INSTITUTE OF TRANSPORTATION ENGINEERS

Southern California Area Section
2010-2011 Annual Report

For the period of
April 1, 2010 – March 31, 2011
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Attachment 1  –  Sample Newsletter
   November-December 2010 Issue of Southern California Section Newsletter

Attachment 2  –  Sample Technical Presentation
   “Enhancing Intersection Operation/Safety Using Blank-Out Signs and Wireless Detection”
   By Andrew Yi, P.E., PTOE and Cesar Romo – City of Santa Clarita
2010-2011 Officers:

President: Lisa Martellaro-Palmer
Vice President: Steven Itagaki
Secretary/Treasurer: Andrew Maximous
1st Past President: Arief Naftali
2nd Past President: Carlos Ortiz

2010-2011 Chairs:

Technical Coordinator: Bernard Li
Membership Coordinator: Ted Mekuria
Legislative Analyst: Sri Chakravarthy
Student Chapter Liaisons: Neelam Sharma & Giancarlo Ganddini
Newsletter Editors: David Schwegel & Jay Dinkins
Industry Coordinator: Janna McKhann
FTA / FHWA Liaison: Lawrence (Jesse) Glazer
Scribes: John Dorado & Clinton Quan
Sponsorship Coordinator: Julia Wu
Webmaster: Irina Constantinescu
Chair of Activities: Thong Ngov
Administrative Chair: Jonathan Hui
Technical Writing Chair: Bernard Hicks

Current Membership as of March 2011:

<table>
<thead>
<tr>
<th>Number</th>
<th>Membership Grade</th>
<th>Section Annual Dues</th>
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</thead>
<tbody>
<tr>
<td>0</td>
<td>Honorary</td>
<td>N/A</td>
</tr>
<tr>
<td>8</td>
<td>Esteemed</td>
<td>N/A</td>
</tr>
<tr>
<td>87</td>
<td>Fellow</td>
<td>$22</td>
</tr>
<tr>
<td>457</td>
<td>Member</td>
<td>$22</td>
</tr>
<tr>
<td>111</td>
<td>Students</td>
<td>$20</td>
</tr>
<tr>
<td>13</td>
<td>Institute Affiliates</td>
<td>$22</td>
</tr>
<tr>
<td>676</td>
<td>Total</td>
<td></td>
</tr>
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N/A = Not Applicable
Financial Standing as of March 31, 2011:

Federal Employer Identification Number: 33-0432732

Income for the Reporting Period

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Membership Dues</td>
<td>$8,733</td>
</tr>
<tr>
<td>Gross Income from Meetings</td>
<td>$8,127</td>
</tr>
<tr>
<td>Advertising Income</td>
<td>$2,975</td>
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</table>

**Total Income**

$19,835

Expenditures for the Reporting Period

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<tr>
<th>Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Newsletter Printing/Postage (email)</td>
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<tr>
<td>Travel</td>
<td>$2,225</td>
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<tr>
<td>Meetings</td>
<td>$11,545</td>
</tr>
<tr>
<td>Awards</td>
<td>$500</td>
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<tr>
<td>Website Fee</td>
<td>$150</td>
</tr>
<tr>
<td>Banking Fees, Stamps, Name Tags</td>
<td>$120</td>
</tr>
</tbody>
</table>

**Total Expenditures**

$14,540

Balance of Funds at the End of the Reporting Period

$5,295

There was no change in the Section By-Laws during this Reporting Period

Legislative Activities:

Throughout the year, our Section has been fortunate to have Sri Chakravarthy, with Kimley-Horn and Associates, for providing legislative analysis articles that were not only timely but also highly relevant to the transportation profession. Legislative Analysis editorials were published within the nine editions of our Section's newsletters; April through March with the exception of July, August and December of 2010.
Meetings Held During this Reporting Period

To better serve the members of the Southern California Section, we provide four types of meetings, held monthly from August through June, with the exceptions of July and December. Our “Regular Luncheon/Seminar Meetings” rotate between Los Angeles and Orange County locations to better reach our full membership. We have “Continuing Education Workshops” that typically have four speakers that discuss updates and current trends in the transportation profession. We also have “Joint/Special Meetings” that bring chapters and/or sections together for socializing, networking, training and sharing information. Finally, we have an event devoted to all five of our Student Chapters. This event, considered “Student Chapter Activities,” bridges the gap between professionals and students. Many transportation students have been hired after networking with our members at this event. It is highly recommended that students bring their personal resume to this event. The following is a summary of our meetings, workshops, and events for the year:

Regular Luncheon/Seminar Meetings:

<table>
<thead>
<tr>
<th>Date:</th>
<th>Location:</th>
<th>Purpose:</th>
<th>Technical Presentation:</th>
<th>Attendance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 21, 2010</td>
<td>Monterey Hill Restaurant, Monterey Park, CA</td>
<td>Monthly meeting</td>
<td>“Can a True Quality-Based Selection be Achieved? It’s Easier Than You Think” by Mr. Patrick J. Reeves</td>
<td>53</td>
</tr>
<tr>
<td>August 18, 2010</td>
<td>Los Angeles Police Academy, Los Angeles, CA</td>
<td>Monthly meeting, Annual Steak Fry BBQ</td>
<td>None, Social Networking Event</td>
<td>34</td>
</tr>
<tr>
<td>September 15, 2010</td>
<td>Monterey Hill Restaurant, Monterey Park, CA</td>
<td>Monthly meeting</td>
<td>“ATSAC, 25 Years Later” by Mr. John Fisher</td>
<td>53</td>
</tr>
<tr>
<td>October 20, 2010</td>
<td>Radisson Suites Hotel, Buena Park, CA</td>
<td>Monthly meeting</td>
<td>“Multimodal Level of Service in the 2010 Highway Capacity Manual” by Mr. Richard Dowling</td>
<td>61</td>
</tr>
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<td></td>
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<td></td>
<td>“Fixing Angelenos Stuck in Traffic (FAST)” by Ms. Hilary Norton</td>
<td></td>
</tr>
</tbody>
</table>
Continuing Education Workshops:

Date: June 9, 2010  
Location: Monterey Hill Restaurant, Monterey Park, CA  
Purpose: Monthly meeting, Mini-Workshop and Annual Business Meeting  
Technical Presentation: "ITS Engineer – Where in the World is this Person" by Ms. Shirley Land  
Workshop Presentations: "Enhancing Intersection Operation/Safety Using Blank-Out signs and Wireless Detection" by Mr. Andrew Yi and Mr. Cesar Romo  
"Multi-Modal Synchronization on Beach Blvd: Features and Solutions" by Mr. Bernard Li and Mr. Ron Keith  
"MUTCD and CA MUTCD Updates: What You Need to Know" by Mr. Rock Miller  
Attendance: 50

Joint / Special Meetings:

Date: November 17, 2010  
Location: Restaurant at Kellogg Ranch, Cal Poly Pomona  
Purpose: Monthly meeting and joint meeting with Riverside/San Bernardino section  
Technical Presentation: "Caltrans' First Adaptive Traffic Control System Project on the Historic Route 66" by Mr. Fred Minagar  
Attendance: 53

Date: January 19, 2011  
Location: Monterey Hill Restaurant, Monterey Park, CA  
Purpose: Monthly meeting and joint meeting with City Traffic Engineers  
Technical Presentation: "TRANSIMS Traffic Model" by Mr. John Kerenyi  
Attendance: 96

Date: February 8, 2011  
Location: Plug Nickel Restaurant, Westlake Village, CA  
Purpose: Monthly meeting and joint meeting with ITE Central Coast section  
Technical Presentation: "Oxnard ITS Master Plan Design" by Mr. Scott Carlson  
"Transportation in 2011 – Challenges Ahead for Ventura County" by Mr. Darren Kettle  
Attendance: 40

Date: March 18, 2011  
Location: El Adobe Restaurant, San Juan Capistrano, CA  
Purpose: Monthly meeting and joint meeting with ITE San Diego section  
Keynote Address: "MUTCD Update" by Monica Suter  
Technical Presentations: "CEQA Update" by Yara Fisher, Margaret Moore Sohagi, Robert Tyson Sohagi  
"Simulator Tool for Land Use and TDM" by Brian Welch  
Attendance: 42
### Student Chapter Activities:

- **Date:** May 12, 2010  
- **Location:** Holiday Inn & Suites, Fullerton, CA  
- **Purpose:** Monthly meeting, joint meeting with Orange County Traffic Engineers Council (OCTEC) and Student Chapter Presentation Night  
- **Technical Presentation:** “M2: Updates and Beyond…” by Mr. Tom Bogard with Student presentations from UCLA, UC Irvine, Cal State Long Beach, Cal State Los Angeles and Cal Poly Pomona  
- **Attendance:** 120
The April 21, 2010 ITE Southern California Section meeting was held at the Monterey Hill Restaurant in Monterey Park. It was well attended by professionals from agencies and companies throughout Los Angeles and Orange Counties. The featured guest speaker was Mr. Patrick Reeves. The presentation topic was – “Can True Qualification-Based Selection Be Achieved? It’s Easier Than You Think.” Mr. Reeves works with Penfield and Smith and is greatly involved with the Qualification-Based Selection (QBS) advocacy group of the American Council of Engineering Companies (ACEC) California. Mr. Reeves also spoke about some of the challenges faced by QBS processes in California.

Mr. Reeves provided a brief history of the QBS process at the Federal and State levels. The Brooks Act of 1972, adopted by Congress, required all federal agencies to use QBS for the procurement of architect and engineering services from the most experienced and qualified firms at a fair and reasonable cost. He noted that the mention of price in QBS was a strategic political compromise and can significantly affect an agency’s decision. The intent is to ensure that federal agencies-and the tax-payer – receive highly technical architectural and engineering services from the most experienced and most qualified firms at a fair and reasonable price. Mr. Reeves spoke about how other fields, such as medical and legal fields, that are related to public welfare and require high skill levels are similar in nature. Yet these services are not sought primarily based on cost. He also mentioned that the engineering costs account for less than 1% of the life-cycle cost of a project – other major costs being cost of construction, operation and periodic maintenance. More information on the benefits of QBS can be found at: http://www.acec.org/advocacy/committees/10priorities/qualifications.cfm

QBS directly impacts professional engineers, including transportation engineers. Numerous professional organizations such as the American Council of Engineering Companies (ACEC), American Public Works Association (APWA), American Society of Civil Engineers (ACSE), National Society of Professional Engineers, and American Institute of Architects are committed to assist both agencies and engineering consultants regarding the QBS process.

