December Breakfast Meeting

When: Thursday, December 10
ITE-WA Breakfast Training Meeting
8:30 AM – Noon

Where: Des Moines
Beach Park Auditorium
22030 Cliff Ave S

RSVP by this Friday, December 04
Carla Nasr at itewaregister@gmail.com

Inside this issue
- President’s Message
- Scribe’s Report
- Training & Career Opportunities
- Events Calendar
- December ITE-WA Meeting Agenda
- December ITE-WA Meeting Speakers
- Technical Section
- Yesteryears
- CrossWalks Puzzle
- ITE-WA Support Advertiser Section
- ITE-WA Officers
- ITE-WA Section Business

President’s Message

Following daylight savings time, the thought finally sinks in it’s not summer anymore. All of a sudden, we are going to work in the dark and coming home in the dark. Gortex becomes an acceptable attire for business meetings. And all the roadway projects are scrambling to finish installing striping and loop detectors in the pavement. The trouble is, the weather can’t make up its mind whether it wants to be wet or frozen so the contractor is stuck dealing with rain or de-icing chemicals.

In dealing with a wide field of transportation, we think big, long-term, and systematic. However, how much of that energy and enthusiasm do we share with our family, friends and neighbors? How much attention do we put on our own personal safety in our daily routines? A coworker shared three headlines from different news sources reporting on the same accident:

“One critically hurt in Federal Way crash caused by icy road” – KIROTV.com
“Two injured in Federal Way crash blamed on icy roadway” – KOMONews.com
“Icy roads factor in multi-vehicle crash in Federal Way” – KING5.com

Two out of three articles cited the icy roads to blame for the crash. The third reported it was a factor. This seems to be a trend for society blaming others as the root cause of accidents. Could it have been drivers not taking necessary precautions during periods of freezing temperatures? Could it have been tires with worn treads that worked just fine in dry conditions but are less grippy in wet conditions, let alone freezing conditions?

It’s a tough balancing act to provide a certain level of service such as street lighting, sidewalks, bike lanes and a maintenance program to keep everything operating as designed for every stretch of roadway. We strive to keep people from getting injured or killed in traffic accidents utilizing new and improved tools and techniques developed to reduce crash risks. But it takes cooperation at all levels. Often I have to deny requests for streetlight installation in a neighborhood where residents complain they don’t feel safe using a flashlight to walk to their mailbox to check their mail because the funds are being distributed to install a light at a marked crosswalk or intersection so people can have improved

Follow Presidents Message (next page)
December 2015
ITE Newsletter Volume 26, No.4

President’s Message (continued)
safety going to work and school. De-icing material function only to delay freezing conditions, not restore traction levels back to dry conditions.

But there are things that can be done, with relatively low effort and cost such as taking notice of streetlights that are either not functioning or blocked by trees. Report it to the local agency/utility responsible for maintenance to keep existing devices performing as designed. For agencies, complete a night-time survey of arterials only since most people will report a light out near their homes, but find it more difficult to pinpoint a light or two or even three in a row along an arterial. This may be the campaign that’s needed to engage the public in taking an active role in their safety; a true definition of “Take my life into my own hands.”

Please join us for our December training as we focus on safety activities throughout our state. We have great speakers and presentations outlined in the meeting announcement available in the Newsletter and website. I also encourage you to sit with members you may not know or not know very well so you can help make connections within our section members.

~ Paul Cho, President
Senior Traffic Operations Engineer
City of Redmond

ITE-WA Membership

Renew or become an ITE-Washington Section Member and enjoy connecting with others in your industry. Personal interaction, growth, discussions, interesting topics and social events make the $20 membership worthwhile.

westernite.org/Sections/washington

Scribe’s Report

ITE-WA luncheon meeting - Complete Streets
Redmond City Hall

If you’ve never been to the Redmond City Hall, you owe it to yourself to visit the building. The council chambers is a soaring space with a full wall of windows on the north side, perfect for letting in plenty of light on cloudy, misty days and sunny summer days. It also happened to be a great space to hold the November meeting of the Washington Section of the Institute of Transportation Engineers!

