



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2012 – 2013, Issue No. 5

February 2013

President's Message

Andrew Maximous, PE, TE



Dear ITE Southern California Members,

Happy New Year! I hope all of you had a wonderful holiday season.

I would like to thank Kathleen McCune for her time and coming to our January meeting. Her presentation on Metro's Express Lanes was very insightful.

The 2013 ITE Technical Conference will be held March 3-6 in San Diego. Many of our section members will be attending or presenting at the conference. For all conference information and registration, please visit www.ite.org/conference.

Our next meeting will be a joint meeting with the Central Coast Section in Thousand Oaks on February 12. ITE International President Rock Miller will be presenting "ITE 2012 Scanning Tour of Netherlands Bicycle Facilities". Please reserve with Neelam Sharma neelam.sharma@urs.com, hope to see you there.

This month, the City of Pasadena recently opened its first Bicycle Boulevard Marengo Avenue. It is only the second of its kind in Los Angeles County. This facility is another great example of our Section members hard at work to bring convenient and safe bicycle facilities to our neighborhoods.

Finally, a bit of trivia: On February 1, 1936, the Olympic (McClure) Tunnel opened to traffic in Santa Monica. Newspapers at the time said the tunnel that "joined the Roosevelt Highway with Lincoln Boulevard, completes the final link of an extensive program begun by the state in 1932 for improving the coast highway through the great recreational beach area in the vicinity of Santa Monica."



Meeting Announcement

Tuesday, February 12, 2013

11:30 AM

Los Robles Greens

299 S Moorpark Rd

Thousand Oaks, CA 91316

For Reservations Contact:

Neelam Sharma, TE, at

Neelam.sharma@urs.com

By 4:00 pm on Tuesday,

February 5, 2013

See Flyer for Details

2011-2012 Southern California Section Officers

President

Andrew Maximous, PE, TE
 City of Santa Monica
 Ph. (310) 458-8291
andrew.maximous@smgov.net

Vice President

Sri Chakravarthy, PE
 Kimley-Horn & Associates
 Ph. (818) 227-2790
srikanth.chakravarth@kimley-horn.com

Secretary-Treasurer

Neelam Sharma, TE
 URS Corp.
 Ph. (714) 433-7664
neelam.sharma@urs.com

First Past President

Steven Itagaki, PE, PTOE
 JMDiaz Inc. (JMD)
 Ph. (626) 820-1137
sitagaki@jmdiaz.com

Second Past President

Lisa Martellaro-Palmer
 City of Los Angeles DOT
 Ph. (213) 928-9665
lisa.martellaro-palmer@lacity.org

2011-2012 Southern California Section Chairs

Newsletter Editors

Jay Dinkins, PE
 City of Santa Monica
 Ph. (310) 458-8963
jay.dinkins@smgov.net

Scribes

John Dorado, PE
 DKS Associates
 Ph. (714) 597-8063
jad@dksassociates.com

David Schwegel, PE
 Ph. (425) 466-5677
davidmschwegel@aol.com

Clinton Quan
 City of Los Angeles DOT
clinton.quan@lacity.org

Industry Coordinator

Janna McKhann
 NexTech Systems, Inc.
 Ph. (714) 289-8940
nextech@cox.net

Student Chapter Liaisons

Neelam Sharma, TE
 URS Corporation
 Ph. (714) 433-7664
neelam.sharma@urs.com

Legislative Analyst

Martin Varona, EIT
 CSUF ITE – President & Founder
mvarona360@gmail.com

Giancarlo Ganddini
 Kunzman Associates, Inc.
giancarlo@traffic-engineer.com

Membership Coordinator

Ted Mekuria
 CH2M Hill
 Ph. (213) 228-8218
ted.mekuria@ch2m.com

Sponsorship Coordinator

Julia Wu, PE, PTOE
 Port of Long Beach
 Ph. (562) 590-4143 x3322
julia.wu@polb.com

Section Administrator

Erik Zandvliet
 Willdan Engineering
ezandvliet@willdan.com

FTA/FHWA Liaison

Lawrence (Jesse) Glazer
 FTA/FHWA LA Metro Office
 Ph. (213) 202-3955
Jesse.Glazer@fhwa.dot.gov

Technical Coordinator

Bernard K Li, PE
 Iteris Inc.
 (949) 270-9633
bkli@iteris.com

Webmaster Chair

Vikas Sharma
 Kimley-Horn and Associates, Inc.
 Ph. (818) 227-2790
vikas.sharma@kimley-horn.com

Committee Chair for Awards to Universities

Carlos Ortiz, PE, PTOE
 RBF Consulting
 (949) 855-3657
cortiz@rbf.com

Chair of Professional Development

Lisa Martellaro-Palmer
 City of Los Angeles DOT
 Ph. (213) 928-9665
Lisa.martellaro-palmer@lacity.org

Brief Look Ahead

February

- Tues 12th, 11:30 AM, ITE So Cal/Central Coast Meeting, Los Robles Greens, Thousand Oaks
- Tues 12th, 5:00 PM, SFMTA Intern Application Deadline (see flyer) (<http://www.sfstudentintern.org/>)

March

- Fri 1st, ITS CA Scholarship Deadline (see flyer) (contact: Brian Burkhard: 415-747-1008, brian.burkhard@transpogroup.com)
- Fri 1st, 11:59 PM, ITE So Cal March Newsletter Deadline (contact: Newsletter Editors)
- Sun 3rd – Wed 6th, ITE 2013 Technical Conference and Exhibition, San Diego (www.ite.org/conference) (page 11)
- Wed 6th, ASCE Region 9 (California) Infrastructure Symposium (High Speed Rail) at Los Angeles Metropolitan Transportation Authority (Info: Email Ken Rosenfield krosenfield@ci.laguna-hills.ca.us or check www.asce.org/region9 for updates)
- Fri 15th, 10:00 AM, ITE So Cal/San Diego Meeting, El Adobe Restaurant, San Juan Capistrano
- Fri 22nd, 8:00 AM, ITE Riverside-San Bernardino Section 30th Annual Golf Tournament (page 8, flyer)

April

- Wed 17th, 11:30 AM, ITE So Cal, Monterey Hill Restaurant, Monterey Park

May

- Wed 22nd, 5:00 PM, ITE So Cal/OCTEC, Student Chapter Presentations, North Orange County Location TBD

June

- Wed 19th, 8:30 AM, ITE/ITS So Cal Mini-Workshop/Annual Meeting, Monterey Hill Restaurant, Monterey Park

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The recent experience with mega storm Sandy hitting New York City was a wake-up call for America. This massive storm brings an end to the climate debate and ushers in a renewed focus on solutions that help our cities adapt to even larger storms while permanently reducing our fossil fuel consumption and resultant carbon output. High speed rail is the large scale, comprehensive solution to both climate change and the ensuing energy crisis. Given the new reality America faces, developing a national network of high speed rail is a necessity. To that end, USHSR has outlined a national plan with a phased build-out schedule. Now is the time to make a long-term commitment to high speed rail and fully fund this national transportation program.

