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Welcome to 2021! While I would be happy to see 2020 in the rearview mirror, I don't think we should relegate it to the archives yet. The creativity and resilience of humanity is evident in the way we continue to offer services, deliver goods, and assist neighbors. Leadership thrives in adversity and overcoming obstacles, and there are lessons and triumphs from 2020 that will make us better professionals. It's fortuitous that this year marks the first year of our latest ITE Strategic Plan, and I'd like to draw attention to the four value statements: Technical Excellence, Community, Making a Difference, and Diversity and Inclusion. These values drove the goal and action development and will help frame the continued pandemic response.

I've primarily been telecommuting for the last nine months, watching an embarrassing number of grocery, Amazon, and loungewear deliveries arrive regularly. Though the reports conflict on whether large companies are divesting of or investing in office space, it is likely that the frequency and duration of office workers' commutes will alter. The abrupt change seems like a huge opportunity to employ decades of accumulated transportation wisdom with new data sources and computing power to help re-envision communities. It means transportation professionals must lead right-of-way reallocation in places where transportation needs have changed.

My telecommute habits also highlight the fact that some neighbors can't choose to stay home—grocery store employees, roadway maintenance teams, warehouse workers, and many more. The transportation systems I no longer regularly need are still essential to others. The dichotomy is an illustration of the need for leaders to be vulnerable. Acceptance that perspectives and experiences differ allows designs based on need and context rather than familiarity. Further, it allows the transfer of decision-making to those who live with the design.

Consider why do we do this work. While it is particularly satisfying to complete a tidy corridor synchronization, the larger purpose is what feeds our passion. Fewer stops lessen emissions for improved health impacts; reduced travel times allow more access to jobs within a certain radius. Reduced trip duration on a bus makes the mode more comparable with auto. In the big picture, our choices as transportation professionals can create more jobs, mobility, and economic advances. I suspect many of us rarely consider the amount of influence we have on the world. Rather than rote application of standards and practices, we apply judgement to determine the most appropriate design. And if the manuals and standards no longer meet our communities’ needs, we can update them.

Similarly, we can influence someone's experience within ITE. A simple hello can make the difference between someone attending one meeting or participating in many. It may be uncomfortable to talk to a stranger, but as leaders, it is imperative. Ask for opinions. Give the new recruit a role. Leadership is knowing that your term will end, and someone else must be ready and willing to take your place. Without a steady stream of new, engaged participants, the organization will stagnate.

As an eternal optimist, I'm certain that 2021 will see many positive transportation developments, especially if we live our values. Yield your influence, widen your perspective, and challenge yourself. Say hello. By doing so, we can lead ITE and the transportation profession into the future.
Navigating a New Future

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Keeping it Fresh

One of the challenges for any organization is not stagnating or relying on past successes. For all of the bad that came out of 2020, one positive outcome was that it forced us to rethink many of our accepted ways of doing business. For ITE this largely meant going virtual—from our headquarters operations to our International Board Meetings; to our District, Section, and Chapter events and our Annual Meeting; to our new, unstructured Virtual Drop-In Sessions.

In 2021, we are hoping to transition back into a more normal operating environment, but we are also committed to embracing innovations that will provide new opportunities to engage and bringing forward new products and services (see page 27 for more on “What’s New” in 2021). I wanted to share some of the highlights with you. This year, we are taking two of our most successful leadership development activities online. Our Leadership-ITE program kicks off this month and has been reimagined for virtual delivery, attracting a strong class of 28 participants who are taking advantage of reduced time away from the office and family and no travel costs. For student members, we are collaborating with 15 universities from around the world in delivering a first-ever Virtual Student Leadership Summit, February 19-20, 2021.

To shine a brighter light on our young leaders we will be initiating a new recognition program—ITE Young Leaders to Follow. This effort will integrate our existing District Rising Stars program and identify a group of 20 ITE members, under the age of 35, who are already shaping ITE at the International, District, Section, or Chapter level. Nominations are open through March 15, 2021. The 2021 ITE Young Leaders to Follow will be announced in May.

The first-ever Virtual Technical Conference on Innovative Intersections and Streets will be held March 23-24. This two-day event led by our Councils and Committees is designed for practitioners interested in learning about the latest innovations. On July 18-21, we will gather together in Portland, OR, USA for the ITE Joint International and Mountain and Western Districts Annual Meeting and Exhibition. We are working with these two Districts to create a compelling technical program with a western flair. Our theme is “Navigating a New Future.” On October 31-November 3, we will host the National Rural ITS Conference in Raleigh, NC, USA, showcasing the latest technologies and practices for rural areas and small communities.

Building off our successful 2020 Micromobility Challenge, we will hold a new “sandbox” competition focusing on Vision Zero. Professional and student teams will be challenged to use automated traffic conflict data to develop a new methodology for evaluating intersection safety. We also have the ITE video competition on how Transportation Transforms Communities. ITE members will vote online for the winning team, and the first-place video will debut at the ITE Annual Meeting. Key technical products in 2021 include an updated Traffic Signal Maintenance Guide, the Multi-Modal Traffic Impact Analysis Recommended Practice, and the 11th Edition of the Trip Generation Manual.

I think we are all looking forward to a better 2021. ITE is working hard to bring you a wide range of new and reimagined products and services. As always, you can reach me on Twitter: @JeffPaniatiITE or on the ITE e-Community.

Jeffrey F. Paniati, P.E. (F)
Executive Director and Chief Executive Officer
ITE Virtual Student Leadership Summit
February 19-20, 2021

For the first time, transportation students from 15 universities from around the world are collaborating to organize a one of a kind event featuring sessions on career development, leadership, technology, competitions, and socials—all for students.

An Opening Session will feature a panel on Purposeful Leadership: Becoming a Leader Who Positively Influences Communities, Companies, and the Profession.

Additional sessions include and are not limited to:
- AI and Transportation Technology
- What You Need to Know (Before You Graduate!)
- Leadership: What It Means to You, Why It’s Important to Develop Leadership Skills, and How ITE Helps Develop Leaders
- Incorporating Sustainability in Transportation Infrastructure and Planning
- Equity and Transportation – What Does it Mean and How You Can Affect Equity
- Driving Simulation from Research to Reality

Registration is $10 for student members, $25 for professional members, and $50 for non-members. All registration fees will go towards supporting the ITE Diversity Scholars Program.

For more details and to register, go to www.ite.org/virtualsls.
EXECUTIVE COMMITTEE

Alyssa A. Rodriguez, P.E., PTOE (F)
*International President*

Alyssa Rodriguez serves as the director of Information Technology for the City of Henderson, NV, USA. Henderson is a full-service city of more than 320,000 residents located in the southeast corner of the Las Vegas Valley in Nevada. Alyssa has a diverse employment history including municipal engineering, consulting, and academia. Her background includes a wide variety of transportation engineering and planning projects including complete streets design, traffic impact studies, traffic signal design, travel demand modeling, maintenance management and asset management systems, safe routes to school, fleet management, and GIS applications. Recent work in smart cities and transportation technology led to the role in information technology. She is a Professional Engineer registered in the states of Nevada and California. A proud Montana State University (MSU) Bobcat, Alyssa received both her bachelor’s and master’s degrees in civil engineering from MSU and volunteered with the Alumni Foundation. Alyssa’s participation with ITE includes leadership roles at the International, District, Section, Chapter, and Student Chapter level.

Beverly Thompson Kuhn, Ph.D., P.E., PMP (F)
*International Vice President*

Beverly Kuhn serves as division head and research fellow for the Texas A&M Transportation Institute (TTI). During her more than 30 years at TTI, Beverly has developed diverse and extensive experience in the conduct and delivery of cutting-edge research results for the transportation community, primarily in the areas of transportation systems management and operations. She is a Professional Engineer in the state of Texas and holds bachelor of science and master of engineering degrees in Civil Engineering from Texas A&M University and a Ph.D. in Civil Engineering from the Pennsylvania State University. Beverly’s participation with ITE includes leadership roles with the Coordinating Council, the Traffic Engineering Council, and at the Section level as well. She also serves on the Diversity & Inclusion Committee and Smart Communities Committee, and serves as the ITE appointee to the National Operations Center of Excellence Technical Advisory Committee. She was awarded the Theodore M. Matson Memorial Award by ITE in 2018.

Ransford S. McCourt, P.E., PTOE (F)
*Immediate Past President*

Randy McCourt has been actively involved in transportation engineering and planning as a Principal of DKS Associates for more than 40 years. He retired in the past year and has been active in numerous ITE initiatives. These include pedestrian crossing duty of care, COVID-19 impacts on data and studies, and supporting ITE District visioning. His background on major projects in the west is extensive, including the Embarcadero Freeway replacement; Alaskan Way Viaduct Partnership; light rail projects in Portland, OR, Seattle, WA, San Francisco, CA, Sacramento, CA, Dallas, TX, and San Diego, CA; and active traffic management technology on I-5, I-90, SR 520, OR 217, and I-80. Randy helped manage one of the first Transportation System Plans in Oregon that addressed all modes of travel that was approved at local, regional, and state levels. He is a graduate of Oregon State University (civil engineering) and the University of California, Berkeley (transportation engineering). Randy has been engaged in ITE his entire career, having served at all levels including Technical Committees, Councils, Sections (San Francisco Bay Area, Oregon), Western District, International Board, and now as a member of the International Executive Committee. Randy has authored numerous ITE publications and papers including *Parking Generation* and chapters of the *Traffic Engineering Handbook* and *Traffic Control Devices Handbook*. He has been involved with the National Committee on Uniform Traffic Control Devices since 2007 and has chaired and participated in task force activities in several areas, including dynamic message signs, LED, BRT, parking signs, site roadways open to public travel, speed limits, and most recently on automated enforcement.
Jen Malzer, M.Sc., Peng. (F)  
**Canadian District**

Jen Malzer works in the Livable Streets Division of the City of Calgary in Alberta, Canada. As a transportation engineer, her current focus is on supporting pedestrians, reimagining traffic calming, and integrating tactical urbanism principles throughout the entire organization. Jen is also exploring new ways municipalities can engage with community members of alleges for fast, meaningful change using shared decision-making. She was awarded the Sustainable Urban Transportation award for this work in 2017 by the Transportation Association of Canada. Jen is a long-time ITE member and has proudly served ITE at the District, Section, and Student Chapter levels. She is also a graduate of the 2018 class of LeadershipITE where her group explored the future of the ITE Trip Generation Manual. She is also the current chair of the Women of ITE subcommittee. Jen is a two-time graduate from the University of Manitoba where she studied heavy truck fuel consumption with support from FHWA. She is committed to mentoring new professionals and supporting students including teaching The Transit City for four years at the University of Calgary. Outside of work, Jen loves to travel and head outdoors with her husband; son, Scott, and their rescue dog, Chubby.

Andrew Velasquez, P.E., PTOE (M)  
**Florida Puerto Rico District**

Andrew Velasquez has been involved in transportation engineering and planning for the past 25 years. He currently serves as the AECOM program manager for the Planning and Traffic Engineering group within Florida's Turnpike Enterprise. Florida's Turnpike Enterprise consist of more than 500 miles of toll roads and serves 3 million customers per day. At Florida's Turnpike, he oversees the Planning, Toll Studies, Forecasting, Traffic Engineering, and Geographical Information Systems (GIS) groups within the AECOM Turnpike Organization. His team provides support for all aspects of planning, project development, and toll studies on the Turnpike system. He has a wealth of experience in corridor planning, project development, traffic and revenue studies, interchange access requests, demand modeling, microsimulation, and safety studies. Andrew has been involved in ITE his entire career, having served at all levels including the executive boards of the Gold Coast Chapter, the Florida Section, and now the Florida Puerto Rico District. Since being elected to the Florida Section board, Andrew has been instrumental in shaping ITE's presence within the state and has sought to involve other organizations at several successful Section meetings through strategic teaming arrangements. In his previous role as Florida Section representative, Andrew was instrumental in establishing two new student chapters and reinstating a dormant Student Chapter at his alma mater. He is graduate of the Florida State University with both bachelor and master of science degrees in civil engineering.

Daniel Przychodzki (M)  
**Global District**

Daniel Przychodzki has more than 20 years of experience working as a professional engineer, including senior roles within state and local government, as well as the private sector. Daniel's skills broadly cover traffic and transport management, road safety, strategic transport planning, and project management. Throughout his career, Daniel has assisted with the development of Australia/New Zealand standards, delivery of road safety audits, implementation of local area traffic management schemes, and development of strategic documents including road safety strategies, municipal parking plans, and public transport advocacy statements. Daniel has participated in numerous state level committees and advisory councils focusing on speed limits, bicycles, motorcycles, freight, and public transport. More recently, he has been a key local government liaison to the Victorian State (Australia) government's multibillion-dollar railway level crossing removal projects, as well as the privately operated East Link Tollway Traffic Management Liaison Group. Daniel graduated from Monash University with honors and first joined ITE as a student member in 1998. He has held various positions on the ITE Australia and New Zealand Section executive board since 2001, occupying the positions of secretary, vice president, and president.

Kristi M. Sebastian, P.E., PTOE (F)  
**Great Lakes District**

Kristi Sebastian is the traffic engineer for Dakota County, MN, USA. She has worked as a public agency transportation professional for more than 25 years. Kristi is passionate about working within the public sector, including collaborating with local agencies and the state to serve the traveling public. At Dakota County, Kristi is part of the transportation leadership team where she is responsible for the traffic area. She manages transportation projects, oversees corridor studies, and provides technical guidance for transportation projects to improve mobility and safety for the transportation system. As a longtime ITE member, Kristi has served on both the North Central Section of ITE and the ITE Midwestern District Boards. Kristi is part of the Minnesota Toward Zero Deaths leadership team and Minnesota County Engineers Association Highway Safety Committee. Kristi graduated with a bachelor's degree in civil engineering from the University of Wisconsin–Platteville and has a master's degree in engineering from the University of Wisconsin–Milwaukee. Kristi has been a long-time Girl Scout volunteer and for the last several years has volunteered with FIRST Robotics Tech Challenge and FIRST Lego League as a judge. Kristi is honored to be serving her third term on the International Board of Direction including serving as the first New Great Lakes District Director, which now encompasses Illinois, Indiana, Michigan, North Central, Ohio, and Wisconsin.

www.ite.org  January 2021
Jeff Riegner, P.E., PTOE, AICP (F)
Mid-Colonial District

Jeff Riegner is vice president of Whitman, Requardt & Associates, LLP in Wilmington, DE, USA. He is a professional engineer in several states, an AICP-certified planner, and a Professional Traffic Operations Engineer with 30 years of transportation and land use consulting experience, mostly for public-sector clients. Jeff’s background ranges from large-scale planning and NEPA studies to design of transportation facilities for walking, bicycling, riding transit, and driving. He has particular interest and expertise in Complete Streets and active transportation, serving as a steering committee member and workshop instructor for the National Complete Streets Coalition. He also wrote the “Design and Operation of Complete Streets and Intersections” chapter of the ITE Traffic Engineering Handbook. As an ITE member for nearly 30 years, Jeff has served in a number of roles. He is currently co-chair of the Diversity & Inclusion Committee and serves on the Budget and Finance Committee. He has been a member of the Pedestrian and Bicycle Council (now part of the Complete Streets Council) for many years, including serving as chair from 2011–2013 and vice chair from 2008–2010. For his Technical Council work, he received the ITE Coordinating Council Outstanding Volunteer Award in 2017. Jeff was also on the Mid-Colonial District Board from 2014–2017 and has contributed to many District and Mid-Atlantic Section meetings as a committee member, speaker, and moderator. Jeff earned his bachelor’s degree in civil engineering from the University of Delaware and a master’s degree in engineering from the University of California at Berkeley. He and his wife, Jennifer, live in Newark, DE. They have three adult sons: Chris, Andy, and John.