Unlike the October meeting, which was held in conjunction with our friends at the Women’s Transportation Seminar (WTS) and the American Society of Civil Engineers (ASCE), this meeting was ITE-centric. In our beautiful corner of the world, ITE-centric does indeed mean taking a holistic view of project development and transportation policy, including digging into what it means to be a “green” road. Appropriately, the mayor of Redmond welcomed us to his fair city with an informative talk about Redmond’s Complete Streets program and what that means for traffic safety, sustainability, and the respect of regional partners who work to ensure safety and mobility for all users of the transportation system.

Next, it was time to hear about the Complete Streets program in a city that has done a lot of thinking and acting to keep

Section News

Follow Scribe Report (next page)
**Scribe Report (continued)**

pedestrian safety at the forefront. Christian Knight, the Neighborhood Services Coordinator for the City of Kirkland, was thrilled to tell us what the Complete Streets program has done for Kirkland. Most interestingly, as he serves as the liaison between residents and businesses and project engineers and contractors, he was able to address something of particular interest to planners: How do we know what the public sees are equitable and sustainable goals for transportation? The word cloud shared in his presentation gave us some not-unexpected insights into the balance that we strike as transportation planners and engineers, the balance between modes and the balance between delay, congestion, and the infrastructure and operational expenditures necessary to mitigate those. In Kirkland, bold plans to use the Cross-Kirkland corridor for bus rapid transit are matched only by the plans to further improve safety for bicyclists and pedestrians, something residents say will free them to choose from a variety of modes, depending on trip length and destination.

So what does sustainability mean? Is it merely about planning a resilient system that accommodates growth while retaining a human scale? Or is it about operational strategies that plan for a future of diverse users? Jeralee Anderson, of the Greenroads Foundation, provided insights into what makes a “green” road. Green roads, to be sure, are roads that are appropriate for the network topology under which they are classified. This means that Complete Streets can indeed be green. However, when sustainability practitioners and transportation professionals are invested in an improved and more comprehensive understanding of true life-cycle costs, every street can be a green road. The certification program for Greenroads encompasses many of the functional components of a construction project, particularly focusing on materials, construction processes, and accommodations for users. What we learned was that it does not necessarily take into account the programmatic aspects of an agency’s policy on Complete Streets, for

**Follow Scribe Report (next page)**

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**Technical Articles Wanted**

Do you have technical or educational information that might help our ITE Washington members? Please submit to Ed Aristo any technical information articles that help educate or enlighten our members.

Thanks in advance
ITE Newsletter Editor
itewaeditor@gmail.com
Scribe Report (continued)

example, but only the implementation within that particular project. This is where results matter and where a strong commitment throughout the organization to policy objectives is of key importance. The Greenroads program requires that level of cooperation from departments that often occupy different parts of the building or perhaps even different buildings. The commitment of a project manager from planning through construction can help facilitate including features that will make a road compliant with the agency’s policy objectives and with the criteria established by Greenroads. Greenroads and Complete Streets are not the same thing but they can go hand-in-hand and, with the right people teaming up to produce results, they are both integral parts of a sustainable transportation system that can serve us well into the future.

Reported by Scott O. Kuznicki, P.E.
Photo credits by Susan Bowe, P.E.

Payment Policy Change for Meetings & Trainings

Attention members!

With the acceptance of credit card and PayPal payment as options to attend meetings, the Board has unanimously rescinded our policy of accepting “Bill Me” as an option. This action brings us in alignment with ITE District and International Payment procedures for participating in training and attending meetings/conferences.

Board and Committee members are also working on setting up more pre-payment opportunities for members and organizations as we move into next year to add one more payment option to mix of payment options available.
**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.

