



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2013 – 2014, Issue No. 5

February 2014

President's Message

Sri Chakravarthy, PE, TE



I am very proud of the effort that went in to formulating a response to SB 743 – the draft law that would amend CEQA guidelines and its intent to evaluate alternative methods of transportation analysis. Within a matter of 3 weeks, ITE's Western District leadership formulated a task force and responded with a well-balanced letter that represented the thoughts of our transportation engineering and planning community. Erik Ruehr from our San Diego Section did an outstanding job in consolidating the suggestions and comments from our ITE community. The final letter will be distributed to our membership shortly. A number of our Section members have been involved right from the beginning in providing input to this effort and in fact, we realized the importance of this legislation and already had a very involved discussion at our January meeting led by Mark Miller.

Meeting Announcement

Section Meeting with San Diego Section

Friday, March 14, 2014
10:00 AM – 2:00 PM
El Adobe Restaurant
31891 Camino Capistrano
San Juan Capistrano, CA
(949) 493-1163

RSVP by: 12 Noon, Wed, March 12
<http://mar2014itesocal.eventbrite.com>

or contact

giancarlo.ganddini@rbf.com

(949) 855-7085

Another important discussion that is currently going on is the yellow change interval at signalized intersections in California. As many of you are aware, the minimum yellow interval is determined based upon posted speed limits. The California Traffic Control Devices Committee (CTCDC) has decided to review the issue of minimum yellow timing values in California, and has formed a Subcommittee to develop recommendations. This issue was on the CTCDC agenda for their meeting on February 20, 2014 in San Mateo. This subcommittee of 19 members that included a broad spectrum of stakeholders and traffic experts led by Hamid Bahodari completed an extensive evaluation and presented suggested revisions to the CAMUTCD yellow change interval to be based upon 85th percentile speed of free flow traffic rounded to the nearest 5 mile per hour increment. This item is currently being considered by the CTCDC and more updates will follow.

These are fine examples of how ITE and our fellow professionals are constantly at the forefront and leading the efforts that would define our changing practice. As I mentioned in my last month's message, we are in a wonderful position of supporting the advancement of our profession while enjoying the benefits of lifelong learning through collaborating with our peers. Be sure to reach out to express if you have a comment or suggestion and I would strongly encourage you to actively participate in the Chapter's expansion, including serving on the various committees and on the board.

Brief Look Ahead

March 2014

- Fri 14th, 10 AM, ITE SoCal and San Diego section Joint Meeting, El Adobe Restaurant, San Juan Capistrano, CA
- Sun 9th – Wed 12th, International Technical Conference and Exhibit, Hyatt Regency, Miami, FL, www.ite.org/conference

April 2014

- Wed 16th, 11:30 AM, ITE SoCal Meeting, Monterey Hill Restaurant, Monterey Park

May 2014

- Fri 9th, 7:30 AM, OCTEC/ITE SoCal Golf Tournament, 5215 Green River Road, Corona (see flyer); Sponsorship Deadline: April 11; Registration Deadline: April 28; <https://www.eventbrite.com/e/2014-octecso-cal-ite-golf-tournament-tickets-9869311376>

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Cal Poly Pomona ITE Student Chapter's 40th Anniversary

Hector Salcedo, Student Chapter President

This year marks the 40th anniversary of Cal Poly Pomona's ITE Student Chapter. We are looking to celebrate our anniversary alongside all past ITE officers and members with a dinner on our campus this spring 2014. More details will be announced soon. There have been more than 200 officers in the past 40 years and we hope to gather as many as we can for this celebration. If you are a past ITE officer or member of ITE Cal Poly Pomona and are interested in attending, please contact me (Hector Salcedo). There is contact information that we are missing for the majority of the officers so help us spread the word. You can contact me at hectorivansalcedo@gmail.com and visit our website for future information at www.itecpp.wordpress.com. Also follow us on Twitter @ITECPP.

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.

Nov/Dec-13	South Coast Lighting
Jan-14	--
Feb-14	(Available)
Mar-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.