J. Andrew Swisher, P.E., PTOE (M)
Missouri Valley District

Andy Swisher is a senior traffic engineer and technical director of the Traffic and Technology Group for HR Green, Inc., where he has worked for the past 19 years. Andy specializes in traffic operations and safety studies. He has completed numerous traffic impact studies, traffic control plans, traffic signal and interconnect designs, intelligent transportation system (ITS) master plans, transportation master plans, interchange/access justification reports, roadway safety audits, ramp management studies, traffic calming studies, and traffic safety studies throughout his career. Andy is a graduate of Iowa State University where he received his bachelor’s and master’s degrees and was first introduced to ITE. He is also a graduate of the inaugural (2014) class of LeadershipITE, is a founding member and past-president of the Iowa Central Chapter of ITE (ICITE), and is a past president for the Missouri Valley Section of ITE (MOVITE). Andy is actively involved in ITE’s Advocacy Committee and assisted on the Vision Zero Steering Committee.

Karen Aspelin, P.E., PTOE (F)
Mountain District

Karen Aspelin is an owner and principal of MaxGreen Transportation Engineers, LLC, in Colorado Springs, Colorado, USA. She graduated with a bachelor’s degree in civil engineering from the University of Virginia and with a master’s degree in civil engineering from Texas A&M University. She is a licensed professional engineer in Colorado, New Mexico, Idaho, Texas, Arizona, and Hawaii, and took and passed the first Professional Traffic Operations Engineer exam offered in 1999. Karen has been actively involved with ITE since 1994. She is a past president of the New Mexico Section and the Western District, and she served as the Technical Committee chair of the Western District for nine years. She is an ITE Fellow. Karen also serves on the board of the American Society of Civil Engineers Southern Colorado Branch.

Gordon E. Meth, P.E., PTOE, PTP, RSP2I (F)
Northeastern District

Gordon Meth has nearly 30 years of professional experience in traffic engineering, including analysis, design, testimony, and forensic investigation. He is currently an expert witness for Robson Forensic, and prepares reports for litigation throughout the United States. He has bachelor’s and master’s degrees in Civil Engineering from the University of Waterloo, and masters of Business Administration from Montclair State University. Gordon has appeared before municipal land use boards more than 600 times, has designed more than 300 traffic signal installations, and optimized the timing of more than 800 traffic signals. He is a licensed Professional Engineer in 22 states, the District of Columbia, and one Canadian province. Gordon has been a member of ITE for more than 30 years, and he is the current chair of the Traffic Engineering Council. In the past, he served as president of the Metropolitan New York-New Jersey Section of ITE, chair of the Northeastern District of ITE, and as member of the Transportation Professional Certification Board.
K. Scott Walker, Jr., P.E. (M)
Southern District

Scott Walker serves as a project engineer for the Production Engineering Division of Toyota Motor North America. In this role, he leads infrastructure projects at their North American Manufacturing Centers with a current project in Missouri and successful project completions in Indiana and West Virginia. The projects include civil/structural, mechanical, and electrical systems. And yes, some projects do have some transportation engineering elements! Scott has more than 19 years of engineering experience and is a registered engineer in Kentucky. He earned his Bachelor of Science in Civil Engineering from the University of Kentucky.

Active in ITE since 2002, Scott is a past president of the Southern District of ITE (SDITE) and Kentucky Section of ITE (KYSITE). He has been awarded KYSITE’s Ron Herrington Young Member Award and the Outstanding Individual Activity Award. He has also been awarded the SDITE’s Marble J. Hensley Outstanding Individual Activity and Joseph M. Thomas Outstanding Young Member Awards. In 2015, Scott was named an ITE Rising Star and received the first-ever Young Member of the Year Award. Scott is a proud alumnus of the inaugural LeadershipITE class. When not traveling for work, Scott serves in various roles for Boy Scouts of America (BSA) including Scoutmaster, Committee Chair and Den Leader for Pack 186 and Troop 1186 in Lexington, KY, USA. Scott has been married to his wife, Lindsay (LeadershipITE Program alumna) for 18 years and has three sons, Ben, Nate, and Sam. Together, they like to collect Legos, travel, and play at Top Golf when they can find one.

Melisa D. Finley, P.E. (M)
Texas District

Melisa Finley is a research engineer at the Texas A&M Transportation Institute, a higher-education-affiliated transportation research organization headquartered in Bryan, TX, USA with more than 400 professional researchers that develop solutions to the problems and challenges facing all modes of transportation. In her 22-year career, Melisa has led projects totaling more than $8.5 million in research funding, authored more than 50 reports, published 20 peer-reviewed papers, and made numerous presentations on her research at professional conferences. Findings from her practical research have been utilized across Texas and the United States. Melisa is also passionate about Science, Technology, Engineering, and Math (STEM) K-12 educational outreach. She received her Bachelor of Science (Cum Laude) and Master of Science degrees in Civil Engineering from Texas A&M University. She is a registered professional engineer in the state of Texas. Active in ITE since 1994, Melisa is a past president of the Texas District of ITE (TexITE) and Brazos Valley Section of ITE (BVITE). Melisa also served as the TexITE chief financial secretary, the TexITE awards coordinator, and the chair of the TexITE Committee for Future Engineers. She also assisted on the Local Arrangements Committee for the 2006 TexITE Summer Meeting in College Station. For her work with TexITE, she was awarded TexITE’s Younger Member of the Year Award. Melisa is an alumna of the LeadershipITE Program. She currently serves on ITE’s STEM Committee and Women in ITE Subcommittee. Melisa has been married to her husband, Glenn, for 22 years and has one son, Eric.

Cathy Leong, P.E. (F)
Western District

Cathy Leong is an associate director of the Traffic/Transportation Engineering Group at Wilson Okamoto Corporation in Honolulu, Hawaii, USA. Wilson Okamoto Corporation is a local, multidisciplinary firm that provides civil engineering, traffic and transportation engineering, and land use/environmental planning services. Cathy graduated with a bachelor’s degree in civil engineering from the University of Hawaii at Manoa and earned a master’s degree in civil engineering from the University of California, Berkeley. She is an ITE Fellow and a licensed engineer in Hawaii with more than 20 years of traffic engineering experience. Cathy first joined ITE in 1995 as a student member and has been actively involved ever since. She is a past president of the Hawaii Section, served as the Student Endowment Fund Chair for the Western District for six years, and completed her term as Western District president in 2016. In addition, she was the Local Arrangements Committee (LAC) chair for the 2006 Western District Annual Meeting in Hawaii, as well as the recent 2020 Joint Western and Mountain Districts Virtual Annual Meeting. Cathy has received several awards throughout the years for her contributions to ITE, including the Western District Young Professional Achievement Award in 2008, Western District Individual Achievement Award in 2012, and Western District Mentor Award in 2020. Cathy lives in Honolulu with her husband Garrett and son Tyler.
Mark Spencer, P.E. (F)

Mark Spencer is a senior principal with W-Trans, a northern California transportation consulting firm. He serves as vice president of the board and is the managing principal of their Oakland, CA, USA office. His responsibilities include directing multidisciplinary transportation planning projects, business development, and mentoring staff. An active member of ITE since 1988, Mark was a Student Chapter president and an officer of the San Francisco Bay Area Section. He was Chair of the 2010 ITE Western District Annual Meeting in San Francisco and was elected to the Western District Board in 2014. He served on the Executive Board of the ITE International Transportation Consultants Council, the ITE Family Program Subcommittee, and the Technical Review Panel for the most recent ITE Parking Generation Manual. Mark has presented papers at ITE and TRB Meetings on topics ranging from ITS to Parking Guidance Systems and ADA Training for Professionals. Mark holds a B.Eng. in Civil Engineering from McGill University and an M.S. in Civil Engineering from the University of California at Berkeley. He is a registered Traffic Engineer in California and has been working as a consultant in the Bay Area since 1990. In 2010 he was recognized as the Transportation Professional of the Year by the San Francisco Bay Area Section. When asked what he does for a living, Mark will typically respond that through transportation he works to connect communities and make them better, safer, and more livable. Mark and his wife will celebrate their 25th Anniversary in 2021. The family enjoys traveling to the many exotic locales of ITE Annual Meetings, participating in the MiteY Race, and connecting with ITE friends.

EX-OFFICIO MEMBERS

Eric Rensel (M)
Coordinating Council Chair

Eric Rensel is the leader of Gannett Fleming’s national Transportation Planning Practice as well as a vice president. He manages the Advanced Mobility Group, which includes connected and automated vehicles, smart cities, highway automation, mobility as a service, and transportation systems management and operations (TSMO). Eric has helped clients across the United States, as well as in Abu Dhabi, United Arab Emirates, and Qatar, implement traffic incident management, intelligent transportation systems strategies, and traffic management centers. Throughout his career Eric has gained knowledge in preliminary and final roadway design, traffic engineering, transportation planning, and traffic incident management. Eric is a driver of innovation as a member of the leadership team for the Collaborative Research and Innovation Center, the firm’s incubator for new products and services. He is also a member of the Resilience Committee and leads efforts related to the Fourth Industrial Revolution and urban air mobility. He is a regular volunteer at his children’s schools, where he advances STEM programming for the students. Active in industry associations, Eric is the current president of the national Automated Vehicle Coalition and has been a member of ITE since 2001, serving at different levels throughout the organization, including his current position as chair of ITE’s Coordinating Council.

Abbas Mohaddes, P.E. (F)
Industry Council Chair

Abbas is president and COO of Econolite, an industry leader in traffic management products and services. He has more than 30 years of experience in the application of technology in transportation systems, including traffic management, communication, traveler information, systems integration, and transit. He is a recognized expert in ITS and has completed more than 70 publications and presentations at industry organizations around the world. After serving the City of Dallas, TX, USA as a traffic engineer and several years of consulting practice, he co-founded Meyer, Mohaddes Associates in 1991 in Los Angeles, CA, USA, a firm focused on application of technology in traffic management and systems planning, which later merged with Iteris where he served as CEO until 2015. He is a founding member and past chairman of ITS America, past chair of the ITS America Leadership Circle, member of the Transportation Research Board (TRB), and past member of the TRB Executive Committee. He is currently chair of the board of trustees of the Mineta Transportation Institute. He is an ITE Fellow and serves as chair of the ITE Industry Council.
INTRODUCING THE 2021 LEADERSHIPITE CLASS

This year’s incoming class of LeadershipITE scholars marks the eighth year of ITE’s premier leadership development program. For 2021, the LeadershipITE program will be a 100 percent virtual experience, providing participants not only the same content that this program is built on, but also enhancements to provide additional ways to engage with classmates, alumni, and the greater ITE community. ITE is pleased to welcome the following 28 LeadershipITE members who will embark on a professional development journey unlike any other in the industry. Through the intensive program, scholars will have the opportunity to deepen their knowledge of the transportation profession and advance their leadership skills by participating in team projects, interactive workshops, and a wealth of other professional development activities. Please join us in congratulating this year’s accomplished LeadershipITE class.

David Addison, P.E. (M) graduated from The Ohio State University with a degree in Civil Engineering in 2009, and has since been involved in traffic studies, safety, design, and traffic signal operations throughout his career. Dave spent six years at DLZ prior to his current position at Johnson, Mirmiran, & Thompson (JMT). Dave has served at the Ohio Section of ITE as the Records Committee chair and is currently vice president for the Section. Dave also serves as the Great Lakes District Awards Coordinator on the Great Lakes District Logo Selection Committee, and serves on the 2021 Great Lakes District Annual Meeting Planning Committee.

Harpreet Bedi, P.E., PTOE, PTP (M) is the director of Engineering at TransCore with 19 years of experience in traffic engineering, operations, and ITS design. He manages the regional ITS program and leads the engineering team on project development, deployment, and maintenance. His focus areas are system planning and design, client coordination, risk assessment, alternatives analysis, value engineering, and standards conformance. Harpreet’s previous experience at AECOM and PBS&J involved managing engineering studies, operational analysis, microscopic modeling and simulation, signal timings, and ITS planning and design. He received a master of science in Civil Engineering from Texas A&M University in 2001, and a bachelor of Engineering from VNIT, India in 1998. He has actively volunteered and contributed to ITE technical, social, and networking programs since 2001, and served as Texas ITE (TexITE) Houston Section Programs Committee chair.

Robert E. Brydia, PMP (M) is a senior research scientist and program manager at the Texas A&M Transportation Institute (TTI). Bob leads research staff in the Advanced Operations Program, which is focused on providing advanced traveler information through sensing, analyzing, and presenting real-time information and travel advice to users of the surface transportation system. He has notable expertise in traveler information, traffic operations, work zone impacts, connected and automated transportation, traffic incident management, performance measurement, traffic management centers, and ITS communications. Bob has a diverse background of project experience, encompassing more than 30 years of crosscutting research across both transportation operations and information technology. He is an expert in developing highly functional and integrated systems for multiple deployment efforts, as well as implementing cutting-edge technology innovations that lead to recognizable transportation improvements. Throughout his career to date, Bob has led more than $35 million in research for a variety of local, state, and federal sponsors and has participated as the technical lead in another $45 million of research. Robert received his bachelor of science in Civil Engineering from Clarkson University in 1987 and his master of science in Civil Engineering from the Pennsylvania State University in 1991. Bob is also an adjunct professor of practice in the Industrial and Systems Engineering Department of Texas A&M University. Bob has served in all leadership positions in the Texas state chapter for ITS America and volunteers time to ITSA and Transportation Research Board (TRB) committees.