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**Career Opportunities**

Submit career opportunities to:
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**Washington Transportation Professionals Forum (WTPF)**
www.wsdot.wa.gov/LocalPrograms/Traffic/WTPF.htm

The Washington Transportation Professionals Forum is a group of local agency traffic, transportation, and public works engineers, technicians, directors, managers, supervisors, planners, 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 meetings are organized and led by WSDOT Local Programs but the group’s focus is on local agency traffic- and transportation-related issues. The group is owned by the members.

**Meetings**

WTPF meets at least two times per year, once on each side of the state. These free meetings are available by live webinar to reach local agencies and their partners anywhere in the state.

**Next Meeting**

Our next meeting will be held in spring 2016. Please check back in late 2015 or early 2016 for more details. Please join as a member to learn more by contacting the Traffic Services Manager.

**Sign of the Times**

Traffic Light Tree - Trafalgar Way, London
http://goo.gl/maps/rsaU8jKbdBk2
ITE Washington

These dates are subject to change. Watch future newsletters for details and events.

2015

Dec 10  (Thursday) ITE-WA breakfast training – Des Moines Beach Park Auditorium
See next page for Agenda

2016

Jan TBD  ITE-WA meeting – (TBD)
Feb 08  ITE-WA/IMSA Conference & Exhibitor Show. Doubletree Hotel SeaTac
Mar 08  ITE-WA luncheon meeting (TBD)
Apr 12  ITE-WA luncheon meeting (TBD)
May 10  ITE-WA Student Night – Ivar’s Salmon House, Lake Union, Seattle
Jun TBD  ITE-WA Annual Business meeting (TBD)
Jun TBD  ITE-WA Terry Gibson Golf Classic #28 (TBD)
TBD  2016 ITE QUAD Conference – Washington State Area

* See next page for details

ITE & ITE Partners

These dates are subject to change. Watch future newsletters for details and events.

2015

2016

Feb 08  ITE-WA/IMSA Conference & Exhibitor Show. Doubletree Hotel SeaTac
AGENDA

ITE-WA Breakfast Meeting

Thursday, December 10, 2015

Beach Park Auditorium, Des Moines

8:30A  Check in and networking

8:45A  Welcome by Paul Cho, ITE WA President

9:00A  Secretary Peterson from Washington State Department of Transportation will discuss the transportation budget for 2015-2017, the latest policies, upcoming legislation and policies, and the expected impacts on safety.

9:20A  Darrin Grondel and Staci Hoff from the Washington Traffic Safety Commission. Darrin will discuss Target Zero and status of the 2016 publication update, Washington State’s Strategic Highway Safety Plan from the perspective of the Washington State Traffic Commission. Staci will describe the updated data methods and changes to the priority emphasis areas. She will review current data and trends for the Target Zero priority areas. Handouts will be provided.

9:45-9:50A  Break

9:50A  Matthew Enders from Washington State Department of Transportation’s Local Programs Division will provide a summary of the latest statewide traffic safety data and trends.

10:15A  Ida van Schalkwyk from Washington State Department of Transportation’s Traffic Operations Division will summarize the latest Highway Safety Manual updates.

10:45-10:50A  Break

10:50A  Peter Lagerwey from Toole Design Group will discuss the latest design practices for pedestrian and bicycle safety improvements and the Massachusetts Department of Transportation Separated Bicycle Lane Planning and Design Guide.

11:50A  Announcements, wrap-up, and networking.

Noon- Adjournment

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

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

Cost:  $40 for ITE members, $50 for non-ITE members, $15 for Students

RSVP:  Please register with Carla Nasr at itewaregister@gmail.com by 5:00 PM on Friday, Dec 4.
SPEAKERS

ITE-WA Breakfast Meeting - continued

Dec 10 Thursday
Beach Park Auditorium, Des Moines

Lynn Peterson is the C.E.O., aka Secretary of the Washington State Department of Transportation. Governor Jay Inslee appointed her in February 2013. Peterson oversees an agency of 6,600 employees, with responsibility for 18,600 lane miles of highway, 3,700 bridges, general aviation airports, passenger- and freight-rail programs, and the Washington State Ferry system, the nation's largest.

