the 1980 convention being held in Sacramento at the new Holiday Inn.

The program for the evening consisted of analyzing the fifty-five (55) MPH speed limit. Mr. Bob Bieber (California Highway Patrol, accident analysis section) gave a brief history of speed zoning on California Highways and noted that California has had the lowest death rate in the country. It was also indicated that the new highway safety standards were responsible for reducing highway fatalities, probably more so than the fifty-five (55) MPH speed limit. For each mile per hour of speed reduction obtained by enforcement, the highway patrol calculates they can save 40 lives.

Mr. Dick Smith (California Department of Transportation, Chief - Traffic Safety Research Section) stated the big problem with the 55 MPH speed limit is lack of publicity and making the public aware of the benefits to be derived, such as fuel economy, less traffic accidents, etc. He also stated that the injuries and fatalities were down in 1974 but were up again in 1975. The fifty-five (55) mile per hour speed limit has reduced the high speeds and has expanded the pace from 50% to 70% on California highways.

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OCTOBER MEETING

President Dusty Rhoades called the meeting to order at approximately 8:30 P. M. at the Golden Acorn Restaurant in Galt, California. There were forty-six persons in attendance.

A short business summary preceeded the program in which committee and financial reports were presented to the membership for their information.

The program consisted of a panel discussion on "Political Considerations in Traffic Engineering". The panelists as introduced to the membership were Supervisor Sandra Smoley, Sacramento County; Supervisor George Barber, San Joaquin County; Major Phillip Isenberg, City of Sacramento and Mr. D. Jackson Faustman, member of the Sacramento City Unified School Board.

The panelists then each gave a brief, five minutes or less, talk on their experiences in transportation engineering with any added personal thoughts they had on the subject. The meeting format then called for the panel members to draw a topic from a hat and discuss it with a two minutes time limit.

Listed below are some of the questions drawn from the hat along with the answers given.

Question: What do you feel is the greatest traffic or transportation problem in your community?

Answer: SPEED is the greatest problem. How do you slow down the vehicles as bumps, botts dots, etc. are not recommended devices?

Question: How can the transportation system in your community be made more responsive to the needs of the poor, handicapped, young and old?

Answer: Receive more dollars, Bus systems cost more to operate than the amount of revenue being generated and this results in other programs being sacrificed.

Question: How should elected officials react to citizens?

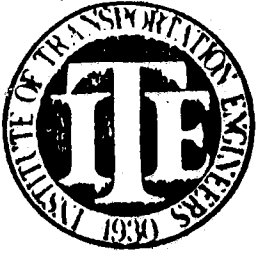
Answer: They should place stop signs or whatever traffic control devices are demanded to keep citizens contented. Traffic Engineers should realize that citizens, as tax payers, have a right to demand satisfaction from governments.

Question: How do you feel about the liability of approving an unwarranted traffic control devices?

Answer: This was thought not to be a problem at this time.

The opinion was stated by two of the people present that traffic or transportation engineers will have to alter their view point in future years and should yield to tax payers demands and not place as much emphasis on the proper use of warrants for traffic control devices as now being used.

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NOVEMBER MEETING

The November Meeting was called to order by President Dusty Rhoades at the Carousel Bankquet Room located in the Arden Hills Shopping Center, Sacramento, California. Fifty-one persons attended this meeting.

The financial and various committee reports were presented to the membership.

The program for this month was the first of two scheduled technical workshops. The various topics and items covered are listed below along with short resumes.

California Traffic Control Devices Committee - a short history and an outline of its functions was presented by Jim Ray, a member of this statewide committee.

Uniformity-a panel composed of:

| | |
|----------------|---------------|
| Ray Okinaga | FHWA |
| Stu Wright | CSAA |
| Rey Huck | Placer County |
| Ross Ainsworth | City of Reno |
| Perry Lowden | Caltrans |

Led a discussion of why uniformity is necessary.

Traffic Signals - Representatives from the California Department of Transportation (R. Mathews and H. Garfield) and the County of Sacramento (A. Bodhaine) led a discussion of new traffic signal controllers and new signals specifications currently being developed.

Construction Signing - New proposed changes in the Caltrans Manuel were distributed.

Striping Patterns - Caltrans traffic engineer, Mr. Chuck Sweet, gave a presentation on new state striping patterns currently being developed and used.

Metrication - A short talk was given by Mr. Ray Okinaga on what we can expect on the subject of metrication.

Bicycle Lanes - A presentation of the new minimum standards for bicycle safety as developed by Caltrans was given by Mr. Dick Rodgers.



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DECEMBER MEETING

The December meeting was held at the Firehouse Restaurant in "Old Sacramento". The event was the Northern California Sections attempt at reviving the "Annual Christmas Party" in which the members brought their wives or girlfriends to socialize in early Christmas festivities.

A good time was had by everyone as approximately 40 persons were in attendance and we were led in singing Christmas Carols by the one and only Dick Norris. The event appeared to be such a success that the section is planning another social this summer - more on that later.