Career Opportunities

Jessica Wohl (RBF Consulting)

RBF Consulting is currently seeking candidates for the following positions:

- **Traffic Project Manager II (Irvine)** to help lead the Traffic Engineering Team and grow the practice
- **Civil Engineer II (Irvine)** to prepare traffic engineering deliverables and mentor staff
- **Civil Engineer I, II, III (Irvine)** to prepare plans, specs, and estimates for highways, roadways, and drainage systems
- **Technical Manager II (Carlsbad)** to help lead and grow the Transportation Planning practice

For more information and to apply online, go to www.mbakercorp.com/careers.

January 2014 Scribe Report

Amey Kim, EIT, URS Corp, ITE So Cal Scribe



The Institute of Transportation Engineers Southern California Section held a joint meeting with the City Traffic Engineers Association (CTE) on Wednesday, January 15, 2014 at Monterey Hill Restaurant in Monterey Park. There were 89 attendees. Albert Grover & Associates Executive Vice President and Fullerton City Traffic Engineer Mark Miller discussed **"Replacing Level of Service in the Analysis of Transportation Impacts Under CEQA"**.

On September 27, 2013, Governor Brown signed Senate Bill 743 which creates a process to change the method of analysis of transportation impacts under the California Environmental Quality Act (CEQA). The current method of analysis is Level of Service (LOS) based on driver delay due to capacity constraints. Mitigation measures that entail increasing capacity (i.e. the width of a roadway or size of an intersection) may pose undesirable by-products such as: (a) increased auto use and emissions, and (b) reduced incentives for using alternative forms of transportation. SB 743 shifts the focus from driver delay to: (a) reduction of greenhouse gas emissions, (b) creation of multimodal networks, and (c) promotion of a mix of land uses.

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within quality transit areas, such an alternative would "promote: (a) the reduction of greenhouse gas emissions, (b) the development of multimodal transportation networks, and (c) a diversity of land uses." Impact evaluation metrics would include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." OPR also has discretion to develop alternative criteria for areas that are not served by transit, if appropriate. Driver delay would no longer be considered a significant impact under CEQA. Air quality, noise and safety would continue to be considered significant impacts and analyzed under CEQA where appropriate. SB 743 would also allow cities and counties to opt out of LOS standards within certain infill areas. SB 743 includes several important changes to CEQA that apply to transit oriented developments, including aesthetics and parking.

SB 743 requires the development of alternative transportation metrics which would be included in an update to the CEQA Guidelines. OPR is required to develop an initial draft of such metrics by July 1, 2014. OPR has developed a [preliminary evaluation](#) of possible metrics to replace "level of service" in transportation analyses. Information regarding the law can be found through the following links:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743 and http://www.opr.ca.gov/s_sb743.php

Comments may be submitted to Erik Ruehr (eruehr@vrpatechnologies.com). Erik has been appointed by ITE Western District President Karen Aspelin to lead a CA SB 743 Task Force to help coordinate comments and letters from interested members and CA Sections/Chapters.

High Speed Rail Update

David M. Schwegel, PE

The world carefully watches America's diligent ongoing efforts to "crack the high speed rail code." Three of many avenues for ITE SoCal involvement in high speed rail are as follows:

1. **Education/Networking:** A US High Speed Rail (www.ushsr.com) Conference takes place Feb 25 (Tues) – 27 (Thurs) at the Alton Conference Center in Washington DC, headlined by US Transportation Secretary Anthony Foxx. Keynote Speakers include California High Speed Rail Authority Board Chairman Dan Richard, Texas DOT Director of Rail Erik Steavens, and UIC (International Union of Railways) Director Jean-Pierre Loubinoux.
2. **Public Participation:** The California High Speed Rail Authority (www.hsr.ca.gov) just released its *Draft 2014 Business Plan*. Transportation professionals not already working under contract with the Authority are encouraged to comment on this financial feasibility document. Five commenting avenues:
 - (a) Online at www.hsr.ca.gov
 - (b) Email to 2014businessplancomments@hsr.ca.gov
 - (c) Mail to Attn: Draft 2014 Business Plan, California High Speed Rail Authority, 770 L Street, Suite 800, Sacramento, CA 95814,
 - (d) Voicemail to 916-384-9516
 - (e) Authority Board Meetings on March 11 and April 10

At the April 10 Meeting, the Board will recommend edits for adoption, so they can submit to the Legislature on May 1.