Widespread public support for high speed rail (and all forms of rail) already exists across America. Polls show more than 88% of Americans support high speed rail. It is not surprising that rail ridership is at an all time high as it provides a fast, efficient, and affordable transportation option. The recent election also demonstrates that voters want more and better transportation choices. Congress needs to get behind the plan to fully fund high speed rail, because while it may be a tough decision, it is the right decision.

In tight economic times like these, high speed rail delivers the most mobility per dollar spent of all forms of transportation. Moreover, investment in high speed rail is both visionary and pragmatic. It's visionary for thinking big and working for something better. It's pragmatic and fiscally conservative because it's a smart investment in the nation's future.

High speed rail has the potential to create high-paying jobs, revive our nation's manufacturing sector, and stimulate new real estate development. It protects the nation from energy price spikes and increases national security by reducing our dependency on foreign oil. Importantly, high speed rail delivers fast and reliable mobility to Americans who are seeking smarter ways to travel.

With the impending departure of US Secretary of Transportation Ray LaHood, high speed rail will need a new dynamic and effective leader in Washington. In California, with the leadership of Dan Richard, Board Chairman of the California High Speed Rail Authority, and Jeff Morales, CEO of the California High Speed Rail Authority, the state is well positioned to take an active role in articulating and realizing the dream of high speed rail.

USHSR is dedicated to the development and promotion of a national high speed rail network for America. The vision includes a national high speed rail network connecting cities and states into an integrated system, laid out in phases with an aggressive schedule for completion. In addition, the vision of USHSR sets high standards for dedicated track, advanced control systems, elegant multi-modal train stations and 220 MPH train main lines, and 110 MPH support feeder rail lines. The result will be efficient mobility that is safe and affordable for its passengers.

Now is the time to ramp up our collective efforts to build a state-of-the-art national rail network!

Legislative Analysis

Martin Varona, EIT
ITE So Cal Legislative Analyst

An abundance of new transportation-related laws will be enacted this year. Some are big. Some are small. Yet they all have some key issues that are being addressed to help California's growing transportation systems. The following legislation has been effective as of January 1, 2013.

LEGISLATIVE BILL UPDATES:

AB 1779: Intercity Rail Agreements

Existing law allows Caltrans to contract with Amtrak on intercity rail passenger services and funds such services from the Public Transportation Account. AB 1779 allows Caltrans, with secretary approval, to enter into interagency transfer agreements for more intercity rail corridors between June 30, 2014, and June 30, 2015. AB 1779 also allows such agreements with the San Joaquin Corridor, as defined, provided a joint powers authority and governing board are set up and organized. This bill keeps the level of service funded by the state the same for the first 3 years after the transfer agreement takes effect, and requires the responsible entity to provide that level of service.

AB 432: Transit: Sacramento County

Existing law allows transportation planning agencies to administer Transportation Development Act funds and impose financial requirements on transit operators requesting such funds, including operator-collected fare box funds covering a given portion of the operating costs. AB 432 authorizes the Sacramento Area Council of Governments (SACOG) Metropolitan Planning Organization (MPO) to determine whether Sacramento County transit operators have fulfilled the eligibility requirements for these transit funds. AB 432 also requires Sacramento Regional Transit to pay at least 23% of the operating costs from fares even if these operators are evaluated as a group.

AB 441: Transportation Planning

Existing law requires Caltrans and regional transportation planning agencies to develop regional transportation plans. The California Transportation Commission (CTC) collaborates with regional agencies to determine study areas and guidelines for plan preparation. AB 441 requires the CTC to

also include policies, practices, or projects of Metropolitan Planning Organizations (MPO's) promoting health and health equity in their next update of specified regional transportation planning guidelines.

AB 296: Department of Transportation: Paving Materials

Existing law gives Caltrans responsibility for maintaining and improving the state highway system. AB 296 provides legislative findings and declarations defining the urban heat island effect (UHIE). AB 296 also requires the California Environmental Protection Agency (Cal EPA) to define UHIE and develop a standard specification for sustainable or cool pavements on completion of UHIE indexing activities.

AB 492: Public Transportation Agencies: Administrative Penalties

Existing law allows some transit operators to impose and enforce civil penalties (in lieu of criminal ones) for fare evasion and passenger misconduct in a transit facility or vehicle. AB 492 extends this allowance to all public transportation agencies and requires collected fines to be deposited into the county's general fund.

AB 819: Bikeways

Existing law requires Caltrans in collaboration with cities and counties to determine minimum safety criteria for bikeway design and construction. All city, county, regional, and other local agencies with bikeway or bicycle accommodating roadways may use all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices. AB 819 requires Caltrans to establish, by June 30, 2013, agency procedures for granting exceptions when such facilities are used for research, experimentation, testing, evaluation, or verification. AB 819 also requires Caltrans, by November 1, 2014, to report to state Assembly and Senate transportation policy committees the steps taken for implementing such exceptions including requests received and granted and reasons for requesting these exceptions.

For more details on the above-referenced bills that were signed into law during the 2011-2012 Legislative Session, go to: www.leginfo.ca.gov.

Scribe Report

*Clinton Quan, LA DOT, ITE So Cal
Scribe*

The Institute of Transportation Engineers Southern California Section held a joint meeting with the City Traffic Engineers on Wednesday, January 16, 2013 at Monterey Hill Restaurant in Monterey Park. The program topic was "I-110 Express Lanes Update," and it was presented by Transportation Planning Manager Kathleen McCune of LA Metro. LA Metro is the major operator of bus and rail service in Los Angeles County.

The goal of Express Lanes is to move more people and not more vehicles. The I-110 Express Lanes are the first High-Occupancy Toll (HOT) lanes in Los Angeles County. It has a \$290 million program budget.

With the FasTrak™ transponder, solo drivers can pay a toll to use the Express Lanes and the FasTrak™ transponder can be used on all toll roads in California. Express Lanes also introduces congestion pricing to manage demand. The minimum toll is \$0.25 per mile and the maximum toll is \$1.40 per mile. Toll rates will vary within that range to ensure average speeds of forty-five miles per hour. The customer's account will be automatically credited if there is a SigAlert.

Eligible carpools, vanpools and motorcyclists with FasTrak™ transponders can use the Express Lanes for free. There is also a carpool loyalty program which is the first in the state and customers are entered automatically for gas card drawings. The

minimum carpool requirements will remain the same.