John R. Campbell IV, P.E., RSP2I (M) is the director of Traffic Engineering Safety Services at Traffic Analysis & Design Inc. (TADI), a Midwestern consulting firm. He serves public and private clients in Wisconsin and other nearby states. John has an undergraduate degree in Civil Engineering from Marquette University and a master’s degree in Civil Engineering with an emphasis in traffic safety from the University of Wisconsin – Madison. John has more than 16 years of professional experience and is passionate about building partnerships at state and local levels to reduce crashes, change human behavior, and invest in safety.
ITE Awards Legacy Program Scholarships

The ITE Legacy Program was established in October 2016 to help advance ITE’s mission of “shaping the future of the profession and transportation” by supporting the growth of its future leaders. Through the generous donations of individuals and organizations, as well as a scholarship endowed by Gorove-Slade, ITE has offered scholarships to LeadershipITE scholars for the past three years. Four scholars from the class of 2021 were named. These generous gifts allow qualified ITE members in need of financial support the opportunity to participate in this valuable program.

ITE would like to recognize the following members of the LeadershipITE 2021 class who are recipients of the Legacy Program scholarships:

Fred Gorove Memorial Scholarship Recipient
Erik Nevland, MASc, EIT (M) is a transportation planner with the Traffic Engineering Section at the Region of Peel in Ontario, Canada. He completed a MASc in Civil Engineering (2020) at York University and obtained a BSc in Civil Engineering (2018) and a Certificate in Professional Communication (2017) at the University of Saskatchewan. Erik is also registered as an Engineer in Training with Professional Engineers Ontario. Erik is the Communications Coordinator for ITE Toronto Section, is a Committee Member at Large with the Young Professionals in Transportation (YPT) Toronto Chapter, is the vice president Education of the Region of Peel Toastmasters Club, and was the founding president of the ITE York University Student Chapter.

LeadershipITE Legacy Fund Scholarship Recipients
Rachel Bolton, P.E., PTOE (M) is a senior traffic engineer associate with the Portland Bureau of Transportaton (PBOT) in the Development Review Division. She reviews traffic studies, public works projects, and traffic signal plans for mid- and large-scale development projects. She provides guidance and traffic engineering support to land-use planners and building review technicians. She also provides technical assistance on multimodal traffic operations, trip generation, and land-use decisions, and has served as a practicing advisor to university students. Rachel has 13 years of experience in project management, site development/roadway design and review, work zone plan development, traffic signal design and operations, and traffic incident management. She previously worked for the City of Huntsville, AL, USA for two years where she was chosen to serve as a member of the Smart Cities Academy cohort in 2019 with representatives from two other U.S. cities, and served on the Singing River Regional Trail Committee. She has also worked for private firm Croy Engineering for four years, and, the Kentucky Transportation Cabinet for six years. She holds a bachelor’s degree in Civil Engineering from the University of Alabama in Huntsville and is a licensed professional engineer in the state of Oregon, Alabama, and the Commonwealth of Kentucky. She grew up in the countryside around Huntsville, AL, and has been a Portland, OR, USA resident for a little more than a year.

Karyn Robles (M) has more than 15 years of municipal transportation planning experience and is the director of Transportation for the Village of Schaumburg, IL, USA. She received a bachelors from Miami University in Public Administration and Urban and Regional Planning and masters of Public Administration from the University of Illinois at Springfield. As director of Transportation, Karyn is responsible for managing the village’s multimodal transportation network including management of the municipal airport and helistop, traffic signal, transit, and bikeways programs, regional coordination efforts, and investigation of new transportation improvements and technologies. Before joining the Village of Schaumburg, Karyn worked for the City of Naperville, IL and the City of Carmel, IN, USA. Karyn currently serves as the vice-chair of the Public Agency Council and as the Activities co-chair for the Illinois Section of ITE.

Justin R. Effinger, P.E. (M) is a principal engineer with the Lake County Division of Transportation (LCDOT) and is an expert in the field of traffic signal and Intelligent Transportation System (ITS) operations. Prior to joining LCDOT, he was a traffic signal engineer at the Wisconsin Department of Transportation Southeast Region, providing innovative traffic signal solutions. He has presented for ITE and written articles for ITE Journal. He received a bachelor of science in Civil Engineering and a master of science in Engineering from the University of Wisconsin–Milwaukee.
Ethan Coxsey (M) attended the University of Illinois – Urbana Champaign, graduating with a bachelor of science in Electrical Engineering. He worked for American Control Electronics as a design engineer before coming to Eberle Design as a hardware engineer, and eventually ascended to the position of hardware engineering manager. While new to the traffic space, Ethan is excited to participate and promote the continued advancements of the intelligence of an intersection, increasing the safety and improving the travel experience for everyone. He is a participant in the American Traffic Safety Services Association (ATSSA) Traffic Signals Committee and looks forward to participating in LeadershipITE.

Tanya Davis, P.Eng, PTOE (M) has more than 15 years of experience in the transportation field, including time spent in both government and consulting. She has worked in Canada and the United States with experience in municipal design, traffic and transportation engineering, and transportation planning. Tanya is currently the Strategic Transportation Planning Program manager with the Halifax Regional Municipality in Nova Scotia, Canada where she leads a team responsible for the implementation of the municipality’s Integrated Mobility Plan. She has a bachelor’s in Civil Engineering from Dalhousie University and is currently vice president of the Atlantic Provinces Chapter for Canada ITE.

Christina L. Doughney, P.E., PTOE (M) is a professional engineer 1 with the New York State Department of Transportation (NYSDOT) in Albany, NY, USA. She received a bachelor of science in Civil Engineering from Rensselaer Polytechnic Institute in Troy, NY in 2002. Prior to joining NYSDOT, she spent almost 14 years in the private sector with CHA Companies, Inc. in Albany. In 2021, she will be serving as the vice president for the ITE Northeastern District. Previously, she has served on the ITE NY Upstate Section Executive Board and was the Section newsletter editor for eight years.

Ryan Eckenrode, P.E., PTOE, RSP1 (M) is a project manager/senior traffic engineer at AECOM with nearly 14 years of experience. Ryan received master of science and bachelor of science degrees in Civil Engineering from Clemson University. After graduation, Ryan worked at Kimley-Horn & Associates as a Traffic Analyst in Raleigh, NC, USA for three years, and has worked for AECOM the past 11 years in Greenville, SC, USA. Ryan’s ITE leadership roles include serving as president of the national best ITE Student Chapter at Clemson University in 2006 and president of the South Carolina Section of ITE in 2017, during the same year of the legendary Columbia, SC Southern District of ITE (SDITE) meeting.

Derrick J. Estell, E.I. (M) is an engineer III with the City of Springfield, MO, USA where he has been employed for nearly four years. Prior to his employment at the city, Derrick was a student athlete at Valparaiso University, where he attained a bachelor of science in Civil Engineering with a minor in Mathematics. Derrick currently serves as an active member and treasurer-elect of the Ozarks Section (formerly Chapter) of ITE. He is also vice chair of the Missouri Chapter of the Association of Pedestrian and Bicycle Professionals (APBP), co-chair of the Let’s Go Smart: Transportation Collaborative, and a member of the Springfield Area Chamber of Commerce’s Young Professional Group – The Network. Derrick was recently awarded Biz 417’s “10 for the next 10”, as well as graduating from the Greater Ozark’s Leadership Development Course, and Dale Carnegie Leadership Training. Derrick is a Missouri native and enjoys the outdoors, red beans and rice, and officiating high school athletics in his free time.

Terrance Hill, P.E. (M) has 14 years of experience in traffic engineering, roadway design, and transportation planning and research. He has a bachelor of science in Civil Engineering Technology from Southern Polytechnic State University and a master of science in Civil Engineering from the University of Tennessee. Prior to joining Kimley-Horn in 2013, Terrance was a Roadway Design Engineer at McGee Partners, Inc. in Atlanta, GA, USA for two years. Terrance also served as special projects coordinator for the University of Tennessee’s Center for Transportation Research (CTR) within the Tennessee Department of Transportation (TDOT) in Nashville for four years. He served as president of his student chapter of ITE in 2005 and as a Tennessee Section of ITE (TSITE) representative in 2018 and 2019.

Learn More

If you are interested in applying for one of the prestigious ITE Legacy Program scholarships next year, the applications will be due to ITE Headquarters, along with the LeadershipITE applications, in mid-September 2021. Scholarship recipients are selected by the ITE Legacy Program Oversight Committee based on an individual’s applications and letters of support from employers and mentors that describe why they deserve this honor. Visit the LeadershipITE page on the ITE website for details at www.ite.org/professional-and-career-development/leadershipite. If you have questions or need more information, contact leadership@ite.org.
Lili Liang, P.E., PTOE, PTP (M) earned a bachelor of science in Transportation Engineering from Shanghai Tongji University, and master of science in Civil Engineering from Montana State University. She has 11 years of experience in both private consulting firms and public agencies. She currently works as a senior traffic engineer in Maryland Transportation Authority where she manages traffic studies, capital projects, as well as traffic design standard and guideline development. She is the member of ITE Safety Council and ITE Professional Development Committee.

Alexandra Lopez, P.E., PTOE (M) holds bachelor and master of science degrees in Civil Engineering from Florida International University (FIU). Alexandra began her professional career with the Florida Department of Transportation (FDOT) District 6 in 2012. After spending nearly five years with FDOT, Ms. Lopez joined Gannett Fleming as an ITS/Traffic engineer. In April 2020, Ms. Lopez returned to FDOT as the District 4 TSM&O Program Engineer. She has been involved in ITE since 2012, serving as volunteer in various events. In 2020, she became the Secretary for the South Florida ITE (formerly known as the Gold Coast ITE) Chapter.

Shruti Malik, TE, PMP, ENV SP (M) leads the Transportation Planning Practice in Northern California for Mott MacDonald. She has 20 years of experience leading numerous multimodal transportation planning and infrastructure projects. Shruti also has also been championing Mott MacDonald's Sustainability and Future Mobility thought leadership in Northern California. Prior to joining Mott MacDonald, Shruti was the sole proprietor of Malik Transportation and Management Solutions, Inc. and worked for the Alameda County Transportation Commission as the Program Manager for their 30-year $8 billion Measure BB Program. Shruti holds a master’s in Transportation Engineering from the University of California–Berkeley and graduated with honors from Punjab Engineering College (India) in Civil Engineering. Shruti was the President of the San Francisco Bay Area Section of ITE from 2010-2011.

Anthony Mariani, P.E., PTOE (M) is a senior project engineer for Maser Consulting (being rebranded as Colliers Engineering & Design in 2021) in Hamilton, NJ, USA. He has more than seven years of experience in the industry, beginning with his time as an intern with Maser while finishing his bachelor of science degree in Civil Engineering at The College of New Jersey (TCNJ). He specializes in all aspects of transportation design and analysis, with a primary focus in traffic signals. Anthony has been involved with ITE since he was a college student, and is one of the founding members of the TCNJ ITE Student Chapter. He has since volunteered for several committee chair positions with the Metropolitan Section and Northeastern District, and is active with initiatives for ITE International.

Erica Myers, P.E., PTOE (M) is a senior engineer at Lee Engineering in their Oklahoma City, OK, USA office. Erica earned her bachelor’s degree in Civil Engineering from California Polytechnic State University, San Luis Obispo, in 2006. She previously worked for nine years as a Traffic Engineer for VRPA Technologies in Fresno, California. Erica has been an active member of ITE since 2006 and is a member of the ITE Advocacy Committee. She is a licensed professional engineer in the state of Oklahoma and a licensed traffic engineer in the state of California.

Ben Palevsky (M) is a transportation planner at MKSK Studios in Detroit, MI, USA. He is passionate about investing in public health, equity, and environmental sustainability through progressive policy, public infrastructure, and design. Prior to joining MKSK, he earned his Master of City and Regional Planning at the University of Pennsylvania School of Design and held internships at SEPTA and in the Philadelphia Office of Complete Streets. Before attending graduate school, Ben worked at the New York City Department of City Planning. Ben has an undergraduate degree from the Taubman College of Architecture and Urban Planning at the University of Michigan. At ITE, Ben has contributed graphics and served as a copy editor for ITE’s Multimodal Transportation Impact Analysis (MTIA) update.

Michael Paylor, P.E., PTOE (M) has worked in the traffic and transportation industry for nearly 30 years, and obtained a bachelor of science degree in Civil Engineering from Baltimore, Maryland’s Morgan State University in 1991. Michael worked as a transportation planner for the North Carolina Department of Transportation for nearly eight years before returning to Baltimore and working in the same capacity for Whitman, Requardt and Associates, LLP (WR&A) in 1999. At WR&A, Michael transitioned into traffic engineering and, after nearly eight years with WR&A, accepted a position with Maryland Department of Transportation State Highway Administration (MDOT SHA) in 2007. In 2010 and while with MDOT SHA, Michael accepted the position of chief of Traffic Engineering Design, and served for four years before joining Stantec as senior associate of Traffic Engineering and office manager for Stantec’s Baltimore office in 2014. After serving as lead traffic engineer for a regional design build project in Virginia, Michael
Jonathan Staats, P.E. (M) was born in Tulsa, OK, USA and spent the vast majority of his childhood in Springfield, MO, USA. After high school, he attended Ozarks Technical Community College, Missouri State University, and the Missouri University of Science and Technology, where he acquired his bachelors of science in Civil Engineering. He has been working at CJW Transportation Consultants for more than eight years and enjoys helping clients reach their goals and pursue their vision for each project that he oversees. He is the father of a 7-year old and lives in Nixa, MO. In his spare time, he enjoys music, graphic design, learning, shooting hoops, playing tennis, gaming, and spending time with family.

Govind Vadakpat, P.E., PTOE, Ph.D. is a highway research engineer with the Office of Operations R&D at the Federal Highway Administration. Govind is currently managing several projects in the area of cooperative automation. Most recently, Govind served as the Agreement Officer’s representative for the connected vehicle pilot deployment project in Tampa, FL, USA. Govind has more than 20 years of experience in research and deployment experience in developing solutions to improve highway traffic operations. Govind holds a doctorate in Civil Engineering from the Pennsylvania State University and a master’s degree in Civil Engineering from the University of Wisconsin-Madison. He holds a Professional Engineer’s License in Virginia, Ohio, and Maryland and a Professional Traffic Operations Engineer certification.

