WASHINGTON STATE SECTION / INSTITUTE OF TRANSPORTATION ENGINEERS

ite WASHINGTON

Letter from the President

Jim Ellison, WA Section President

Early in my career, when someone would ask the question, "What do you do for a living?, they would inevitably ask me the follow-up question, "What is a traffic engineer?" Things have changed over the years. Nowadays, when the topic arises, people not only know what a traffic engineer does, they are also inclined to share their questions, opinions, or frustrations about a traffic issue in their neighborhood or along their commute route.

Those questions and opinions often times can involve such issues as traffic signal timing, variable speed limits, electronic bridge tolling, or automated enforcement, to name a few examples. Several years ago an agency I worked for as a traffic engineer was in the process of installing its first video detection camera. I received a phone call from a concerned citizen before the signal crew had even left the intersection. The citizen wanted

Continued on page 3)

In This Issue

Letter from the President	1
2013 ITE/IMSA Annual Meeting	1
2013 ITE International Events	6
Scribe Report: January Luncheon Meeting	7
2013 ITE WA Meeting Schedule	9
Campus Corner: Student Activities News	9
Safety Corner: Safety Committee News	10
Technical Article: Restructuring the MUTCD?	11
Section Business	14

2013 ITE/IMSA Joint Conference and Vendor Exhibition

Sign up for lunch by noon on Thursday February 7!

ITE WA and the International Municipal Signal Association (IMSA) Northwest Section will jointly host the 2013 ITE/IMSA Joint Conference and Vendor Exhibition. Come and check out what's new in the traffic control and intelligent transportation systems industries, and meet with manufacturer representatives from more than 35 vendors. The event will also feature four technical sessions with presentations on smart street light design, pedestrian and bicycle safety at signalized intersections, SR 520 and SR 99 tolling update, and the impacts of electric vehicles on transportation planning.

WHEN Monday, February 11, 2013 8:00 a.m. - 4:00 p.m.
- Vendor display: 8:00 a.m. - 4:00 p.m. See list of vendors.
- Technical programs: 8:30 a.m. - 2:00 p.m.
- Luncheon and prize raffle: 11:30 a.m. - 1:00 p.m.
- Vendor seminars: 2:00 p.m. - 4:00 p.m.

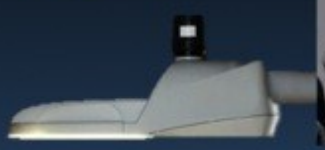
WHERE DoubleTree Hotel Seattle Airport
18740 International Boulevard, Seattle, WA, 98188
Get directions

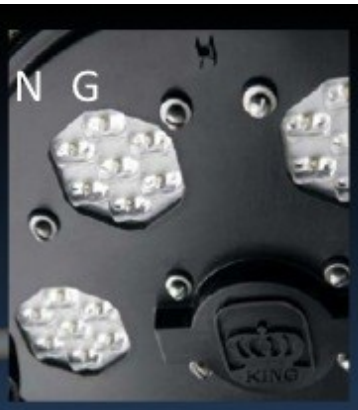
MENU Grilled chicken Mediterranean and rustic apple tart. Vegetarian option available upon request.

COST Vendor displays, programs, and seminars are free. Lunch is $40 for ITE and IMSA members and $45 for non-members. Parking is free.

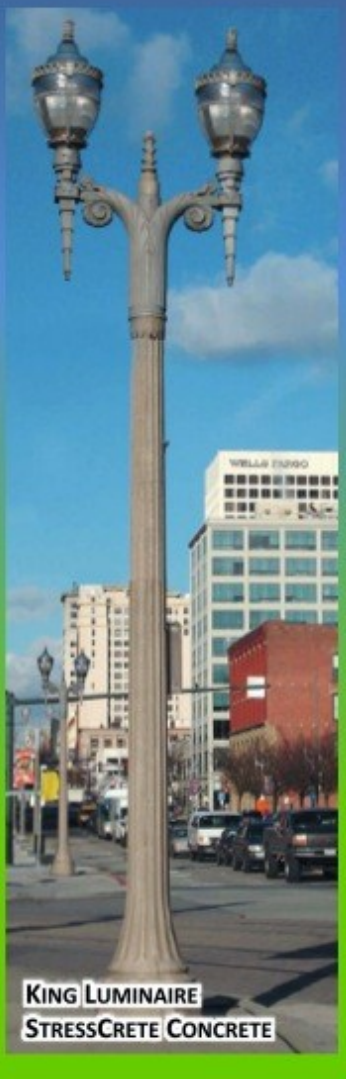
RSVP FOR LUNCH Register by noon on Thursday, February 7 if you will be having lunch. E-mail your name and organization name to itewaregister@gmail.com. Non-refundable.