Metro has made improvements to the I-110 and I-105 transition which will make travel faster to both Downtown LA and LAX. There is an HOV direct connector between the I-110 and I-105.

For the I-10, there will be increased capacity in both directions for east bound and west bound commuters. Before, there was one HOV lane which stretched nine miles between the I-605 and I-710. Now, there will be two Express Lanes.

Enforcement for the Express Lanes will be a combination of photo enforcement and the California Highway Patrol. There is a \$25 penalty for the 1st notice and a \$30 penalty for the 2nd notice.

The Express Lanes will have a performance evaluation which will include arriving at your destination in less time in either the Express Lanes or general purpose lanes, changing from driving alone to carpools, increase in efficiency by moving more people on the Express Lanes and improved transportation access for low income commuters.

University of California, Irvine (UCI) Institute of Transportation Engineers (ITE) Student Chapter Update

*Eduardo Lopez, UCI ITE Student Chapter
President*

The UCI ITE Student Chapter is an association of young Civil Engineers that have a particular interest in the field of transportation. At UCI's ITE student chapter, we encourage fellow members to attend the following events: Southern California's ITE monthly meetings, guest speakers during club hours, and local tours of businesses and/or construction sites. The goal of the student chapter is to build on the foundation that UCI has made through networking and community.

The best way to expose the current members of the UCI ITE student chapter to the traffic world is to attend a Southern California ITE monthly meeting. These meetings are possibly one of the best opportunities for young engineers in the student chapter to network with professional engineers and ask questions regarding their profession. UCI ITE has recently attended a Southern California meeting that took place in Knott's Berry Farm during the month of October. This was a great opportunity for the members to get to meet some professional in the field of transportation engineering and learn what type of work they are doing.



These meetings help build relationships with professionals and fellow student chapters. These new relationships helped a lot with planning tours and bringing professionals to our campus.

Some recent tours UCI's ITE have been to are: John Wayne Airport, Anaheim Traffic Management Center (TMC) and Port of Long Beach. All of these tours provide students with different aspects in the field of transportation. Through these tours, students were able to see firsthand what traffic engineers are capable of doing. These tours also gave the student chapter the opportunity meet individuals that

specialize in different types of traffic engineering, from planning, design and operations, as well as students from different ITE student chapters.

I have been a member of UCI's ITE student chapter since last year, and I have to say that I'm glad I have been part of this chapter for over a year now. Last year's experience is what encouraged me to become more than just a member of this year's group and be more involved because I wanted to replicate and build on the strong foundation last year's group left. Every year there is a friendly presentation competition known as Student Night that Southern California ITE and Orange County Traffic Engineer Council (OCTEC) co-host. This is a friendly competition that lets students use the knowledge they gain in school and work on a project that involves working in the field of traffic. Last year our student chapter competed against six other student chapters in Student Night. Our school placed second, against the tough competition. This year, our goal is to reproduce or exceed on last year's group standard.

Last year I was one of three juniors in this club, so this year we are trying to reach out to more juniors and even sophomores because if you are not interested in the traffic engineering field, it doesn't hurt to learn what the field is all about. With the amazing members of last year's chapter and this year, I am confident in our capabilities, and I know that this will keep the UCI ITE tradition going strong.



UCLA ITE visits LA ATSAC

Monica Shei, UCLA

On Friday, January 25th, the UCLA ITE Chapter took a field trip to the Los Angeles ATSAC center, a computer-based traffic signal control system that monitors the 4,500 signals in LA City from one central location. The tour was attended by a variety of undergraduate Civil Engineering students from all years, with even one Urban Planning graduate student along for the trip.



Figure 1: UCLA students tour the ATSAC center with LADOT Executive Officer Zaki Mustafa

This tour was hosted by LADOT Executive Officer and ITE International President, Zaki Mustafa, who has 29 years of experience at LADOT. Mr. Mustafa first took the students to the ATSAC center, four floors below City Hall. Mr. Mustafa explained how ATSAC became implemented citywide after its successful performance during the 1984 Olympic Games. Never having been in a traffic control center, many students were in awe of the traffic cameras' zoom capabilities and ability to see real time traffic situations.

The students were proud to learn from Mr. Mustafa that the intersection at Gayley Ave and Le Conte Ave in Westwood was the first to change from incandescent bulbs to an LED module. They were even more pleased to hear that the first scramble crosswalk in LA was installed in Bruin territory, on Kinross Ave and Westwood Blvd. The students also learned a great deal about how ATSAC keeps track of bus

signals with transportation priority, and how it can adapt to different changes in order to maintain the proper headway.

The highlight of having Mr. Mustafa as our tour guide was hearing all his stories about how he came about his position at LADOT. He instilled in all of the students helpful advice on how to succeed in the business, focusing on the importance of creativity, no matter its origin. Mr. Mustafa also encouraged us to think outside the box, emphasizing that new ideas can always be implemented.

UCLA ITE hopes to organize more tours like this in the future, with its members eager to receive advice and guidance from admirable leaders in the transportation industry. UCLA ITE 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 iteucla@gmail.com for more information on how you or your company can help the promising transportation professions at UCLA ITE.

Expo Line and USC: Strategies to Increase Student Ridership

Sam Levy, USC ITE First Past-President

It's been a little over 9 months now since Metro opened its Expo Line; and with ridership climbing closer and closer to the Metro's year 2020 prediction of 27,000 weekday boardings (there were 23,193 average weekday riders in December 2012), the agency can and should congratulate itself in bringing a vital transit link to the Westside. However, from an anecdotal standpoint, USC students could be taking better advantage of the four stations nearby campus and the network connections across the Los Angeles Basin; there are ways in which both Metro and USC could help encourage student ridership.

The Expo line could be a great transportation resource to thousands of car-less Trojans. Even though undergraduates spend four short years in South-Central, riding Expo could become part of the USC experience, a tradition not unlike the kicking of the south flagpoles before every Coliseum home game or Conquest, the week before the UCLA game. Expo provides a link to many popular USC student destinations: the bars and restaurants near 7th/Metro Center, the Pantry Café at Figueroa, and LA Live, to name a few.

Ticketing has become a hindrance to USC student riders: the littered Transit Access Pass (TAP) cards across my house floor serve as my anecdotal evidence. Shortly after Expo opened, Metro eliminated paper tickets from its ticket vending machines. While the decision helped reduce costs by removing disposable paper tickets from circulation, the requirement to travel with a TAP card discourages the casual transit rider (this is a similar challenge on the I-110 HOT lanes, which discourage the casual carpooler). The TAP cards—if USC riders even bother to purchase them, instead of simply walking through the unlocked turnstiles—take up another slot in wallets of USC students, already laden with USC ID cards, student discount cards, and, of course, it being USC, wads of cash. If USC might partner with Metro to allow students to use

their school ID cards as fare media (the cards already can make purchases in cabs and on campus), Expo might find itself attracting more *fare-paying* Trojans by alleviating the anxiety and frustration of buying yet another \$1 TAP card likely destined for the bottom of a desk drawer.

