



# INSTITUTE OF TRANSPORTATION ENGINEERS

## SOUTHERN CALIFORNIA SECTION

# NEWSLETTER

2022, Issue No. 1

First Quarter 2022

## President's Message

*Dina Saleh, LA Metro*



Hello ITE Southern California Members,

Welcome to the first Newsletter of 2022! The ITE SoCal Board has ramped up planning efforts for the Membership to enjoy for the year. The 2022 elected Board is as follows:

**Dina Saleh** – President, **Marc Violett** – Vice President, **Saly Heng** – Secretary, **Jason Xu** – Treasurer and **Ed**

**Alegre** – Past President and Section Representative.

In 2021 the Board introduced innovative strategies to the Membership that we intend to continue, with the support of all of you. The reality is that we are over two years into the Pandemic, and we are figuring out what the “new normal” looks like. Although, the Section has been active through unprecedented times keeping Members involved in transportation news. For 2022, the Board strives to focus on Section Membership by bringing back in-person engagements while leveraging our “new” virtual skills. We look forward to continuing Section traditions while creating a “forward-thinking space” for our Members.

In January, the Section hosted a training session on pedestrian and bicycle detection included discussion about the new Caltrans requirement of touchless accessible pedestrian systems (APS), available mobile phone apps and ADA compliance as part of the ITE SoCal Training Series. Thank you to **Liz Aziz** from Polara for your informative presentation given to the 66 attendees at this virtual event.

The coveted ITE SoCal Student Traffic Bowl was hosted virtually by the USC Student Chapter in February. The 2022 Traffic Bowl had about 40 attendees featuring a friendly, Jeopardy-style game among our local Student Chapters of UC Irvine, CSU Fullerton, Cal Poly Pomona, UCLA, and USC. Congratulations to the UC Irvine Student Chapter on their first-place victory! A large thank you to our Student Liaisons, **Emilio Murga** and **Joceline Suhaimi**, for all their hard work on this event; it would not have been such a success without you. I would like to also thank our sponsor for the event, **Michael Baker International**. We look forward to our next student event in May.

March was right around the corner when ITE SoCal partnered with ITE San Diego, Riverside San Bernardino ITE, ITE Central California and ITE Central Coast in a great five-section meeting. The meeting had around 90 attendees and featured **Sameera Rao** from the City of San Diego speaking about “Spaces as Places – Creating Safe Outdoor Places for a Post Pandemic World.” I would like to thank **NDS** for their sponsorship of the March meeting.

Lastly, thank you to our Newsletter sponsors for this issue: **NDS**, **Western Systems**, **HNTB**, and **Iteris**. Your sponsorship helps our Section continue to provide worthwhile content.

I look forward to this calendar year and seeing all of you! The Board and Chairs take pride in all the events and materials that the SoCal Section organizes. Please see the calendar at the end of this newsletter for a look-a-head at the year.

Regards,  
Dina Saleh, ITE SoCal President

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**ITE Southern California Section**

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

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LA Metro



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**Brief Look Ahead**

- ❖ Friday, April 20, California Infrastructure Symposium at the War Memorial and Performing Arts Center in San Francisco: [Information](#)
- ❖ Sunday, June 26 to Wednesday, June 29, Western District Annual Meeting in Palm Springs: [Information](#)
- ❖ Sunday, July 31 to Wednesday, August 3, International Annual Meeting & Exhibit in New Orleans: [Information](#)

**Newsletter Schedule**

David M. Schwegel, PE, Co-Newsletter Editor  
(Phelps Engineering Services, Inc)

The Quarterly Newsletter is an excellent opportunity to expand and showcase your technical knowledge before a large audience of top-notch Transportation Planning & Engineering professions. To submit articles or offer suggestions on article topics, please email Saly Heng at [sheng0589@gmail.com](mailto:sheng0589@gmail.com), Angelo Pastelin at [angelo.pastelin@kimley-horn.com](mailto:angelo.pastelin@kimley-horn.com), or David Schwegel at [davidmschwegel1@gmail.com](mailto:davidmschwegel1@gmail.com). Please be sure to provide your content by the content deadline.