LED LIGHTING & ROADWAY SOLUTIONS





- LEOTEK
- KING LUMINAIRE
- STRESSCRETE GROUP
- UNION METAL CORP
- UNION METAL NOSTALGIA
- SHAKESPEARE COMPOSITE
- PLC TRANSPORTATION
- PHILIPS-GARDCO
- UNIPOST
- SOLAR
- COLOR KINETICS



SEA-TAC

Sea-Tac Lighting & Controls, LLC
ROADWAY DIVISION
206.575.6865
www.seataclighting.com
Email: earisto@seataclighting.com

Letter from the President (Continued from page 1)

to know, and was ready to argue if they didn't like my answer, if the camera was to be used for surveillance. And if it was to be used that way, then the citizen wanted to know if the camera would be recording people, vehicles, and license plate numbers.

Some people have a natural curiosity to learn what the camera is for, or how the signal timing is determined, or just what's inside the big aluminum box at the corner of the intersection. That curiosity, in large part, cultivated my own interest in becoming a traffic engineer. The opportunity to learn how to design a traffic signal, observe how it's constructed, and then develop, input, and fine-tune the signal timing was fulfilling because it contributed toward the community's needs.

When I broke into the profession in the 1970s, there was no college course on how to design or time a traffic signal. Instead, the knowledge was handed down within agencies through on-the-job training and consulting with signal equipment vendors and sales reps. In those days, there were equipment reps like Henry Schellert, Dave Mitchell, and Larry Keyser who not only did a great job of representing their signal control equipment but were also important resources for signal designers and engineers to learn from. Many of us still learn about the traffic signal field this way.

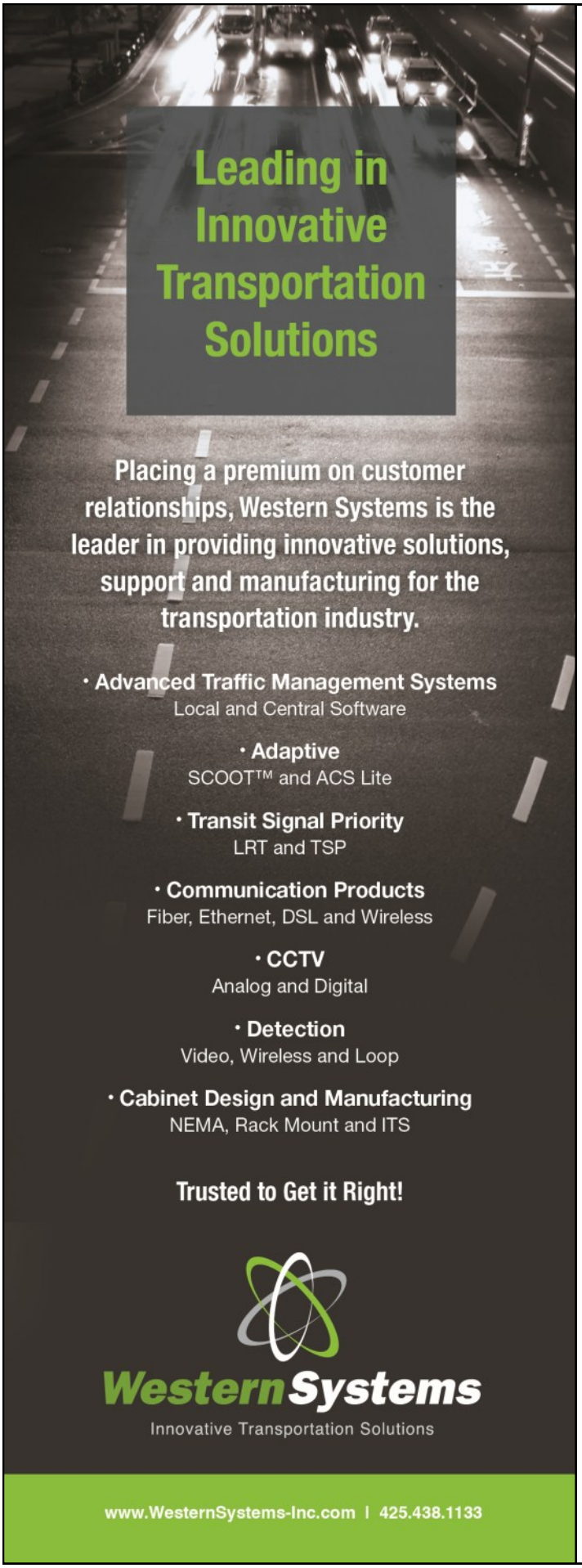
A lot has changed in the traffic signal industry over the years. In the late 1960s and early 1970s, there were still quite a few electromechanical signal controllers in operation. These used synchronous motors, a magnetic coil, solenoid, camshaft, electrical contacts, and timing pins to drive the changes in the signal displays. Those eventually gave way to the first analog controllers and then digital controllers, and now the microprocessors of today. Beyond traffic signals, intelligent transportation systems have spawned important research and a variety of innovative technologies for improving mobility and safety. LED street lighting is a significant and continuing advancement. And people no longer have to ask what a traffic engineer does; they can just "Google" or "Bing" the question on the Internet now!

Henry, Dave, Larry, and others were instrumental in developing the first International Municipal Signal Association certification and training programs for traffic signal technicians. With all the continuing technological advances in the traffic industry, both IMSA and ITE have played integral roles in advancing the knowledge base of and in providing forums in which engineers and technicians alike can learn and share ideas and experiences with each other.