While California is one of the states that require a QBS process for professional services, the California law does also specify that “selection should be based on competence and qualification for the types of services to be performed at fair and reasonable prices to the public agencies”. Mr. Reeves noted that there are only four states in the U.S. that do not have QBS statutes. The remainder of Mr. Reeves discussion focused on existing laws and available tools and resources concerning QBS.

Mr. Reeves discussed the available resources for those facing challenges with QBS, especially given today’s economic situation. The involvement of professional organizations in bringing QBS awareness to public agencies has proved beneficial and continues to improve the QBS process throughout Southern California. Awards, testimonial programs, and interagency interaction were some of the awareness mechanisms mentioned. Mr. Reeves invited the audience to discuss their experiences with QBS and the challenges they face. At the end of the presentation, Mr. Reeves offered to provide additional QBS reference materials to those interested.

After the presentation, Arief Naftali (President, ITE Southern California Section) presented Mr. Reeves with a small gift as a token of appreciation for his time and input.
The ITE Southern California Section monthly meeting was held jointly with the Orange County Traffic Engineers Council (OCTEC) on Wednesday, May 12, 2010 at the Holiday Inn & Suites in the City of Fullerton. This is an annual meeting, in which students from our local universities are invited to attend and give technical presentations regarding transportation-related projects. The local universities included:

- California State Polytechnic University, Pomona (Cal Poly Pomona)
- California State University, Long Beach (CSULB)
- California State University, Los Angeles (CSULA)
- University of California, Irvine (UCI)
- University of California, Los Angeles (UCLA)

Our guest speaker was Mr. Tom Bogard, OCTA’s Director of Highway Programs. Mr. Bogard provided a presentation to elaborate further on where the County currently stands on its M2 Program.

In such a time as this, it is incumbent upon all of us as transportation and traffic professionals to continue to sharpen our skills, stay abreast of new developments, and increase our professional values to our employers and the agencies we serve. During this meeting, the five local universities did just that, as they are preparing to join the professional world. Special thanks to Neelam Sharma and Giancarlo Ganddini for their hard work and literally putting this Student Night program together.

The following universities and their topics were presented:

- **Cal Poly Pomona**: Feasibility Study of the I-15/Duncan Canyon Interchange in the City of Fontana
- **UCLA**: Traffic and Parking Generation for Drive-Through Coffee Shops
- **UCI**: Effects of Transit Service Price Changes on Student Travel Mode Choice
- **CSULB**: I-710 Expressway
- **CSULA**: Traffic Impact of Closing I-10 Fwy EB HOV Lanes (Before I-710 Fwy)

A total of $4,500 was awarded as scholarships to all five participating Universities.

The monetary awards were provided by **ITE Southern California Section** and **OCTEC**.
**JUNE 2010**

The ITE Southern California Section monthly meeting was held on June 9, 2010 at the Monterey Hill Restaurant, in the City of Monterey Park. This was a combination monthly meeting, mini-workshop and annual business meeting. **Ms. Shirley Land** gave a Technical Presentation on “ITS Engineer – Where in the World is this Person?” Workshop presentations included: “Enhancing Intersection Operation/Safety Using Blank-Out Signs and Wireless Detection” by Mr. Andrew Yi and Mr. Cesar Romo, “Multi-Modal Synchronization on Beach Blvd: Features and Solutions” by Mr. Bernard Li and Mr. Ron Keith, “MUTCD and CA MUTCD Updates: What You Need to Know” by Mr. Rock Miller.

Ms. Land’s presentation explained how:

- Traffic signals are being designed around IT standards and the generally used technology.
- Traffic engineers have more experience with these applications and systems.
- ITS requires the combined application of technologies.

In 1993, the City of Mission Viejo deployed a citywide traffic signal system. The system included the installation of fiber optic cables along with the existing copper wire system. Although there were many questions on how this combination would work, there was no single person or source for easy answers. Thus, the City assembled a team of expert advisors. These advisors helped develop and define the “clouds” in question.

In order to implement and operate an ITS system, the agency must take ownership of the system and develop a team of trusted expert firms for technical maintenance and support.

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**AUGUST 2010**

The ITE Southern California Section “2010 Annual Steak Fry” was held on Wednesday, August 18, 2010 at the Los Angeles Police Academy in the City of Los Angeles. This is the annual kick-off meeting for the year 2010-2011. As usual, it was a beautiful summer evening, nice breeze, wooded area, and festive people. It was great social gathering, very informal, including all you can eat steak, beverages and more.

New board and committee members were introduced as well as acknowledging previous members. This meeting was sponsored by Kimely-Horn and Associates, Inc. and cosponsored by South Coast Lighting and Design. This event also included a raffle drawing with prizes!! For more information regarding our sponsor’s services please visit:

www.kimley-horn.com
www.southcoastlighting.com

As always, the food was great, but the conversation was better. Thank you all for your attendance and support.
SEPTEMBER 2010

The ITE Southern California Section monthly meeting was held on Wednesday, September 15, 2010 at the Monterey Hill Restaurant in the City of Monterey Park. This was our first official luncheon meeting, which was presented by our new Southern California Section President, Lisa Martellaro-Palmer (LADOT), who kicked off the meeting by thanking everyone for their attendance and announced our new Southern California Section Officers and Chairs. The meeting was filled to capacity, and each attendee was asked to announce the college that they attended with self-introductions. It is always interesting to hear where our colleagues have attended.

Mr. John Fisher (LADOT) was our guest speaker and provided a presentation regarding the history of the Automated Traffic Surveillance and Control System (ATSAC) Center titled, “ATSAC: 25 Years Later”.

The ATSAC Center provides an automated system that is adaptive and can change as traffic conditions fluctuate, and provides real-time intersection information to the operations center. As years passed and technology improved, the system was expanded. Mr. Fisher summarized the timeline of the system expansion:

- 1989 – Closed Circuit Television (CCTV) Systems were installed on 45-foot poles
- 1990 – Light Rail Transit Priority: Metro Blue Line was in operation
- 1993 – Changeable Message Signs (CMS) were installed at strategic locations
- 2000 – Real-Time Passenger Information Systems were installed to provide public transit information
- 2002 – Metro Bus Rapid Transit System was installed to provide an early or extended green for buses
- 2006 – Developed and executed an incident detection system for emergency vehicle pre-emption

Presently, the ATSAC Center has approximately 90% of the traffic signals in Los Angeles online and it is anticipated that the remaining 4500 traffic signals will be online in approximately three (3) years.

Thank you for the history lesson Mr. Fisher. For additional historical information, I recommend “Transportation Topics and Tales: Milestones in Transportation History in Southern California” authored by John Fisher.

The ITE Southern California Section monthly meeting was held on Wednesday, October 20, 2010 at Capistrano’s Restaurant at the Radisson Suites Hotel in Buena Park. This was our first meeting in Orange County for the 2010 – 2011 year and it was presented by our Southern California Section President, Lisa Martellaro-Palmer. The topic of the meeting was “Congestion: How to Study It and Build Coalitions Towards Reducing It.”

Our first guest speaker was Dr. Richard Dowling. He is the President of Dowling Associates, Inc., which is a traffic engineering and transportation planning consulting firm based in Oakland, California with over 40 full time professional and support staff. Dr. Dowling’s presentation was on the Multimodal Level of Service in the 2010 Highway Capacity Manual. The Highway Capacity Manual framework is based on the National Cooperative Highway Research Program Report 616.

In California, starting on January 1, 2011, the “Complete Streets Act” states that agencies modifying the circulation element of their General Plan must provide for a “balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

The 2010 Highway Capacity Manual which is due out on January 2011 will include a Refined Signalized Intersection Method which adds bike and pedestrian level of service. It will also include a New Urban Street Method which has a new auto speed method and level of service and it will add transit, bike and pedestrian level of service.

Multimodal Level of Service is the degree to which the urban street design and operations meet the traveling needs of each user type. The philosophy is that each urban street right-of-way is shared by four major types of users which include automobile drivers, transit passengers, bicyclists and pedestrians. Bicycle performance is measured by bicycle delay and the bicycle level of service score. Pedestrian performance is measured by corner circulation area, crosswalk circulation area, pedestrian delay and the pedestrian level of service score.

Our second guest speaker was Ms. Hilary Norton. She is the Executive Director of Fixing Angelenos Stuck in Traffic (FAST), which is a non-profit, public-private partnership created to support and implement short-term traffic solutions to address Los Angeles County’s current traffic crisis. FAST’s goals include educating residents and employers the merits of short-term traffic solutions and encouraging transit use, building an active and engaged coalition of individuals to advocate for more federal and state transit funds and implementing high impact traffic reductions.
Some of FAST’s community partners include the Los Angeles Area Chamber of Commerce, the Los Angeles Business Council, the Los Angeles County Bicycle Coalition, the Los Angeles Department of Transportation, the Downtown Los Angeles Neighborhood Council, Metrolink, the Music Center, the Petersen Automotive Museum, UCLA Transportation and USC.

According to the RAND Corporation, traffic is deteriorating the quality of life and is stalling L.A.’s economy. Angelenos spend an average of 70 hours a year in traffic for a total of 490 million hours in annual traffic delays. In addition, the average Angeleno spends an additional $750 a year because of poor road conditions, while the total economic cost due to congestion delay is $9 billion per year.

Some of the RAND Report’s recommendations include improving signal timing, creating a network of paired one way streets that will favor traffic in one direction, Traffic Demand Management (TDM) Programs, deep discounted transit passes, parking “cash out”, variable curb parking rates, high occupancy toll lanes, peak hour curb parking restrictions, dedicated “bus only” lanes and a region-wide bicycle network.

Public-private partnerships will enable us to obtain federal funds, budget, plan, and construct projects that could significantly reduce congestion.
The ITE Southern California Section monthly meeting was held jointly with the Riverside-San Bernardino ITE Section on Wednesday November 17, 2010 at The Restaurant at Kellogg Ranch at Cal Poly Pomona. The meeting was filled to capacity with ITE members from both Sections, as well as members from the Cal Poly Pomona ITE Student Chapter. As tradition has it, the meeting was kicked off with introductions, and each participant was asked to announce their name, company, and college they attended. It is always interesting and entertaining to hear what college our colleagues have attended, and as usual the Cal Poly Pomona alumni were well represented.