Here is the projected schedule for the rest of Calendar Year 2022:

Quarter	Content Deadline	Approximate Publication Date
2	Friday, June 24, 11:59 pm	Thurs June 30
3	Friday, Sept 23, 11:59 pm	Thurs Sept 29
4	Friday Dec 9, 11:59 pm	Thurs Dec 15

For suggestions on Section activities including webinar topics, please email SoCal Section President Dina Saleh at [salehd@metro.net](mailto:salehd@metro.net).

**Social Media Discussion Questions**

**Editor’s Note:** To make our quarterly Section Newsletters more interactive and encourage more participation on the Section’s LinkedIn page, here are the discussion questions for this issue. Section Members are encouraged to weigh in on these and other discussions.

1. What did you find most intriguing about the APS Presentation?

2. If you were asked to submit a Traffic Bowl Question, what would it be?
3. If you were asked to Repurpose a Parking Lot for Another Use, what would it be?
4. Which Finding on “The Technical Brief on Working from Home” do you find most intriguing?
5. If you were asked to Prepare a Transportation Impact Study for a “Pro-Status Quo/Anti-Change” Audience, what would you include?

**ADA Technologies – Jan 2022 Training**

Bryan Luong, PE (City of Pasadena DOT)

On January 19, 2022, SoCal ITE hosted its first event for 2022: a virtual training session on Americans with Disabilities Act (ADA) technologies to learn about touchless push buttons Caltrans is adopting different accessible pedestrian signal (APS) push button types, and new apps are available for both bicyclists and pedestrians.

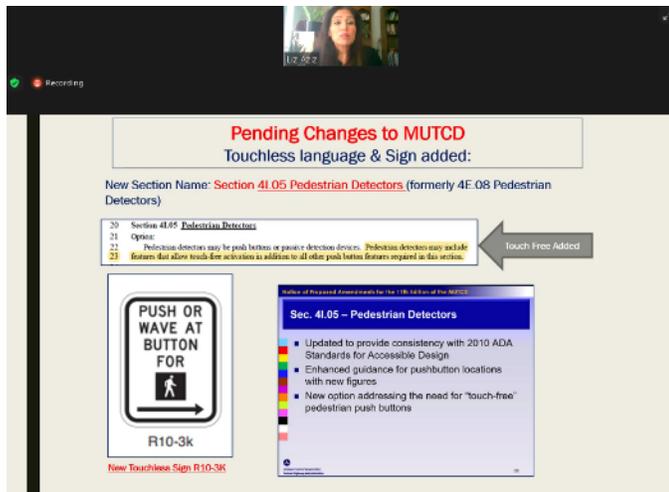


This is the Title Slide at the January 2022 Meeting. (Photo Credit: Bryan Luong)

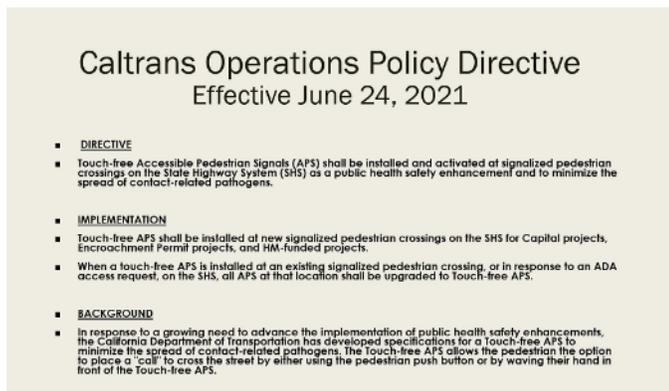
Liz Aziz, Western Region Sales Manager for Polara, was the speaker for the event. Ms. Aziz has been in the industry since 2014. In collaboration with Lighthouse for the Blind and Visually Impaired, Polara created a video describing APS equipment and how it works: [APS YouTube Video](#). APS devices are 12” rectangular devices at traffic signals that are user-activated and extend visual cues to other sensory and audible tones. Pedestrians use the buttons and tones to feel the raised arrow, note the vibrations, and hear the sounds. Microphones in the APS monitor sound and vary the volume and types of tones for the user.

