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The *OhioITE* is published three to four times a year by the Ohio Section of Institute of Transportation Engineers. Its purpose is to inform its members concerning transportation issues.

Please direct questions, articles and announcements to the Publications Committee Chairperson:

Kim Dietrich Elam

4473 Homelawn Ave., Cincinnati, OH 45211

Phone (513) 598-6355; Email KELAM1@cinci.rr.com

The deadline for submissions to be published in the next *OhioITE* is July 22, 2006.

Ohio Section ITE
PMB 157
1799 W. 5th Ave.
Columbus, OH 43212



May 2006

Ohio Section of the Institute of Transportation Engineers

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2006 Scholarship Golf Outing

President's Report

Looking forward to a new year reminds me to be grateful for all of the efforts of the past year. ITE is a *volunteer* professional organization. It requires the generous donation of a little time from a lot of people to make it a great organization for everyone. We have a lot of things to achieve in 2006, such as:

- preparing our organization for PE continuing education units,
- using the national traffic signal report card to improve the operation and maintenance of our signal infrastructure, and
- adding value to ITE membership through education and networking opportunities.

"I'm looking forward to a successful year. See you at the next meeting!"

Before we tackle those challenges, I would like to thank the following members. These are only a few of the many members who help the Ohio Section. I am thankful for...

The guidance of the board members: **Scott Knebel, Steve Welk, Todd Stanhope, Mike Meeks and Doug Bender.**

The undying dedication of **Katie Ott** and **Sarah Strukel** on the Roster Committee, who respond to every request for mailing labels, e-mail lists, updated per-

sonal information, as-well-as publish the Section Roster.

The enthusiasm of **Kirsten Bowen, Kerry Ferrier, Cynthia Peck, Angela Harrigal**, and all of the Lake Erie Chapter members, which forms the grassroots of our organization.

The wordsmith talents and persistence of **Kim Elam**, whose efforts give us the ability to communicate through the OhioITE newsletter.

The organizational skills of **Beth Sliemers**, who gives us an opportunity to chase that small golf ball around an unpaved surface (well, most of us played on the unpaved surfaces) as she leads the Scholarship and Student Chapter Committee.

The team-building encouragement of **Shazad Ahmed**, who reviews every member application, assembles information for board review and ensures new members are added to the roster through

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(Continued from page 1)

the Membership Committee. Shazad also does university outreach to support ITE.

The tireless efforts of **John Neihaus**, who ensures that members talents are recognized through the Young Engineer and Past Presidents Awards, as-well-as ensuring the leadership on the Executive board through his work on the Nominations and Awards Committee.

The technical prowess of **Kevin Miller** and his replacement on the Technical Committee, **Angie Christo**, who ensure that our minds grow with each meeting.

The leadership of **Larry Creed** (Legislative), **Kraig Shrewsberry** (Uniformity), **Jeremy Ghent** (E-Communication), **Valerie Croasmun** (Hospitality), **George Saylor** (ITS Ohio Liason), and **Mohammad Khan** (LTAP Liason).

Thank you for **your** efforts to build our profession, whether they are through ITE, another organization or independently. And thank you to each of your spouses and/or significant people in your life who make it possible for you to attend meetings by taking care of your children, walking your dog or watering your plants.

I'm looking forward to a successful year. See you at the next meeting!

- *Julia K. Sprauer, P.E.*

Opportunity to Serve

By **Todd Stanhope**, Section Program Chair

At the January 27 Section meeting, demonstrations were provided of three of the ITE Professional Development Modules available on CD. Incorporating these into our Technical Sessions would provide the Section an opportunity to help members satisfy their Professional Development Hour requirements, and, also, an opportunity for members to participate by volunteering as instructors. To be an instructor, you must be an experienced transportation professional and presenter with an extensive background in the subject matter.

