



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2011 – 2012, Issue No. 3

November 2011

President's Message

Steven Itagaki, PE, TE, PTOE



Hello ITE Southern California Members,

Our October meeting was the first in Orange County for the 2011-2012 fiscal year at the Knott's Berry Farm Resort Hotel in Buena Park. Our guest speaker was **Chuck O'Connor, Southwest Regional Manager, Rhythm Engineering**. His topic was **"The Facts Are In! The Performance of Adaptive Traffic Control Systems."** Chuck explained how adaptive traffic control system uses artificial intelligence to optimize traffic signals at individual intersections and coordinate signals along arterial corridors to reduce traffic congestion. (See the Scribe Report on Page 3). You can view the photos of this event at our website (www.itesocal.org) under the Photos tab.

Meeting Announcement

Wednesday, November 16, 2011

11:30 AM

**Restaurant at Kellogg
Ranch in Cal Poly Pomona**
3801 W. Temple Avenue, Bldg. 79

Pomona, CA 91768

For Reservations Contact:

Sri Chakravarthy, PE, TE at

Srikanth.chakravarth@kimley-horn.com

by 12:00 pm on Friday,

November 4, 2011

See Flyer for Details

As I mentioned in our previous newsletter, there are two **Western District Board** positions for which candidate nominations are solicited every year. One of these is the **Secretary-Treasurer** position. This year, the District is looking for two candidates from Sections in California for this position. I encourage anyone interested in serving the Western District in this capacity. More information about the positions, their duties, and the requirements for candidates can be obtained on the Westernite website at <http://westernite.org/leadership-resources/candidateelection-items/>. Please forward any nominations to **Dalene Whitlock** at dwhitlock@w-trans.com to ensure the necessary steps are taken to move the nomination forward.

And don't forget about the **ITS California Annual Meeting on November 13th to 15th**. This year, the meeting will be held in **Long Beach**. Please visit their website at <http://www.itscalifornia.org/index.php/meetings/annual-meeting> for more information. Our own So Cal members, **John Lower, Alan Clelland, Jane White, and Arti Gupta**, will also be moderating sessions of this event.

A CTDC meeting was held on October 20, 2011 in Rancho Cordova, CA, where committee members approved the final changes and recommended for the adoption of the next version of the CA MUTCD. Since the publishing date will be December or January, committee members have decided to call it the 2012 California MUTCD.

On **November 4, 2011**, a training program on **Part 6 "Temporary Traffic Control"** updates will be offered during the next Caltrans / Tech Transfer / FBA Work Zone Traffic Safety Conference in **Santa Ana** and it's **FREE**. Sign up on-line with Tech Transfer Program at <http://www.techtransfer.berkeley.edu/training/>. (See attached flyer towards the end of this newsletter). Space is limited, so sign up soon! For more information please email gordon_wang@dot.ca.gov (CA MUTCD Part 6 owner).

More training will be offered on each part of the new CA MUTCD. Please check back for other opportunities at <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/training.htm>

(Continued on Page 2)

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Brief Look Ahead

November 2011

- Sun 13th – Tues 15th, ITS California Annual Meeting and Exhibition, Hilton Long Beach & Executive Meeting Center (www.itscalifornia.org)
- Wed 16th – ITE So Cal+Riverside-San Bernardino Meeting at Restaurant at Kellogg Ranch (Cal Poly, Pomona)

January 2012

- Wed 18th, 11:30 AM, ITE So Cal+City Traffic Engineers Meeting at Monterey Hill Restaurant (Monterey Park)

February 2012

- Tues 7th, 11:30 AM, ITE So Cal+Central Coast Meeting at Plug Nickel (Westlake Village)

March 2012

- Fri 23rd, 10:00 AM, ITE So Cal+San Diego Workshop (South Orange County location to be determined)

April 2012

- Wed 18th, 11:30 AM, ITE So Cal Meeting at Monterey Hill Restaurant (Monterey Park)

May 2012

- Wed 23rd, 5:00 PM, ITE So Cal+OCTEC Meeting+Student Chapter Presentations at Holiday Inn & Suites (Fullerton)

June 2012

- Wed 13th, 8:30 AM, ITE So Cal Mini Workshop Business Meeting at Monterey Hill Restaurant (Monterey Park)

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President's Message (continued)

Our November newsletter is sponsored by **Iteris Inc.** We truly appreciate the support of our sponsors who help offset the costs of our events. See Page 11 of this newsletter for information on sponsorship opportunities.