COVID-19 has changed the scene within past two years, and Polara now offers touchless pedestrian push buttons. However, there has been pushback from visually impaired advocacy groups as impaired individuals may not be aware of a touchless button being available to them when located at an intersection. These touchless push buttons can move forward with

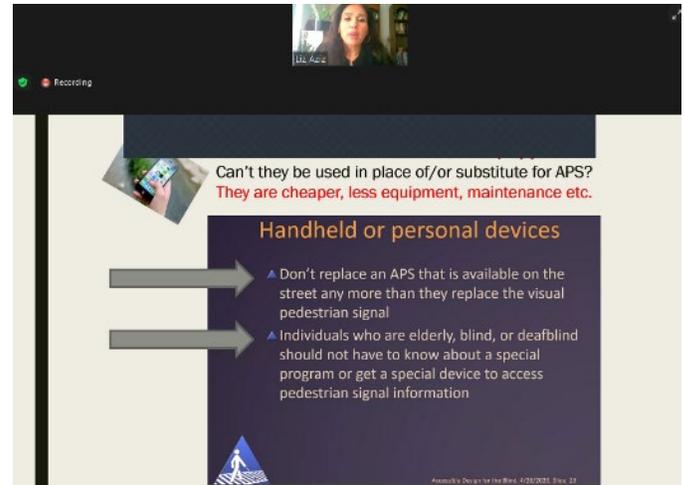
having both touchless and touch capabilities to service all users. This allows traffic agencies to operate their regular timing systems and not feel compromised by public health concerns with shared surfaces. As a result, there are now pending changes to the MUTCD, where touchless language and signs are being added to Section 4I.05 Pedestrian Detectors. Effective June 24, 2021, Caltrans's new operations policy directive states touch-free APS shall be installed and activated at signalized pedestrian crossings on the State Highway System (SHS).



This is an overview of how the APS System fits into the Pending Changes to the MUTCD (Manual on Uniform Traffic Control Devices). (Photo Credit: Bryan Luong)



This is the Caltrans Operations Policy Directive on Touch-free Accessible Pedestrian Signals (APS's) that took effect on June 24, 2021. (Photo Credit: Bryan Luong)



This slide explains why handheld or personal devices cannot be used in place of or a substitute for Accessible Pedestrian Signals (APS's). (Photo Credit: Bryan Luong)

Polara has also been working on pedestrian connectivity applications, which involve using pedestrians' smart phones to communicate to vehicles for protection when crossing the highway. Apps can scan for and communicate with pedestrian signals, which allows the user to actuate pedestrian crossings and detect vehicles. Visual impairment groups have reached out to Polara to develop PedApp™, which has many functionalities for individuals, but does not completely replace the APS systems at an intersection.



This slide explains how APS Systems are related to the Americans with Disabilities Act (ADA) and the associated Federal Regulations that govern their use. (Photo Credit: Bryan Luong)

