WASHINGTON STATE SECTION / INSTITUTE OF TRANSPORTATION ENGINEERS

ITE WASHINGTON

Letter from the President

Jim Ellison, WA Section President

"What's one big fix for frightful traffic?" That was the headline across the Seattle Times op-ed page that caught my eye a few days before Thanksgiving this year. Three seemingly divergent articles penned by *"special to the Times"* contributors were aligned vertically, covering almost the entire page. In the left column, the executive director of the Cascade Bicycling Club, Chuck Ayers, stated that we can solve the problem of getting around Seattle by building a network of bikeways. In the far right column, the vice president of transportation for the Kemper Development Company, Bruce Nurse, stated that we should stop waging a war on cars and

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December Meeting

Breakfast & training: What's new with trip generation?

Join fellow professionals and ITE staff to learn what's new in the 9th Edition ITE Trip Generation Report and the new Trip Generation Handbook. The workshop will include three parts:

1. Live web briefing with ITE staff covering the new items in the Trip Generation report.
2. Trip Generation for Mixed-use developments - new research and findings.
3. Discussion of local experiences by Washington State ITE members.

AGENDA

8:15 a.m.	Registration.
8:30 a.m.	Catered hot breakfast buffet.
9:30 a.m.	Introduction to workshop.
9:45 a.m.	Quick overview of mixed use development trip generation from Jerry Walters, Fehr & Peers.
10:00 a.m.	ITE Web Briefing ▪ Overview of ITE 9th Edition from ITE staff (10 minutes). ▪ Overview of potential changes to the Trip Generation Handbook from ITE staff (10 minutes). ▪ Overview and online demo of cloud version of Trip Generation from Transoft Solutions staff (20 minutes). ▪ Question and answer discussion (5-10 minutes).
10:45 a.m.	Mixed use development trip generation: realities and pitfalls from Jerry Walters, Fehr & Peers
11:30 a.m.	Washington State experiences: discussion
12:00 p.m.	Adjourn

WHEN Wednesday, December 19, 2012 from 8:15 a.m. - 12:00 p.m.

WHERE City of Des Moines' Founders Lodge
22030 Cliff Ave. S.
Des Moines, WA 98198

COST $30 for ITE members; $35 for non-ITE members. Parking is free.

RSVP Please register with Carla Nasr at itewaregister@gmail.com by 5:00 p.m. on Friday, December 14. Those who register and do not attend will still be billed to reimburse the caterer.

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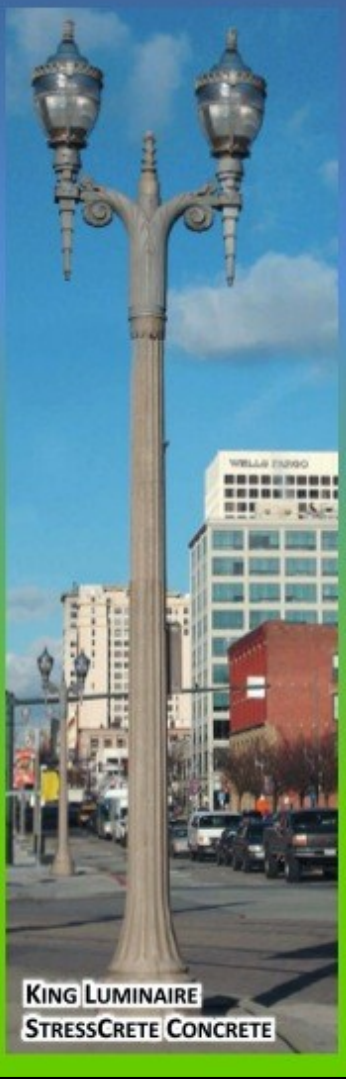

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that limiting parking and road capacity is a failed policy. In the middle of the page, the secretary of WSDOT, Paula Hammond, stated that there isn't one project or investment that will solve the congestion. She said that if there is one "great thing" that is needed now, it is maintaining and preserving the system we have.

Does the public really think there might be "one big fix?" Perhaps it's just human nature to try to simplify things when trying to make sense out of a complex and frustrating issue. However, over the years, I've come to the conclusion that the notion of "solving" congestion in the Puget Sound region is a misnomer that only serves to feed the public's wish that we can somehow return to the good old days when we could relatively easily get around by car and when rush hour really was an hour.