It is within that partnership that a great tradition has evolved over the years: the annual ITE/IMSA meeting in the Puget Sound region. It is the curiosity, the desire to learn, to innovate, to solve problems, and address issues that brings engineers, technicians, and vendors together for this annual one day meeting. It's also a great opportunity to mix with and see long time acquaintances and meet people from other agencies and companies. There's a lot we can learn from each other.

Lawrence Guan (Parsons Brinckerhoff), Jerry Liu (Tetra Tech), and others planned this year's impressive day-long meeting. The day will be filled with vendor displays, technical sessions, a provoking luncheon technical topic, and vendor presentations. Together, these ITE and IMSA members, technical experts, and vendors serve as a wonderful resource on the latest in signals, signing, and lighting. Please see the meeting announcement and agenda beginning on page 1 or download it from here (pdf 23 kb). We hope to see you there!

Jim Ellison, President
itewapresident@gmail.com or



ITE/IMSA Conference (Continued from page 1)

Vendor Exhibition

This one day vendor exhibition has grown to become the premier trade show in the Northwest and is a favorite of the vendors to showcase traffic and transportation related products. This is an excellent opportunity for traffic and transportation professionals and signal and sign technicians to come and see "what's new" in the industry, to meet with the manufacturer's representatives, and to share ideas with others in this vast and ever changing field. We anticipate a large attendance with more than 200 professionals and more than 35 vendors this year.

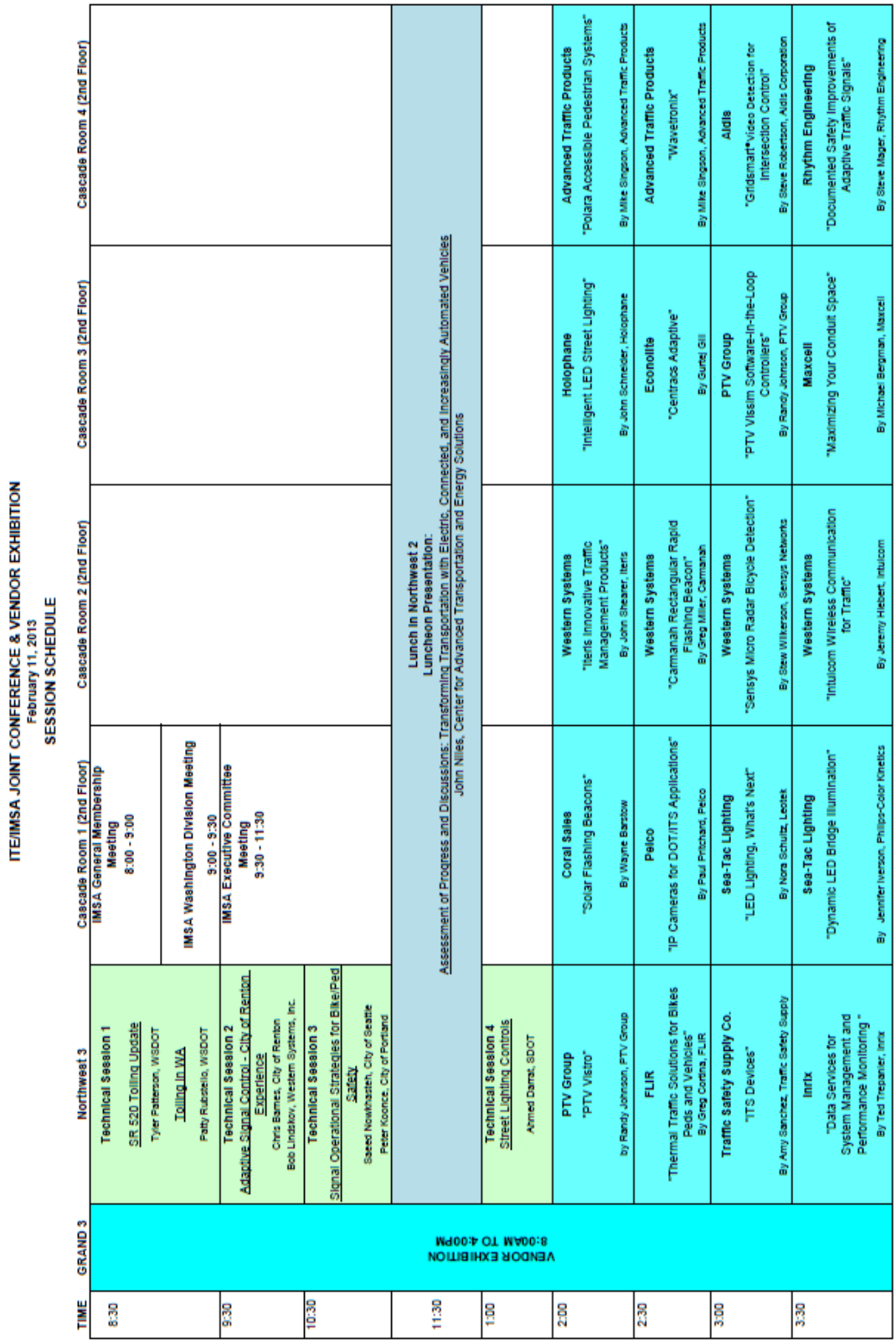
Vendors that will be represented this year include:

- Advanced Traffic Products
- Aldis
- Campbell Company
- Carmanah
- Cascade Signal Corporation
- Coral Sales Company
- Coho
- Econolite Control Products
- Electrical Representatives West
- FLIR
- GarrettCom
- GE Lighting Solution
- Holophane Lighting
- Iteris
- Intelight, Inc.
- Information Display Company
- Pacific Lighting
- Kar-Gor, Inc.
- Lighting Group Northwest
- Maxcell
- McCain, Inc.
- Pacific Signal Supply, LLC
- Pelco
- Power & Tel
- PTV Group
- Rhythm Engineering
- Reno A&E
- RuggedCom
- SeaTac Lighting & Controls, LLC
- Skyline Products
- Traffic Safety Supply Company
- URS Electronics
- Valmont Industries
- Wells Manufacturing, Inc.
- Western Systems
- 3M
- And many more!!

(Continued on page 5)

ITE/IMSA Conference (Continued from page 4)

Session Schedule



ITE/IMSA JOINT CONFERENCE & VENDOR EXHIBITION
February 11, 2013
SESSION SCHEDULE

TIME	GRAND 3	Northwest 3	Cascade Room 1 (2nd Floor)	Cascade Room 2 (2nd Floor)	Cascade Room 3 (2nd Floor)	Cascade Room 4 (2nd Floor)
8:30	VENDOR EXHIBITION 8:00AM TO 4:00PM	**Technical Session 1** SR 520 Tolling Update Tyler Patterson, WSDOT Tolling in WA Patty Rubstello, WSDOT	**IMSA General Membership Meeting** 8:00 - 9:00 **IMSA Washington Division Meeting** 9:00 - 9:30			
9:30		**Technical Session 2** Adaptive Signal Control - City of Renton Experience Chris Barnes, City of Renton Bob Lindskov, Western Systems, Inc.	**IMSA Executive Committee Meeting** 9:30 - 11:30			
10:30		**Technical Session 3** Signal Operational Strategies for Bike/Ped Safety Saeed Nowkhasteh, City of Seattle Peter Koonce, City of Portland				
11:30		**Lunch in Northwest 2** **Luncheon Presentation:** Assessment of Progress and Discussions; Transforming Transportation with Electric, Connected, and Increasingly Automated Vehicles John Niles, Center for Advanced Transportation and Energy Solutions				
1:00		**Technical Session 4** Street Lighting Controls Ahmed Darrat, SDOT				
2:00		**PTV Group** "PTV Vistro" by Randy Johnson, PTV Group	**Coral Sales** "Solar Flashing Beacons" By Wayne Barstow	**Western Systems** "Iteris Innovative Traffic Management Products" By John Shearer, Iteris	**Holophane** "Intelligent LED Street Lighting" By John Schneider, Holophane	**Advanced Traffic Products** "Polara Accessible Pedestrian Systems" By Mike Singson, Advanced Traffic Products
2:30		**FLIR** "Thermal Traffic Solutions for Bikes Peds and Vehicles" By Greg Corina, FLIR	**Pelco** "IP Cameras for DOT/ITS Applications" By Paul Pritchard, Pelco	**Western Systems** "Carmanah Rectangular Rapid Flashing Beacon" By Greg Miller, Carmanah	**Econolite** "Centracs Adaptive" By Gurtej Gill	**Advanced Traffic Products** "Wavetronix" By Mike Singson, Advanced Traffic Products
3:00		**Traffic Safety Supply Co.** "ITS Devices" By Amy Sanchez, Traffic Safety Supply	**Sea-Tac Lighting** "LED Lighting, What's Next" By Nora Schultz, Lecitek	**Western Systems** "Sensys Micro Radar Bicycle Detection" By Steve Wilkerson, Sensys Networks	**PTV Group** "PTV Vissim Software-In-the-Loop Controllers" By Randy Johnson, PTV Group	**Aldis** "Gridsmart*Video Detection for Intersection Control" By Steve Robertson, Aldis Corporation
3:30		**Inrix** "Data Services for System Management and Performance Monitoring" By Ted Trepanier, Inrix	**Sea-Tac Lighting** "Dynamic LED Bridge Illumination" By Jennifer Iverson, Philips-Color Kinetics	**Western Systems** "Intulcom Wireless Communication for Traffic" By Jeremy Hebert, Intulcom	**Maxcell** "Maximizing Your Conduit Space" By Michael Bergman, Maxcell	**Rhythm Engineering** "Documented Safety Improvements of Adaptive Traffic Signals" By Steve Mager, Rhythm Engineering

2013 ITE International Events

March 3-6 in San Diego, California – Technical Conference and Exhibit

Through innovative education and face-to-face collaboration, the Conference will provide you with a roadmap to navigate new and complex relationships and emerging trends. Plenary sessions will offer big picture ideas and food-for-thought for the future. Roundtables will bring you together with your peers for in-depth discussion and brainstorming related to topics introduced in plenary and technical sessions. Case studies will demonstrate how organizations have been able to successfully surmount today's challenges in transportation. All of this means you will go home with concrete ideas for implementation in your own neighborhood, and resources to turn your ideas into reality.