The following is a list of the modules that are currently available:

- Trip Generation: Fundamentals and Applications
- Trip Generation: Advanced Concepts and Applications
- Fundamentals of Road Weather Management
- MUTCD 2000 and 2003 Revisions
- Engineering Intersections to Reduce Red Light Running
- Managing High Technology Projects in Transportation
- Introduction to Systems Engineering

The Section is willing to obtain any of these modules in order to provide quality technical sessions. If anyone has an interest in being an instructor please contact Todd Stanhope at (740) 549-0070 or todd@trafficcounts.com, or Section Technical Chair, Angie Christo at (614) 901-6036 or Angela.Christo@dmjmharris.com



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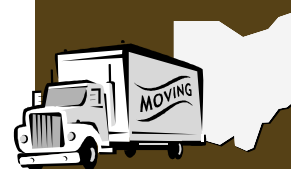
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OhioITEs 'On the Move...'

Central

John Gallagher is now with American Consulting as Director of Traffic Services.

After 24 years in traffic engineering, which included working with the City of Columbus Transportation Division as an Electronic System Technician for the past 13 years and working for the City of Upper Arlington, the City of Canton, Path Master and the City of Zanesville, **Pat Coffey** is now an Air Pollution Control Technician with the Regional Air Pollution Control Agency (RAPCA) in the Montgomery County Combined Health District. Pat and his wife, Cynthia Rush, now live in the Dayton area, where they are closer to Cynthia's family in Middletown.

If you or anyone else in the central Ohio traffic community has news to share, please pass it on to Jennifer Gallagher, (614) 644-5928, Jennifer.Gallagher@dot.state.oh.us

Southwestern

Julia Sprauer has started a new electrical contracting company called Bright Street, LLC. Bright Street will provide traffic signal, street lighting and fiber optic construction and maintenance ser-

vices. The company expects to be operational this month.

John Niehaus, in his 32nd year as an adjunct faculty member of the University of Cincinnati, has recently been promoted to full Professor in the Department of Civil & Environmental Engineering. Niehaus is responsible for the senior's capstone design course as-well-as teaching three Transportation Engineering courses each year. He also represents the University on the Intermodal Coordinating Committee of the OKI Regional Council of Governments.

If you or anyone else in the southwestern Ohio traffic community has news to share, please pass it on to Kim Dietrich Elam, (513) 598-6355, KELAM1@cinci.rr.com

Northeastern

If you or anyone else in the northeastern Ohio traffic community has news to share, please pass it on to Angela Harrigal, (216) 781-6177, aharrigal@arcadis-us.com

If your community is not represented in this newsletter and you would like to volunteer to be the newsletter liaison for member updates in that community, please contact Kim Dietrich Elam, (513) 598-6355 or KELAM1@cinci.rr.com

In Memoriam...

Longtime member and supporter of ITE, **Fred C. Tarbox**, passed away on May 2, 2006 in Coral Springs, FL. During his long and distinguished career, Fred served as State Traffic Engineer with ODOT, was the Ohio Section ITE President in 1966 and was awarded the Ohio Section ITE President's Award in 1998.

Please look for an article honoring Fred in an upcoming OhioITE.

And the Award goes to...

The **President's Award** recognizes sustained contribution to the transportation engineering profession, the Ohio Section, the Institute and one's community. Factors taken into consideration include Section and National membership and committee activity, positions and offices held, professional accomplishments, community involvements, and demonstrated leadership in one's profession, ITE and the community. The recipient of this award must be a member of the Institute as well as the Ohio Section.



Congratulations to 2005 President's Award recipient **David L. Samuelson**.

The **Young Engineer Award** recognizes an individual, under the age of 35, who has made and is making contributions to the transportation engineering profession, the Ohio Section, the Institute and one's community. Factors taken into consideration include Section and National membership and committee activity, positions and offices held, professional accomplishments, community involvements, and demonstrated leadership in one's profession, ITE and the community.

Congratulations to 2005 Young Engineer Award recipient **Kevin R. Miller**.

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- The placement of the new head over the center of the left turn lane means the point where maximum clearance is required is further from the signal pole;
- The requirement to align this new head over the center of the left turn lane means the length of the arm in a mast arm installation may need to be increased to allow proper placement. The initial design of a six foot (6') to ten foot (10') longer mast arm will make it easy to install the new signal display when final approval by the NCUTCD occurs.

Pedestrian Signal Timing

Next time, I will discuss upcoming changes in Section 4E.10 of the Federal MUTCD with regard to timing the pedestrian signal intervals, i.e., Walk and Pedestrian Clearance timing.

