VOL. 27 | ISSUE 4 | FEBRUARY 2017 INSTITUTE OF TRANSPORTATION ENGINEERS & PROFESSIONALS

President's Message

February

Paul Cho
ITE-WA President

It had been 67 minutes since the stopwatch was started. The time spent delayed in traffic always feels 4x longer than what it actually is. So to prevent any hyperbole, the stop watch was started shortly after the prevailing speed dropped from 70mph to 2; with only a procession of idling vehicles in front and no visible explanation. But finally flashing lights ahead were visible and it was apparent there was a serious accident that had occurred. We were now 4 hrs into our drive from Orange County to Las Vegas during a family vacation. The frustration that was felt earlier was overtaken by hope to be back on track at free-flowing speeds. The lanes narrowed from three to one in order to route vehicles around the wreckage.

As we slowly made our way around the incident, we could see response vehicles circled around a minivan with all of its contents now scattered onto the roadway. The front of the vehicle was unrecognizable and the windshield was pulled back like the lid of an instant cup ramen ready for hot water. It was an unbelievable sight and my thoughts quickly turned to the minivan's occupants. But thinking would happen at 70mph as we sped away from the site and towards our destination. Our vacation had been momentarily disrupted and now was quickly back on course. A mere blip in our road trip that was fading quickly into the rear view mirror.

But I couldn't let the thought go. A few days later, we searched on the internet about what happened that day. There were five occupants in the minivan; two adults and three children. The minivan had somehow drifted into the truck climbing lane and struck the back of a tractor-trailer. The driver was air-lifted to a Las Vegas trauma center while the front passenger died at the scene. The children in the back sustained minor injuries. Those were the highlights. But we can all imagine what started out as a family road trip turned into a life changing event for at least five lives.

~ See President's Message Next Page

ITE February Meeting

Topic: ITE/IMSA Joint Conference

When: Monday, February 13
8:00am – 4:00pm

Where: DoubleTree by Hilton
SeaTac Airport, Washingotn

See Events Page for registration information

ITE/IMSA Joint Conference THIS MONDAY, February 13

Your Partner in PUBLIC SAFETY

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President's Message – continued

Ever since then, I couldn't help thinking did we fail that family? Now, I'm referring to Transportation practitioners in general that dedicate our time and energy in improving safety and ultimately improving the quality of life for our community. This could range from vehicle designers, to safety inspectors, to roadway engineers, contractors and maintenance staff among others.

What could we do to lessen the chance of such a catastrophe from happening again? Could the lower guard of the trailer be even lower to ensure it strikes the engine block of passenger vehicle rather than be a potato peeler against the hood and windshield? Could a larger buffer be created with the available width of the roadway and even a rumble strip added between the general purpose and truck climbing lanes to give just enough time to realize the vehicle was veering out of the lane? Could we push harder for lane departure technology to be more readily available just as seat belts have become standard safety features? Could speed harmonization or other technologies have allowed this family to arrive at their destination, late and inconvenienced, rather than dealing with the unimaginable?

We can't address every safety concern. But there are areas of influence we can be involved in and on a daily basis. For me, it may be keeping streetlights on and clear of tree blockage to assist with roadway and pedestrian visibility. Others combat maintaining the reflectivity of signs and markings. And yet others work on technology that may one day have vehicles talking to each other to avoid collisions. Each of us have our own battles to wage in an effort to safely get people and goods to their destination. And any time we start to tire, think of a family that set out on a fun road trip that never fulfilled their plans of creating wonderful memories together. If some contributing factor could have lessened the outcome to property damage with minor injuries only, what would that be worth?

I don't mean to start our 2017 on such a serious note. But I feel it's what we must do as the battle will get increasingly more difficult in our area. The economy has steadily improved since the big down-turn in 2008. Along with it, roadway volumes have gone up and inevitably so will the collisions. What can we do to lessen the severity of a single collision from being serious injury or fatality to property damage with minor injuries only? What if we can influence the chance of a family making it to their children's tennis tournament rather than a horrific nightmare involving helicopters and circled response vehicles?

