



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2022, Issue No. 3

Third Quarter 2022

President's Message

Dina Saleh, LA Metro



Hello ITE Southern California Members,

I hope you've all had an enjoyable summer! The SoCal Section Board spent the summer planning activities for the Section for the rest of the 2022 calendar year.

Thanks to our Events Coordinator, **Alicia Yang**, for planning our **Summer Mixer** at Rock and Brews in Buena Park back in August. It was a great evening with around 30 people catching up and enjoying food and drinks. Thanks to **Western Systems** for sponsoring this event.

In September, the Section hosted a meeting as part of our annual Equity Webinar series. The meeting had around 80 attendees and featured a panel on "Equity in Local Transportation Projects." Speakers included **Richard Berger** (Engineering Project Manager, Town of Apple Valley) and **Paul Van Dyk** (Traffic Engineer, City of Long Beach). You will find the presentation slides on the ITE SoCal website if you'd like to learn more. I would like to thank **CDM Smith** for their sponsorship of the September meeting.

Our next event will be our annual joint in-person luncheon with OCTEC (Orange County Traffic Engineering Council) at the OC Mining Company on October 27th. Please be on the lookout for more information.

Coming up this month, we will be having our annual **ITE SoCal Elections for the 2023 Board of Officers**.

Lastly, thank you to our Newsletter sponsors for this issue: **NDS**, **HNTB**, **Iteris**, **AGA**, **Western Systems**, **Michael Baker**, and **EtherWAN**. Your sponsorship helps our Section continue to provide worthwhile content. Please look at the calendar for the remaining events of this year. I look forward to seeing you all at our upcoming in-person events.

Regards,
Dina Saleh, ITE SoCal President

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Brief Look Ahead 2022

- ❖ Thursday, October 27, ITE SoCal Joint Meeting with the Orange County Traffic Engineers Council (OCTEC).
- ❖ Wednesday, November 16, ITE SoCal Annual Business Meeting: Discuss highlights from Fiscal Year 2022. Elect Officers and Appoint Chairs for Fiscal Year 2023. [ITE SoCal](#)
- ❖ Thursday, December 8, Holiday Mixer with OCTEC, RSBITE ITS-CA

Brief Look Ahead 2023

- ❖ Sunday, August 13 to Wednesday, August 16 2023, ITE International & Western District Annual Meeting & Exhibition, Oregon Convention Center, Portland, Oregon. [ITE Western District](#), [ITE International](#)

2022-2023 Newsletter Schedule

David M. Schwegel, PE, Co-Newsletter Editor (US High-Speed Rail Association)

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, Angelo Pastelin at angelo.pastelin@kimley-horn.com, or David Schwegel at davidmschwegel1@gmail.com. Please be sure to provide your content by the content deadline.

Here is the projected schedule for the rest of Calendar Years 2022 and 2023:

Quarter	Content Deadline	Approximate Publication Date
2022		
4	Friday Dec 16, 11:59 pm	Thurs Dec 22
2023		
1	Friday, Mar 24, 11:59 pm	Thurs Mar 30
2	Friday, June 23, 11:59 pm	Thurs June 29
3	Friday, Sept 22, 11:59 pm	Thurs Sept 28
4	Friday, Dec 15, 11:59 pm	Thurs Dec 21

For suggestions on Section activities including webinar topics, please email SoCal Section President Dina Saleh at salehd@metro.net.

USC ITE Attends 2022 ITE Annual Meeting & Exhibition in New Orleans

James Huang, Student Chapter President (USC ITE)

This past August, seven representatives (one faculty advisor and six students) from the USC ITE Student Chapter attended the 2022 ITE International Annual Meeting and Exhibition in New Orleans, Louisiana. During the three-day conference, these students networked with many professionals within the Transportation Planning & Traffic Engineering (TP&TE) field. Additionally, they participated in the plenary sessions featuring keynote speakers such as **Deputy Secretary of Transportation, Polly Trottenberg**, and **Louisiana Secretary of Transportation, Dr. Shawn Wilson**. Students **James Huang** and **Zhexian Li**, presented on "The Future of Mobility", while **Timothy Labounko** presented on "The connection between the design of LA Metro's rail stations and the impact to the level of crime occurring at these stations".

