Hello Southern California ITE Members,

Goodbyes are never easy but eventually must take place. On that note, I want to let everyone know how honored I was to be president of our ITE Southern California Section. I truly enjoyed working with all of you. I would specifically like to thank the following past presidents for their help, advice and camaraderie: Ruth Smith, Erik Zandvliet and Carlos Ortiz. I especially want to thank them for their faithful email correspondence.

As I’ve said before, our ITE Southern California Section is like a family. We are there for each other, professionally and personally. Also, we can share news about our own family life. During several meetings, I was able to mention births, weddings, and get well wishes for those that were sick.

Life is full of surprises. For example, sometimes our family life and work become so hectic that we may not be able to participate like we did before. Then, when life calms down, we can join in again. That’s the wonderful thing about ITE, it creates an environment where we can come and go, learn technical topics, network and grow on professional and personal levels.

As for me, during this year, I brought my dad home to live with me. He is elderly and can’t live alone. I had a brief absence and mentioned it to everyone and I received a lot of well wishes. Now that’s what I call family.

Speaking of family, I have to mention each of our amazing Officers and Chairs that sit on our Southern California ITE Board. Each of them has done an outstanding job serving our members. I respectfully acknowledge the Southern California ITE Board:

Steve Itagaki, Andrew Maximous, Jesse Glazer, Janna McKhann, Sri Chakravarthy, Ted Mekuria, David M. Schwegel, Jay Dinkins, John Dorado, Clinton Quan, Thong Ngov, Neelam Sharma, Giancarlo Ganddini, Julia Wu, Bernard Li, Irina Constantinescu and Erik Zandvliet.

I also would like to mention our June Mini-Workshop and Business Meeting. We have the following speakers: Chun Wong “Critical Movement Analysis with the new CalCaDB Lite”, John Lower “Emerging ITS Strategies”, John Thai “Updated Guidelines for Timing Yellow and Red Intervals”, Dave Royer “Roadside Safety for City Streets”, Wes Pringle “So You Want to be an Expert” and Thong Ngov.

We will also have annual reports from our Officers and Chairs. Finally, we will present the Classic Engineer and Young Transportation Engineer Awards and install the new officers.

So now I will bid adieu but just like family, I will see you soon.

Best Regards,
Lisa Martellaro-Palmer, President of the Southern-California ITE Section, June 2011
June

- Wed 1st – Thurs 30th, High-Speed Rail Open Houses (see page 10)
- Wed 15th, 8:30 AM, ITE So Cal Mini-Workshop Business Meeting at Monterey Hill Restaurant (3700 W Ramona Blvd, Monterey Park)
- Tues 21st, 8:00 AM, Move LA’s Third Annual Conference, Center at Cathedral Plaza, 555 West Temple Street, Los Angeles (call: 310-310-2390)

July
- Sun 10th to Wed 13th, Western District Annual Meeting, Alaska, www.westernite.org (see page 10)

August
- Fri 26th, 11:59 PM, ITE So Cal Newsletter Deadline (contact: Newsletter Editors)

In This Issue

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- Special Considerations for Advancing Transportation in the US
- Special Considerations for High-Speed Rail in the US
- Innovative Lighting Solutions Boost Installation Ease and Quality of Life
Some of those strategies include:

- Identifying fiscal constraints and citizens’ wishes and concerns taking into consideration infrastructure costs and quality of life, making sure that the communities’ investments in transportation are used for the purpose they are intended.
- Expanding the use of toll lanes in order to reduce travel delays.
- Increasing the use of Bus Rapid Transit (BRT), a low-cost approach to obtain faster travel times and better reliability when compared with agency transit bus service.
- Providing more options to drivers through better local street connectivity as opposed to the use of major highways and longer trips.
- Reducing travel time through the implementation of ITS, including signal synchronization and dynamic message signs.
- Reducing emissions through the use of more inter-city buses.
- Reducing emissions through the use of telecommuting thereby having fewer cars on the road.

States Push Gas Taxes for More Road Funding

The Wall Street Journal has recently reported that due to the likely decline of federal transportation funding, some states are already taking measures to address this issue. As an example, some states are considering raising gas taxes and/or vehicle registration fees and are planning to allocate part of those fees for highway funding. This is particularly a major concern with already soaring gas prices.

AB 294 (Portantino) Design Sequencing Contracts

This bill would allow 5 design-sequencing contracts, where Caltrans prepares a design for phases and allows construction to commence before entire project is designed, to be effective until January 1, 2015. The bill would require the department to use department employees or consultants under contract with the department for these design services.

SB 468 (Kehoe) Transportation - Coastal Zone Expansion

The bill imposes the requirements for the development and implementation of transportation projects in Coastal Zone applicable to the San Diego Association of Governments (SANDAG)’s north coast corridor project: high-occupancy toll lanes. This bill would also require SANDAG to establish a “safe routes to transit” program that integrates the adopted regional bike plan with transit services and to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County.

SANDAG has agreed that it will be responsible for constructing improvements in the Los Angeles-San Diego-San Luis Obispo rail corridor and funding portions of the improvements to that corridor and State Highway Route 5 within the north coast corridor using funding from a San Diego County voter-approved transaction and use tax ordinance known as TransNet.

SB 692 (Walters) Professional Engineers

This bill is currently held in committee and under submission. This bill would convert the current title-protected engineering disciplines, such as traffic engineering, into practices that require a license. This bill would additionally prohibit the practice of agricultural, chemical, control system, fire protection, industrial, metallurgical, nuclear, petroleum, and traffic engineering without the appropriate license issued by the board in that particular discipline. I was just informed that this bill has been shelved until next year. So, unfortunately, there will be any more discussion in Sacramento on this bill this year.
Editor’s Note: The California Pan-Ethnic Health Network (CPEHN) (www.cpehn.org) advocates for transportation systems that boost public health and community well-being. They provide their perspective on AB 441 as a supplement to our monthly legislative analysis to aid in our client and public outreach efforts particularly as they relate to transportation and health. ITE International President Steven Hoefner discussed this topic in a 2003 President’s Message. This CPEHN article helps bring Hoefner’s theme to California.

Research shows that the transportation network within neighborhoods and cities can directly influence health conditions such as asthma, diabetes, obesity, depression, injuries, and some cancers.1 However, current California state guidance documents do not adequately consider how transportation policies impact the health of our state’s residents. AB 441, authored by Assemblymember Bill Monning and sponsored by the California Pan-Ethnic Health Network (CPEHN), promotes transportation planning strategies that create a healthier, more active state for end users. The legislation would include health and equity criteria in the California Transportation Commission’s Regional Transportation Plan (RTP) Guidelines, ensuring that city, county, and regional governments consider the health implications of their planning decisions.

Improving Community Well-being through Transportation

Transportation planning has a tremendous impact on community health, safety, and wellness, in the following ways:

- **Health:** Safe streets for pedestrians and bicyclists encourage a more active lifestyle for residents of all ages by increasing access to local parks, healthy food, and other vital services. In communities lacking parks and playgrounds, sidewalks and streets comprise the largest single component of open space. Transportation plans need to consider how streets and sidewalks can accommodate efficient, active transportation for all users.

