

Congratulations Upon Completing 10 Years as an Active Chapter in ITE

10th Anniversary of KCITE

KANSAS CITY CHAPTER
kc ite
INSTITUTE OF TRANSPORTATION ENGINEERS



"Looking Back to See the Future"

Luncheon Meeting, Plaza III Restaurant
Kansas City, Missouri

November 14, 2013

My Connection to Kansas City

- Graduated from KC Southeast High School in 1963. My class just celebrated our 50 year reunion.
- Worked for HNTB from 1962 – 1974.
  - Technician from 1962 – 1966 (High School/College)
  - Highway Design Engineer from 1967 – 1969
  - Traffic Engineer/Planner from 1972 – 1974
- Served in U.S. Army – 1969-71
- Penn State University – 1971-72

My Connection to Kansas City

Interstate 670 connecting Missouri and Kansas in the Downtown Area was opened in 1990. Project completed last section of original Kansas Interstate Highway System.

U.S. 71 (a.k.a. Bruce R. Watkins Drive and/or South Midtown (Freeway) Expressway) between Downtown and South I-435 loop was completed in 2001.



Traffic Impact Study for **Corporate Woods Office Park** in Overland Park in 1973. Originally zoned for 1.7 mil GFA density. Opened in 1975 with five (5) buildings. Current zoning allows 3.2 mil GFA on 294 acres.

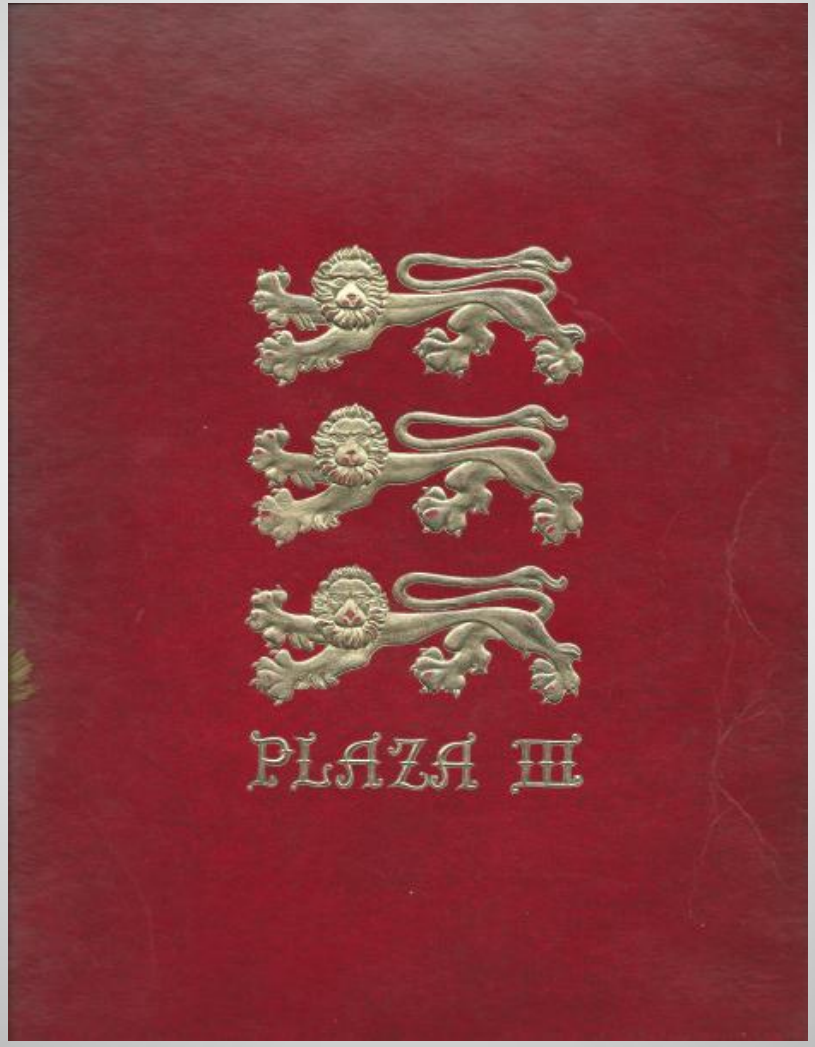
My Connection to Kansas City

- Worked for GBA (Springfield Office) from 1992-1998
- Two Brothers & their Families Live in the KC Area
- Special Connection to KCITE (See KCITE Milestones)
- Plaza III Restaurant is a Special Place

Plaza III Restaurant



Plaza III Menu – December 12, 1968



Plaza III Restaurant – 1968 vs. 2013

	Menu Item	1968	2013
Appetizers	Oysters on the Half Shell	$ 1.50	$ 16
	Chopped Chicken Livers	$ 0.55	*Not on Menu*
	Shrimp Cocktail	$ 1.25	$ 15
Soup & Salad	Plaza III Steak Soup	*With Entree*	$ 6 Cup
	Plaza III Garden Salad	*With Entree*	$ 10
A La Carte	French Fried Onion Rings	$ 0.50	$ 9
	Grilled Seasonal Vegetables	$ 0.35	$ 9
Grilles & Roasts	Prime Rib of Beef	$ 4.50	$ 36
	Filet Mignon	$ 5.50	$ 40
	Prime KC Strip Steak	$ 5.50	$ 41
	Double Breast of Chicken	$ 3.45	$ 25
Seafood	Jumbo Shrimp	$ 3.25	$ 31
	South African Lobster Tails	$ 5.25	$ 60

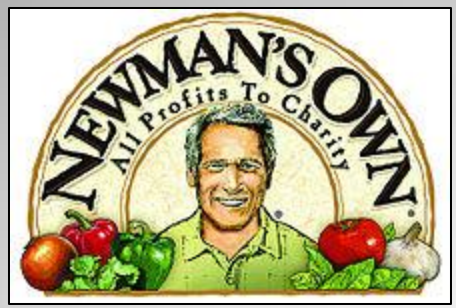
KCITE Milestones

- Jan 9, 2003 – Meeting Held to Explore Interest in ITE Chapter (Over 75 present /signed petition). I was there!
- March, 2003 – Ballot to Elect First Chapter Officers
- April 2, 2003 – Meeting – Election Results Announced / Chapter Name & Boundaries Approved
- May 29, 2003 – Meeting – Charter & Bylaws Approved
- June 16, 2003 – MOVITE Board Approved Charter
- June 19, 2003 – ITE Accepted & Filed Charter
- Sept 11, 2003 – Chapter Meeting – It was my honor to present the Charter to KCITE / Swore in First Officers

Presentation of Chapter Charter



Standing, from left: Mark Stuecheli, Mike Wahlstedt, Alonzo Linan, Steve Worley, District 4 International Director Earl Newman, Reggie Chandra, Steve Schooley and MOVITE President Jay Wynn

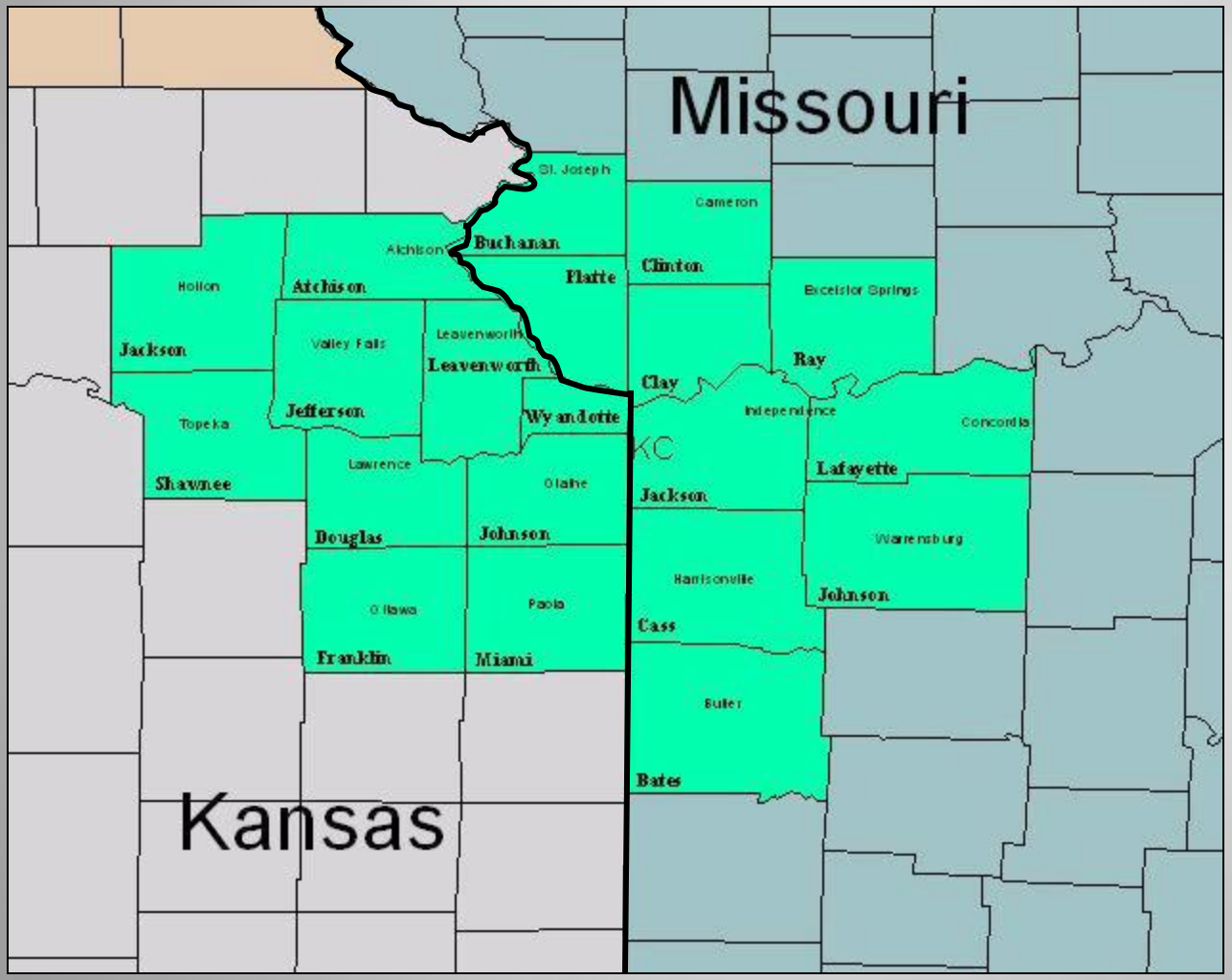


Question #1

- How many counties (total, from Missouri and Kansas) are in the KCITE Chapter Service Area?