The USC ITE delegation, pictured below, accomplished much in New Orleans, and enjoyed the opportunity to network with students and professionals in the TP&TE Industry.



The 2022 ITE International Annual Meeting attendees from the USC chapter included, (from left to right), Faculty Advisor Professor Eric Shen, and Students Arlo Fischer, Timothy Labounko, Ryan Zapata, James Huang, Zhexian Li, and Emilio Gonzalez. (Photo Credit: USC ITE)

ITE Student Chapter Mixer

Emilio Murga, EIT, Student Liaison Co-Chair (Willdan Associates)

On the evening of Thursday, September 29th, the ITE SoCal Student Chapters met for a mixer. The event took place at the Downtown Los Angeles offices of the event's gracious sponsor, Kimley-Horn. Students from USC ITE, UCLA ITE, UCI ITE, and Cal State Fullerton ITE enjoyed the evening view of Downtown Los Angeles from

Kimley-Horn's conference room while also enjoying a meal provided by the sponsor. Additionally, during the mixer, students discussed the Traffic Bowl, Student Presentation Night, scholarship opportunities, the upcoming Western District Student Leadership Summit in 2023, and the new Student Webinar Series.

The next event will be the Student Webinar Series. It will feature 2 ITE SoCal Student Chapters presenting in a virtual setting to the other students on topics such as STEM (Science, Technology, Engineering, Mathematics) outreach, improving resumes, winning at the traffic bowl, and writing a student chapter report. The first Student Webinar Series takes place on Wednesday, November 2nd.



Students from Cal State Fullerton ITE, UCI ITE, UCLA ITE, and USC ITE meet with Student Liaison Co-Chair, Emilio J. Murga at the Student Chapter Mixer (Photo Credit: USC ITE Student Chapter)

ITE SoCal Summer Mixer at Rock & Brews
Bryan Luong, PE, ITE SoCal Scribe (Caltrans District 12 – Orange County)

After a brief break from events during the summer, ITE SoCal returned to host its Summer Mixer at Rock & Brews Restaurant in Buena Park on Thursday, August 25, 2022. Western Systems was this event's sponsor. Over 30 people, including both students and professionals, attended to catch up on jobs, projects, and milestones over drinks, pizzas, and appetizers. **ITE SoCal Section Secretary Saly Heng** welcomed both familiar and new faces to the event to kickstart a new year's worth of in-person and virtual events.



ITE SoCal Secretary, Saly Heng, providing welcome and thank you to the attendees. (Photo Credit: Bryan Luong)



(Photo Credit: Bryan Luong)



Some attendees stay late to engage in deep philosophical discussions.

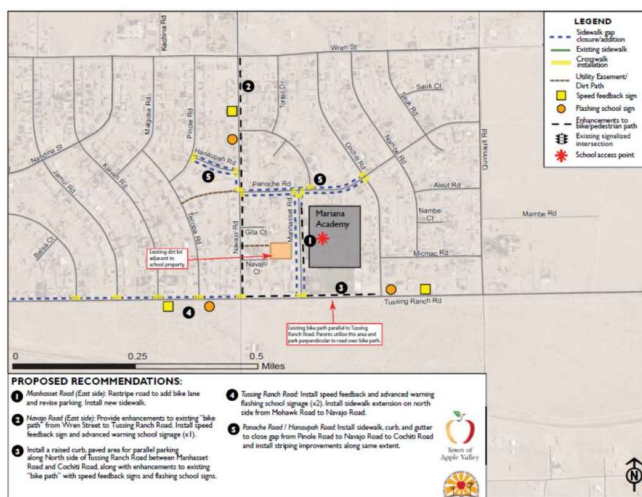
ITE SoCal September 2022 Scribe Report

Bryan Luong, ITE SoCal Scribe (Caltrans District 12 – Orange County)

ITE SoCal continued its Equity Series with its September Meeting. This meeting took place on September 28, 2022, and the technical meeting featured informative presenters from the Town of Apple Valley and City of Long Beach. These presenters provided an overview of their ongoing equitable projects within their respective agencies.