OMUTCD News

There is a new 2005 Edition of the OMUTCD, which was approved December 1, 2005 with an effective date of December 22, 2005. One significant feature of this new edition is Appendix C, the Signing Index. Complete information, including order information and a

downloadable PDF version of the 2005 OMUTCD, is available ODOT's web site at

<http://www.dot.state.oh.us/traffic/Publication%20Manuals/omutcd/2005OMUTCD/OMUTCD.htm>

The downloadable materials include separate files for each part of the OMUTCD, as well as, the complete OMUTCD, which is approximately 19 MB in size.

One particularly useful piece of information on the ODOT web site is the list of changes between the 2003 and 2005 Editions. The list of changes is available at the URL:

http://www.dot.state.oh.us/traffic/Publication%20Manuals/omutcd/2005OMUTCD/major%20changes%20list_120705.PDF

Eagan L. Foster, P.E., PTOE, is the Traffic Operations Engineer (a section manager) in the Transportation Division of the Public Service Department of the City of Columbus. Mr. Foster serves on the Signals Technical Committee of the National Committee on Uniform Traffic Control Devices. He has been a member of ITE, since beginning employment with the City of Columbus in 1979. He can be contacted at elfoster@columbus.gov

Ohio ITE Section 2006 Schedule

Jun 9	Section Golf Outing Columbus Golf & Dinner
Jul 11	Ohio & Kentucky Section Joint Meeting Cincinnati Lunch w/Technical Session
Aug 6-9	ITE Annual Meeting Milwaukee, WI Conference
Sep 10-13	APWA Kansas City, MO Conference
Sep 21	Past Presidents Meeting Dinner w/Technical Session & Board Meeting
Oct 24-25	OTEC Columbus Conference
Oct 25	OTEC Gathering Columbus Appetizers
Nov 8	Annual Meeting Columbus Dinner w/Speaker & Board Mtg
Dec 15	Ohio Section Transition Board Meeting Columbus



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NCUTCD Watch...

By Eagan L. Foster, P.E., PTOE
Transportation Division, Public Service Department, City of Columbus

Four-Section Protected-Permitted Signal Indications Coming

As I teased you in my article in the last issue of the *OhioITE*, there will likely be new language in the next edition of the Federal Manual of Uniform Traffic Control Devices that will describe a new signal head configuration for protected-permitted signal operations. In action at the January meetings of the National Committee on Uniform Traffic Control Devices (NCUTCD), the Signals Technical Committee adopted language establishing the use of a four-section signal for protected-permitted signals. The proposed language will be presented to the sponsoring agencies of the NCUTCD for comment; and, then, the Signal Technical Committee will respond to those comments, possibly modifying the proposed section of the MUTCD for a final vote by the NCUTCD at the June 2006 meeting in Overland Park, Kansas. If

approved by the full NCUTCD, it will be forwarded to FHWA for final rule-making and inclusion in the new edition of the MUTCD due in 2008.

This new head is the result of recommendations from research funded by National Cooperative Highway Research Program. The research showed that the 5-section head commonly used in Ohio since the seventies is not well understood by motorists. Each of us has experienced this, while waiting in traffic behind a driver who refuses to make a permitted left turn without a left turn arrow indication, even though there is no oncoming traffic.

The new section of the MUTCD describes a signal head display that in the same configuration would be used for lead/lead, lead/lag or lag/lag sequences. The new protected-permitted signal display will consist of a vertical stack (or alternatively, a horizontal array) of four sections. All four sections will include arrow indications, so each section is required to house a 12-inch (300 mm) lens. As you can see in Figure 1, the four lenses, starting at the top (or from the left for the horizontal array), are 1)

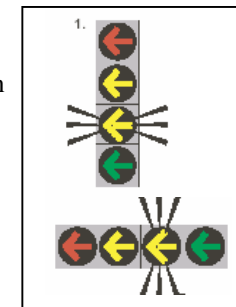


Figure 1

red arrow; 2) solid yellow arrow; 3) flashing yellow arrow; and 4) green arrow. The proper location of the new signal head configuration is centered on the (left or right) turn lane.