Natalie Sager, P.E. (M) is a traffic engineer at HDR with more than six years of experience and a widespread background in traffic operations, safety, planning, and final design. Natalie enjoys mentoring younger staff and students and aspires to be a leader within her profession and ITE. She graduated with a bachelor’s degree in Civil Engineering from the University of Minnesota—Twin Cities in 2014 and enjoys traveling and hiking with her husband, Tom. Natalie has been an active member of the North Central Section of ITE (NCITE) since joining in 2014. She has previously served as the Pedestrian and Traffic Safety Committee chair and is the outgoing treasurer/incoming secretary for the NCITE Executive Board.

Josh Smith, P.E., PTOE (M) is a project manager in traffic engineering and transportation planning for Lee Engineering in Dallas, TX, USA. Josh received his bachelor and master degrees in Civil and Environmental Engineering from Brigham Young University. He began his career with Gannett Fleming in Baltimore, MD, USA in 2000. He also worked for the Maryland State Highway Administration in Frederick, MD as well as Greenhorse & O’Mara and Sabra, Wang & Associates in Baltimore. Since moving to Texas in 2013, he has held project management positions with Alliance Transportation Group, Savant Group, and Stantec before joining Lee Engineering. Josh has served ITE as secretary-treasurer, vice president, and president of both the Washington, DC and Greater Dallas Sections.

Anamaria Torres, P.E., PTOE (M) is a project engineer at Stantec in Austin, TX, USA with experience in traffic signal, signing and pavement marking, illumination, and ITS design. She earned her bachelor of science in Civil Engineering from Louisiana Tech University and her master’s degree in Civil Engineering with a focus in transportation systems analysis and planning from Northwestern University. Anamaria worked for the Illinois Department of Transportation in Schaumburg, IL, USA for two and a half years, before moving to Austin in 2016 to work at Stantec. She will serve as the 2021 vice president for the Capital Area Section, and served on the Local Arrangements Committee for the 2019 ITE Annual Meeting.

Joyce Yassin, P.E., PTOE (M) is a licensed senior transportation Engineer at WSP, with more than 13 years of experience devoted to improving traffic safety and operations in Michigan. Joyce has been an active member of the Michigan ITE section since college at Wayne State University where she received a bachelor’s degree in Civil Engineering in 2007. She then received a master’s degree in Civil Engineering (including a concentration in Transportation) in 2009. Currently, Joyce serves on the Michigan ITE Board. Her involvement in Michigan ITE has allowed her to form lasting relationships with transportation professionals. Joyce is honored and excited to be in the LeadershipITE class of 2021.

Seth Zubatkin, P.E. (M) is originally from Hillborough, NJ, USA and lives in Brooklyn, NY, USA. He earned his bachelor’s degree in Civil Engineering from New Jersey Institute of Technology in 2012 and holds a Professional Engineering license in the states of New York and New Jersey. He is currently employed as a traffic engineer at HDR, Inc. and previously worked at SIMCO Engineering PC and Stonefield Engineering. Seth’s work focuses on airport redevelopment programs, providing support for landside master planning, and construction sequencing/staging design work.

www.ite.org January 2021
We made it! I’ve never been as happy to celebrate the entrance of a new year like this one. Hello 2021 and goodbye 2020! I am a “glass three-quarters full” kind of guy, so I am looking forward to all the possibilities of 2021. If you’re like me (or even not quite like me) then I encourage you to look at involvement in the ITE Councils and Committees. It’s an exciting time to be part of our community as they all embark on a new year with a new agenda and new energy. I am personally excited to be leading the ITE Coordinating Council starting this year. My main goal for my role is to inspire. I want to inspire the new vice chairs of our Council, Kirsten Tynch and Lindsey Van Parys, to embrace their roles and lead unapologetically. I want to inspire each of our Council and Committee leaders to think big, think outside of the box, and think forward. And of course, I want to inspire all of you to consider involvement with a Council or Committee as part of your 2021.

One focus of our group is to implement our GAVE culture. We want each of you to be involved, and someday when you look back on your time with ITE Councils and Committees, we want you to know that you GAVE all you could. Our GAVE culture involves four core values:

- **Growth** – We want you to grow in technical ability and leadership ability.
- **Accountability** – While we are all volunteers in our positions, it is fair and healthy for us to hold one another accountable when we agree to take on a role within our community.
- **Value** – We challenge each of our volunteer leaders to maximize the value of your ITE membership and, in turn, we focus on maximizing their value.
- **Esteem** – Being part of an ITE Council or Committee is a unique experience in our industry. For those that agree to lead, we believe they should be acknowledged as industry leaders.

For us though, GAVE is more than just a mantra, it’s a mindset. We approach each meeting, each product, and each interaction with a mindset of diversity, inclusion, and equity. We seek to bring as many voices as we can to each topic so that when we deliver our products and services, we can be confident that it represents all of us. If you feel inspired to join a Council or Committee head over to our home on the ITE website, www.ite.org/technical-resources/councils, find a passion area, and lean in! For those of you that accept the challenge, here are some of the volunteer opportunities that you can be part of.

- **The Developing Trends Report** – This report is published annually by ITE and is a collaborative product of all Councils and Committees. The Developing Trends Report is quickly becoming recognized as a leading industry publication on foresight.
- **Webinars** – Each year ITE Councils and Committees conduct around 40 webinars to promote education, collaboration, and knowledge transfer. You can apply to be a speaker, or you can help organize these important sessions.
- **Quick Bites** – These two-page documents are both informative and fun to make. The Quick Bite format was unveiled by the Smart Communities Task Force several years ago and has quickly spread across all the Councils and Committees to share basic information about important topics in a timely manner.
- **Informational Reports** – Building on the developing trends and taking advantage of the wisdom possessed by many of our community participants, our Councils and Committees periodically focus on publishing informational reports. Did you know...
that the Curbside Management Practitioners Guide was created by the ITE Complete Streets Council?

- **ITE 60/60 Reports** – This new product will be launched in 2021. It’s an aggressive idea to collaborate on important hot topics and develop usable content for ITE members within 60 days that a reader can consume in 60 minutes. There are many urgent topics that need ITE’s leadership voice and this product type achieves that.

- **Recommended Practices** – The world relies on the leadership of ITE members to guide important policy decisions. As a trusted member of ITE, you can shape these important practices and lend your knowledge for the betterment of our industry.

- **ITE Publication Updates** – Each ITE publication is aligned with an ITE Council or Committee, and that group plays a role in the update process when it’s scheduled for update.

This is just a sampling of the variety of ways you can become involved with an ITE Council or Committee. I look forward to seeing you at a meeting and discussing what you GAVE! [itej](#)

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**Learn More**

Find out how you can get involved in an ITE Council or Committee by visiting [www.ite.org/technical-resources/councils](http://www.ite.org/technical-resources/councils).

**Contacts**

Chair
Eric Rensel
erensel@GFNET.com

Co-Chairs
Lindsey Van Parys
Lindsey.VanParys@ghd.com

Kirsten Tynch
KTynch@VHB.com

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**Applications for the ITE Diversity Scholars Program**

are due March 15, 2021.

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For more information, including eligibility requirements and how to apply, visit [www.ite.org](http://www.ite.org)

This scholarship is provided through the generosity of the ITE Legacy Fund.
Dear Voting Member:

The future of ITE and the direction and course of its programs and activities are greatly influenced by the leaders you elect to represent you. The ITE Nominating Committee has nominated the following candidates for the offices of International President and International Vice President for 2022:

For International President:
Beverly Thompson Kuhn, Ph.D., P.E., PMP (F)

For International Vice President:
Eugene (Gene) G. Chartier, M.A.Sc., P.Eng. (F)
Rosana Correa, P.E., PTOE (F)

The Election Ballot will open on February 10, 2021 at 12:00 noon ET and will close at noon ET on March 12, 2021. Written consent to hold office, if elected, has been received from each candidate. The publication of this notice complies with Article V of the ITE Constitution.

I encourage you to become familiar with the qualifications and visions of the candidates and exercise your right to shape ITE’s future by casting your vote to select the 2022 ITE International President and International Vice President. The following page contains a brief statement from each of the candidates. You can learn more by visiting www.ite.org/candidates.

Look for question and answer conversations with the International Vice Presidential candidates, which will be posted to the ITE e-Community in the days leading up to the election. Once you have decided for whom you wish to vote, you will cast your e-ballot by entering your specific login data (a unique link to vote will be sent to eligible members via e-mail when the election opens on February 10). You must cast your e-ballot no later than noon ET on March 12, 2021. You will receive an e-mail confirmation of your vote.

Your vote will remain confidential. The election results will be announced on the ITE website the week of March 15, 2021 and in the April 2021 issue of ITE Journal.

Sincerely,

Jeffrey F. Paniati, P.E.
ITE Executive Director and CEO

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Beverly Thompson Kuhn, Ph.D., P.E., PMP (F)
Division Head | TAMUS Research Fellow
Texas A&M Transportation Institute
College Station, TX, USA
Twitter: @BeverlyKuhn
LinkedIn: @beverlykuhn
b-kuhn@tti.tamu.edu

“Diversity is having a seat at the table, inclusion is having a voice, and belonging is having that voice heard.”
– Liz Fosslien and Mollie West Duffy

Transportation plays an important role in the overall prosperity of our communities and their citizens. I believe that ITE can help ensure that our members and our neighbors are not only included, but heard in a meaningful dialogue so that their needs are met and they can realize the future they want for themselves and their families. As transportation professionals, we are an integral part of helping them succeed.

Diversity, Collaboration, and Leverage

Embrace Diversity
The differences in our backgrounds enrich our experiences as members of ITE and the communities in which we live and serve. I believe that by embracing all aspects of our diversity, we can offer a more open exchange of ideas and develop solutions that help ensure a resilient, sustainable, and equitable transportation system that is inclusive and responsive to the needs of everyone.

Enhance Collaboration
Transportation has a broad impact on society, presenting challenges and opportunities for such issues as safety, the environment, health, land use, economic development, freight, housing, and rural livability. Transportation is intertwined with all of these elements. We need a broad understanding of the impacts our decisions have on the overall quality of life and the long-term prosperity of our communities. Expanding our ongoing engagement with other professional organizations and groups can enhance collaboration and offer viable solutions to the challenges we face. These linkages can help us remove barriers, increase flexibility, and identify ways to invest taxpayer dollars more efficiently to improve local communities.

Leverage the Councils and Committees
The ITE Councils and Standing Committees serve a critical role in identifying developing trends and how we as transportation professionals can address these trends. We need to leverage the expertise and leadership of these groups to foster a healthy dialogue among our members from across the globe. This dialogue, combined with the collaborative spirit inherent in ITE, will result in quality products and resources that incorporate new and diverse perspectives to become essential tools for our members and for the overall profession.

FOR INTERNATIONAL PRESIDENT
VOTE
Councils and Committees in delivering timely and useful reference materials are arguably the most visible and valuable service the Institute offers. Stimulating and supporting technical projects that we put together are all due to the tremendous effort of the ITE Technical Councils and Committees. The great technical products, webinars, and conferences are most likely to join ITE as professionals.

Continuing efforts to make ITE more diverse and inclusive.

Focusing on more diversity and inclusivity is a key element to building a strong, resilient workforce of individuals with different skill levels, a more varied base of disciplinary perspectives, and adaptability. Through initiatives like the Diversity & Inclusion Committee and the Diversity Scholars Program, ITE has begun to encourage participation from traditionally underrepresented groups to pursue careers in transportation and become members as well as leaders within the organization. We need to extend our efforts further through partnerships and outreach to complementary organizations. We also need to tackle the issues of transportation equity and justice to ensure our mobility systems truly serve the diverse needs of different communities and our actions do not disproportionately burden or harm disadvantaged populations.

Encouraging more students to enter the transportation profession and become ITE members.

Beginning with STEM initiatives in the K-12 years, ITE can help foster interest in a career in transportation. Supporting traditional events like the ITE Collegiate Traffic Bowl and Student Leadership Summits, while exploring new activities that could resonate more with today’s student, will aid in attracting post-secondary students to careers in transportation. We also need to retain student members as they transition to young professionals by increasing engagement and leadership opportunities.

Expanding professional development opportunities.

We need to offer members more continuing education opportunities through internet-based courses and seminars, and co-operative initiatives with other organizations in delivering transportation-related training. The Leadership/ITE program is another valuable professional development initiative we must continue to support.

Stimulating and supporting technical projects.

Technical products are arguably the most visible and valuable service the Institute offers. We need to further promote and support the efforts of the ITE Technical Councils and Committees in delivering timely and useful reference material and continue to explore partnerships with other organizations.

ITE has been my organization of choice throughout my entire academic and professional careers. With over 30 years of active service in elected and leadership positions at the Student Chapter, Section, District, and International levels, I have gained invaluable knowledge of ITE and its operation, which I will leverage in helping improve member experience. The journey has been enriching, humbling and, at times, demanding, but not something I would trade for anything. Along the way, I have enjoyed unparalleled opportunities for personal and professional growth and development, but more importantly forged life-long friendships.

I am honored to have been selected as a candidate for ITE International Vice President and excited by the prospect of continuing my service to the profession. I look forward to sharing my vision for leading ITE into the future.

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**Eugene (Gene) G. Chartier, M.A.Sc., P.Eng. (F)**

Vice President and Chief Development Officer
Paradigm Transportation Solutions Limited
Cambridge, Ontario, Canada

LinkedIn: www.linkedin.com/in/gene-chartier-paradigm
Twitter: @GeneGChartier
gchartier@ptsl.com

Unprecedented technological and societal changes, not to mention the indelible impacts of a global pandemic and climate change, are reshaping the way people think about transportation and ultimately redefining how we do our jobs as transportation professionals. As an organization, ITE can play a critical leadership role in “shaping the future of the profession and transportation in the societal context” by:

**Continuing efforts to make ITE more diverse and inclusive.**

Focussing on more diversity and inclusivity is a key element to building a strong, resilient workforce of individuals with different skill levels, a more varied base of disciplinary perspectives, and adaptability. Through initiatives like the Diversity & Inclusion Committee and the Diversity Scholars Program, ITE has begun to encourage participation from traditionally underrepresented groups to pursue careers in transportation and become members as well as leaders within the organization. We need to extend our efforts further through partnerships and outreach to complementary organizations. We also need to tackle the issues of transportation equity and justice to ensure our mobility systems truly serve the diverse needs of different communities and our actions do not disproportionately burden or harm disadvantaged populations.