ITE SoCal President Dina Saleh welcomed the Section back to its first after-summer meeting. Ms. Saleh provided a Section update on upcoming events, as well as called for a “moment of silence” to recognize the recent and sudden passing of **Carl Hickman, City Traffic Engineer for the City of Long Beach**.

Our first speaker was **Richard Berger, Engineering Project Manager for the Town of Apple Valley**. Mr. Berger shared the rich history of Apple Valley and its recent population boom. Primarily, Apple Valley is characterized as a town without curbs, gutters, and sidewalks. Specifically, Rich spoke on the various pedestrian and bicycle improvements throughout the town, particularly around its local schools. Securing grant funding, and embracing strong public engagement were the two “keys to success”. These projects serve as a model for the Town of Apple Valley to build on the pedestrian and bicycle connectivity between educational institutions and local business district hubs. Apple Valley plans to continue such improvements at many more locations throughout town.



Project improvements recommendation map for Mariana Academy in Town of Apple Valley. (Photo Credit: Rich Berger)

Pivoting from the “Desert Oasis” to the “Beach Cities”, **Paul Van Dyk, Traffic Engineer for City of Long Beach** enlightened the audience on the City’s move to evaluating bias in transportation projects. This is accomplished using demographic data. Such data is obtained not just through residential mapping, but also crash data reports. The City of Long Beach is actively planning and constructing numerous mobility improvements. One upcoming project is the Artesia Great Boulevard Project located within the northern “Uptown” area. This Complete Streets project includes new gateway monuments, protected bike lanes, enhanced pedestrian wayfinding, and landscaping to revitalize the neighborhood’s business district.



Street character sketch of City of Long Beach’s Artesia Great Boulevard Project. (Photo Credit: City of Long Beach)

Thank you again to our speakers, the 70+ attendees, and our sponsor, **CDM Smith**, for making this virtual meeting a success!

SB 922: Sidestepping CEQA for the "Greater Good"

Jonathan Delgado, PE (Advantec Consulting Engineers)

CEQA History:

The California Environmental Quality Act (CEQA) is a well-known policy of environmental protection for the state of California. It was signed into law by Governor Ronald Reagan in 1970. Under CEQA, local and state agencies must analyze all the necessary environmental impacts of proposed projects and make them known to the public. In addition, they must adopt as many measures as necessary to mitigate those impacts. Environmental protection is the number one priority of this policy. However, in recent years, CEQA has been criticized for preventing and delaying new developments from taking place. This is especially true in transportation. Specifically, CEQA has been used to "hamper" new bicycle (such as the San Francisco Bicycle Master Plan), light rail, pedestrian, and bus rapid transit (BRT) projects from taking place – all sustainable transportation projects that reduce the amount of greenhouse gas emissions (GHGs) produced by motor vehicles on the road.

COVID-19 Effect:

However, COVID-19 changed perspectives by underscoring the value of examining congestion and pollution reduction through a different lens. Specifically, many professionals were not allowed to work in the office and instead had to work remotely, thereby significantly reducing the number of vehicle trips on the roadways and the associated GHGs produced from such trips. Many of these professionals were inspired to think differently about how to reduce congestion and pollution.

SB 288 (Exemption of Sustainable Transportation Projects):

Among these inspired professionals is Senator Scott Wiener (D-San Francisco), who introduced Senate Bill 288 (SB 288) that was signed into law by Governor Gavin Newsome at the end of the 2020 legislative session. Specifically, Senate Bill 288 (SB 288) amends CEQA and streamlines the environmental review process for sustainable transportation projects. Through SB 288, such projects were exempted from CEQA review as categorical exemptions, pushing them to be approved by state and local agencies at a much faster rate without being delayed by CEQA. SB 288 designated such types of projects as crucial to expediting the planning, design, and implementation of sustainable transportation alternatives and relevant infrastructure,

thereby making it easier for passengers to use sustainable transit statewide.