Train arrival prediction times could alleviate some of the anxiety of taking Expo. The majority of Trojan Expo riders take the line north towards Downtown Los Angeles where they can enjoy downtown LA or transfer to a subway bound for Koreatown, Hollywood, or Union Station. With a single ride Metro fare costing \$1.50 (or \$2.50 without owning a TAP card) and a taxicab covering the same distance for a group fare of \$10-\$15, time becomes an important factor when choosing modes of transportation. If train arrival times were more easily accessible with next train predictions (as seen on the Red and Purple Lines) or with static timetables posted at stations, Metro could eliminate some of the disquiet felt by students stranded at stations, unsure if their train is just arriving or has just departed or if it makes sense to abandon transit altogether and hail a cab.

In this year's student guidebook, *SCampus*, USC did a nice job of creating a Metro destination guide tailored to its student body, but more effort could be taken on the university's part, especially outreach towards freshmen who are already highly discouraged from bringing a car to campus for their first fall semester. The Expo line could help bring car-less Trojans to new destinations like Culver City and make our campus feel a little less like an island anchored at Figueroa and Jefferson. Even though Metro might not be bringing a life-long LA transit rider on-board by fine-tuning their approach to casual USC student riders, it assuredly would be helping to start a new *Trojan Transit Tradition*.

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

Jan-12	KOA Corporation
Feb-12	Sensys Networks
Mar-12	Iteris
Apr-12	Minagar & Associates
May-12	Minagar & Associates
June-12	Iteris
Sept-12	Sensys Networks
Oct-12	Iteris
Nov/Dec-12	JMD
Jan-13	South Coast Lighting & Design
Feb-13	URS Corp
Mar-13	(Available)
Apr-13	(Available)
May-13	(Available)
June-13	(Available)

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**355 S. GRAND AVENUE, SUITE 2450
LOS ANGELES, CA 90071
ERIC WIDSTRAND, GENERAL MANAGER
(213) 943-1377
EWIDSTRAND@SAMSCHWARTZ.COM**

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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) 283-7882** or Julia.wu@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 starting in **March, 2013. We also have the sponsorship (\$300) and co-sponsorship (\$150) open for the Annual Steak Fry in August. First come first serve. Look forward to hearing from you!**

Opportunities for Newsletter Content

David M. Schwegel, PE

The newsletter is also a perfect venue for keeping the membership informed 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 600 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@smgov.net) and David Schwegel (davidmschwegel@aol.com) by the deadline. The deadline for the November Newsletter is **11:59 PM on Friday, March 1, 2013**. Thank you in advance for your valuable contributions to this great team effort.

Announcements

ITE Community

Got a topic of interest to the ITE International Membership? If so, post it on the All Member Forum on ITE Community (<http://community.ite.org>).

ITE International on LinkedIn

LinkedIn (www.linkedin.com), the business social media choice for 100M users worldwide, has an ITE group. LinkedIn users, search for "Institute of Transportation Engineers," join the group, and weigh in on discussions pertaining to international transportation engineering issues.

ITE International on Reducing Childhood Obesity

The Institute of Transportation Engineers (ITE) recently concluded a three-year-long project to promote changes to community environments in ways that encourage increased physical activity and aid in reversing the U.S. childhood obesity epidemic. The goal of the project was to help ITE's more than 17,000 members, who include traffic engineers, transportation planners, academicians, and transportation policy leaders, have a positive impact on the level of physical activity, health, and quality of life of individuals in the communities they serve. The work was supported by a grant from the Robert Wood Johnson Foundation (RWJF).

ITE's primary goal was to inform, motivate, and advocate for a change in the implementation and behavioral habits of transportation decision makers to create healthier communities. The primary resources that were developed through this effort include sponsored sessions at a series of three of ITE international meetings; participation in local or regional meetings addressing this topic; and development of an information clearinghouse of Web-based articles, references, presentations, links and other relevant materials.

ITE utilized the expertise of a technical advisory committee for this effort as a means to research and collect statistics, policies, resources, Web-based articles, references, technical presentations, links to national events, and partner organizations. As a result, ITE developed an information clearinghouse of materials that are easily available for download. The project's deliverables are hosted on the ITE Web site at <http://www.ite.org/childhoodobesity/default.asp>.

ITE will continue to demonstrate a commitment to being a bridge as professional communities tackle the opportunities and challenges of the nexus between transportation and health. A more detailed article about the project was featured in the January 2013 *ITE Journal*.

ITE 2013 Technical Conference and Exhibit

- Sunday, March 3 – Wednesday, March 6
- Sheraton San Diego Hotel & Marina, 1380 Harbor Island Drive, San Diego, 619-291-2900
- Info/Registration: www.ite.org/conference

ITE So Cal Latest Information

www.itesocal.org

ITE So Cal Meeting and Event Photos

<http://picasaweb.google.com/itesocal>

ITE So Cal on Facebook

Go to: http://www.facebook.com/home.php?sk=group_174132915945907 or search for "Southern California ITE." Facebook users, please join the group and weigh in on discussions pertaining to local transportation engineering issues.

Riverside – San Bernardino Section's 30th Annual Golf Tournament

- Friday, March 22, 8:00 AM, Shotgun Start, Scramble Format
- Menifee Lakes Country Club (29875 Menifee Lakes Dr, Menifee, 951-672-4824)
- Attire: Slacks or Bermuda-length shorts, collared shirts, no Denim
- Cost: \$70 (by Tuesday March 12), \$80 (by Monday, March 18)
- RSVP: Fill out form on attached flyer with checks made out to "RSBITE." Send to: JR Morgan, 7182 Westport St, Riverside, CA 92506

Continuing Education Courses from UC Berkeley's Institute of Transportation Studies Technology Transfer Program

- PL-02: Funding and Programming Transportation Projects in California, February 6-7, 2013, Costa Mesa, 16.0 AICP-CM credits
- TE-34: Bicycle Transportation: Planning, Policy, and Liability, February 12-14, Online
- IDM-26: In-Place Asphalt Recycling & Soil Stabilization Strategies, February 26-28, Online
- TE-27: Traffic Flow Principles for Practitioners, March 19-21, Online, 7.5 AICP-CM credits
- For information or registration, go to: <https://registration.techtransfer.berkeley.edu> or contact: 510-643-4393, courses@techtransfer.berkeley.edu.