- **Safety:** At a basic level, improved traffic safety results in better public health by reducing the number of injuries and fatalities from collisions. Designing streets for all users creates a multiplier effect: when streets safely accommodate walking and biking, more people do so, reducing the rate of collisions as pedestrians and bicyclists become more visible to motorists. In addition, more people out walking and biking in a neighborhood has a public safety benefit, with more “eyes on the street” to deter criminal activity.

- **Wellness:** People who live in neighborhoods with less traffic and higher rates of walking, bicycling, and transit use know more of their neighbors and visit their homes more often. When residents don’t feel safe walking or biking to nearby transit, their ability to access educational and employment opportunities is also hampered.

Through regional transportation plans that incorporate health considerations, communities can focus on creating complete streets that are safe for all users and new benchmarks for reducing harmful airborne particulates. The revised state guidance would also include a compendium of best practices from communities across the state that planners can access for models of how transportation planning can benefit the health, safety, and wellness of all residents. In California, communities from Anderson to Watsonville have adopted healthy transportation standards that include transit access, transit-oriented development, traffic reduction, traffic safety, and bicycle- and pedestrian-friendly facilities.2

AB 441 (Monning) Creates Healthy Communities

AB 441 promotes transportation systems that reduce rates of preventable health conditions, improving the public’s health while decreasing health care costs for the state. According to the Institute of Medicine, improving health in the 21st century will require new approaches to environmental health, including strategies to deal with urban congestion, poor housing, poor nutrition, and environment-related stress. Including health as a consideration in transportation planning remains an important step for California to take a lead in creating healthier, safer, and more sustainable communities. Though it stalled in its initial effort to make it out of the Assembly Committee on Appropriations, AB 441 will have another chance to advance in January.

Direct questions and comments to David Dexter (ddexter@cpehn.org, 510-832-1160).

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1 For example, in the study, “Researchers Link Childhood Asthma to Exposure to Traffic-Related Pollution,” USC researchers found that children living in close proximity to a freeway or major thoroughfare are more likely to develop asthma.

Marshall Memorial Fellowship – Transportation Observations and Insights: Part II (Germany to Bucharest Romania)
Sam Morrissey, PE, Principal Transportation Engineer, City of Santa Monica

Hamburg, Germany: In Hamburg, I visited an interactive exhibit called “Dialogue in the Dark” simulating blindness. For 90 minutes, guests are subjected to complete and total darkness. Guests receive a cane on entry. They are then led through rooms simulating real world locations. One is a typical city street, where we walked through a market, and even crossed the street, reinforcing to me the importance of audible pedestrian indications and effectively designed curb ramps. On curb approach, guests hear the audible pedestrian indications for “waiting” and then “crossing.” Knowing my crossing time was limited; I rushed to get off the curb. I missed the ramp and headed for what I thought was the other side of the street using my cane to feel for the across-the-street curb. Then the audible “crossing” sound stopped. I had to quickly get out of the street. In the panic, I crashed right into something. Using my cane and hands, I quickly realized it was a parked car! I moved around to the front, used the cane to find the curb, and finally found the curb ramp. Now that I have the visually impaired and blind’s perspective of street crossing, I realize the vital role curb ramps play in guiding disabled pedestrians into and across the street.

I saw the Hamburg bike share system. It seemed like few used it. More owned their own bikes, and made use of amenities like bike paths and stations. Trucks redistribute bikes to various stations especially after rush hours, as job and housing locations are spread out. The bike sharing system is run by one of the train operators, and is primarily funded through advertising. Theft of bikes is a problem like other systems. Their program is quite successful due in part to the free first half hour and the abundance of stations throughout Hamburg including one large facility conveniently located near Hamburg University.

In my meeting with the CEO of Infra.To (a private firm owned by the City of Turin that builds the city’s subway and light-rail systems), we shared stories about construction financing, political wrangling, and hiring. Infra.To functions like a private company, designing and supervising construction of all parts of the City’s metro system. They plan to expand their business, and are not subtle about wanting to work in the US. A tour of the metro lines and main maintenance and control facility followed.

Turin Metro is completely automated with no human vehicle drivers. Each station has a completely enclosed track resembling an airport people mover over a subway. The vehicles, made by Siemens, are smaller than traditional subway vehicles. The automated nature of the system allows for more frequent train operation. Stations are virtually identical, greatly reducing construction costs. Turin Metro has an amazing 99.98% reliability.

We rode to the end of Line 1, and then drove to the maintenance and control facility in a company-issued car. The tour covered both the train control and security monitoring rooms - where I learned about an EU funded project to test automated recognition tools to monitor CCTV cameras and identify suspicious activities or persons. The camera could detect an unattended package, and then the system would alert the person on duty to determine if there were any security concerns (e.g., a bomb).

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best-selling car is the 500 or "cinquecento." A new super-efficient engine gets 30km/L (or approximately 70 mpg). Fiat wants to introduce related gas engines to the US with comparable performance and handling, yet compliance with US emission standards poses continued challenges. One Fiat executive explained EU’s CAR-2-CAR program, focused on intelligent vehicle communication - not just vehicle to vehicle, but also vehicle to roadway.

Laura Milani of the Instituto D’Arte Applicata e Design (IAAD) (local design institute) explained the “Design of Sustainable Mobility and Transport Means” program – re-thinking the entire concept of mobility – how and why people need transport over projected mode choice popularity.

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Inside the maintenance facility in Turin, Italy

Turin, Italy: I found "Italian" taxi rides thrilling, complete with running red lights, driving in the other lane, and mumbling "ahh, que bella!"

We visited the Fiat factory and met with four senior members of the research center. Although Fiat stands for "Fabrico Italiano Automobillo Torino," in Latin it also means "light." Their current
I saw two Turin bike share stations (called TO.bike), but no users. These stations were located throughout the City, near universities and main squares.

**Skopje, Macedonia:** Macedonia, formerly part of Yugoslavia, is still a developing country trying to adapt to a post-communist society. Skopje is a dusty and gritty city with large-scale construction throughout, and a lively and vibrant café culture, with nearly all of the population enjoying late afternoon coffees along broad pedestrian promenades.

We met with Invest Macedonia, and discussed their plans to spur direct foreign investment in the country. Macedonia is at the crossroads of two major highways, the 8 and 10 - the major north-south and east-west routes in the Balkans. Macedonia’s tremendous infrastructure is one of its best assets for attracting foreign investment. Macedonia’s prime location capitalizes on goods movement by truck (Europe’s primary mode for goods movement). Design-Build-Finance-Operate-Maintain (DBFOM) opportunities abound, such as Bechtel’s work with a Turkish construction firm on the Highway 8 project.