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I am honored to have been selected as a candidate for ITE International Vice President and excited by the prospect of continuing my service to the profession. I look forward to sharing my vision for leading ITE into the future.

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**Rosana Correa, P.E., PTOE (F)**

Project Manager, Jacobs
Tampa, FL, USA

LinkedIn: www.linkedin.com/in/rosana-correa-p-e-p-pte-7868424
rosana.correa@jacobs.com

Transportation professionals play a vital role in creating a transportation network that ensures equity for all users (regardless of race, ethnicity, age, or ability). Transportation equity means providing quality transportation options for users to access economic and social opportunities, essential services, and recreational features for health benefits. ITE members, as a Community of Transportation Professionals, can help our communities integrate equity in a meaningful way through thoughtful context sensitive planning and designs, establishing partnerships, but most importantly by engaging the communities we serve.

**Inclusion and Diversity:** ITE is a community where I feel I belong, has provided me with leadership opportunities and professional growth, and is where I have made long-lasting friendships. ITE members need to feel they belong and that they can contribute to our ITE Community at the local level and the international level, regardless of career status: student, recent graduate, or experienced professional. There is a place for all of us at ITE, we are ONE ITE. We also need to continue to invite other transportation professionals to our ITE community to augment our network; enhance collaboration, and create a diverse range of solutions to provide transportation networks that are equitable for all.

**Expand ITE Student Membership:** We need to attract ITE to students of diverse disciplines and universities, exposing them to transportation career choices and how their knowledge is integral to ongoing ITE initiatives that can impact the communities they live in. Once they are exposed to the ITE Community, and experience all the ways they can have an impact in the transportation profession, they are most likely to join ITE as professionals.

**Technical Knowledge:** This is how ITE differentiates itself from other organizations. The great technical products, webinars, and conferences that we put together are all due to the tremendous effort of the ITE Councils and Committees. ITE needs to stay in front of the current transportation trends and continue to engage our diverse community of transportation professionals and partners—not only in North America but globally—to ensure we are providing solutions and guidelines that address the members’ needs and trends in our profession.

I have been involved in ITE for more than 20 years and have held different leadership positions starting at the University of Puerto Rico at Mayaguez Student Chapter, Tampa Bay Chapter, Florida Section, and as the District 10 International Board Director. One of my proudest moments was helping in the reactivation of the ITE Puerto Rico Section in 2010 when I was part of the Florida Section of ITE Board.

“I’m very excited to be selected as one of the two candidates for ITE International Vice President, and I’m looking forward to serving our members and helping ITE to expand its reach to a diverse group of transportation professionals so they too can be part of this great Community of Transportation Professionals that is ITE.”
Member Updates
As an example of the melding of transportation planning and engineering, Allyn Rifkin, P.E. (M), Life Member of ITE, was honored this year by the California Chapter of the American Planning Association for his role in the development of the transportation aspects of the Los Angeles Centers Concept General Plan and then organizing a celebration of its 50th Anniversary through a Colloquium event by the Los Angeles Region Planning History Group.

New Members
ITE welcomes the following new members who recently joined our community of transportation professionals.

**Canadian**
Peter Apasnore
Danielle Fortin
Max Chun Yin Leung
Brian Cairney
Sarada Puluqurta
Maggie Boeske

**Florida Puerto Rico**
Durdyja Mitrovic
Andrea Ward
Michel J. Bueme

**Global**
Alyssa Mae

**Great Lakes**
Kristine Norfolk
Gaurav Kashyap
Michael Andrako
Mike Larson

**Mid-Colonial**
Megan Cummings
Eric Stein
Ahmed EL-Aassar
Paige Anderson
Sean Stephens
Eric Setzler

**Missouri Valley**
Daniel R. Bellizzi
John P. Diediker
Pavel V. Karamshin

**Mountain**
Taylor Lonsdale
Scott E. Bender
Jacob Daniel Jo Hopkins
Gregory Mark Orsini

**Northeastern**
Marvey Mathurin
David M. Perloff
Steffanie Lemieux
Michael Gibson-Davis
Luke Chamberlain
Nathan Phillips
William Crowther

**Southern**
Nathan Gregg
Jason Zhang
Denys Vielkanowitz
Jim J. Luebbering
John Bauman
Rani Katreeb
Natalie Rupinski
Faisal Al Zadjali
David Avalos

**Texas**
Shammi Rahman
Aravind Marella
Qusay Turki
Jason Scheppers

**Western**
Charmine Solla
Elías Garcia
Arek Harmandayan
Jose Jimenez
Kevin Pierce
Jason Shender
Jill Hough
Bryan Loung
Angelica Flores
Alex Timblin
Larry Robison

Letters in parentheses after individuals’ names indicate ITE membership status: S - Student Member; IA - Institute; M - Member; F - Fellow; R - Retired Member, and H - Honorary Member. Information reported here is based on news releases, and other sources. If you have news of yourself or the profession that you would like considered for publication, please send it to Holly Stowell, hstowell@ite.org.
2021 EVENTS

CAL POLY SLO VIRTUAL STUDENT LEADERSHIP SUMMIT
January 15–17
Visit www.sls2021cpslo.weebly.com for more information.

ITE VIRTUAL STUDENT LEADERSHIP SUMMIT
February 19-20
Visit www.ite.org/virtualSLS for more information.

ITE VIRTUAL TECHNICAL CONFERENCE
March 23-24  |  See page 27 for details.

MOVITE SPRING MEETING
April 7–9  |  Bentonville, AR, USA

SDITE VIRTUAL ANNUAL MEETING
April 12–16

MID-COLONIAL DISTRICT ANNUAL MEETING
April 25–27  |  Baltimore, MD, USA

TEXAS SPRING MEETING
May 5–7  |  Corpus Christi, TX, USA

NORTHEASTERN DISTRICT ANNUAL MEETING
May 12–14  |  Long Island, NY, USA

INTERMOUNTAIN SECTION ANNUAL MEETING
May 19–21  |  Jackson, WY, USA

CITE ANNUAL CONFERENCE
June 6–9  |  Hamilton, Ontario, Canada

FLORIDA PUERTO RICO SUMMER MEETING
June 23–25  |  Fort Lauderdale Beach, FL, USA

JOINT ITE INTERNATIONAL AND MOUNTAIN AND WESTERN DISTRICTS ANNUAL MEETING AND EXHIBITION
July 18–21  |  Portland, OR, USA

ITE 2021 AWARDS

HONORING THE BEST AND BRIGHTEST IN TRANSPORTATION

CALL FOR ENTRIES!
Submissions now being accepted at https://ite-awards.secure-platform.com/a.

ITE’s membership is full of innovators, collaborators, and educators who make communities safer and more efficient and who actively contribute to the vibrant, essential, and evolving transportation industry. Nominate worthy projects and get the accolades you deserve!

January 1
Open for submissions

March 1
Deadline for:
• Council and Committee Awards
• HSIS Research Paper Competition
• Wilbur S. Smith Distinguished Transportation Educator Award

April 1
Deadline for:
• ITE District Innovation Award
• District Awards
• Section Awards
• Student Chapter Awards
• Transportation Achievement Awards

For more information, visit www.ite.org/professional-and-career-development/awards/.

www.ite.org  January 2021  23
WHERE IN THE WORLD?

Can you guess the location of the “Where in the World?” photo in this issue? The answer is on page 50. Feel free to send in your own photos to hstowell@ite.org. Good luck! itej

ITE NEWS

Go Green with ITE Journal

Not in the office to get your mail, or would you like to be more “green”? You can choose to stop the mailed delivery of ITE Journal by filling out a quick online survey at http://bit.ly/ITEJGoGreen.

You will still get the emailed version of the ITE Journal that goes out on the first or second of each month and have full access to the digital edition.

SEE YOU THERE!

Joint ITE International and Mountain and Western Districts Annual Meeting and Exhibition www.ite.org/annualmeeting

Portland 21

Annual Meeting and Exhibition

July 18–21
Community Corner

Community Corner highlights the efforts of ITE members to not only encourage transportation education among our youth but to improve the daily lives of people in their communities beyond transportation through acts of service.

Since April 2019, ITE Journal has been publishing stories of members performing acts of service in their communities. From civic duties to volunteerism, to STEM activities and working with students, and so much more, Community Corner proudly showcases how ITE’s Community of Transportation Professionals have a profound impact on the places they work, serve, and live.

We want to thank those members, Chapters, and Sections who have submitted and been featured in a Community Corner for more than a year and a half. Thank you for your service and the impact you have, and we look forward to sharing many more stories!

- Zaki Mustafa, “Jackets for the Homeless”
- TexITE – Greater Houston Section, “Regional Future City Competition”
- Midwestern District – North Central Section, “Recognizing Civil Engineering Day and Earth Day”
- Jenny L. Grote, P. E., PTOE, PTP (R), “Navigator Volunteer Program at Phoenix Sky Harbor Airport”
- Asheque Rahman (M), “Inspiring Youth through Professional Development”
- Richard Beaubien, P.E., PTOE, RSP1 (F), “Triangle Building and Housing Corporation”
- Florida Puerto Rico – Tampa Bay Chapter, “Tampa Bay Named ‘Vision Zero Hero’ by Hillsborough MPO”
- Jonathan Upchurch, P.E., PTOE (F), “Preserving America’s National Parks”
- Mid-Colonial District – Washington, DC Section, “Traveling Around Town’ and ‘Can I Stop in Time?’ STEM Event”

Share your Community Corner Stories!

We are always looking for more stories to share in Community Corner. Whether it’s you, someone you know; or a Chapter, Section, or District doing positive work in their communities, please send photos (300 dpi or higher) along with a write-up (no more than 200 words) to Pam Goodell, pgoodell@ite.org for inclusion in a future issue of Community Corner.
• TexITE – Capital Area Section, “CASITE Keep Austin Beautiful Adopt a Street Program”
• Bradly Coy, P.E., PTOE (M), “Hands-On STEM Activities in Anchorage, AK, USA”
• Kohinoor Kar, Ph.D., P.E., PTOE “Future City Competition”
• Beverly Kuhn, Ph.D., P.E., PMP; Sue Chrysler, Ph.D. (M); Kay Fitzpatrick, Ph.D., P.E., (F); Karen Dixon, Ph.D., P.E., RSP1 (M), “Making Masks for the Community”
• North Central Section, “Virtual Trash Pickup during Arbor Week”
• Lynn A. LaMunyon, P.E., PTOE, IMSA II (F), “Maser Consulting Supports Local Food Banks through Mask Initiative”
• Keith M. Hall, P.E., PTOE, LEED AP, STP; IMSA II (M), “First In, Last Out – Volunteering Under Fire”
• Claudia Hirschey, P.E., RSP1 (F), “Serving Others through Civic and Government Roles”

HSIS 2021 Excellence in Highway Safety Data Award
The Federal Highway Administration (FHWA) is pleased to announce the Excellence in Highway Safety Data Award. The program is designed to encourage university students to use Highway Safety Information Systems (HSIS) data to investigate a topic that advances highway safety and to develop a paper to document the original research. The Award encourages students to use HSIS data with the intent of introducing potential future highway safety professionals to good quality safety data, the application of appropriate research methods to derive recommendations, and the practice of using data to make decisions. The first, second, and third place authors will receive a cash award and be recognized at the Joint ITE International and Mountain and Western District Annual Meeting and Exhibition in Portland, OR, USA, July 18-21, 2021, and the first place paper will be published in a future issue of ITE Journal. The deadline to submit papers is March 1, 2021. For more information on eligibility requirements and guidelines, visit www.hsisinfo.org/award.itej

ITE Talks Transportation Podcast
New from the Thought Leadership Series
Complete Streets in a Pandemic and Beyond with Jennifer Toole, Toole Design
Jennifer Toole, ASLA, AICP, Founder and President of Toole Design, discusses the implications of COVID-19 for Complete Streets in communities and whether they will last beyond the pandemic. She also talks about starting a business from scratch, and how she and her staff work to promote a spirit of diversity and inclusion in the workplace and beyond.

All episodes available at www.ite.org/learninghub/podcast.asp | Subscribe for free via iTunes at http://apple.co/2hOUz8t
ITE International Virtual Student Leadership Summit

Students from 15 universities representing ITE’s 150+ student chapters and 2,000+ student members have organized a program focused on what transportation students need and want: career advice, development and leadership skills, networking with transportation professionals, problem solving scenarios, introductions to cutting-edge technologies, equity, sustainability, and more!

Registration is open and the early bird deadline is February 5, 2021. Students and professionals are encouraged to attend and network. For more details and to register go to www.ite.org/virtualsls.

ITE Young Leaders to Follow for 2021

Help us recognize and highlight younger ITE members who are making an impact on ITE at the Chapter, Section, District, or International levels and in their profession. This group will include our District Rising Stars. Anybody can make a nomination: employers, peers, mentors, colleagues, and self-nominations are encouraged. Let’s shine a light on the best young, influential leaders in our profession.

For eligibility requirements and to nominate a young leader, go to www.ite.org/youngleaders.

ITE Virtual Technical Conference

Innovative Intersections and Streets

Discover new and innovative solutions to transportation challenges being implemented in communities in the United States and around the world. This two-day event will feature 10 technical sessions along with a plenary session and engaging networking activities. Topics include: Alternative Intersection Treatments, Bicycle and Pedestrian Treatments, Curbside Management, Managing Speed, Micromobility, Multimodal Performance Measures, Open/Healthy/Slow Streets, Safe System Approach, Traffic Signal Timing and Performance, and Transportation Impact Analysis. For more details, go to www.ite.org/virtualconference.

Vision Zero Sandbox Competition

Building on our successful competition from 2020, we have a new challenge in store for 2021. The challenge is to demonstrate how automated conflict data being collected through innovative technologies can be used to gain new insights into safety problems and the selection of low-cost countermeasures at intersections.

Competitors will develop a methodology that applies automated conflict data in combination with traditional safety metrics for a range of intersection types in Bellevue, Washington. For all the information on how to participate including rules and regulations, go to www.ite.org/sandboxcompetition.

Transportation Transforms Communities Video Competition

Your Mission: Create a short video (2 minutes or less) that celebrates the transportation industry, educates the public about the many exciting facets of transportation, emphasizes safety, inclusion, equity, and other values that enhance/positively impact our communities. Entries can be submitted between February 1st and May 1st. All the details are available on our website: www.ite.org/membership/transportation-transforms-communities-video-competition.
Congratulations to the Newest TPCB Certificants!