**Preparation for ITE Traffic Bowl**  
*ITE Student Chapter at UC Irvine*

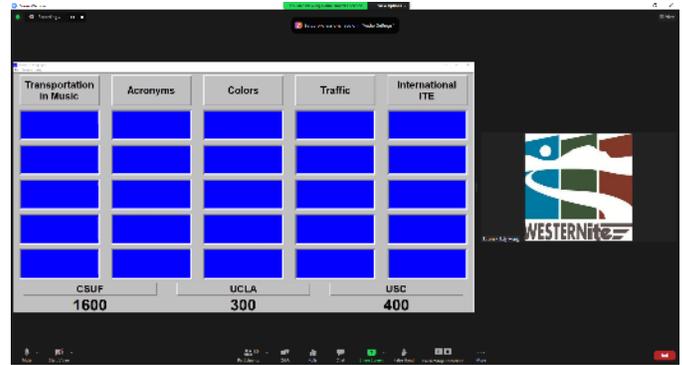
Our UCI ITE student chapter is very proud of the excellent work our members did during the 2022 ITE Traffic Bowl. After winning last year's competition, we felt the pressure to step up our game for this year. We spent many hours holding mock competitions in preparation and learning all we could about the transportation field. By the time of the big day, we felt confident in our ability, but as the game started our confidence began to waiver as the score was nearly tied. It was only thanks to the quick thinking of our team on some questions related to air travel, that we were able to climb back into the lead and bring the win back home.



*This is the UC Irvine Student Chapter at a signalized intersection with all students "staying safe" by wearing their masks. (Photo Credit: UC Irvine)*

**ITE SoCal Student Traffic Bowl Competition - Feb 2022**  
*Marcel Kurniwan, PE (Advantec Consulting)*

On Saturday, February 26, 2022, SoCal ITE virtually hosted the annual Traffic Bowl, where five Southern California Universities (Cal Poly Pomona, Cal State Fullerton, UC Irvine, UCLA, and USC) competed in a "Jeopardy-style" tournament with traffic and transportation-related questions and answers. This year's tournament setup included two opening rounds and one final round, each with traditional Jeopardy Daily Doubles and answering in the form of a question. The first opening round was between Cal State Fullerton, UCLA, and USC, with Cal State Fullerton winning this initial round with 1,600 points.



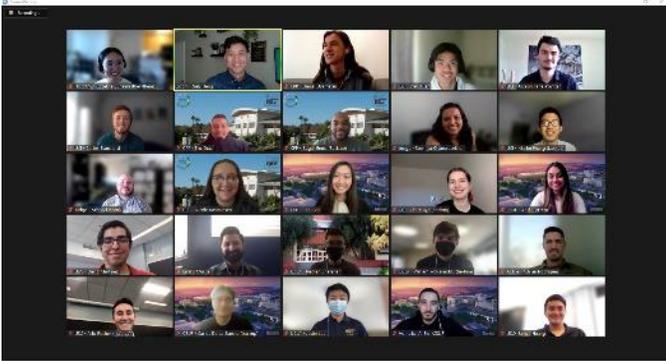
*This is the blank Jeopardy-Style Scoreboard that was used at the Traffic Bowl. (Photo Credit: Marcel Kurniwan)*

The second opening round was between Cal Poly Pomona and UC Irvine, with UC Irvine narrowly winning with 2,300 points.



*This is the Scoreboard part way into the Traffic Bowl with Cal Poly Pomona (CPP) and UC Irvine (UCI) tied at 1,500 points. (Photo Credit: Marcel Kurniwan)*

After tackling subjects including the MUTCD, ADA, and alternate modes of transportation, and a challenging Final Jeopardy regarding a roundabout in Swindon, UK; UC Irvine came out on top against Cal State Fullerton in the final round with 1,800 points. This now marks UC Irvine's second win in a row. Congratulations to UC Irvine and thank you to all the students for their hard work this year!

