



CITY TRAFFIC ENGINEERS (CTE) ASSOCIATION

BI-MONTHLY MEETING, WEDNESDAY, April 10, 2013 MEETING MINUTES

www.citytrafficengineers.org

CALL TO ORDER/SELF INTRODUCTIONS

Ms. Murphy called the meeting to order at approximately 12:05 PM. Self introductions were made. The following members were present:

Melissa Murphy	City of Rancho Palos Verdes	melissam@rpv.com
Mark Miller	City of Fullerton	mark@albertgrover.com
Brian Gallagher	City of Los Angeles	brian.gallagher@lacity.org
Conrad Lapinski	City of Dana Point	clapinski@danapoint.org
Jerry Burke	City of Glendora	jburke@ci.glendora.ca.us
Marty Amundson	LA County DPW	mamund@dpw.lacounty.gov
Eric Dunlap	LA County DPW	edunlap@dpw.lacounty.gov
Dennis Barnes	City of Buena Park	dbarnes@buenapark.com
Steven Yanez	City of Downey	syanez@downeyca.org
Frank Barnes	City of Santa Monica	frank.barnes@smgov.net
Chad Veniot	City of La Habra	chad@albertgrover.com
Mohammad Mostahkami	City of South Gate	mmostahkami@sogate.org
Scott Ma	City of South Gate	sma@hartzog-crabill.com

APPROVAL OF MINUTES

Motion to approve the minutes of the February 13, 2013 meeting was moved by M. Miller and seconded by S. Yanez. Meeting minutes were unanimously approved.

EDUCATIONAL FEATURE

Traffic Signal Pole Hardware Case Loading

M. Miller presented to the group a brief history on the changes and evolution of the standard traffic signal poles provided in the Caltrans Standard Plans from 1974 to its latest edition released in 2010. In general, a new edition of the Caltrans Standard Plans is released every four years.

M. Miller noted that the 1974 Caltrans Standard Plans did not identify any case loadings (number of items on a mast arm) or any wind loadings requirements. Since then, maximum case loadings have been applied to the traffic signal poles; standard weights and locations have been assigned to the traffic signal indications and traffic signs on the mast arm; and the wind loadings for the traffic signal poles have been adjusted upwards from 70 miles per hour (mph) to 80 mph to 100 mph. In the 2010 Caltrans Standard Plans, the most significant changes from previous editions were that the traffic signal pole foundation and associated anchor bolts have increased in size.

M. Miller also informed the group that there are several states that do not provide any standard plans for traffic signal poles. In those states, the engineer is required to individually design each traffic signal pole to meet the needs and requirements of the intersection.

M. Miller noted that while Caltrans has modified the standard traffic signal pole with each edition of the Caltrans Standard Plan, he was not aware of a traffic signal pole falling down on its own accord. The integrity of a traffic signal pole is usually compromised by external factors such as vehicle colliding with the traffic signal pole. However, there was one instance in the City of Upland where a traffic signal pole was sheared in half at a 45-degree angle. Because the City of Upland is located near the Cajon Pass, it is not unusual for the area to experience high wind velocities.

M. Miller cautioned the group about potentially overloading a traffic signal pole with multiple miscellaneous attachments such as a video detection camera or a closed-circuit television (CCTV) camera. The 2010 Caltrans Standard Plans identified a maximum of two miscellaneous attachments per traffic signal structure and a maximum of one miscellaneous attachment per mast arm. S. Yanez noted that a common location for video detection camera is on the luminaire mast arm.

M. Amundson shared with the group that using a lighter polycarbonate material for the traffic signal indications could allow for the installation of back-to-back traffic signal indications at one location on a mast arm. Because this type of application would deviate from the typical applications in the Caltrans Standard Plans, C. Veniot advised that design engineers conduct structural calculations for the traffic signal poles.

M. Mohstahkami asked how Caltrans developed their standard plans for traffic signal poles. M. Miller responded that the standard traffic signal pole is generally oversized by 30 percent.

D. Barnes shared with group that there were instances where the standard foundation specified in the Caltrans Standard Plans could not be constructed because of a conflict with an underground utility. In those instances, an inverted "L" foundation was designed. M. Miller indicated that for those circumstances, he has designed spread footings with steel rebar reinforcement.

M. Amundson asked how other agencies addressed damaged traffic signal poles and foundations caused by a traffic collision. Was it standard protocol for the respective agency to replace the traffic signal pole only and keep the foundation or vice versa or was it standard to replace both the traffic signal pole and foundation? The collective response was that the respective agency would evaluate the conditions on a case by case basis and formulate a course of action.

D. Barnes also cautioned the group about using traffic signal poles for installing overhead banner poles that stretch across the entire street. There was a case in the City of Santee where the wind loads applied on the overhead banner caused the signal poles to bend significantly.

LEGISLATIVE UPDATE

M. Amundson announced to the group that the proposed Assembly Bill 612 would require that the minimum yellow times for intersections using automated enforcement (red light cameras) be 1.0 second greater than the minimum yellow time stipulated in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

C. Lapinski announced to the group that the proposed Assembly Bill 666 would require that all citations and associated fees issued using automated enforcement (red light cameras) needs to be paid in full before a vehicle's car registration can be renewed.

M. Miller noted that the Cities of Fullerton and Whittier have eliminated their use of automated enforcement at signalized intersections.

B. Gallagher noted that the City of Los Angeles no longer uses automated enforcement at signalized intersections.

OLD BUSINESS

Annual Membership Dues

M. Murphy announced to the group that Annual Membership Dues are now due.

NEW BUSINESS/SPECIAL DISCUSSION TOPICS

Election of Officers for Year 2013-2014

M. Murphy announced that her term as CTE Chair is up and that S. Ma would advance to the Chair position. M. Mostahkami made the motion to elevate S. Ma to CTE Chair and was seconded by F. Barnes. The motion was unanimously approved. S. Ma will service as new CTE Chair effective at the next meeting.

M. Murphy asked for nominations for CTE Secretary/Treasurer. M. Amundson nominated E. Dunlap to serve as CTE Secretary/Treasurer and was seconded by F. Barnes. The motion was unanimously approved. E. Dunlap will serve as the new CTE Secretary/Treasurer effective at the next meeting.

ANNOUNCEMENTS/UPCOMING EVENTS

F. Barnes requested from the group that traffic volumes and traffic data from their respective agency be sent to him to determine what type of impacts, if any, the recent economic recession had on traffic.

M. Murphy announced that the Asphalt Institute will be hosting a one-day course on Construction on Quality Hot Mix Asphalt Pavements on April 22nd in the City of Fullerton.

M. Murphy announced that the Southern California Association of Governments (SCAG) will be hosting the 2013 SCAG Regional Conference on May 2nd in the City of Palm Desert.

M. Murphy announced that METRO will be hosting the Bicycle Design Workshop: Design to Increase Bicycling on May 2nd. RSVPs for the workshop are due by April 22nd.

C. Veniot announced that OCTEC will be hosting their annual OCTEC/ITE Golf Tournament on Friday, May 10th at the Green River Golf Club.

ADJOURNMENT

The meeting was adjourned at approximately 1:10pm.

Respectfully submitted,

Eric Dunlap
Secretary/Treasurer