Instead, it seems as if our challenge is to convey to the public, and maybe even more importantly, convince the media, that the task at hand is to better *manage* congestion. Another task is to educate the public that providing improvements such as Link light rail, HOV lanes, bus rapid transit, and ride sharing services is about providing transportation choices for personal mobility, rather than providing a solution to somehow free up more capacity on the freeways so that more one-occupant vehicles can drive to work more quickly.

Whether it's more bikeways, more roadway capacity, maintaining and preserving our system, or operating our existing system more efficiently, each can and should be a part of the fix, and they shouldn't be mutually exclusive from each other.

We as transportation professionals can land in one camp more than another, as a bicycle advocate, or a pedestrian advocate, or a transit advocate, or a roads advocate. However, it seems as though it is up to each one of us to help bring these advocacies together in the end to strive for an increasingly more unified, intermodal system. Otherwise, our constituency will continue to believe that there really is one big fix, one that can miraculously solve our regional congestion once and for all.

This month's training opportunity: What's New with Trip Generation?

The new 9th edition of the Trip Generation Manual has been published and is available for order from ITE. We are fortunate to be able to offer a very timely breakfast training meeting on changes in the Manual on December 19 in Des Moines. Through our local efforts, we were able to prompt ITE headquarters to put together their planned web briefing, and to schedule that webcast to coincide with a part of our overall local ITE-WA training. Many thanks to Don Samdahl, Fehr and Peers, for his efforts to work with ITE staff in Washington D.C. and to put together a great program that also includes discussion on how to handle mixed use developments. See page 1 for registration and program information. Seating capacity is limited, so please register soon to assure your spot.

Jim Ellison, President
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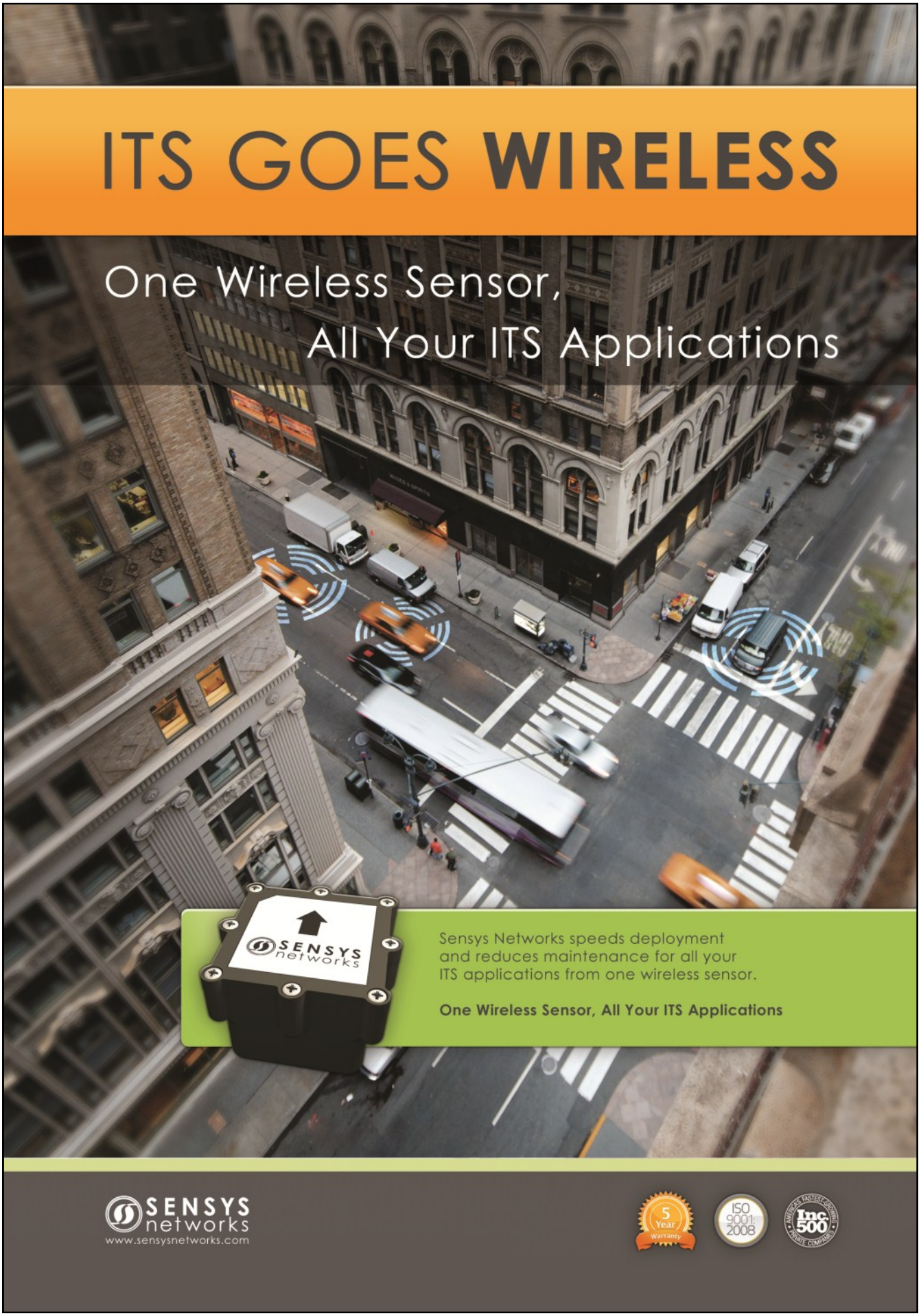
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Meeting Schedule for 2012-2013