- Twenty (20)
  10 - Missouri and 10 - Kansas

KCITE Chapter Service Boundary

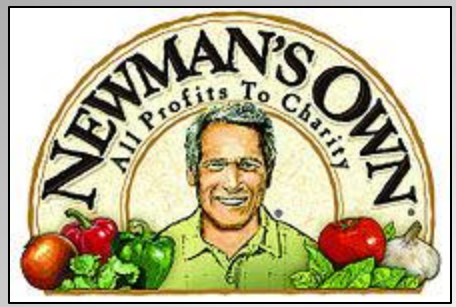


10 Missouri Counties

- Bates
- Buchanan
- Cass
- Clay
- Clinton
- Jackson
- Johnson
- Lafayette
- Platte
- Ray

10 Kansas Counties

- Atchison
- Douglas
- Franklin
- Jackson
- Jefferson
- Johnson
- Leavenworth
- Miami
- Shawnee
- Wyandotte

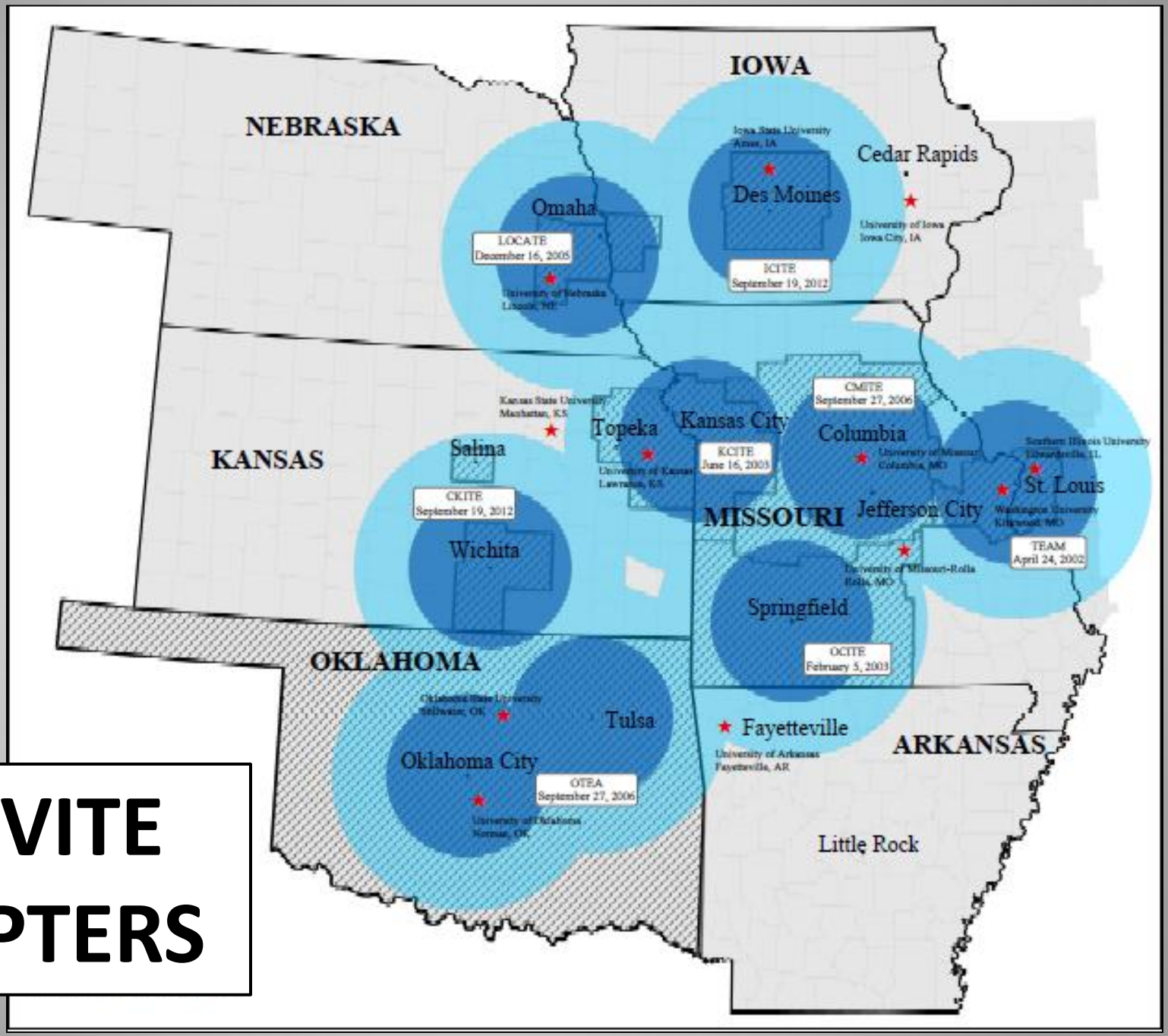


Question #2

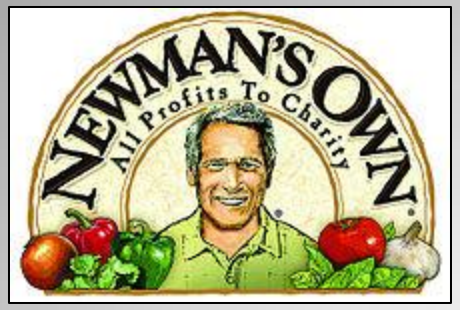
- How many ITE Chapters are in the Six-State MOVITE Section Area?
- Eight (8)

Eight MOVITE ITE Chapters

1. TEAM - Transportation Engineering Association of Metropolitan St. Louis, Missouri (April 24, 2002)
2. OCITE - Ozarks Chapter of ITE (February 5, 2003)
3. KCITE - Kansas City Chapter of ITE (June 16, 2003)
4. LOCATE - Lincoln Omaha Council Bluffs Association of Transportation Engineers (December 16, 2005)
5. OTEA - Oklahoma Traffic Engineering Association (September 27, 2006)
6. CMITE - Central Missouri Chapter of ITE (September 27, 2006)
7. ICITE - Iowa Central Chapter of ITE (September 19, 2012)
8. CKITE - Central Kansas Chapter of ITE (September 19, 2012)



MOVITE CHAPTERS



Question #3

- Who was the first president of MOVITE that was from the Kansas City Area?

- Thomas J. Seburn, 1951-52

MOVITE Presidents from KCITE Area

- 1951-52 Thomas J. Seburn*
- **1956-57 A. J. (Tony) Basile***
- 1957-58 Jack A. Hutter*
- **1960-61 Wm. Armstrong***
- **1965 Keith Graham**
- 1965-66 O. J. Falin*
- 1969-70 Edward J. Mulcahy
- 1972-73 James A. Thompson
- 1975 Gerald L. Brickell
- **1978 John Rothrock**
- 1981 Garry W. Metcalf
- **1982 Johannes S. "Jan" Kibbe***
- 1988 Paul M. Bertrand
- 1990 Carol S. Estes
- 1996 Thomas G. Swenson
- 2000 Bruce L. Wacker
- **2006 Linda E. Voss**
- **2012 Cheryl Lambrecht**

* *Deceased (6)*

Green - Employed in Topeka (7)

1967-68 **Delbert F. Karmeier** worked in St. Louis when President, now KC MO
1985 **David E. Woosley** worked in Davenport when President, now Lawrence, KS
Linda E Voss and **Cheryl Lambrecht** worked in Topeka when President, now Olathe

In-line to be 2018 MOVITE President

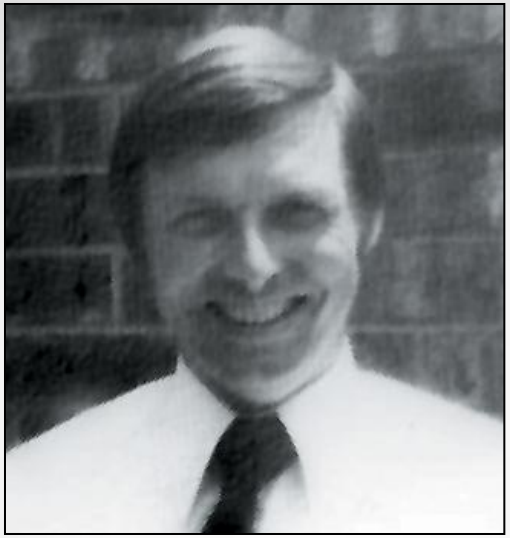


Dave Mennenga Elected 2014 MOVITE Director - Congratulations, Dave!

