



Joint WORKSHOP

## INNOVATIVE PROJECTS OF SOUTHERN CALIFORNIA: 2019-2020

*Showcasing the Nominees of ITE Transportation Achievement Awards from Our Region*

**DATE:** Friday March 13, 2020

**TIME:** 8:30 AM to 1:30 PM

**PLACE:** Plaza de Magdalena  
31781 Camino Capistrano,  
San Juan Capistrano, CA 92675

### Early Registration (RSVP by 3/6)

ITE Members \$50  
ITE Non-Members \$55  
Students \$25

### Late Registration (Must RSVP by 3/11)

ITE Members \$55  
ITE Non-Members \$60  
Students \$30

*No Walk-Ins on March 13*

## Program

- 8:30 AM | Registration/Breakfast
- 9:00 AM | Welcome
- 9:15 AM | **Escondido Creek Bikeway: Missing Link Project**  
Miriam Jim, City of Escondido
- 9:45 AM | **Exclusive Pedestrian Crossing Cycle by Time of Day Project**  
Noely Serrato, City of Santa Clarita
- 10:15 AM | Break
- 10:25 AM | **An Experience with 9th Street Closure**  
Rajeev Seetharam, Port of Long Beach
- 10:55 AM | **Guidelines for TIS in the San Diego Region**  
Erik Ruehr, VRPA Technologies
- 11:25 AM | Break
- 11:35 AM | Get to know your Western District Secretary/Treasurer  
Candidates
- 11:45 AM | Sponsor Presentations
- 12:00 PM | Lunch Begins
- 12:30 PM | **An Advanced Signal Priority System with No  
New Infrastructure**  
Avery Rhodes, Fourth Dimension Traffic Developers
- 1:00 PM | **CVAG Regional Traffic Signal Synchronization Program -  
Building A Smart Transportation Region**  
Carlos A. Ortiz, ADVANTEC Consulting Engineers

**Thank you to our sponsors!**



# MARCH 13

# SAN JUAN CAPISTRANO

**Must RSVP by March 11**

**Click here to register**

or go to:

[https://2020-rsbite-itesocal-itesd-march-joint\\_meeting.eventbrite.com](https://2020-rsbite-itesocal-itesd-march-joint_meeting.eventbrite.com)

[www.socalite.org](http://www.socalite.org)  
[www.rsbite.org](http://www.rsbite.org)  
[www.sandiegoite.org](http://www.sandiegoite.org)

*Note: Program subject to change*

## Speaker Biographies

### Escondido Creek Bikeway: Missing Link Project | Miriam Jim, City of Escondido

Miriam Jim is an Associate Engineer with the City of Escondido, a registered Civil and Traffic Engineer in California with 14 years of experiences in both the public and private sectors. She joined the City in 2016 and had the privilege to serve as the Project Manager for the design and construction of the Escondido Creek Bikeway Missing Link Project. She also manages the annual Traffic Signal Synchronization Program and the Traffic Management Projects that provides traffic calming solutions to speeding and school safety concerns in the neighborhoods. Prior to joining the City, she was a Lead Engineer with WSP and served as the traffic task lead for the Mid-Coast Trolley Extension Project. Miriam is the Meeting Location Chair of the local ITE Chapter responsible for venue and meal arrangements for different local ITE events.

### Exclusive Pedestrian Crossing Cycle by Time of Day Project | Noely Serrato, City of Santa Clarita

Noely Serrato has a bachelor's degree in Materials Science Engineering from the University of California, Irvine, and over two years of experience in traffic engineering. Over the last year, Ms. Serrato has been working in the City of Santa Clarita's Traffic and Transportation Planning division. She is currently working on the City's first Integrated Corridor Management program, which is set to optimize traffic operations during major unforeseen traffic events.

### An experience with 9th Street Closure | Rajeev Seetharam, Port of Long Beach

Rajeev Seetharam is the Port of Long Beach's Senior Traffic Engineer responsible for managing and directing the Traffic Engineering team of the Engineering Design Division. Rajeev is in charge of the day-to-day operation of existing roadway traffic systems within the Port of Long Beach. Rajeev has 17 years of experience in traffic engineering, traffic operations and urban transportation planning. Rajeev started off working in private consulting for several years before moving on to the public agency side. Rajeev is a Registered Professional Civil Engineer and Traffic Engineer in the State of California. Rajeev is also an Adjunct Faculty at University of Southern California. Rajeev has a Master's Degree in Civil Engineering with specialization in Traffic Engineering and Transportation Planning from the University of Alabama in Huntsville and his Bachelor's Degree is in Transportation Engineering from Bangalore, India.

