WASHINGTON STATE INSTITUTE OF TRANSPORTATION ENGINEERS

ITE Newsletter

Washington's community of transportation professionals

OCTOBER 2017

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Lynnwood 33rd Avenue W Extension

By Eric H. Shimizu, PE, PTOE – Principal Engineer for Smart Cities and Connected Vehicles, DKS Associates

Breaking Ground [L to R]: Eric Shimizu-DKS Associates, David Mach-City of Lynnwood, Bob Connolly-Skillings Connolly, James Le-Seattle Department of Transportation (Formally DKS Associates)

See Page 8

SDOT Bike Share Program | Networking Event

DATE: TUESDAY, OCTOBER 24
TIME: TBD
LOCATION: TBD
Check your email and ITE-Washington Website

departments

2 President Message
3 Treasurer Report
3 Secretary Report
4 Scribe Report
5 Student Corner
5 ITE-WA Organizational Chart

inside ite

2 ITE-WA Section Officers
3 Newsletter/Advertising Information
8 ITE–WA Event Calendar
8 PacTrans 10 Confernce
9 ITE Partner Event Calendar

training/careers

10 Training
16 Careers

inside our industry

3 Wise Tales
6 **SpotLight** – *Lynnwood 33rd Avenue West Extension*
8 Best 2017 WesternITE Website
10 Sign of the Times
11 Yesteryears – Lynnwood Thumbnail History
17 ITE Support Advertiser's
22 Crosswalks

ITE SUPPORT ADVERTISER'S

ALL TRAFFIC DATA
CONCORD ENGINEERING
FEHR & PEERS
IDAX DATA SOLUTIONS
KPG INTERDISCIPLINARY DESIGN
LANE LIGHT
PERTEET
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Seattle, Washington

October is here! Along with the joy of experiencing pumpkin flavors in nearly every edible item at our local coffee places, we have the pleasure of welcoming our local students back to the university and, hopefully, to the student chapters of ITE.

I recently saw a television news piece where a Boy Scout, Skyler Chapman, had determined a solution to a traffic problem in his community. The scout was originally looking for a project to gain his Eagle status and had stumbled across an intersection, which was experiencing a high amount of delay for all users. He went about collecting data, including using a drone, came up with a solution, and then presented his findings to the City Council. Now, all of this work is impressive considering he was doing it on his own time and by his own desire but at the end of the piece, the Boy Scout's response to the reporter's last question struck me: "Do you want to become a traffic engineer?" His answer: "Eh, I'm good." It's not an encouraging response but I guess not the worst either.

This is why it is important for us as professionals to reach out and engage the students in our local universities. We need to show that the challenges and problems we face are very rarely the types of problems that can be solved with a single calculation. Instead, the solutions need to balance the needs of the local community and neighborhoods, the people traveling through as part of daily life, and the needs of the agency. This balancing act is part of the fun of our profession.

A great way to engage with this new generation of transportation professionals is by attending the annual PacTrans conference coming this Friday, October 6th, and will be held at the University of Washington. This is always a great meeting and opportunity to interact with students in engineering and transportation and also those who have just graduated. PacTrans is the Regional University Transportation Center for Federal Region 10 and serves as "Region 10's research engine". The amount of knowledge is breathtaking! What is even more impressive about this conference is that it is entirely free! You can learn more including registration at https://pactransconference.com/.

Our section offers discounted dues to students who come to our meetings. The Board has continued to maintain this policy because we want to continue to encourage those students to come out and engage with us and not have to pay more for the experience.

Our meeting this month is scheduled to happen later than normal on October 24th at a location within Seattle. The location will be to be announced soon. We'll discuss the new free-floating model of bike share. If you've visited Seattle within the past four months, you probably noticed that the sidewalks have become a little bit more colorful with the addition of three (!) bike share companies. This came after the loss of the Pronto bike share system with fixed docks. Does this mean that the new way to travel may be bikes on the side of the road? Maybe. We'll get the opportunity to ask those with some of the answers soon. Keep your eyes peeled for the October meeting announcement.

Before I end this message, I wanted to add one more thing that Skylar said that makes me have hope: "It's human nature to want to complain about something," Chapman said. "If you can look past the problem, and take the initiative to see how to change, it will do wonders." And that is why I am proud of what we all do. Now, let's encourage the next generation to continue the job!

Mike Hendrix, PE PTOE
ITE Washington President

| vice-president / treasurer's report

Daniel Lai, PE
Vice-President/Treasurer

September Report

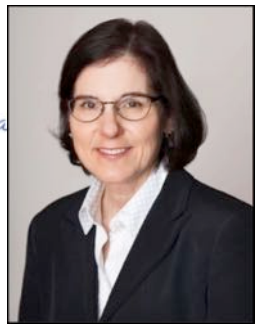
September's kickoff event was attended by 44 people and we're pleased to say that the event resulted in a net positive with respect to the financials. Below is a breakdown of the September kickoff event financials:

- Venue and meal costs: $2008.22
- Registration dues: $2107.68
- Net income: $99.46

In the coming month, look out for our no charge social networking event.

Look forward to seeing you there.

| secretary's message



Claudia S. Hirschey, P.E.
ITE Secretary

No October Report

Wise Tales

"It's not an accident that musicians become musicians and engineers become engineers: it's what they're born to do. If you can tune into your purpose and really align with it, setting goals so that your vision is an expression of that purpose, then life flows much more easily."

Jack Canfield
Co-Author – Chicken Soup for the Soul

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Please let us know if your contact information changes so that you continue to receive monthly ITE WA announcements and newsletters by email. To update your information, click on the Membership tab on the our website: **www.wa-ite.org**

Newsletter Comments and Article Submissions

Send comments to Newsletter Editor itewaeditor@gmail.com

Articles must be received by the third Thursday of the month to be considered for publishing in the next issue.

Annual Advertising Rates

business card ad ..... $*
quarter page ad ..... $*
half page ad ..... $*
full page ad ..... $*
**** Ad rates will be published in the November Newsletter.***

Newsletter Advertising

Ads run from January through December.

We will have Notice in November for 2018 advertising thru EventBrite.

Advertising
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Darcy Akers, EIT
ITE Scribe

ITE Washington Kick-Off Meeting

September ,2017

By Darcy Akers

Puget Sound faces a unique challenge with the public transit system - water. At this month's meeting, we learned a little more about the Washington State Ferries and particularly the resurrection of the fast ferry service to Kitsap County.