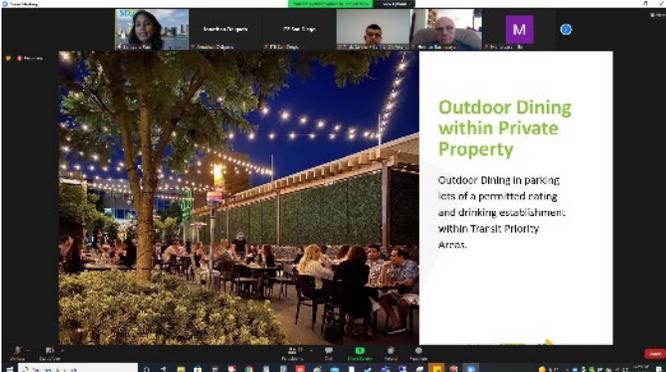


*Special thanks to the students, professionals, and event sponsor for a successful and exciting 2022 Traffic Bowl. (Photo Credit: Marcel Kurniawan)*

USC was this year’s Traffic Bowl host university, and Michael Baker International was the event sponsor. Thank you to all the judges this year, which included Sowmya Chandrasekhar (SoCal ITE), Michael Plotnik (OCTEC), and Adrian Rodriguez (OCTEC). Also, thank you to SoCal ITE’s Student Chapter Liaisons, Emilio Murga and Joceline Suhaimi, for organizing another successful Traffic Bowl, with special thanks to Joceline for serving as Master of Ceremonies (MC) this year!

**“Spaces as Places” – March Joint Meeting**  
*Jonathan Delgado, PE (Advantec Consulting Engineers)*

The March 2022 Joint Meeting between ITE SoCal, RSBITE, ITE San Diego Section, ITE Central California Section, and ITE Central Coast Section was held virtually on Wednesday, March 23<sup>rd</sup>. The keynote presentation was provided by Sameera Rao, the Project Manager from the City of San Diego Planning Department. Her was titled “Spaces as Places – Creating Safe Outdoor Places for a Post Pandemic World.”



*This is the slide on “Outdoor Dining within Private Property” showing how a portion of selected parking lots within Transit Priority Areas (TPA’s) were repurposed for outdoor dining. (Photo Credit: Jonathan Delgado)*

As part of the City of San Diego Planning Department, Sameera detailed that since January 2021, many multi-discipline internal working group meetings have been held to increase communication and improve the process of creating safe outdoor places for restaurants and other businesses. In July 2020, as the pandemic entered its fourth month, Temporary Outdoor Business Operations (TOBO) were established, allowing for businesses like restaurants to have outdoor dining in existing parking spaces along city streets. A year later, TOBO were extended. In the fall of 2021, as both citizens and business owners praised the TOBO, it was decided that permanent future regulations would be created to allow these TOBO to operate on a long-lasting basis. These TOBO include promenades, “streetaries”, sidewalk cafes, and active sidewalks. As part of the timeline, public outreach, a public hearing process, and city council approval took place, so that all stakeholders involved would have a say in which regulations would be established.

The Spaces as Places has greatly improved San Diego’s outdoor experience by activating streets and creating thriving public spaces, creating wider sidewalks, allowing for a variety of uses including outdoor dining, allowing for the creation of bicycle and pedestrian friendly streets, and ensuring compatibility with surrounding land uses. They have also allowed for the creation of “streetaries”, outdoor spaces created in former parking spaces that serve as an extension of a restaurant. Sameera then detailed the location requirements, location restrictions, design requirements, and operational requirements of “streetaries”. These include having adequate fire safety and emergency access, ADA accessibility, and storm water compliance.

Next Sameera discussed active sidewalks, which are an extension of the curb into the parking lane to allow for a variety of activities, such as outdoor dining, recreation (e.g., park, garden, live outdoor performance area), and enjoyable public interaction. She then detailed the location requirements, operational requirements, and design requirements of active sidewalks. Afterwards, she talked about outdoor dining within private property and promenades. Such promenades are less common. These promenades are essentially partial or complete street closure to automobile traffic to encourage active transportation uses such as biking, walking, outdoor dining, recreation, and further enjoyable public interaction. Finally, she discussed the fee structure for “streetaries”, which include an exclusive use fee that is determined by the square footage utilized, as well as the climate equity index access that would be implemented. Sameera concluded the presentation by noting that these Spaces as Places will greatly benefit not only the businesses, but the City of San Diego as well. At least

50% of the surplus funds will be used to support and create outdoor dining areas within traditionally disadvantaged neighborhoods. The remaining revenue would be utilized towards other Citywide public ROW improvements.