Mr. Fred Minagar, President of Minagar and Associates, Inc. was our guest speaker and provided a presentation regarding “Caltrans First Adaptive Traffic Control System Project on the Historic Route 66”.

The project consisted of approximately 5.3 miles along Route 66 from the I-210 freeway to Claremont Boulevard including the following:

- Replacement of all traffic signal controllers from 170’s to 2070L’s
- 60 Strand Singlemode Fiber Optic Cable

- 4 Closed Circuit Television (CCTV) Camera Locations
- Adaptive Traffic Control System (ATCS)
- Once one intersection is affected it communicates the changes the other signals throughout the system and dynamically adjusts to the travel demand
- System detection loops
- Installed at the beginning of left turn lanes
- Utilized existing advance detection loops

Coordination with several agencies was a key component to the successful delivery of this project. The agencies included:

- Caltrans District 7
- Los Angeles Department of Transportation (LADOT)
- Los Angeles County Department of Public Works
- City of La Verne
- City of Claremont
- City of Pomona

Overall, there was 20% reduction in travel time along the project corridor.
JANUARY 2011

The Institute of Transportation Engineers Southern California Section monthly meeting was held on Wednesday, January 19, 2011 at Monterey Hill Steakhouse in the City of Monterey Park. This was our first meeting in 2011 and it was presented by our Southern California Section Vice President, Steven Itagaki (JMD). There were nearly one hundred people who attended the meeting and there were a number of students from colleges including University of California, Irvine and California State University, Los Angeles.

Our guest speaker was Mr. John Kerenyi, who is a Senior Engineer for the City of Moreno Valley. The topic of the meeting was “Transportation Analysis and Simulation System (TRANSIMS) Traffic Model – Development of the City of Moreno Valley’s Travel-Demand Model.” TRANSIMS is a travel modeling and microsimulation analysis tool. It looks at the movement of individual vehicles at the intersection and controls traffic signal operation and gap acceptance at un-signalized intersections.

In 2008, Moreno Valley had been processing large amounts of industrial development projects and Caltrans was concerned about the impact to the local freeways. The new Southern California Association of Governments (SCAG) rendered the Moreno Valley Traffic Model (MVTM) inconsistent and there was no funding to replace MVTM.

With the Federal Highway Administration (FHWA), the Transportation Equity Act for the 21st Century (TEA-21) had funded development of TRANSIMS v4.0 as open-source. As the program matured and stabilized, funding shifted from software development to deployment and the Case Studies Deployment Program was created.

Moreno Valley submitted a proposal to the FHWA to use TRANSIMS to study the impact on road capacity, structural cross-section, freeway interchanges and routing of traffic to convert 4,700 acres to warehouses.

Delegates learn about TANSIMS

The potential applications of the SCAG/Riverside County Traffic Analysis Model (RIVTAM) dataset include link addition/deletion/change, freeway bottleneck forecasting, operational enhancements (e.g. ramp metering, intersection controls, lane augmentation, and signal operation movements), any application requiring refined time-of-day analysis and tooling.
The Institute of Transportation Engineers Southern California Section monthly meeting was held on Tuesday, February 8, 2011 at The Plug Nickel Restaurant in Westlake Village. This was a joint meeting with the Central Coast California Section and it was presented by our Southern California Section President, Lisa Martellaro-Palmer (LADOT) and the Central Coast California Section President.

The first speaker was Mr. Scott Carlson, Vice President for the West Region/ITS Engineering at Iteris, Inc. The topic of his presentation was the **Oxnard ITS Master Design Plan**. In 2006, the City of Oxnard initiated the ITS Master Plan project to strategically deploy ITS strategies to improve mobility and safety. In 2008, the ITS Master Plan was adopted by the City Council and the City approved $11 million for design and construction. The ITS Master Plan Design Project, initiated in late 2010, is the first implementation of the recommendations outlined in the ITS Master Plan.

The long term goals are to build a robust and scalable communications network which includes a fast Ethernet to gigabit Ethernet distribution, a shared network for traffic, City Departments and police and fiber to all City Signals. The project goals include a communication network which includes communication to all Oxnard signals and select signals from adjacent agencies, communication to City facilities and communication with a separate and secure network to police and fire facilities.

The project elements include replacing traffic signal controllers, installing video detection systems, CCTV cameras, dynamic message signs, upgrading intersections and the traffic management center and creating a traffic website.

The second speaker was Mr. Darren Kettle, Executive Director of the Ventura County Transportation Commission (VCTC). The topic of his presentation was “**Transportation in 2011 – Challenges Ahead for Ventura.**” VCTC is a regional transportation planning agency which is responsible for funding highways and transit, partnering with Metrolink, operating the Ventura Intercity Service Transit Authority (VISTA) and providing rideshare information through the Commuter Services program.

There are several programs in the works including the U.S. 101 widening from La Conchita to Carpinteria, the SR 118 widening from Tapo Canyon Road to the L.A. County line and the SR 23/U.S. 101 interchange (design only). There are also several priority unfunded projects as well which include the SR 118 widening from Simi Valley to Moorpark, the U.S. 101 widening from the L.A. County line to SR 33 and the SR 126 widening within Fillmore and the southbound connector to the U.S. 101.

In Ventura County, the commute times and congestion levels remain steady despite the recession. The bottlenecks are worsening at the U.S. 101 Thousand Oaks, Conejo Grade, Camarillo, Santa Clara River Bridge, the U.S. 101/SR 23 interchange and the SR 118 from Moorpark to Simi Valley. Transit continues to be under utilized, disconnected and not to standard. There is a 60 minute wait for commuter buses and there are only three morning Metrolink trains from Oxnard. There are ten from San Bernardino.

The population is expected to grow by 43% by 2050 and the number of seniors will double, while the youth will increase by 50%. In order to plan for the future, regional priorities need to be identified, local needs have to be accounted for, a strategic funding plan has to be developed and ownership has to be built region-wide. Mobility is a top priority for the community and that means investing in the system, strengthening the alternatives and creating new solutions.
Ms. Monica Suter gave the keynote address on the “MUTCD Update”. Ms. Yara Fisher, Ms. Margaret Sohagi, and Mr. Robert Sohagi spoke on “CEQA Update”. And Mr. Brian Welch spoke on “Simulator Tools for Land Use and TDM”.

ITE candidates Pat Gibson, Doug Smith, and Monica Suter presented their candidacy for International Board of Directors, Western District International Director, and International Director, respectively.
Awards and Special Tributes Presented During This Reporting Period:

Notable awards were presented at the Section's June 2010 Mini-Seminar and Luncheon Meeting, which included:

**Classic Transportation Engineer Award.** The Classic Transportation Engineer Award was bestowed upon Mr. Peter Clark by the ITE Southern California President, Arief Naftali and ITE Southern California 1st Past President, Carlos Ortiz.

![Award Ceremony Image](image_url)

*Mr. Arief Naftali and Mr. Carlos Ortiz presented Mr. Peter Clark with the “Classic Transportation Engineer” award for his work and dedication to the transportation profession.*

**Young Transportation Engineer of the Year.** The Young Transportation Engineer Award was presented to Mr. Andrew Maximous of the City of Santa Monica in recognition of his accomplishments in the transportation industry.
Activities Summary

ANNUAL OCTEC/ITE GOLF TOURNAMENT

Orange County Traffic Engineers Council (OCTEC) and ITE Southern California Section joined forces in sponsoring an Annual Golf Tournament which was held on April 30, 2010 at the Green River Golf Club, in Corona, California.

ANNUAL SAN DIEGO/SOUTHERN CALIFORNIA ITE GOLF TOURNAMENT

Members of the Southern California Section also participated in the annual San Diego Section Golf Tournament held at the Vineyard Golf Course on May 7, 2010 in Escondido, California.

ITS CALIFORNIA ANNUAL MEETING

The Intelligent Transportation Society of California (ITS CA) held its annual meeting on November 15-16, 2010 at the Doubletree Conference Center and Marina in Berkeley, CA. ITS California works to foster research and adoption of advanced technologies and techniques to improve the mobility of California’s citizens and visitors in order to gain greater efficiency in traveler and goods movement, and to heighten safety for all who use our roadways and railways. ITS specialists from government, industry, and academic organizations will convene for our 16th annual meeting, and will hold focused sessions on:

- Traveler Information and Experience
- ITS Deliveries for CVO
- Transportation Services/Delivery
- Transit Signal Priority
- ITS and Sustainability
- ITS and Traveler Safety
- ITS and Automated Enforcement
- Public/Private Partnerships
- Connected Vehicle Programs
- ITS Deployments

“Once again we had a very strong meeting agenda including industry leaders from key agencies such as Caltrans, US DOT, the San Francisco Bay Area Metropolitan Transportation Commission, and the San Diego Association of Governments,” states Alan Clelland, Chairman, of the ITS California Board of Directors. “California has some serious challenges in managing transportation growth, and ITS California brings together technology providers and implementers of intelligent transportation systems that offer real promise for improvement in safety, efficiency, and mobility.”

ITS California offered marketing opportunities including an exhibition and conference sponsorships. “The exposure for the members of the ITS community to California private, public and academic sector can both yield great dividends for companies with ITS solutions and of course to those who seek companies with ITS solutions. We therefore invited the entire ITS community the two-day long annual meeting, both to listen and learn from our members, speakers, exhibitors and guests. Our annual meeting attracts some of the best minds and practitioners so you may truly learn about ITS in California and ultimately to test the California marketplace,” observes Jim Misener, ITS California’s annual meeting chairman.

To learn more about ITS California and membership, please visit: http://www.itscalifornia.org/

To register for the ITS-California Annual Meeting, please visit: http://www.itscalifornia.org/news/annual.html

To learn about Marketing Opportunities during our annual meeting, please visit: http://www.itscalifornia.org/news/documents/SponsorsandExhibitorsForm.pdf
Our Southern California Section has several members also active at the District level. Walter Okitsu, formerly our Legislative Analyst, is our 2010 Western District Secretary/Treasurer. Also, several of our members attend Western District conferences, international conferences and other conferences.

