Transportation Safety Regional Existing Conditions

Join RSBITE and SoCal ITE as we welcome Courtney Aguirre and Alan Thomson. Alan Thompson is an Active Transportation Planner for the Southern California Association of Governments (SCAG) where he develops regional goals, strategies, and policies for active transportation and transportation safety programs. He has more than 20 years planning experience in all modes of transportation, from airport planning to active transportation, congestion management, safety and security. Thompson previously served on the California Strategic Highway Safety Plan (SHSP) Steering Committee from 2006 to 2014. He currently participates in the SHSP biking and walking subcommittees. He also serves on the California Bicycle Advisory Committee. Thompson received a bachelor’s degree in aviation management and a master’s degree in public administration from Southern Illinois University. He is a dedicated bicycle commuter and bicycle tourist.

Courtney Aguirre is a Senior Regional Planner at SCAG where she has spent the bulk of her time working on and coordinating the development of the Regional Transportation Plan/Sustainability Communities Strategy. Most recently she has been analyzing the region’s transportation safety existing conditions in preparation for helping the region establish targets to comply with federal requirements. She currently serves on the California Strategic Highway Safety Plan (SHSP) Steering Committee. Prior to joining SCAG in 2014, Aguirre acquired transportation planning experience working as a Transportation Planner at the San Francisco County Transportation Authority, with a focus on transit-related policy and programming, and as a Transportation Programs Planner for the City of Long Beach, with a focus on bike and pedestrian initiatives. She received her bachelor’s degree in political science from the University of California, Berkeley and a master’s degree in public administration with an emphasis in urban planning from California State University, Fullerton. She is a dedicated transit rider and pedestrian.

When
Thursday, November 15th

Where
The Restaurant at Kellogg Ranch
3801 W Temple Ave #79
Pomona, CA 91768

RSVP using the Eventbrite link:
https://www.eventbrite.com/e/2017-rsbite-and-so-cal-joint-november-meeting-registration-37079663271
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The October RSBITE meeting is held at the Old Spaghetti Factory in Rancho Cucamonga. The topic of the presentation was “Exploring Options to the 85th percentile: Setting Speed Limits for all Road Users” provided by John Lower. The focus of the presentation is to review the methodology behind setting the speed limit utilizing the 85th Percentile speed consideration should be provided to all road users. Researchers are reviewing and modeling other methodologies such as those presented in “Toward an Active California.” This review focuses on the increase in traffic related fatalities year over year. Much more noticeably, is an increase in traffic related fatalities of the most vulnerable road users, which speed tends to be a major factor in the crash occurrence. The focus on the most vulnerable road users is reiterated in the Vision Zero Mission.

Note the “Reducing Speeding: Related Crashes Study,” which question the evidence supporting the continued usage of the 85th Percentile in setting speed limits. The 85th Percentile speed limit methodology was established in 1960 utilizing data collected in the years 1957-1958. The data was collected along 600 miles of main rural highways. The conundrum is the original conditions utilized to establish the methodology do not apply to current urban or suburban roadways, how can this process be duplicated? This standard does not coincide with the conditions that the majority of drivers experience.

Other methodologies should be reviewed and implemented. Currently roadways with highly varied speeds will incur the highest occurrence of crashes. Safety should be of key importance over. Considering that traffic fatalities related to speeding at a rate of 3x higher on local roads than highways.

Thank you to John Lower from #Iterisfor his informative presentation updating us on new methods used to set speed limits on public roads!
#speedlimits #engineering#publicworks #safety #lawenforcement#technology #rsbite

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**LEGISLATIVE CORNER**

**SB 1**—Increase the state gas tax by 12 cents, increase in the vehicle license fees, adding an annual fee for zero emissions vehicles.

**AB 87**—Autonomous vehicle testing

**AB 63**—Extend Provisional licensing requirements to 21 years old

**AB 278**—Exempt from CEQA projects that consists of the inspections, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lan or bikeway to, existing transportation infrastructure

**AB 332**—Authorize a local agency to temporarily close a highway under its jurisdiction to curb a serious nuisance, including illegal dumping

**AB 390**—Allows pedestrians to cross when facing a countdown timer if there is reasonable time to cross rather than only during the “walk” indication

**AB 694**—Requires bikes to ride in the right hand vehicle lane or bike lane (if present) and also require bikes to ride to the far right if it is wide enough for bikes and vehicles to be side by side.

**AB 1452**—Allow local agency to designate stalls or spaces on a public street for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes.

**SCA 6**—Would change the requirement for local sales tax measures for transportation form 2/3 to 55% voter approval.

“Have you wondered why STOP signs are red?” If want to know its history, click on the following link:

https://jalopnik.com/heres-why-stop-signs-are-red-1819456333

**JOB ANNOUNCEMENT**

W-Trans is at the forefront of the future in transportation and we are hiring! We are looking for Assistant, Associate and Senior Engineers and Planners for our Santa Rosa or Oakland offices. W-Trans specialize in projects that balance the technical needs and functionality of traffic with the desire to create more complete streets and sustainable transportation systems. Are you up to the challenge?! If so, please e-mail a letter of interest, resume, writing sample and references to Corinne Rasmussen (crasmussen@w-trans.com). Please visit our website at www.w-trans.com for more information about W-Trans!

The City of Riverside is seeking a motivated candidate for an Assistant Engineer position in its Traffic Engineering Division.

Please apply by 11/26 at: https://www.governmentjobs.com/careers/cityofriversideca
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www.RSBITE.org  |  @rsbite on Instagram
Coachella Valley: Building a Smart Transportation Region - Vendor Show

Nov. 16, 2017

Schedule (Registration deadline is November 10 for sessions and vendor show)

7:30 a.m. – 9:00 a.m. – Vendor Set-Up
9:00 a.m. – 12:00 p.m. – Vendor Show
11:00 a.m. – 12:00 p.m. - Session No. 1: Pavement Restoration – Best Practices
  • Moderator: Mr. Timothy T. Wassil, Public Works Director, City of Indio
    o Mr. Mark Sambito, PE, Director of Public Works, City of Rancho Mirage
    o Mr. John Corella, PE, City Engineer, City of Cathedral City
12:00 p.m. – 1:00 p.m. – Lunch
  • Moderator: TBD
    o TBD
    o TBD
1:15 p.m. – 2:15 p.m. - Session No. 2: Traffic Control on Local Streets
  • Moderator: Mr. Ed Wimmer, PE, Principal Engineer, City of La Quinta
    o Mr. Keith Rand, PE, TE, Director of Operations, ADVANTEC Consulting Engineers, Inc.
1:00 p.m. – 4:00 p.m. – Vendor Show

To sign up as a Vendor or Sponsor please contact:
Carlos Ortiz | Advantec Consulting Engineers
T: (949) 861-4999
Email: cortiz@advantec-usa.com

To register, complete this form and mail check payable to APWA Coachella Valley:
APWA Coachella Valley
P.O. Box 494
Palm Desert, CA 92261

Lunch Tickets - $40 ea:
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Walk-in Tickets - $40 ea:
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