These upcoming dates for ITE Washington State Section luncheon meetings are subject to change depending on the availability of venues:

- **Wednesday, December 19** – Breakfast & training: What's new with trip generation? See page 1 for more information.
- **Wednesday, January 16** – Neighborhood Greenways: a new category of street that actively prioritizes walking and bicycling.
- **Monday, February 11** – ITE/International Municipal Signal Association (IMSA).
- **Tuesday, March 12** – Topic to be announced soon.
- **Tuesday, April 9** – Topic to be announced soon.
- **Tuesday, May 14** – Student night.
- **Monday, June 10** – Annual meeting.
- **Tuesday, June 11** – 25th Annual Golf Tournament.
- **No meetings in July and August.**

Scribe Report

City of Bellevue Forecasts Growth and Mobility

By Paul Cho, ITE WA Scribe, City of Redmond

As we exited off the I-405 freeway, the views of high rise structures stood as evidence of a growing metropolis. Visiting City of Bellevue, Washington's administration building felt not unlike visiting the airport. Drivers (typically… but not today) must take a parking ticket in order to pass through the gates and attempt to find parking in the structure. A nice stroll down a large port-like corridor complete with an espresso stand was required to reach the conference room where this month's ITE Washington Section meeting was held.

Bellevue City Hall
Photo courtesy of City of Bellevue

Section president, Jim Ellison, began the meeting with a reflection on the variations of this year's meeting topics, venues, and even pricing for attendance, ranging from $40 to free. And in following the format of previous meetings, Mr. Ellison requested self-introductions from the 49 registered attendees before introducing Kevin McDonald from City of Bellevue to speak.

Mr. McDonald began his presentation regarding the fifth largest city in Washington State by welcoming the group and sharing the city's goals for downtown mobility. The city forecasts that 75% of the city's planned employment and 50% of the planned residential growth between 2010 and 2030 will happen in the downtown. The Downtown Transportation Plan Update focused on updating the Downtown Subarea Plan which was adopted in 2004 with improvements that incorporate more strategies to accommodate both motorized and non-motorized transportation demands. Mr. McDonald discussed how various steps of applying the Transportation Plan Update would specifically address non-motorized and transit facilities in addition to typical roadway improvements. These steps included reviewing existing conditions, involving the community, and participating in transit, walking, and bicycle tours.

A short time of questions and answers followed the presentation and members were encouraged to find additional information at: www.bellevuewa.gov/downtown-transportation-plan-update.htm. Before adjourning the meeting, Jim Ellison announced that the 9th edition of the ITE Trip Generation Manual is now available and invited everyone to this month's breakfast training on the topic of trip generation. Please see page 1 for more details.