The Transportation Professional Certification Board, Inc. (TPCB) and ITE congratulate the following 109 new Professional Traffic Operations Engineers (PTOEs), 19 Professional Transportation Planners (PTPs), 100 Road Safety Professionals–Level 1 (RSPs1), and 30 Road Safety Professionals–Level 2 (Behavioral or Infrastructure) who passed the certification exams in the February and June 2020 exam periods. To learn more about these certifications and how to apply, visit www.tpcb.org. The next application deadline for the June 2021 exam period is April 2, 2021.
RECOGNIZING OUR FUTURE:

Young Leaders to Follow for 2021

Let’s shine a spotlight on the best young professionals in ITE and the profession. We are looking for the top young members to recognize as the ITE Young Leaders to Follow for 2021, a group of 20 young members that represent the best of our emerging leaders.

Help us cast a wide net across all of ITE and the industry to find the best of the best among up-and-coming professionals. Nominate a young leader today! Employers, peers, friends, colleagues, and mentors can all nominate, and you can also self-nominate.

Eligibility: Candidates must be an ITE member and 35 years of age or younger on January 1, 2021.

Nominate a Young Leader Today! The application deadline is March 15, 2021. For all the details, visit www.ite.org/youngleaders.
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It’s Time to Renew!
Don’t Lose Your Access to a World of Ideas, People, and Resources

**Find Out What Works**
ITE is your source for a wide range of technical tools and solutions to the challenges you face every day.

**Build Your Network**
When you join ITE, you gain opportunities to connect locally, regionally, and internationally, virtually, and in-person.

**Stay Ahead of Industry**
ITE’s suite of communication channels not only keeps you in the know, but helps you sort out fact from fiction.

Join more than 16,000 transportation professionals who are passionate about improving the communities they live and work in. Gain access to the critical ideas, people, and resources you need to get your job done. Renew your membership today!

Go to www.ite.org to renew.
Leading by Example

**ITE Journal**: In your role at Stantec, you serve as a liaison between engineers, planners, and smart mobility experts. What are the benefits of engaging professionals across the spectrum?

**Green**: Smart mobility is a broad term that encompasses so much more than autonomous vehicles, and its meaning evolves as the technology changes. It’s exciting and challenging for engineers and planners to consider elements of smart mobility in our current projects, and how they will help communities change the way people live and travel. At Stantec I’m able to work with smart mobility experts from across the globe. By having relationships with the different groups, I get to help “connect the dots” by bringing in experts in a variety of areas, because smart mobility looks different and has distinct needs from place to place. Working closely with our smart mobility team has made me aware of how technology can play a part in everything we do—from smart signal systems and curbside parking programs to first mile/last mile programs, autonomous vehicle implementation programs, and more. Being a transportation professional today is exciting, considering our role in what is likely a major shift in how the entire transportation system will operate in the very near future.

**ITEJ**: What has serving in leadership roles for the North Carolina Section of ITE (NCSITE) taught you about the importance of engaging ITE members and prospective members on the local level?

**Green**: A second-generation traffic engineer, I followed in the footsteps of my father, Richard Atkins, known to some as “Mr. ITE.” While I shared his profession, I didn’t share his passion for ITE at first and only attended a couple meetings each year. Like any smart dad, he did not push me, knowing that becoming an active member had to be my own choice. A few years into my professional life, my friend and mentor Troy Peoples invited me to a Traffic Engineering Council meeting. I left the meeting with an assignment to chair a two-day technical meeting, and my choice was made. It was through this active involvement in NCSITE that I formed relationships with professionals who would become lifelong friends. NCSITE also gave me an opportunity to stay connected professionally while shifting my focus to raise two children and finish my master’s degree. ITE is so much more than “A Community of Transportation Professionals,” it’s building your work family. For me, this is one of the biggest benefits of all.

**ITEJ**: As vice chair of the ITE Traffic Engineering Council, what would you say to others who may be considering joining a Council or Committee, or stepping into a leadership role?

**Green**: By serving on the Traffic Engineering Council (TENC) at the International level, I’ve gotten to know some of the world’s leading transportation professionals. It’s amazing the things you can learn by listening to stories about their past experiences or their visions of the future. The TENC is also a place where you can observe emerging trends across the industry or get involved with groups that help guide recommended practices and policies. If you are curious about any of the Councils, I highly recommend that you give one a try! The ITE Councils offer several micro-volunteer opportunities that allow members to get involved with a minimal commitment. Start small, and you’ll continue to discover new ways to get involved; eventually that may lead you to serving in a leadership role. Along the way you’ll gain not only technical knowledge, but the chance to develop your people skills while forming some lasting friendships.

**Fun Fact**: Christa lost more than 100 pounds three years ago, and has maintained it in part through the encouragement of her NCSITE friends, some of whom have joined her!
Call for Data


The 11th Edition of the ITE Trip Generation Manual will be released in the fall of 2021 along with an updated ITETripGen web app. By then, ITE anticipates that the quantity, mode, and time-of-day distributions for site-generated trips will have stabilized to the next stage of post-pandemic “normal.” We expect some of the COVID-19 induced changes—such as the dramatic increase in the proportion of the workforce that chose or was directed to work-from-home in 2020—will stabilize at new lower values. The increased reliance on delivery services will continue. Social distancing cautions will linger and continue to affect trip-making at restaurants and entertainment venues. The perceived safety, comfort, and benefits in the personal use of transit and ridesharing will improve and trip-making modal shares will trend back toward pre-pandemic levels, but this recovery may take months and years.

The 11th Edition will provide guidance on the estimation of post-pandemic site-generated trips. For some combinations of land use type and time period, pre-pandemic (e.g., 2015-2019) data may continue to be appropriate. For other combinations, adjustments will be necessary. For prior editions, ITE has typically posted a Call for Data that highlighted new or emerging land uses as high priorities. For this edition, ITE requests that its members submit data for any land use for the years 2017 through 2021. In order to develop tools that optimize ITE members’ ability to estimate trip generation, ITE needs a robust database with trip

2021 Vision Zero Sandbox Competition

This year’s “sandbox” competition follows on the success of the Micromobility Design Sandbox Competition in 2020. Sponsored by ITE’s Consultants Council, the competition challenges applicants to demonstrate how automated conflict data being collected through innovative technologies can be used to gain new insights into safety problems and the selection of low-cost countermeasures at intersections.

There will be separate professional and student categories. Cities wishing to enter would do so under the professional category.

Teams can include an unlimited number of participants, but at least one member of the team must be an ITE member.

Submission deadline: April 15

For more information: www.ite.org/sandboxcompetition
generation counts across the entire gamut of conditions (pre-pandemic, mid-pandemic, and post-pandemic).

• If you have counted site-generated trips for any land use within the past five years, please consider submitting the data for use in the 11th Edition.

• If you have compiled trip generation data collected by others for any land use within the past five years, please consider submitting the data. ITE will track down the source and obtained their permission before using the data.

• If you know of any trip generation data collected or compiled by others, let us know the agency or consulting firm (and a potential contact if possible). ITE will track down the source.

Submit the data via the ITE website www.itedatasubmission.org, or contact Lisa Fontana-Tierney, Traffic Engineering Senior Director at lfontana@ite.org with any questions.

The deadline for data submission is May 1, 2021. ITE encourages you to start reviewing your files now for potential data.

The ITE Trip Generation Manual is a critical resource used throughout North America. The ability to develop relationships that explain COVID-related effects on site-generated trips depends on the quantity and quality of trip generation study sites in our database. Thank you in advance for your help.
ITE Transportation Education Council

Guiding Principle
The ITE Transportation Education Council engages transportation educators, practitioners, and students to advance the transportation workforce.

Developing Trends
The TEC has highlighted a series of important and emerging issues that are germane to the transportation education community and, more broadly, to the entire transportation profession. These issues, detailed below, are highlighted as a part of the most recent ITE Developing Trends Report.

Transitioning to Emergency Remote Instruction
The COVID-19 pandemic has required a rapid transition from normal, in-person instruction to remote instruction. More than 4,200 institutions and more than 25 million students have been impacted. This has introduced a host of challenges from the perspective of both the instructor and the student population. Instructors have been tasked with utilizing new pedagogical approaches and technology, which also require different skills from their students, for whom online instruction may be novel. The TEC conducted a webinar shortly after the onset of the pandemic, which focused on the advantages and disadvantages of various modes of online course delivery. These materials are available free of charge to all ITE members through the learning hub website. The broader educational community has also developed a diverse collection of high-quality materials, which could be very useful to other instructors and contexts. Moving forward, the Council aims to develop and disseminate examples of best practices to facilitate effective teaching in light of the challenges presented by remote instruction.

Building Capacity for Tomorrow’s Transportation Professionals
The ONE ITE initiative has sought to introduce a consistent experience for all ITE members in terms of their access to resources, connection to other members, leadership opportunities, and representation at the District and International level. Paramount to these efforts is the recruitment of the next generation of transportation leaders. The TEC helps to lead large-scale efforts aimed at recruiting, retaining, and cultivating relationships with transportation professionals who will become these future leaders. However, several important gaps inhibit the ITE’s ability to optimally engage its Student Chapters. Student Chapter experiences tend to vary substantially across universities and there are similarly varying levels of engagement with faculty advisors and professional mentors. The TEC is working with ITE to strengthen ITE’s ability to recruit and retain future transportation leaders. This includes a series of activities that
were implemented to identify potential barriers to participation among both students and faculty. Subsequent efforts are warranted to find ways to better engage both groups with ITE international and the practitioner community.

**Sociomobility – Societal Implications of Connected/Automated Vehicles**

Connected/automated vehicles (CAVs) offer the potential for significant improvements in the mobility and safety of transportation systems. While the automotive industry continues rapid advances in the technical domain, there is a myriad of associated social consequences that will result from large-scale deployment. This reinforces an imminent need to train students in sociomobility—an area of research at the intersection of engineering and the social sciences. Transportation professionals must be able to do the following: 1) examine social, political, legal, educational, and economic concerns that may affect the widespread adoption of CAVs; 2) assess issues related to social equity and the accessibility of CAVs to groups with limited mobility alternatives, including adolescent, elderly, low-income, and disabled individuals; and 3) study the implications of CAVs on public health, urban planning, workforce development, and the environment. ITE is uniquely positioned to play a prominent role in helping to lead these efforts.

**Getting Involved**

Are you passionate about transportation education? The TEC is always looking for new members to participate in a variety of ways. Please reach out to the committee if you would like to be more active.

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Road Safety Professional Certification

By Geni Bahar, P.Eng., P.E., RSP2I (M) and Jeffrey F. Paniati, P.E. (F)
There have been tremendous advancements in the area of road safety over the past two decades. Practices such as Vision Zero, Toward Zero Deaths, and the Safe System approach have helped foster a culture of road safety in the United States, Canada, and many other places in the world, leading to transportation safety being more widely recognized as a discipline within the profession. These principles are reinforced by local municipalities, provinces, and states implementing data-driven strategic road safety plans, all with the goal of achieving fewer serious injuries and deaths on roadways.

The need for a science-based approach to road safety—one that incorporates the quantification of the expected road safety consequence of decisions based on evidence-based knowledge and experience, recognizing the intrinsic relationships among road design, traffic engineering, human behavior, vehicle type, emergency services, and user interaction with the road—has become prominent as more road authorities and public attention are increasingly focused on road safety.

With more than 40,000 lives lost annually on roadways in the United States and Canada, the need for a road safety certification program has long been recognized by those involved in road safety workforce development at all levels of public and private sectors. At the same time, the road safety field has broadened significantly with the emergence of the AASHTO Highway Safety Manual, a growing base of safety research knowledge, and a variety of new analytical tools, methods, and technologies. With very limited traditional education in transportation and road safety at the colleges and universities, the need for standardizing a safety credential for road safety professionals working in the field becomes even more imperative. More generally, it has been shown that certification programs can help incentivize continuing education outside the setting of a formal institution, and support career advancement and higher salaries. All these factors and more led to the establishment of the Road Safety Professional (RSP) Certification.*

**Development and Approach**

The concept of a RSP designation had its origins in Canada in 2013 when the Road Safety Standing Committee (RSSC) of Transportation Association of Canada (TAC) adopted a five-year strategic plan (2014-2018). One of the key outcomes of the strategic planning process was the identification of the need for an RSP designation within Canada to formalize the road safety skill-set by means of academic training and experience, in a similar manner as in other professional designations. The RSP designation would indicate there is a standardized and recognized professional preparedness to practice as a road safety professional, recognizing the multidisciplinary facets of road safety work and the professionalism within this work. The RSSC formed a Road Safety Professional (RSP) Subcommittee to develop a white paper, undertake a market demand study, analyze certification business models, and embark on an outreach effort.

Around the same time, the Transportation Professional Certification Board (TPCB) began exploring the need for an additional certification to add to the existing Professional Transportation Operations Engineer (PTOE) and Professional Transportation Planner (PTP) certifications. The TPCB, created in 1999, is an autonomous non-profit certification body affiliated with the Institute of Transportation Engineers (ITE). A survey conducted among existing TPCB certificants as well as the general ITE membership identified road safety as the top priority. In 2016, the RSSC’s RSP Subcommittee joined forces with the TPCB toward the development of a Canadian-U.S. RSP certification.

The goal of the RSP certification is to allow transportation professionals to demonstrate their competency to provide for the safety of the traveling public and validates road safety as a science-based profession. The establishment of the RSP in the United States and Canada included broad-based involvement of transportation and safety organizations and associations. Under the leadership of ITE Executive Director and CEO Jeffrey F. Paniati, P.E. (F), a Steering Committee was formed, representing a wide range of transportation and safety organizations in the United States and Canada, including the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Association American Association of State Highway and Transportation Officials (AASHTO), Highway Safety Research Center of the University of North Carolina at Chapel Hill, Roadway Safety Foundation, AAA...
Foundation, Canadian Council of Motor Transport Administrators (CCMTA), Transport Canada, Association québécoise des transports (AQTr), Canadian Association of Road Safety Professionals (CARSP), the ITE Canadian District, and members of the RSSC RSP Subcommittee.