MOVITE Distinguished Members



2005
Edward Mulcahy



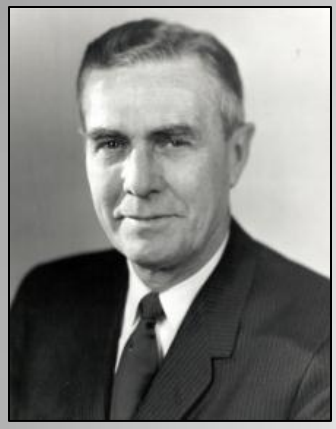
2006
Garry Metcalf



2009
David Woosley

Three from KCITE Area – First Award was given in 2004

ITE Honorary Members – KCITE Area



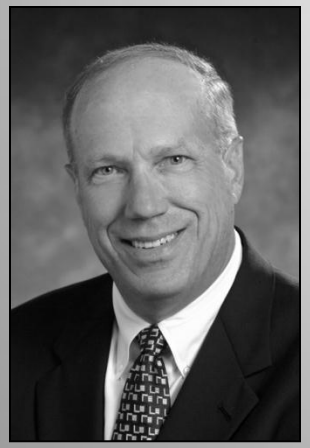
1964 – Rex M. Whitton

MO Highway Dept - 1920-1961
MHD Chief Engineer – 1951-1961
Administrator, FHWA, US Bureau of Public Roads, 1961-1967
HNTB –Kansas City 1967 - Retirement



1975 – Thomas J. Seburn

(1st) Traffic Engineer, KC MO – 1930 – 1951
(1st) Transportation Director, KC MO – 1951-54
ITE President – 1945-1947
(1st) MOVITE President - 1951



2010 – Dr. Dennis Christiansen

HNTB – Kansas City 1969-71
Texas Transportation Institute, 1975-Present
Director of TTI Since 2005
ITE President - 1996

The following is a list of Major Accomplishments for KCITE made in last 10 years?

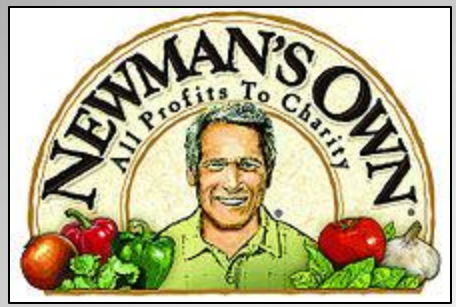
Enthusiasm for New Chapter

"The officers are excited about the future direction of the Chapter.

The technical committees are off to an excellent start, in 2004 the Chapter will begin a tradition of sponsoring an annual "Excellence in Transportation" Award, and the next elections are scheduled for November 2004.

By that time, the Chapter should be well established and primed to serve as an important local resource for ITE members in the Kansas City area."

KCITE Annual Activities Report for 2003

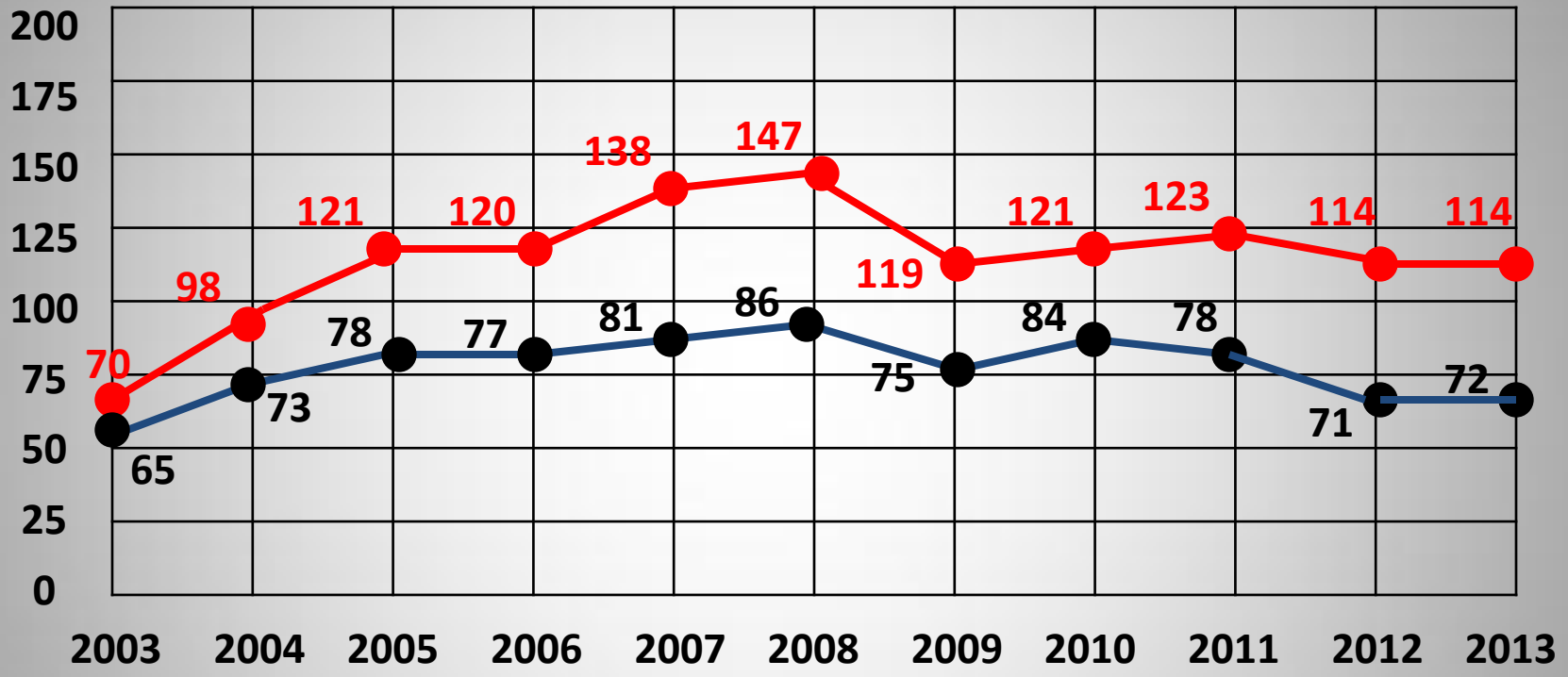


Question #4

- KCITE Total Membership reached 147 in 2008. There were how many Charter Members on June 16, 2003?

- 70

KCITE Membership 2003-2013



Total Members
ITE Members
Others Are Affiliates

There were 70 Charter Members on June 16, 2003

Question #5

- Who was the 1st President of KCITE?



Mark Stuecheli

First KCITE Board of Direction



Steve Worley	Alonzo Linan	Mark Stuecheli	Mike Wahlstedt
Director	Vice-President	President	Secretary/Treasurer

Term: March 2003 thru 2004

KCITE Presidents

Term in Office	Name
2013	Joe Blasi
2012	Jeff Wilke
2011	Lideana Laboy
2010	Srini Veeramallu
2009	Shannon Jeffries
2008	Paula J. Parke
2007	Steve Worley
2006	Mike Wahlstedt
2005	Alonzo Linan
2003-2004	Mark Stuecheli: First President

ITE Board of Direction Approves Resolution to Recognize the 10th Anniversary of KCITE

Institute of Transportation Engineers

WHEREAS the International Board of Direction of the Institute of Transportation Engineers approved a charter for the Kansas City Chapter of ITE on June 19, 2003; and

WHEREAS the Kansas City Chapter therefore celebrates its 10th Anniversary in 2013; and

WHEREAS the Kansas City Chapter which encompasses 10 counties in the state of Kansas and 10 counties in the state of Missouri has grown from 70 Charter Members to 114 members during this time period; and

WHEREAS the Kansas City Area has had a rich history of involvement in the Transportation Profession throughout the Institute's history, with Thomas J. Seburn serving as ITE President 1945-47 and with Kansas City Area Engineers Rex M. Whitton, Thomas J. Seburn, and Dr. Dennis Christiansen being honored by election as honorary members of the Institute; and

WHEREAS the Kansas City Chapter served as the host for highly successful MOVITE Section Meetings in Topeka KS in 2005 and 2006, Lawrence, KS in 2012, and in Kansas City in 2010 and 2013.

WHEREAS the Kansas City Chapter has successfully promoted the Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) certifications within the organization, and has witnessed the certification of 52 members as PTOEs and 5 members as PTPs; and

WHEREAS the Institute recognizes the exemplary accomplishments and history of the Kansas City Chapter including conduct of technical meetings and activities including recognition by MOVITE with the Best Chapter Award in 2009, 2010, and 2012; generous financial support of Future Cities Competitions for Middle School Students; promotion of university student activities through sponsorships; community support through the Annual Canned Food Drive; recognition of achievement and innovation in the transportation engineering profession with the annual presentation of the Excellence in Transportation Award; and creation/maintenance of a progressive and informative website; and

WHEREAS the Institute expresses grateful appreciation to the Kansas City Chapter members for their support and participation in the achievement of the goals of the Institute;

NOW THEREFORE BE IT RESOLVED that the Institute of Transportation Engineers and the International Board of Direction hereby recognizes the accomplishments of the Kansas City Chapter and congratulates the chapter membership for their collective 10 years of service to the Institute and the transportation engineering profession.