Download the brochure (pdf 1.8 MB) or register now.

August 4-7 in Boston, Massachusetts – Annual Meeting and Exhibit.

Please watch ITE International's calendar of events for information.

Scribe Report

January Luncheon Meeting : Neighborhood Greenways

By Paul Cho, ITE WA Scribe, City of Redmond

Someone asked if we played in the streets while growing up. Many replied, "Yes." When further prodded for what types of activities were played, biking, baseball, hockey, and tag topped the list. However, those same people were asked if they'd now let their children play in the streets and the replies were silent head shakes. Those were the opening questions and answers at ITE WA's January luncheon meeting hosted at the Nile Shrine Golf Center in Mountlake Terrace.

Section President, Jim Ellison, commenced the meeting by welcoming members that traveled the farthest, from Bellingham and Sequim. He then asked for a round of self -introductions from the 53 members in attendance. Following the introductions, Mr. Ellison introduced the guest speakers, Eli Goldberg and Cathy Tuttle, from a citizen-led organization called Seattle Neighborhood Greenways. This organization imagines a city connected by safe, family friendly streets where children and families can walk and bike to school.

Eli Goldberg of Seattle Neighborhood Greenways
Photo by Dongho Chang, ITE WA Vice President/Treasurer

Neighborhood greenways are public streets with vehicle volume and speed. Cars are permitted for residents and services but priority is given to people who walk and ride bicycles. A major distinction between a bicycle boulevard and a greenway is added value for the majority of the users, ranging from kids to seniors. Bicycle boulevards allow for up to 3,000 vehicles per day and speeds up to 30mph. Greenways on the other hand are for less than 1,000 vehicles per day and speeds under 20mph, using traffic calming measures. A good yard stick to use to determine if a street is a greenway is if residents feel that the street is safe enough to allow their kids to ride their bikes on it. The goal is not to lower the traffic volume on a road or street to make it into a greenway. The goal is instead to find one or more characteristics in a road or street that make it a greenway and then maintain or enhance those characteristics. Seattle Neighborhood Greenways' website provides the following characteristics:

- **Safer bicycling and pedestrian connections.** Pavement markings alert people driving to expect people walking and bicycling. Improved crossings and curb ramps make walking easier and safer.
- **Crossings that help people across our busier streets.** Improved crossings at main streets help people walking and bicycling get across streets more easily.

(Continued on page 8)

Neighborhood Greenways (Continued from page 7)

- **Guidance information along the route to get people to where they are going.** Markings on the pavement and signage let you know where your Greenway goes and what's nearby, like parks, schools, and business districts.
- **Reduce auto cut-through.** Speed bumps and traffic diverters can keep cars trying to avoid main streets from speeding through on neighborhood streets.
- **Reduce auto speeds.** Speed bumps and other road treatments can help to slow automobile traffic on greenways.
- **More "eyes on the street".** More people out on the street walking and riding their bicycles makes for a safer and friendlier community!
- **Green.** Biking and walking can be a form of transportation that is relaxing, pleasant, and inclusive. Greenways provide easy access to open space and have many park-like functions that can be very climate-friendly. Planting trees, public art, rain gardens, planting gardens of all kinds along our Greenways are an integral part of evolving our streets to be pleasant places to bike and walk along.

Cathy Tuttle of Seattle Neighborhood Greenways
Photo by Dongho Chang, ITE WA Vice President/Treasurer

Until recently, the standards for building non-motorized facilities in the city of Seattle were based on comments from 7% of the population that actively spoke on behalf of bicyclists. The city realized that if left unchanged, these standards would not encourage growth in bicycling for the majority of the population. The shift in thinking now centers on the 60% of the population that don't like to ride on the street with traffic or in bike lanes. The city's community outreach now attempts to engage more of the population to learn about and record their interests, their routines, and their experiences with bicycling, so that they understand the tribal knowledge of residents in neighborhoods within the city. They hold neighborhood meetings where they ask questions such as the following to the attendees, which include people of ages from child to senior. Where do residents like to go? How do residents bicycle around their neighborhood? How do they get from one neighborhood to another? What routes would they like to take? What would encourage a mother and her children going for a bike ride to feel safe? How are children getting to school? By school bus, by car, by bicycle, on foot? How can we get our children to school without bussing or driving them? What do people at bike shops hear?

After each meeting, city staff and meeting attendees hit the streets to walk and bike the routes discussed. They explore the parts of the neighborhood where residents enjoy and feel safe bicycling and also look at areas where citizens have concerns. The city also collects some information about the routes used by residents, such as measuring the gaps bicyclists have to cross major arterials at unsignalized intersections. The city and the residents then strive to make specific improvements happen.

