

EDUCATION
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OCTEC Bazette

The Official Newsletter of
the Orange County Traffic
Engineering Council

2011-2012 – Issue 4
February 2012

Our February Program: Orange County Sustainable Communities Strategy By Tony Petros, Principal of LSA Asscoaites, Inc.

Program:

The January meeting will feature a presentation on Orange County's Sustainable Communities Strategy.

LSA is the Project Manager for preparation of the first Orange County subregional Sustainable Communities Strategy (OCSCS). The OC SCS is Orange County's contribution to compliance with Senate Bill (SB) 375. The strategies outlined in the OC SCS provide a comprehensive accounting of Orange County's plans leading to the region-wide achievement of California Air Resources Board (ARB) greenhouse gas (GHG) reductions of 8 percent by 2020 and 13 percent by 2035. The LSA Team compiled parcel-level population, housing, and employment data for all 34 cities and the County. These statistics were linked to long range plans for mobility in the County to demonstrate a locally controlled initiative to link land use and transportation to reduce vehicle miles traveled and GHG emissions. The Final OC SCS has been submitted to Southern California Association of Governments (SCAG) for review and concurrence. The LSA Team will continue to represent all of Orange County as the OC SCS is incorporated into the overall regional SCS.

Speaker:

As Principal with LSA Associates, Inc, Ms. Tony Petros' primary responsibilities include the management and supervision of the transportation function of LSA in California. This role includes the preparation and review of comprehensive traffic and parking studies, operational and engineering analyses, Project Study Reports/Project Reports, Environmental Impact Reports, and Environmental Assessments. Emphasis is placed on the coordination of transportation projects with municipal and agency administrators and real estate interests.

The Cure For Road Rage | Los Angeles built the largest connected traffic network of its kind. Driving its streets has never been better. Honest.

By Jon Bruner
Forbes
February 13, 2012

A wry smile comes across Edward Yu's face as he gingerly threads a city-owned Prius through a maze of cones in front of Los Angeles' Nokia Theater. Traffic has been diverted so that workers can install a carpet for the next day's People's Choice Awards. "They put in a red carpet every day in this city," says Yu. A bicycle zips by on the right, cars switch lanes to avoid the construction, and a passing light rail train blocks a line of drivers hoping to make a left turn. "Everyone wants a piece of the streets," he says.

(continued Page 4)

FEBRUARY MEETING

The meeting will be at :

Orange Hill Restaurant

February 23, 2012

11:30 AM – 1:00 PM

6410 E. Chapman Avenue
Orange, CA 92869

Members: \$20
Non-Members: \$25
Students: \$15

VIP Express Lane for check-in to the luncheon. No more waiting in a long line! Space is limited, so make sure to reserve a spot.

Please go to: <http://octecfebruary2012.eventbrite.com/>

THIS MONTH'S LUNCH IS SPONSORED BY:




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OCTEC Annual Golf Tournament

The OCTEC Annual Golf Tournament is May 11, 2012 at Green River Golf Club, sponsorships will go on sale soon.

Sponsorships Available:

- Hole, Longest Drive, and Closest to the Pin sponsorships will be \$200.00 each. Twenty-four (24) sponsorships are available.
- Grab n Go Breakfast sponsorships are \$200.00, a total of 15 sponsorships available.
-  **NEW** for both Agency and Sponsors: Foursome Agency Raffle.

Rules:

1. Only Local Agency personnel can enter
2. Entrants must have paid OCTEC dues to enter
3. Entrants must attend 2 out of next 4 meetings from January to April.
4. Random Drawing will be held at April meeting

Four Sponsorships or Foursomes are available for sponsorship by Vendors or Consultants; each Foursome will contain three agency persons and one person from Vendor or Consultant. The cost for this sponsorship is \$500.00.

Updates to the 2012 ITE / OCTEC Golf Tournament:

- If you are planning to **participate in the Golf Tournament**, please sign up using the attached PDF or through Eventbrite (<http://octecgolf2012.eventbrite.com>) – Please have entries in to **Jim Sommers prior to April 30, 2011**
- If you are planning to **sponsor the event**, there are two options:
 1. Through Eventbrite (<http://octecgolf2012.eventbrite.com>)
 2. Using the attached PDF – if you choose this method, *please contact Ron Keith (before sending any payments)* with your selection so that it is accounted for in the system

Have the names of your foursome, twosome, or single players handy when purchasing the tickets online. Feel free to contact Alicia Yang with any questions.