During lunch with the former Deputy Prime Minister, we discussed the current disagreement between Macedonia and Greece over the rights to use the name “Macedonia.” This heated issue is one of the main reasons Macedonia has not yet joined NATO or the EU. Some try to move past this disagreement, yet some political figures continue to press the issue. Greece and Macedonia were working together to improve the primary highway to Thessaloniki, the major Adriatic port that serves Macedonia and other Balkan states. Greece offered to finance the construction, and was going to be given the option to charge tolls and earn revenue. However, the deal fell apart when the Macedonian government decided to name the highway the “Alexander the Great Highway.” This was a big slap in the face to Greece, as both the Greeks and Macedonians dispute the true birth country of Alexander the Great. Greece eventually walked away from the deal.

**Bucharest, Romania:** The Fellowship ended in Bucharest, Romania, where all 16 Fellows reconvened. Bucharest was once known as “the Paris of the East,” and some parts of the City center reminded me of Paris. In Bucharest, I met with George Culda, the Director of Bate Șaua Să Priceapâ Iapa, a local bicycle advocacy group. We discussed the prospects of a conference in Bucharest involving Romanian and Californian bike/transportation experts, noting the bike infrastructure development similarities between the Los Angeles region and Bucharest. While Bucharest has considerable bicycle infrastructure, it is poorly planned and grossly underutilized. Seeing this underutilization, the Bucharest government sees no need for system expansion. Yet Bucharest cyclists note inadequacies with respect to (a) locations served and (b) interconnectedness – namely they don’t link to their desired destinations, and the facilities are often blocked by bus stops, trash cans, benches, and other street furniture. They feel more cyclists would use facilities if they were built properly with the end-user in mind. The advocacy group and the government must collaborate to make progress on this “chicken and egg” situation.

**Overall Impressions:** Common themes include (a) the challenge of inclusive democracy and (b) the associated challenges in implementing policies or programs when elected officials keep changing. These themes are also present in the City of Santa Monica where continued program implementation is a constant challenge. For me, the trip reinforced the importance of having a clearly stated plan, and sticking with the plan and message.

Overall, the Marshall Memorial Fellowship was a truly amazing experience. The participants are some of the most interesting people I’ve ever met. All of them are successful in their respective industries and areas. Since returning to the US, I’ve already exchanged emails with a number of contacts I made in Europe. I look forward to hosting European Fellows when they visit the US in the future.

Questions and comments may be directed to Sam Morrissey (sam.morrissey@smtqtv.net, 310-458-8955).
Neighborhood Electric Vehicles Cut Pollution and Travel Costs in Lincoln California
Gayle Capik (Bennett Engineering)

The City of Lincoln (population 43,000, approximately 30 miles northeast of Sacramento) is proactive in reducing travel costs and pollution within the City limits. In 2004, the City contacted then Congressman Tim Leslie about adding language to the State Transportation Codes to allow construction of Neighborhood Electric Vehicle (NEV) lanes to facilitate NEV operation in the City.

The initial request for NEV lanes came from the Sun City Lincoln Hills Low-Speed Vehicle Group. With the support of the City of Lincoln, the Placer County Transportation Planning Agency (PCTPA), the Placer County Air Pollution Control District, and Caltrans, Assembly Bill 2353 became law in 2005, allowing the cities of Lincoln and Rocklin to develop NEV transportation plans.

The California Department of Motor Vehicles (DMV) provides special driving tests conducted at the Sun City Lincoln Hills Country Club Lodge to allow drivers that no longer feel comfortable driving an automobile to take driving tests in an NEV and receive a restricted driver’s license. Thus NEV’s help keep the elderly mobile and independent, while reducing dial-a-ride costs.

Federal statues allow for licensed NEV’s to travel on streets with posted speed limits of 35 mph or less. Lincoln now has an estimated 25 miles of designated NEV routes, plus many additional planned routes.

NEV’s have a fuel equivalency of at least 150 miles per gallon. They are 100% electric, and have a range of at least 25 miles. These vehicles replace an average of 3,500 miles per year of short, local trips made in a conventional automobile. This eliminates pollution generated from cold starts. Residents can travel from any home in Lincoln to the downtown area in an NEV.

There are more than 1,400 NEV’s and golf carts in operation in the City. They are readily noticeable on roadways, in the Sun City community, and in parking lots throughout the City. Utilizing a standard 110-volt outlet, the cost to charge an NEV is similar to running any standard electrical appliance. They are very inexpensive to maintain, and save hundreds of dollars by not having to purchase fuel.

(A Typical NEV Route in Lincoln)

(A Typical NEV Charging Station)

The City of Lincoln NEV Transportation Plan provides for:
- Mapping of existing and proposed NEV lanes
- NEV/bike lane standards, i.e.: signs and striping
- NEV charging station standards
- NEV parking signage and striping standards
- Estimates of air pollution reduction totals afforded by NEVs

A fairly common concern from the bike community is the compatibility of a shared NEV/bike lane. NEV users practice common courtesy as would any other bicyclist sharing a lane. There have been no incidents in Lincoln with shared use, and the NEV/bike lane has proven to be very safe.

One Traffic Engineering challenge is safely permitting crossover/left-turn movements from an NEV/Bike Lane. NEV’s have greater acceleration than cyclists, so such movements are unproblematic.

Ongoing Implementation

Construction of more routes, including shared bike/NEV lanes and NEV Route signage will take place over the next several construction seasons. As City crews are available, pavement markings and striping are being installed.

Bennett Engineering Services provided civil engineering design and planning consulting services to the City of Lincoln for its NEV Transportation Plan. This led to the construction of NEV routes using California Traffic Control Devices Committee (CTCDC) approved experimental signage and striping. “Greater emphasis is needed on approving statewide legislation to allow any community to develop an NEV transportation plan. We have also been working with Caltrans to adopt NEV design standards, striping, and signage,” says Leo Rubio, Project Engineer for Bennett Engineering Services.

NEV program funding is largely from Air Quality improvement funds. The project was funded through various sources including the Placer County Air Quality Control Board, federal funding through Sacramento Area Council of Governments (SACOG), and some local merchants.

The City of Lincoln Public Works has adopted NEV design development standards and continues to require NEV lanes, parking stalls, and electric vehicle charging stations from developers within the NEV Master Plan Area.

Contact: Gayle Capik, BEN|EN, 916.783.4100; gcapik@ben- en.com for more information.
State Route 29 (Main Street)/Charter Oaks Avenue Lighted Pedestrian Crossing in St Helena California
Dawn Penman, PE
(DP Engineering Transportation Design)

Should my community consider installing a lighted pedestrian crossing system?

Does your community have a crosswalk that...
1. You consider unsafe for pedestrians?
2. Lacks driver visibility due to obstructions, curvature of the road, night use, or fog?
3. Police reports indicate pedestrian collisions or near misses?
4. Is used regularly by 40 pedestrians, within any two hours of a day?

If "yes" to any, you may want to consider this technology.

With such innovations in pedestrian safety, engineering consulting firms can design attractive lighted pedestrian crossing systems. In-road flashing LED lights and LED signage warn motorists of a pedestrian in the crosswalk. Cost-effective wireless, solar-powered systems are especially desirable in isolated locations away from signals and service point connections. Installation is quick and requires no trenching. Popular applications include schools, hospitals, trail crossings, midblock crosswalks, roundabout crosswalks, and other applications with vehicle-to-pedestrian conflict points.