As summer comes to a close, our local Washington ITE chapter is once again kicking off another year of interesting technical presentations at Salty's restaurant on the shores of West Seattle. Our new chapter president Mike Hendrix kicked off the meeting with some announcement including that our chapter received the Best Website Award at the Western ITE Conference (thank you to Scott Kuznicki for stepping up to accept the award in person). Then Mike handed over the floor to our two presenters, Carla Sawyer (Kitsap Transit's Fast Ferry Project Manager) and Mike Anderson (KPFF Consulting Engineer's Marine Transit Consulting Group Project Lead).

Carla Sawyer started out with a brief history of the ferry system here in the Puget Sound, which is actually much longer than you might expect. The first passenger ferries started in 1930s and auto services started a few decades later. The high-speed passenger ferry from Seattle to Bremerton isn't new at all. The half hour ride was available until 2003. Why did it stop? While funding did play a role, another technical problem was the impact from the wakes to the shoreline of Rich Passage.

But as Mike Anderson next discussed, the demand and benefit of high speed passenger ferry services to these more distant destinations was still there. There were over 2 million passengers when both passenger and auto ferries were in service but only 1.4 million on auto ferries alone. While some users did switch, there is demand that is currently not served. This service not only provides another option for commuter but also is an opportunity for economic and real estate growth in Bremerton and the surrounding Kitsap County communities.

During the past few years, extensive planning has gone into developing a plan for three proposed locations – Bremerton, Kingston and Southworth. As mentioned, Bremerton already has an existing facility from the previous service so all that was needed was a new boat. Several years of research into hull technology and prototype testing produced a boat that is able to make the journey through Rich Passage without impacting the shoreline. This service launched July 2017.

Kingston and Southworth both required additional investments. The original plan was to use different types of vessels specific to each location and build or renovate facilities separate from the WSF automobile ferries. The second round of planning considered opportunities to leverage existing infrastructure and provide these next two services in a quicker time frame. Additionally, the new plan standardizes the type of vessel used for both Kingston and Southworth. The second round of planning also found that a more comprehensive weekday and weekend service gathered more community support than just commuter services.

The planning effort included outreach to the communities in Kitsap County to help guide the plan to best fit the community's needs. Public outreach found that people were willing to pay $1-3 more this premium service. To compete with the existing auto ferry services which offer a free ride into Seattle and higher fare out, the Kitsap Fast Ferry follows a similar model - just adding the premium amount. The new service also integrates with the ORCA card and has bike racks on board. When the plan hit the ballot in 2016, the voters approved a tax measure to fund these services and this summer, high-speed ferry service once again sailed from Bremerton.

The high-speed passenger service is exciting opportunity to improve the regional transportation system. I bet that those of us who do sit long hours on I-5 or I-405 would rather have the view of the water. With these last few days of sunshine remaining, don't miss this chance to try out the fast ferry and explore more of Kitsap County!

Darcy

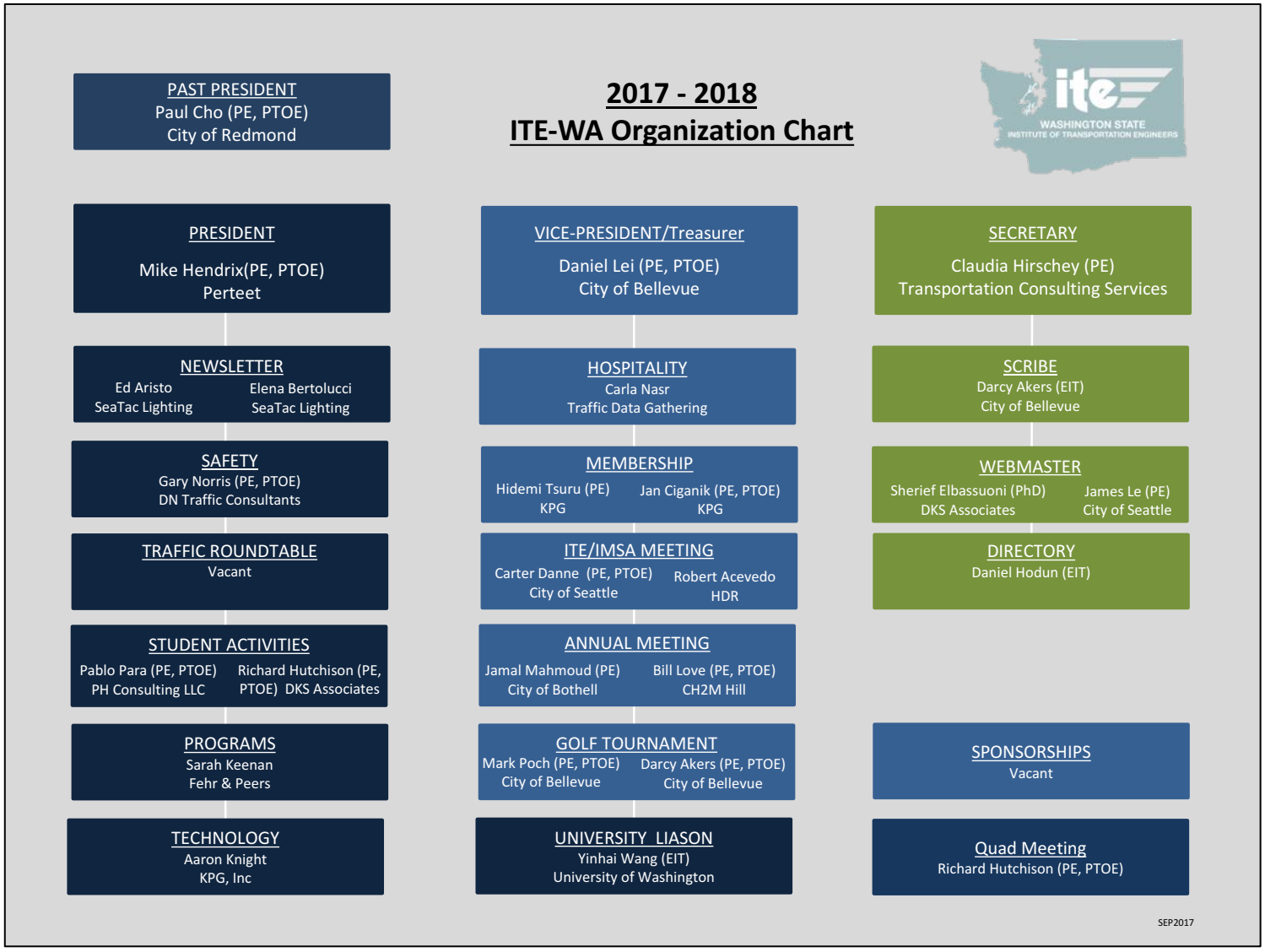
Pablo Para, PE, PTOE
Student Committee Chair