Peterson brings a renewed focus on agency efficiencies, accountability and investments in a multimodal system. She supports WSDOT’s partnerships with cities and counties, businesses, transit and non-motorized transportation interests to cost-effectively build safe and healthy communities everywhere in Washington state.

Most recently, Peterson served Oregon’s Governor Kitzhaber as his Transportation Policy Advisor where she oversaw transportation-energy policy, statewide transportation funding discussion and implementation of community priorities. She is the former chair of the Clackamas County Commission, where she managed budget-policy direction and resolved long-standing utility and transportation access issues that avoided a development moratorium for a majority of the urban area, allowing continued business growth.

She is also a nationally recognized transportation and land-use integration expert having worked both as a transportation consultant and as a strategic planning manager for TriMet, Portland’s regional transportation agency. In those roles, her work resulted in funding for TriMet’s south corridor light rail line and a five-year strategic transit operations and capital investment plan. She was also a transportation advocate for 1000 Friends of Oregon working with communities to develop innovative transportation initiatives; and a transportation planner for Metro, the regional government for the Portland metropolitan area, as a travel-demand forecaster.

Peterson started her career as a highway design and construction engineer at the Wisconsin Department of Transportation. Later she specialized in traffic engineering.

Peterson holds a Bachelor of Science degree in Civil and Environmental Engineering from University of Wisconsin - Madison, and two Masters degrees from Portland State University, in Civil and Environmental Engineering and Urban and Regional Planning.

Darrin Grondel was elected to the position of Governors Highway Safety Association (GHSA) Secretary in August 2015.

Governor Christine Gregoire appointed Grondel Director of the Washington Traffic Safety Commission (WTSC) in 2012 and reappointed by Governor Jay Inslee in 2013. In this role, he provides statewide leadership in all aspects of traffic safety, with a heavy emphasis on human behavioral issues that impact traffic safety.

Grondel also represents GHSA on the DRE Technical Advisory Panel for the International Association of Chiefs of Police (IACP) and has served as an Alternate Regional Representative to the Board. He is active on highway safety issues as the Chair of the Law Enforcement Standing Committee with the American Association of Motor Vehicle Administrators and a member of the IACP Highway Safety Committee. He has contributed to several national projects related to drug-impaired driving.

Prior to his role as the WTSC Director, Grondel served 20 years with the Washington State Patrol.

Grondel is completing his Doctorate in Organizational Leadership at Brandman University (May 2016), earned his Masters in Public Administration from the Evergreen State College in 2004, and his Bachelors in Political Science from Brigham Young University in 1995.
SPEAKERS

ITE-WA Breakfast meeting - continued

Dec 10 Thursday
Beach Park Auditorium, Des Moines

Matthew Enders works for Washington State Department of Transportation as a professional engineer. He is the Technical Services Manager for the Local Programs division, overseeing the Traffic Services and Local Technical Assistance (or training) groups. He has more than 15 years of traffic engineering experience with WSDOT. Besides working for Local Programs he also worked for the Traffic Operations division. Matthew’s traffic engineering background includes safety, operations, and analysis. Matthew is a graduate of Walla Walla University.

Ida van Schalkwyk is a traffic safety and operations technical engineer at the WSDOTs Traffic Operations division where she serves as a subject matter expert in safety. She received her Bachelors and Masters of Engineering at the University of Pretoria in South Africa, and a Ph.D. in Civil Engineering from Arizona State University. She has been working in traffic safety since 1993 and has a strong practical and analytical background. She has been leading the safety analysis and predictive modeling efforts to help guide the roadway illumination reform efforts at WSDOT.