Our next luncheon meeting will be held at the **Restaurant at Kellogg Ranch in Cal Poly Pomona on Wednesday, November 16th at 11:30 AM.** Our guest speaker will be **Jim Curry, Associate Vice President, Iteris Inc.** Mr. Curry will be presenting the **"Recent Developments in the Los Angeles Countywide Metro Rapid Signal Priority Program."** (See attached flyer towards the end of this newsletter). Please be sure to RSVP with **Sri Chakravarthy** at srikanth.chakravarth@kimley-horn.com with your menu choice before **Noon on Friday, November 4th.**

See you there!

September 2011 Scribe Report

Clinton M. Quan (City of Los Angeles DOT)
ITE So Cal Scribe

The Institute of Transportation Engineers Southern California Section monthly meeting was held on Wednesday, October 19, 2011 at the Knott's Berry Farm Resort Hotel in Buena Park. The program topic was "The Facts Are In! The Performance of Adaptive Control Systems" It was presented by Chuck O' Connor, the Southwest Regional Manager of Rhythm Engineering.

Adaptive traffic control systems include responsive, predictive and real-time adaptive systems. In responsive adaptive systems, signal timing adjustments are made every other cycle or every few minutes. Splits, cycles and offsets are changed in response to changing traffic conditions. In predictive adaptive systems, signal timing adjustments are made every ten to fifteen seconds. The systems collect and evaluates historical traffic and data patterns, computes traffic demand and implements changes to cycles, splits and offsets. In real-time adaptive systems, decisions are made every second based on traffic presence, demand and delay.

The systems do not implement fixed cycles, splits and offsets to serve real-time demand.

There have been 42 adaptive traffic control systems implemented in the past 20 years throughout the United States. These systems have served 1.5 million vehicles daily, 496 intersections, 75 corridors, 38 cities and 13 states.

As a result of adaptive traffic control systems, peak travel times have been reduced between 19% to 50%, peak fuel consumption has been reduced from between 16% to 38% and peak emissions have been reduced from between 25% to 41%. In addition, peak delay times have been reduced from between 53% to 89%, peak stops have been reduced from between 33% to 100%.

The In Sync system utilizes intelligently fully actuated local and global progression. It has been deployed in California including San Ramon and Salinas. It has reduced stops, delays, travel times, emissions and fuel usage.



Legislative Analysis

Thong Ngov, PE (Los Angeles County DPW)
ITE So Cal Legislative Analyst



TE or PTOE?

The Traffic Engineering (TE) licensure examination was administered on October 27th, 2011 and I want to wish the candidates good luck on passing this exam. For some TE candidates seeking to advance their career as a traffic engineer, the question was whether

to pursue the California TE licensure or ITE's PTOE (Professional Transportation Operations Engineer) certificate. For those interested in understanding these distinctions (or are asking "what are these TE or PTOE titles?"), the "Unofficial Fact Sheet on the TE and PTOE Exam" outlines the important facts regarding these titles and the examination application requirements such as the experience and education requirements. This unofficial fact sheet can be found at the following website:

http://www.sfbayite.org/TE_PTOE.html. More information regarding the PTOE can be found at: <http://www.tpcb.org/ptoe/>.

The important distinctions are that the TE licensure examination and title is specific to the State of California and Oregon. Applicants can take the TE exam with an EIT and two years of traffic engineering experience. Passing the TE will allow the licensee to use the title of "Traffic Engineer" but is itself not a "Professional Engineer" (PE) license. In contrast, PTOE candidates must have a PE license and four years of experience in traffic operations engineering. The PTOE is an ITE recognized certificate and not a valid license. Since all PTOEs must have a PE to apply for examination, essentially, all PTOEs are licensed PEs.