2018 Western District Student Leadership Summit (SLS)

Oregon State University (OSU) is excited to host the 5th Annual SLS, an event designed to promote the development of professional and leadership skills among students. The 2018 SLS will be held on the OSU campus in Corvallis, OR from January 19th - 21st. The summit will include a keynote speaker, technical presentations, panel discussions, speed interviews, and team activities. To register or learn more, visit http://www.oregonstateite.com/sls/

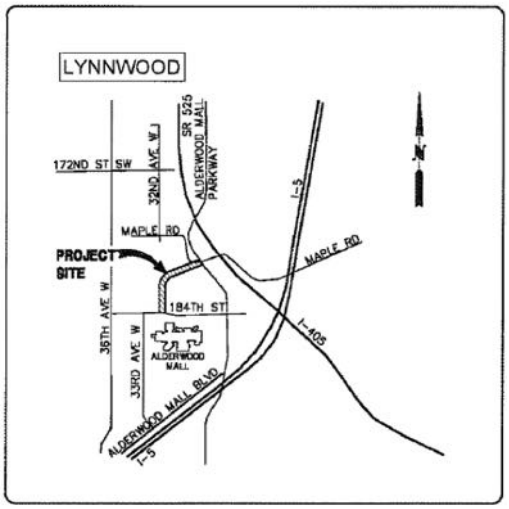
OSU ITE is seeking support from ITE members and organizations across the Western District. Volunteers are needed for mentors, speed interviews, resume workshops, panel members, and technical presentations. OSU ITE is also seeking company sponsorship for donations. To inquire about how you can help, email the 2018 SLS team at itesls2018@gmail.com.

ite washington organizational chart



Lynnwood 33rd Avenue W Extension

By Eric H. Shimizu, PE, PTOE – Principal Engineer for Smart Cities and Connected Vehicles, DKS Associates



The first phase of the Lynnwood Place development, built on the site of the former Lynnwood High School property just north of Alderwood Mall, involved construction of a future space for mixed-use development anchored by a brand new Costco. In anticipation of the additional traffic, the new 33rd Avenue corridor and signals needed to be constructed.

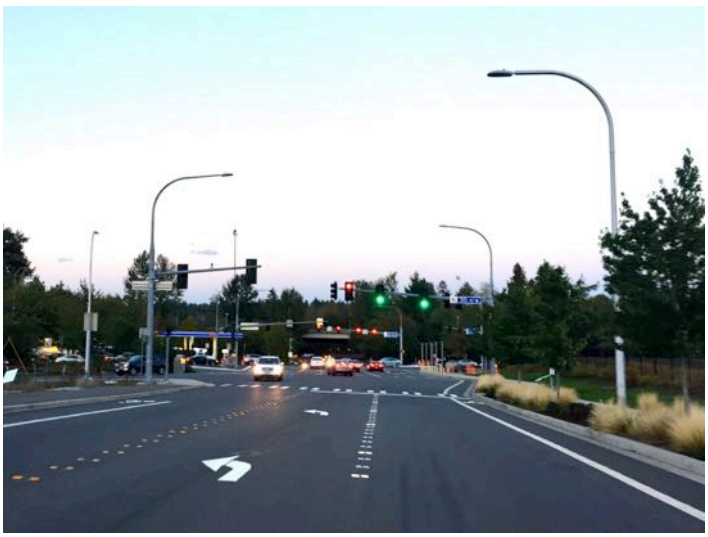
The solution was to extend the 33rd Avenue West corridor from 184th Street SW to Alderwood Mall Parkway. DKS Associates, as a sub-consultant to Skillings-Connolly, led the intelligent transportation system (ITS) and signal design portions of this project.

Lynnwood 33rd Avenue W & 184th Street Intersection

DKS provided fiber interconnect designs and signal designs for three new signals, one signal modification, and one future signalized intersection. DKS also provided assistance with the operational analysis, illumination design, and traffic signal warrant analysis. The project required additional construction drawings to allow early construction of the interconnect along 184th Ave W in coordination with drainage improvements necessary before the extension project.

The site's unique design at the intersection adjacent to

Signal Conduit Installation



33rd Avenue W & 30 Place W Intersection

~ See Lynnwood 33rd Avenue W Extension Next Page

the Alderwood Mall meant that there was no way to install foundations on both sides of the intersection, so the team installed the longest mast arm in the state, at 80 feet, with multiple lane assignments and heads on one signal pole. For the same constraints, a cantilevered sign bridge could not be installed.

DKS' design included fiber interconnect that will also support one future signalized intersection at 33rd Avenue West and the north entrance. Completed in August 2015, the project eased congestion around the Costco store and future mixed use development will continue to help encourage Lynnwood's growth.

80' Long Mast Arm

Spot Light your project!

SpotLight is a new series highlighting ITE Washington Member Projects. Each ITE Newsletter Edition will present selected submissions

Mission Statement explaining the projects objective.

Project Narrative to explain the proposed activities for the project.

Abstract describing the crucial aspects of the project

Summary on the accomplishment and benefits to the public

Submit all articles to Newsletter Editor itewaeditor@gmail.com. All articles will be reviewed and selected for publishing by the ITE Washington Board of Directors. The author is responsible and assumes all liability in obtaining permissions for publishing the content, photos, names, etc.

2017-18 ITE Washington

Dates are subject to change. Check https://wa-ite.org for current information and updates.

TUESDAY, OCTOBER 24

ITE Washington & SDOT Bike Share Program | Networking Event

Check the ITE Washington website and your email for more information.