Far too many such crossings have been installed after vehicle-to-pedestrian injuries and fatalities, so consulting engineers have ramped up efforts to convince clients to implement such cost-effective innovations immediately to proactively safeguard lives.

Design considerations include the following:

1. LED in-road lights
2. ADA accessibility
3. LED signage locations
4. Pedestrian push buttons
5. Flashing beacons
6. Pedestrian detection pads
7. Pavement markings
8. Street lighting
9. Crosswalk striping
10. Sight distance and visibility
11. Speed limits
12. Pedestrian and vehicle volumes
13. Advance signage
14. Asphalt integrity

The British Columbia Ministry of Transportation and the City of Kirkland Washington are among the many agencies pioneering this technology. Potential funding sources include federal grants and safe routes to school funds.

Comments? Questions? Contact Dawn Penman, DP Engineering Transportation Design (530-672-2546, dpengineering@att.net).

A new lighted pedestrian crossing was installed in May 2011 at State Route 29 (Main Street)/Charter Oak Avenue intersection in downtown St. Helena California (population: 5,000, approximately 60 miles northeast of San Francisco in the Napa Valley). DP Engineering Transportation Design provided design services to the City to boost pedestrian safety at this crossing. Best Industrial Electric Company (Fresno) and the St. Helena Streets Department installed the system on busy SR 29 in a major tourist district with heavy pedestrian traffic volumes in the heart of “Wine Country.”

Design and construction was funded via developer-paid traffic impact mitigation fees to the City. DP Engineering and Silicon Constellations collaborated on a design that enhanced safety within tight financial constraints. Design elements include a state-of-the-art wireless solar-powered system with in-roadway LED lights, LED signage, a flashing beacon, advance signage, pavement markings, and pedestrian activated push buttons.

The existing SR 29 crosswalk is at a rural-to-downtown area transition point. Pedestrian protection and vehicle-to-pedestrian conflict reduction were the City’s top priorities. Expedited design PS&E and Caltrans encroachment permitting tasks kept the project on-schedule and under-budget. The City was pleased with the engineering, equipment, and construction performance; and the attention to detail. This lighted crossing is the first of its kind in Napa County on a State Highway. This innovative welcome addition has been heralded in the local Napa Valley papers and praised by the resident and tourist end users alike.
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.

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

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

Please contact Julia Wu at (562) 590-4152 or juwu@polb.com if you have questions or if you would like to submit an ad or sponsor a newsletter.

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

To our prospective sponsors, I encourage you to make your company better known in the community. We have sponsorship vacancies after January 2012.

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

The newsletter is also a perfect venue for keeping the membership appraised of a fascinating project you are working on or for educating the membership on a unique development of interest to the local transportation engineering community. Feel free to either provide an article, or if you are too busy to write an article, feel free to submit a fact sheet, and our technical writing team can either write the article for you or co-author the article with you. Typically 500 words and two photos fit on a single page. Articles should be objective and focus on the project, not the firm. This way they are not misconstrued as advertisements. Please submit content to Newsletter Editors Jay Dinkins (jaydinkins@gmail.com) and David Schwegel (davidmschwegel@aol.com) by the deadline. The deadline for the February Newsletter is 11:59 PM on Friday, August 26, 2011. Thank you in advance for your valuable contributions to this great team effort.
Announcements

ITE So Cal Latest Information: www.itesocal.org

Meeting and Event Photos:
http://picasaweb.google.com/itesocal

ITE So Cal Student Paper Night Photos:
https://picasaweb.google.com/115828607818063711195/SoCalITEStudentCompetition2011?authkey=Gv1sRgCJ64j8yA-IzDFq&feat=email#

Our Transportation Community: There are two consortiums that combine the talents and resources of elected officials, private firms and public agencies towards alleviating congestion in California: www.fastla.org and www.mobility21.com. These two websites have a lot of current and helpful information regarding transportation issues in our area. These are partnerships that are devoted to reducing congestion and improving safety on our roads - a recommended read for transportation professionals.

We Are Now on Facebook
http://www.facebook.com/home.php?sk=group_174132915945907 or search for Southern California ITE

FHWA Announces Discretionary Funding
Jesse Glazer, ITS Engineer for Southern California, FHWA

FHWA Headquarters recently announced that funding will be available on a competitive basis for specific types of projects. The program categories are:

- FHWA Headquarters Delta Region Transportation Development
- Ferry Boat
- Highways for LIFE
- Innovative Bridge Research and Deployment
- Interstate Maintenance
- National Historic Covered Bridge Preservation
- National Scenic Byways
- Public Lands Highways
- Rail Highway Crossing Hazard Elimination in High Speed Rail Corridors
- Transportation, Community, and System Preservation
- Truck Parking Facilities

For further information about eligibility and application process, see: http://www.fhwa.dot.gov/discretionary.

California High-Speed Rail Authority (CAHSRA) Open Houses: CAHSRA hosts Community Open Houses in our So Cal Section from 4:00 to 7:00 PM later this month to share Preliminary Alternatives Analysis (PAA) Report results:

June events include: Mon 20, Costello Senior Center, Los Angeles; Tues 21 City Hall, Corona; Wed 22, Josephine Knopf Senior Center, Fontana; Thurs 23, Alhambra City Hall, Alhambra; Mon 27, Lincoln Heights Senior Center, Los Angeles; Tues 28, El Sereno Senior Center, Los Angeles; Wed 29, Rosemead Community Recreation Center, Rosemead

For more information, go to www.cahighspeedrai.ca.gov or www.slideshare.net/CAHighSpeedTrain, or call 877-411-7230.

Speakers: Peter Appel, Administrator of the US DOT Research and Innovative Technology Administration will address the conference on Sunday prior to the Get Acquainted Social. Tom Warne, Tom Warne Associates, LLC, will provide Monday’s keynote address. Monday’s luncheon speaker is Lance Mackey, a sled dog musher and four-time winner of the 1,049-mile Iditarod Sled Dog race.

Technical Tours: We offer three unique technical tours. Sunday you head south on the Seward Highway for a tour of the Whittier Tunnel. This is the longest joint highway/railroad use tunnel in North America. The project won an OPAL award from the American Society of Civil Engineers. The tunnel leads to Whittier, Alaska, a small town that arose out of World War II and need from access to an ice-free port. Monday and Tuesday tours will take you to the Port of Anchorage, the arrival destination for the lions share of goods that make their way throughout Alaska. The Port is undergoing a challenging and aggressive expansion. Tuesday, we take you to the Alaska Railroad’s operations center to preview the positive trail control system currently in the development stage.

Location: Anchorage Hilton and Egan Convention Center.