ITE SOUTHERN CALIFORNIA SECTION ATTENDS THE 2010 WESTERN DISTRICT ANNUAL MEETING

ITE Southern California Section attends the 2010 Western District Annual Meeting in San Francisco, California. Southern California Section members who attended are Western District International Director, Zaki Mustafa, Western District Past President, Monica M. Suter and Student Chapter Liaison, Neelam Sharma. Southern California University Sections were also well represented at this meeting.

2010 TSA/OCTEC/ITE VENDOR SHOW AND SOCIAL NIGHT

On October 19, 2010, the Traffic Signal Association (TSA) of Southern California presented the 2010 Vendor Show and Social Night at the Mile Square Golf Course in Fountain Valley, CA. This was a joint venture with the Orange County Traffic Engineers Council (OCTEC) and was one of the largest events of this kind that has been presented. TSA, OCTEC, and ITE Southern California Section members were in attendance with vendors and friends from the traffic signal industry.

CITY OF SANTA ANA TRAFFIC MANAGEMENT CENTER (TMC) TOUR

On Thursday, January 27, 2011, over twenty members attended the tour of Santa Ana’s TMC. Our host was Vinh Nguyen, Traffic Engineer for the City of Santa Ana. The TMC is a state of the art facility located near the heart of downtown in City Hall. The TMC collects and analyzes real time information through the integration of various intelligent transportation system elements such as traffic signal systems, closed circuit television, loop detection, video detection and transfers this input to the TMC through
extensive networks of hardware, fiber optics and wireless links. Vinh Nguyen explained the uses of the hardware and software that make the TMC possible.

**STUDENT CHAPTER EVENTS**

The student chapters at Cal State Los Angeles, Cal State Long Beach, Cal Poly Pomona, UC Irvine, and UCLA have had a busy year. Student chapter involvement with Southern California Section ITE and the transportation engineering industry is ever increasing. Each of the student chapters continues to hold monthly general meetings and organize activities and tours.

The Student Chapter Presentation Night continues to be the largest event of the year. On May 12, 2010 at the Holiday Inn in Fullerton, CA, an annual joint meeting with OCTEC (Orange County Traffic Engineers Council) featured the following presentations from the student chapters:

- Cal Poly Pomona: Feasibility Study of the I-15/Duncan Canyon Interchange in the City of Fontana
- UCLA: Traffic and Parking Generation for Drive-Through Coffee Shops
- UCI: Effects of Transit Service Price Changes on Student Travel Mode Choice
- CSULB: I-710 Expressway
- CSULA: Traffic Impact of Closing I-10 Fwy EB HOV Lanes (Before I-710 Fwy)

A total of $4,500 was awarded as scholarships to all five participating Universities.

To round-up E-week, the Section also introduced the first annual Traffic Bowl for Section-wide student chapters and was hosted by Cal Poly Pomona on February 27, 2011. We had participants from four universities (Cal State Long Beach, Cal Poly Pomona, UC Irvine, and UCLA) compete in 3 rounds of a Jeopardy-style tournament consisting of questions about transportation engineering and ITE. Scholarships will be given out in the upcoming Student Presentation Night in May and will consider the results of the Traffic Bowl. The event was successful and will continue to be held annually.

**MENTORING PROGRAM**

The Mentoring Program is a strategic effort to develop talented transportation professionals and is available to both young professionals and students. The purpose of mentoring program is to match the learning and development goals of the mentee with the mentor’s experience.

The Mentoring Program was introduced last year for the first time in the Southern California Section with the aim of connecting student chapter members with industry professionals. The program received positive reaction from both the students and professional members. So far we have 22 participants and the program is being expanded through the next year. In addition, technical tours organized by the Section have been opened to student members. The Section has also provided various speakers at student chapter meetings.
The Section is perpetually seeking new ways to improve the ITE experience for student members. As part of an on-going effort to keep students connected with the professional section of ITE, the Section has organized campus visits to each of the Universities, giving an outreach presentation on what ITE is all about. This past year the Section visited UCLA in January, Cal State Long Beach in February, UC Irvine in March, and plans to visit Cal Poly Pomona in April. The campus visits will continue to be an annual effort to keep a closer connection with the student chapters. Promotional items or “swag” (e.g. ITE logo printed pencils, stickers, bookmarks, etc.) are also being distributed at the student chapter visits to help recruitment of new members and promote ITE as a whole.

Newsletters and Meetings Sponsorship

We are pleased to have David Schwegel and Jay Dinkins as our Newsletter Editors. They have diligently produced our newsletter with accuracy, quality and in a timely manner. They have also encouraged our members to submit technical articles for the newsletter. Some of the newsletters also included articles provided by our Newsletter Editors.

We are also pleased to note that we have become “green.” We are now releasing the newsletter only via e-mail and the Internet. Our members have agreed that they could access our newsletter online and therefore, we have reduced our production cost and saved a few trees.

Finally, with many thanks to the hard work and dedication of Julia Wu, our Sponsorship Coordinator, the Section was able to secure a company to sponsor for every edition of the newsletters from April 2010 and March 2011 as shown in the following table:

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Website

We continually update our website to accommodate our members and guests. We are fortunate to have Irina Constantinescu as our Webmaster. She has updated our website by adding more features and links. It is now easier to find items on the website and downloads information faster, such as previous newsletters and photos of events. Our website address is [www.itesocal.org](http://www.itesocal.org).
ATTACHMENTS

Attachment 1 – Sample Newsletter

November-December 2010 Issue of Southern California Section Newsletter
President’s Message
Lisa Martellaro-Palmer

Dear Fellow Members,

Fall is here and change is in the air. Along with the change of season, we now have a new Governor for our State of California — Governor Jerry Brown. We also have some new propositions that were approved by the voters.

I am thankful that Proposition 22 passed, which prohibits the State Legislature from taking our funds from transportation, redevelopment and local government, in order to balance the State budget. Proposition 25 also passed which allows the Legislature to adopt the State budget by a simple majority instead of a two-thirds vote and it withholds pay to lawmakers when the budget is late.

Apparently, the people of California really want to see progress at the State and Local levels. Making progress for Californians was essentially the topic for the October meeting. Our topic was centered on Congestion: how to study it and build coalitions towards alleviating it. Richard Dowling from Dowling and Associates spoke on Multimodal Level of Service in the 2010 Highway Capacity Manual. Also, Hilary Norton, Executive Director of FAST, spoke on Fixing Angelinos Stuck in Traffic. I would like to thank both of them for giving exemplary presentations.

For our November meeting, we will remain on the topic of Congestion and how to alleviate it, however this month, we will examine signal progression. Our speaker will be Mr. Fred Minagar from Minagar and Associates, Inc. presenting International Signal Progression Projects. Our meeting will be held at the Restaurant at Kellogg Ranch on the CalPoly Pomona campus. Since this is a joint meeting with RSBITE (Riverside-San Bernardino ITE) and the fact that we have several CalPoly alumni, you will need to RSVP at your earliest convenience.

As a friendly reminder, we are still collecting technical articles for our next newsletter. If you are interested in submitting an article, please contact the Co-Editors of our newsletter, David M. Schwegel and Jay Dinkins. Finally, if you would like to mentor or speak at one of our universities, please contact our Professional Liaisons to the universities, Neelam Sharma and Giancarlo Gandini.

We look forward to seeing you at our November meeting at Cal Poly Pomona!
2010 – 2011, Issue No. 3

November - December 2010

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Brief Look Ahead

2010

- Sun Nov 14th, US High-Speed Rail Association Conference (www.ushsr.com), New York City
- Mon Nov 15th to Tues Nov 16th, ITS California Annual Meeting, Doubletree Conference Center and Marina, Berkeley (www.itscalifornia.org) (see flyer)
- Wed Nov 17th, 7:30 AM, Move LA – Los Angeles Business Council Annual Mayoral Sustainable Housing and Transportation Summit, Korn Hall, UCLA, Anderson School of Business (www.labusinesscouncil.org)
- Wed Nov 17th, 11:30 AM, ITE So Cal Joint Meeting with Riverside-San Bernardino Section, The Restaurant at Kellogg Ranch, Cal Poly Pomona
- Fri Dec. 31, Deadline for California MUTCD 2011 comments (see page 6)

2011

- Fri, Jan 7th, 11:59 PM, ITE So Cal January Newsletter Deadline (contact: Newsletter Editors)
- Wed Jan 19th, Joint ITE So Cal Meeting with City Traffic Engineers, at Monterey Hill Restaurant (3700 W Ramona Blvd, Monterey Park)
- Tues Feb 8th, 11:30 AM, Joint ITE So Cal Meeting with Central Coast Section, The Plug Nickel, Westlake Village
- Thurs Feb 10th, Move LA, "We Love LA" event featuring Senator Barbara Boxer, Center at Cathedral Plaza, downtown Los Angeles
- Fri Mar 18th, 10:00 AM, Joint ITE So Cal Workshop & Meeting with San Diego Section, South Orange County
- Wed Apr 20th, 11:30 AM, ITE So Cal Lunch Meeting at Monterey Hill Restaurant (3700 W Ramona Blvd, Monterey Park)
- Wed May 18th, 5:00 PM, Joint ITE So Cal Meeting with OCTEC featuring Student Chapter Presentations, Holiday Inn & Suites, Fullerton
- Wed June 15th, 8:30 AM, ITE So Cal Mini-Workshop Business Meeting at Monterey Hill Restaurant (3700 W Ramona Blvd, Monterey Park)

In This Issue

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- Transportation Trends
- Opportunities for Newsletter Advertising and Sponsorship
- Opportunities for Newsletter Content
- Announcements
- History of Mast Arm Signals
- Legislative Analysis
- Collaboration is Key
- Keeping America on Track
- "Super Intersections"
- Are we doing all we can?
October 2010 Scribe Report
By Clinton Quan, ITE So Cal Scribe

The ITE Southern California Section monthly meeting was held on Wednesday, October 20, 2010 at Capistrano’s Restaurant at the Radisson Suites Hotel in Buena Park. This was our first meeting in Orange County for the 2010 – 2011 year and it was presented by our Southern California Section President, Lisa Martellaro-Palmer. The topic of the meeting was “Congestion: How to Study It and Build Coalitions Towards Reducing It.”