Each of us have the ability to influence those contributing factors. And we shouldn't tire in facing those odds. This is one of the great benefits of the ITE community. We have a great network of transportation practitioners that have dedicated their careers to improving the quality of life for our community. And one of the best venues for networking is the upcoming ITE/IMSA joint annual meeting. This is the premiere event where those that plan, design and operate our roadways come together with support from software and hardware manufacturers that provide the tools that assist in our transportation goals. Please join me as we share our ideas, projects, successes and challenges with one another as we strive towards helping everyone make it to their destination with only an inconvenience along the way as their biggest complaint.

Paul Cho, President

Traffic Operations Engineer

City of Redmond

ITE-WA Membership

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

westernite.org/Sections/washington

Connected Vehicles and Autonomous Vehicle Technology

By Daniel Lai, PE | ITS Technical Manager | Transpo Group

Daniel Lai
Secretary – ITE
Washington Section

Connected Vehicle (CV) and Autonomous Vehicle technology (AV) have been at the forefront of research and development in both the public and private transportation sectors for the last 5 years. Innovation test beds and pilot projects such as Mcity Michigan, GoMentum Station, and THEA Connected Vehicle pilot site have provided our industry with more practical experience to understand the benefits of these new emerging technologies. We are witnessing the rapid development of new standards and applications that aim to revolutionize the way in which CV and AV technologies interact with our modern transportation systems.

At our December joint event with ITS-Washington, representatives from the FHWA, USDOT Vehicle-to-Infrastructure (V2I) Deployment Coalition, Caltrans, WSDOT, University of Washington, and private sector members provided an all-day program that featured various CV and AV topics to help practitioners prepare for CV and AV deployments. The full day program featured two tracks with one track providing a full-day training on applying CV principles to improving highway safety and the second track providing an overview of regional CV deployments and the tools available to plan for CV/AV technology.

Ray Murphy from the FHWA and Annie Chang from ITS America

facilitated a full-day training program that demonstrated many of the CV safety applications that the USDOT has already tested on recent pilot projects. The FHWA is encouraging development in CV and AV technology to help lower the estimated $242B attributed to the economic cost and $836B in societal harm as a result of collisions every year. Some of the applications discussed include Forward Collision Warning, Emergency Electronic Brake Light, and Curve Speed Warning. A roundtable format encouraged ITE and ITS Washington members to participate interactively and share how the Washington region may benefit from early deployment of CV technology. The focus on safety applications for CV was a great way to build upon ITE's December theme on Transportation Safety.

The second track attracted a full house at PSRC's boardroom as it featured a broad spectrum of CV/AV topics including an introduction to the technology, current CV research work from the University of Washington and regional advancements in CV/AV. Ginny Crowson from the V2I Deployment Coalition presented on how stakeholders from around the national have collaborated to develop guidance information on how to advance CV technology. The Signal Phase and Timing (SPaT) Challenge is one initiative developed by the coalition that challenges agencies to deploy Dedicated Short Range Communication (DSRC) technology that will support CV on corridors that includes up to 20 signals by 2020. One local example of CV technology right in our backyard is the

~ See Connected Vehicle Next Page

Connected Vehicle, continued

FRATIS application presented by Tim Ebner of the NW Seaport Alliance. Tim presented on the Port of Tacoma's new CV applications, DrayLink and DrayQ, that provide a real-time data-driven advance reservation system for freight operators. These types of mobility applications are just the beginning of what we may expect to see in Washington, as we prepare for CV/AV. Questions like "How can I be involved" or "How should I get ready for CV/AV" were answered by HDR's Chris Williges who provided an informative presentation on tools that practitioners can use to plan for the future of CV/AV. The shared event provided members with a better perspective on evolution of CV/AV technology and what we may expect to see in the next 10 years.

The full-day event wrapped up with technical tours to the SR 99 Tunnel, SR 520 Floating Bridge Maintenance Facility, King County Metro Management Center and SDOT Operations Center, which was followed up by a happy hour at Old Stove Brewing. We appreciate Encom's happy hour sponsorship, which included an opportunity for members to network and also learn more about Encom's product line. We also had an opportunity to learn from SDOT's Transportation Operations Direction, Mark Bandy, on their motivation to expand ITS technologies in 2017 to accommodate for the rapid growth experienced throughout the City.

Scribe's Report

Joint Conference and Training with ITS-Washington by Darcy Akers

December is safety-training month for ITE Washington Chapter and this year ITE partnered with ITS Washington to bring folks together for safety training in ITS applications. And it was only day one of a two-day conference focusing on intelligent transportation systems. Overall this conference showcased the latest developments in transportation and provided attendees with exiting update on the newest innovations.