We have speakers from our own Section that need our support. For up to the minute conference information including the preliminary program, please visit http://ite2011.blogspot.com/p/blog-page_22.html. The latest technical program shows the following ITE So Cal presenters:

2. John Lower (Iteris): Transportation for Sustainable Communities
3. Sam Morrissey (Santa Monica): Transit Planning, Design, and Operations II Detailed Operational Analyses for the Integration of a New Street-Running Light Rail Line in Santa Monica
4. Georgiena Vivian (VRPA Technologies): TSM/TDM Solutions for the Washington Street and Highway 111 Corridors in the City of La Quinta CA
5. Wen Cheng (Cal Poly Pomona): Do Roadway Features Contribute to Hit-and-Run Crashes?
6. Ruth Smith (Willdan): A Fresh Look at Developing a Useful Multimodal Corridor Improvement Plan
7. Scott Morrill (LADOT): How to Choose the Right Driver-feedback Sign and Does it make a Difference when the message is on it?
8. Tim Erney (AECOM): Bringing Century Boulevard into the 21st Century
9. Jonathan Hofert (Cal Poly Pomona): A New Method to Conduct Hotspot Identification
10. Monica Suter (Santa Ana): Enhancing Transportation Safety for All & Getting Consensus
11. Elaine Jeng (Culver City): Transit Oriented Developments, What does it take to construct one?
12. Rock Miller (KOA Corporation): What’s Going On in Bicycle Friendly Long Beach?
13. Joel Falter (KOA Corporation): Collecting Data from a Moving Target (and Lollipops Don’t Work)
14. Ryan O’Connell (Cal Poly Pomona): How to Improve the Efficiency of Signalized Intersections with High Left-turn Demand
15. Amir Sedadi (LADOT): ExpressPark™ – An Intelligent Parking Management System for Downtown Los Angeles
17. Alyssa Phaneuf (Kimley-Horn): Parking Guidance System for Parking/Event Management and GHG Reductions in Pasadena CA
Greetings from the United States of America – the world’s 23rd best infrastructure out of 139, down from 9 in 1999, according to a World Economic Forum’s Global Competitiveness Index. How do we compare with India and the United Kingdom?

India’s overall infrastructure comes in at 91, with poor transportation and other inadequate infrastructure costing 1.1% in economic growth (or $200 billion) by 2017. In response, the National Highway Authority of India (NHAI) plans a $12 billion highway expansion project. For more information, see the June 5, 2011 Bloomberg Blog by Karthikeyan Sundaram entitled “India Plans Record $12 Billion Highway Expansion to Boost Economic Growth” (http://www.bloomberg.com/news/2011-06-05/india-plans-biggest-highway-expansion-with-12-billion-projects.html).

ASCE Society President Kathy Caldwell’s Blog (http://blogs.asce.org/president2011/) of May 9, 2011 notes “Americans Aren’t Aware How Our Infrastructure Is Falling Behind,” as “the American general public fails to look beyond our own borders to explore how other countries get things accomplished, or to see how we measure up compared with other nations.” Caldwell specifically cites the British publication The Economist article entitled “America’s Transport Infrastructure: Life in the Slow Lane” (http://www.economist.com/node/18620944?story_id=18620944) noting the following:

1. Washington DC to Raleigh North Carolina is comparable in distance to London to Paris, but is by no means a state-of-the-art Eurostar journey. The journey is easily two to three times as long in the unusual event the American journey has no delays. Yet lumbering freight trains impeding passenger ones, and hot Virginia summers warping steel tracks, further slowing down passengers are all too common. The Acela Express – America’s closest equivalent to High-Speed Rail averages a “sluggish 70 miles per hour between Washington DC and Boston” with 77% punctuality – no match to European systems maintaining twice these speeds with 99% punctuality.

2. There’s a huge disconnect between America’s Civil Engineers – who consistently grade the nation’s infrastructure at “D” or worse – and the policymakers that advance infrastructure. Transportation Engineers, of the Civil Engineering disciplines, ours is especially gifted with extraordinary opportunities to reach out to elected officials and the public. The entire Civil Engineering profession is counting on us to take immediate massive action now. At a 2004 Washington State Women’s Transportation Seminar (WTS) Gala, popular radio commentator David Ross noted just how “publicly blessed” our profession really is. Ross states, “You design the systems that my listeners complain about.” Yes we have our work cut out for us. Check out these supporting justifications from The Economist article. America’s “rash of infrastructure calamities” include New Orleans levee breaches (the world’s 3rd worst natural disaster), the Minneapolis I-35W Bridge collapse, and a fatal collision on the Washington DC Metro Rail. America’s infrastructure investment is a mere 2.4% of its GDP compared to 5% in Europe and 9% in China. The 2008 National Surface Transportation Policy and Revenue Study Commission study notes a required $255 billion annual transportation infrastructure investment over the next 50 years to maintain and upgrade America’s archaic transportation system. Yet current spending falls short by 60%.

3. America’s transportation system is characterized by a lack of sustainable clean energy alternatives to the private automobile in much of the nation. The average commuting time in America (primarily by private automobile) is longer than 8 of the 10 European countries (primarily by transit) surveyed. America’s roadway fatality rate - 15 per 100,000 or 33,000 in 2010 alone - is 60% higher than Europe’s rate.

Advanced technology continues to find a warm welcome in Europe. According to Steve Rothwell’s Bloomberg Blog “London Airports Splash $6 Billion on Revamp to Lure Jaded Flyers” dated May 9, 2011 (http://www.bloomberg.com/news/2011-05-09/london-airports-splash-6-billion-on-revamp-to-lure-jaded-flyers.html), Heathrow (world’s busiest) is constructing a $4.3 billion replacement terminal while Gatwick is investing $1.7 billion in terminal renovations.

Terry Maxon’s Dallas News May 11, 2011 article entitled “Dallas/Fort Worth Airport starts $1.9 billion project to rebuild four older terminals” (http://www.dallasnews.com/business/airline-industry/20110511-airport-starts-1.9-billion-project-to-rebuild-four-older-terminals.ece) underscores America’s commitment to aviation investment, such investment is light-years ahead of meager rail investments.

Washington DC workers closer to home and boosting workplace morale and productivity.

Two transportation funding solutions are in the works at the national level. The first is a national infrastructure bank (http://www.reuters.com/article/2011/05/11/usa-infrastructure-bank-bill-idUSN1124296320110511) which Obama likens to a “Federal Reserve for Infrastructure.” The second is a $339.2-billion 6-year transportation bill. Yet according to Tom Ichniowski’s June 1, 2011 Engineering News-Record article, entitled “Senators Move First on Transport Bill,” senators have yet to line up funding sources.

Transportation Engineers must break society’s disturbing stereotypes of engineers. Rakesh Tripathi’s May 18, 2011 Engineering News-Record article “Casual Insults Sap Prestige, Power: The Image of Engineering” notes perceptions such as “Engineers should not lead organizations,” and “Engineers are rigid, politically unsophisticated, unimaginative, uncommunicative, and oblivious to the big picture,” drives most state legislatures to pass laws “revoking the requirement for a professional engineer to lead state engineering and infrastructure-related agencies” driving them out of first-level executive positions. Now, government agencies and private-sector company restructuring efforts are driving engineers out of “second and third-level positions.”