Legislative Bill Updates

On October 7, 2011, Governor Brown announced that he would sign and veto numerous bills to improve the transportation system in California. The following are some of the bills that were signed and are of particular interest to the transportation industry. More information can be found at the following link: <http://gov.ca.gov/news.php?id=17266>.

Assembly Bill No. 427 (Perez)

Keywords: transportation bonds funds; transit system safety
Status: Approved on October 7, 2011

What this Bill will do:

This importance of this bill is that it would allow commuter rail operators to be eligible to receive State Transit Assistance funds from 60% share of Transit System Safety, Security, and Disaster Response Account fund of \$1 billion for eligible projects.

Assembly Bill No. 529 (Gatto)

Key Words: vehicles, speed limits, downward speed zoning
Status: Approved on October 7, 2011

What this Bill will do:

This bill would require the California Department of Transportation (DOT) to revise the CA MUTCD as it read on January 1, 2012 to require the DOT and local agencies to round speed limits to within 5 miles per hour of the 85th-percentile speed of free-flowing traffic. Speeds can be rounded down to the nearest 5 miles per hour increment, but prohibited from reducing the speed limit any further for any reason. This bill will become operative only if both this bill and AB 345 become effective on or before January 1, 2012 and this bill is chaptered later than AB 345.

Assembly Bill No. 607 (Brownley)

Key Words: vehicles; public transit buses; illuminated signs
Status: Approved October 7, 2011

What this Bill will do:

This bill will authorize the City of Santa Monica until January 1, 2017 to operate their fleet of up to 30 buses to be equipped illuminated signs that display advertisement under certain conditions.

Senate Bill No. 29 (Simitian)

Key Words: vehicles; automated traffic enforcement systems
Status: Vetoed

What this Bill will do:

This bill would require signs posted within 200 feet alerting road users of an intersection where automated traffic enforcement systems (ATES) are in use. Furthermore, this bill will prohibit local governmental agencies from considering revenue generation beyond recovering the cost of ATES operation when installing ATES.

Senate Bill No. 910 (Lowenthal)

Key Words: vehicles; bicycles; passing distance
Status: Vetoed

What this Bill will do:

This bill would place certain speed, distance, and condition requirements on vehicle overtaking a bicycle and would make violation of these requirements an infraction punishable by a fine.

More information on any particular bill can be found at the following website and entering the bill number:

<http://www.leginfo.ca.gov/bilinfo.html>

Vision California and the Transportation Professional

David M. Schwegel, PE

What land use and transportation investments will be needed to accommodate 60 million people and 24 million jobs in California by 2050? It depends on the policy option selected, based on the proportion of single-family versus multi-family residential growth and their proximity to transit stations. Calthorpe Associates prepared the *Vision California* (www.visioncalifornia.org) project that was funded by the California High-Speed Rail Authority and the California Strategic Growth Council. Other stakeholders include the California Natural Resources Agency, the California Health & Wellness Services Agency, and the California Environmental Protection Agency (Cal EPA) among others. The study uses a "Rapid Fire Model" – a simplified model without the details and refinement of a full travel demand model – to generate preliminary scenario results to assist state and regional agencies and policy makers in evaluating climate, land use, and infrastructure investment policies. The "Rapid Fire Model" does not replace the need for travel demand modeling. It merely simplifies the process to generate scenario results. The study is based on recent legislation including AB 32 (requiring reducing emissions to 1990 levels by 2020) and SB 375 (following sustainable community strategies).

