INSTITUTE OF TRANSPORTATION ENGINEERS / WASHINGTON STATE SECTION

ITE WASHINGTON

http://www.westernite.org/Sections/Washington/ December 2013

Letter from the President

Dongho Chang, WA Section President

Technology is fundamentally changing our society. Brilliant new innovations continue to provide faster and more efficient ways for us to communicate with each other. There are simple phone apps that Seattle residents now use to report problems, such as potholes, which assist in our ability to make timely repairs. There are government changing social media that enabled political changes in Tunisia and Egypt. We are now seeing the first generation of connected and semi-automated vehicles and the potential for safety and mobility advancements is just being realized. Residents who currently cannot drive due to blindness or other medical/physical conditions could realize life changing access to mobility and independence. Younger and older drivers could benefit from the collision avoidance systems that are currently available for the newest model of vehicles from Subaru to BMW.

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December Breakfast Meeting

Curb Ramps that Meet Americans with Disabilities Act Requirements

Title II of the Americans with Disabilities Act requires State and local agencies to provide pedestrian routes that are accessible to people with disabilities. ADA curb ramps help make sidewalks and pathways accessible. This training will provide an overview of the ADA, discuss how agencies have established their compliance programs, and get into the nitty gritty details of design/construction challenges and solutions. Speakers include:

- Ron Franzen, WSDOT Trainer
- Erich Ellis, Seattle Dept. of Transportation Design Manager
- Harold Wirch, Retired Snohomish Co. Signal Engineer
- Janet Hall, Mountlake Terrace Traffic Engineer
- Laeth Al-Rashid, Seattle Project Design Engineer

Photo provided by Federal Highway Administration

WHEN Tuesday, December 10, 2013, 8:30 a.m.– noon

WHERE Beach Park Event Center Auditorium, 206-870-9370
22030 Cliff Avenue South, Des Moines, WA 98198
(Get Directions)

COST $25 for ITE members, $30 for non-ITE members. $10 for members of Young Professionals in Transportation. Free for students. Free parking.

MENU A catered breakfast of egg soufflé, sausage, bacon, French toast, bread, pastries, croissants, and coffee.

RSVP Please register with Carla Nasr at itewaregister@gmail.com by 5:00 p.m. on Friday, Dec. 6. If you cancel your reservation after this date, you will be charged to cover the cost of the meal.

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Letter from the President

(Continued from page 1)

All these technological advancements are occurring at a pace that is difficult for our legal framework to keep up with. For example, legislators want to ensure that thoughtful safeguards and protections are provided for. Issues such as tort liability and privacy can become barriers to advancement and use of these technologies. Washington State has joint and several liability laws that may expose manufacturers and government agencies to large claims for damages arising from collisions. Many agencies may decide to wait for the technology and the infrastructure to mature before fully participating.

I was fortunate to speak with and learn from University of Washington law students in the Technology Law and Public Policy Clinic in mid-November. A team of these law students are working to develop legislation to allow Washington State to join three other states (California, Florida, and Nevada) and Washington DC to test autonomous vehicles. I'm looking forward seeing the group's final proposal and submittal to the Legislators early next year.

One of the students that I met from the Technology Law and Public Policy Clinic decided to pursue a law degree after getting a degree in civil engineering. He said that he saw a need to bridge and remove legal barriers so that effective transportation solutions can be adopted more quickly. It is great to see that our young transportation professionals are reaching beyond our traditional engineering field to help advance the state of our transportation practice.

Dongho Chang, President,
itewapresident@gmail.com

Job Announcement

Deputy Executive Director

A message from the Board of Registration for Professional Engineers and Land Surveyors

The Board of Registration for Professional Engineers and Land Surveyors has re-initiated efforts to recruit for the vacant Deputy Executive Director position. If you previously applied for this position, you must re-apply or you will not be considered. The deadline to apply is December 9, 2013.

To apply for this position, visit www.careers.wa.gov, select Department of Licensing, then "Deputy Executive Director, Board of Registration" or click here. If you have questions, please call 360-664-1564.

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ITE WA Event Schedule for 2013-2014

These dates for ITE WA meetings and events are subject to change depending upon the availability of venues:

- Tuesday, Dec. 10: Breakfast/Training. Topic: ADA curb ramps. See page 1.
- Tuesday, Jan. 14: Lunch meeting.
- Monday, Feb. 10: ITE/International Municipal Signal Association (IMSA) meeting.
- Tuesday, March 18: Lunch meeting.
- Tuesday, April 8: Lunch meeting.
- Tuesday, May 13: Student Night.
- Tuesday, June 10: Annual Business Meeting.
- Sunday, June 29 – Wednesday July 2: Western District Annual Meeting in Rapid City, South Dakota.
- Sunday, Aug. 10 – Wednesday Aug. 13: ITE WA helps host the 2014 ITE International Annual Meeting and Exhibit in Seattle.