Date	Topic	Location
NOV 13	Potential meeting	SeaTac Airport
DEC 12	Annual Training Session with Gary Norris, Safety Chair	TBD
JAN	No Meeting. Look for possible Membership Social Events	TBD
FEB	ITE/IMSA Conference and Exhibit Trade Show	New Date & Day TBD
MAR	TBD	
APR/MAY	2017 Oregon Quad Meeting -TBD	
MAY 08	Student Night	
JUN 12	Washington State Section ITE Annual Meeting	

2017 BEST ITE WESTERN DISTRICT WEBSITE DESIGN

Sherief Elbassuoni, PH.D., ITE Washington

2017 ITE Washington Partner Events

Date	Topic	Location
Oct 06	PacTrans Region 10 Transportation Confernce	UW – Husky Union Building [HUB]

2017 PAC TRANS REGION 1O TRANSPORTATION CONFERENCE

DATE: FRIDAY, OCTOBER 06
TIME: 8:00A – 5:30P | Social: 4:20P
LOCATION:HUSKY UNION BUILDING [HUB]
UNIVERSITY OF WASHINGTON CAMPUS
REGISTER ONLINE:

https://pactransconference.com/

OCT 03-06	Washington American Public Works Association Fall Conference	Kennewick, Washington
OCT 17-20	Oregon American Public Works Association Fall Conference	Pendleton, Oregon

2018 ITE Washington Partner Events

APR 02-05	Oregon American Public Works Association Spring Conference	Eugene, Oregon
JUN 24-27	Western ITE Annual Conference	Keystone, Colorado
AUG 20-23	ITE International Annual Meeting and Exhibit	Minneapolis, Minnesota
OCT 16-19	Oregon American Public Works Association Fall Conference	Canyonville, Oregon

WESTERNite

Keystone 18

ITE 2018 Annual Meeting and Exhibit

June 20-23, 2018

Keystone, Colorado

ite

Minneapolis 18

Annual Meeting and Exhibit

August 20 – 23

ITE 2018 Annual Meeting and Exhibit

August 20–23, 2018

Hilton Minneapolis
Minneapolis, MN, USA

Washington Transportation Professionals Forum (WTPF)

Live Webinar Available

The Washington Transportation Professionals Forum (WTPF) is a member-owned group of local agency traffic, transportation, and public works engineers, planners, technicians, supervisors, managers, directors, mayors, clerks, council members, and related professionals. Partners of local agencies such as other organizations, consultants, and vendors are also members of the group. Members share information and discuss ideas about traffic-and transportation-related issues at free meetings, through a free email distribution list, and through strong resulting connections in the professional community.

WTPF holds free meetings that are organized and led by WSDOT Local Programs, with help from local agencies. Meetings are held live on both sides of the state and are available by live webinar to allow an exchange of ideas across Washington..

http://www.wsdot.wa.gov/LocalPrograms/Traffic/WTPF.htm

Washington State Dept. of Transportation's Local Technical Assistance Program (LTAP)

LTAP Training Program provides local agencies access to relevant training opportunities. LTAP sponsors its own courses, directly targeting the training needs of local agencies receiving Federal funding, as well as gathering information about other valuable training.

Courses that are conducted by LTAP are specifically designed to help educate Washington State local agencies working with the Local Programs office and who are receiving Federal funds.

http://www.wsdot.wa.gov/LocalPrograms/Training

Network within our ITE Professional Membership any career opportunities for your firm.
Send information to the ITE Newsletter Editor, Ed Aristo, earisto@seataclighting.com

SIGN of the TIMES

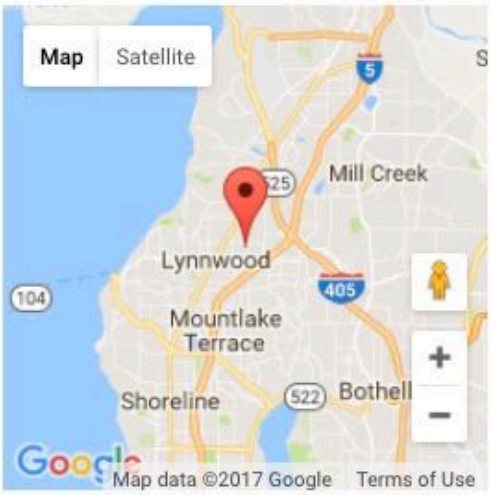
Contributed by:

Aaron Knight, PE
KPG Interdisciplinary Design

Lynnwood – Thumbnail History

By David Wilma | Posted 7/13/2007 | Historylink.org Essay 8200

This essay made possible by: Henry M. Jackson Foundation | The State of Washington |Washington State Department of Archeology and Historic Preservation



Logging in future Lynnwood, ca. 1909

Courtesy Lynnwood: The Land, The People, The City

Lynnwood, 2007

Courtesy U.S. Census Bureau

Lynnwood and its neighborhoods grew up because of transportation, first around the Interurban rail system, then Highway 99, and finally Interstate 5. Each new mode generated a new kind of development and economic growth from Ranchettes and chicken farms to shopping malls. At the beginning of the twenty-first century, Lynnwood consisted of 7.7 square miles, 35,000 residents, a community college, a convention center, and plans for the future.

First Peoples

The tribe that called itself Snohomish used the upland area that would become Lynnwood in their summer wanderings to hunt, fish, gather berries, and dig roots. The Indians spent their winters in cedar longhouses built along the shores of Puget Sound and the Snohomish River at sites that would become the cites of Edmonds, Mukilteo, and Everett. During the summer months, when they were not catching salmon from the rivers, the wandering family groups lived in temporary structures woven from trees and reeds near the food sources.

In the Treaty of Point Elliott in 1854, the Snohomish and other tribes of the area ceded their rights to the land to the United States in exchange for a reservation and for the right to fish and hunt at their accustomed places. The Snohomish officially removed to the Tulalip reservation, but many members found employment as hands and laborers in mills and logging camps, on farms, and in cities.

Cedar Valley

Lynnwood's first non-Indian permanent resident was Scottish stonemason Duncan Hunter who filed a homestead claim on 80 acres of forest in 1889. His wife Jennie Stephenson and their two sons joined him from Wisconsin in the spring of 1891 and they moved into a cabin he had built along what became 36th Avenue W. Fellow Scot William Morrice purchased 100 acres just to the east of Hunter, property that became Alderwood Mall.

Hunter and Morrice worked on masonry projects and in logging camps and mills because the thick forest did not offer much in the way of agricultural opportunity. Eventually loggers cleared the trees and Hunter planted apple and cherry trees. Peter Schreiber claimed 160 acres around a small body of water and wetland that became Scriber Lake and Scriber Lake Park along SW 196th Street. Other settlers joined Schreiber and the neighborhood became Cedar Valley. The first community activity in the area was a school built by Duncan Hunter in 1895 under the auspices, but not the financial support of, the Edmonds School Board.