Other Educational Opportunities

High Speed Rail Summit: Politics, Investment, Appropriations, Mon Feb 11 – Wed Feb 13, Washington DC, www.ushsr.com

California State Rail Plan – Online Webinar, Tues Feb 26, 11:30 AM – 1:00 PM, <http://callforniastrailplan.com/>

National Bike Summit, Mon Mar 4, 5:00 PM, Washington DC
<http://www.bikeleague.org/conferences/summit13/>

Non-profits

- The Transit Coalition: <http://thetransitcoalition.us/>
- Move LA: <http://moveLA.org>
- TransForm: www.transformca.org
- US High Speed Rail Association: www.ushsr.com

Career Opportunities

Iteris (www.iteris.com, click "careers")

Associate Vice President/Sr. Transportation Engineer – Open to location anywhere in the U.S. - https://www5.ultirecruit.com/ITE1000/JobBoard/JobDetails.aspx?ID=*BB897BD9C0D30728

Associate Transportation Engineer – Berkeley, CA - https://www5.ultirecruit.com/ITE1000/JobBoard/JobDetails.aspx?ID=*4D7D72F14226DD4F

How much do Commute Times Vary among West Coast Metropolises?

David M. Schwegel, PE

The National Academy of Engineering *Changing the Conversation: Messages for Improving Public Understanding of Engineering*, Executive Summary (<http://www.nap.edu/catalog/12187.html>) suggests that while the public trusts Engineers, they do not necessarily understand what we do. This is part 2 of a 4 part series (congestion relief in February, collision cost and transportation cost reduction in March) on communicating to the public what Transportation Engineers do. We ease commutes, not only in terms of time, but also by boosting “quality productive time” en route (reading, face-to-face networking, preparing reports, answering emails – much more doable sitting on a train than behind the wheel of a car), while reducing energy consumption and stress generation.

G. Scott Thomas’ *The Business Journals* article “Alaska island is unlikely choice as best place for West commuters (Jan 10, 2013)” references a 2011 US Census Bureau American Community Survey on one-way commute times for 172 Western US metropolises. Unlike the “worst congestion in the nation” rankings in the previous article, a high rank (1) on the “lowest commute times” table below is desirable. The commuting index is a weighted average of percentages of “commuting time of 14 minutes or less,” “commuting times of 45 minutes or more,” and “average travel time to work” (on all modes). Highlights are as follows:

Rank	Metropolis	Index	<14 min	>45 min	Time (min)
1	Kodiak AK	27.914	73.5%	1.8%	10.4
110	Boise ID	-1.921	31.8%	8.2%	21.2
149	San Diego	-10.646	24.4%	12.0%	24.4
152	San Jose	-11.188	23.0%	12.4%	24.4
154	Portland OR	-12.492	25.4%	13.5%	24.9
166	Seattle WA	-20.01	21.3%	18.2%	27.6
167	Riverside	-21.218	25.0%	24.3%	30.6
170	Los Angeles	-21.889	20.9%	19.6%	28.3
171	San Francisco	-23.601	20.7%	21.7%	28.8
172	Shelton WA	-25.446	25.7%	27.2%	31

Kodiak AK is an island that can only access the mainland via ferry or airplane. Self-sufficiency produces a short rush hour with smooth traffic flow. An ITE Washington 1997 meeting on “Du Pont: What does it take to create a new town?” emphasized the importance of live-work communities able to accommodate new large employers like Intel via the expedited construction of transportation infrastructure. Yet Kodiak’s self-sufficiency should be weighed against isolation in quality of life preferences.

Boise ID is a metropolis of around 600,000 that serves a rapidly growing Hispanic population while placing high priority on ITS technology (signal coordination) and walk-able urbanism (Boise River Parkway).

San Diego’s expansive freeway, light rail, and trolley (with proposed near-term expansions) infrastructure clinched the lowest commute time among our state’s major metropolises. Boosted sustainable communities would improve the region’s ranking.

San Jose’s expansive freeway, expressway, and light rail infrastructure, along with heavy emphasis on technology (Silicon Valley) ranked this region favorably among commute times. The region has aggressive plans for accommodating a projected population boom from 1.0M to 1.5M with no increase in vehicle miles traveled (VMT). Caltrain provides great connectivity to San Francisco. A proposed Bay Area Rapid Transit (BART) extension boosts connectivity to Oakland and other East Bay Cities.

Portland OR has invested considerably in sustainable communities in and around the city center as well as expanding light rail while introducing a streetcar system and an aerial tramway within the last decade, reducing VMT’s while other less progressive metropolises have seen increases.

Seattle WA has seen considerable congestion woes with expansive waterways and mountainous terrain posing unique challenges. While the region has been progressive with transit signal priority for at least two decades, mass rail transit (Sounder Commuter Rail 2000, Tacoma Link Light Rail 2003, Seattle Light Rail 2007) came online later than in other major Pacific Northwest Metropolises like Portland OR and Vancouver BC. The City is tunneling SR 99 - connecting downtown to its waterfront, and expanding SR 520 - boosting connectivity with East Side Cities (Bellevue, Redmond, and Kirkland among others)

Riverside’s projected rapid growth in a region that is relatively underserved by transit was a key consideration in the California High Speed Rail Authority’s decision to run the Los Angeles to San Diego line via this region. Lower real estate costs and sprawling growth increase commute times.

Los Angeles has placed heavy emphasis on high quality transit areas, commuter rail, and light rail transit, particularly since the 90’s. Such innovations have boosted mobility and improved air quality. Yet major distances between city centers within a historically auto dominated culture pose unique challenges for transportation professionals in a region with a relatively low transit use of 11.5%. Look to continued light rail and other transit expansions and the introduction of high speed rail to play a role.

San Francisco’s waterways and mountainous topography pose roadway expansion challenges. Yet the region has one of the state’s highest transit ridership rates. As a result of major sustainability initiatives through non-profits and other organizations, the region is progressive in sustainable communities (like LEED Platinum Emeryville) and “Green TRIP” (trip reduction and innovative planning) initiatives.

Shelton WA on the Kitsap Peninsula (west of Seattle) is a predominantly rural residential community geographically far away from major employment centers. The population is significantly smaller than the major metropolises identified above reducing transportation choices (lower population density deems heavy transit investment less cost effective).

Discuss with your commuting colleagues other factors contributing to these rankings and the transportation professional’s role in providing innovative solutions.

Next month, we look at the household costs of transportation.

California High Speed Rail Update and the Transportation Professional

David M. Schwegel, PE

UPDATE

The California High Speed Rail Authority (CHSRA) (www.cahighspeedrail.ca.gov) held its monthly Board Meeting on Wednesday, January 23 at Sacramento City Hall. The project and construction management contract (Construction Package 1), ridership and profitability, railway alignments, and future generation benefits were among the many themes discussed.