2014 ITE International Technical Conference and Exhibit

March 9-12 in Miami, Florida

The conference will focus on the challenges and opportunities of working with multidisciplinary teams to meet customer, community and political expectations for the creation of vibrant regions to safely live, work, and play. The program will include plenary sessions from nationally recognized transportation and policy professionals as well as presentations, peer-to-peer exchanges, technology showcases, and workshops focused on safety, design, operations and planning considerations for:

Photo provided by the Greater Miami Convention and Visitors Bureau

- Achieving a Bicycle-Friendly Designation for Your City
- Bicycle and Pedestrian Integration Plans
- Improving Systems Management and Operations with SHRP2 Reliability Products
- Paying for Vibrant Community Mobility-Innovative Funding for Transportation Infrastructure
- New Approaches for Managing Transportation Demand
- Improving Mobility during Incidents and Construction
- State of the Art Traffic Signal Information Systems
- Are You Ready for MAP-21 Performance Measures?
- Economics and Security of Connected an Autonomous Vehicle Technology

Learn more.

Note from the Treasurer

We have expanded payment options for our members. Besides paying by cash or check, ITE WA can now accept payments through the Square Card Reader and PayPal. Now all four options are available for each ITE WA-sponsored monthly event, advertising, and to pay for membership dues.

Scribe Report

Highlights from the November lunch meeting: Sound Transit Link Light Rail Projects

By Dongho Chang, ITE-WA President, City of Seattle

We had a beautifully scenic and sunny lunch meeting at the Nile Shrine Golf Club in Mountlake Terrace with 41 members coming to listen and learn about Sound Transit's Central Link light rail program. Several of these attendees commented that we will be able to take the Link Light Rail service to the Mountlake Terrace station in 2023 when service is expected to start.

Top right and left: Jon Jordan gives his presentation. Bottom: Attendees think about the past, present, and future of Sound Transit Link light rail.

Jon Jordan, Design Engineering Lead and Brian Kemper, Traffic Engineer provided an update on current Sound Transit services, projects under construction, and planning efforts for future expansion of services in the region. Sound Transit was formed in 1996 with a voter approved *Sound Move* package and 2008 *Sound Transit 2* measure to eventually form a 55 mile regional system. Seventy percent of the funding comes from 0.9 percent retail sales tax, there is 0.3 percent motor vehicle excise tax, and Jon did not have the details on the fare box recovery. Jon indicated that the recession had a tremendous impact on sales tax and the project had to be revised to reflect the funding. A significant portion of the impact was on the south end of the system in Federal Way, where there were expected to be less riders to help support the planned expansion.

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Scribe Report

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Jon provided details of Sound Transit's Central Link program. The initial 13.9 mile segment from S. 154th Street in city of SeaTac to Westlake Center in city of Seattle opened in July 2009. The 1.7 mile extension to SeaTac Airport opened in December 2009. U-Link to Husky Stadium is a $1.95 Billion project that will connect the three largest neighborhoods in the city, which are also the largest urban centers in the state, with a 3.5 mile system. These neighborhoods are downtown Seattle, Capitol Hill, and the University of Washington. Jon said that the project is $100,000 million under budget and that there is a strong possibility that it could open six months ahead of its planned Sept 24, 2016 opening date.

Northgate Link is a 4.3 mile project currently under construction and is expected to open in 2021. Finally, extension to Lynnwood is currently under environmental review and is anticipated to open for service in 2022. And East Link is a 14 mile project that will connect Seattle, Mercer Island, Bellevue, and Overlake (Eastern Bellevue and southern Redmond) that year.

As we were running out of time, Jon provided quick details on the planning efforts under way for future extensions of the regional transit system. ST 3 scoping efforts are under way and members were encouraged to provide feedback to the scoping process.

I would like to thank Carla Nasr, our Hospitality Chair, for arranging the nice venue for our meeting. And thanks to Carter Danne, our Vice President/Treasurer for providing attendees with the payment options of paying by credit card with a Square Card Reader and PayPal. We noted that many members chose to pay by credit card at the meeting.

Carla Nasr and Carter Danne test out the options that members can now use to pay for lunch meetings and other activities and fees.