After the presentation, a round of questions and answers followed, about crossing treatments, emergency vehicles, and applying greenways in suburban areas. Mr. Ellison requested any outstanding announcements and reminded the members of the joint ITE/IMSA meeting on February 11 (see page 1) before adjourning the members.

Perteet
• Transit planning
• Traffic engineering
• Transportation planning & design
• Pedestrian-bicycle planning & design
Offices in Seattle, Everett and Snoqualmie
Call 1-800-615-9900 or visit www.perteet.com
engineers, planners, surveyors

DTG
Women Business Enterprise
TRAFFIC DATA GATHERING
Carla Nasr
President
11410 13th Street SE
Lake Stevens, WA 98258
(425) 334-3348
FAX 335-5979
CarlaN@trafficdatagathering.com
Established 1991

2013 ITE WA Meeting Schedule

These dates for ITE Washington State Section meetings are subject to change depending upon availability of venues:

- **Monday, February 11** – ITE/International Municipal Signal Association. See page 1 for more information.
- **Tuesday, March 12** – To be announced soon.
- **Tuesday, April 9** – To be announced soon.
- **Tuesday, May 14** – Student night.
- **Monday, June 10** – Annual meeting.
- **Tuesday, June 11** – 25th Annual Golf Tournament at Canterwood Golf and Country Club, Gig Harbor.
- **No meetings in July and August.**

Campus Corner

News from the Student Activities Committee

By Richard Hutchinson, Student Activities Committee Chair, KPG

Undergraduate and Graduate Scholarships

Scholarships from ITE WA for students in transportation engineering or transportation planning are available this year. Applications and criteria were distributed to University of Washington and Seattle University students in January and are posted on the ITE WA website. Scholarships are available to undergraduate and graduate students in the amounts of $1,500 and $2,000 each, respectively. If you know a student that you think would be a good candidate, please encourage them to submit an application by 5:00 p.m. on April 12, 2013. Additional scholarships are also available through ITE International. More information on these scholarship opportunities is available at: http://www.ite.org/education/scholarships.asp.

Student Night

The student activity committee is still looking for a new project for students to research and present this year for the ITE Student Night on May 14. Students from University of Washington and Seattle University, along with ITE WA professionals, participate in this event each year. If you have a safety study, preliminary corridor study, or concept plan from a larger project that you think would be interesting, please contact Richard Hutchinson at 206-286-1640, 253-627-0720, or richardh@kpg.com.

Safety Corner

News from the Section Safety Committee

By Gary Norris, Safety Committee Chair, DN Traffic Consultants

The ITE WA Safety Committee met by GoToMeeting on January 25. We discussed the criteria for federal safety grants, how fatal and serious injury crashes are used to select projects, the accuracy of crash records, and the role ITE WA might be able to play in the overall process. The committee will continue to discuss these topics and gather information before determining next steps.

Secondly, the committee discussed training on the use of the Highway Safety Manual. We believe that the best way to master a topic is to teach others. Therefore, the committee decided to develop a 12 week course on the HSM, where each participant will lead one online training session by GoToMeeting. We currently have six slots filled and are looking for additional participants from ITE WA members. This free on-line interactive course will cover the NCHRP 17-38 Highway Safety Manual Workshop materials. Participants will receive the instructor and student materials from this workshop. The webinars will be held at a time mutually agreed to by the participants and the first session will be scheduled when we have 12 persons enrolled. To learn more or sign up, contact Gary Norris or Robert Shull.

Finally, we discussed the committee's participation in the annual Section meeting in June. The plan is to fill a tract with safety related discussions. Mike Hendrix has agreed to lead this effort with assistance from Brian Chandler. If you have any issues you would like discussed please contact Mike Hendrix.

The Washington State Section Safety Committee alternates each month between face to face meetings and those done by either telephone conference call or online webinar. Anyone with possible projects or interest in joining the committee is welcome to attend. Please contact one of the committee members below for more information:

- Dave Alm
- Michelle Brown
- Brian Chandler
- Matthew Enders, 360-705-6907 or matthew.enders@wsdot.wa.gov
- Mike Hendrix, mhendrix@perteet.com
- Robert Shull, 206-414-8751 or rshull@transportmodeler.com
- Gary Norris, Safety Committee Chair, 425-765-5721 or gary.norris@comcast.net

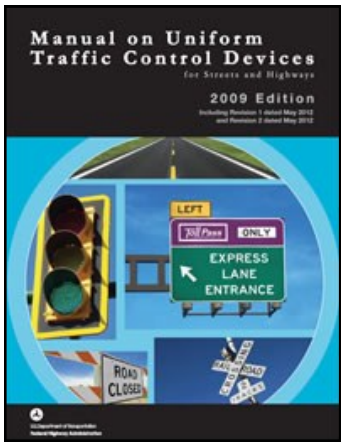
WPA William Popp Associates
Transportation Planners & Engineers
30 YEARS OF PRACTICAL SOLUTIONS TO COMPLEX PROBLEMS
Multimodal Transportation Planning
Traffic Impact Studies • Traffic Engineering
Roadway Design • Signals & Street Lighting
425-401-1030
info@wmpoppassoc.com
14400 Bel-Red Rd., Suite 206
Bellevue, WA 98007

www.TC2inc.com
Traffic Count Consultants, Inc.
Innovative Application of Engineering Excellence
Lynne Pihl, Jen Hodge
Team@TC2inc.
Phone: (425) 861-8866
13623 184th Ave. NE
Woodinville, WA 98072
Fax: (425) 861-8877