2nd Annual ITE Student Traffic Bowl

Come and support the **ITE Student Traffic Bowl at UC Irvine**

Saturday, February 25, 2012 from 12noon to 2pm

Event Location: UC Irvine, McDonnell Douglas Engineering Auditorium

Parking Location: Anteater Parking Structure

(There will be a representative at the structure from 11:30 am—12:15 pm)

Please RSVP to Giancarlo@traffic-engineer.com for directions and parking passes

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- ✓ Caltrans Fact Sheets
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We are pleased to announce our pending addition of a new office in Irvine in May 2012, in order to better serve our clients in Orange County.

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The Cure For Road Rage (continued)

Yu is a soft-spoken engineer with great power: He sets the timing for all of L.A.'s stoplights. His department has to take it all in: bikes, trains, big events and, of course, lots and lots of cars. Los Angeles has one of the nation's worst reputations for automobile congestion, but that's a simplistic way of looking at things. Its freeways are still the most congested in the nation, but L.A. has 36 times as many miles of surface streets as it does freeways. Those streets, ranging from narrow roads winding around the Hollywood Hills to ten-lane boulevards that cut through canyons of office towers, are heavy traveled—the intersection of Sepulveda Boulevard and Venice Boulevard routinely sees 79,000 cars per day, more than many expressways- but rarely gridlocked.



This is thanks to a citywide data-gathering system that's the largest of its type, run by Yu and his team of 35 engineers and 20 operators. The system—due to be complete early next year—is becoming ever more complicated as a city built for cars rededicates its streets to buses, trains, bicyclists and pedestrians.

Every second 18,000 magnetic sensors embedded in Los Angeles' roadways send traffic speed and congestion levels to a control room in a former emergency bunker four stories beneath a City Hall annex in downtown Los Angeles. A computer evaluates traffic-light timings at each of 4,114 intersections and sends out by the next second minuscule adjustments to keep cars moving. An operator at an elevated desk in the center of the room can summon up a real-time diagram of almost any intersection in the city.

A large digital leaderboard mounted on a wall shows intersections with unusually high congestion. If an intersection is under observation by one of the city's 400 live cameras (installed at the most troublesome spots), the operator can pull up video to see why things have gotten so bad. "We figured out long ago that an engineer can't scan 18,000 detectors continuously to see if a flashing red light is a problem," says Verej Janoyan, bureau chief in charge of the design and operation of the city's intersections. "This way, we've got one engineer overseeing 4,100 intersections."

The genius of the system—which the city calls Automated Traffic Surveillance & Control, or ATSAC—is that it's both automated and adaptive. As congestion builds on one street relative to another, it adjusts traffic-light cycles to give more green time to the congested lanes. At the same time ATSAC builds a rich database of historical traffic statistics used to adjust the timing of signals and to tweak intersection configurations across the system. ATSAC is smart enough to avoid overreacting to a momentary crush of cars. "Our system is designed around patterns," says Yu. "We need to have lots of data to evaluate so that we don't make changes that eventually worsen traffic."

Los Angeles was the first city in America to control its traffic lights centrally when it rewired a handful of intersections near the Coliseum in 1984 in anticipation of a crush of Olympics traffic. The system proved itself quickly: Repeated studies since the 1990s have found that travel times fall by 15% near connected signals and motorists make 20% to 30% fewer stops, massive improvements for a cost of about \$150,000 per intersection. Since then the city has built the system outward along fiber-optic lines.

The network has recently had to deal with the addition since 2010 of 187 miles of bike lanes and 18 miles of bus-only lanes that have special priority. ATSAC has had to learn when buses are running late so it can extend green lights for them and to make the buses wait in traffic with everyone else when they're ahead of schedule. New sensors in bike lanes can flip signals to green when a cyclist approaches, although they still have trouble detecting the most expensive carbon-fiber bikes, which have no magnetic signature.

Operators collaborate with event producers, too. Signals go into special cycles as Lakers games approach, and ATSAC guides limos to the Academy Awards. Yu says it was partly at the city's insistence that the Oscars were moved from Monday night to Sunday night, so they would not take place in the middle of rush hour. The city developed the software in-house, but it's flexible enough that Los Angeles has sold it to other California cities, including Long Beach and Gilroy, and it is pitching it to Washington, D.C. A check for \$75,000 buys a license for the complete package of prediction and control software—a small fraction of what an outside consultant might cost. Thanks to data, L.A. has turned its liability into an asset. 🚦

2012 California Manual on Uniform Traffic Control Devices (CA MUTCD)

As of January 13, 2012, the new CA MUTCD has been officially confirmed to be in conformance with the Federal Highway Administration's 2009 MUTCD, which became effective on January 15, 2010. To get the latest on the new CA MUTCD, register for the California MUTCD Update Workshop through the University of California Technology Transfer Program:

TE-06 California MUTCD Update Workshop

Location: National University, Costa Mesa

Instructor: Rock Miller

Date: Thursday, March 15, 2012

Time: 8:00AM to 5:00PM

Fee: \$275.00 (standard fee)

Topics Include:

- Important changes due to the adoption of the CA MUTCD
- How the prior California Supplement and Traffic manuals still apply and don't apply
- CA versus Federal Differences
- Issues encountered by practitioners
- All-way STOP application and useful forms
- Application of speed zones and the law of the real-world tips!
- Application of warning signs and key curve advisory standards
- Differences between and applications of guide, warning, and regulatory signs
- Improperly used signs
- Application and recent changes to traffic signal warrants
- Traffic signal timing parameters and operations
- School area traffic controls devices, recent changes and application
- Common errors by practitioners
- Good practices

The workshop is a combination of presentations by experts, discussion, and Q&A, so whether you are a seasoned practitioner or completely new to the field, bring your issues and experience to further your knowledge.

This 1-day workshop will benefit traffic engineers, planners, and technicians who work in the various facets of traffic engineering. The workshop will also benefit other individuals who wish to learn about practical applications of the MUTCD to traffic engineering practice. Individuals with or without prior knowledge of the MUTCD will benefit.

For more information, visit <https://registration.techtransfer.berkeley.edu/> 

Thank you for making OCTEC a success!



OCTEC **Gazette**

Sponsorship

Everyone at OCTEC would like to give a special thanks to all of our generous 2011/2012 sponsors!

September	Kimley-Horn and Associates, and Minagar & Associates	April	RBF Consulting and Minagar & Associates
October	Albert Grover and Associates, and Kunzman Associates	May	(Joint meeting with ITE & Golf Tournament)
January	<i>Stantec and Iteris</i>	June	Econolite and FPL & Associates
February	Advantec and Sensys	July	No Meeting / No Newsletter
March	Linscott, Law and Greenspan and Hartzog & Crabill, Inc.	August	No Meeting / No Newsletter



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ANNUAL OCTEC / ITE GOLF TOURNAMENT

FRIDAY – MAY 11, 2012

**Hole Sponsorship Form - ONLY
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5215 GREEN RIVER ROAD, CORONA

91 Freeway off at Green River Road

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Foursome Sponsorship for Local Agency Partners @ \$500/ea (Max 2)		Lunch Sponsor Amount (Range: \$200-\$500)		Breakfast Grab 'n Go Amount (Pick one: \$150, \$225, or \$300)

Pay fee on the internet at: <http://octecgolf2012.eventbrite.com>
or

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Please Notate: Check for Annual ITE/OCTEC Golf Tournament May 11, 2012

ANNUAL
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GOLF TOURNAMENT
FRIDAY, MAY 11, 2012

FOUR MAN SCRAMBLE

SHOTGUN START AT 8:00 AM

REPORT IN BY 7:30 AM

GREEN RIVER GOLF CLUB

5215 GREEN RIVER ROAD, CORONA, CA

91 Freeway off at Green River Road

(See Thomas Guide Page 742 B-5, Riverside County)

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Please Dress Appropriately, No Denim or Tank Tops

\$90.00 ENTRY FEE INCLUDES CART
GRAB 'n Go BREAKFAST & BUFFET LUNCH
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Please print clearly and provide e-mail address for each player if possible.
Pay fee on the internet at Eventbrite: <http://octecgolf2012.eventbrite.com>

Caltrans District 7

Invites You to Attend a Free Workshop

Cycle 10 California Safe Routes to School (SR2S) Grants

With a focus on the engineering improvements toolbox

Presented By

Ryan Snyder

Certified National Safe Routes to School Instructor

When: Wednesday, February 29, 2012

Time: 9:00 am – 11:00 am

Where: Conference Room 1.040A
Caltrans District 7 Headquarters
100 S. Main Street
Los Angeles, CA 90012

Please RSVP by February 22, to
Dale Benson at
dale_benson@dot.ca.gov



California Safe Routes to School (SR2S) State Program is administered by *Caltrans* and encourages walking and bicycling to and from school in grades K through 12 by increasing safety and decreasing traffic congestion around schools. *Caltrans* administers both a State and a Federal funding program.

Funds may be used for infrastructure improvements (capital improvements).

The purpose of the workshop is to explain what comprehensive Safe Routes to School programs are, and how to prepare a successful grant application. Topics will include discussion of appropriate engineering improvements, the funding application process, and suggested strategies.