SB 922 (Exemption Thru 2029):

While SB 922 was signed into law in 2020 and made the lives of transportation planners and engineers much easier within the public and private sectors alike, it was originally slated to expire at the end of 2022. Thus, only two years' worth of projects would have been able to be constructed during this time. Senator Scott Wiener stepped in again, introducing a new bill – Senate Bill 922 (SB 922) – that would continue to allow sustainable transportation projects to be categorically exempt until the end of 2029. Per Senator Wiener, *"Increasing sustainable transportation options – like biking, walking, and public transit – is incredibly important when it comes to reducing carbon emissions and fighting climate change. SB 922 continues our work to make it easier to build these projects more quickly and at lower cost and will get people out of their cars."* SB 922 was introduced as part of the 2022 legislative session and was passed in the Senate on a vote of 30-3, then sending it to California Governor Newsom's desk. It was then signed by Governor Newsom on October 1, 2022.

SB 922 Sponsorship:

SB 922 is cosponsored by LA Metro (Los Angeles County Metropolitan Transportation Authority), SPUR (San Francisco Planning and Urban Renewal), the Silicon Valley Leadership Group (SVLG), Bay Area Council Economic Institute (BACEI), and the California Transit Association (CTA). Cities, counties, and other local transit and transportation authorities will be able to continue reducing the costs and approval time of sustainable transportation projects.

SB 922 Requirements:

Such Sustainable Transportation Projects must meet at least one of the following requirements per Chapter 987 of SB 922:

1. Make streets safer for walking and biking.
2. Speed up bus service on streets.
3. Make it possible to run bus service on highways (FF: freeway flyer).
4. Expand carpooling options.
5. Build new or modernize existing light rail stations.
6. Support parking policies that reduce drive-alone trips and congestion.
7. Improve wayfinding for people using transit, biking, or walking.

SB 922 Extra Mile:

SB 922 goes even further than the previous bill, SB 288, by working to ensure that projects provided with a

categorical exemption are not creating any deleterious ("causing harm or damage" per the Oxford Dictionary) impacts "in any way, shape, or form". These projects also must be located within the existing public right of way. They may not add new automobile capacity. They may not demolish affordable housing. Finally, they must either use a skilled and trained workforce or have a project labor agreement in place.

SB 288 relative to SB 922:

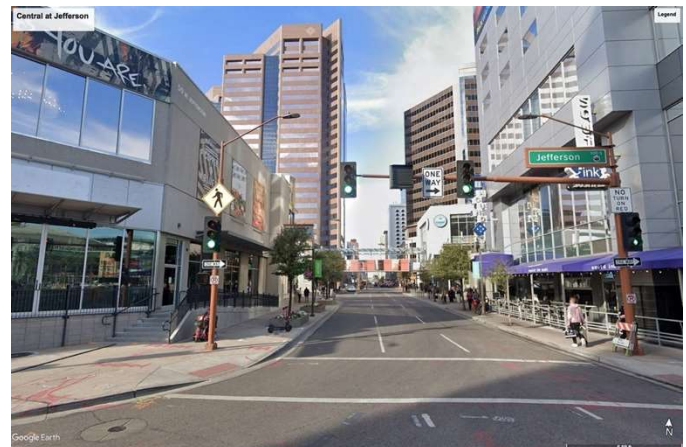
To address climate change and environmental concerns, SB 922 is a must. In the past, many organizations have prevented projects from being constructed or even publicly discussed due to CEQA. In fact, the San Francisco Bicycle Master Plan was held up in CEQA-related litigation for at least seven years. They have misused CEQA and instead of taking environmental concerns into account, they use this statewide policy to block any projects that they disliked. SB 922, like its predecessor SB 288, makes it much easier for sustainable transportation projects that make a great positive impact to be created, publicly discussed, and then implemented. Both local agencies and multimodal transit users will benefit from biking, walking, and taking the bus or light rail to their destinations, reducing congestion and greenhouse gas emissions in the process.