CP1 Project and Construction Management Contract: The Board approved Resolution # HSRA 13-01 to award the \$34,908,809 Project and Construction Management (PCM) Services contract to the PCH Wong Engineering (San Francisco) and Harris & Associates (Concord) (Wong-Harris) team for Construction Package 1 (CP1) (Madera to Fresno). A high-priority task is assisting CHSRA in selecting a Design-Build (D/B) Enterprise (by spring for a summer groundbreaking) among the 5 Primes: (a) California Backbone Builders (www.californiabackbonebuilders.com), (b) California High Speed Rail Partners (www.chsrpartners.com), (c) California High Speed Ventures (www.highspeedventures.com), (d) Dragados/Samsung/Police (www.dragados-samsung-police.com), and (e) Tutor-Perini/Parsons (www.tutorperiniparsons.com).

Wong-Harris met the 30% SBE (includes DBEs) goal with heavy Central Valley participation. The team includes: DBE/SBEs (11.41%) ESP Surveying (0.78%) and Safework, Inc (10.63%); DVBE (3.47%) Chambers Group (3.47%); SBEs (18.59%) Blackburn Consulting (7.17%), Cornerstone (3.13%), HMS, Inc (0.35%), Precision Civil Engineering (4.11%), Quad Knopf, Inc (2.29%), Rincon Consultants Inc (0.54%), Shiralian (0.74%), and Technicon (0.27%). The PCH Wong Engineering and Harris & Associates Primes constitute the 66.53% balance.

A Notice to Proceed (NTP) for CP2, 3, 4 (Fresno to Bakersfield) (PCM, D/B) is expected by spring 2014.

Ridership and Profitability: Some critics claim that the ridership and profitability projections are too optimistic as they are significantly higher than those realized on Amtrak's *Acela Express* (America's closest to HSR). *Acela* makes the 432-mile Washington DC to Boston journey in 6 hours and 30 minutes (150 mph top speed, 79 mph average speed, not true high-speed). The California project is required by voter-approved Proposition 1A to make the 520-mile Los Angeles to San Francisco journey in 2 hours and 40 minutes (220 mph top speed, true high speed). Amtrak's proposed \$150B *Acela* upgrade to true high speed (186.4 mph+) is far more ambitious in terms of cost and project magnitude than California's \$68B project. HSR experts note the true-HSR distinction makes a substantial difference in ridership (capturing much market share from aviation for the 100-600 mile market), with the CHSRA *Business Plan* (www.cahighspeedrail.ca.gov) projecting profitability even under the low ridership scenario.

Alignment: Some critics question the Caltrain (West Bay) over the Amtrak (East Bay) alignment citing reduced cost and at-grade crossings among the concerns. Proposition 1A specifically references San Francisco's Transbay Center as the Phase 1 north terminus. HSR is a grade separated system.

Supplemental Alternatives Analysis activities are underway for the Chowchilla "Y," approximately 10 miles south of Merced near the Hwy 99/SR 152 interchange, exploring a "spaghetti bowl of possibilities" to minimize impacts and protect sensitive community resources. The CHSRA will be coordinating with the US Army Corp of Engineers (USACOE) and the US Environmental Protection Agency (USEPA) regarding 6 potential alignments (3 north-south and 3 east-west).

Property Acquisition: Property negotiations cannot take place until final alignments are selected, final EIR's are released, and associated California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) tasks are completed. Ralph Vartabedian's *Los Angeles Times* article "California still hasn't bought land for bullet train route" (Jan 27 2013) underscores the importance of anticipating obstacles and staying on the summer 2013 groundbreaking schedule to avoid cost escalation and ensure completion of the American Recovery and Reinvestment (ARRA) funded portion by the 2017 deadline.

Future Generations: The CHSRA Board emphasizes that navigating challenges now is essential for benefiting current and future generations. At the April 2012 Board Meeting in San Francisco, Millennials (born since 1982) underscored the importance of moving forward with this system that defines how they will "access their employment and vacation destinations."

TRANSPORTATION PROFESSIONAL

At the February 29, 2012 *ASCE California 2012 Report Card* (www.ascecareportcard.org) release at the Capitol, a Legislator proclaimed, "If there were more Engineers in the Legislature, the Legislature would be a much better place." Specifically he was implying appreciation the calm, cool, and collected demeanor of Engineers when conveying solutions (both written and oral).

Clarity: Chris Nelder's *Smart Planet* article "Reframing the Transportation Debate," (Oct 19 2011) notes Gregor Macdonald's observation – fossil fuel and automobile interests "can outspend rail and renewables 100-to-1 on media campaigns and legal bribery," escalating public confusion. Providing much needed clarification boosts our credibility as professionals. A US High Speed Rail Association (US HSR) (www.ushsr.com) eNewsletter (Jan 29, 2012) on "Fact vs. Fiction on HSR" notes between 2000 and 2009, \$360 billion in subsidies went to highways vs. \$2.4 billion to rail (Pew Charitable Trusts'). The *Société Nationale des Chemins de fer Français* (SNCF) (French National Railway Corporation) claims an HSR carrying capacity of 10,000 passengers per hour per direction (comparable to a 10-lane freeway). We should verify, formulate our own independent assessments of HSR's feasibility, entertain frank discussions, and educate accordingly - taking an "objective" over a "cheerleading" tone.

Awareness: Criticism over CHSRA's paying consultants in their proposal production efforts underscores the public's lack of awareness and appreciation for such services. The CHSRA Board noted the limited compensation provided is "nowhere near" the actual proposal preparation cost. Compensation is provided to boost competition and reduce overall cost in this highly technical project. With 5 Primes and 5 Construction Packages, the idea is to award one package to each Prime.

Cooperation: We are experts in roads, aviation, walking, biking, rail, and other modes as well as mode interconnection and station area development. Discuss them as cooperating, not competing modes, in a balanced transportation system, with modes optimized for their respective markets.

How much does Roadway Congestion cost Americans Annually?

David M. Schwegel, PE

The National Academy of Engineering *Changing the Conversation: Messages for Improving Public Understanding of Engineering*, Executive Summary (<http://www.nap.edu/catalog/12187.html>) suggests that while the public trusts Engineers, they do not necessarily understand what we do. This is part 1 of a 4 part series (commute times in February, collision cost and transportation cost reduction in March) on communicating to the public what Transportation Engineers do. We relieve congestion, thereby easing commute stress, boosting workplace productivity, reducing money spent on expensive gasoline, and saving quality time for family and leisure.

The Texas Transportation Institute (TTI) (<http://mobility.tamu.edu>) out of the Texas A&M University System is a national authority on roadway congestion. TTI publishes an annual *Urban Mobility Report* noting how much congestion costs America and how it varies among metropolises. The *2011 Urban Mobility Report* (September 2011) begins with a snapshot of America's 439 urban areas noting that in 2010 roadway congestion wasted 4.8 billion hours and 1.9 billion gallons of fuel, correlating to \$101 billion in wasted time resources, lost time, and reduced productivity (or \$713 per auto commuter). **Table 1** notes the variation of these parameters over 3 decades.