Zaki Mustafa, International President
Institute of Transportation Engineers
Washington, D.C., USA
November 14, 2013

Question #6

- **Which organization has received two (2) KCITE "*Excellence in Transportation*" Awards?**



MOVITE Best Chapter Award

- 2008 - LOCATE
- **2009 - KCITE**
- **2010 - KCITE**
- 2011 - No Award
- **2012 - KCITE**
- 2013 - OTEA

KCITE has won the Best Chapter competition 3 times since this Award was first given in 2008

KCITE Supports "*Future City Competition*" for Middle School Students

KCITE Sponsors the Award for Winning Team in "Future City Competition"
4th Year in 2013



KCITE Supports University Students

5th Year KCITE has provided financial support of university students with sponsorships, free memberships, free lunch at chapter meetings, and reimbursement of expenses to attend chapter events.

ITE Student Chapter
University of Kansas – Lawrence

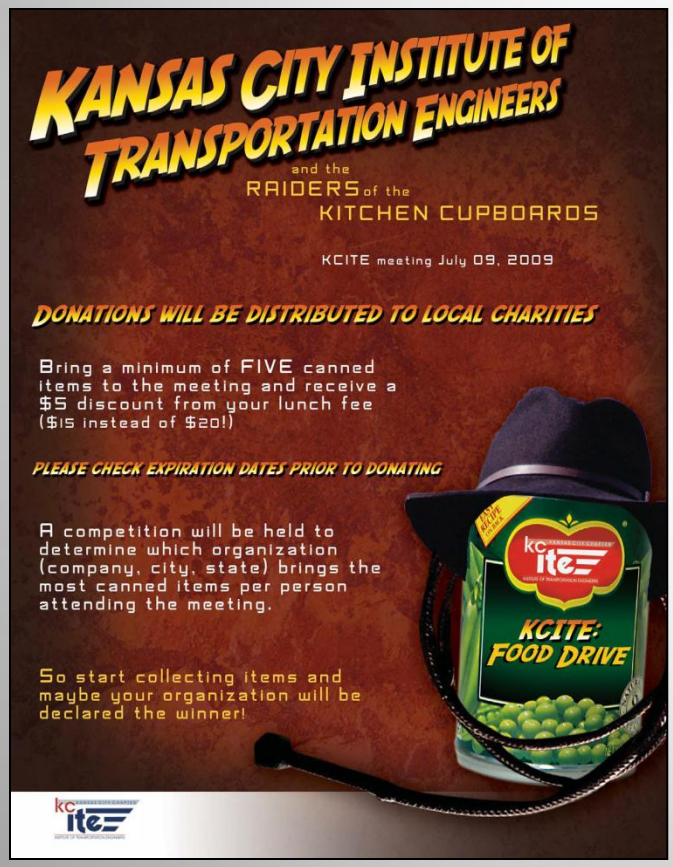


A Team of Students from KU Won the 2011 Midwestern District Traffic Bowl Competition

Engineering Students
University of Missouri – Kansas City

KCITE Supports Community Involvement

Annual Canned Food Drive - 6th Year in 2013





KCITE Supports Opportunities to Network

Annual Golf Tournament - 7th Year in 2013



Six Chapter Meetings Each Year



Excellent Website: kcite.org

- Information about the history of KCITE was found on the KCITE Website.
- Source of information about local transportation industry activities for members *and non-members*.
- The website is utilized to publicize all chapter meetings, training activities, and other chapter events.
- Visitors can find the purpose of the chapter, meeting agendas, minutes, presentations, board and committee member listings and other information.
- **Gnani Mahalingam** has generously donated his services as Webmaster for **Eight (8) years**

9 *Excellence in Transportation* Awards

2013 – Missouri Department of Transportation

Front Street & I-435 Diverging Diamond Interchange

2012 – HNTB, KDOT, Johnson County Transit

I-35 Bus on Shoulder

2011 – Lee's Summit, MO & Rhythm Engineering

Real-Time Adaptive Traffic Control on Chipman Road

2010 – K.C. Scout ----------

"Maximizing the Flow" Pilot Ramp Metering Project



2010 - KC Scout

2009 – Mid-America Regional Council (MARC)

Operation Green Light Regional Signal Coordination Project

2008 – Lenexa, Overland Park & KDOT

87th Street Parkway & I-35/US 69 Interchange Reconstruction (SPUI)

2007 – Olathe, KS - *127th Street Overpass*

2006 – Overland Park, KS - *Sante Fe Drive Roundabout*

2005 – K.C. Scout - *Kansas City Metro Transportation System Management*

10 Years of Having Fun!



Looking Back to See the Future

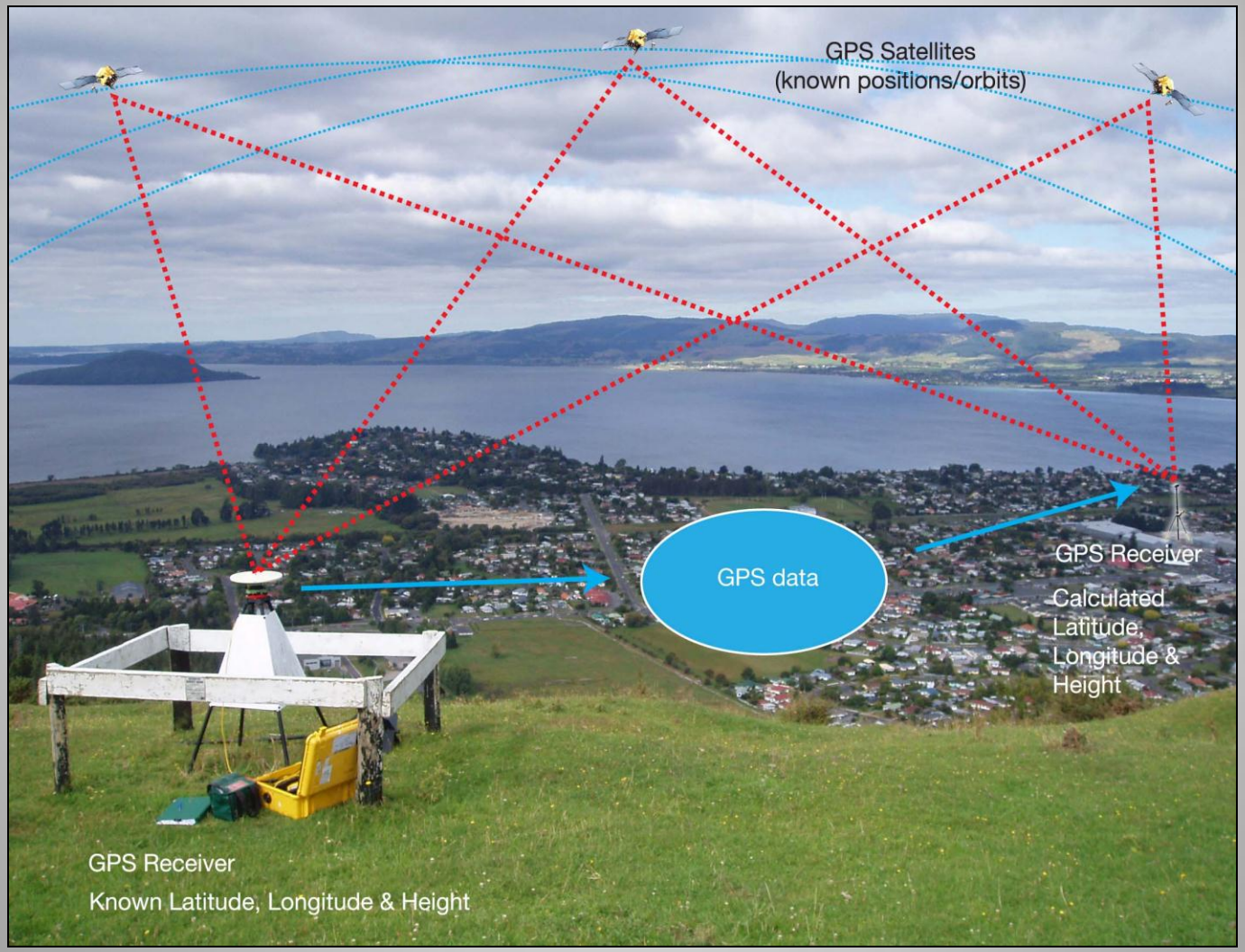
Major Achievements Last 10 Years

- Global Positioning Systems for Navigation
- Geographic Information Systems / Mapping
- Intelligent Transportation Systems
- LED Signal Lamps
- Expansion of the Internet & Social Media
- Smartphone Technology
- Designing for All Users (Complete Streets/Accessibility)
- Innovative Intersection Designs
- Innovative Signal Control
- Programmed/Systematic Safety Improvements