Darcy Akers
ITE-WA Scribe
City of Bellevue
ITS Engineer

Ray Murphy from the US DOT ITS Joint Programs office was on hand to lead a full day training on the improving highway safety with ITS. The training focused on the challenges and opportunities of ITS solutions and outlined the safety planning process. Many examples were covered such as wrong-way warning, active warning signs, dynamic speed control, and more. Many local agencies were present and could provide examples of ITS safety applications in their own jurisdictions – a sign the region is embracing innovation. The training also touched on the different opportunities for safety improvements using vehicles-to-infrastructure and vehicle-to-vehicles communications. From hazardous weather warning to rear-end warnings, a new chapter of ITS safety is opening with the roll out of connected vehicle feature.

The safety training touched on connected vehicles but connected and autonomous vehicles are a much bigger discussion. In fact, in a separate track, attendees dug deeper into the progress and future of connected and autonomous vehicles. The presentations in this track started with a discussion on why and how we should prepare for connected vehicles, but also looked into different applications such as planning tools, freight opportunities and more.

The second day of the conference was exciting discussion on transportation for tomorrow. Great strides have been made in the last few years in regards to ITS technologies and some of the applications that have always be labeled as "futuristic" now exist today. The FTA is working on last/first mile solutions and mobility on demand while new players such as Amazon and Microsoft joining the transportation discussion on opportunities such as cloud data storage, interconnectivity and other smart city applications. Organizations like Challenge Seattle are working to bring together major companies to look at how the future of infrastructure will impact education, jobs and other aspects of life. Rideshare companies such as Lyft are pushing the vision of autonomous vehicles. The USDOT's pilot programs are in progress and many agencies are following such as City of Portland, Iowa DOT and more NYC. New York has great lessons learned with their connected fleet of 8000 cars and the research for Iowa's I-80 corridor planning will be a useful tool for how to plan with autonomous vehicles in mind.

The afternoon's technical panels continued the great discussion of ITS projects happening now. With too many different topics to list, attendees had their pick of choices: adaptive signal control,

~ See ITS WA Conference DEC 2016 Next Page

Scribe's Report ~ continued

ITS WA Conference DEC 2016, continued

traveler information, mobility, performance measure, bus rapid transit and more. In addition, there were almost two dozen vendors in attendance to showcase their latest technologies. Missed out? Make sure to keep an eye out for the next ITS WA event or look on their webpage for the more information.

With all the constraints on building new infrastructure, intelligent transportation systems are become a key tool for improving mobility. The transportation of tomorrow is coming quick and it's an exciting time to learn about it!

ITE Washington November Meeting 2016

By Darcy Akers

Streetlight systems is not only moving away from its long history of high-pressure sodium to LED, but also taking leaps and bounds in another direction: smart controls. For the 2016 November meeting, we heard from Andrew Williamson, the Municipal Business Manager from the McKinstry Company who has been working with the City of Bellingham to implement a streetlight control system along with a citywide LED streetlight conversion.

ITE members are familiar with the benefits of LED conversions: longer lifespan of parts, less maintenance, and energy savings that help reduce not only billing costs but environmental impact. Cities that have started installing new LED streetlights are faced with common challenges. Besides just resistance to change, many cities received concerns about glare, over-lighting and color. The conversion from HSP to LED is a highly visible project – literally.

As the City of Bellingham went through the project process of doing a citywide conversion, they learned many lessons. For example, public communication is a critical to a project and having a communication plan at the beginning can provide a huge benefit throughout the entire process. Additionally, an important first step is knowing what's out there. Having a good GIS inventory of a system helps with budgeting, construction sequencing, and verifying energy savings. Installing a control system as part of the LED conversion is not only more efficient, but also allows an agency to address neighborhood concerns like brightness more efficiently. There are different questions that need to be considered: Do you convert the whole city or a few corridors each year? Who owns the streetlights? Do you need it to remotely communicate to it or do you want a "smart" photocell that controls it locally? What type of LED fixture do you use? What temperature color? What do you do when the manufacturer stops producing the model of streetlight you used in the past?