JANUARY MEETING

The January meeting was called to order by President Dusty Rhoades at the Vienna Inn in Marysville, California. This is the first time a meeting has been held in Marysville in quite some time as the Northern California Section is attempting to hold its meetings in various areas throughout the section in an effort to increase enthusiasm and enlarge the membership. There were approximately forty-four persons in attendance.

The committee chairmen gave their reports to the membership- the topics included financial, equal opportunities, technical, and traffic engineering registration.

The evenings program, "Computers in Traffic Engineering", was introduced by Mr. Allen M. Wren, Traffic Engineer, District III, Caltrans.

The following people then gave brief presentations on the following topics relating to computer uses in traffic engineering:

Mr. Herb Puckett (Caltrans, Marysville)

Mr. Puckett spoke on the various uses of vehicle detection as it relates to computers being used to control traffic signal systems. One of the main advantages is being able to count and store vehicle actuations for long periods of time and also to employ speed detection methods in the operation of signalized intersections.

Mr. Augie Bodhaine (Sacramento County)

Mr. Bodhaine's topic was the using of storage devices in a traffic signal computer for items other than traffic signal operation. He encouraged traffic engineers to use the mass storage devices available to them; one example would be to compile an inventory of all signs or signals under their jurisdiction.

Mr. Gerry Bloodgood (Caltrans, Headquarters)

Mr. Bloodgood spoke on the type 170 micro-processor controller currently being developed. He also stated that some jurisdictions do not give traffic engineers the authority to use the storage capacity of computers for uses other than traffic signal operation.



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- FEBRUARY MEETING -

The February Meeting in the Stockton Area (The Annual Engineer Week Banquet sponsored by the San Joaquin County Engineer's Council) was held at the Prime Rib Inn.

In keeping with this year's theme "Key to the Future..." our guest speaker was Ken Brunot (Program Coordinator for the Energy Research and Development Agency) on loan from the National Science Foundation to study Geothermal Resources in this area. Very basically, he described the availability of Geothermal Energy in this area and the mechanics of tapping this natural energy for fuel. He concluded with a graphic presentation depicting projected energy consumptions in the United States from the present to the year 2,000. The use of coal, solar and atomic energy will be rising and inversely oil and gas will be dropping.

Again this year, engineering scholarships were presented to three well deserving recipients. In addition to the scholarships, 5-HP-21 calculators were presented to the three winners and the two runner ups.

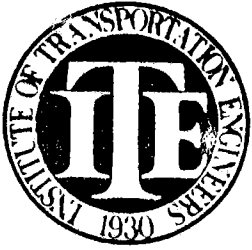
The 1977's Engineer of the Year Award went to Douglas Leroy Wilson, City Engineer for the City of Stockton.

The February Meeting in the Sacramento area (The Annual Dinner-Dance sponsored by the Engineering Council of the Sacramento Valley) was held at the Sacramento Inn on February 26, 1977.

Assemblyman Leroy Greene presented the Assembly Resolution proclaiming Engineers Week 1977. The purpose of the dinner was also to recognize outstanding engineers and engineering students for 1976.

Eugene Ringel of Chico, was named Engineer of the Year. Recognized as outstanding Service to Engineering Profession were James Roberts and William Jurkovich. Special awards for achievement were presented to Francis Christian, Robert Kuntz, and Alex Madelle.

Sixteen outstanding college students received both recognition and cash awards.



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- MARCH MEETING -

JOINT A.I.P. - I.T.E. - T.R.F. MEETING

President Dusty Rhoades called the meeting to order at approximately 8:30 p.m. There were approximately sixty-two persons in attendance. The meeting was held at the El Rancho Hotel in Sacramento, California. This meeting is our annual joint meeting with the American Institute of Planners. The Transportation Research Forum was also invited to participate.

The committee chairmen gave their reports to the membership and these committees included financial, equal opportunities, technical, and traffic engineering registration.

Program

The evenings program "Air Quality" was moderated by Mr. Charles Sweet of Caltrans. The speakers were: A.I.P. - Mr. William C. Lockett, Chief Planning Division, A.R.B.; I.T.E. - Mr. James R. Gordon, Chief Environmental Planning, Caltrans; and T.R.F. - Dr. Robert McCleary, Assistant Administrative Analyst Legislative Budget Committee.

Some of the ideas or topics presented included:

- Attitudes, this is extremely important and how attitudes are handled can make an E.I.R. extremely difficult or easier whichever the case may be;
- Clean Air Act, this is extremely difficult to realize and a realistic time frame is needed to achieve the results required;
- Input, this has been requested from people in order to make plans workable, and without information the task becomes more difficult to obtain.

Items of Interest:

Ray Cezar, former City of Stockton Traffic Engineer has been promoted to Assistant City Manager with the City of Stockton.

Jim Escobar, former Associate Traffic Engineer with the City of Stockton has been promoted to Traffic Engineer.

Gary Tsutsumi, has been employed by the City of Stockton as an Assistant Traffic Engineer.