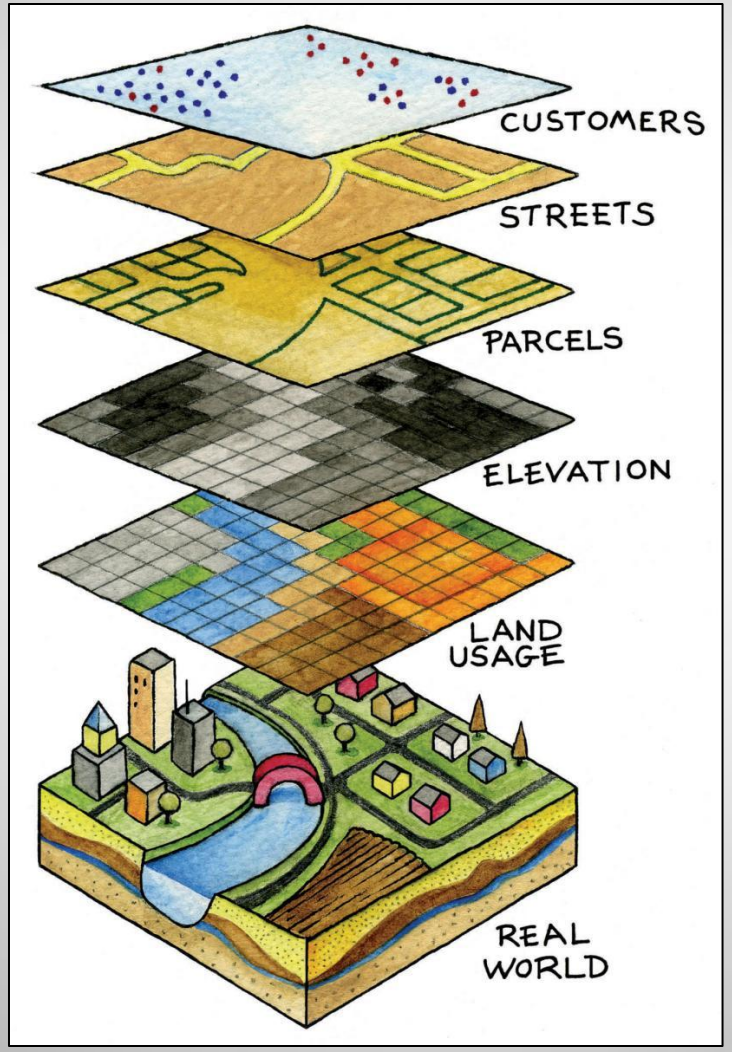
GPS for Navigation



GPS for Surveying and Field Inventories



GIS Interactive Mapping



Current Trends

- Reduction in Car Ownership (Car Sharing)
- Young People are Slower to Obtain Driver's Licenses
- Reduced Need for Parking (Fewer Vehicles/Carpooling)
- Aging Infrastructure / Taking Care of the System
- Aging Vehicles on the Road / Keeping Vehicles Longer
- Limited Resources / Funding Based Gallon of Gas
- Rising Cost of Gasoline??? + More Fuel Efficient Vehicles and/or Those Using Alternative Power