Our first guest speaker was Dr. Richard Dowling. He is the President of Dowling Associates, Inc., which is a traffic engineering and transportation planning consulting firm based in Oakland, California with over 40 full time professional and support staff. Dr. Dowling’s presentation was on the Multimodal Level of Service in the 2010 Highway Capacity Manual. The High Capacity Manual framework is based on the National Cooperative Highway Research Program Report 616.

In California, starting on January 1, 2011, the “Complete Streets Act” states that agencies modifying the circulation element of their General Plan must provide for a “balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

The 2010 Highway Capacity Manual which is due out on January 2011 will include a Refined Signalized Intersection Method which adds bike and pedestrian level of service. It will also include a New Urban Street Method which has a new auto speed method and level of service and it will add transit, bike and pedestrian level of service.

Multimodal Level of Service is the degree to which the urban street design and operations meet the traveling needs of each user type. The philosophy is that each urban street right-of-way is shared by four major types of users which include automobile drivers, transit passengers, bicyclists and pedestrians. Bicycle performance is measured by bicycle delay and the bicycle level of service score. Pedestrian performance is measured by corner circulation area, crosswalk circulation area, pedestrian delay and the pedestrian level of service score.

Our second guest speaker was Ms. Hilary Norton. She is the Executive Director of Fixing Angelenos Stuck in Traffic (FAST), which is a non-profit, public-private partnership created to support and implement short-term traffic solutions to address Los Angeles County’s current traffic crisis. FAST’s goals include educating residents and employers the merits of short-term traffic solutions and encouraging transit use, building an active and engaged coalition of individuals to advocate for more federal and state transit funds and implementing high impact traffic reductions.

Some of FAST’s community partners include the Los Angeles Area Chamber of Commerce, the Los Angeles Business Council, the Los Angeles County Bicycle Coalition, the Los Angeles Department of Transportation, the Downtown Los Angeles Neighborhood Council, Metrolink, the Music Center, the Petersen Automotive Museum, UCLA Transportation and USC.

According to the RAND Corporation, traffic is deteriorating the quality of life and is stalling L.A.’s economy. Angelenos spend an average of 70 hours a year in traffic for a total of 490 million hours in annual traffic delays. In addition, the average Angeleno spends an additional $750 a year because of poor road conditions, while the total economic cost due to congestion delay is $9 billion per year.

Some of the RAND Report’s recommendations include improving signal timing, creating a network of paired one way streets that will favor traffic in one direction, Traffic Demand Management (TDM) Programs, deep discounted transit passes, parking “cash out”, variable curb parking rates, high occupancy toll lanes, peak hour curb parking restrictions, dedicated “bus only” lanes and a region-wide bicycle network.

Public-private partnerships will enable us to obtain federal funds, budget, plan, and construct projects that could significantly reduce congestion.
Transportation Trends
Lisa Martellaro-Palmer (City of Los Angeles DOT)
(Los Angeles Cal President)

The MTA (Metropolitan Transit Authority) has a new “awareness” campaign that states the following:

I always look before I walk. Pedestrian safety begins with me.
Please follow these simple rules and stay safe:
- Before crossing near a bus, be sure the driver sees you
- Watch for turning buses when crossing
- Never run after or next to a bus
- Always wait for your bus on the sidewalk, never in the street

This was posted in the Los Angeles Daily News.

Pedestrian-vehicle collisions occur when either the driver or the pedestrian fail to see each other. To ensure safety, both drivers and pedestrians have to be aware of their surroundings and focus on the roadway. In this advertisement, the MTA noted that pedestrians must look before they begin walking.

Pedestrian safety and bicycle safety are becoming increasingly important as we encourage people to take transit, bicycle or walk to their destinations. Even multi-modal trips take on a new dimension when pedestrians become a larger percentage of the total trip. Recently, two young girls were crossing at an uncontrolled marked crosswalk and were struck by a vehicle. The driver mentioned that he did not even see them in the crosswalk. Apparently, the driver was not paying attention to the road. Also recently, a high school student was crossing a secondary highway at a signalized intersection and was struck by an eighteen year old female driver. This driver was also distracted as she was driving down the road.

According to the Los Angeles Daily News:

Driving while distracted is never a good idea and unfortunately, it appears to happen more frequently these days. Drivers are texting, applying makeup, checking directions, putting in compact discs and talking on cell phones. According to the Daily News, the California Highway Patrol is conducting a distracted driving campaign with various enforcement agencies. Law enforcement officers are receiving increased training in detecting distracted drivers and educating drivers about the dangers of distracted driving.

The CHP will compile statistics to share with the public. Their goal is to alert motorists of the dangers of driving while distracted and not just from cell phone usage.

Both the MTA and CHP are trying to educate pedestrians and drivers that their behavior and choices while traveling on the road can potentially have grave consequences. Aside from educating the public, the CHP will also be enforcing the rules of the road. Ultimately, to change a person’s behavior while traveling, we must apply the three E’s for full effectiveness. We must Educate the public, Engineer the best roads and Enforce the rules and regulations.

Multi-modal trips are definitely becoming the wave of the future. Transit and rail projects are becoming high profile and receive large amounts of federal funding. Many of you have heard that China now has a high speed rail that travels at 200 miles per hour. In California, the first section of high-speed rail will be built in the farmlands of the San Joaquin Valley. Although the first section will not be between Los Angeles and Anaheim, it will

service Merced, Fresno and Bakersfield. The Central Valley will be able to quickly accommodate a high speed rail of 220 miles per hour. Originally, state officials doubted Los Angeles and Anaheim as the first section of high speed rail and started the planning phase. Then, the State learned that it would need to widen two tracks through industrial areas and subdivisions to be able to accommodate Amtrak, Metrolink, containers headed for freight traffic and the new bullet trains. California high speed rail Chief Rovelof van Ark emphasized that starting high speed rail near Fresno will not delay the 2020 opening for the Los Angeles Union Station to San Francisco-Oakland Bay Area. In addition, federal officials prefer the first round of $4.9 billion in economic stimulus funds to go towards projects that will put Californians back to work immediately.

Another project that will encourage multi-modal trips comes from our local Metropolitan Transit Authority (MTA). The MTA Board approved a draft Environmental Impact Report (EIR) to move forward with the Westside Subway. Mayor Villaraigosa’s proposal for a $4.2 billion subway extension will take commuters from downtown to Westwood within 25 minutes. The extension of the Purple Line will take commuters to Beverly Hills, Century City and Westwood which are considered large employment centers.

The MTA Board also approved a draft EIR for a $1.3 billion Regional Connector which will connect downtown light rail lines and save commuters 20 minutes from transfers between rail lines. The funding comes from Measure R, which was approved by local voters in 2008. Measure R created a half cent sales tax that would yield $40 billion over 30 years aimed at local transportation projects. Mayor Villaraigosa is trying to complete 30 projects in a 10 year period and calls it the 30/10 initiative. The MTA Board is studying two alternate routes for the proposed Purple Line. One of the routes passes near Villa Park High School and the other is parallel to an earthquake fault under Santa Monica Boulevard. As expected, the community has its concerns. If approved by the MTA and federal funding loans secured, construction can commence in 2013 and be completed by 2022. The MTA has another upcoming project. MTA was awarded a $475 million federal grant to build a three story bus operations and maintenance facility near Union Station. The money was granted to MTA from the U.S. DOT through a Federal Transit Administration State of Good Repair Bus Initiative.

To continue with good news within our State of California, fatal car crashes involving teenagers have dropped nearly in half over the last four years. In 2004, there were 145 deaths and in 2008 there were 67 deaths. The national rate only dropped by a third during the same period. The federal report states the drop to stringent limits on young drivers. The California report explains that people are driving fewer miles, and teens don’t have as much money as adults and so drive even less. To continue with good news within our State of California, fatal car crashes involving teenage drivers have dropped nearly in half over the last four years.

Finally, the Los Angeles City Council is trying to contract with as many local companies as possible to keep our money in California. The Council wants to see Angelinos and Californians back to work. They do not want to see the money that is needed for services and the local economy.

Now that fall is in the air, hopefully we will also see a change in our State’s economy. Getting Californians back to work on largescale public works projects is a primary concern for all of us. The key to securing funds for these transportation projects centers around partnerships between federal and local governments. Then these funds will reach private companies, and we can create public-private partnerships (3 Ps).
Opportunities for Newsletter Advertising and Sponsorship
Julia Wu, PE, PTOE (Port of Long Beach)

The newsletter is a perfect venue for advertising your products and services, as it is circulated nine (9) times a year to approximately 800 ITE recipients all over Southern California. Advertisements are priced reasonably for the benefit of our members.

There is no charge for brief job announcements or course announcements (about 100 words) that would be of interest to our members. Free announcements may be edited or condensed as necessary, though. Only ads that are of direct interest to our members will be accepted. The costs are as follows:

- Sponsorship full page Ad: $300 per month
- Full page Ad: $200 per month
- Half page Ad: $125 per month
- 1/4 page Ad: $75 per month
- 1/8 page (business card) Ad: $50 per month

If you are interested in sponsoring the newsletter, the price is $300. The sponsoring company ad is displayed prominently in the newsletter.

For an additional $50 per month, companies can also include the same advertisement on our section website. The web advertisement will be on the page for the entire month.

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Special thanks to Wildan for sponsoring the November 2010 Luncheon.

The Newsletter Editors must receive your ad by the 3rd Friday of the month prior to the following month’s newsletter. Thank you in advance for your contribution to the ITE Southern California Section.

Please contact Julia Wu at (909) 641-8758 or julia.shaojuan@yahoo.com if you have questions or if you would like to submit an ad or sponsor a newsletter.

On behalf of our Newsletter committee, I, Julia Wu, would like to thank you, all currently-committed sponsors, for your support. Your help in sharing the production costs is what makes the newsletter distribution possible and allows us to increase our student support. I hope the advertisements in our newsletter have contributed to raising your profiles in the local transportation industry. Please note that with the electronic newsletter, the ads are now full-page and in color.

To our prospective sponsors, I encourage you to make your company better known in the community. We have sponsorship openings after January 2011.