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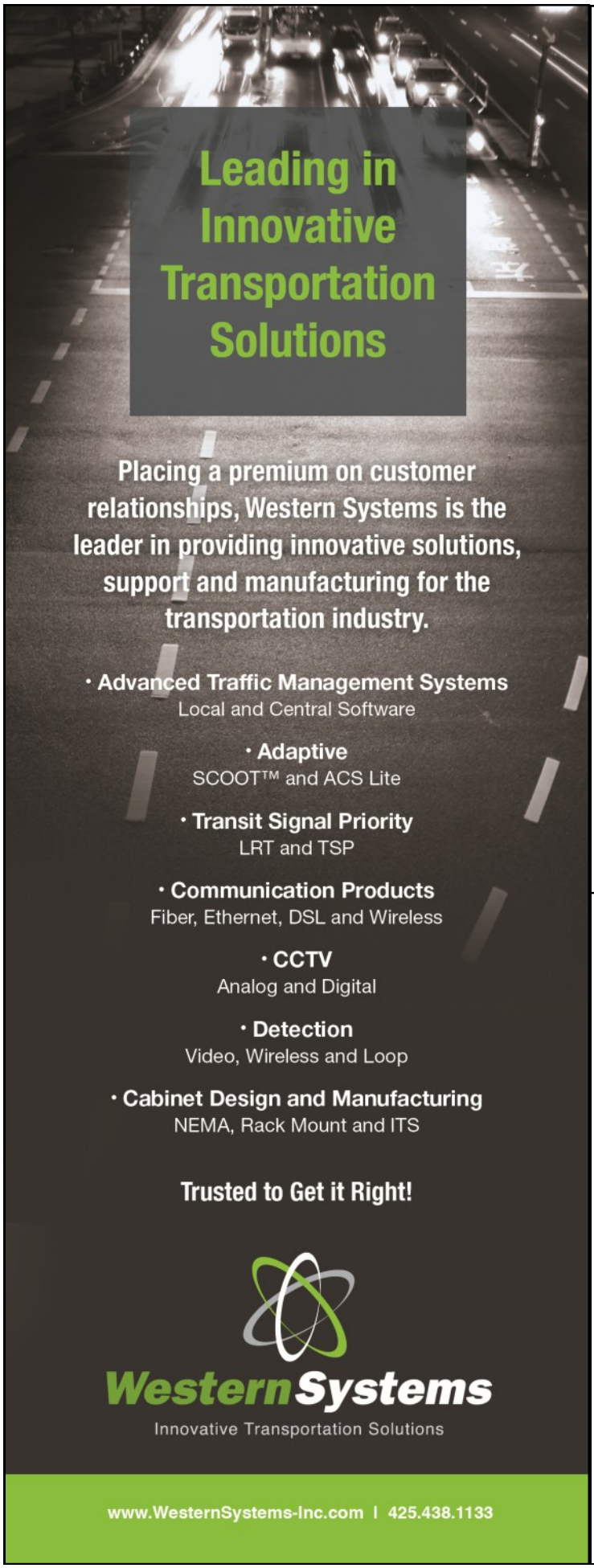

News

Urban Street Design Guide

By Susan Bowe, ITE WA Newsletter Editor, WSDOT

In October 2012, the National Association of City Transportation Officials (NACTO) published an overview of the Urban Street Design Guide, which they plan to release next summer. The guide lists five principles of urban street design:

1. Streets are public places
2. Great streets are great for business
3. Design for safety
4. Streets can be changed
5. Act now (to implement projects)

The guide will also present strategies and design guidance that practitioners can use to shape streets into streets that support multiple transportation modes and encourage other planned activities for people, such as dining, shopping, gathering, and playing. The concepts come from real life examples in the United States and abroad. Learn more at: http://nacto.org/urbanstreetdesignguide-overview/

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Civil, Traffic and Structural

Safety Corner

Safety Committee Happenings

By Gary Norris, Safety Committee Chair, DN Traffic Consultants

The Washington State Section Safety Committee is diligently working on a list of potential projects to be pursued by the Washington State Section. Projects identified to date as well as other possibilities will be discussed at the Safety Committee meeting following the section meeting and training on December 19th. Anyone with possible projects or interest in joining the committee is welcome to attend. Please contact one of the committee members for more information:

- Michelle Brown
- Brian Chandler
- Matthew Enders
- Robert Shull
- Gary Norris, Safety Committee Chair, 425-765-5721 or gary.norris@comcast.net

Call for Projects for Federal Safety Funding

Jurisdictions in Washington State are eligible for $25 million in federal Highway Safety Improvement Program funds through Washington State Department of Transportation's 2013 Quick Response Safety Program. Jurisdictions with fatal or serious injury collisions may apply for one or more projects. Funding is available for the construction phase of a project that meets the eligibility criteria. See http://www.wsdot.wa.gov/LocalPrograms/Traffic/QuickResponseSafetyQA.htm to learn more and apply.

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Comments and Submissions for the Newsletter

If you have comments on this newsletter or have an interesting topic or project to share, please contact Susan Bowe, Newsletter Editor at itewaeditor@gmail.com .