11-13-13 Springfield, MO
Unleaded Gas at $2.70 9/10th / Gallon



Moving Away from Gasoline



BIODIESEL

CNG

PROPANE

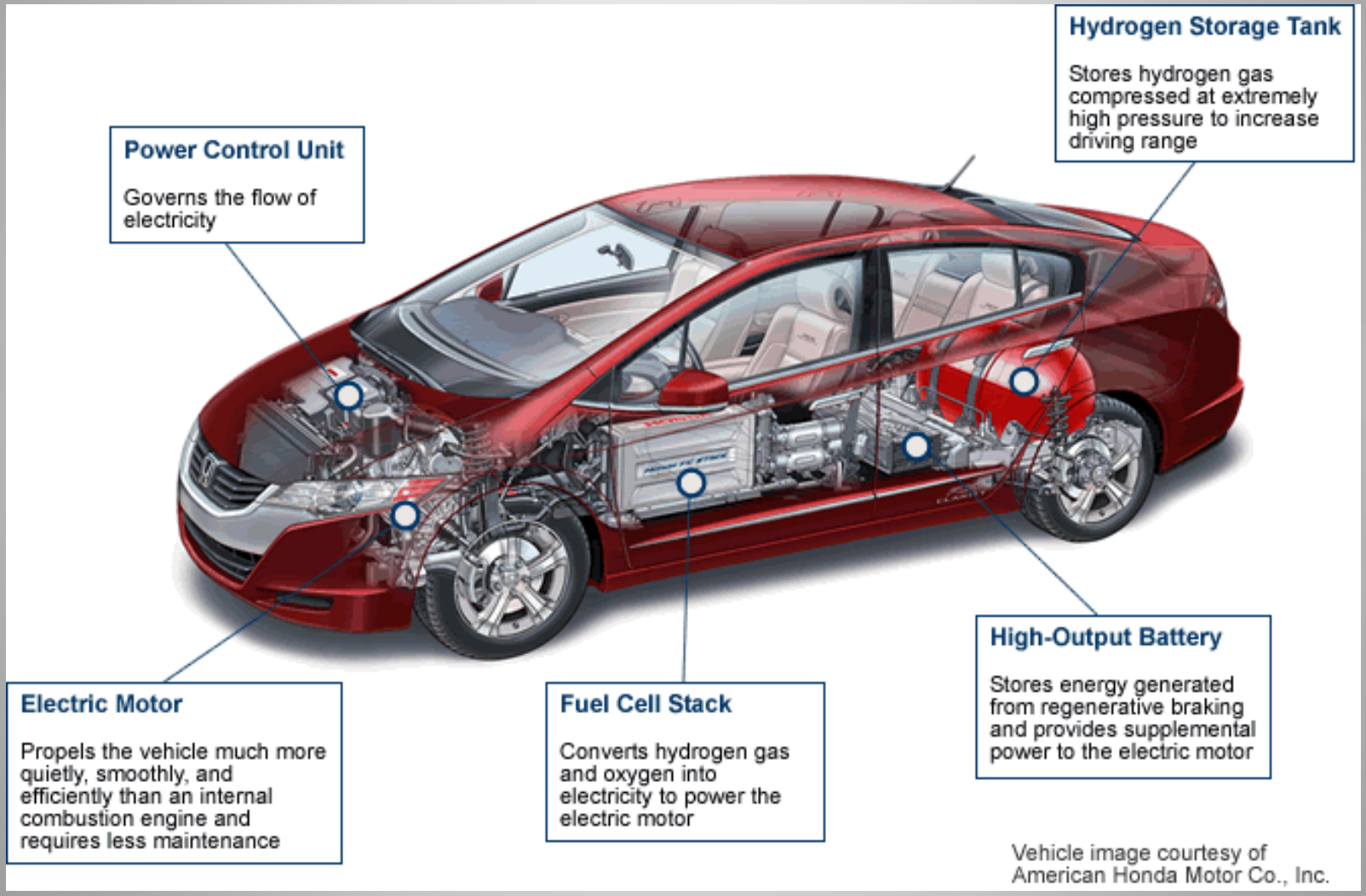
H_2

Plug-in Hybrids

Electricity

Alternative Fuel Vehicles

Fuel Cell Vehicles



Compressed Natural Gas

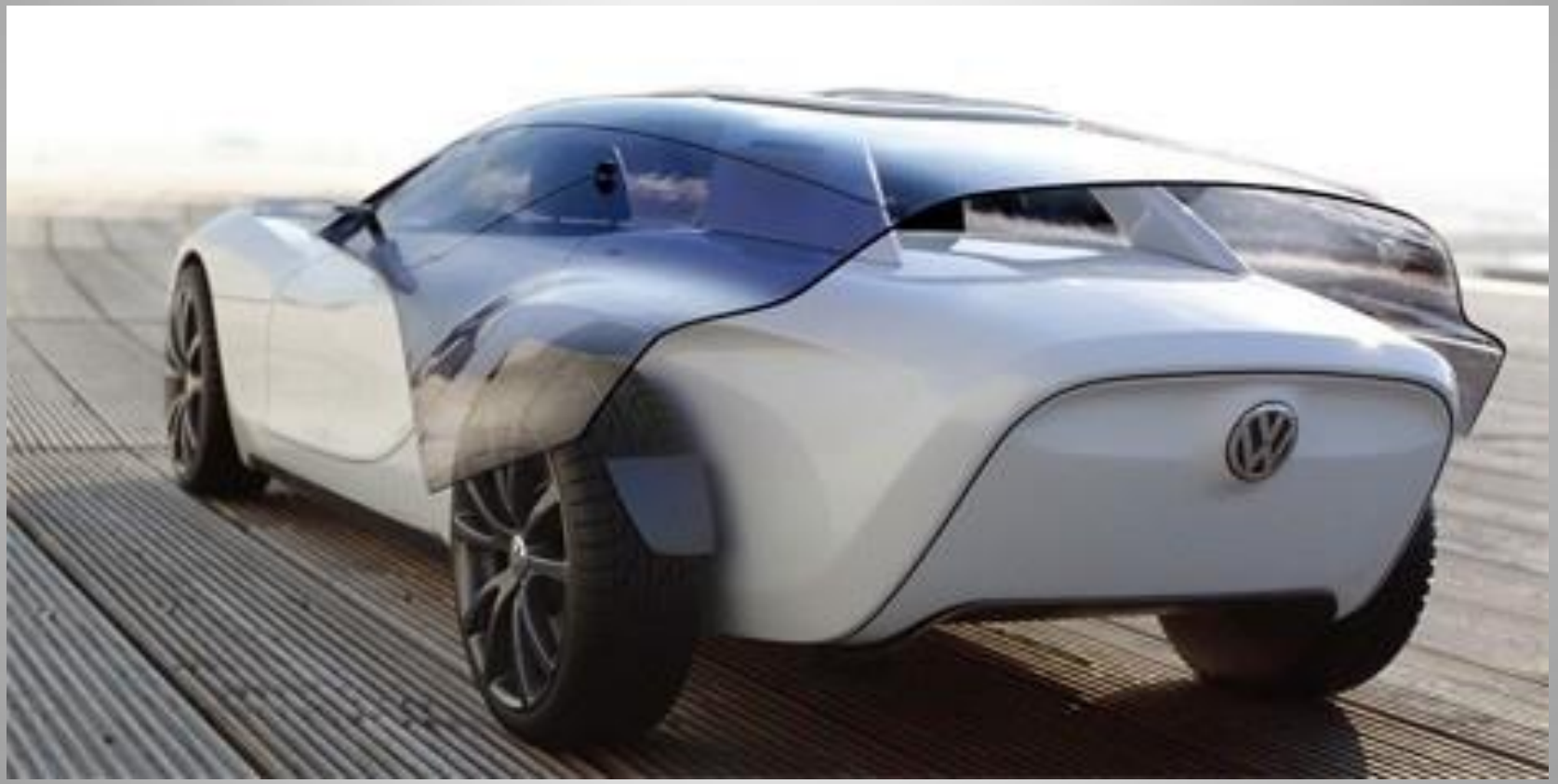


Buses powered with CNG are common in the United States.

Tesla S Model – All Electric
2013 Motor Trend Car of the Year



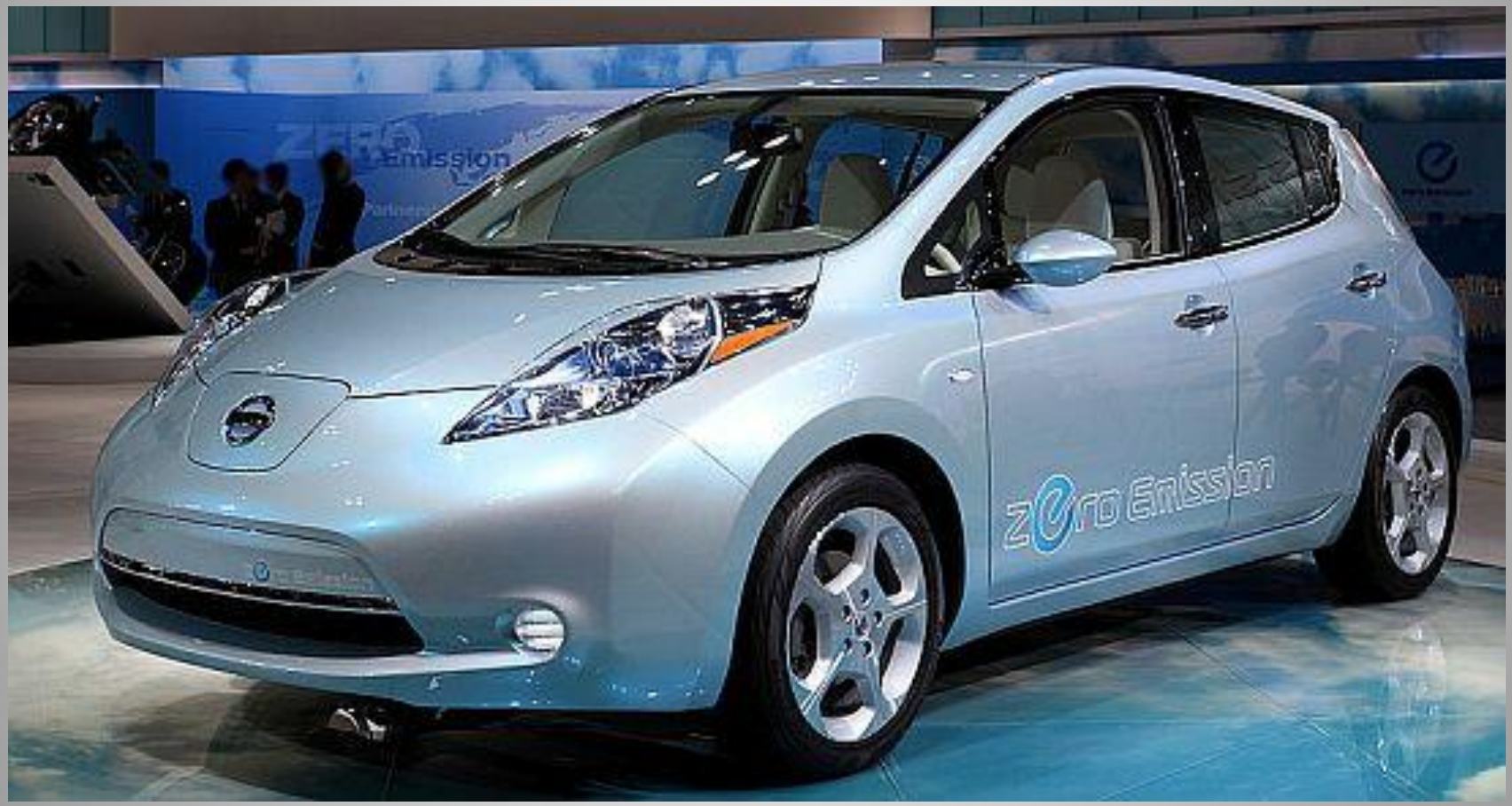
Electric Volkswagen



Mitsubishi Electric Car



Wireless Charging w/ Nissan “Leaf”



HEVO Power Charging Station



Google Car Charging Station



Trans-Atlantic Alliance Charging Station



Proposed High Speed Rail System



Maglev High Speed Rail





1956 Vision of Autonomous Car



1958 - Disney's Magic Highway

http://www.youtube.com/watch?v=TwA7c_rNbJE



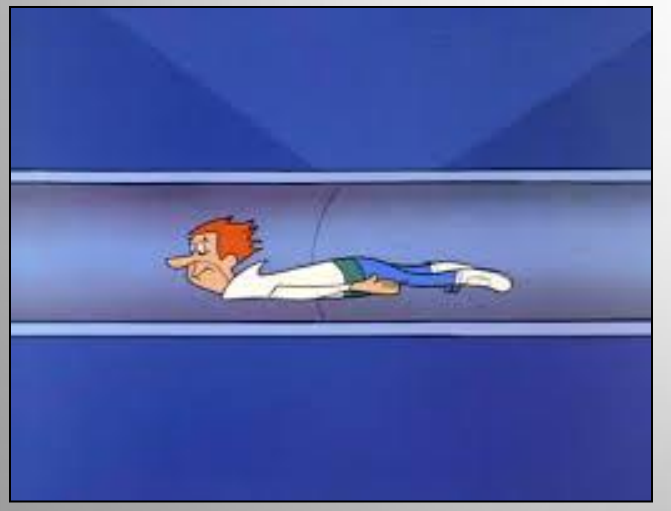




The Jetsons 1962-1963, 1985-1987









Vehicle-to-Vehicle Connectivity

- New vehicles have much of the needed technology now
- The computer in your car will be communicating with the computers in other vehicles
- Vehicle-based data includes position, speed and location
- Add to that information status of traffic signals, congestion reports, and road conditions
- Computer can detect potential hazards and threats, calculate risk, alert the driver and/or take preemptive actions to avoid and mitigate crashes.
- The vision is that the V2V will support a whole series of active safety applications and systems, thus significantly reducing fatalities and injuries.