Opportunities for Newsletter Content
David M. Schwegele, PE, PTOE

The newsletter is also a perfect venue for keeping the membership appraised of a fascinating project you are working on or for educating the membership on a unique development of interest to the local transportation engineering community. Feel free to either provide an article, or if you are too busy to write an article, feel free to submit a fact sheet, and our technical writing team can either write the article for you or co-author the article with you. Typically 500 words and two photos fit on a single page. Articles should be objective and focus on the project, not the firm. This way they are not misconstrued as advertisements. Please submit content to Newsletter Editors Jay Dinkins (jay.dinkins@gmail.com) and David Schwegele (david.m.schwegele@acm.org) by the deadline. The deadline for the January Newsletter is 11:59 PM on Friday, January 7, 2011. Thank you in advance for your valuable contributions to this great team effort.
Announcements

California MUTCD 2011 Draft Version - Open for Public Comment

The draft revision to the California MUTCD, which incorporates FHWA's MUTCD 2009 Edition dated December 16, 2009 and the current California MUTCD dated January 21, 2010, is being developed. It also incorporates all policies on traffic control devices issued by the California Department of Transportation (such as TOPDs and memos) that have been issued since January 21, 2010, and other editorial, errata and format changes that were necessary to update the previous documents. In addition, any of the California Traffic Control Device Committee's (CTCDC) pending items (if any) for Caltrans actions are also being included in this draft revision update to the manual.

The individual parts, as they become ready, are being posted on the California MUTCD website:


The draft of the California MUTCD document, in separate parts as they become available, is now open to the public for review and comment. The public comment period closes on December 31, 2010, but maybe extended based upon request.

Please note that comments over the phone will not be accepted due to the difficulty in their documentation. Comments may be submitted either electronically or mailed.

Deadline for Comments is December 31, 2010.

PLEASE NOTE: Caltrans and CTCDC's goal is to finalize this California MUTCD 2011 draft by spring 2011 but it could be postponed later into 2011 based upon pending issues. California has until January 15, 2012 to finalize this revision.

ITS-California Annual Meeting
November 15-16: Berkeley

September 10, 2010: The Intelligent Transportation Society (ITS) of California is pleased to release the Preliminary Program of our Annual Meeting and Exhibition, scheduled for November 15-16, 2010 at the Doubletree Conference Center and Marina in Berkeley, CA. ITS-California works to foster research and adoption of advanced technologies and techniques to improve the mobility of California's citizens and visitors in order to gain greater efficiency in traveler and goods movement, and to heighten safety for all who use our roadways and railways. ITS specialists from government, industry, and academic organizations will convene for our 16th annual meeting. The detailed preliminary program is available on our website as a downloadable document.

"The Annual Meeting offers an exciting opportunity to see, hear and talk about benefits of ITS on the road and down the road," observes Jim Misener, ITS-California's Annual Meeting chairman.

Please visit our website to view our Preliminary Program.
http://www.itscalifornia.org/news/annual.html

ITS-California is also offering marketing opportunities including a two-day exhibition and conference sponsorships.

Technical Tour

The Board is currently coordinating with City of Garden Grove, RBF Consulting, and Comp View to arrange a tour of a Traffic Operations Center (TOC) in our Section. The new Garden Grove TOC is slated for opening later this year. The Board welcomes your suggestions on whether you would like to tour Garden Grove, another TOC, or multiple TOC's. Please submit your suggestions to ITE So Cal President Lisa Martellaro-Palmer (323-957-6823, lisa.martellaro-palmer@lacity.org).

University Visits

Starting in January 2011, the University Liaisons and interested Section members will conduct visits to one University Student Chapter meeting per month starting with UCLA. Date: TBA. If you are interested in participating or would like more information, please contact Neelam Sharma (ndswsassociates.com, 949-863-0041).

Resumes Online

If you are a Southern California Section ITE member and would like to post your resume on our website, please contact our Webmaster Irina Constantinescu (irina.constantinescu@kimley-horn.com, 818-227-2790).
History of Mast Arm Signals
John Fisher, PE, PTOE (Los Angeles DOT)

Mast Arm signals suspended over the roadways of multi-laned streets is a well established, standard practice. Mast arm signals were a significant breakthrough in reducing intersection collisions.

The need for overhead signals to supplement the far-left and far-right signals was recognized when trucks turning right from the cross street would intermittently block the signal displays. This led to a brief flirtation with center-suspended four-way signal heads. One was added to the extant signals at the intersection of La Brea Avenue and Wilshire Boulevard in 1938 and was successful in reducing red light violations by two-thirds. Plans were underway in Los Angeles to retrofit other principal intersections, but they were suspended due to World War 2.

Mast arms began to make their appearance following World War 2. The first known pair in Southern California was installed on Foothill Boulevard at Commerce Avenue in the Tujunga community of Los Angeles and began operation on December 4, 1945. They were 12 foot long horizontal arms supported by tie rods and still exist to this day. The first mastarms in Orange County made their debut at the intersection of Harbor Boulevard and Warner Avenue in 1960, in an effort to mitigate the limited visibility on the curved southbound approach.

During the 1950’s and 1960’s mastarms for rigidly-mounted signals came in only two sizes - 15 or 20 feet and always with tie rods. On wide streets this length limitation led to the proliferation of median signal pole installations in order to improve visibility on wide approaches.

Beginning in June 1956, the Southern California Edison Company spearheaded a program to lessen the cluttered look at intersections by promoting the mounting of traffic signal heads on electrolux standards, including those with mast arms. Soon, the larger agencies in Southern California started using combination poles. Use of these poles led to the next evolutionary step in signal pole placement. Whereas the initial tri-light signalized intersections featured eight farside heads on four poles, the use of combination poles led to eight to twelve farside heads on eight standards, today’s modern practice.

During the 1970’s tie rod poles were replaced by longer, more rigid arms with three and four bolt mounting plates. Initial long mastarms were made possible by providing added support arms. One of the first “trumpet” style mastarm standards was installed at the entrance to Griffith Park at Los Feliz Boulevard Riverside Drive in August 1972. By the end of the 1970’s, mounting plates were placed at an angle, thus providing support capability for the super-long mastarms that span many of our roadways.

When the first mast arm heads were deployed, they were accompanied by a backplate, a new feature at that time, to block out ambient street lighting and lighted retail signs. When 12 inch lenses made their debut in 1955, mastarm signals featured a “super-sized” 12 inch red with the then standard eight inch yellow and green lenses. By 1958, Los Angeles adopted the 12 inch head (all three lenses) for mast arms. By 1969, all mast arm heads were converted to the 12 inch size.
Traffic signal design on La Cienega Boulevard at Fairview Boulevard, circa 1956

Trumpet-style mast arm

For more information on transportation history, see Transportation Topics and Tales, at http://ladot.lacity.org/pdf/PDF100.pdf.

New look for street corners—act like pedestrians $1,000 per intersection on traffic light installations.

First advertisement for a combination pole
Legislative Analysis
Sri Chakravarthy, PE, TE (Kimley-Horn)
ITE Southern California Legislative Analyst

Hello Fellow Members,

During the month of November, Californians voted on several Propositions. Many of these affect our Transportation Profession. The term mid-term elections in our State carried several Propositions related to our Transportation Budget, the Environment, and High-Speed Rail.

Proposition 22

One of the propositions that directly impacts our profession is Proposition 22 (Prop. 22). Prop 22 will prohibit the State from borrowing or taking funds used for transportation, redevelopment, or local government projects. Opponents of Proposition 22 argue that the measure would divert millions of dollars away from public education and reduce funds for firefighters and health care. California voters approved Proposition 22 sending a clear signal that they do not want the State lawmakers to dip into local agencies’ funds to solve State budget problems.

California High-Speed Rail

Last month, the California High-Speed Rail Authority was awarded $715 million from the federal government, bringing the total funding secured to $4.3 billion. This portion of the federal funding includes a designation that the funding should be used on an eligible section in the Central Valley, earmarking the money for either the Merced-to-Fresno or Fresno-to-Bakersfield sections. The four sections being considered as the potential launch point for high-speed rail construction are San Francisco to San Jose, Merced to Fresno, Fresno to Bakersfield and Los Angeles to Anaheim. The project is currently in the environmental analysis phase for all sections in the system. Construction is slated to begin late 2012 with the state’s high-speed rail network providing passenger service from the San Francisco Bay Area to the Los Angeles metropolitan area by 2020.

AB 32/SB 375/Proposition 23 – Greenhouse Gas Emissions Reduction

AB 32, California’s Global Warming Solutions Act of 2006, identified SB 375 as one of its implementation measures. SB 375 requires California Air Resources Board (CARB) to adopt reduction targets for Greenhouse Gas (GHG) emissions by September 30, 2010. SB 375 also requires the creation of regional plans and encourages reduction in greenhouse gases by providing incentives for cities to reduce vehicle miles traveled through compact development and efficient coordination between land use and transportation. The greenhouse gas emissions reduction targets were recently adopted on September 23, 2010 by CARB. The official target for the Southern California Association of Governments (SCAG) was 8 percent reduction by year 2020 and 13 percent reduction by year 2035.

Proposition 23 would have suspended the implementation of AB 32 (and therefore SB 375) until California’s unemployment rate drops to 5.5 percent or below for four consecutive quarters. The proposition did not pass and the State could continue to implement AB 32 to address global warming.

This analysis is based on the world as it stood November 10, 2010.

Please direct comments to Sri Chakravarthy (818-227-2790, sri.chakravarthy@kimley-horn.com).
Collaboration is Key

David M. Schwegel, PE, PTOE

According to David Goff’s Sacramento Business Journal article “Central Valley to get high-speed rail before the Bay Area” dated November 4, 2010, collaboration was key behind the California High-Speed Rail Authority’s decision to launch California’s first high-speed rail line in the Central Valley. The first line will start in Fresno and go to either Bakersfield or Merced. This was a blow to the Bay Area three months after the Trans Bay Joint Powers Authority broke ground on a massive multi-modal center in downtown San Francisco. A key reason for the selection of the Central Valley debut – significant opposition from the West Bay Cities of Atherton, Menlo Park, Palo Alto, and others on noise and aesthetics impacts. Collaboration is key. Collaboration among the Bay Area cities would have welcomed high-speed rail to the Bay Area much sooner.

