INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2013 – 2014, Issue No. 7 **April 2014**

President's Message

Sri Chakravarthy, PE, TE

We had a great discussion at our March meeting where Dan Mitchell from LADOT gave an update on some of the ongoing complete street projects in the City of Los Angeles. Dan provided the City's perspective on serving multiple modes of travel while still keeping vehicular traffic moving at reasonable levels. Another meeting yesterday at OCTEC also had a similar theme and a panel of experts presented their views on complete streets and how local, state, and federal agencies are identifying the constraints of current design standards and looking for innovative ways to accommodate complete streets. On the other hand, we have AB1447, the law that would make signal synchronization efforts eligible for funding through CMAQ- due to benefits such as reduced number of stops, reduced delay, and emission benefits. This bill, and signal synchronization in general is heavily supported and has been long adopted and engrained in our profession. It is important to acknowledge that while the concept of complete streets and signal synchronization may appear counterintuitive, both concepts work towards the same goal – efficiently moving people on our transportation network. As practitioners, it is upon us to help policy makers understand the similarities and make them aware of transportation concepts that help make our transportation network more accessible – and more efficient.

I hope to see you at our next month's meeting where the future of our profession, our students, make presentations on a variety of transportation engineering/planning topics.

Important Dates

Friday, May 9th 7:30 AM
OCTEC/ITE Golf Tournament
Green River Golf Club, Corona
(See last page for Player and sponsorship info)

Save the Date!
Wednesday, May 21, 5:30 PM
Student Chapter Presentations
Knott's Berry Farm Resort Hotel
7675 Crescent Avenue
Buena Park, 91754

Registration info will be available soon.

Brief Look Ahead

May 2014
- Wed 7th, 7:00 PM, UC Irvine (UCI) ITE Presentation Night/Dinner at UCI Student Center Pacific Ballroom C (see page 3); RSVP Deadline: April 27 (Sun), 1:00 PM. https://docs.google.com/forms/d/18bEzFYbdz80qMtPPUtWYF68sJDMfy-wsdWMIOTr3UcU/viewform
- Fri 9th, 7:30 AM, OCTEC/ITE SoCal Golf Tournament, 5215 Green River Road, Corona (see flyer); Registration Deadline: April 28; https://www.eventbrite.com/e/2014-octecso-cal-ite-golf-tournament-tickets-9869311376
- Wed 21st , 5:30 PM, Student Chapter Presentations (see information above)

June – July 2014
- Mon June 2nd – Wed June 4th, West Coast Rail Conference in San Francisco, www.ushsr.com
- Wed June 18th, 8:30 AM, Mini Workshop, Annual Business and Joint Meeting with ITS So Cal, Monterey Hill Restaurant, Monterey Park
- Sun June 29th – Wed July 2nd, Western District Annual Meeting in Rapid City, South Dakota, www.westernite.org

August 2014
- Sun 10th – Wed 13th, Annual Meeting & Exhibit in Seattle, www.ite.org

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Opportunities for Newsletter Advertising and Sponsorship

Julia Wu, PE, PTOE (Port of Long Beach)

The monthly 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.

Mar-14	(Available)
Apr-14	(Available)
May-14	Iteris
Jun-14	(Available)

Please contact **Julia Wu** at **(562) 283-7882** or Julia.wu@polb.com to submit an ad and/or sponsor a monthly newsletter or luncheon.

Transportation Choices Summit Highlights

David M. Schwegel, PE

TransForm (www.transformca.org) is an Oakland-based nonprofit that "promotes walk-able communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable, and help solve our climate crisis". They held their Third Annual Transportation Choices Summit "2014: A Year of Opportunity" on April 22 in Sacramento with over 200 delegates including former Caltrans Director Will Kempton. Highlights are as follows:

1. Elyse Lowe (Circulate San Diego) discussed: (a) SB 743's (LOS replacement in transit priority areas) role in rethinking multi-modal throughput and (b) Caltrans' adoption of the *NACTO* (National Association of City Transportation Officials) *Urban Design Guidelines*.
2. Stuart Cohen (TransForm) discussed TransForm's five-prong legislative focus: (1) planning ($100M/yr), (2) complete streets ($550M/yr), (3) demand management ($400M/yr), (4) affordable homes near transit ($1B/yr), and (5) transit capital ($4B/yr) and operations ($2B/yr).
3. Autumn Bernstein (Climate Plan) discussed the State Smart Transportation Initiative (SSTI) report calling for rebranding Caltrans' with a multi-modal sustainability focus and praising Caltrans' *Smart Mobility 2010* publication.
4. Senator Kevin de Leon discussed SB 535's role in allocating Cap-and-Trade funds (see Eric Shen's article on page 3) while benefiting California's most disadvantaged communities.
5. Kate White (California State Transportation Agency) discussed: (a) California High Speed Rail's vital role in California's transportation future and (b) the SSTI report's role in igniting widespread transportation rebranding, so that transportation careers are deemed the "opportunity of a lifetime" for aspiring students of all ages.