The placement of the new signal display

in the center of the turn lane was found in the research to provide the motorist with a clearer indication that the head applies to them. That the flashing yellow arrow indicates a turn may be completed with caution was found to be easily understood in the research. Besides evidence of a greater understanding of the meaning of the new display than of existing displays, there are definite operational efficiencies to be gained.

When using this new display application, one, and only one, of the four arrows is displayed at a time. The flashing yellow arrow is illuminated during the permissive phase when traffic may turn after

(Continued on page 4)



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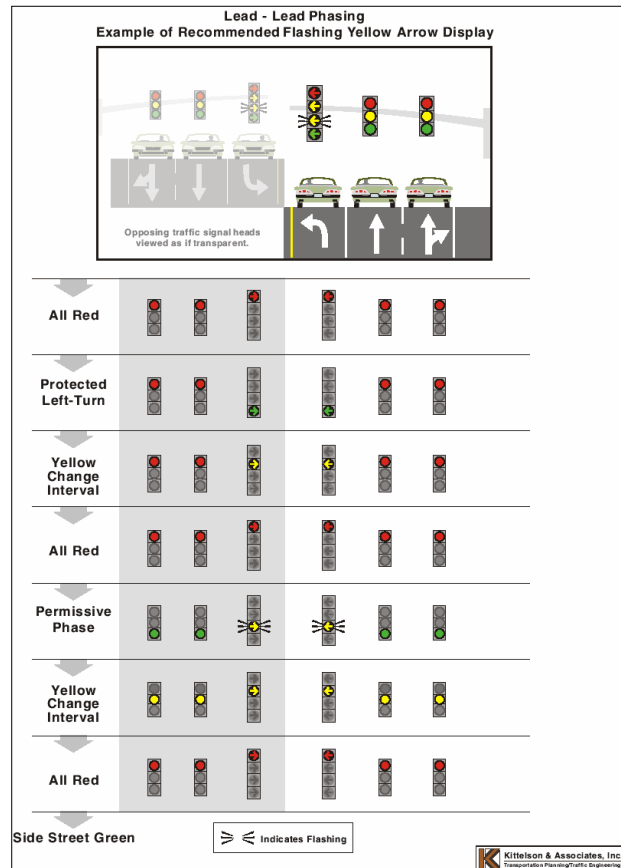


Figure 2

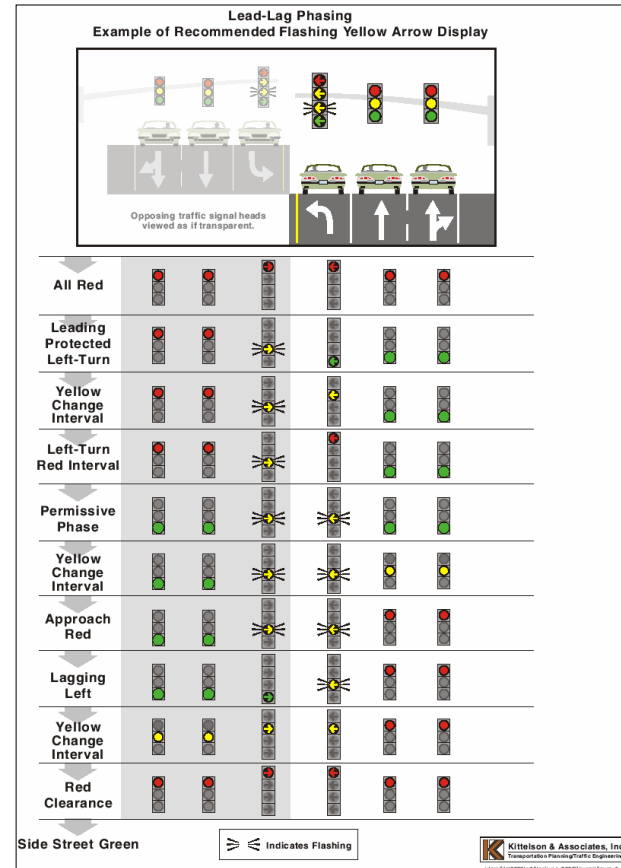


Figure 3

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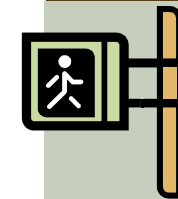
yielding to opposing through traffic and/or pedestrians. The other three arrows are used for the normal three-color exclusive left turn display. The red arrow indication is displayed when a left-turn movement was prohibited. The green arrow indication is displayed when the left-turn movement can be made with no conflicting simultaneous vehicle or pedestrian movement (protected operation). The