The next SoCal ITE event will be an in-person technical tour in the month of April. In May of this year, the Student Chapter Night with the Orange County Traffic Engineering Council (OCTEC) will be held. Details for the Student Chapter Night are forthcoming, as the conditions of the pandemic will dictate whether the event is held in person or virtually.

### **Redefining Traffic Engineering to Encourage New Housing in "The Silver State"**

*David M. Schwegel, PE (Phelps Engineering Services, Inc)*

Both the [Economic Development Authority of Western Nevada \(EDAWN\)](#) and the [Churchill Fallon Economic Development Authority](#) have been working diligently to bring high-technology jobs to Northwestern Nevada. Among the successes of their collaborative effort are the [Tahoe Reno Industrial Center \(TRIC\)](#) and the [Fallon Naval Air Station](#). TRIC, the world's largest industrial park, has been sufficiently successful that a second TRIC is under consideration in Fernley (approximately 30 miles northeast of Reno on Interstate 80) under the name TRI-II.

However, unlike TRIC, TRI-II will also include residential elements to reduce vehicle miles traveled (VMT) and address the uneven distribution of modern quality housing throughout Northwestern Nevada. At one end of the spectrum is Fernley with an Income to Median Listing Home Price Ratio (IP Ratio) of 0.17, which is tied with Clovis, California as having the highest IP Ratio in the entire Northern California Mega-Region (NorCal Mega-Region). This NorCal Mega Region consists of the Fresno/Clovis area, the Bay Area, the Silicon Valley, the Sacramento Valley, the Reno/Sparks Area, Fernley, Fallon, and all cities in-between. Fernley is quickly seeing housing trends resembling Clovis, namely a highly sought after location to rent or purchase a 3,000 to 4,000 square-foot home with a lower rental risk of "gentrification" (lower income renters being displaced by rapidly rising rents).



*With a population of around 22,000, one of the challenges that Fernley faces is the creation of new infrastructure before the adoption of published national standards. This Roundabout at the intersection of State Route 828 (Farm District Road) and Main Street was constructed before the introduction of modern roundabout standards. Consequently, it lacks the "free flowing characteristics" of more modern roundabouts such as those in Reno and Incline Village. Specifically, it has only a one-lane instead of a two-lane circle; the right turn bypass lanes are set too far away from the circle; the right turns into the circle are way too acute (sharp); and large trucks such as the WB-67 vehicle have difficulty navigating both the acute right turn and the relatively constrained circle. (Photo Credit: Google Earth)*

At the other end of the spectrum are the Cities of Reno, Sparks, and Carson City, all with IP Ratios of around 0.11. This is great for homeowners in the area with Reno home values increasing 21 percent just in the past year. However, it is a challenge for renters moving into the area, as they are at a relatively high risk of experiencing "gentrification". Reno has successfully rebranded itself from a "gambling town", to a "gateway destination" to high-tech jobs and world-class recreation opportunities. Numerous high-rise condominiums are under construction in downtown Reno, with failed casino resorts such as Harrah's and The Virginian being repurposed as housing.

Fallon, approximately 30 miles east of Fernley on US-50/US-50A, and approximately 63 miles northeast of Reno has a population of just over 8,000 people and an IP Ratio of 0.15. It also boasts an exciting, yet "somewhat closed" community culture.