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Technical Article

The Results are in…Fewer Collisions on Northeast 125th in Seattle

By City of Seattle

In May 2011 the Seattle Department of Transportation (SDOT) reconfigured the lanes on NE 125th Street between Roosevelt Way NE and 30th Avenue NE to make the street safer for everyone, support transit better, and keep vehicles moving. Prior to the rechannelization there were two travel lanes in each direction. SDOT altered the road's striping to provide one lane in each direction, a new two-way left turn lane and bicycle lanes. SDOT monitored the project's impact on safety and traffic after the rechannelization was completed to make sure the street functioned well. Data shows it is and we want to share the key results.

The speed limit on this roadway is 30 miles per hour. Prior to the project, the 85th percentile speed, the speed that most drivers were comfortable driving, was 41 miles per hour eastbound and 39 miles per hour westbound. Further, eighty-seven percent of drivers were traveling over the speed limit and 16 percent were speeding at 40 miles per hour or more – more than ten miles per hour over the speed limit. Since the project was completed, the 85th percentile is now 38 miles per hour eastbound and 36 miles per hour westbound with an 11 percent decrease in the percentage of people exceeding the speed limit. And there has been an even more dramatic decrease in drivers speeding more than ten miles over the speed limit.

NE 125th Street before the road diet

85th Percentile Speed

Speed in miles per hour

	Before	After	Change
Eastbound	41.4	38.0	-8%
Westbound	38.6	35.7	-8%

Top End Speeders

Percent 10+ mph over the speed limit

	Before	After	Change
Eastbound	22.4%	7.3%	-67%
Westbound	9.5%	2.5%	-74%

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Department of Transportation

Mission: To deliver a safe and reliable transportation system that enhances Seattle's environment and economic vitality.

Technical Article

(Continued from page 8)

While SDOT staff worried about traffic diverting to other streets because of the road diet, the opposite has occurred. Data indicates that traffic volume overall has increased roughly 10 percent on NE 125th Street. One possible reason for this increase may be that more drivers are using the road as they travel to and from Lake City Way North, which provides an alternate road around north Lake Washington, to avoid paying tolls on the SR 520 floating bridge. Tolling began in both directions in December 2011.

Modifying roads to discourage speeding is one of the recommended actions in Seattle's Road Safety Action Plan, which has a goal of zero traffic fatalities and serious injuries by 2030. One of the most satisfying outcomes on NE 125th Street is that the rate of collisions and the rate of injury collisions have both declined. Despite the increase in traffic volume, the rate of collisions has decreased by ten percent and injury collisions have decreased by 17 percent. This means that people who walk, ride a bicycle and drive are safer when they use NE 125th Street.

Change in Collision Rate			
	Before	After	Change
Collisions per million vehicles	5.83	5.24	-10%
Injury collisions per million vehicles	2.41	1.99	-17%

These findings are similar to a recent Federal Highway Administration (FHWA) study, Evaluation of Lane Reduction "Road Diet" Measures on Crashes, which analyzed 30 street reconfigurations in Washington and California. FHWA determined that there was a 19 percent reduction in the collision rate after converting from four-lanes to two lanes with a two-way left turn lane.

NE 125th Street is another successful rechannelization project for city of Seattle, adding to the string of positive road reconfigurations that the city has completed since 1972. To read the full report and see its data, click on this link: NE 125th Street Rechannelization Report.

NE 125th Street after the road diet.

Washington State Local Technical Assistance Program (LTAP)

Providing training for local agencies and their consultants.
View a list of upcoming classes at http://www.wsdot.wa.gov/LocalPrograms/Training/default.htm

WSDOT Mission: WSDOT provides and supports safe, reliable, and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.

Safety Corner

News from the Section Safety Committee

By Gary Norris, Safety Committee Chair, DN Traffic Consultants

Target Zero, Washington State's strategy to achieve zero fatalities and serious injuries by the year 2030 has been updated and is heading to Governor Inslee's desk for signature. We hope thatTarget Zero can be the topic for the March lunch meeting, as the updated document should be out by then.

The Safety Committee continues to look at ways that our section can significantly participate in Target Zero. Janet Hall from City of Mountlake Terrace offered the following ideas for public education. If any of these ideas spark an interest, please contact one of the Safety Committee members.

- Traffic safety booths at community fairs - staffing the booth with Safety information - prepare templates for brochures.
- Provide info for monthly "Traffic Safety Corners" in agency newsletters - prepare templates for messages.
- Bicycle safety training for all ages - coordinate with Cascade Bicycle Club, school districts, and police.
- Driver training update - Prepare press releases for newspapers and blogs.