To combat these worrisome trends, CEO’s, principals, project managers, and other levels of engineering professionals, must set examples of leadership excellence and public engagement. Offer your innovative solutions via forums and public meetings on challenges faced by such projects as:


Emphasize the “virtues of investing in transportation (http://economix.blogs.nytimes.com/2011/06/03/the-
bullet train strikes info deal with Britain,” shows the complete CAHSRA partner list as follows: United Kingdom (2011), South Korea (2010), Belgium (2010), China (2009), France (2008), Germany (2009), Italy (2009), Japan (2005), and Spain (2003). Overseas experts specifically identify Los Angeles to San Francisco as “the perfect corridor.”

Obstacle 2: Funding
The proposed $117-billion, 30-year Northeast Corridor (NEC) project, dwarfing the $46-billion California project poses unique funding challenges. House Transportation and Infrastructure Committee Chairman John Mica (Republican-Florida) and his 58-member committee discussed an alternative public-private partnership model relying on private-sector competition to aid in the funding, design, construction, operation, and maintenance of this massive NEC project. Other key speakers in the effort include Senate Surface Transportation Subcommittee Chair Frank Lautenberg (Democrat-New Jersey), US High-Speed Rail Association President Vice-President Thomas Hart, and AFL-CIO Transportation Trades Department President Edward Wytkind. Emily Cahn’s Transportation Report (http://thehill.com/blogs/transportation-report/railroads/162651-gop-to-use-hearing-to-press-obama-for-private-bids-on-high-speed-rail) dated May 23, 2011 notes Republicans passion for luring private investment to the NEC project while minimizing federal funds. An RFP from Amtrak seeks private investors. Amtrak will review proposals from such investors after the June 10 deadline.

Obstacle 3: Disunity in California
A Sacramento Business Journal article entitled “Survey Results: Scrap High-Speed Rail Plans” dated May 18, 2011 quotes several commentators. One says “It makes no sense to build the first phase in a location remote from population centers. Starting in the middle of the San Joaquin Valley to run between two valley cities that are remote from the largest pool of users is to say the least odd.” Another says, “Take $11 million or whatever and resuscitate the State Park system.” A third says, “75% of all office work could be tele-commuted, and for the cost of one rail line from SF to LA, every person in California could get a decade of free internet service and a gold-plated computer to connect it to.” A fourth says, “You could run the line straight down the center of I-5 most of the way, with no need to acquire private property.” As a Transportation Engineer with transportation funding and right-of-way acquisition expertise, how do you feel about HSR technology? If you are in favor of it moving forward, how do you respond to these four objections? The public must hear from our profession.

Senator Alan Lowenthal (Democrat-Long Beach) sponsored legislation, approved by the Senate, to restructure the CAHSRA by requiring Board members to “have relevant skills, including legal, financial, and engineering experience” due to construction and financing complexities. SB 517 will be sent to the Assembly. We have engineering expertise. Who from our Section will go for a Board position?

Obstacle 4: Public Relations
Public Relations experts note getting Americans to embrace HSR is a colossal effort similar in magnitude to Dwight D. Eisenhower’s Interstate Highway System efforts. Seattle Public Relations expert Candace Kovnar Bel-Air asks “what’s your angle?” For HSR, one angle is commute convenience – enjoying a pleasant relaxed environment for working, reading, or networking on your way to work verses fighting heavy commute traffic where you cannot read, work, or network. Even talking on a cell phone via a hands-free device is extremely risky. Another angle is tourism. At a recent Global Travel and Tourism Summit in Las Vegas, US Secretary of Transportation Ray LaHood emphasized the importance of “interconnectivity of different transportation systems” enabling seamless connectivity among diverse modes. This boosts tourist appeal for domestic and international visitors alike. China, India, and Brazil were identified among the nations with rapidly growing tourist populations. How do seamless multi-modal center connections like at the proposed San Francisco Transbay Joint Powers Authority Terminal boost tourist appeal?

Get educated on key issues. For coverage of the recent US High-Speed Rail Association Conference in Chicago, visit www.ushsr.com.

A June 7, 2011 Sacramento Bee “Viewpoints” article from Mayors Edwin Lee (San Francisco), Kevin Johnson (Sacramento), Chuck Reed (San Jose), Ashley Swearengin (Fresno), and Antonio Villaraigosa (Los Angeles) asks why “second guessing is in full swing” 2.5 years after 6 million Californians voted to green light HSR on November 4, 2008. Mayors claim: (1) On public funding, “There is no other program where California competes so well for federal funding,” having already won $3.6 billion (35%) of the $10.2 billion pie. (2) On private funding, “Twenty-two different funds have shown investment interest in financing part of the system’s capital costs.” (3) On the “road to nowhere,” “The place to start is the place where we’re ready to start, and that’s the Central Valley. No one thinks we should build the line through the Central Valley and then stop. And we won’t. There is a parallel to the building of the Interstate Highway System more than 50 years ago...first sections laid in Kansas and Missouri and then connected to the rest of the nation.”

If you would like copies of any of the referenced articles, or if you simply want to offer comments or pose questions, feel free to contact David M. Schwegel (davidmschwegel@aol.com, 425-466-5677).
Innovative Lighting Solutions Boost Installation Ease and Quality of Life

Jane Jerome, Advanced Lighting Services

Editor’s Note: Advanced Lighting Services (www.advancedlightingservices.com) offers insight on some of the latest lighting innovations to aid our membership as they specify lighting solutions on their design projects.

Jack Doelcher was twenty-five feet up in the air on a cherry picker, extremely frustrated as mounting screws fell to the ground below, when the idea flashed into his mind, “like a light bulb.” Rather than assembling the components of an induction lighting retrofit high above the ground, why not put all the pieces together in one pre-packaged unit. Such a concept saves considerable time and aggravation.

That fall 2009 day set Mr. Doelcher on a quest to realize his vision of designing a system joining the induction lamp, generator, reflector and lens into one seamless unit.

First step - maximize reflector output. Installing the highest quality induction lamps into existing fixtures designed for halide or sodium bulbs, delivered much less light than Mr. Doelcher thought possible for 100,000-hour AES/Nexlume lamps and generators. Knowing they could really shine, he came up with prototype designs for the reflectors. After several iterations, he significantly raised the reflectors’ lumen output. Then the reflectors were molded and combined with the generator, lamps and polycarbonate lens into a cohesive assembly.

Next step – road test the modules. Jack was amazed at the installation ease. His inspiration, born of sweat and aggravation, yielded a labor-saving approach to retrofits. The modules take less than a third of the installation time of a traditional piecemeal method. It merely entails opening the housing, removing the existing components, wiring the module, screwing it to mount it, and closing up the housing.

Since that “ah-ha” moment, Jack has been working on developing a complete line of retrofit modules for standard HID fixtures. Marketed under the Induction Lighting Resources (ILR) label, the types of modules now available include cobra-heads, shoeboxes, pendant high bays, wall packs, and floods.

For now, ILR is focused on streetlight and parking lot retrofit solutions. Using the AES/Nexlume induction lamps, available up to 250 watts, allows a lot of flexibility in addressing a range of design situations.