### Guidelines for TIS in the San Diego Region | Erik Ruehr, VRPA Technologies

Erik Ruehr is Director of Traffic Engineering in the San Diego office of VRPA Technologies. He holds Bachelor and Master's degrees in Civil Engineering from the University of Michigan and is a registered Civil Engineer and Traffic Engineer in California. From 2014 to 2019, Erik served as chair of the California SB 743 Task Force for ITE's Western District. He is currently chair for the San Diego Section's Transportation Capacity and Mobility Task Force which was responsible for preparing the San Diego Regional Transportation Impact Study Guidelines.

### An Advanced Signal Priority System with No New Infrastructure | Avery Rhodes, Fourth Dimension Traffic Developers

Avery Rhodes, P.E. is a Senior Project Engineer with Fourth Dimension Traffic developers of the D4 controller software. He has over 20 years of experience with traffic signals, controller software and traffic operations including transit signal priority.

### Cvag Regional Traffic Signal Synchronization Program - Building A Smart Transportation Region |

**Mr. Carlos A. Ortiz, PE,TE, PTOE**

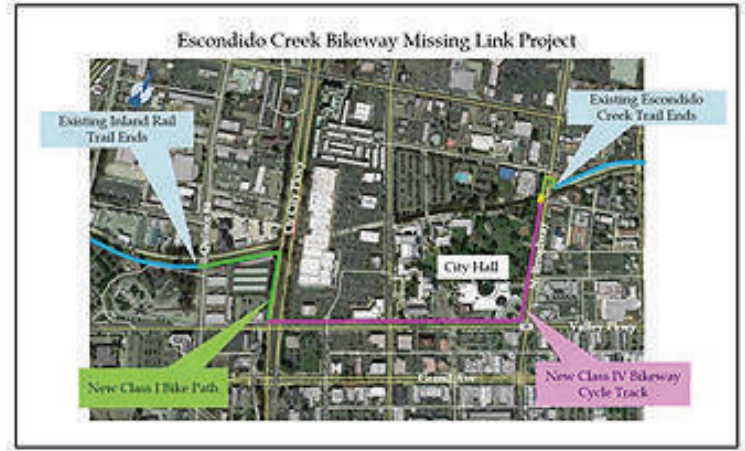
Mr. Carlos Ortiz is the Chief Operating Officer and Principal at ADVANTEC Consulting Engineers. He has 30 years of experience, exclusively in the field of ITS, smart mobility, connected/automated vehicles (CAV), smart cities, system engineering, and traffic engineering. Mr. Ortiz serves on the ITE International Board of Direction as Western District International Director. Mr. Ortiz serves on ITE's Transportation Systems Management and Operations Council (TSM&O), ITE Transportation Consultants Council, ITE's Advocacy Committee, and ITS California Board of Direction.

## Project Summaries

### Escondido Creek Bikeway: Missing Link Project

#### ITE San Diego Section Nominee

The Escondido Creek Bikeway Missing Link Project filled an existing gap between the Escondido Creek Trail that ends on N. Broadway and the Inland Rail Trail that starts on Quince Street by constructing new Class I and Class IV bike facilities through the city core. A new Class IV bikeway cycle track was constructed along N. Broadway and Valley Parkway and a new Class I bike path was constructed west of Centre City Parkway and south of the Escondido creek to connect the new bikeway cycle track from Valley Parkway to Inland Rail Trail on Quince Street. Bridging of this gap provides a continuous bike facility from east end of the City to the west. This is the first Class IV two-way cycle track constructed in San Diego County by re-purposing portion of the existing roadways to dedicated bike facility. Project design to construction: March 2016 to May 2019.



### Exclusive Pedestrian Crossing Cycle by Time of Day Project

#### ITE Southern California Section Nominee

The Exclusive Pedestrian Crossing Cycle project is a modified pedestrian scramble that includes special timing to separate pedestrian and vehicular phases, active only during morning drop-off and afterschool dismissal periods. When the exclusive pedestrian cycle phase is active, electronic no-right turn blank-out signs illuminate to restrict vehicles from turning right to further alert motorists to pedestrian activity. The project purpose is to enhance safety for the hundreds of students and parents utilizing the school crosswalks, while reducing vehicle queueing travel times so that more vehicles can travel through the intersection without pedestrian conflicts. Since the installation of the exclusive pedestrian crossing cycle, the City has received positive feedback from parents, motorists, crossing guards, and the schools. A traffic analysis study showed there was an improvement in the Level of Service and reduction in overall intersection delay.