A Profile on a US Metropolitan Area that has Highly Regarded Transportation Infrastructure

David M. Schwegel, PE (US High-Speed Rail Association)

A trip was recently taken to Phoenix, Arizona, and surrounding cities such as Tempe, Arizona where Arizona State University (ASU) is located. This was done in connection with the presentation on Traffic Engineering to the Arizona Tech Board. Among the interests in driving to Phoenix and in and around Phoenix stemmed from three observations:

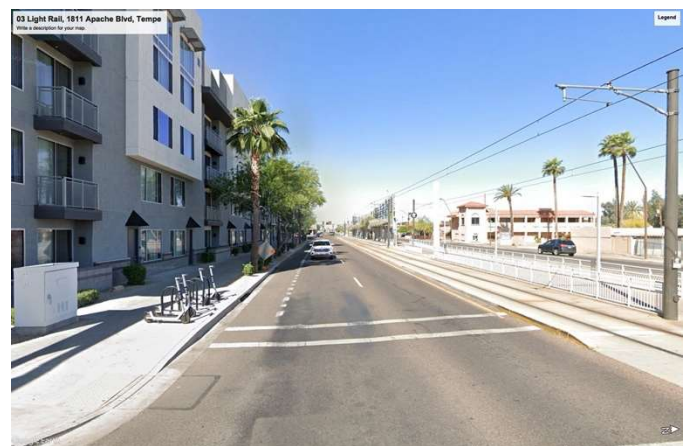
- (1) Metropolitan Phoenix has one of the most modern freeway systems in the nation.
- (2) The Phoenix/Maricopa County Valley Metro has a high-quality design manual on Light Rail Systems that was referenced extensively in the Northern California Connected Corridors Study that was prepared for the California High-Speed Rail Authority.
- (3) Phoenix's high rate of population growth poses unique challenges on effectively balancing the expansion of the freeway system versus offering more transit options.



This is Central Avenue at Jefferson Street in Downtown Phoenix. (Photo Credit: Google Earth)



This is Interstate 10 in downtown Phoenix just west of Deck Park. (Photo Credit: Google Earth)



This is the Light Rail Station at 1911 Apache Boulevard in Tempe. Arizona State University is in Tempe. (Photo Credit: Google Earth)

An Update on the State of the Practice of Traffic Engineering in California and the United States

David M. Schwegel, PE (US High-Speed Rail Association)

California's PE Licensing System:

Unique to only California, the state has a three-category licensing system for Professional Engineer (PE):

- Practice Act:
Allows practice or offering of practice as a Civil, Electrical, or Mechanical Engineer.
- Title Act:
Allows use of title as a Agricultural, Chemical, Control Systems, Fire Protection, Industrial, Metallurgical, Nuclear, Petroleum, or Traffic Engineer.
- Title Authority:
Indicates greater proficiency as a Structural or Geotechnical Engineer in a sub-branch of Civil Engineering.

Civil/Transportation vs Traffic Engineering:

According to the California Board for Professional Engineers, Land Surveyors, and Geologists (CA BPELSG), Civil/Transportation refers to those items that are permanently attached to the roadway, namely curb, gutter, sidewalk, paving, drainage, erosion control, etc. Traffic refers to those items that are not permanently attached to the roadway, namely signing, striping, streetlighting, signals, interconnection, traffic operations centers, etc.

Discussions on Elevating Traffic from Title to Practice:

Discussions have been underway for the past two decades on evaluating the benefits and drawbacks of elevating Traffic Engineering Registration in

California from Title Protection Only to Regulated Practice.

Registered Traffic Engineers of America (RTEA):

Approximately 20 years ago, the Registered Traffic Engineers of America (RTEA) was formed under the leadership of Walter Okitsu that represented professionals in support of such an upgrade. RTEA was formed under the larger umbrella organization of the California Legislative Council for Professional Engineers (CLCPE). Specifically, CLCPE includes professional engineering associations that represent the engineering profession in general such as the National Society of Professional Engineers (NSPE) as well as societies specific to the Title Acts recommended for upgrade to Practice in the Institute of Social Research Study (ISR) at California State University Sacramento (CSUS).