Technical Article

FHWA Issues Request for Comments on Restructuring MUTCD

Compiled by Jim Ellison, ITE WA President, Consulting Traffic Engineer



In response to interest for a simpler, streamlined Manual on Uniform Traffic Control Devices (MUTCD), the Federal Highway Administration (FHWA) published a notice in the Federal Register on January 11, 2013 that requests public comment on the option of splitting the material in the MUTCD into two separate documents. The FHWA suggests that the two separate documents could be developed as follows:

MUTCD

The MUTCD itself would be the document designated as the national standard for all traffic control devices. The publication of this document, and any subsequent updates, would be subject to the Federal rulemaking process. It could contain Standard statements, and potentially Guidance statements that are considered to be critical to traffic control device design, application, or traffic safety, as well as Option statements that provide exceptions to these Standard and Guidance statements.

Definitions from the 2009 MUTCD (with Revisions 1 and 2 incorporated)

- **Standard** – A statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device.
- **Guidance** – A statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate.
- **Option** – A statement of practice that is a permissive condition and carries no requirement or recommendation.
- **Support** – An informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition.

Applications Supplement

The second document would be an "applications supplement" that would include recommendations and best practices and would be a companion document to the MUTCD. Material from the 2009 MUTCD that is not included in the next edition of the restructured MUTCD would form the core of the companion document. It is possible that the companion document would also contain useful information brought in from other sources such as "The Grade Crossing Handbook" and "The Roundabout Guide."

The FHWA describes two possible restructuring alternatives:

Option A would retain Standard statements and important Guidance statements, along with associated Option statements in the MUTCD. Support statements and stand-alone Option statements (those that are not exceptions to the Standard and Guidance statements that were retained in the MUTCD) would be moved from the MUTCD to the Applications Supplement.

(Continued on page 12)

PACLAND
MASTER PLANNING AND DESIGN
TRAFFIC ENGINEERING
TRAFFIC OPERATIONS
TRANSPORTATION PS&E
ROUNDABOUT DESIGN
SIGNAL AND STREET LIGHTING
ASHISH (ASH) SABNEKAR, PE
TRAFFIC ENGINEERING MANAGER
ASABNEKAR@PACLAND.COM
T 360.786.9500
606 Columbia Street NW, Suite 106
Olympia, WA 98501
WWW.PACLAND.COM

DCI ENGINEERS
Debbie Wick-Harris, P.E., PTOE
Associate - Civil Division Manager
LEED® Accredited Professional
818 Stewart Street, Suite 1000
Seattle, WA 98101
Main: (206) 332-1900
Direct: (206) 787-8919
dwick-harris@dci-engineers.com
Civil, Traffic and Structural

Request for Comment on Restructuring MUTCD (Continued from page 11)

Option B would move a greater amount of information from the MUTCD to the Applications Supplement, retaining in the MUTCD only Standard statements and any related Option statements that contain exceptions to the Standard statements. For both Options A and B, material from the 2009 MUTCD that is not included in the next edition of the restructured MUTCD would form the core of the Applications Supplement.

The FHWA requests input on each of the following questions:

1. Regardless of the ultimate restructuring format chosen, would you support separating the current material in the MUTCD into two documents?

2. Should the format of the MUTCD and the Applications Supplement remain consistent between the two documents?

3. Does Option A move enough material to the Applications Supplement, thus achieving the goal of a streamlined MUTCD, or does Option B better achieve the intended result while maintaining the appropriate balance to retain material deemed critical to traffic control device design and road user safety in the MUTCD?

4. How would restructuring the MUTCD affect the approval process of the MUTCD in your State?

5. Describe the use of the printed version of the MUTCD within your agency compared to the electronic version. Which users prefer the printed version and which users prefer the electronic version?

6. In addition to providing hotlinks between the new MUTCD and the Applications Supplement, would providing hotlinks in the Applications Supplement to supplementary documents or additional resources be helpful or more cumbersome for MUTCD users? Should the important elements of the additional resources be incorporated into the Applications Supplement?