How does this collaboration lesson apply to the Transportation Engineering profession? Similar to the Bay Area’s wealth of cities, we have a wealth of professional societies with transportation interests that serve as our allies in moving transportation agendas forward. We should do our part to encourage cooperation among all. United, we are a strong force!

I recently had the pleasure of attending several professional society meetings in Sacramento, all having an interest in sustainability. The most recent Sacramento Sustainability Forum ([www.sacramentosustainabilityforum.com](http://www.sacramentosustainabilityforum.com)) meeting featured an outstanding presentation by the Environmental Council of Sacramento ([www.ecosacramento.net](http://www.ecosacramento.net)) emphasizing the importance of mixed-use, master-planned, live-able, walk-able, twenty-minute (key services within a 20-minute walk of home) communities. Proposals were presented for converting key regional malls such as Sunrise Marketplace in Citrus Heights and Country Club Center and Plaza in Arden-Arcade, to become the focal point of such communities with high-rise condominiums along the periphery. Safety was identified as one of the key benefits of such communities as neighbors collaborating within the common plaza areas tend to look out for each other. After the presentation, I found out about the Inferno at the Roseville Galleria, the Sacramento region’s largest shopping mall. This invoked the question – could this disaster which closed parts of the mall for weeks have been prevented if the Galleria were the focal point of a live-able walk-able community?

I attended Sacramento Mayor Kevin Johnson’s Greenwave Sacramento ([http://greenwave.sacramento.net](http://greenwave.sacramento.net)) October meeting featuring Dr. Oz speaking on the importance of health. The Mayor emphasized the importance of master planning efforts that preserve Sacramento’s agrarian resources to offer local nutritious eating opportunities for the region’s residents. According to the Mayor, of the 58 California counties, Sacramento ranks third highest in terms of obesity.

How do Traffic Engineers fit into this? According to Past ITE/International President Steven Hoefner, Traffic Engineers play a huge role in safeguarding health. They plan and design these 20-minute communities that encourage walking, thereby fighting obesity and cases of Type II Diabetes. Recall the subject of Bob Grady’s presentation at the October 2010 Nor Cal ITE meeting on ITE’s efforts to devise handbooks to calculate trip generation for such communities.

Considerable effort is underway to collaborate ITE’s expertise with the organizations identified above as well as the Sacramento Area Council of Governments (SACOG) ([www.sacog.org](http://www.sacog.org)), Green Drinks ([www.green-drinks.org](http://www.green-drinks.org)), and the Sacramento Area Regional Technology Alliance ([www.sarta.org](http://www.sarta.org)). This morning, I just found out about another organization – the Association for Commuter Transportation (ACT).

What can we do in So Cal to embrace similar efforts?

1. Consider attending some key events identified on page 2 in the “Brief Look Ahead” section. The Joint Move LA and Los Angeles Business Council Annual Mayor & Sustainable Housing and Transportation Summit takes place Wednesday, November 17, 7:30 AM at Korn Hall at the UCLA Anderson School of Business ([www.labusinesscouncil.org](http://www.labusinesscouncil.org)). Many of us should attend this extraordinary event featuring the LA Mayor. Then we should carpool to Cal Poly Pomona for the Joint ITE So Cal – Inland Empire meeting. Another event I just found out about this month is Move LA’s “Willow” event taking place at the Center at Cathedral Plaza in downtown LA on February 10, 2011 featuring Senator Barbara Boxer.

2. Become actively engaged in diverse local and regional organizations that have an interest in transportation. These include the Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), rail LA, America 2050, CAPPG, and ITS America among others. Many presented at the US High-Speed Rail Association ([www.ushr.org](http://www.ushr.org)) Conference in Universal City in June.

3. Try to achieve consensus among public interest groups on issues of interest to the Transportation Engineering profession. Joe Sheehorse of the US High-Speed Rail Association was able to get the Fullerton Rotary Club to re-examine their initial opposition to the California High-Speed Rail project. By the end of the presentation, attendees were enthusiastically for high-speed rail in their communities. Per discussion with ITE International, our organization strongly encourages public involvement among our members.

Therefore, I encourage you to research key transportation, mass transit, environmental preservation, mass transit, and sustainability organizations in our region. Attend meetings as your schedules permit. Seek to obtain consensus among such organization on key issues of interest to the transportation engineering profession. Recognize the merits each player brings to the table. Collaboration is key! United, we are a strong force!

I welcome your comments at davidmschwegel@gmail.com or 425-466-5677.
Keeping America on Track: $466 million locomotive contract awarded
Keith Turner (Corporate Communications, Siemens Industry – Mobility Division)

Contract Brings Jobs to Three States and New Technology to the Northeast Corridor to Better Serve Passengers on the Busiest Rail Route in the Country

The contract will require an additional 250 people to build the locomotives, with 200 in Sacramento, and 50 collectively in Norwood, Ohio and Alpharetta, Georgia.

The locomotives will be built at the Mobility Division’s existing light rail manufacturing facility in Sacramento. This facility currently provides light rail vehicles to diverse North American cities including Portland, Salt Lake City, and Calgary. This Sacramento-based plant, which has been in operation for more than 26 years, is powered up to 80 percent by two megawatts of solar energy and employs 750 people. All main components of the new locomotive will be produced in Siemens plants in the United States including the motors in Alpharetta and propulsion containers in Norcross, Georgia. The first locomotives will be delivered in 2013.

"These locomotives will be built in America using renewable energy and provide cleaner, more efficient movement of people on the most heavily traveled rail route in the country.” - Daryl Dulaney, President and CEO, Siemens Industry, Inc.

"Amtrak is a critical transportation provider in the Northeast and modern locomotives are essential to meet the service reliability expectations of our passengers and for us to handle the growing ridership demand in the coming years” - Joseph Boardman, President and CEO, Amtrak.

"This isn’t your grandfather’s locomotive. Not only will we use renewable energy to build them, the locomotives will also include energy efficient features, such as regenerative braking that can feed up to 100 percent of the energy generated during braking back to the power grid,” - Oliver Hauck, President of the Mobility Division of Siemens Industry, Inc.

The US High-Speed Rail Association (www.uhsra.com) Conference in New York City, starting on November 14, is an extraordinary opportunity to learn more about the locomotive aspects of high-speed rail from diverse suppliers worldwide.

ITE members are encouraged to learn about diverse aspects of transportation from the perspectives of suppliers, engineers, and elected officials. This article provides insight from a supplier.

Similar to the Talgo article in the September 2010 newsletter, this article provides insight on the locomotive aspect of high-speed ground transportation from another supplier. It is provided for informational purposes only. It is not an advertisement for Siemens.

About two weeks ago, Amtrak awarded a $466 million contract to Siemens to build 70 electric locomotives for Amtrak’s Northeast and Keystone Corridor lines as part of Amtrak’s landmark fleet rejuvenation initiative.

The announcement took place on Friday, Oct. 29 in the Rolling Stock Manufacturing Facility in Sacramento, where more than 800 employees, dignitaries and the media attended ceremonies marking the official notification. This is Siemens first-ever locomotive contract in the United States.
"Super Intersections"
Brian D. Van De Walle, PE (TX), PTOE
(Kimley-Horn & Associates)

An article on "Super Intersections" was included in the September 2010 Newsletter. This article provides another perspective on this topic. They are called by many names, superstreets, innovative intersections, super intersections. What they represent is a basic tenet of Traffic Engineering. Reduce conflicting movements to improve safety and efficiency. There are a number of innovative intersections concepts out there, and they apply to both at grade and grade separated intersections. This article is too short to address all of them, so a list of potential designs is provided below:

<table>
<thead>
<tr>
<th>At Grade Intersections</th>
<th>Grade Separated</th>
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<tbody>
<tr>
<td>Parallel</td>
<td>Tight</td>
</tr>
<tr>
<td>Michigan</td>
<td>Center Left</td>
</tr>
<tr>
<td>Bowties</td>
<td>Echelon</td>
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<tr>
<td>Superstreets</td>
<td>Diverging</td>
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The standard four legged intersection has 32 conflict points. Each of these concepts seeks to minimize or relocate some of these conflicts from the intersection. Some of these designs have been used extensively across the United States while others have never been used here. A comparison of the median left turn and superstreet shows similar, yet distinctly different intersection types.

Michigan has been using the median left turn for over 30 years. This concept prohibits arterial left turns at the main intersection and forces these vehicles to proceed to a U-turn 560-760 feet away from the intersection, where they may or may not be served by a traffic signal. Removing the left turns from the intersection reduces the number of conflict points to only 16. This results in reduced accidents, fewer signal phases, simpler signal coordination, and higher throughput (50% more capacity than a dual left turn lane). Some of the cons are the need for more right-of-way at the U-Turns, potential driver confusion, and weaving movements.

The superstreet is a modified version of the median U-turn design, keeping the left turns from the major street at the intersection, but relocating all of the side street movements to the U-turn. The number of conflict points is reduced to 20, which results in lower delay for the arterial movements, perfect two way progression with any signal spacing (the opposite sides of the intersection are timed separately). Compared to the median U-turn, a positive barrier across the intersection means little or no enforcement is necessary. Some of the drawbacks are potential driver confusion, additional right-of-way, and longer travel times for the side street. A key point is that pedestrians have to cross in a two stage maneuver, which may lead to local opposition.

Both of these designs result in substantial increases in efficiency over the typical at-grade intersection. Construction times and costs are much lower than building grade separations, providing a valuable tool for cash strapped agencies along congested corridors. Recognizing that they represent a change from traditional design, a robust public involvement process is critical. As traffic engineers and designers, we need to be encouraging the use of these concepts as an interim solution to building interchanges.

To do so, it is important that we know and be able to communicate the options available to our clients, constituents, and the driving public. This is the wave of the future and we need to be ready for it.

Questions and comments may be directed to Brian D. Van De Walle at 512-418-1771 or brian.vandewalle@kimley-horn.com. Mr. Van De Walle manages Kimley-Horn’s Transportation Planning Department in Austin, Texas.
Are we doing all we can?
David M. Schwengel, PE, PTOE

I read numerous posts from diverse LinkedIn (www.linkedin.com) groups. These include Architects/Engineers/Construction Green Energy Jobs, American Society of Civil Engineers (ASCE), and Traffic Engineer/Transportation Planner Network. One post that catches my eye - "Civil Engineering Industry still struggling?" invites numerous comments from employers with extraordinary opportunities and domestic and international candidates seeking such opportunities.