The dense stands of Doug-fir, cedar, hemlock, and spruce that blanketed so much of Puget Sound attracted loggers when mechanization made it possible

~ See Lynnwood Thumbnail History Next Page

Lynnwood – Thumbnail History ~ continued

for them to reach inland from the Sound and the rivers. Cacophonies of whistles from steam donkeys and locomotives competed with the rhythm of double-bitted axes and crosscut saws and forest giants crashed to the ground. Lumber mills wanted only the straightest-grain logs and the loggers left behind as much as 40 percent of every tree in vast piles of slash and stumps as tall as 30 feet. Mills grew up along lakes such as the one operated by the T. H. Williams Company on the south side of Hall's Lake where the water offered a means of storing and moving logs. With the mills came small communities for workers and their families. The Williams Company first used horses to skid logs to the lake, then graduated to steam.

The logging companies generally harvested their own lands purchased from settlers and the U.S. government. A stiff tax on standing timber and the demand for construction material encouraged aggressive logging. Once the trees were cut, the companies were left with stump ranches -- vast acreage of logging debris on which they still paid taxes.

The biggest landowner in south Snohomish County was the Puget Mill Company, an enterprise of Pope & Talbot of San Francisco, which operated large mills at Port Ludlow, Port Gamble on Hood Canal, and Utsalady on Puget Sound. Between 1900 and 1920, most of what would become Lynnwood was transformed from forest to stump ranch. The area remained decidedly rural. Travel to Seattle involving a trip over a rough trail to Edmonds, then by Mosquito steamer to the waterfront on Elliott Bay. North-south travel was usually over the crude military road which became the right-of-way for a telegraph line to New Westminster, British Columbia.

Ding Ding

In 1910, the Seattle-Everett Traction Company -- later Pacific Northwest Traction Company and Puget Sound Traction Light & Power -- completed the interurban rail line between Seattle and Everett with stops at Seattle Heights, Halls Lake, Beverly Park, Alderwood, Intermanor, Manordale, and Martha Lake. Commercial and residential communities sprang up around the stations. Seattle Heights boasted a boardwalk and eventually civic improvements such as a water district, a fire department, and a garbage dump. With a run every hour, 70 minutes between Everett and Greenwood, the stump ranches became ripe for development. Entrepreneurs bought up homesteads and subdivided them into new communities for people who could hold down jobs in town and still raise stock and produce at home. The electric cars hauled passengers during the day and freight during the night.

Agricultural products replaced lumber as the main source of freight revenue. Farmers gained easy access to the newly opened Pike Place Market in Seattle where the producers sold directly to the consumers. Students found the Interurban trip to Ballard High School in Seattle faster than the walk to their own school in Edmonds. At its zenith, the interurban system stretched from

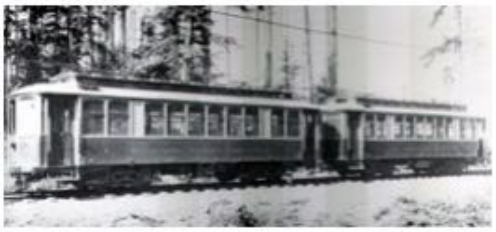
~ See Lynnwood Thumbnail History Next Page

Duncan Hunter family, 1890s

Courtesy Lynnwood: The Land, The People, The City

Alderwood Road, later SW 196th Street, Lynnwood, ca. 1910

Courtesy UW Special Collections (Neg. no. 9459)



Coaches of the Seattle to Everett Interurban, n.d.

Photo by Asahel Curtis, Courtesy UW Special Collections (Neg. no. 7861)

Egg production, Alderwood Manor, 1920s

Courtesy UW Special Collections (Neg. no. 9457)

Lynnwood – Thumbnail History ~ continued

Keeler's Corner (1928), Highway 99, Lynnwood, 1960

Photo by Norm Nesting, Courtesy Lynnwood: The Land, The People, The City

Lynnwood Lumber (1938), Lynnwood, ca. 1940

Courtesy Lynnwood: The Land, The People, The City

HOV access lane at Ash Way Transit Center, Lynnwood, September 23, 2005

Courtesy Sound Transit

Lakewood south of Tacoma to Bellingham.

Cluck Cluck

The Puget Mill Company fed the land rush by inventing Alderwood Manor as a way to market its logged-over land. In 1917, even before it had finished logging its 6,000 acres of South Snohomish County timber, Puget Mill subdivided the land into five- to 10-acre Ranchettes. The firm sold these small farms to city dwellers for $200 an acre. If the buyer did not have the cash, the company carried the contract on 10 percent down. The idea for the Ranchettes came from California realtor W. A. Irwin, who had already made a fortune selling land to urbanites. It was Irwin who added "manor" to the name of the interurban station. His 1917 plat was the first of 27 subdivisions eventually filed with the county under the same name.

The company graded streets, many of them old logging roads, and as part of its marketing strategy named the rough roads after trees, i.e., Locust, Larch, and Poplar. The road to Edmonds became Filbert, but the locals always called it The Alderwood Road until the County designated it SW 196th Street. According to local lore, those roads with fruit trees were early logging trails where lumberjacks tossed apple cores and cherry pits into the slash.

Irwin hit on the idea of promoting the land as a source of income and he convinced Puget Mill to pour $250,000 into a 30-acre demonstration farm that taught newcomers how to raise crops and chickens for their eggs. The farm had brooder houses, poultry sheds, orchards, vegetable gardens, fields of kale, and Puget Mill gladly sold the seed, the fertile eggs, equipment, and cut lumber for sheds and homes. Port Townsend poultryman F. C. McClane took the job as hatcheryman and supervisor of the farm with its staff of 18. Buyers saw evidence of a bucolic country life where the only food they needed to buy was flour, sugar, and red meat. Irwin dubbed the aspiring settlers the Little Landers.

With the help of a national advertising campaign, a network of sales offices, and the Milwaukee, St. Paul & Pacific Railroad, Irwin pulled in thousands of people. At one time Puget Mill held $2 million in contracts in the Chicago area alone. A company newspaper, *The Countryside,* ran stories of successful Little Landers. It was homesteading without the hardship of pioneering. Between 1917 and 1922, the population of Alderwood Manor went from 22 people to 1,463 people and 200,000 hens. Residents enjoyed electricity, phone service, and 154 miles of roads. In the 1920s, Alderwood egg production was second only to that of Petaluma, California.