Policy options include A1: Business as Usual, B1: Mixed Growth, C1: Growing Smart, and C2: Green Future. Each policy proportions residential quantities among the large lot (L), small lot (S), townhome (T), and multifamily (M) residential categories. A1, B1, and C1 all assume trend policies while C2 assumes an ambitious direction of state policies already adopted or under consideration by the California Air Resources Board, the California Energy Commission, the California Public Utilities Commission, and other California agencies. A1 assumes that growth in the four residential categories follows normal trends. B1 assumes that half of the growth is accommodated in compact and urban forms. C1 assumes an increasing proportion of urban infill and compact growth. The percentage breakdown by policy option for the L-S-T-M residential categories in terms of new growth between now and 2050 (NG) and total breakdown by 2050 (TB) is as follows:

- A1: NG [54%L, 16%S, 16%T, 14%M];
TB [45%L, 20%S, 10%T, 25%M]
- B1: NG [40%L, 20%S, 20%T, 20%M];
TB [40%L, 21%S, 12%T, 27%M]
- C1, C2: NG [14%L, 23%S, 27%T, 36%M];
TB [30%L, 23%S, 14%L, 33%M]

According to *Vision California*, following C (Smart Growth) versus A (Trend Growth) through 2050 reduces annual transportation and utilities costs from \$20,800 to \$14,200 per household. Required infrastructure investment drops from \$378 billion to \$183 billion, saving \$24,000 per housing unit. Water consumption drops from 328 million acre feet to 309 million acre feet – enough to fill Hetch Hetchy 50 times. Building energy drops from 75 quadrillion British Thermal Units (BTU's) to 69 quadrillion BTU's. Land consumption drops from 5,600 square miles to 1,850 square miles – especially critical given the need to preserve agricultural land for California's multi-billion-dollar agricultural industry – among the largest in the world. Vehicle Miles Traveled (VMT) per household is currently at 24,380 miles. Policy A increases household VMT to 27,320, while Policy C decreases VMT to 17,960. Fuel consumption decreases from 760 billion gallons to

620 billion gallons or 2 years of oil imports to the US or \$2,600 per household per year. Greenhouse gas emissions (GHG) for buildings decreases from 118 million to 100 million metric tons. GHG for automobiles decreases from 155 million to 102 million metric tons.

Three key roles for the transportation professional include:

1. **Peer Education** refers to educating of and getting educated by peers in our transportation field. One avenue is via LinkedIn (www.linkedin.com) groups such as the American Society of Civil Engineers (ASCE), Traffic Engineer/Transportation Planner, and Railgroup. I have been impressed with the valuable insight conveyed by European peers on the topic: "What do you think of the high-speed train system to be installed in California?" European insight included: (a) fast or slow speed, the price is the same, (b) ramped up ridership after 2-3 years of high-speed rail operation, and (c) significant diversion from plane to high-speed rail travel for journeys up to 600 miles. This diversion was especially pronounced for the "Eurostar" (London to Paris via High-Speed Rail with auto carrying capabilities). The Europeans have a vested interest in the success of high-speed rail in the US – "the world's largest untapped high-speed rail market." They stand ready to assist as well as their Asian counterparts.
2. **Public/Elected Official Education** refers to educating purse string holders and voters on information acquired through peer education in terms they can understand such as "enough to fill Hetch Hetchy 50 times" or "2 years of oil imports to the US."
3. **High-Speed Rail Ridership Projections:** While European and Asian High-Speed Rail experts identify San Francisco to Los Angeles as "the perfect corridor for high-speed rail," the California High-Speed Rail ridership projections are under considerable criticism from various parties. Are the projections accurate? It depends on at least two factors: (a) following residential growth policy option A (business as usual) vs. C (smart growth), and (b) the seamless interconnection of multiple modes at the High-Speed Rail multi-modal centers (the "new fireplaces of downtown."). Keep in mind, growth policy C concentrates multi-family residences within walking distance of commuter and high-speed rail stations, while seamless interconnection of modes boosts the appeal of transit in general. Take the ridership projection studies one step further. Run calculations based on residential growth policy A vs. C and interconnected vs. non-interconnected transportation modes at the high-speed rail stations. How much do these factors come into play? What is the best avenue considering that the California High-Speed Rail project must be self-sufficient by 2035?

What other key roles do you see for transportation professionals with regard to *Vision California*? Please email them to davidmschwegel@aol.com for inclusion in an upcoming newsletter.