A control system that provides the ability to dim lights can be used not only to address community feedback but also change lighting design without changing the lamp itself. It is common to over-light streets to account for the degradation of the LEDs over time but with dimming capabilities, you could step down the level of light and then increase it over time as the LED degrades. It also give the capability of dimming streetlights during the middle of the night – like for pedestrian corridors or parks that don't need to be extremely bright at 2am when no one is around. Other benefits of a control system include asset management, detecting burnouts, data collection, and checking bills for accuracy.

Installing a control system or having the capability to support a control system is a smart move for cities to prepare for the future. Street lighting systems could play an important role SmartCities and other initiatives related to the internet of things so now is an important time to ask: are we prepared for the future?

Wise Tales

ENGINEERING FACT
Nothing makes an Engineer more productive, than "the Last Minute."

2017 ITE Washington

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

MONDAY, FEBRUARY 13

ITE/IMSA Conference and Exhibit Show, DoubleTree Inn at SeaTac, WA:

The Washington State Section of I.T.E. and the Northwest Section of I.M.S.A. are hosting the annual vendor exhibition. This exhibition is held in conjunction with the annual joint meeting of these two professional associations. This will be an excellent opportunity for you to display your products to the transportation engineers, signal electricians, and traffic technicians of the great Northwest. Mark your calendars for Monday, February 13, 2017. Again, the 2017 exhibition will be held at the Doubletree Hotel near the Sea-Tac Airport.

This year, registration to attend the conference will be required for free validated parking. Conference attendance is still no-cost and does not include lunch. Each registered attendee is limited to receiving one (1) free validated parking ticket at sign-in. Please note that if you attend as part of a group and carpool, each group will receive only one validated ticket. The conference is free to attend. Lunch with a keynote speaker costs $45 for members, $50 for non-members, and $15 for students.

Lunch reservations are non-cancellable and payment is non-refundable. If you or someone in your group has a lunch reservation but cannot attend, you will still be responsible for the cost of the lunch.

Have questions about 2017 ITE/IMSA Annual Joint Meeting ? Contact Carla Nasr

Future Dates:

MAR 14.....ITE Business Meeting (Topic and Location TBD)
APR 11 .....ITE Business Meeting (Topic and Location TBD)
MAY 16.....ITE Business Meeting (Topic and Location TBD)
JUN 15 (THUR) ...Annual Meeting (Location TBD)
JUN 16 (FRI) .....Annual Golf Tournament/Scholarship Foundation - (Location TBD)

2017 ITE WA Partner Events

APR 10-13.....APWA-Oregon Chapter, Seaside, OR
APR 25-27.....APWA Washington Chapter, Tacoma WA
JUN 18-21 .....WesternITE Annual Meeting, San Diego, CA
JUL 30-AUG 02 ...ITE International Annual Meeting, Toronto, Ontario Canada

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)

Here is a free class from Washington State Dept. of Transportation/Federal Highway Administration's Local Technical Assistance Program. Please click on the link below to register.

Incorporating Road Reconfigurations and On-Road Bicycle Networks into Resurfacing Projects, (1-day workshop) - The course will cover integrating bicycle facilities into routine resurfacing programs through the use of different approaches to repurposing roadway space and address internal processes that can be institutionalized into the decision-making process. Presenters will use case studies from their work around the country along with a local example, and will lead participants through a guided exercise to help them develop their own step-by-step processes for institutionalizing bicycle facilities into resurfacing projects. **Wed., Feb. 22, 2017 in Tacoma**. See brochure on LTAP website for more details (also attached) **Cost: Free**

For questions, please email LTAPTraining@wsdot.wa.gov or call 360-705-7355.

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

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Traffic Signal Technician
Auburn, WA

The City of Auburn is hiring a new Signal Technician, The City of Auburn has a Population of about 77,000 and 95 Traffic signals

The job is a non represented hourly position.

https://www.governmentjobs.com/careers/auburn?page=2

Transportation Advisory Board, Volunteer -Auburn, WA

The City of Auburn recently formed the Auburn Transportation Advisory Board (TAB). This new 15-member advisory board will serve a critical role in providing the Mayor, the City Council and staff invaluable community perspective that will help shape current and future policy and financial decisions affecting transportation in our community. Your input will help inform the decisions that the Mayor and City Council need to make in order to ensure that Auburn is a premier place to live, work and do business.

https://www.governmentjobs.com/careers/auburn?page=2

Assistant Traffic Engineer
Kennewick, WA

The City of Kennewick has an opening for the position of Assistant Traffic Engineer.