Twenty-five Steering Committee members laid the groundwork for the RSP certification by defining the structure, target audience, prerequisites, draft domains and subdomains of knowledge, and preliminary list of references; and by identifying recognized subject-matter experts (SMEs) in Canada and the United States. Geni Bahar, P.Eng., P.E., RSP2I (M) has served as the catalyst within the RSSC, a member of the RSP Steering Committee, and an subject-matter expert (SME) in the development of the certification. She was appointed to represent the RSP on the TPCB Board of Directors in 2019.

The RSP certification exams were developed using a structured, industry-standard process guided by test development experts from Scantron (formerly Castle Worldwide), a licensure and certification testing company that has supported the TPCB since its inception. Scantron staff guided the SMEs through the process of defining knowledge domains, conducting a validation survey of practitioners, identifying references, developing exam questions, and building the exams. In October 2018, the first RSP certification exam, RSP1, was offered. This was followed by the RSP2 in infrastructure (RSP2I) and behavioral (RSP2B) specialty areas in October 2019.

RSP1
The Level 1 certification demonstrates expertise in road safety’s multidisciplinary dimensions. The exam is for a broad audience of professionals. The minimum qualifications for the Level 1 certification include either a bachelor’s degree from an accredited university and a minimum of two years’ experience in transportation, highway safety, or public health, or a minimum of four years’ professional experience in the transportation, highway safety, or public health fields.

The Level 1 exam audience includes but is not limited to those involved with program administration and operations; research and education; planning and design; data collection and analysis; emergency response and crash investigation; policy and regulation; etc.

Level 1 Knowledge Domains
- Foundations of Road Safety
- Measuring Safety
- Human Behavior and Road Safety
- Solving Safety Problems
- Implementing Road Safety Programs

The exam is a three-hour, 75 multiple-choice question, qualitative exam.

RSP2
The Level 2 certification builds on the Level 1 certification, and is a higher level of certification that demonstrates deeper level of understanding and proficiency in road safety science. The audience for this exam is any professional whose primary job functions are directed at improving the safety performance of the surface transportation system. Prospective certificants typically select between a Level 2 certification with a “behavioral specialty,” or Level 2 certification with an “infrastructure specialty”—RSP2B and RSP2I, respectively, or choose to take the two separate exams for the two specialties. The minimum qualifications for the Level 2 include either a bachelor’s degree from an accredited university and a minimum of five years’ professional experience in transportation, highway safety or public health; or a minimum of 10 years’ professional experience in the transportation, highway safety, or public health fields.

Level 2 (B) Knowledge Domains – Behavioral Specialty
- Fundamentals
- Road Safety Program Management
- Safety Data and Analysis
- Target Crashes and Countermeasures
- Human Health and Transportation Modes
- Public Health and Transportation Safety
- Addressing Safety Problems with Public Policy (Law, Regulation, Policies, and Standards)
- Strategic Safety Planning
- Safe System Approach

Level 2 (I) Knowledge Domains – Infrastructure Specialty
- Fundamentals
- Road Safety Management
- Acquiring and Using Safety Data
- Crash Prediction and Trend Interpretation
- Target Crashes and Countermeasures
- Multimodal Transportation Safety
- Addressing Safety Problems with Policy
- Safe Systems and Vision Zero Approaches

The exams for the RSP2B and RSP2I are each three-hour, 75 multiple-choice question exams. The questions are both qualitative and quantitative.

How to Become Certified and Continuing Education
Those interested in obtaining the RSP certification can submit an online application to the TPCB at www.tpcb.org/certification/rsp1/online-application/ or www.tpcb.org/certification/road-safety-professional-2/online-application/ for review and approval. The RSP exams are offered three times per year: February 1-28; June 1-30; October 1-31, and the respective application deadlines for 2021 are December 3; April 4; and August 6.
RSP in Saudi Arabia

Currently, the TPCB is working in collaboration with the Saudi Arabia National Safety Research Center (NSRC) to adapt the RSP for certifying Saudi Arabian transportation professionals. Roadway safety is a significant challenge in Saudi Arabia and the development of the “RSP-SA” is part of a comprehensive effort of education, training, and credentialing being led by the NRSC.

The development of the RSP-SA was initiated in May 2020 and is following the same process used to develop the current RSP certifications. Scantron is guiding a group of U.S., Canadian, and Saudi SMEs, including Geni Bahar and Priscilla Tobias, through the process of identifying differences in safety practices and culture in Saudi Arabia, and updating the test blueprint and test questions. This effort is focused on both the RSP1 and the RSP2I and will result in Saudi Arabian versions of both the RSP1-SA and RSP2I-SA.

The differences between the RSP and RSP-SA versions will be relatively small, but important. For example, terminology adaptation, application of local safety policies, and safety impact of cultural and legal differences, such as the use of alcohol of any kind being banned in Saudi Arabia, eliminating drinking and driving concerns.

The first RSP-SA exam period is planned for June 2021. Applications from individuals seeking the RSP-SA certifications will be reviewed by both NSRC and TPCB staff, the applicants will take the exam at Scantron test centers in Saudi Arabia, and those that pass will receive a credential recognized by both the Saudi Arabian government and TPCB.

To learn how we can work together to improve safety for vulnerable road users in your city or state, visit the link below.

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Figure 1. Geographic distribution and number of RSP certificants by RSP Level and Specialty.
The application/examination fee is $100 USD and the three-year certification fee for RSP1-only is $180 USD, and the RSP1 and RSP2 is $315 USD. Holders of the PTOE and/or PTP certifications pay a reduced fee for multiple certifications.

Exams can be scheduled at any one of the more than 1,350 Scantron testing centers in 115 countries worldwide. There are 538 Scantron testing centers in United States and 37 in Canada. The RSP1 and one of the RSP2 exams may be taken on the same day. Those passing the exam will receive a three-year certification. Renewal of the certifications is contingent on fulfillment of continuing education requirements (i.e., 24 professional development hours [PDHs] for RSP1 to renew, 45 PDHs for the RSP1 and one RSP2 to renew, or 60 PDHs for the RSP1 and two RSP2 to renew). More information on the RSP certifications is available on the TPCB website at www.tpcb.org/certification.

**Early Progress**

Two years since the first offer of RSP1 certification exam, a total of 556 RSP1s are certified in North America (467 in United States and 89 in Canada) and four RSP1s in Saudi Arabia. One year since the first offer of the RSP2 certification exam, a total of 86 RSP2s are certified in North America (75 in United States and 11 in Canada). Of the certified RSP2s, there are 75 in the infrastructure area and 11 in the behavioral area.

Figure 1 shows the distribution of RSP certificants—both RSP1 and the two areas of RSP2—by geographic location. Figure 2 shows the employers with the highest numbers of RSP certificants. These RSP certificants can proudly show that they are accredited in the road safety discipline, and be recognized by their colleagues, clients, and the communities they serve.

In addition to those who are certified, many professionals have expressed a desire to obtain their RSP certification or expand on their certifications. In a recent poll during the fall meeting of the Road Safety Committee of the Transportation Association of Canada, 31 percent hold the RSP1 certification. Of those, 20 percent are currently planning to get RSP2. Of the 69 percent not yet certified as RSP1, 50 percent are currently planning to get it.

Employers are also recognizing the value of the RSP certification and having individuals on staff who have demonstrated core competencies in the road safety area. Regarding encouragement from their employers to get certified, according to the recent poll:

- Out of those in public agencies, 34 percent are encouraged by their employers
- Out of those in private agencies: 80 percent are encouraged by their employers

Finally, 86 percent of those in public agencies envision recognizing consulting companies who have certified professionals on their teams in the selection of contractors.

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**Figure 2. Employers with highest number of RSP certificants.**

<table>
<thead>
<tr>
<th>RSP1</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kimley-Horn</td>
<td>26</td>
</tr>
<tr>
<td>WSP</td>
<td>17</td>
</tr>
<tr>
<td>FHWA</td>
<td>10</td>
</tr>
<tr>
<td>Jacobs</td>
<td>10</td>
</tr>
<tr>
<td>Kittelson &amp; Associates, Inc.</td>
<td>10</td>
</tr>
<tr>
<td>Stantec</td>
<td>10</td>
</tr>
<tr>
<td>AECOM</td>
<td>8</td>
</tr>
<tr>
<td>Arcadis</td>
<td>8</td>
</tr>
<tr>
<td>Gresham Smith</td>
<td>8</td>
</tr>
<tr>
<td>Michael Baker International</td>
<td>8</td>
</tr>
<tr>
<td>Neel-Schaffer, Inc.</td>
<td>7</td>
</tr>
<tr>
<td>Fehr &amp; Peers</td>
<td>6</td>
</tr>
<tr>
<td>CIMA + s.e.n.c.</td>
<td>5</td>
</tr>
<tr>
<td>DKS Associates</td>
<td>5</td>
</tr>
<tr>
<td>Ramey Kemp &amp; Associates</td>
<td>5</td>
</tr>
<tr>
<td>Parsons</td>
<td>5</td>
</tr>
<tr>
<td>VHB</td>
<td>5</td>
</tr>
<tr>
<td>Arup</td>
<td>4</td>
</tr>
<tr>
<td>Bohannan Huston, Inc.</td>
<td>4</td>
</tr>
<tr>
<td>Illinois DOT</td>
<td>4</td>
</tr>
<tr>
<td>Pinellas County</td>
<td>4</td>
</tr>
<tr>
<td>Shive-Hattery</td>
<td>4</td>
</tr>
<tr>
<td>T3 Design</td>
<td>4</td>
</tr>
<tr>
<td>Tighe &amp; Bond</td>
<td>4</td>
</tr>
<tr>
<td>Tindale Oliver</td>
<td>4</td>
</tr>
</tbody>
</table>

**RSP 2 – Infrastructure**

<table>
<thead>
<tr>
<th>RSP 2 – Infrastructure</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kimley-Horn</td>
<td>5</td>
</tr>
<tr>
<td>Arcadis U.S. Inc.</td>
<td>3</td>
</tr>
<tr>
<td>Jacobs</td>
<td>3</td>
</tr>
</tbody>
</table>

Currently, there are no employers that have more than one RSP 2 – Behavioral certificants on staff.
Long-term Vision

In the nearly three years since its inception, the RSP1 certification has been widely accepted as recognized proof that the certificate holder possesses a wide range of basic safety knowledge in the transportation field. The success of this certification is expected to continue to grow as more agencies and employers recognize the importance of having professionals on staff who hold possess this critical knowledge. Public agencies are also beginning to require or give preference to proposals that include an RSP. In both the Infrastructure and Behavioral areas, RSP2 is also expected to grow in popularity as both certifications represent a unique body of knowledge that is much needed in the safety field today. Looking to the future, TPCB is excited to work with Saudia Arabia on certifying individuals in that country, as well as seeing how the RSP certification continues to spread around the globe.

Geni Bahar, P.Eng., P.E., RSP2I (M) has served as the President of NAVIGATS Inc. since 2008 and is the RSP Organizational Director on the Transportation Professional Certification Board. Geni is a civil engineer with 40 years of professional experience as a researcher and a practitioner. She is an Emeritus Member of the ITE Transportation Safety Council and has been a member of ITE for more than 20 years. She is also a member of the Canadian Association of Road Safety Professionals, and a past Chair of the TAC’s Road Safety Standing Committee and TAC’s Road Safety Professional Subcommittee. Geni was awarded “Transportation Person of the Year 2007” by TAC and Transport Canada.

Jeffrey F. Paniati, P.E. (F) is the Executive Director and CEO of the Transportation Professional Certification Board Inc. and ITE. Prior to joining ITE in October 2015, Jeff had a 32-year career with the Federal Highway Administration (FHWA), including serving as Executive Director from 2008–2015. He has a bachelor’s degree in civil engineering from the University of Connecticut and a master’s degree in civil engineering from the University of Maryland. Jeff is a Fellow of ITE and a registered professional engineer.

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Public Understanding, Comfort, and Trust of Automated Vehicles

By Dr. Woon Kim, Dr. Tara Kelley-Baker, and Dr. C. Y. David Yang

During the past decade, the potentials of vehicle automation have become one of the most exciting transportation topics, prompting both public and private sectors to invest significant resources toward research and development. For a number of years, the focus of automated vehicles (AVs) has been on the optimization of system performance and the creation of self-driving cars. These efforts have resulted in a variety of technologies that are available in many new vehicles.\(^1\)\(^2\)
Simultaneously, numerous studies have been commissioned to assess public perception and acceptance of AVs, with results showing the majority are uneasy about these technologies. For example, a 2015 survey reported nearly 85 percent of respondents preferred non- or partially-automated vehicles and were highly concerned about riding in a fully automated vehicle.³ A more recent national survey showed a similar result, with just 12 percent of drivers trusting fully automated vehicles.⁴ Similarly, a survey conducted in the United Kingdom revealed that respondents perceived riding in an autonomous car as significantly more risky than riding in a human-operated car or autonomous train.⁵

Previous efforts to assess people’s perceptions and attitudes toward AVs did not report results in relation to the specific levels of AV as defined by SAE International in its recommended practice SAE Standard J3016: Taxonomy and definitions for terms related to driving automation systems for on-road motor vehicles (SAE J3016).⁶ The present work, therefore, focuses on measuring public comfort, trust, and understanding of these technologies in relation to specific autonomy levels. Results from this work can be helpful to develop educational and training strategies for automated vehicles.

Methodology
Data presented in this article came from the Traffic Safety Culture Index (TSCI), an annual national online survey conducted by the AAA Foundation for Traffic Safety since 2008.⁷ ⁸ The TSCI examines public perceptions, attitudes, and reported behaviors pertaining to traffic safety challenges such as distracted driving, impaired driving, and aggressive driving.

The TSCI is administered to U.S. residents ages 16 or older using an online research panel. The panel was recruited using standard probability-based random digit dial and address-based sampling methods. The sampling frame included all U.S. households reachable by telephone or regular mail. Weights applied to the survey data accounted for probabilities of selection as the online panelist and the survey respondent, non-response at both stages, and alignment of the respondents’ characteristics to those of the U.S. population. All analyses included in this study were conducted using weighted data.

In 2018, an additional set of TSCI questions related to AV technologies (referred to as the Emerging Transportation Technology questions) was developed, and associated data were collected and analyzed. Development of these items underwent three phases—focus group for survey development, survey administration, and post-survey interview—described hereafter.