The cobra-head modules are a great example of the versatility of such a product: sizes range from a 40-watt induction module replacing a 70-watt low pressure sodium lamp, a 100 watt lamp module retrofitting a 250-watt high pressure sodium, or a 150 watt module used instead of a 400 watt HPS. Lamps are available up to 250 watts, generating 39,000 “scotopic” lumens; rarely do street lights require that much lumen output.

Shoebox parking lot lights are another place where such a module stands out. The CRI (color rendering index) is 97, which nearly approximates daylight, significantly clarifying the illumination. Motorists, pedestrians, and other end-users feel safer at night when their dark green car looks green, not dark gray.

Municipalities, evaluating such a module note a 50 to 65 percent energy reduction, meeting the ARRA Buy American requirements. Such modules are a welcome addition to Climate Action Plan initiatives. Induction lamps use an easily recycled solid state mercury material unlike the mercury vapor used in T8 and T5.

Private companies, especially those engaged in commissioning LEED-EB projects notice that a 150 watt ILR module produces as many lumens as a 400-watt sodium lamp with a lifecycle up to six times as long. ILR retrofits typically have a 10-year warranty.

Among Mr. Doelcher’s module designs is one that combines two 250-watt induction lamps to replace 1,000-watt metal halide fixtures, significantly reducing the energy consumption of auto dealerships.

Another application is warehousing, where the instant strike capabilities of induction partner well with lighting controls. Cool running and cold tolerant, such modules perform well in refrigerated storage, too.

Gyms and health clubs are an additional application, especially on university campuses with televised basketball and sports programs. The illumination adds definition to the game with true-to-life colors.

Such energy efficient modules are posed for installation on thousands of miles of roadway and in numerous parking lots.

Questions and comments may be directed to Jane Jerome (jane@advancedlightingservices.com, 408-893-2888).
Wireless Sensor Networks — Transforming Transportation

Managing mobility in the 21st century requires a symphony of intelligent transportation systems—all working in accord. Yet worldwide, many roadway agencies still rely on outmoded, and disparate technologies—providing only a narrow view of the big picture—while leaving long-term planning to conjecture.

Until now.

With over 50,000 sensors deployed worldwide, Sensys Networks VDS240 infrastructure-based wireless detection solutions are rapidly replacing costly, maintenance-intensive inductive loop systems, and enabling traffic engineers to install detection precisely where needed—at a fraction of the cost.

Our compact, rugged, wireless sensors—with an unprecedented 10-year battery life—install in minutes, deploy in hours, and consistently outperform all other detection technologies in the world's most adverse weather and pavement conditions.

With accurate, dependable, real-time data, freeway, arterial, and intersection optimization just got easier. From a single intersection—to an entire city, our flexible, highly scalable universal platform supports all traffic detection applications—with one set of equipment.


Are you getting the most out of your transportation infrastructure? Find out how Sensys Networks' suite of wireless detection solutions can introduce efficiencies, streamline operations, and save your agency money.

Join the future. Go wireless.
Mini-Workshop and Annual Business Meeting
Wednesday, June 15, 2011 - 8:30 AM to 1:30 PM

Registration & Continental Breakfast begins at 8:30 AM / Presentations begin at 9:00 AM

Place:
Monterey Hill Restaurant, Monterey Park, CA
3700 West Ramona Boulevard, Monterey Park, (323) 264-8400

Menu Choices:
- Roast Prime Rib of Beef
- Fresh Atlantic Salmon
- Vegan Plate (No Animal Products)

Price:
$35 with Reservation ($45 without); $10 for Students
Payable at the door. Cash or Checks only.

Reservations:
Andrew Maximous, andrew.maximous@smgov.net (INCLUDE YOUR MENU CHOICE WITH RSVP)

Reservations Due by Noon, Friday, June 10

Workshop Presentations:

“Critical Movement Analysis with the new CalcaDB Lite”
Chun Wong – Transportation Engineer, Los Angeles Department of Transportation

“Emerging ITS Strategies in Sustainable Communities”
John Lower – Associate Vice President, Iteris, Inc.

“Updated Guidelines for Timing Yellow and Red Intervals”
John Thai – Principal Traffic Engineer, City of Anaheim

“Roadside Safety for City Streets”
Dave Royer – Consulting Traffic Engineer

Lunch Presentation:

“So You Want to be an Expert?”
Wes Pringle – Traffic Engineering Associate, Los Angeles Department of Transportation
Steven Itagaki, PE, TE, PTOE
JMDiaz, Inc. (JMD)
Candidate for President
Southern California Section

After serving as your Vice President, I am honored to accept the candidacy as your President. Through the years, I have recognized the value and importance of this Section, and ITE overall. In addition, I enjoyed the interaction and support from this organization and its members.

Since I began my active participation in this Section in September 2007, I have gained more insight and experience to help meet the challenges in the traffic and transportation industry. I would like to personally thank Monica Suter, Ruth Smith, Erik Zandvliet, Zaki Mustafa, Carlos Ortiz, Arief Naftali, and Lisa Martellaro-Palmer, my predecessors and mentors, whose passion to our profession and the affairs of this Section have encouraged, motivated and inspired me through the years. Also, my position as Vice President would be meaningless without the support of our Officers and Chairs. I extend my thanks and gratitude to all of them who have dedicated their time and talent for our Section to make me extremely proud to be a part of.

As your President, I plan on continuing the excellent work of my predecessors and build upon the foundation which all of you have contributed. I will continue to maintain the tradition of ensuring the monthly meetings are well coordinated and organized with topics relevant to our profession. I will also continue to work with student chapters and universities to encourage participation and involvement. I will also consistently promote ITE and lobby towards improving membership and increasing awareness in the traffic and transportation profession.

I highly encourage all of you to join in and become active participants of our Section. With close to 800 Section members, there is much to share with each other as we move forward in meeting the demands of our industry. I truly enjoyed serving you as your Vice President, and I firmly believe I can do more as your President. I look forward to continuing my service to the Southern California Section and would appreciate your vote.

Andrew Maximous, PE, TE
City of Santa Monica
Candidate for Vice President
Southern California Section

Being a Southern California ITE member for the last 7 years, I appreciate being nominated for the position of the Section’s Vice President. Performing the secretary/treasurer duties this past year and holding a Section Chair position for the past 4 years, I am very familiar with our members and organization. While I was the section’s webmaster, I successfully upgraded the website with a new look and strived to make the site current, informative, and useful to our members.

As your Vice President I plan to:

- Work closely with the board members and past presidents to revise the section’s by-laws. Revisions are aimed towards modernization and eliminate inefficiencies and unnecessary costs.

- Work to improve efficiency of the election process by using online balloting.

- Coordinate budget efforts for the board and lobby to use funds towards increasing the number of young professional and student members.