Alderwood Manor sold a dream, but the reality was different. A University of Washington graduate student conducted an analysis at the time and found that Alderwood buyers spent an average of $350 an acre for logged-off land, land that was available from Weyerhaeuser for $3 to $25 and acre. Many Little Landers and their families lived in one end of the chicken shed with their chickens occupying the other end. Most farmers did not make zit without diversifying into orchards, nursery stock, or dairying, or by holding down day jobs

~ See Lynnwood Thumbnail History Next Page

Lynnwood – Thumbnail History ~ continued

in Seattle or Everett.

When the Great Depression hit in the 1930s, egg prices fell from $1 a dozen to a dime. Residents adapted or left. Puget Mill leased out the demonstration farm in 1933 to egg rancher Norman Collins who founded the Washington Breeder Association and a franchise system for chicken raising. Other breeders converted chicken ranches into mink farms with some success. A bad batch of feed in the late 1940s destroyed the mink industry in Alderwood

The diversification by the Little Landers into other businesses and services led to the development of a real community at Alderwood Manor. The demonstration farm included a community center open to all. Puget Mill built a proper brick school (named after promoter Irwin) and residents opened stores, started churches, and founded community groups such as the Odd Fellows, Masons, and Ladies Aid Society. Cedar Valley had a grange. Diversification also meant that most locals weathered the Depression without much trouble since they raised much of their own food and bartered for other goods and services.

Beep Beep

While the fortunes of the Little Landers were rising and falling in the 1920s, the fortunes of the interurban were just falling. The exponential growth in automobiles resulted in road construction. The original road between Seattle and Everett ran through Bothell and Snohomish, but in 1924, the State drew Highway 99, part of the Pacific Highway, about a mile west of the interurban. When Highway 99 was dedicated in the fall of 1927, the whole commercial focus of south Snohomish County area shifted from the rail line to a ribbon of concrete 20 feet wide.

For the future Lynnwood, the nexus fell where Alderwood Road met the new highway. Locals called it Evergreen Crossroads or just The Crossroads. Businesses in Seattle Heights to the south were lucky since they were already close to the highway. Roadhouses such as The Willows and The Blakewood Inn sprang up along the highway and offered dining, dancing, overnight accommodations, and, rumor held, bootleg alcoholic beverages. The interurban ceased operation in 1939, but automobiles now connected the Little Landers and their neighbors to the outside world.

Lynnwood

At the end of 1937, Seattle realtor Karl O'Beirn platted some land along Highway 99 between SW 196th Street and SW 200th Street. Borrowing from the styles of other developers and from his wife Lynn, he named it Lynnwood and began selling lots. Within months, Clarence Fulton began selling wood next to O'Beirn's development and called it Lynnwood Lumber. Other capitalists grabbed the name and started Lynnwood Feeder Supply, Lynnwood Variety, Lynnwood Cleaners, and others. In 1946, the business owners organized the Lynnwood Commercial Club. The neighborhood grew and saw the erection of one of the first of a short-lived phenomenon of the automobile culture, The Sno-King drive-in movie theater.

After 1945, the nation and the region experienced unprecedented economic growth. During the 1940s, King County's population increased by some 225,000 -- a 50 percent increase -- and they all wanted a place to live. The suburbs out along Highway 99 exploded with subdivisions, and veterans and war workers with low-interest loans and cash drove new cars to the good life. Traffic along Highway 99 at the Crossroads reached critical -- and sometimes fatal -- levels until the County erected a stoplight at SW 196th Street in January 1948. Even the occasional hungry bear was not enough to keep people from moving to Lynnwood.

But housing construction lagged for want of a proper sewer system. And the County, up in Everett, gave the south county only second thought when it came to roads and police protection. The unincorporated communities of Alderwood Manor and Lynnwood cooperated in youth activities and a fire district. The Lynnwood Commercial Club sponsored a fundraiser for a park. But the next step for Lynnwood was obvious -- incorporation.

In late 1956, 18 citizens came together as an incorporation study committee and after a year proposed a City of Lynnwood, 6.7 square miles and more than 10,000 people. Alas, the committee proposed to incorporate part of Mountlake Terrace, already a city. And others, like those in Seattle Heights, found fault with the idea. When incorporation finally appeared on the ballot in 1958, it failed. A new, more modest, proposal of three square miles and 6,000 residents passed at the ballot box in April 1959. One factor in the success of this measure was the arrival on

~ See Lynnwood Thumbnail History Next Page

Lynnwood – Thumbnail History ~ continued

private lots of many dilapidated structures moved out of the way of Interstate 5. Only a municipal government could regulate housing construction. Within months, residents of six areas around the city petitioned for annexation and Lynnwood began to grow.

The voters opted for a mayor-council city government and the council hired Lynnwood's first policeman, Albert L. "Al" Glandt (1907-1985), a veteran of the Chicago Police Department and of semi-pro football. He supplied his own car, which he supplemented with a German Shepherd. Lynnwood historian Judith M. Broom writes, "Al Glandt was the kind of cop people either loved or hated -- and the sentiment was inevitably returned" (Broom, 134). Over the next 15 years, Police Chief Glandt was suspended by the mayor, reinstated by the city council, retired by the city council, then rehired. Under his tenure the department grew from a man and a dog to 26 sworn officers and a dog (this one a trained K-9 officer).

Other city departments grew to meet the demands of growth, traffic, zoning, pollution, education, recreation, and planning, particularly after the opening of Interstate 5 in 1967. Two interchanges (Lynnwood leaders argued strongly against the split interchange arrangement) were built along the freeway as it cut along Lynnwood's eastern boundary forming the Lynnwood triangle. The new traffic patterns pulled commercial development east along SW 196th Street and south along 44th Avenue SW.

The Boeing Company's transformation of Paine Field from abandoned air base into the 747 plant in 1968 brought more folks to Lynnwood. Pioneer Duncan Hunter's property remained in the hands of his son Basil until Basil's death in 1982 and Lynnwood's Pioneer Park honors the Hunter family.

Here Come the Malls

After 1945, the whole fabric of retailing shifted from the urban cores in Seattle and Everett to suburban shopping malls. In 1966, Alderwood Mall Corporation announced plans to build a shopping center on the old Morrice homestead east of Interstate 5. The plans lay on the drawing board for 10 years through the regional economic slump called the "Boeing Bust." In 1976, the Edward J. DeBartolo Company of Ohio took over the idea and picked up two-thirds of the $5.4 million worth of local improvements. Alderwood Mall opened for shoppers in September 1979. Development inundated the site of Puget Mill's demonstration farm and the Ranchettes of the Little Landers. Much of Alderwood Manor came into Lynnwood's city limits in 1984. The last holdout island of 100 acres in Maple Park submitted to annexation in 1988.