Essential duties will include:

- Traffic Signal System Management
- Transportation Development Review & Planning
- Traffic Studies & Analysis
- Management of Transportation Projects
- Maintenance of City Traffic Division Standards and Specifications

For further information please view the job posting here: https://www.governmentjobs.com/careers/kennewick/jobs/1626382/assistant-traffic-engineer

Engineering Positions - Various
King County, Washington

Engineer IV City of King County DOT Roads Seattle, WA

Engineer II King County DOT Roads Seattle, WA

Engineer III King County DOT Roads Seattle, WA

Engineer I

King County DOT Roads Seattle, WA

http://www.kingcounty.gov/audience/employees/careers.aspx#jobs

Washington Transportation Professionals Forum (WTPF) – Live Webinar Available

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

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CrossWalks Answer Key found in the advertiser section

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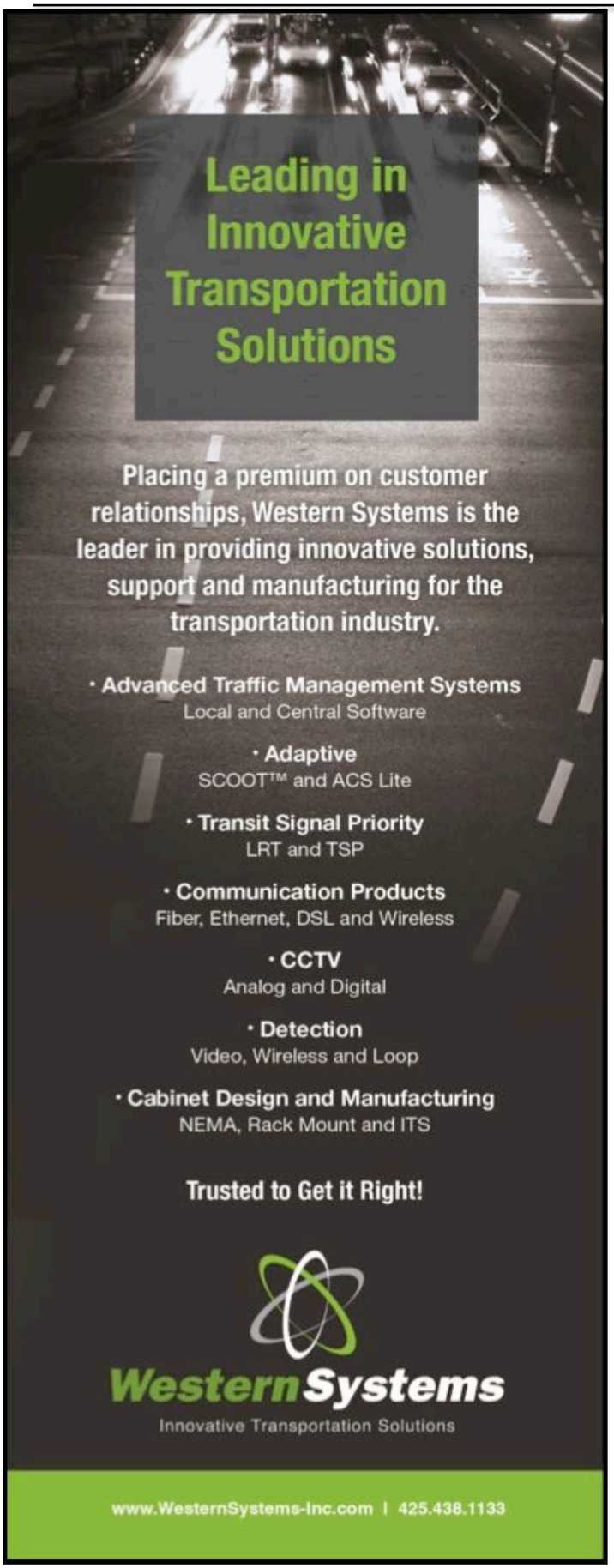

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CASE STUDY

BELLINGHAM, WASHINGTON: A CITY WITH AN ILLUMINATED MISSION

Project Highlights

Energy savings
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Annual carbon emissions reduction
2 million pounds

Rebates
$400,000

Annual energy savings
$240,000

To create a modern, illuminated, energy-efficient city, Bellingham retrofitted its 3,600 city-owned streetlights and lighting infrastructure with new light emitting diode (LED) lights integrated with wired (power line) and wireless (radio frequency) controls based on Echelon's intelligent networking solution. Bellingham anticipates its new lighting system will reduce its energy consumption by 70 percent or 1.8 million kWh by the year 2020.