Vehicle to Vehicle (V2V), Vehicle to Infrastructure (V2I) Communications





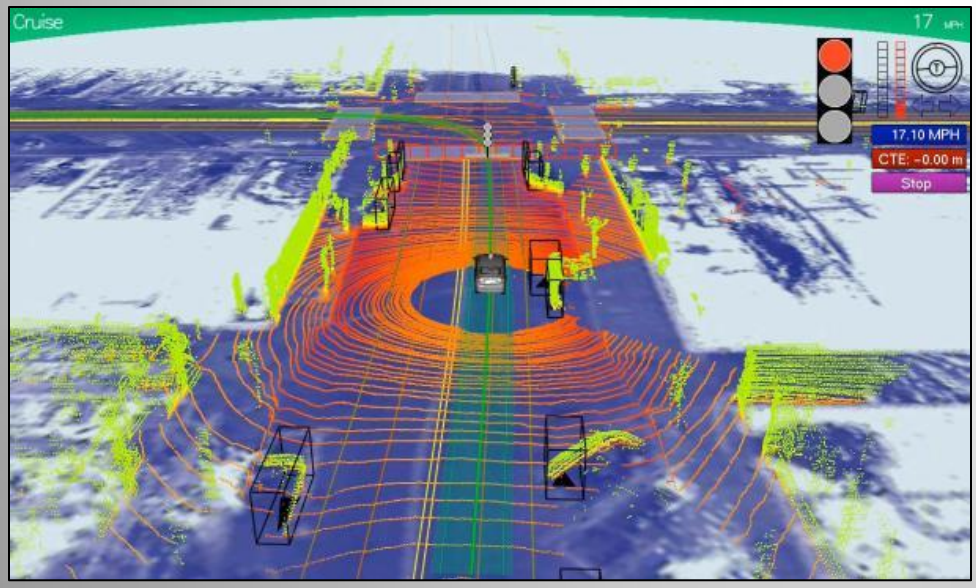




Google Car







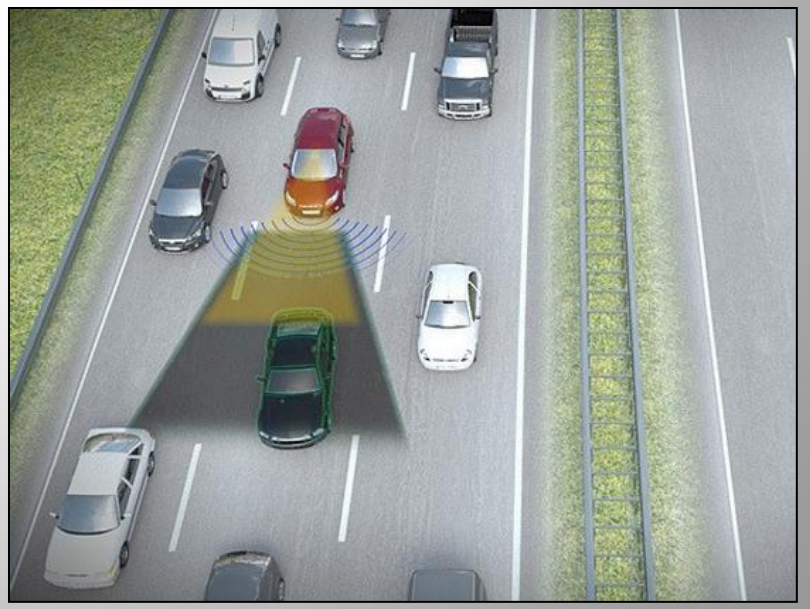
High Tech Safety Features Available on Vehicles Now

- **Lane departure warning systems** - Designed to help prevent head-on collisions or running off to the right, sensors around the vehicle determine if you leave your lane, a light flashes and a high-pitched beep sounds
- **Enhanced visibility** – Infrared night vision, adaptive headlights
- **Rearview camera –** makes it easier to see people or objects behind you



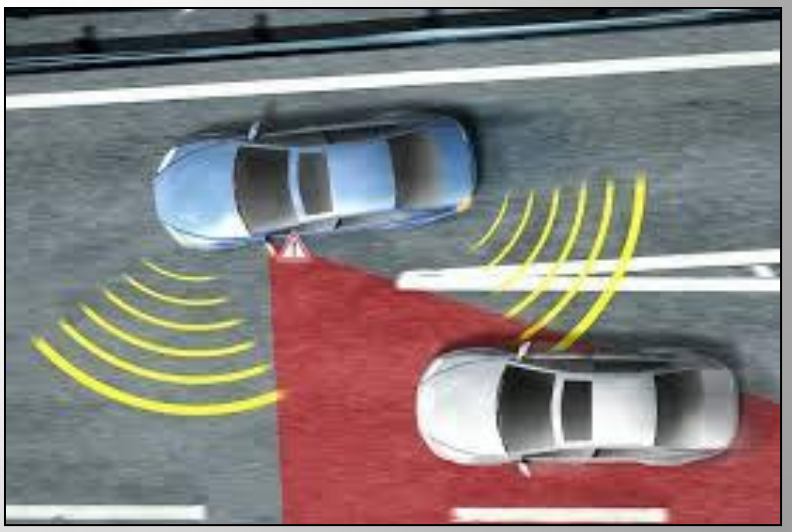
High Tech Safety Features Available on Vehicles Now

- **Forward collision avoidance system -** system warns drivers with visual or auditory clues, if they're about to run into something. Systems can pre-charge brakes, move the passenger seat back, position headrests to help avoid whiplash, and apply partial or full brakes.
- **Automatic braking** – system brakes the car to prevent a collision or lessen the impact with whatever is ahead



High Tech Safety Features Available On Vehicles Now

- **Reverse backup sensors** – helps alert you if you're about to collide with something while backing
- **Sideview assist -** When a car is in your blind spot, sensors on the rear bumper can alert you with a light in your side mirror.
- **Parking assist** - feature detects the size of the parking space, guides you into the starting position, and then allows you to completely take your hands off the wheel while the computer backs the vehicle into place



High Tech Safety Features Available on Vehicles Now

- **Electronic stability control -** helps correct a swerving vehicle by applying brakes on individual wheels, giving drivers a chance to regain control.
- **Air bag systems -** Since 2006, all passenger vehicles have been made with Advanced Frontal Airbag Systems, which can automatically detect the size and position of the passenger and the severity of the crash to vary the force with which the air bags inflate.



Autonomous Vehicles

- Autonomous vehicles (AVs) are being tested on the road
- Nevada, California and Florida have taken steps to allow and regulate AVs
- Volvo, Toyota, Ford, General Motors Volkswagen, Nissan and Google are working on bringing them to the mass market in a few years

Technology Used in Self-Driving Car

- Sensors are used to "see 360º around the vehicle and sample data points thousands of times per second"
- Tracks the movements of vehicles in the traffic stream better than a human driver and can react more quickly
- "Self-driving cars have the potential to eliminate virtually all driver error and most auto crashes"

Benefits of a Self-Driving Car

- Self-driving cars could improve allow older citizens and those with disabilities to enjoy a level of mobility equal to those able bodied
- Self-driving cars could relieve persons who are impaired (drugs and alcohol) from driving as well as those that are drowsy and distracted
- Self-driving cars would allow for increased productivity by sending goods and passengers without a driver.
- Self-driving cars would allow time spent in travel to be used for work, recreation, study and sleep.

Plattooning of Vehicles



Only driver is in the lead vehicle

NHTSA Levels of Vehicle Automation

- NHTSA defines five levels of vehicle automation:
  - No-Automation (Level 0)
  - Function-specific Automation (Level 1)
  - Combined Function Automation (Level 2)
  - Limited Self-Driving Automation (Level 3)
  - Full Self-Driving Automation (Level 4)

No-Automation (Level 0)

- The driver is in complete and sole control of the primary vehicle controls at all times.
- Includes brake, steering, throttle, and motive power.

Function-specific Automation (Level 1)

- At this level, driver has overall control.
- Involves one or more automated control functions operating independent of each other.
- Driver can choose to cede limited authority over primary control.
- Examples include *electronic stability control (ESC)* or *pre-charged brakes*, where the vehicle automatically assists with braking to enable the driver to regain control of the vehicle or stop faster than possible by acting alone.

Combined Function Automation (Level 2)

- This level, driver has shared control. Driver is available at all times to take control as needed.
- Involves automation of at least two primary control functions designed to work in unison to relieve the driver of control of those functions.
- An example of combined functions enabling a Level 2 system is *adaptive cruise control* in combination with *lane centering*.

Limited Self-Driving Automation (Level 3)

- Vehicles at this level of automation enable the driver:
  - to cede full control of all safety-critical functions under certain traffic or environmental conditions and in those conditions.
  - to rely heavily on the vehicle to monitor for changes in those conditions requiring transition back to driver control.
- The driver is expected to be available for occasional control with sufficiently comfortable transition time.
- The Google car is an example of limited self-driving automation.

Full Self-Driving Automation (Level 4)

- The vehicle is designed and responsible to perform all safety-critical driving functions and monitor roadway conditions for an entire trip.
- At this level, the driver will provide destination or navigation input, but is not expected to be available for control at any time during a trip.
- This includes both occupied and unoccupied vehicles.

NHTSA Recommendations

- Ensure Transitioning from Self-Driving Mode to Driver Control is Safe, Simple, and Timely
- Test Vehicles Have the Capability of Detecting, Recording, and Informing the Driver of System Malfunction
- Installation and Operation of Technologies Does not Disable any Federally Required Safety Features or Systems
- Test Vehicles Record Information about the Status of the Automated Control Technologies in the Event of a Crash or Loss of Vehicle Control
- States should not authorize use of self-driving vehicles for purposes other than testing at this time.