We will sponsor an online training on the Highway Safety Manual that will begin in early 2014. If you are interested in participating please contact me at gary@dntrafficconsultants.com or Robert Shull at rshull@transportmodeler.com.

The Safety Committee members include:

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Please be safe this holiday season.

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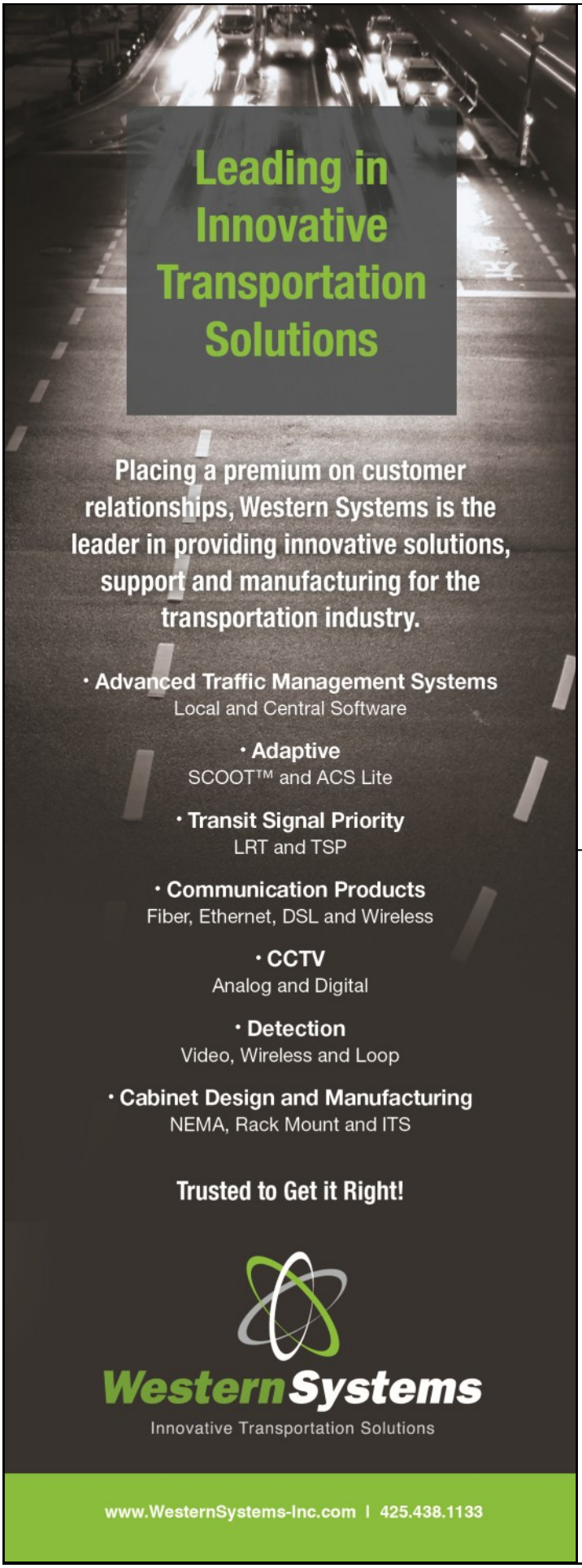

Campus Corner

Reminders about Activities and Opportunities for 2013-2014

By Richard Hutchinson, Student Activities Committee Chair, KPG

Student Night Competition
We are looking for a demonstration project for this year's Student Night. If you know of a project that you think would be interesting, please contact me at 253-344-5267 or richardh@kpg.com. This is a good opportunity to bring an interesting project that has been shelved or that is lower on the funding priority list to the forefront while letting students visit the site, crunch a few numbers, and develop and give a presentation of their ideas on how to address the issue.

$1,500 Undergraduate and $2,000 Graduate Scholarships
Scholarships from ITE WA for students in transportation engineering or transportation planning are due the first week in April 2014. Criteria and applications will be posted on the ITE-WA website this winter. If you know a student that you think would be a good candidate, please encourage them to submit an application this year.