Case Study: www.echelon.com/applications/pl-rf-outdoor-lighting

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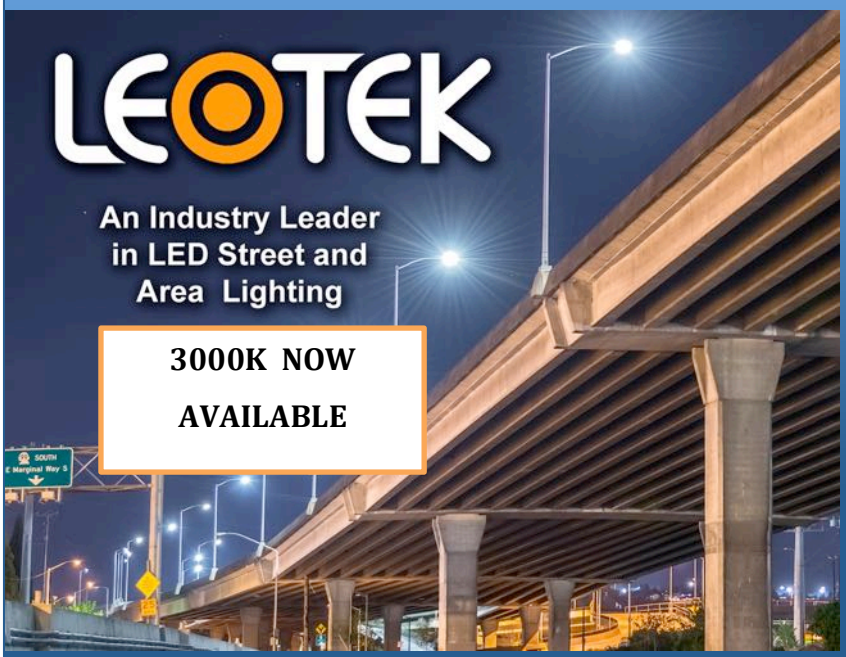