steady yellow arrow indication is illuminated for a few seconds (use your standard yellow clearance calculation) as a clearance indication following both the green arrow indication and the flashing yellow arrow indication. The flashing yellow arrow, which indicates a permissive phase when traffic can turn after yielding to opposing through traffic and/or pedestrians, is displayed at the same time as the opposing through green display. It terminates with a solid yellow

arrow display. See Figures 2 and 3 showing the sequence of signal displays for the lead-lead and lead-lag phasing, respectively.

Because of this operation, the left-turning motorist may make their permissive turn during the time when the opposing traffic has the protected left turn and through movement active. This is not possible with the current "dog

(Continued on page 8)



Coming soon... Traffic Engineering Workshop #26

By John C. Niehaus, Professor of Civil Engineering,
University of Cincinnati

The 26th *Traffic Engineering Workshop*, an outreach program initiated in 1982 by ITE members and associates in southwest Ohio, has been planned for June 7 in Fairfield. Its program, developed primarily for administrators, public works, planning and traffic personnel of area cities, villages, counties, townships and planning agencies, is again expected to attract more than 100 attendees from the Ohio and Kentucky sides of the Ohio River.

TEW was born at an initial lunch meeting of Jack Pflum and John Niehaus of the (former) Pflum, Klausmeier & Gehrum Consultants and John Lachmann of Wagner-Smith Electrical Contractors at the Sharonville Holiday Inn on October 7, 1981.

The first *TEW* was organized and planned by those three plus Steve Sorrell, Hamilton's Traffic Engineer, and the event was financially supported by PKG and Wagner-Smith.

From the initial workshop, the *TEW* planning committee has grown to now include A&A Safety (Guy LoBuono), Bayer Becker (Etta Reed), Butler County Engineer's Office (Matt Loeffler), City of Cincinnati (Steve Bailey & Martha Kelly), Gresham, Smith & Partners (Jamal Adhami), Hamilton County Engi-

neer's Office (Tim Gilday & Ted Hubbard), Kentucky Transportation Cabinet (Bill Madden), Miami Valley Regional Planning Commission (Don Spang), Ohio Department of Transportation (Tammy Campbell), OKI Regional Council of Governments (Don Burrell and John Heilman), Path Master Inc. (Terry Stanoch), TEC Engineering (Dexter McMillan & Fred Tito), Traffic Control Products, Inc. (Don Beard), University of Cincinnati (John Niehaus), Wagner-Smith Division of Capital Line Builders (John Lachmann), and Tom Young.

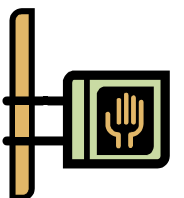
In addition to their involvement in the planning and operation of the workshops, the private-sector committee members also provide financial support for the facilities and food services. Bayer Becker prints the brochures and OKI mails them; the UC Civil Engineering Department receives the registrations and Gresham, Smith & Partners converts them into name tags and registration lists.

The keynote address for this year's workshop will be given by James Buckson, Mobility & Traffic Operations Engineer, Federal Highway Administration. Jim, in a presentation based on outcomes of the national *Traffic Signal Report Card*, will stress the need to follow up capital expenditures by opera-

tions and maintenance and to also avoid acquiring overly-designed equipment that isn't needed and can't or won't be maintained.

The morning will include concurrent sessions on Street Calming – Cincinnati's Experience, Traffic Control Maintenance, Accommodating Older Drivers & Pedestrians, Work Zones, Safe Routes to School, and Pre-emption. Following lunch, speakers and *TEW* committee members will participate in an open-topic, open-ended question-and-answer session entitled, *What Do YOU Want to Know About Traffic Engineering*.