The Grand Central Station of the West and the Transportation Professional

David M. Schwegel, PE

At the October 2009 ITE So Cal Meeting in Buena Park, in the presentation on the Anaheim Regional Transportation Intermodal Center (ARTIC), John Lower discussed how High-Speed Rail (HSR) stations are the “new fireplace of downtown.” There is a massive “fireplace” that has been under construction since August 2010. It is the Transbay Joint Powers Authority (TJPA) Multi-Modal Center in downtown San Francisco bounded by Main, Folsom, Beale, and Howard Streets. Check it out at www.transbaycenter.org. The site includes a 45-second movie showing the massive center and its projected impact on the surrounding downtown San Francisco community. At 6 levels and 1 million square feet, it is the largest transit-integrating inter-modal center west of New York City. It is coined the “Grand Central Station of the West.” This massive 6-level facility serves 300,000 passengers per day and connects 8 Bay Area counties and the State of California through the convergence of 10 transit systems – Alameda County (AC) Transit, Bay Area Rapid Transit (BART), Caltrain, Golden Gate Transit, Greyhound, Muni, San Mateo Transit (SamTrans), WestCAT Lynx, Amtrak, and the California HSR project.

The TJPA designs, constructs, operates, and maintains this massive \$4.185 billion facility that is funded by the Metropolitan Transportation Commission (MTC), toll bridge revenue, the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), San Francisco County Transportation Authority, San Mateo County Transportation Authority, and Caltrans.

The facility contains several unusual features like: (a) fountains that gush simultaneously with the movement of buses below, (b) a 1.3-mile Caltrain tunnel, (c) a bus ramp to the Bay Bridge, and (d) a 5.4-acre living roof and public park.

Yet the massive terminal building is only part of the picture. What about the disbursement of the mass influx of passengers? They will enter the massive redevelopment area surrounding the station. This area includes 2,600 new homes (35% affordable), parks, a retail main street, and other features including the tallest skyscraper in downtown San Francisco.

What is the transportation professional's role in this massive project that is expected to open in about 3 years? There are at least two – analysis and presentation. Get those spreadsheets, travel demand models, and Powerpoints™ ready now! In addition to travel demand modeling, analysis tasks include, but are not limited to: (a) trip generation with heavy emphasis on internal trips

among diverse modes far beyond just the automobile; (b) capacity (Level of Service) with special emphasis on transit, pedestrian, and bicycle; (c) feature impact with special emphasis on overhead pedestrian sky bridges and underground pedestrian tunnels as well as people mover systems; and (d) Greenhouse Gas Emission (GHG) impacts of construction and operation. Presentation tasks focus on educating elected officials and the public on the transportation and land use impacts of such facilities. A variety of tools are available to provide graphic representation and simulation. Autodesk, Inc has a “virtual reality” tool readily available which they demonstrated at the US High Speed Rail Association (USHSR) (www.ushsr.com) Los Angeles Conference in June 2010. For brief excerpts on the transformational impacts on cities, visit the California High-Speed Rail Authority website at www.cahighspeedrail.ca.gov. It is also critical that we communicate technical concepts in layman's terms.

The “Transit Oriented Development (TOD), Station Architecture, Real Estate Development Around Stations” Session of the USHSR Los Angeles Conference noted how such centers stimulate high-density development within walking distance of the station – also known as “walk-able urbanism.” Real estate experts shared how such stations are the “catalyst for the next national real estate boom” which stimulates the economy and rejuvenates city centers. An additional role for the transportation professional is to research success stories from overseas such as major European urban centers currently served by HSR. Some include Berlin and Barcelona in Spain, Paris and Lyon in France, Berlin and Hamburg in Germany, and Venice and Rome in Italy. Check out similar stories in China (Beijing and Shanghai) and Japan (Tokyo and Osaka). Note that the Tokyo to Osaka HSR line has been operational since 1964. Shanghai is also served by magnetic levitation (MagLev) technology – a cover story in a 2004 American Society of Civil Engineers (ASCE) *Civil Engineering Magazine*. Overseas success stories are especially critical in our discussions with members of the public lacking an overseas perspective on TOD. How can we apply such success stories and lessons learned as we redevelop not only those cities on the California High-Speed Rail project, but also those served by the Desert Express (Victorville to Las Vegas)? How do we use TOD to re-stimulate Las Vegas' struggling economy? What are some special considerations for remote, low-populated desert cities like Victorville? To what extent shall we encourage multi-modal centers in interim cities like Barstow?