Table 1: Congestion Fluctuation Over 3 Decades

Measure	1982	2000	2005	2009	2010
Delay (hrs)	1.0B	4.0B	5.2B	4.8B	4.8B
Wasted Fuel (gal)	0.4B	1.6B	2.2B	1.9B	1.9B
Total Cost	\$21B	\$79B	\$108B	\$101B	\$101B

Congestion grew considerably between 1982 and 2005 with the transition from 1 to 2 income households and the ever growing pursuit of the "American Dream" of suburban living.

2005 saw the start of a major "real estate bubble burst" with suburban single-family detached housing losing value much more quickly than compact attached housing in transit oriented developments.

Operational treatments and transit investment also contributed to the decline. In fact, transit use especially high among Millennials (born since 1982). **Table 2** shows savings by solution by year.

Table 2: Solution Effectiveness

Solution	1982	2000	2005	2009	2010
Operations	\$0.2B	\$3.1B	\$6.5B	\$6.7B	\$6.9B
Transit	\$6.9B	\$12.0B	\$16.9B	\$16.5B	\$16.8B

Additional and/or related solutions include capacity additions in critical locations, flexible work hours with work-from-home options, transportation choices (tollways with congestion pricing, buses, rail, bus rapid transit), and mixed-use developments.

Heavy trucks comprise 6% of urban vehicle miles traveled (VMT) yet a whopping 26% of the urban "congestion invoice" due to slower acceleration and deceleration, reduced fuel efficiency, and the restricted visibility posed on autos and light trucks. Subjecting

trucks to congestion also boosts the cost of goods carried. The region's Alameda Corridor expedites goods movement from the Port of Long Beach inland while reducing trucks on the roadway system. The ease of getting goods from ports inland has a significant impact on port selection (Long Beach, Oakland, Portland, Seattle). California High Speed Rail Authority Chairman Dan Richard notes the Panama Canal expansion (slated for a 2014 completion) poses a significant threat to West Coast Ports. This leads transportation professionals to devise alternatives like rail (including high-speed rail on dedicated passenger lines to reduce clutter on freight rail lines) to effectively compete.

Congestion rankings by metropolises vary based on indicator (delay per auto commuter, travel time index vs. 1.0 for a congestion free commute, excess fuel per auto commuter, and annual cost per auto commuter). **Table 3** shows the rankings for the nation's 5 most congested metropolises.

Table 3: America's 5 Most Congested Metropolises

Metropolis	Wasted Time (hrs)	Travel Time Index	Wasted Fuel (gal)	Cost Per Auto Commuter
Washington DC	74 (1)	1.33 (2)	37 (1)	\$1,495 (2)
Chicago	71 (2)	1.24 (13)	36 (2)	\$1,568 (1)
Los Angeles	64 (3)	1.38 (1)	34 (3)	\$1,334 (3)
Houston	57 (4)	1.27 (6)	28 (4)	\$1,171 (4)
New York	54 (5)	1.28 (3)	22 (7)	\$1,126 (5)

Los Angeles and Houston are both spread-out metropolises with expansive freeway systems. New York has the highest transit use percentage with severe water body constraints. While Chicago has an extensive network of toll roads, Lake Michigan serves as a major water body barrier to the east. Washington DC continues to invest aggressively in sustainable communities and the metro extension to Dulles International Airport to get the nation's capital out of the not-so-coveted number 1 position.

Other California metropolises in the top 15 (by wasted time) include San Francisco (No. 7) (heavy transit use, water body constraints) and San Diego (No. 15) (expansive freeway system with moderate sustainable community emphasis).

Despite the \$24B "Big Dig" project, Boston still came in at No. 9 (by wasted time), questioning the effectiveness of roadway expansion alone to cure congestion woes.

In 1996, Portland Oregon was identified among the top 10. With light rail expansion, street car and aerial tramway introduction, and sustainable community escalation – all with minimal freeway expansion - vehicle miles traveled (VMT) dropped considerably, thereby keeping Portland out of the top 15 in 2010.

An interesting challenge for transportation professionals is making transit safe and attractive. In *The Tipping Point* (2000), Malcolm Gladwell notes how New York's successful efforts in the late 80's at cracking down on graffiti and fare evasion served as a "tipping point" that significantly reduced the region's crime rate. A more pristine subway provided a renewed sense of community stewardship thereby discouraging criminal activity.

In your discussions with commuting colleagues, note correlations between congestion and commute times for Western metropolises (see next article).

As much as congestion costs America annually, collisions cost 3 times as much. Tune in next month to find out why.



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Pedestrian Safety

Safety and Design Technical Services Team

PRODUCTS & SERVICES

Crashes involving pedestrians are the third highest crash type of traffic related fatalities. In 2005, 4,881 pedestrians were killed and nearly 64,000 were injured in traffic crashes. In light of these facts, the Federal Highway Administration (FHWA) has set a goal to continually improve highway safety by reducing pedestrian crashes, fatalities and injuries by 10 percent by the year 2008. The Safety and Design Technical Service Team (TST) helps customers increase pedestrian safety in their communities.

The Resource Center's Pedestrian Safety Team provides the following services:

- Assistance in Development of Pedestrian Safety Action Plans
 - Build system wide plans.
 - Identify and bring stakeholders to the table.
 - Bring engineering technical assistance.
 - Share best practices.
- Pedestrian Road Safety Audits
 - Audit corridor or specific intersections.
 - Identify problems.
 - Assess alternative improvement strategies.
 - Plan for implementation strategies.
 - Share best practices.
- Technical assistance for pedestrian safety
 - Provide assistance in intersections.
 - Assist in roadway locations.
 - Review current design standards for pedestrian considerations.

Transportation professionals seeking training or assistance with pedestrian safety issues may contact the Resource Center Safety & Design TST.

PedSafe

The Pedestrian Safety Guide and Countermeasure Selection System (PedSafe) is a series of tools designed to enable practitioners to effectively select and review engineering, education, or enforcement treatments to mitigate a known crash problem or to help change motorist and/or pedestrian behaviors. The PedSafe system includes several interactive tools and is designed to:

- *Provide information on the countermeasures available for preventing pedestrian crashes and/or improving motorist & pedestrian behavior.*
- *Highlight the purpose, considerations, and cost estimates associated with each countermeasure.*
- *Provide a decision process to select the most applicable countermeasures for a specific location.*
- *Provide links to case studies showing the various treatments and programs implemented in communities around the country.*
- *Provide easy access to resources such as statistics, implementation guidance, and reference materials.*

SAFETY AND DESIGN TECHNICAL SERVICES TEAM

www.fhwa.dot.gov/resourcecenter



Workshops, Seminars and Courses

Designing Streets for Pedestrian Safety

2-day workshop

This class will provide participants with pedestrian safety engineering countermeasures that will make transportation systems safer by reducing the number of conflicts and collisions between motor vehicles and pedestrians. The workshop will discuss the safety and operational effectiveness of various strategies, and the participants will leave the workshop realizing the importance of designing for all road users. There will be opportunities for participant involvement. Time to discuss local concerns will be provided.