The *Traffic Engineering Workshop* now draws attendees from northern Kentucky up to the Dayton area. As far as I am aware, nothing like it is available in the Columbus, Toledo or northeast Ohio areas. Any ITE members and associates interested in beginning such an outreach effort in these areas and wanting to know more about the program are invited to contact John Niehaus at the University of Cincinnati by email at John.Niehaus@uc.edu or by postal mail at: Professor John C. Niehaus, Department of Civil & Environmental Engineering, Mail Location #0071, Cincinnati, OH 45221-0071.



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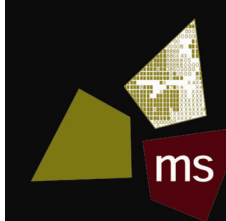


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house" five-section left turn protected-permissive signal head, since the circular green has two meanings – the left turn is permitted and the through (and right-turn) movement has the right-of-way in the adjacent lane. The advantage of this operation is that it would not unnecessarily delay left-turning vehicles. Again, refer to Figures 2 & 3.

In driving around the Central Ohio area, I have noticed a location where this signal display could be applied to achieve a definite advantage – the new signalized intersection for northbound ramps to and from I-270 at Cemetery Road in Hilliard. The intersection is essentially two independent signal operations placed next to each other at the same location. The first is a signal that controls the two-lane northbound off-ramp traffic, which must turn right, and the eastbound traffic on Cemetery Road. The second is a signal, which controls the eastbound left-turning traffic on Cemetery Road to enter northbound I-270 and the westbound Cemetery Road traffic. The current installation has a "dog house" five-section traffic signal for the eastbound left turn movement to provide for protected left

turn movement and the permitted left turn operation during the eastbound through green movement. However, the permitted operation cannot be indicated during the time when the northbound off ramp has the green. The green ball display, permitting the eastbound left turn to occur, would also allow the eastbound through traffic to move in direct conflict with the off-ramp traffic. The application of the new four-section head provides the signal display for only the left turn lane and the flashing yellow arrow in that head cannot be confused for a green for eastbound through traffic. In the current operation, there is a lost opportunity for the eastbound permissive left turn movement during the time when the northbound off-ramp has the right-of-way. The increased throughput would be particularly advantageous at this location since there is limited storage space for the eastbound left turn movement. This storage cannot be increased significantly without extensive and expensive bridge work.

Currently, any use of this new head will require application to FHWA for experimentation. To request permission to experiment, see Section 1A.10 of the OMUTCD. This will change once the use

of the head is included in the Federal MUTCD.

To learn more about the new four-section left turn display, you can download the NCHRP REPORT 493 - Evaluation of Traffic Signal Displays for Protected/ Permissive Left-Turn Control from the web at the following URL:

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_493.pdf

Kittleson & Associates, Inc, the consultant on the research team for the project, maintained a web site dedicated to the project. You can still access it at this URL:

<http://projects.kittelson.com/ppl/>

To repeat some information from last time – planning your signal installation for the new signal display requires the following considerations:

- The four-section stack will require that the signal span include additional clearance, possibly requiring additional pole height. This could be particularly important if using mast arms;

(Continued on page 10)

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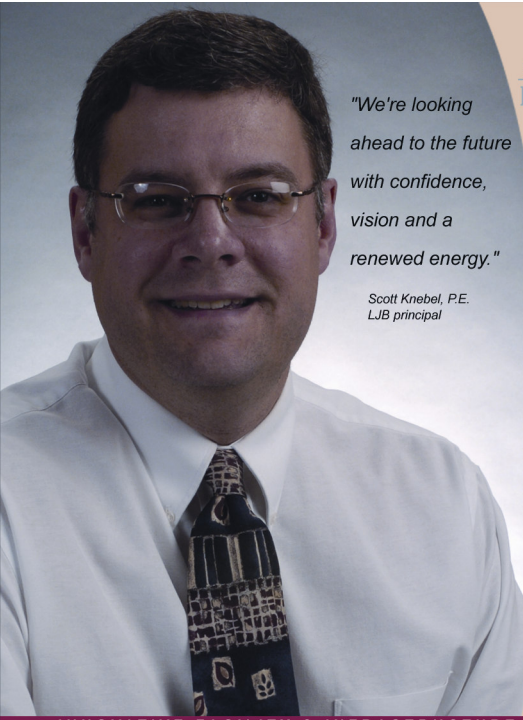
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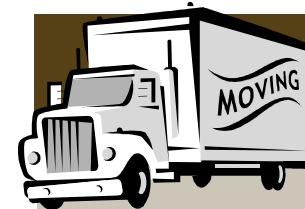
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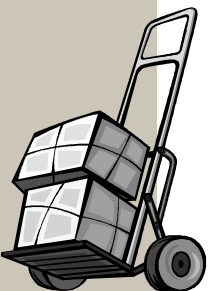
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troit. Location for this position is open.