Commercial and residential development both blessed and beset Lynnwood. The explosive growth since the 1960s resulted in a confused mixed of strip malls, shopping centers, parking lots, restaurants, and hotels. By 1990, the old Crossroads, where SW 196th Street crossed the old Highway 99, was the second busiest intersection in the state. City planning and regional planning became synonymous as traffic and environmental issues demanded a wider response than possible by just one city. City planners managed to line out buffer zones between busy, crowded commercial areas and arterials, and lower-density residential neighborhoods.

On May 1, 2005, the City opened its new 55,000-square-foot,

Alderwood Mall and I-5 I-405 interchange, Lynnwood, 1979

Architectural rendering by Earle Duff, John Graham and Co. Architects

$34 million Convention Center, which proved to be an immediate success, attracting 208 events in its first seven months. In 2005, the Lynnwood City Council committed to a 20-year redevelopment plan to transform the city into another Bellevue with high-rise office towers and a pedestrian promenade. By 2007, Lynnwood's population was approximately 35,000 and the City Council was planning annexation measures to add 10,000 more residents to the community.

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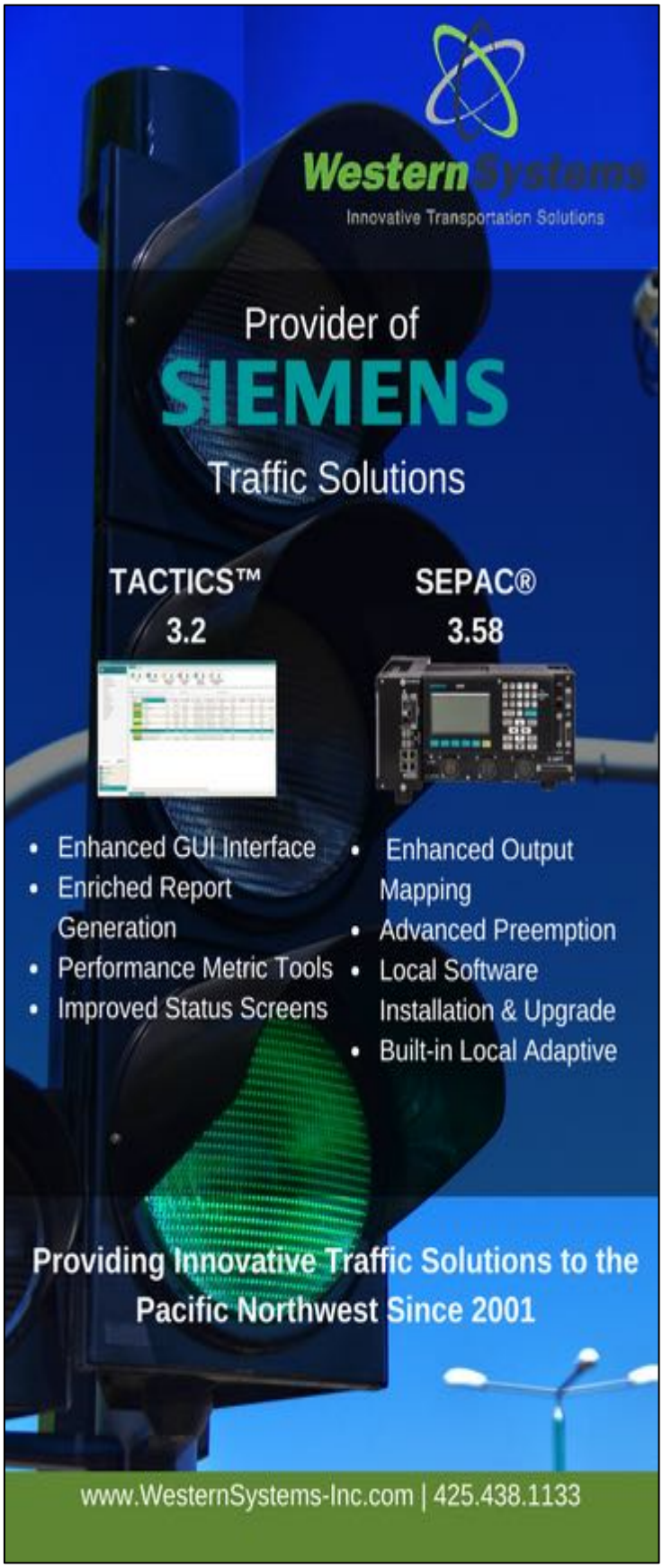

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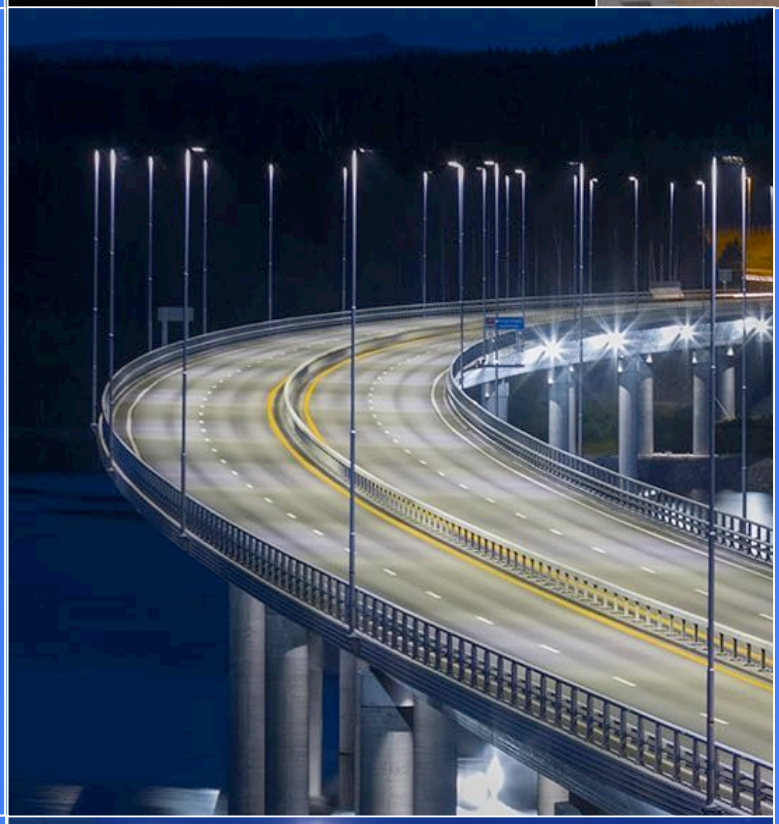