Focus Group
Two focus groups were conducted, one with 12 participants in Austin, TX, USA and the other with 11 participants in Bethesda, MD, USA. Groups were well balanced in terms of sex (50 percent male), age (18 years or older), and vehicle ownership with advanced driver assistance systems (i.e., SAE Level 1 driving automation), such as blind-spot warning or adaptive cruise control (50 percent owning these types of vehicles). The two-hour guided group discussion focused on knowledge and perceptions of AV technologies and in-vehicle infotainment systems. As part of the focus group, participants viewed a commercially available video about AV levels and shared how much they understood the video material. Following these discussions, participants responded to draft survey questions about their experiences with and concerns about AV technologies and their potential safety impact.

Survey Administration
Final survey questions for the Emerging Transportation Technology (ETT) survey were developed based on responses from the focus group meetings. These 17 questions capture information on people’s manner of adopting, understanding of AV levels, preferred level of automated vehicle to own in the next couple of years, perceived trust in each AV level (SAE Levels 2–5) in reducing crash risks, and potential concerns and safety benefits of each AV level (SAE Levels 2–5). Focus group results indicated participants had a very limited understanding of AV technologies; therefore, a video depicting all AV levels was created based on the SAE J3016 definitions, the latest version at the time.⁶ This two-minute video comprised of a brief description of the major automated functions on each AV level and technological differences between AV levels. The survey instructed respondents to view the video before answering the AV-related questions.

The survey was administered in English and Spanish in the summer of 2018. A total of 3,349 U.S. residents aged 16 years and older (49 percent male; 7 percent under 20 years-old, and 19 percent 65 years and older), recruited from the aforementioned online research panel, completed the survey.

Post-Survey Interview
To assess the rationale behind answers from respondents as well as their accurate understanding of the ETT survey questions and topic areas, follow-up telephone interviews were conducted with a subset of respondents. Interviewees were recruited from 12 analytical groups formed to represent the overall sample with respect to geographical distribution, age, and sex. Ninety-three survey respondents participated in the follow-up interviews. Interviewers probed for the following items with respondents:

- Understanding of the AV levels and whether the embedded video assisted with the understanding.
- Level of automation that is most comfortable with and why.
- Trust for Level 5 vehicle in avoiding a crash and why.
Rationale behind any contradicting responses—for example, being uncomfortable with owning a Level 5 vehicle despite indicating trust in its effectiveness to prevent crashes.

Each interview was unique as the questions were based on each individual’s responses on the survey. All protocols were reviewed and approved by an Institutional Review Board.

Analysis
Descriptive analyses with Pearson’s $\chi^2$ test at $\alpha = 0.05$ were conducted using STATA 15. This study summarizes the analysis results as well as findings from the follow-up interviews.

Findings
Of the 3,349 survey respondents, nearly 70 percent reported they had a “very good” to “excellent” understanding of all AV levels and a very low percentage (5 percent) indicated “not having much” or “any understanding” (see Table 1). Respondents in the 65+ age group were less likely to report having an “excellent” understanding of AV levels and more likely to report having a “very good” understanding of AV or understanding “some things” about AV. More males than females reported having an “excellent” understanding of AVs. The differences in responses both by age and sex were statistically significant (p-value $= 0.03$ for age and $< 0.01$ for sex).

During the post-survey interview, many respondents commented on the usefulness of the video (which was part of surveying) and indicated it helped increase their general understanding of AVs.

When asked what level of automation respondents would be most comfortable with owning within the next couple of years (if cost were no barrier), in general, most respondents preferred Level 2 or Level 3 vehicles (see Table 2). When examining comfort by degree of AV understanding however, respondents who reported having a better understanding of AV levels were more likely to indicate interest in owning higher levels of AV. For example, 27 percent of respondents who indicated having an “excellent” understanding of AV levels preferred Level 5 (fully automated), compared with only 2 percent of respondents who reported having “no understanding” of AV. Most respondents who indicated having “no understanding” of any AV levels reported being most comfortable with the lowest levels of automation (Level 0-1). The differences in responses by degree of AV understanding were statistically significant (p-value $< 0.01$).

Table 1. Understanding of AV Levels by demographic factors – age and sex.

<table>
<thead>
<tr>
<th>Age</th>
<th>Excellent understanding</th>
<th>Very good understanding</th>
<th>Understand some things</th>
<th>Don’t understand much</th>
<th>Don’t understand anything</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>22%</td>
<td>46%</td>
<td>27%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>16-19</td>
<td>25%</td>
<td>47%</td>
<td>23%</td>
<td>5%</td>
<td>1%</td>
</tr>
<tr>
<td>20-34</td>
<td>26%</td>
<td>41%</td>
<td>27%</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>35-54</td>
<td>24%</td>
<td>46%</td>
<td>26%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>55-64</td>
<td>21%</td>
<td>48%</td>
<td>26%</td>
<td>3%</td>
<td>1%</td>
</tr>
<tr>
<td>65+</td>
<td>14%</td>
<td>52%</td>
<td>30%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Sex</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Male</td>
<td>26%</td>
<td>47%</td>
<td>24%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Female</td>
<td>18%</td>
<td>46%</td>
<td>30%</td>
<td>4%</td>
<td>2%</td>
</tr>
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</table>

Table 2. Preferred AV Levels by understanding of AV Levels.

<table>
<thead>
<tr>
<th>Understanding of AV Levels</th>
<th>Preferred AV Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Level 5</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>Excellent understanding</td>
<td>27%</td>
</tr>
<tr>
<td>Very good understanding</td>
<td>14%</td>
</tr>
<tr>
<td>Understand some things</td>
<td>14%</td>
</tr>
<tr>
<td>Don’t understand much</td>
<td>20%</td>
</tr>
<tr>
<td>Don’t understand anything</td>
<td>2%</td>
</tr>
</tbody>
</table>
Respondents were asked how much they trusted AV technology (Levels 2 through 5) to reduce the likelihood of a crash. The results (see Figure 1) showed that respondents were less likely to trust the AV technology in reducing crashes as AV levels increased. However, as respondents’ understanding of AV technology levels increased, so did their degree of trust. Nevertheless, nearly four in 10 respondents self-reporting having an “excellent” understanding still distrusted (somewhat or strongly) fully automated vehicles.

Figure 2 compares respondents’ degrees of trust in Level 5 vehicles in reducing crashes with the AV level they felt most comfortable owning. As respondents’ trust increased, so did their preference for owning Level 5 vehicles. However, about 40 percent of respondents stated they did not want to own a Level 5 vehicle, even though they strongly trusted this level of automation to reduce the likelihood of a crash.

During the post-survey interviews, many respondents revealed that they were not comfortable with higher levels of AVs because of unfamiliarity and unproven concepts. People were concerned about driving situations where technology may not be advanced enough (i.e., encountering pedestrians and bicyclists), as well as concerned that current transportation infrastructure is ready to support Level 5 vehicles. One respondent who reported Level 5 AVs would be effective in reducing crashes commented, “There are other variables out there that the car cannot account for, which concerns me.” Another respondent noted, “I said I would be comfortable at Level 5 (to own) but not right now because of (where) the current technology (is at).”

Some respondents indicated that even if AVs were proven effective and heavily used, they still would never trust Level 5 vehicles. One participant explained, “I would be very uncomfortable if I didn’t have any amount of control.”
Conclusions

The ETT survey results revealed that, in general, a high percentage of people have reservations about AV technologies in reducing crashes. Further, some preferred owning lower level AVs (i.e., Level 3 or lower) even though they trusted higher level AVs to prevent crashes. The post-survey interview revealed this is because people viewed current AV technology as not having undergone enough testing for general driving. Additionally, negative media reports were found to have exacerbated their discomfort and provoked fears about AV technologies.

However, the results also showed that people were not only more comfortable with owning vehicles at higher AV levels, but also more trustful of them in reducing the likelihood of a crash as their understanding about AV technologies increased. These findings highlight the value of increasing public understanding of AV through a variety of education and training channels, including auto dealerships and media.

Opportunities for people to have positive experiences with these technologies may also increase their comfort level. balancing the positive and negative news on AVs would help broaden the public’s perspective, which may increase their receptivity to exposing themselves to these technologies. These experiences could eventually result in their adoption of higher level AVs. Toward this aim, industry can also contribute to improve people’s knowledge of AVs by sharing data and providing reliable resources on capabilities and limitations of their products.  

References

3. Schoettle, B., & Sivak, M. Motorists’ preferences for different levels of vehicle automation. University of Michigan, Ann Arbor, Transportation Research Institute, 2015.
Call for Abstracts Open: January 19

October 31 – November 3, 2021
Raleigh Convention Center
Raleigh, NC, USA

Dr. Woon Kim is the senior analyst at the AAA Foundation for Traffic Safety, responsible for key and complicated data analysis efforts related to traffic safety. Previously, she was with the Maryland Transit Administration and managed safety data and transit related accident reports. Additionally, from 2007 to 2014, she conducted numerous projects and research in the fields of traffic safety, operations, and intelligent transportation systems, sponsored by the Maryland State Highway Administration.

Dr. Tara Kelley-Baker is the Data and Information group leader at the AAA Foundation for Traffic Safety. As a scientist in the field of public health and transportation, she has a particular interest in issues affecting vulnerable populations including senior and young drivers, as well as women and young passengers. She also has significant expertise in the area of impaired driving and is currently Chair to the Transportation Research Board’s (TRB) Committee on Impairment in Transportation and the Assistant Secretary on the International Council on Alcohol and Drugs and Traffic Safety (ICADTS).

As the executive director of AAA Foundation for Traffic Safety, Dr. C. Y. David Yang oversees the day-to-day operations of this non-profit research and education organization. Previously, he was with Federal Highway Administration, United States Department of Transportation. An ITE Journal article he co-authored won the 2015 ITE Traffic Engineering Council Best Paper Award. Dr. Yang attended Purdue University and received his Bachelor of Science, Master of Science, and Doctor of Philosophy degrees in the field of civil engineering.


Deployments in the progressive city of Austin, TX will mark this significant milestone of more than 2,000 McCain ATC Cabinet installations in North America. The City of Austin recently awarded McCain a 5 year, $2.6M city wide ATC Cabinet contract as they prepare Austin for a future with Smart City and CAV capabilities.

Tomorrow’s Solutions, Today
“ATC Cabinet technology has become the cornerstone of intelligent transportation in the United States for the foreseeable future,” said Nathan Welch, VP of Sales and Marketing for McCain. “With most urban areas looking at Smart City technologies to solve their congestion problems, it will be imperative for them to adopt the ATC Cabinet architecture to address these problems.”

Endless Possibilities
With an extensive variety of footprints and the utilization of smarter, high-density components in McCain’s ATC Cabinet series, these cabinets can be leveraged for almost any traffic scenario – from central business districts that require functionality with a limited footprint, to running multiple intersections from a single cabinet.

McCain’s ATC Cabinets go above and beyond the needs of agencies with
• Enhanced operations through complex intersection management
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• Adaptability for infrastructure growth including the future of connected and autonomous vehicles

What It Means
“This ATC Cabinet benchmark is a huge accomplishment not only for McCain, but the entire transportation industry,” said Greg McKhann, Chief Operating Officer for McCain. “It means the industry is advancing and using our innovations to ultimately make smarter, safer, more efficient, and environmentally friendly cities.”

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Answer to “Where in the World?” on page 24: Wenceslas Square, Prague, Czech Republic. Photo by Pamela Goodell.

ITE Announces the Transportation Transforms Communities Video Challenge

ITE is seeking short-cut videos (two-minutes max) celebrating the theme: Transportation Transforms Communities. Work with a team (one member of a team must be an ITE member) or on your own to get creative and get people excited about the transportation profession!

The challenge is to create an original video that:

- Showcases the many exciting facets of transportation; and
- Highlights ways in which transportation positively affects our communities.

ITE members will vote on submissions during May 2021.

The winning video will be shown during the Opening Session at the Joint ITE International and Mountain and Western Districts Annual Meeting and Exhibition in July 2021. Recognition will also be provided to the 2nd and 3rd place videos.

The submission portal opens February 1, 2021, and entries must be received by May 1, 2021.
Upcoming Live Webinars

Missed registering for the live event? You can still register and view webinars on-demand within 60 days after the original date.

NaTMEC: Validating and Leveraging Probe Data to Understand Travel Patterns and Identify Candidate Operations Projects
January 20

Running Successful Student Chapters: Experiences from NYU and Cal Poly SLO
January 26
Developed by the ITE Transportation Education Council

Smart Columbus Program: MMTPA Test Results, Launch, and Lessons Learned
January 28

Spring 2021 Course
Transportation Impact Analysis (TIA) Training Program
March 1 – May 3
The Transportation Impact Analysis (TIA) Training Program is a new certificate-based, blended learning program that provides students with a comprehensive coverage of the technical elements of the TIA preparation and review.

Road Safety Fundamentals Webinar Series
Developed by the ITE Safety Council

This 10-part webinar series highlights various aspects of road safety as part of ITE’s continued focus on Vision Zero and the goal to reduce and eventually eliminate fatalities.
Presented by experts in their field, this series will have a topic appropriate for all levels. There is a suite of introductory webinars for those not familiar with road user safety as well as modules discussing safety evaluations and safety for all road users.

Individuals may sign up for individual webinars or for the entire series at a discount.

- Safety for All Road Users
  (Recording available on-demand)
- Partnerships that Create a Lasting Safety Culture (Recording available on-demand)
- Safety Analysis Tools
  (Recording available on-demand)
- Basic Statistics and Predictive Safety
  (Recording available on-demand)
- ITS, TSMO, and Safety in Operations
  (Recording available on-demand)
- Safety Considerations in Transportation Planning
- Road Geometry and Roadside Safety
- Systemic Safety and Network Screening
- Human Factors
- Road Safety Audits
BUDGET CUT BY 20% OR MORE?
SAVE UP TO 70% OR MORE ON YOUR VEHICLE DETECTION

Radar* $20K - $30K
Video/Radar Hybrid $16K - $25K
Thermal* $15K - $20K
Single Camera 360 Video* $14K - $18K
Traditional Video* $12K - $16K

**ITS Plus Lightning Series** $6K - $9K

*PRICING MAY NOT INCLUDE ADVANCED DETECTION.

The ITS Plus 7th Generation Lightning Series of Vehicle Detection products provides the best performance at the best price. The multi-patented design can detect vehicles even in complete white out or glare conditions (like thermal) while simultaneously providing Advanced Detection to 1,000 ft and Vehicle Counts (like radar) and Ethernet at a fraction of the price. Only ITS Plus offers Optical Mask Technology (OMT) and a Dual Algorithm based detection. Clever software replaces expensive hardware to achieve the most cost effective and highest performance vehicle detection system on the market. Find out why everyone is talking about ITS Plus.

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