What additional roles do you see for the transportation professional in connection with multi-modal centers? Please email them to davidmschwegel@aol.com for inclusion in an upcoming newsletter.

USC ITE Tours Union Pacific Commerce Yard

Sam Levy, President, USC ITE



The University of Southern California ITE chapter took its first field trip of the year to the Union Pacific Intermodal Yard in Commerce on Wednesday, September 26th. The tour provided the students with an in-depth look at the day-to-day operations of one of Union Pacific's most important yards on the west coast.

The seven students started the tour with a little "Railroading 101" with Lupe Valdez, the head of public affairs for UP in Southern California. Ms. Valdez has the daunting task of explaining to thousands of uninformed Southern Californian residents of why we need to hear UP train horns in the early morning hours. Ms. Valdez also explained the complex relationship between local and regional governments and the railroad regarding the issue of infrastructure ownership, improvements, and maintenance.

After the fact-filled discussion with Ms. Valdez, Mr. Tony Jardino, the yard's senior manager, further explained UP's railroad operations.

The Commerce Yard is an intermodal facility: it not only receives truck deliveries, but also serves as a classification yard for trains rolling up the Alameda Corridor from the Port of Long Beach and heading to all points east. The USC students were surprised to learn that the complex UP network demands departure times down to the minute and that the company works with other Class I railroad to share trackage and even equipment. After Mr. Jardino's talk, the students took a drive around the yard; they were fortunate enough to get to see a crane skillfully assembling a 10,000-foot-long container train bound for Chicago. Mr. Jardino and Mr. Valdez both stressed the difficult nature of work in the railroad industry, but also pointed out that "many folks just love the work too much to retire!"

The USC chapter of ITE, formed by four graduate students under the direction of Professor Eric Shen, recently had its Constitution approved during the Western District Conference in Anchorage this past summer. The chapter consists of both graduate and undergraduate transportation enthusiasts across several USC schools. This small, but fast-growing chapter appreciates any and all support from fellow ITE members whether it is in the form of cash donations, office and technical tours, or guest speakers. Please contact us at iteusc@gmail.com for more information on how you or your company can help the budding transportation professionals at USC ITE!



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 700 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 web-page. The web advertisement will be on the page for the entire month.

Aug-11	KHA
Sep-11	Sensys Networks, Inc.
Oct-11	Minagar
Nov/Dec-11	Iteris
Jan-12	KOA Corporation
Feb-12	Iteris
Mar-12	(Available)
Apr-12	(Available)
May-12	(Available)
June-12	(Available)
Sept-12	(Available)
Oct-12	(Available)
Nov/Dec-12	(Available)
Jan-13	(Available)
Feb-13	(Available)
Mar-13	(Available)
Apr-13	(Available)
May-13	(Available)
June-13	(Available)

In addition to Newsletter Sponsorship opportunities, we also have lots of Luncheon Sponsorship Opportunities at \$100 per meeting. This is an extraordinary opportunity to educate one of the West Coast's largest Transportation Engineering communities on your organization. Some other Sections charge \$200 or more for lower profile meeting sponsorship opportunities. At \$100 per meeting, this is an extraordinary value.

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 **(562) 590-4152** or jwwu@polb.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 vacancies after January 2012.

Opportunities for Newsletter Content

Jay Dinkins, PE

The newsletter is also a perfect venue for keeping the membership apprised 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 (jaydinkins@gmail.com) and David Schwegel (davidmschwegel@aol.com) by the deadline. This is our last newsletter of the year, so stay tuned for content deadlines in 2012. Thank you in advance for your valuable contributions to this great team effort.