Developing a Pedestrian Safety Action Plan

2-day workshop

This course will take attendees through the content of the FHWA's *How to Develop a Pedestrian Safety Action Plan*, a comprehensive framework for state and local agencies to develop and implement a pedestrian safety action plan tailored to their specific conditions and needs. *How to Develop a Pedestrian Safety Action Plan* will help state and local officials begin addressing their pedestrian safety issues in a systemic prioritized manner. It is also intended to assist agencies to enhance their existing pedestrian safety programs and activities - including identifying safety problems, analyzing information, and selecting optimal solutions.

3-Day Combined Workshop

The two workshops "Designing Streets for Pedestrian Safety" and "Developing a Pedestrian Safety Action Plan" have been combined into a 3-day option.

Traffic Signal Operations for Pedestrian Safety

½ - day workshop

This course will describe the interaction of pedestrians within traffic signal operations. It will describe pedestrian safety issues at both signalized intersections and mid-block crossings. This course is intended for traffic signal engineers.

For more information contact:

Peter Eun

Olympia WA (360) 753-9551

peter.eun@dot.gov

SAFETY AND DESIGN TECHNICAL SERVICES TEAM
www.fhwa.dot.gov/resourcecenter

Patrick Hasson, Team Leader
(708) 283-3595, patrick.hasson@dot.gov

Safer by Design



ITS California Scholarship for Graduate Study in Intelligent Transportation Systems (ITS)

Award: A scholarship to advance academic and career interest in the field of ITS.

Degree Program: A graduate degree (Masters or Ph.D.) program in any ITS-related field, e.g., transportation planning or engineering, electrical engineering, systems engineering, etc.

Value: \$2,000

Place: An accredited college or university in the State of California

Conditions: Selection criteria will be based on academic ability, stated career objectives and interests, and supporting letters of reference. To be eligible, candidates must be living in the state and registered as full-time students in a graduate studies program at an accredited college or university in the State of California. This is what you will need:

1. Official and most recent transcript showing previous courses;
2. List of courses the candidate is currently enrolled in;
3. Proposed list of courses anticipated for graduate degree;
4. Evidence of acceptance for study in a graduate program at an accredited college or university in the State of California;
5. An essay of not more than 1500 words indicating career objectives and particular interests in ITS;
6. Two letters of reference to be emailed directly to the ITS California Awards and Scholarships Committee. References should be confidential assessments of the candidate's academic ability and record, commitment to career, and any other personal attributes, which indicate that the candidate is worthy of an award.

Deadline: **March 1, 2013**: Applications (all components) must be complete and received.

Apply To: ITS CA Awards and Scholarships Committee
email brian.burkhard@transpogroup.com

Questions: Contact Brian Burkhard at (415) 747-1008 or email brian.burkhard@transpogroup.com



SUMMER 2013 STUDENT INTERN PROGRAM

City and County of San Francisco | SFMTA Sustainable Streets Division

Gain valuable on-the-job experience under the award-winning guidance of more than 70 experienced professional engineers and planners. Interns will participate in transportation planning and engineering related activities including: designing and implementing multimodal complete streets, performing community outreach and engagement, responding to community requests for transportation improvements, and coordinating with other city agencies, contractors and communities on transportation-related projects. The Sustainable Streets Division is considering candidates for the following groups:

Livable Streets	Transportation Engineering	Strategic Planning & Policy	Other SFMTA Divisions
Community Projects	Traffic Operations	Long Range Planning	Transit Services
Policy Analysis and Innovation	SFgo/Transit Engineering	Multimodal Planning	Operations Planning
	Special Projects/Street Use	Transportation Demand Strategies	SFpark
	Traffic Routing		

For more information about specific groups within the Sustainable Streets Division or about SFMTA projects, please visit our website at www.sfmta.com. Part-time work opportunities may be available during the school year. Earn up to \$1,892-\$2,128 bi-weekly depending on your qualifications.

QUALIFICATIONS:

- You must be currently enrolled as a full-time student in an accredited civil engineering or city/urban planning undergraduate or graduate degree program at the time of filing. Once hired, an applicant can be employed up to six (6) months after graduation; otherwise, you must be either returning to an undergraduate program or entering into a graduate program in Fall 2013.
- You must be considering a career in transportation/traffic engineering or planning. Completion of one or more transportation engineering or planning course(s) is desirable but not required.
- You must be a US Citizen, green card holder, or have a legal work permit prior to application.

HOW TO APPLY:

Applicants must complete and submit all application materials online at <http://www.sfstudentintern.org/>.

The application packet must contain the following in PDF format:

- Student Intern Application form found at <http://www.sfstudentintern.org/>
- One-page cover letter (addressing your interest in transportation/traffic engineering or planning, and your career goals)
- Résumé
- Complete college transcripts for both undergraduate and graduate work

Qualified applicants selected for an interview will be notified of the exact date, time, and place of the interview. **Selected applicants will be required to come to San Francisco for fingerprinting before a final offer can be made.** Please be sure to provide us with a valid e-mail address and phone number.

Deadline to apply: Tuesday, February 12, 2013 at 5PM (PST)

Applicants should submit their applications as soon as possible. Minorities, women and persons with disabilities are encouraged to apply. SFMTA is an Equal Opportunity Employer



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When:	Friday, March 22, 2013 at 8:00 am- Shotgun Start, Scramble Format
Where:	Menifee Lakes Country Club 29875 Menifee Lakes Dr. Menifee, CA (951) 672-4824 I-215 to Newport Rd. East on Newport Rd to Menifee Lakes Dr. WWW.Menifee-Lakes.com
Who:	Everyone is welcome to play. You need not be a member to participate. Dress Code: Slacks or Bermuda-length shorts only. NO Denim. Shirts must have collars.
Cost:	\$70- Early bird special if received by Tuesday March 12. \$80- if received by deadline date Monday March 18. Includes green fee, cart, and buffet lunch.

Golfing Awards and Raffle prizes will be made possible by money and items donated by our vendor and consultant friends. If you would like to make a donation or you have any questions, please contact JR Morgan, at (951) 780-8435.

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**Ite Riverside-San Bernardino Section (Charter Effective January 1, 1989)
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