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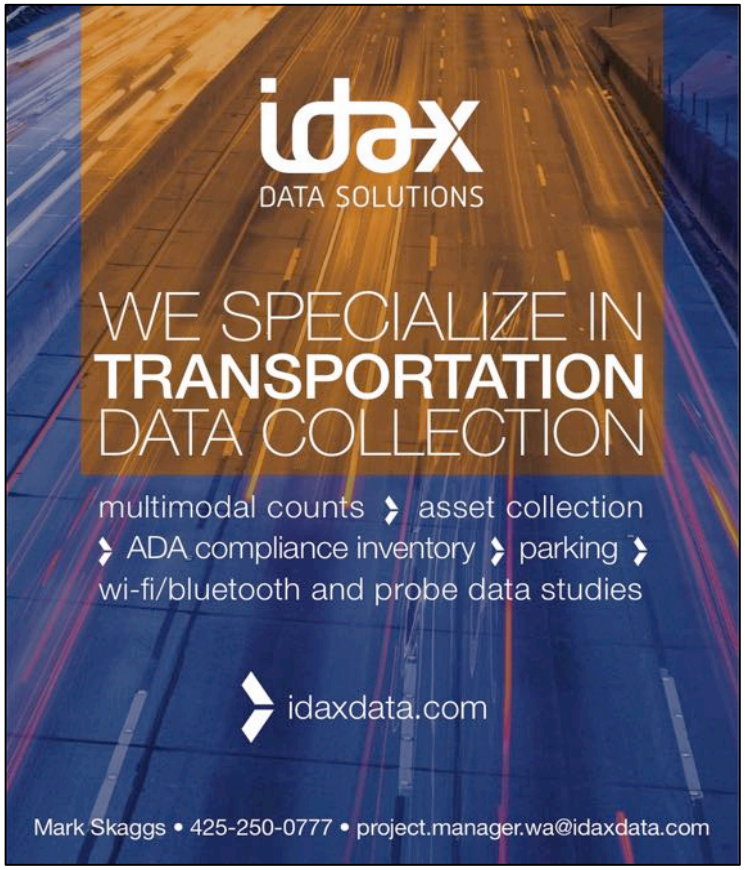

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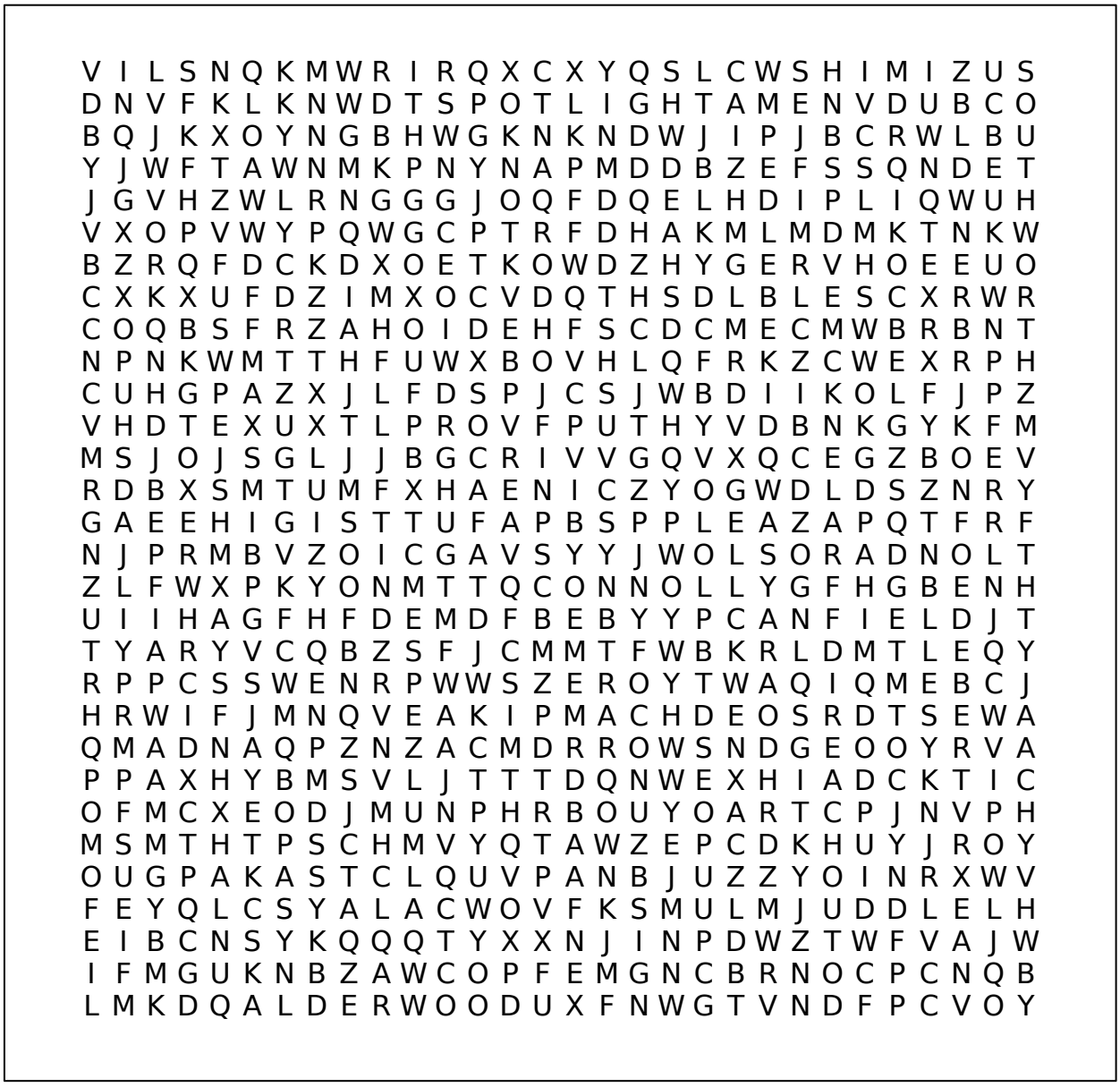

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