ITE SoCal members are encouraged to: (1) check out TransForm's website (www.transformca.org) for the SSTI report, TransForm's *Strategic Plan (2014-2019),* and TransForm's perspective on legislation such as SB 535 and SB 743; and (2) engage the public in discussions on topics such as: (a) transportation and sustainability, and (b) throughput evaluation metrics in transit priority areas.

Legislative Analysis
Martin Varona, EIT, UCLA

SB 1151: School Zone Fines: This bill extends the "traffic fines doubled in work zones" penalty to school zones. Proceeds go to the State Transportation Fund under the Active Transportation Program.

AB 2445: Community College Transportation Fees: The California Community College District Board may impose fees for parking and transportation services pending approval from the majority of students. This bill extends this fee imposition allowance to a municipally owned transit system or a common carrier.

AB 2090: High-Occupancy Toll Lanes: The Santa Clara Valley Transportation Authority (VTA) allows single occupancy vehicles (SOV) to pay a toll to use the High Occupancy Vehicle (HOV) lanes, thereby making them High Occupancy Toll (HOT) lanes provided they operate at a Level of Service (LOS) C or D or worse. AB 2090 replaces this LOS requirement with VTA-established performance measures.

ITE's Connection to SB 743 and AB 1447
David M. Schwegel, PE

SB 743: **Removal of Level of Service (LOS) as a Significant Impact under CEQA in Transit Priority Areas:** This bill was recently signed into law. It is slated for implementation this year. SB 743 would remove LOS as a significant impact under the California Environmental Quality Act (CEQA) in certain Transit Priority Areas (TPA's). At the California Pan Ethnic Health Network (CPEHN) meeting in Oakland on May 5, 2011, TransForm (www.transformca.org) discussed this traffic engineering dilemma: While reducing vehicle speeds from 40 to 20 MPH degrades vehicle LOS from A to C, it cuts pedestrian collisions by a factor of 10. Please refer to the "Transportation Engineering and Community Well-Being" article in the ITE So Cal May 2011 Newsletter (available online at www.itesocal.org) for the case for boosted ITE engagement with transportation choices nonprofits like TransForm. Casual conversations at the April 22, 2014 Transportation Choices State Summit (see article on page 2 in this newsletter) suggest that TransForm has been advocating for SB 743 for years, not only to improve pedestrian safety, but also to encourage mixed-use developments that promote active transportation (walking, biking, etc.). The ITE Western District (Colorado to the Pacific Ocean) has put together a task force where transportation planners and engineers have weighed in heavily on SB 743. Check it out on the Western District website www.westernite.org. ITE members are encouraged to continue engaging in this conversation with both professional colleagues and the public as California could set a precedent for many other states to follow.

AB 1447: California Global Warming Solutions Act of 2006: Greenhouse Gas Reductions Fund: Traffic Synchronization: The ITE Western District (www.westernite.org) has issued a letter of support on this bill that would deem signal synchronization as an air emissions reduction mechanism. This would boost the eligibility of signal synchronization-type projects for greenhouse gas reduction funds. AB 1447 has just passed the Assembly Natural Resources Committee. Bill language has been revised requiring proof that signal synchronization does in fact reduce greenhouse gas emissions. Specifically the revised bill language reads: "Sustainable infrastructure projects may include traffic signal synchronization when the project is designated and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effects." Transportation professionals may want to consider obtaining quantifiable evidence and testifying during the Monday, April 28 Hearing at the Capitol in Sacramento. Those wanting to testify as individuals should represent their own companies and/or the profession in general after verifying that such activity does not pose a conflict of interest.

Senator Darrell Steinberg's Proposed Cap-and-Trade Allocation
Eric Shen, Port of Long Beach

Distribution of Cap-and-Trade, assuming revenue of $5 billion annually:

- Affordable Housing and Sustainable Communities: $1.756B
- Transit: $1.317B
- High Speed Rail: $878M
- Complete Streets: $439M
- Natural Resources, Water, Waste: $200M
- Climate Dividend: $200M
- Electric Vehicle Deployment: $200M
- Green Bank Funding: $10M

The above referenced distribution is subject to legislative approval during the current legislative session.

UC Irvine ITE Presentation Night/Dinner
Secundino Arellano, Student Chapter President

The UC Irvine (UCI) Institute of Transportation Engineers Student Chapter cordially invites you to the Second Annual Student Presentation Night and Dinner, May 7 (Wed), 7:00 PM, at UCI Student Center Pacific Ballroom C. At the event, the students of the UC Irvine ITE Chapter will present the Transit Feasibility Study they have been working on in conjunction with Joshua Tree National Park and the National Park Conservation Association. Admission is $15 for Student Chapter Members; and $30 for Alumni, Guests, and Friends. RSVP by 1:00 PM April 27 (Sun) to: *https://docs.google.com/forms/d/18bEzFYbdz80qMtPPUtWYF68sJDMfy-wsdWMIOTr3UcU/viewform* or James Yu (jiyu@uci.edu).