Recommendation from the ISR Study as Adopted by CA BPELSG:

This ISR Study noted that there is merit in upgrading all Title Acts in California from Title to Practice to optimize the "protection of the health, safety, and welfare" of the public. The California Board for Professional Engineers, Land Surveyors & Geologists (CA BPELSG) adopted this recommendation in November 2002 shortly after the report was released.

Massachusetts and Oregon:

To-date only Massachusetts and Oregon license Traffic Engineers as a Regulated Practice. Massachusetts relied on NCEES to proctor a Traffic specific 8-hour examination, which no longer offered. Currently, Massachusetts continues to license Traffic Engineers through "comity" (reciprocity) with California and Oregon.

The Oregon State Board of Examiners for Engineering and Surveying (OSBEELS) prepares its own licensing exam and reciprocates (accepts a passing score) with California.

2022 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



JANUARY ADA Technologies Virtual Training Jan 19, 2022 11:30 AM Virtual	FEBRUARY ITE SoCal Student Traffic Bowl Feb 26, 2022 11:00 AM Hosted by USC Virtual	MARCH “Spaces and Places” Joint Meeting with RSBITE, ITE San Diego, & ITE Central Coast March 23, 2022 12:00 PM Virtual
APRIL Pasadena TMC Tour & Happy Hour April 29, 2022 2:00PM <i>Pasadena City Hall</i>	MAY Student Night with OCTEC May 12, 2022 5:30 PM <i>Knott’s Berry Farm Hotel Buena Park, CA</i>	JUNE Joint Meeting with ITS-CA June 22, 2022 12:00 PM <i>Almansor Court Alhambra, CA</i>
JULY No Events Mid-Year Board Meeting	AUGUST Summer Mixer August 25, 2022 6:00 PM <i>Rock & Brews Buena Park, CA</i>	SEPTEMBER Section Meeting Equity Series September 28, 2022 12:00 PM Virtual
OCTOBER Joint Meeting with OCTEC October 27, 2022 11:30AM <i>Orange County Mining Restaurant Orange, CA</i>	NOVEMBER Section Business Meeting November 16, 2022 12:00 PM <i>To Be Determined</i>	DECEMBER Holiday Mixer with OCTEC and ITS-CA December 8, 2022 5:00 PM In-Person

NOTE: Locations and information is subject to change. Last Updated – 7/1/2022.



OCTEC

Orange County Traffic Engineering Council

October Joint Meeting

**October 27, 2022
11:30AM to 1:30PM**

Orange County Mining Restaurant
10000 S Crawford Canyon Rd
Orange, CA 92705

“OC Streetcar Update”

Presenters:

Ross Lew, P.E., Sr. Program Manager, Highway Programs, OCTA
Cleve Cleveland, Project Manager, OC Streetcar, OCTA

REGISTRATION ENDS ON 10/24 at 5:00pm

Registration through Eventbrite:

<https://www.eventbrite.com/e/octecite-socal-oct-2022-luncheon-and-joint-meeting-tickets-435648565587>

Registration:

OCTEC or ITE Member \$25 | Students \$10

For Questions, please contact:

Dina Saleh - President, ITE SoCal Section SalehD@metro.net

Ryan Calad - President, OCTEC ryan.calad@mbakerintl.com

Lunch is Sponsored By:

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SHIRJEEL MUHAMMAD, MS, PE

As a past Board member for the RSBITE section, I served a year as a Treasurer of the section. I worked with the Board to adapt a policy to be thrift with the available budget and avoid any unnecessary expense to the section. I made sure that every penny was accounted for and at the end of each quarter, the reconciliation produces Zero negative. I had a great year with Budget surplus at year's end to hand over to the next Treasurer. We were able to donate some funds towards the ITE Student Endowment account and sponsored gifts for Student Annual Project Presentation. I will make sure that the SoCal section benefits from my experience in the past and use the funds in a most beneficial way for our section members.



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