A couple months ago, Brian Pollasch and other representatives from ASCE's Government Affairs division spoke of the "Key Contacts" program. This program allows ASCE to disseminate educational information on engineering activities to elected officials via local Section members. Pollasch notes, only 8,900 of the 140,000 ASCE members are Key Contacts. Of these, only about one third (or 2,500) have strong working relationships with elected officials. Establishing and maintaining such relationships is the lifeblood of our profession. Why is the number so low? Is it time to rewrite the LinkedIn post to read "Are we doing all we can to influence the Civil Engineering industry?"

What’s the key relationship building and professional society serving stumbling block for the remaining 137,500 ASCE members? Time! Is it time we refer our electorate, presidents, principals, CEO’s, and supervisors to Glen Stansberry’s blog "Why Germans have longer vacation times and more productivity" dated September 28, 2010? How much would we benefit by focusing on achieving extraordinary results per hour for each of the 32 hours per week serving our companies? Where would our profession be if beyond serving our employers, we were all free to devote 4 hours per week to professional development and the remaining 4 to serving our profession?

We've made some progress in sustainability. Recent California legislation including the election of Governor Jerry Brown and the rejection of Prop 23 renew our State's interests in sustainable solutions. While Governor Brown's former administration in the 70's was notorious for taking numerous freeways off the drawing board, especially in regions like Sacramento, an underlying interest was a significantly increased investment in mass transit. Prop 23 was the subject of the September 30, 2010 Greenwise Sacramento (http://greenwisesacramento.net) meeting. Governor Schwarzenegger notes the proposition was authored by those with interests in the Texas Oil Industry. A passing vote by Californians would have rolled back the State's sustainability efforts until unemployment dropped below 5.5 percent for a given time period.

How effectively are we selling our tremendous expertise in the area of mixed-use, liveable, walkable, master planned communities? Such expertise is of prime interest to government entities like the Sacramento Area Council of Governments (SACOG) (www.sacog.org) and the City of San Jose. SACOG's recent public meetings on updating their 2035 Master Plan reveal heavy interest in transit oriented mixed-use developments, especially within developing communities. Kim Walesh, Chief Strategist for the City of San Jose spoke at the Sacramento Area Regional Transportation Alliance (SARTA) (www.sarta.org) Clean Tech Showcase on the City's plans to accommodate projected growth from 1.0 to 1.4 million over the next 20 years with no increase in vehicle miles traveled. Mixed-use transit oriented development is key to making this happen.

One of the overseas speakers at June's US High-Speed Rail Association (USHR) (www.ushr.com) Conference in Universal City ranked 25 key nations on environmental friendliness. With 2 percent of the world’s population consuming 25 percent of the world’s oil, the US was ranked dead last. The USHR is advocating a nationwide high-speed rail network with 220 mile-per-hour trains linking major cities and 110 mile-per-hour trains linking minor ones. How effectively are we becoming the go-to professionals in this effort?

Effectiveness begins at the grass roots level. In evaluating my own effectiveness in serving the profession, I noticed some principals and CEO's responded to my call to become actively engaged in the recent Sacramento Area Regional Technology Alliance (www.sarta.org) Clean Tech Showcase. Yet I can do much more in these and other extraordinary sustainability opportunities availing themselves.

So personally evaluate your own effectiveness. Then take immediate massive action to boost it if needed. Encourage your colleagues to do likewise. Thank you. I welcome your comments: davidmschwegel@aol.com, 425-466-5677.
ITE SoCal and Riverside/San Bernardino Sections Invite you to A Joint Luncheon Meeting

Caltrans’ First Adaptive Traffic Control System Project on the Historic Route 66

By Fred Minagar, MS, PE, FITE, President, MINAGAR & ASSOCIATES, INC.

To be held on Wednesday, November 17, 2010 at 11:30 AM at

The Restaurant at Kellogg Ranch

On the campus of Cal Poly Pomona
3801 W. Temple Avenue, Bldg. 79
Pomona, CA 91768

$30 with advance reservation
(Before 12:00 p.m., Friday, November 12th)
$35 at the door (space permitting)
$10 for students w/ ID
Cash or Checks Only
Collected at the Door

Please specify your lunch preference
Flat Iron Steak
OR
Three Cheese Ravioli

FOR RESERVATIONS, please contact:
Andrew Maximus P.E., T.E.
Secretary-Treasurer for ITE Southern CA
E-mail: andrew.maximus@smgov.net

DIRECTIONS:
From the Orange Freeway (CA-57):
Exit Temple Avenue (Exit 20).
Proceed West on Temple Avenue to University Drive.
Turn right on University Drive, proceed north.
At Circle Center Drive, turn right and proceed up to the Collins College.
ITS California Opens Registration for its Annual Meeting
Conference runs November 15-16 in the Berkeley area

July 9, 2010: The Intelligent Transportation Society of California (ITS CA) is pleased to announce that on-line registration is open for its annual meeting, scheduled for November 15-16, 2010 at the Doubletree Conference Center and Marina in Berkeley, CA. ITS California works to foster research and adoption of advanced technologies and techniques to improve the mobility of California’s citizens and visitors in order to gain greater efficiency in traveler and goods movement, and to heighten safety for all who use our roadways and railways. ITS specialists from government, industry, and academic organizations will convene for our 16th annual meeting, and will hold focused sessions on:

- Traveler Information and Experience
- Transportation Services/Delivery
- ITS and Sustainability
- ITS and Automated Enforcement
- Connected Vehicle Programs
- ITS Deliveries for CVO
- Transit Signal Priority
- ITS and Traveler Safety
- Public/Private Partnerships
- ITS Deployments

“Once again we have a very strong meeting agenda includes industry leaders from key agencies such as Caltrans, US DOT, the San Francisco Bay Area Metropolitan Transportation Commission, and the San Diego Association of Governments,” states Alan Clelland, Chairman, of the ITS California Board of Directors. “California has some serious challenges in managing transportation growth, and ITS California brings together technology providers and implementers of intelligent transportation systems that offer real promise for improvement in safety, efficiency, and mobility.”

ITS California is offering marketing opportunities including an exhibition and conference sponsorships. “The exposure for the members of the ITS community to California private, public and academic sector can both yield great dividends for companies with ITS solutions and of course to those who seek companies with ITS solutions. We therefore invite the entire ITS community the two-day long annual meeting, both to listen and learn from our members, speakers, exhibitors and guests. Our annual meeting attracts some of the best minds and practitioners so you may truly learn about ITS in California and ultimately to test the California marketplace,” observes Jim Misener, ITS California’s annual meeting chairman.

To learn more about ITS California and membership, please visit: http://www.itscalifornia.org/
To register for the ITS-California Annual Meeting, please visit: http://www.itscalifornia.org/news/annual.html
To learn about Marketing Opportunities during our annual meeting, please visit: http://www.itscalifornia.org/news/documents/SponsorsandExhibitorsForm.pdf
ATTACHMENTS

Attachment 2 – Sample Technical Presentation
   “Enhancing Intersection Operation/Safety Using Blank-Out Signs and Wireless Detection”
   By Andrew Yi, P.E., PTOE and Cesar Romo – City of Santa Clarita
Enhancing Intersection Operation/Safety Using Blank-Out Signs and Wireless Detection

Andrew Yi, P.E., P.T.O.E.
City Traffic Engineer

Cesar Romo
Signal Operations Supervisor

CITY INFORMATION

• The City of Santa Clarita is located approximately 30 miles north of Downtown Los Angeles

• Fourth largest City in Los Angeles County with an approximate population of 177,000

• The City is connected to the Los Angeles Basin through only one major access point — Interstate 5

• The City is bounded by Interstate 5 and SR-14
AREA OF CONCERN

- Soledad Canyon Road and Golden Oak Road is a signalized intersection

- Golden Oak Road and Golden Triangle Road is a stop-controlled intersection

- The intersections are approximately 100’ apart with a railroad crossing between the intersections
INTERSECTION OPERATION - PROBLEM

• The right-turn movement from Soledad Canyon Road during permissive phase often left no gaps for Golden Triangle Road traffic.

INTERSECTION OPERATION – SOLUTION #1

• Installation of NO TURN ON RED (R10-11) signs.

• These signs created queues for right-turn movements along Soledad Canyon Road but reduced queues for motorists exiting Golden Triangle Road.
INTERSECTION OPERATION – SOLUTION #2 (CURRENT)

- Replaced R10-11 signs with electronic blank-out right-turn restriction signs.
- Expanded usage by installing wireless vehicle detection system at Golden Triangle Road.

APPLICATION OF BLANK-OUT SIGNS AND WIRELESS VEHICLE DETECTION SYSTEM

1. Enhanced safety at railroad crossing.
2. Enhanced intersection operation during non-preemption time.
3. Simple construction; No conduits and signal cables.
4. No traffic signal downtime.
5. Low cost.
6. “No Railroad Agency permits required.”
Wireless vehicle detection system consists of four main components:

- 170E controller with BI Tran 233 Program in Type 332 Cabinet
- Access Point connected to 170E controller by Cat 5 cable
WIRELESS VEHICLE DETECTION

Wireless vehicle detection system consists of four main components:

- 170E controller with BI Tran 233 Program in Type 332 Cabinet
- Access Point connected to 170E controller by Cat 5 cable
- Wireless Repeater
- Wireless Sensors
WIRELESS DETECTION SYSTEM LAYOUT

APPLICATION OF ELECTRONIC BLANK-OUT SIGNS

VIDEO APPLICATION OF ELECTRONIC BLANK-OUT SIGNS
IN CONJUNCTION WITH WIRELESS VEHICLE DETECTION
SYSTEM TO ENHANCE SAFETY AND IMPROVE TRAFFIC
CIRCULATION
APPLICATION OF ELECTRONIC BLANK-OUT SIGNS

VIDEO  APPLICATION OF ELECTRONIC BLANK-OUT SIGNS IN CONJUNCTION WITH WIRELESS VEHICLE DETECTION SYSTEM TO ENHANCE SAFETY AND IMPROVE TRAFFIC CIRCULATION

THANK YOU