Announcements

Employment Opportunity: City of Pasadena

The City of Pasadena has a current job opening for a "Transportation Systems Specialist". Initial review of applications is scheduled for November 14, 2011. Please see the link below for additional information.

https://www.governmentjobs.com/view_job.cfm?JobID=374905&hit_count=Yes

Employment Opportunity: County of Los Angeles

The County of Los Angeles Public Works Department has a current job opening for a "Civil Engineering Assistant". Please see the link below for additional information.

https://sjobs.brassring.com/1033/asp/tg/cim_jobdetail.asp?partnerid=25082&siteid=5041&areq=2177BR

Internship Opportunity: Port of Long Beach

<http://www.polb.com/community/education/internships/default.asp>

Model Design Manual for Living Streets

<http://www.modelstreetdesignmanual.com/>

Manual: Los Angeles County

Los Angeles County has developed a manual to guide the development of streets that are lively, economically vibrant, and environmentally sustainable. Cities are encouraged to update current local practices by using parts of the manual. The scope of the manual guidelines includes traveled way design, intersection design, pedestrian access, pedestrian design, bikeway design, transit accommodations, traffic calming, streetscape ecosystem, designing land use along living streets, and retrofitting suburbia.

ITE So Cal Latest Information: www.itesocal.org

Meeting and Event Photos:

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We Are on Facebook

http://www.facebook.com/home.php?sk=group_174132915945907 or search for Southern California ITE

***Accessibility Guidelines for Pedestrian
Facilities in the Public Right-of-Way***
Marty Amundson
County of Los Angeles

The US Access Board is requesting comments on their Proposed Accessibility Guidelines for Pedestrians in the Public Right-of-Way.

AGENCY: Architectural and Transportation Barriers Compliance Board.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Architectural and Transportation Barriers Compliance Board is proposing accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible to and usable by pedestrians with disabilities. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, **compliance with the accessibility standards is mandatory.**

DATES: Submit comments by November 23, 2011. Hearings will be held on the proposed guidelines on September 12, 2011 from 9:30 to 11:30 a.m. in Dallas, TX; and on November 9, 2011 from 9:30 to 11:30 a.m. in Washington, DC.

ADDRESSES: Submit comments by any of the following methods:

•Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments. Regulations.gov ID for this docket is ATBCB-2011-0004.

•E-mail: row@access-board.gov. Include docket number ATBCB 2011-04 in the subject line of the message.

•Fax: 202-272-0081.

•Mail or Hand Delivery/Courier: Office of Technical and Informational Services, Access Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004-1111.

All comments will be posted without change to <http://www.regulations.gov>, including any personal information provided.

The hearing locations are the Sheraton Dallas (San Antonio A Ballroom), 400 North Olive Street, Dallas, TX 75201; and the Access Board Conference Room, 1331 F Street, NW, Suite 800, Washington, DC 20004.

FOR FURTHER INFORMATION CONTACT: Scott Windley, Office of Technical and Information Services, Architectural and Transportation Barriers Compliance Board, 1331 F Street NW, Suite 1000, Washington, DC 20004-1111. Telephone (202) 272-0025 (voice) or (202) 272-0028 (TTY). E-mail address row@access-board.gov.

Go to the following link to see the proposed guidelines:

<http://www.access-board.gov/prowac/nprm.htm>



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Recent Developments in the Los Angeles Countywide Metro Rapid Signal Priority Program

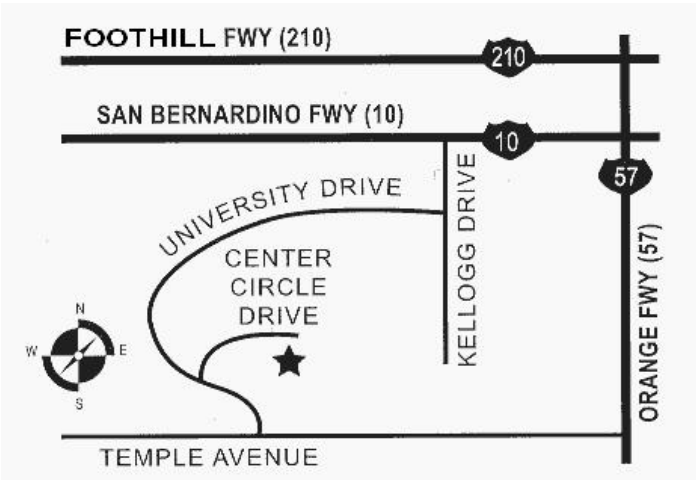
*By Jim Curry,
Associate Vice President, Iteris Inc.*

To be held on **Wednesday, November 16, 2011 at 11:30 AM at**



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

\$30 with advance reservation
*(Before 10:00 a.m., **Friday, November 4th**)*
\$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

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 Center Circle Drive, turn right and proceed up to Parking Lot 'L'. Then walk to the Collins College of Hospitality Management.