C&S Companies is an Equal Opportunity Employer.

Job listings are provided in OhioITE as a service to Ohio Section members.

If you are interested in posting a job listing, please contact Kim Dietrich Elam, (513) 598-6355 or KELAM1@cinci.rr.com



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The following campaign statements are from your two candidates for International ITE Vice President. E-balloting (or voting by paper ballot, if requested) will commence on June 29 and close on July 27. If you are an eligible voter as of May 15, you will be provided a username and password with the June issue of *ITE Journal* and the web site address where you may cast your ballot.

Rodney W. (Rod) Kelly, P.E., Fellow
Vice President, Parsons Transportation Group

For INTERNATIONAL VICE PRESIDENT



"I believe that ITE exists for the benefit of its members. As a transportation engineer and planner for over 41 years, I have been on the receiving end of the many technical and professional services provided by ITE. I have spent 35 years serving in a broad range of leadership roles at all levels within ITE to provide those same services to other ITE members. If elected, I will be dedicated to making sure that ITE continues to function as an organization dedicated to the needs of its members."

Vision: "For ITE to be a stronger, more vital, growing organization, focused on providing services that benefit all of its members and the transportation profession"

Campaign Theme: "Providing Membership Services for You"

Five Major Areas of Emphasis:

- Know What the Members Want and Expect**
 - Seek constant input
 - Use a variety of electronic and interactive inquiry methods
 - Make input simple, quick, and easy for members to provide
- Respond with Specific Actions**
 - Fully implement ITE role in addressing Mega Issues:
 - Transportation Management and Operations
 - Safety
 - Workforce Development:
 - Recruit – Promote – Retain
 - Provide Continuing Education - Expand & refine Webinars
 - Fully develop new issues - including Designing for All Users
 - Identify other issues – with input from members.
- Increase Programs for Members Under 35**
 - Special group for Young Professionals to provide:
 - Technical, Management, and ITE Leadership Training
 - Advice on Professional Registration and Certification
- Increase Interaction among Members Worldwide**
 - Support work of existing advisory committee
 - Promote technical information

- exchange**
- Increase Involvement in Council Activities**
 - Create more incentives to attract volunteers
 - Focus on Recruitment, Management, and Recognition

Qualifications and Experience to Fulfill Vision

- Served at all levels of ITE, including the International Board of Direction, representing two different Districts.
- Current member of the Coordinating Council and Chair of the Transit Council
- Have dealt with multimodal transportation systems (Roads and Highways, Transit, Pedestrians, Bicycles, Goods Movement)
- Have experience in the transportation system areas of Planning, Design, and Operations
- Have significant public, private, and some academic sector experience
- Have filled numerous other professional and private life leadership roles

For more detailed information, please visit my website at www.ite4you.com.

Exercise your right to determine the future leadership of ITE by casting your ballot online when voting is available on June 29th. Your vote for Rod Kelly as International Vice President will be a vote for "Providing Membership Services for You."

For INTERNATIONAL VICE PRESIDENT of ITE

Alfred A. Guebert, P.Eng, PTOE, FITE

TSH Associates Ltd, Calgary, AB



It is a privilege to be running again for the position of International Vice President of ITE... I would be honoured to serve the ITE members as a member of the Executive Committee over

the next three years. 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...

- Technical Excellence...** ITE must continue to provide us with relevant, 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 to 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 ...

✓ *My priorities are: to get the message out that sustainable transportation is paramount in our society and that we need a highly qualified workforce capable of meeting that demand; to expand the delivery of low-cost professional development opportunities; and to develop an effective support system for our universities.*

4. **International Growth...** A regional approach will help us 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, CTEP

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!



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