3. **Contracting:** Right of Way Engineering and Survey Support contracts were awarded to O'Dell Engineering; Chaudhary & Associates; Quad Knopf; Mark Thomas and Company; and Hernandez, Kroone & Associates (\$3.2 million to each for a total of \$16 million). Look for an RFQ for Project/Construction Management Services (PCM) for Construction Package 2-3 (CP 2-3) (60 miles of track-way civil infrastructure between Fresno and Bakersfield) in March. Look for the award of both the CP 2-3 PCM and Design/Build contracts later this year.

For the national high speed rail perspective, go to www.ushsr.com. For the state perspective, go to www.hsr.ca.gov.

Legislative Analysis

*Martin Varona, EIT
UCLA*

AB 1193: Bikeways

Bikeways are designated as Class I (path), II (lane), and III (route) facilities. This bill would add a fourth designation, Class IV ("cycle track" or "protected bike lane"). Class IV facilities would be located within right-of-ways designated exclusively for bicycle travel and protected from other transportation modes via traffic control devices. Should this bill pass, look for updates in state transportation manuals.

AB 1447: California Global Warming Solutions Act of 2006. Fund: Traffic Synchronization

The California Global Warming Solutions Act of 2006 designates the California Air Resources Board (CARB) as the agency responsible for monitoring and regulating greenhouse gas emissions sources. The California Department of Finance (DOF) develops 3 year investment plans for the Greenhouse Gas Reduction Fund (GGRF). This bill would include traffic signal synchronization projects among the eligible GGRF investments, provided they are consistent with the Act's air pollution reduction goals.

AB 417: Environmental Quality: Bicycle Transportation Plan

Currently local agencies, who determine that a particular project is not subject to the California Environmental Quality Act (CEQA), file a notice of determination with the county clerk. The Governor's Office of Planning and Research (OPR) assists with the preparation of transportation programs. This bill would: (a) exempt urban bicycle transportation plans from CEQA through January 1, 2018, and (b) require the local agency of such projects to submit a notice of determination to both the OPR and the county clerk.

Trivia Corner: "Yellow or Amber"

*Andrew Maximous, PE, TE, City of Santa Monica
ITE So Cal Past-President*

While the earliest traffic signals date back to London in 1868, the use of a yellow indication came about more than 50 years later.

In 1920, The Detroit police department was realizing that the old system of officers directing traffic by manually changing the red and green lights became increasingly outdated. They charged a young officer named William Potts with the task of finding a more efficient way to control traffic.

Potts got the idea to add the amber light from observing the signal operations of the railroads. So

with red, amber, and green railroad lights and about \$37 worth of wire and electrical controls, Potts created the world's first 4-way three color traffic signal.

"There was a definite growing need for traffic control, or as they say, 'Necessity is the mother of invention,'" Potts stated. "We couldn't coordinate men at different intersections with a manual system, but we could coordinate automatic electric signals."



The first of his signals was installed in on the corner of Woodward and Michigan Avenues in Detroit. Within a year, Detroit had installed a total of fifteen of the new lights. The first traffic lights had only four-inch lenses and the shell was wood with a tin cover. An original lamp was presented to Henry Ford's collection of Americana at the Edison Institute, Greenfield Village, in 1938.

Although Potts never held a patent on his device, he is widely regarded as the inventor of the 4-way, three color traffic signal.





ANNUAL

GOLF TOURNAMENT



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ANNUAL OCTEC / ITE GOLF TOURNAMENT

FRIDAY – MAY 9, 2014

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