## An Experience with 9th Street Closure

### ITE Southern California Section Nominee

Closing the railroad crossing at Pico Avenue/9th Street/I-710 Off-Ramp was always a priority of the Port's Business Operations for many years and a requirement for Pier B On-Dock Rail Support Facility Project. It was also a necessary step to move the cargo through the rail network and increase on-dock rail usage. With this closure of railroad crossing at Pico Avenue/9th Street/I-710 Off-Ramp and lacking of alternate routes, transporting the oversized cargo out of the Port of Long Beach (POLB) was a huge challenge to the trucking community. With a hard deadline looming over to close the 9th Street and at the same time find alternatives to move the oversize Break Bulk out of the POLB was a significant challenge to accomplish. This presentation summarizes the efforts and the approach that was undertaken to move the oversize cargo out of the Port of Long Beach.



## Guidelines for TIS in the San Diego Region

### ITE San Diego Section Nominee

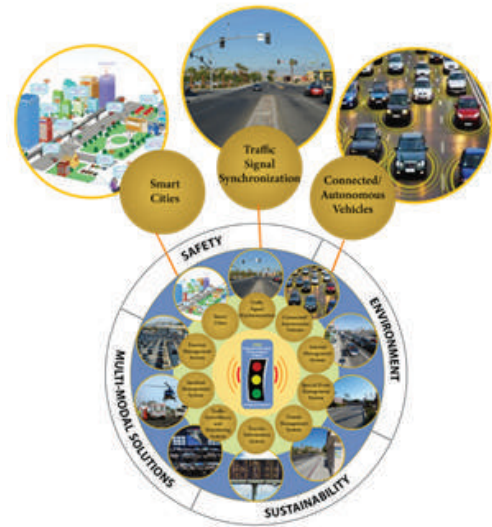
This document discusses update to the regional transportation impact study guidelines which was primarily related to the passage of SB 743 in 2013. The authors prepared guidelines for the City of San Diego to promote consistency in tackling VMT analyses and changes to traffic impact studies for all the different agencies in the San Diego region. The guidelines were prepared to provide methodologies for transportation engineers and planners to conduct CEQA transportation analyses for land development and transportation projects in compliance with SB 743. Lead agencies may opt-in to using VMT at any time but will be required to use it for analysis of transportation impacts of land development projects starting July 1, 2020. In addition, methodologies are provided to evaluate automobile delay and LOS outside of the CEQA process. Although no longer incorporated in CEQA (starting July 1, 2020), automobile delay and LOS continue to be of interest to transportation engineers and planners who plan, design, operate, and maintain the roadway system.



## CVAG Regional Traffic Signal Synchronization Program - Building A Smart Transportation Region

### ITE Riverside/San Bernardino Section Nominee

The Regional Traffic Signal Synchronization Project (RTSSP) is Coachella Valley Association of Governments (CVAG) major effort to advance the development and implementation of Intelligent Transportation Systems Programs in the Coachella Valley, located in Riverside County, California. CVAG has acknowledged that the deployment of Intelligent Transportation Systems (ITS) will be an integral part of regional efforts to maximize highway and arterial system capacity, improve operational efficiency, improve safety, and improve the environment. The objective of this project is to reduce traffic congestion and its associated negative impacts by deploying advanced and smart transportation technologies to facilitate the region's local jurisdictions to operate their traffic signals and ITS efficiently and effectively. The ITS Master Plan will be used as a planning tool to prepare the local agencies and CVAG for future emerging transportation technologies including connected vehicles, autonomous vehicles, big data, integrated corridor management (ICM), and Smart Cities initiatives.



## An Advanced Signal Priority System with No New Infrastructure

### ITE Southern California Section Nominee

Transit signal priority is used to improve the operations of transit vehicles by reducing delays at signalized intersections. This is accomplished by extending an active green signal or by returning to a green signal earlier than normal. Traditionally, bus priority requires specialized equipment to be installed at every intersection to detect transit vehicles. The drawbacks to this traditional approach include both the capital and ongoing maintenance costs, limited range of detection, and inability to leverage the equipment to benefit other users such as emergency vehicles, pedestrians and bicyclists. The City of Arcadia project developed an iOS app with the ability to communicate to existing traffic signal controllers to place transit priority calls as well as calls from pedestrians and bicyclists to the traffic signal. The architecture of this system allows the benefits of transit priority and enhanced service to be expanded to additional locations quickly and at minimal cost.