This is the Southern Gateway into Fallon on northbound US-95. On the one hand, Fallon's branding as "The Oasis of Nevada" attracts a large number of investors and tourists alike in "The Silver State" of Nevada which receives less rainfall than any other US state. On the other hand, the next major cities to the east on US-50 and south on US-95 are hundreds of miles away. Nevada is also unusual in that it does not have an Interstate Freeway connecting its major population centers leaving drivers to navigate narrow and winding two-lane roads near interesting locations such as Area 51 where there is an "Alien Café" on the east side of the highway. Interstate 11 is completed through Las Vegas and under construction southeast toward Phoenix. The next stage of Interstate 11 will be construction from Las Vegas to the northwest where the preferred alignment is through Fallon with an Interchange with Interstate 80 north of Fallon. (Photo Credit: David Schwegel)

Fallon is among the cities that honors the US Airforce. The Fallon Naval Air Station is among the region's largest employers.



The Fallon Naval Air Station is located southeast of the Fallon City Center. A significant increase in employment

is projected as the US Air Force plans to begin manufacturing a new F-18 Fighter Jet. Due to the lack of modern high-quality housing in the immediate Fallon Vicinity, many Naval Air Station employees are forced to commute for hours from cities like Reno, Sparks, and Carson City, where modern quality housing is more abundant. (Photo Credit: Google Earth)



Many Fallon Naval Air Station Employees come up from San Diego, which has an abundance of top-notch condominiums such as this one – Worldmark at Oceanside. Yet Fallon has seen almost no new additions to its multi-family housing inventory over the past three decades. (Photo Credit: Worldmark by Wyndham)



Typical single-family detached housing in Fallon is "1950's Farmhouse" style lacking more modern amenities that are characteristic of typical San Diego housing. (Photo Credit: Google Earth)

While efforts are currently underway to promote the introduction of state-of-the-art mixed-use communities like [Riverstone](#) and [Tesoro Viejo](#), and state-of-the-art single-family detached housing communities on large lots surrounding acres of open space like [Hidden Valley Community Association](#) into the Greater Fallon Vicinity,

such promoters frequently encounter “nay-sayers” who exclaim to promoters “point-blank” on “listening tours” that “Those types of developments will not go over well at all!” The community is characterized as “anti-change” and “pro-status quo,” posing a threat to attracting the high-tech workforce needed to sustain the Economic Development Authorities’ collaborative efforts to continue to bring numerous high-tech jobs to Northwestern Nevada where the availability of developable land is extremely scarce.

What this means for Transportation Planners and Traffic Engineers writing Transportation Impact Studies (TIS’s), preparing PowerPoint presentations, and conducting Synchro simulations for proposed development projects in the Greater Fallon Vicinity is this. Such work products must go beyond the traditional Level of Service (LOS) and Traffic Simulation content in order to really convince residents and stakeholders alike of how such projects significantly enhance the livability and economic prosperity of the community as a whole.

Specifically, such TIS reports and PowerPoint presentations would need to include discussions on the VMT (Vehicle Miles Traveled) Reduction implications of the development project, given the scarcity of developable land, and the fact that the VMT metric that went into effect in California on July 1, 2020, has still not taken effect in Nevada as of yet.

Additionally, such TIS reports and PowerPoint presentations should compare the infrastructure costs of [Transit Oriented Developments](#) (TOD’s) versus traditional developments that often require numerous roadway expansion elements that force developers to develop high-end housing to offset the high traffic impact mitigation fees and measures; only to find out that the demand is for lower to middle-end housing and that agencies cannot afford to maintain such robust infrastructure additions. Fallon currently has a rail line running through it, and opportunities for TOD’s are currently being explored.

The Cascadia Mega-Region poses an interesting comparison of the cost of adding one northbound and one southbound lane to a freeway versus adding a modern state-of-the-art 250-mile-per-hour Ultra-High-Speed Rail System. One northbound and one southbound lane to the 276-mile segment of Interstate 5 through the State of Washington would cost 108 billion dollars and would only fill up with traffic once built – a phenomenon called “Induced Travel Demand”. Interstate 405 over Sepulveda Pass in Los Angeles County is a product of a multi-billion-dollar investment that only saved motorists around seven seconds as motorists “ditched transit for the more personalized private automobile mode of travel”. By contrast, a state-of-the-art Ultra-High-Speed Rail System along the [Cascadia Innovation Corridor](#) (Eugene OR – Portland OR- Tacoma WA- Seattle WA – Bellingham WA – Surrey BC – Vancouver BC) would cost around \$42 billion, carry the passenger equivalent of a 12-lane freeway with airports at either end, and generate around \$355 billion in economic returns.