Moller Skycar w/Vertical Takeoff & Landing









Terrafugia Transition Flying Car





Street Legal, one minute conversion, vertical take-off and landing



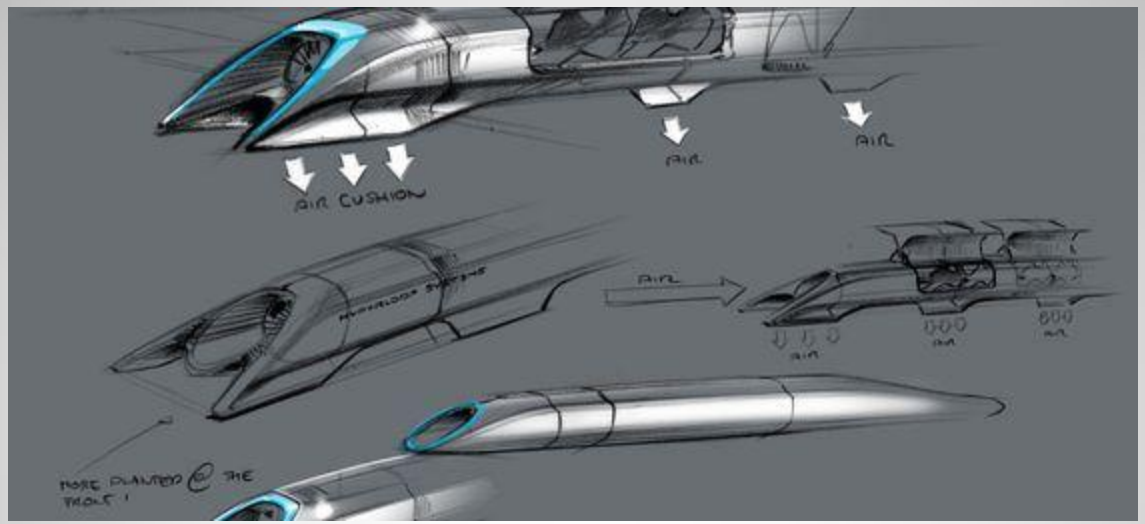
Slovakian-Based Aeromobil 2.5

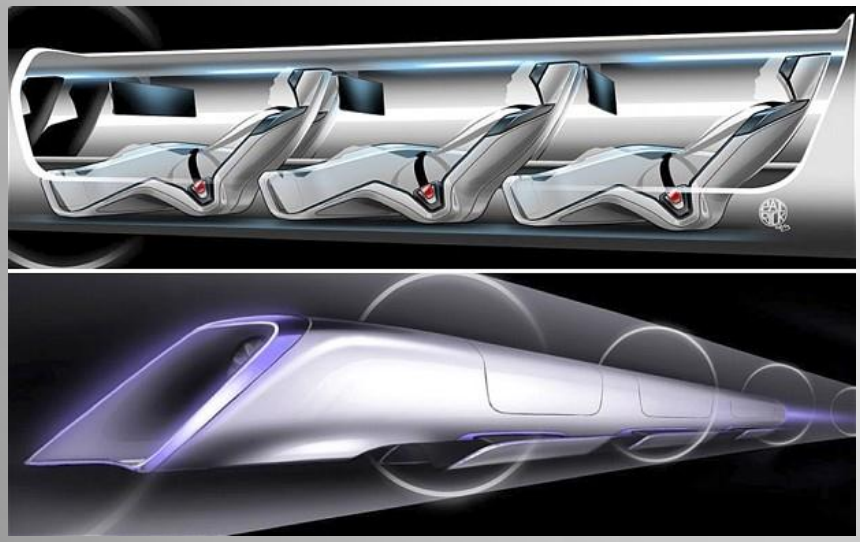




Requires a short straight pavement for a runway. Uses regular unleaded gas.

Hyperloop





Project by Elon Musk, Owner of Tesla Automotive. Theoretical Mode of Travel Using a Tube to Travel as Fast as 700 mph.

CarInsurance.Com Survey

- If computers control the vehicles, they could sense and anticipate road conditions.
- 20% of the licensed drivers surveyed said they would never take the wheel again if a self-driving autonomous car were available.
- 34% said an 80% discount on car insurance rates would probably persuade them to own an autonomous vehicle and 90% said they would at least consider the idea.

CarInsurance.com Survey

- An Eno Center for Transportation study found 90% of all driving accidents are caused by operator error.
- Autonomous vehicles could overcome driver error, alcohol, drugs, inexperience, speeding, and weather conditions, helping to reduce the number of accidents, injuries, death and economic loss.

CarInsurance.Com Survey

- What would you do with your spare time while commuting if your vehicle could drive itself?
  - 26% - Text/talk with friends
  - 21% - Enjoy the scenery or watch the road
  - 21% - Read
  - 10% - Sleep
  - 8% - Watch Movies
  - 7% - Play Games
  - 7% - Work

CarInsurance.Com Survey

- Who would you trust most to deliver autonomous-car technology?

  1% - Communications Co, i.e. Sprint or Verizon

  12% - Consumer Products Co, i.e. Apple or Samsung

  15% - Software Company, i.e. Microsoft

  18% - Start-up Automaker, i.e. Tesla

  54% - Traditional Automaker, i.e. Honda, Ford, GM

What is ITE's Role to Accommodate Connected and Autonomous Vehicles

1. ITE Members will be impacted and need to be educated. Basic engineering and planning guidebooks and standards will require updating.
2. ITE must collaborate with the auto industry and equipment manufacturers, software and system developers.
3. Connected vehicles will need data on traffic signal phasing & timing, traffic control & parking regulations, work zones and special events/conditions.
4. What changes are needed in infrastructure for driverless vehicles? How will maintenance be impacted?
5. What are the impacts on travel characteristics and safety for all modes of transportation?

Implications for the Transportation Engineering Profession

- Platooning – Special lanes with additional space for those joining or leaving the platoon
- Loading, Unloading and Parking – Self-parking vehicles may change number, size and location of curb spaces
- Rules of the Road – How will we regulate speed limits with the mix of self-driving and manually driven vehicles
- Regional Traffic Volumes – Congestion patterns will change with fully autonomous vehicles that can preposition themselves where and when needed
- Goods Movement and Public Transportation – More queuing space may be needed as driverless vehicles wait to be unloaded or loaded. Individual auto ownership will change.

Role of ITE and It's Members

- The rapid development of Autonomous Vehicles creates a sense of urgency for the transportation engineering profession
- ITE needs to become actively engaged in dialogues and partnerships
- Stakeholders include software and systems developers, auto manufacturers, and regulatory bodies

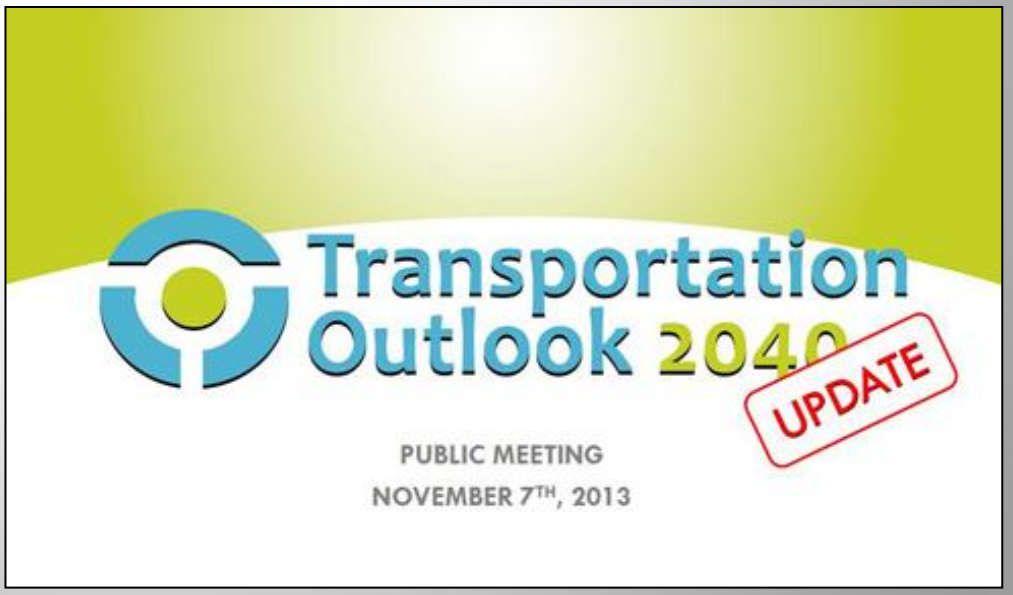
Predictions – Todd Litman

- Auto manufacturers will continue to add automated safety features to vehicles, high end vehicles first, then evolving features to become standard.
- Autonomous vehicles will have only modest impacts for the foreseeable future.
- There will be a long period of time when vehicles will need to be dual mode.
- It will be 2040's or 2050's for middle income families to afford an autonomous vehicle and longer for lower income households. Traffic will be mixed during this time.

(MARC) Transportation Outlook Update 2040/Community Questionaire

Please rate the importance of the following goals:

- Accessibility
- Climate Change and Energy Use
- Economic Vitality
- Environment
- Placemaking
- Public Health
- Safety & Security
- System Condition
- System Performance



Sources of Information

- "*The Evolution of Connected Vehicle Technology: From Smart Drivers to Smart Cars to . . . Self- Driving Cars*", Siva R. K. Narla, ITE Journal, July 2013 http://www.ite.org/membersonly/itejournal/pdf/2013/JB13GA22.pdf
- "*The Revolutionary Development of Self-Driving Vehicles and Implications for the Transportation Engineering Profession*", Jerome M. Lutin, Alain L. Kornhauser, and Eva Lerner-Lam, ITE Journal, July 2013 http://www.ite.org/membersonly/itejournal/pdf/2013/JB13GA28.pdf

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- "*Implications of Connected and Autonomous Vehicles*", Summary of Rountable Discussion at ITE Annual Meeting, Boston, MA, August, 2013 http://beaubienengineering.com/2013/08/implications-of-connected-and-autonomous-vehicles/
- "*Autonomous Vehicle Implementation Predictions, Implications for Transport Planning*", Todd Litman, Victoria Transport Policy Institute, November 4, 2013 http://www.vtpi.org/avip.pdf (Full Report)