FOR RESERVATIONS, please contact:

Sri Chakravarthy, P.E., T.E.
Secretary-Treasurer for ITE Southern CA
E-mail: sri.chakravarthy@kimley-horn.com



ITS Berkeley  TECH TRANSFER



FLASHER BARRICADE ASSN.

**Caltrans /FBA /Tech Transfer Work Zone Traffic Safety Conference
November 4th, 2011**

Each April during the National Work Zone Awareness Week Caltrans hosts a Work Zone Traffic Safety Conference. UC Berkeley Institute of Transportation Studies (ITS) Tech Transfer Program schedules work zone related training for the conference. Caltrans staffs meet with traffic control industry representatives from the Flasher Barricade Association (FBA) to showcase new work zone products and to discuss ideas for improving work zone safety.

This year during the 2 day conference we had close to 200 participants. Those participants included Caltrans staff, traffic engineering officials from cities and counties, utility companies' traffic managers, traffic control contractors, product vendors, and manufacturers.

Caltrans staffs and local officials from Southern California enjoyed the conference and asked to schedule similar training / trade show down south. FBA has an annual meeting in Santa Ana and has gratefully provided the facility to host this one-day training for everyone.

One of the most popular topics during the April conference was the Pedestrian Accessibility in Work Zone Presentation. This topic will be repeated at our November conference. FBA members will showcase temporary traffic control devices intended to meet Americans with Disabilities Act (ADA) accessibility requirements. Safety devices such as Tuck Mounted Attenuators will be shown as well.

End of the year is around the corner. By federal mandate California would need to be in substantial conformance with the 2009 federal Manual on Uniform Traffic Control Devices (MUTCD). The draft version of 2011 California MUTCD has been completed. The afternoon portion of the conference is focused on the changes to the new California MUTCD Part 6 "Temporary Traffic Control".

All work zone professionals are welcome. People from both public and private sectors have found the conference helpful. Please join us at the Work Zone Safety Conference on November 4th, at the Embassy Suites Hotel, 1325 East Dyer Road, Santa Ana, California. For more information, please contact Gordon Wang by email at gordon_wang@dot.ca.gov.

To register please call Berkeley ITS Tech Transfer Program at (510)665-3410 or register on-line at <http://www.techtransfer.berkeley.edu/training/>

**Caltrans /FBA /Tech Transfer Work Zone Traffic Safety Conference
November 4th, 2011**

Embassy Suites Hotel, 1325 East Dyer Road, Santa Ana, CA 92705

Safer Work Zones for Pedestrians

10:00-10:05AM	Sign-in and distribute materials	-Berkeley ITS
10:05-10:15AM	Welcome and Intros	-Darold Heikens
10:15-11:15AM	Pedestrian accessibility in work zone presentation	-Joe Horton, Tim Cox
11:15-11:30AM	Overview of Truck Mounted Attenuator (TMA)	-Eric Jones
11:30-12Noon	ADA related product and TMA demonstration.	-FBA members
12Noon – 1PM	Lunch / Event Picture	
1:00-1:10PM	UC Berkeley ITS Tech Transfer Intro	-Laura Melendy
1:10-2:50PM	Break-out sessions. Work zone trainees: CA MUTCD Part 6 update FBA Vendors: Setup for Vendors Night	-Gordon Wang -FBA members
2:50-3:00PM	Break	
3:00-4:00PM	Vendor show	



<http://flasherbarricade.com/>

<http://www.techtransfer.berkeley.edu/index.php>

<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/training.htm>