Additionally, such TIS reports and PowerPoint presentations would need to sell investors on the need to invest in innovative residential and mixed-use projects. Traffic has significant economic implications as roadway and aviation congestion costs American taxpayers upwards of 160 billion dollars annually; and roadway crashes cost American taxpayers upwards of 300 billion dollars annually. Specifically, such TIS reports and PowerPoint presentations should note the current IP Ratio, and what the development project means for improving on the IP Ratio, bringing a larger quality workforce to the region, and boosting the financial viability of the nearby businesses. Specifically, construction of a multi-family residential development with around 500 dwelling units within walking distance of the Fallon Walmart would significantly boost business from both customers walking into the store to select items for purchase and those who have already ordered their merchandise online and walk or take their Neighborhood Electric Vehicle (NEV) to the store to pick up their merchandise.

# 2022 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS  
SOUTHERN CALIFORNIA SECTION



<p><b>JANUARY</b></p> <p><b>ADA Technologies Virtual Training</b> <b>Jan 19, 2022</b> 11:30 AM</p> <p>Virtual</p>	<p><b>FEBRUARY</b></p> <p><b>ITE SoCal Student Traffic Bowl</b> <b>Feb 26, 2022</b> 11:00 AM</p> <p>Hosted by USC Virtual</p>	<p><b>MARCH</b></p> <p><b>“Spaces and Places” Joint Meeting with RSBITE, ITE San Diego, &amp; ITE Central Coast</b> <b>March 23, 2022</b> 12:00 PM</p> <p>Virtual</p>
<p><b>APRIL</b></p> <p><b>Technical Tour (TBD)</b></p> <p>In-Person</p>	<p><b>MAY</b></p> <p><b>Student Night with OCTEC</b> <b>May 12, 2022</b> 5:00 PM</p> <p><i>Knott’s Berry Farm Hotel Buena Park, CA</i></p>	<p><b>JUNE</b></p> <p><b>Joint Meeting with ITS-CA</b> <b>June 22, 2022</b> 12:00 PM</p> <p>In-Person - TBD</p>
<p><b>JULY</b></p> <p><b>No Meeting</b></p> <p>Virtual Training</p> <p>Virtual</p>	<p><b>AUGUST</b></p> <p><b>No Meeting</b></p> <p>Professional Development Social Event</p> <p>In-Person</p>	<p><b>SEPTEMBER</b></p> <p><b>Section Meeting Equity Series</b> <b>September 21, 2022</b> 12:00 PM</p> <p><i>To Be Determined</i></p>
<p><b>OCTOBER</b></p> <p><b>Joint Meeting with OCTEC</b> <b>October 27, 2022</b> 12:00 PM</p> <p><i>To Be Determined</i></p>	<p><b>NOVEMBER</b></p> <p><b>Section Business Meeting</b> <b>November 16, 2022</b> 12:00 PM</p> <p><i>To Be Determined</i></p>	<p><b>DECEMBER</b></p> <p><b>Holiday Mixer with OCTEC and ITS-CA</b> <b>December 8, 2022</b> 5:00 PM</p> <p>In-Person</p>

NOTE: Locations and information is subject to change. Last Updated – 3/23/2022.

# ClearGuide™

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**UNUSUAL CONGESTION:**  
This route 10% slower than  
previous month

Signal maintenance  
required

Improve Arrivals on Green by  
10% with offset optimization

**INCIDENT:**  
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Causing 10 Mins of Delay

**CONSTRUCTION DETOUR ROUTE:**  
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