Education & Training Opportunities
Jesse Glazer, FHWA Liaison

- **ITS e-Primer** reference document for ITS practitioners: http://www.pcb.its.dot.gov/eprimer.aspx
- **USDOT PCB – Professional Capacity Building** classes: http://www.pcb.its.dot.gov
- **NHI – National Highway Institute** webinars: http://www.nhi.fhwa.dot.gov/about/realsolutions.aspx
- **NTI – National Transit Institute** classes: http://www.ntionline.com/courses/list.php?program_id=3
- **ITSA – Intelligent Transportation Society of America:** http://www.itsa.org/events/
- **ITS California** workshops: www.itscalifornia.org

- **TRB - Transportation Research Board** e-newsletters: http://www.trb.org/publications/pubstrbenewsletter.aspx
- **MIT – Massachusetts Institute of Technology:** http://ocw.mit.edu (search: "Intelligent Transportation Systems")
- **UCB/TT – U.C. Berkeley Tech Transfer:** https://registration.techtransfer.berkeley.edu/ShowSchedule.awp
- **TCN – Transportation Communications Newsletter:** http://groups.yahoo.com/group/transport-communications
- **National Transportation Operations Coalition:** https://ntocts1.groupsite.com/login
- **USDOT National Transportation Library:** http://www.its.dot.gov/library.htm
- **UC Berkeley, Institute of Transportation Studies Library:** http://library.its.berkeley.edu/about
- **USDOT ITS Joint Programs Office (JPO):** http://www.its.dot.gov
- **ITS Architecture:** http://www.its.dot.gov/arch/index.htm
- **ITS Systems Engineering Handbook:** http://ops.fhwa.dot.gov/publications/seitsguide/index.htm
- **ITS Systems Engineering Guidebook:** http://www.fhwa.dot.gov/cadiv/segb
- **ITS Standards:** http://www.standards.its.dot.gov
- **"Gridlock Buster" Game (University of Minnesota, ITS):** http://www.its.umn.edu/GridlockBuster/

To expand this list, please email me at jesse.glazer@dot.gov.

Career Opportunity

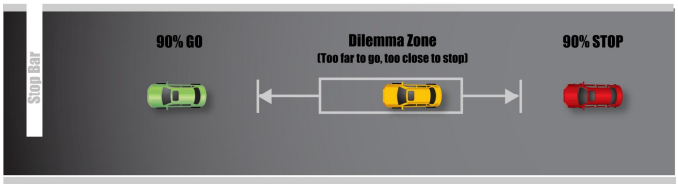
Jessica Wohl, RBF Consulting

RBF Consulting seeks a Traffic Engineering Manager in Irvine to: (a) manage and collaborate with staff, (b) lead marketing collateral preparation efforts, and (c) lead the preparation of transportation planning and traffic engineering work products. www.mbakercorp.com/careers; IRC47561

Dilemma Zone: Should I Stop or Should I Go?

Glenn Grayson, Iteris, Inc.

Drivers approaching a signalized intersection must make a decision when the traffic signal turns yellow. Should they stop, or should they go? There is a spot on the approach where either decision may occur (the "dilemma zone"). When the signal turns yellow, some conservative drivers may choose to abruptly stop, while following aggressive drivers may have mentally decided to go. This is a recipe for a rear-end collision. The judicious combination of appropriate traffic signal timing and multiple setback detector placement has been used for many decades, with varying degrees of success, to shrink this zone's size to zero, or to at least (try to) prevent the signal from turning yellow when vehicles are in that zone.



The fixed nature of both timing values and detection positions makes these legacy procedure solutions work only for a subset of the entire traffic stream. Typically, the assumptions involve trying to accommodate the middle 80% of the approach speeds. The fastest 10% of drivers who are a short distance beyond the traditional Dilemma Zone addressed by these legacy solutions are, in many cases, actually in it.

Advanced technology has now been applied to finally overcome this dilemma zone problem, with several solutions in the marketplace today employing forward-looking radar in an innovative way to deal with the problem of high-speed vehicles' dilemma zones. These new generation detectors "see" each approaching vehicle individually, and make calculations based on each vehicle's speed and setback distance to determine whether and when a phase extension detector call should be outputted. By creating anti-dilemma-zone detection for each vehicle individually, these higher-intelligence sensors have finally succeeded in eliminating the dilemma zone.

ANNUAL

GOLF TOURNAMENT

FRIDAY, MAY 9, 2014

FOUR MAN SCRAMBLE

SHOTGUN START AT 8:00 AM

REPORT IN BY 7:30 AM

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91 Freeway off at Green River Road

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