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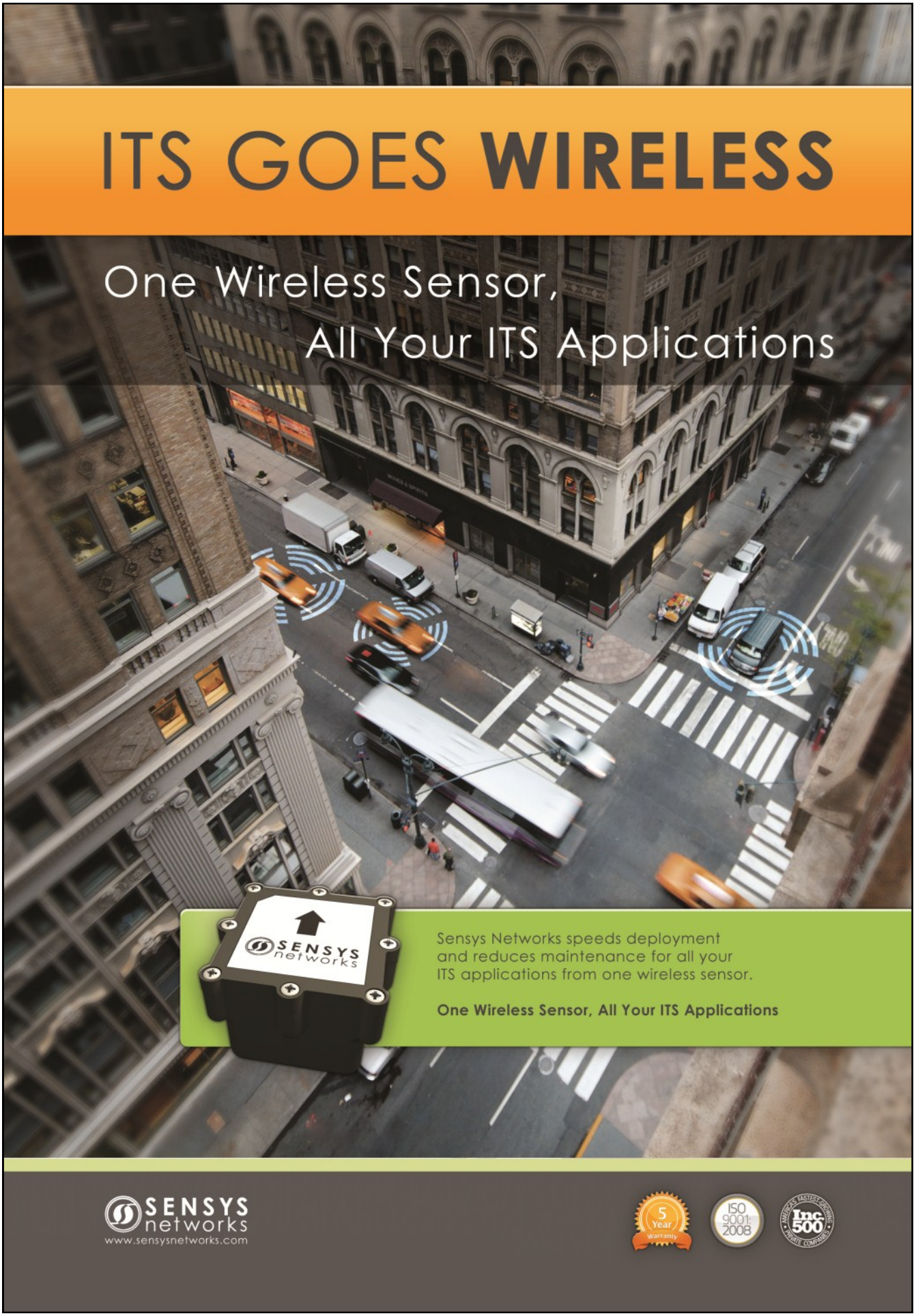
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- Business card: $100
- 1/4 page (width = 3 1/4 inches, height = 5 inches): $250
- 1/2 page (width = 7 1/2 inches, height = 5 inches or width = 3 1/4 inches, height = 10 inches): $500
- Full page (width = 7 1/2 inches, height = 10 inches): $1,000

Ads run from January through December. To submit your ad, please e-mail it in jpg, png, or tif file format to: Paul Cho, ITE WA Secretary at itewasecretary@gmail.com . Also send a check made out to "Institute of Transportation Engineers" for the ad size you desire to: Carter Danne, ITE WA Vice President/Treasurer at the above address. Please call Carter Danne to instead pay using the Square Card Reader or PayPal.

Newsletter Contact Information

Please let us know if your contact information changes so that you continue to receive monthly ITE WA announcements and newsletters by e-mail. To update your information, click on the Membership tab on the ITE WA website: http://www.westernite.org/Sections/washington/index.htm .

Newsletter Comments and Article Submissions

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 .

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