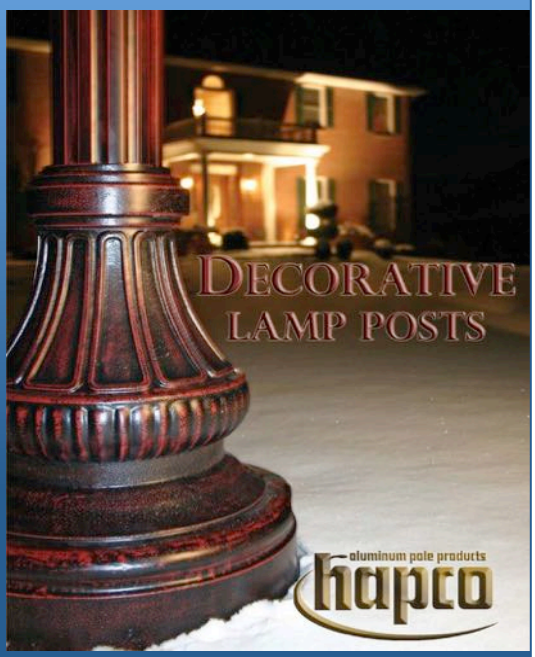

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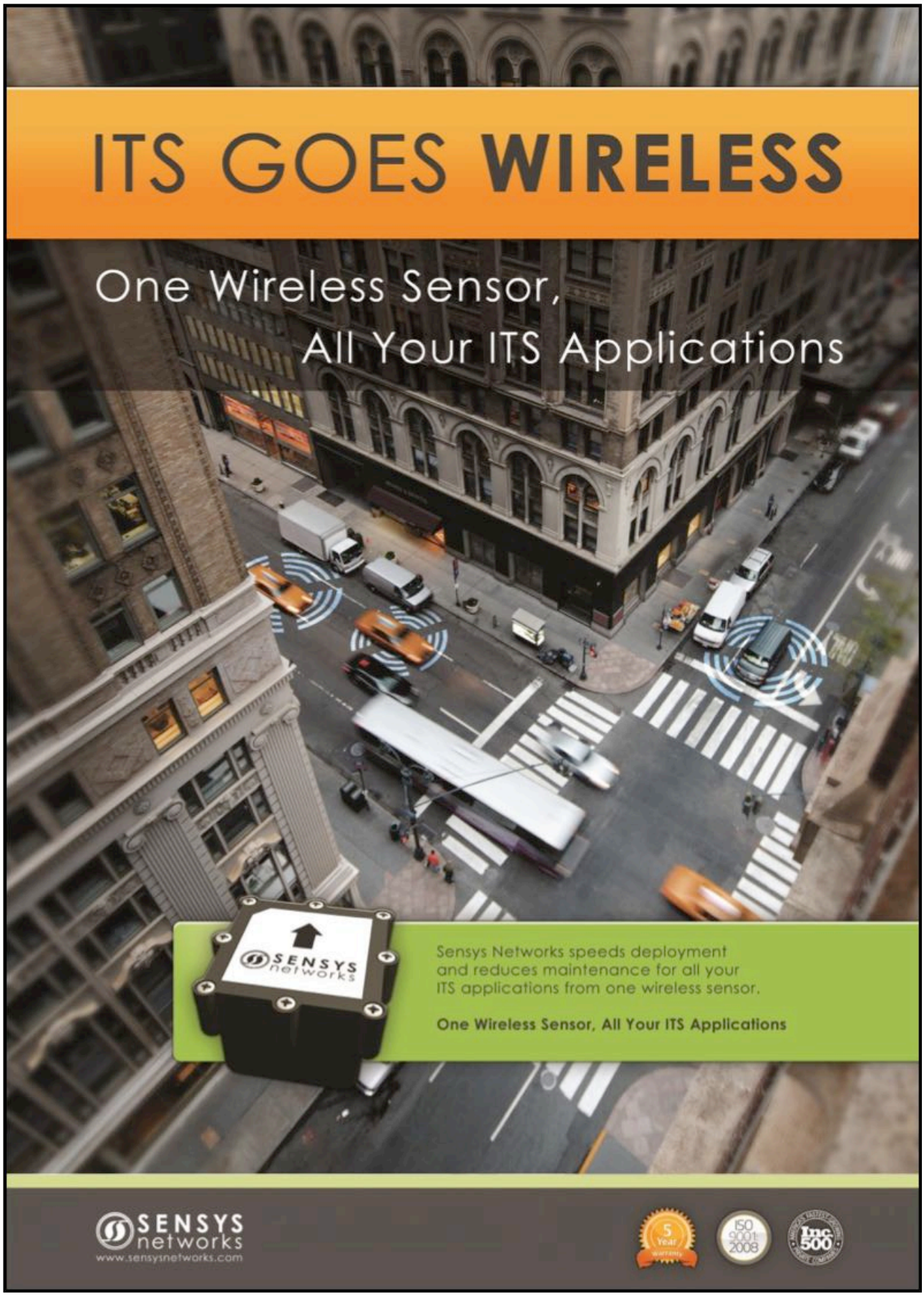
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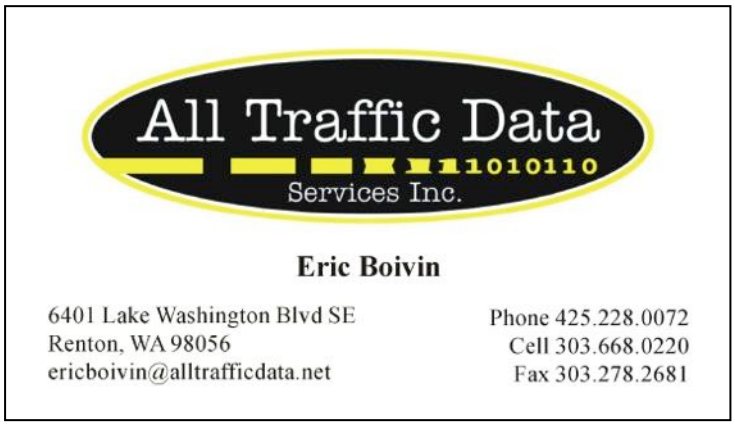
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Newsletter Comments and Article Submissions

If you have comments about this newsletter or have an interesting announcement, topic, or project to share, please contact Ed Aristo, 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.**

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