Peter Lagerwey is the Regional Office Director for Toole Design Group in the Northwest. Peter has over 27 years managing high profile pedestrian and bicycle projects and programs with the City of Seattle and as a private consultant. Peter is a nationally known expert having worked on non-motorized projects and made presentations in over 230 communities across the U.S. and Canada. Most recently he was Toole Design Group’s project manager for pedestrian and bicycle plans in Dallas, Saint Louis, Wichita and San Antonio. Peter is the co-author of the FHWA manual on “How to Develop a Pedestrian Safety Action Plan” and is a certified national Complete Streets trainer. Peter brings extensive experience in the development and implementation of policies and programs related to bike lanes, shared lane markings, bicycle parking, marked crosswalks, school signing, curb ramps, sidewalks and trails. Other areas of experience and expertise include development of bicycle and pedestrian maps, grant writing, legal issues, Safe Routes to School, social marketing, encouragement and education programs, and public participation. Inspired by his Dad who grew up in the Netherlands, Peter has been riding his bicycle on a daily basis since the 1960’s when he rode his bike to school. He is a regular bicycle commuter and enjoys taking long rides with his wife.
The National Park-to-Park Highway Association laid claim to the same route as the Sunset Highway over Snoqualmie Pass. In this view from 1916, association representatives motor along Lake Keechelus about five miles east of the pass. This segment of road, narrow and gravel-surfaced with logs laid as guardrails, was cut into the Cliffside with a steep drop to the lake.

*(photo credit Chuck Flood, *Images of America, Washington’s Sunset Highway)*

By contrast, the highway along Lake Keechelus had vastly improved a few years later. Travel across Snoqualmie Pass was becoming routine; no longer dreaded as in the early days of muddy, rutted, snow-bound roads. Two lanes of smooth concrete with wide gravel shoulders reflect a modern construction; though guard rails are conspicuously absent. A cluster of vacation cabins is seen around the curve in the road.

*(photo credit Chuck Flood, *Images of America, Washington’s Sunset Highway)*
The 1940s were a time of upheaval in the United States. The country entered World War II after the attack on Pearl Harbor and all eyes looked toward Europe to see what would happen next.

ITE became involved with the war effort by producing the publication, *War Time Transportation—A Guide to Local Improvement*. In addition, an issue of *Traffic Engineering* focused on the conservation of transportation equipment.

- *Traffic Engineering Handbook* is printed and available for sale.
- ITE votes to associate with the American Association of State Highway Officials (AASHO) in what is now the Joint Committee on Uniform Traffic Control Devices.
- In 1945, ITE holds its first Annual Meeting.
- Headquarters are established at Strathcona Hall at Yale University.
CrossWalks
for discriminating ITE members

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Across
2 Effects upon the natural or human environment resulting from transportation projects
7 Crossroads
8 Refuge for pedestrians in a roadway
9 Left turns yield on a green (ball) light
11 Landscape underlain by limestone which has been eroded by dissolution
12 A powder-like incrustation formed on concrete
15 Concrete support for light pole
20 An association of state departments of transportation
21 A wide road in cities usually planted with shade trees along a central strip
22 Arch or bridge support to carry a horizontal force as well as weight.
24 A covered channel conveying a watercourse below ground under roads

Down
1 Overlapped, layered, or woven in a regular pattern
3 The bending of reinforcement bars at the end of the bar to ensure greater anchorage within the concrete
4 A force to produce rotation or of a stress or mass-inertia to resist rotation
5 An alloy whose concentration of solute is greater than the eutectic composition
6 Barrier commonly used on freeways
8 Removing shavings from a surface by pushing it past a rotating toothed cutter
10 Two or more signal phases that run concurrently
13 No longer an accident when reporting
14 Activates a walk signal
16 Organization dedicated to providing quality certification programs for the safe installation, operation and maintenance of public safety systems
17 A road for fast through-traffic
18 Short parallel lines used in hill-shading on maps
19 The upper member of the capital of a column
23 Protects lighting circuits located in the pole

Wise Tales

Two mixing chambers are working in a factory, one says to the other "You are so efficient! How do you do it?" The other mixer turns to him and says "I don’t know, I’m baffled."
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