I am extremely proud to have been working in the profession for the last 9 years. I have a Bachelor’s degree in Civil Engineering from Cal Poly San Luis Obispo and hold a Professional Engineer’s License (Civil) in California. I have been the Transportation Engineer for the City of Santa Monica for the past 4 years and I have previous experience with consulting. I look forward to this opportunity to continue to serve the members of the Southern California Section.
Jay Dinkins, PE  
City of Santa Monica  
Candidate for  
Secretary/Treasurer  
Southern California Section  

I greatly appreciate this opportunity to run for the office of Secretary/Treasurer for our ITE Southern California Section. I have only been a member of our Southern California Section for three years, but in that short time, I have come to realize that this section is unique. In my 10-year career, I have never experienced an ITE section that is so supportive of its members. I would like to thank our current and past officers for creating this environment that allows our members to flourish.

I have had the honor of being the co-editor of our section’s newsletter for the past two years. It has been a wonderful experience reaching out to our members and beyond to bring you pertinent, exciting articles and news each month. I must take this opportunity to thank everyone who has contributed in the past year.

As your Secretary/Treasurer I would be honored to work with the other officers to continue the tradition of bringing you relevant, interesting monthly luncheon topics. I believe this is a direct way to increase our luncheon attendance and increase our presence in the area.

Our future, I believe, of continuing excellence relies greatly on supporting our local student chapters. As your Secretary/Treasurer, I will work with the other officers to ensure they feel as much a part of our group as I do. I will encourage them to present at our luncheons and assist them in finding entry level employment.

I hold a Bachelor’s Degree from Texas A&M University (Gig ‘em!) and Professional Engineer’s Licenses in Texas and California. I am very proud of our profession. I see this as an opportunity for me to help increase our exposure and hopefully have a greater impact on our communities. I thank you in advance for your vote, and I look forward to continuing my service to the members of the Southern California Section.

Sri Chakravarthy, PE, TE  
Kimley-Horn and Associates  
Candidate for  
Secretary/Treasurer  
Southern California Section  

Thank you for the opportunity to run for the Secretary/Treasurer position for our Southern California ITE Section. I have been involved in ITE for over 8 years now, seven of those in Southern California, and I’ve always had a special appreciation for our organization because of the support and encouragement it provides its members and our professional community. It would be a great honor to serve as your Secretary/Treasurer, and I am humbly asking for your support.

I would like to accomplish the following as your Secretary/Treasurer:

✓ Continue our successful and long standing tradition of introducing and empowering the next generation of professionals, leaders, and new members and highlight the mutual benefits that our Section has to offer.
✓ Prepare, arrange, and promote our monthly meetings as well as workshops and educational tours for our students, transportation engineers, and transportation planners.
✓ Coordinate with our Officers, Chairs, and Members to identify, educate, and introduce upcoming, innovative technological advancements that will enter our profession.

Over the past several years, I have had the opportunity to serve our Section in various roles including:

 ITE Southern California Legislative Analyst, 2010-2011
 ITE Southern California Scribe, 2009-2010
 ITE Southern California Membership Coordinator, 2009-2010

I have also been fortunate to be a part of another organization, City Traffic Engineers (CTE) Association, for over three years serving as:

 CTE Chair, 2011
 CTE Secretary/Treasurer, 2009-2011

I have also had the opportunity to publish or present five technical papers in various journals related to our profession. Two of the papers were presentations at the ITE District 6 Annual meeting in Hawaii in 2006. The topic for one of the ITE technical paper presentations was about Traffic Engineering Safety and the other was about ITS Demonstration Projects.

I believe that I could utilize my experiences and I would like to continue to serve our ITE Southern California Section. I know that we have a great ITE family here in Southern California and I would like to do my part in serving this prestigious institution.

I have observed, closely-interacted, and spoken to our current and past Officers and Chairs, Members, and Students and I clearly understand the duties and expectations of a Secretary/Treasurer. I look forward to your valuable support. Please vote and please vote for me!
Candidates for ITE International Vice President

ZAKI MUSTAFA, P.E., (F)
Bureau Chief, City of Los Angeles Department of Transportation, Los Angeles, CA, USA

TOGETHER WE ARE THE BEST

I truly believe that we can accomplish more goals in more meaningful ways when we work together with each other. In preparing my vision statement for this campaign, I contacted all ITE presidents and many past presidents to learn about the issues our leaders are facing throughout the world. I found that there are common themes in all regions and generations of the ITE family: We need to work together to make ITE more accessible, visible, and affordable.

My experience gained from more than 30 years of ITE involvement has provided me with a valuable tool: I can recognize the needs and expectations of our members in the many different levels of our organization, and I know how our organization can meet these needs.

I have worked for the City of Los Angeles, Department of Transportation for the last 27 years. As the Chief of Field Operations, I am responsible for crews that install and maintain all traffic control devices for the City. I manage more than 280 employees with a budget of approximately $30 million.

I have been very fortunate to serve at all levels of ITE leadership: as a Student Chapter President, Section President, District President, and recently as a member of the International Board. This experience has allowed me to contribute my ideas, programs, and enthusiasm throughout the full spectrum of the ITE organization. My ITE career highlights include:

- International Director: 2008, 2009, 2010
- Western District President: 2005
- Initiated the Presidential Proclamation award program
- WesternITE newsletter editor
- WesternITE web-site manager
- LAC Chair Anaheim Annual Meeting: 2008
- Traffic Bowl Committee Member

I established the District’s Student Endowment Fund and helped establish my local Section’s Student Scholarship fund. I also established eight new student chapters throughout the Western U.S.

Please vote for me!

RAY DAVIS, P.E., PTOE, (F)
President, RED3Consulting, Emeryville, CA, USA

“ITE is a multi-million dollar, multi-faceted, volunteer based professional organization. During these fiscally challenging times we need to make sure that the leadership of ITE has a thorough understanding on how ITE operates, and how it impacts our private and public sector members.

We are all affected by fiscal, time, and travel constraints. We need to develop and implement strategic actions to make ITE more accessible to all of our members and to keep them engaged in our professional organization.”

My Vision for Bringing ITE to You:

Use of existing technology for all ITE Committees, Councils, and Task Forces to enable all members to participate without having to travel. This will increase participation and enable ITE’s use of smaller meeting venues and save on meeting costs.

Create a Subscription Based On-Demand Electronic Library of ITE’s technical publications, compendiums, best practices, recommended practices, and web training that will provide transportation engineers and planners worldwide to have immediate access to the best information to assist them in developing solutions to the issues with which they are dealing.

Implement Professional Development and Mentoring Programs that will provide members with leadership training that will help them in both their ITE and professional careers.

Enhanced Advocacy for Roadway Safety to achieve ITE’s goal of zero deaths on our highways. Advocate for stronger legislation to reduce driver distractions.

Promoting Sustainable Transportation and making sure sustainable transportation, including pedestrian and bicycle facilities, transit, complete streets, incident management, and ITS, are an integral part of our transportation system.

Why Elect Ray Davis?

My vision, passion, commitment, 37 years of active involvement (21 years in elected or appointed leadership positions) at all levels of ITE, strong management and budget skills, and the time to commit, will help ensure that We will bring ITE to you.

Please visit www.ite.org/candidates/raydavis