Professional development program

Is Adaptive Signal Control Technology Cost-Effective and Operationally Effective? Webinar

TITLE: **IS ADAPTIVE SIGNAL CONTROL TECHNOLOGY COST-EFFECTIVE AND OPERATIONALLY EFFECTIVE?---------- REGISTER NOW!**

DATE: Tuesday, February 25, 2014

TIME: 3:00 p.m. - 4:30 p.m. Eastern

SITE FEE: $75 ITE Individual Member/ $100 Non-member Individual Fee (Per person rate)
$125 ITE Member Group/$150 Non-member Group Fee (Per site fee for training of 4 or more people at one site)

EARNING COURSE CREDIT: You must complete an evaluation for course credit. To register for and take the post-webinar evaluation, you need an ITE login and password. If you do not have an **ITE login** and password, get one now. The registration and the evaluation is name specific and non-transferable. Further instructions will be sent after the Webinar to the site registrant to distribute to their site attendees

CREDIT: 1.5 PDH/ .2 IACET CEU/1.5 CM

BACKGROUND: There are serious differences of opinion among practitioners regarding the effectiveness of adaptive signal control technology (ASCT), and serious concerns about the difficulty in analyzing these systems. Significant funds (tens of millions) are being spent on adaptive control systems, in many cases without a firm understanding of their benefits versus the costs. This webinar will allow experts with varying perspectives to present their opinions on the cost-effectiveness and operational effectiveness of adaptive control, followed by vigorous discussion and/or debate among webinar participants on this topic.

LEARNING OBJECTIVES: At the conclusion of the course, participants should be able to:

1) Learn about operational effectiveness results from multiple recent evaluations of ASCT
2) Discuss most frequent mistakes and unrealistic expectations when deciding to deploy ASCT
3) Recognize the connection between ASCT effectiveness and their settings, detection, communication infrastructure, and traffic patterns (typical commuter vs. event conditions)
4) Recommend signal control strategies for conditions where ASCT costs are believed to outweigh ASCT benefits
5) Identify benefits of the FHWA system requirements for ASCT

INSTRUCTORS: **David Hale, Ph.D., Assistant in Engineering, University of Florida, Gainesville, FL, USA; Dr. Aleksandar Stevanovic, Assistant Professor, Civil, Environmental & Geomatics Engineering, Florida Atlantic University, Boca Raton, FL, USA; Shaun Quayle, Senior Engineer, Kittelson & Associates, Inc., Portland, OR, USA; Dr. Gregory Brodski, President, AGA Group, Inc., Boston, MA, USA**

David K. Hale, Ph.D. is a research and development faculty member within the University of Florida's Transportation Institute, containing the Transportation Research Center and the McTrans Center. His job responsibilities include participation in funded research projects, development of McTrans software, and technology transfer to the industry. His service includes contributions to the TRB Joint Simulation Subcommittee, TRB Highway Capacity and Quality of Service Committee, ITE Intelligent Traffic Signal Operations Committee, ITE Simulation and Capacity User Group, and the UF Parking and Transportation Committee.

Dr. Aleksandar Stevanovic is an assistant professor of Civil, Environmental and Geomatics Engineering at Florida Atlantic University. Dr. Stevanovic's main research interests are: traffic operations (emphasis on arterial operations and traffic control), transportation planning, and multimodal operations, and sustainable transportation. Dr. Stevanovic has been involved, as a consultant or panel-review member, in several federally-funded projects. He is a member of TRB AHB25 Committee for Traffic Signal Systems and member of ITE, TRB, ASCE, and other professional societies. He has authored more than 50 journal and conference papers and 20 technical reports for various transportation agencies (e.g. Transportation Research Board, National Science Foundation, Utah Department of Transportation, Utah Transit Authority, Florida Department of Transportation, and others). Dr. Stevanovic has hands-on experience with multiple Adaptive Traffic Control Systems. He is the author of NCHRP Synthesis 403 - Adaptive Traffic Control Systems: Domestic and Foreign State of Practice and numerous papers and reports about Adaptive Traffic Control Systems and traffic signals in general. Dr. Stevanovic has been involved in multiple procurement processes and field evaluations of Adaptive Traffic Control Systems. He has also designed interface logics between those systems and microsimulation models and customized fine-tuned adaptive operations on his own. He has organized, and participated on, multiple industry panels and sessions about Adaptive Traffic Control Systems.

Mr. Shaun Quayle is a senior engineer with 11 years of experience with Kittelson and Associates, Inc. in their Portland, OR office. His experiences have focused on signal systems and signal timing, participating in the signal retiming of hundreds of intersections, as well as a contributing author of the first edition of the Traffic Signal Timing Manual (www.signaltiming.com) and the current second edition update. He led a detailed before/after evaluation of 5 different adaptive signal systems for the Oregon DOT, recently, & has helped agencies considering adaptive signal control through the systems engineering process.

Dr. Gregory Brodski is the president of AGA Group, Inc. He holds a doctorate degree in Mechanical engineering from Moscow State Mining University and Dipl. Engineer degree from Moscow State Automobile and Road University. His current areas of interest include system engineering, systems development and optimization, transportation engineering with concentration in traffic signal optimization and control. Dr. Brodski has over than 75 publications and patents in several fields, including: mechanical and system engineering, bridge and structural

management, and intelligent transportation systems. In recent years Dr. Brodski has developed several software packages for optimal management of networks, structures and equipment. The results of Dr. Brodski's research and development are widely implemented in Russia, Kazakstan and Ukraine. Originally from Moscow, Russia, Dr. Brodski has lived in Massachusetts since 1998.

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