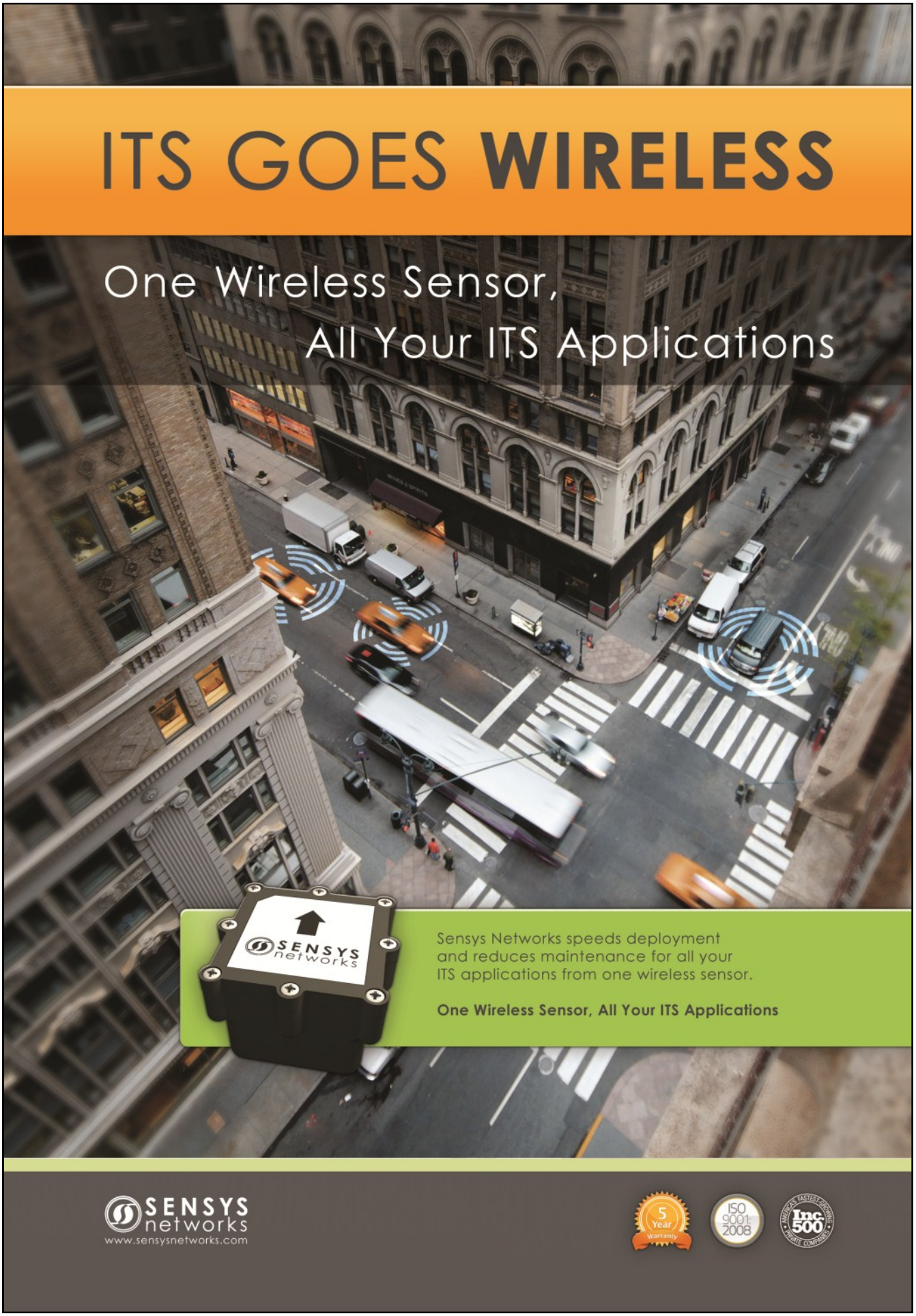
7. After the initial edition of the Applications Supplement is developed by the FHWA as a part of the process of developing the next edition of the MUTCD, should the FHWA continue to maintain and update the Applications Supplement, or should some other organization or group take on this responsibility?

8. Is there an advantage to the FHWA (or some other organization or group) making revisions to the Applications Supplement without seeking public comments and why? Should there be a structured process for making revisions to the Applications Supplement? If yes, what should this involve and who should be included in the process? How often should this occur?

9. Should the FHWA consider other options for splitting MUTCD content into separate documents?

The complete notice, including examples of Options A and B, can be viewed at http://www.regulations.gov/#!docketDetail;D=FHWA-2012-0118. Comments must be received on or before March 12, 2013, and may be submitted to the Federal e-Rulemaking portal at http://www.regulations.gov.

In addition to the above proposal by the FHWA, the National Cooperative Highway Research Program has been working on a parallel effort (NCHRP Project 20–07/Task 323) to develop a long-range vision and strategic plan for the MUTCD. The NCHRP effort, which involves members of the National Committee on Uniform Traffic Control Devices, is also soliciting public comment, on the purpose of the MUTCD, the MUTCD target audience, the appropriate level of detail for content, and options for dividing the MUTCD into multiple documents. Readers are encouraged to review the background and supplementary material related to this research effort at http://mutcd.tamu.edu/ . The FHWA Request for Comments and the NCHRP project are parallel but separate efforts, and readers are encouraged to submit comments to both.


ITS GOES WIRELESS
One Wireless Sensor,
All Your ITS Applications
SENSYS networks
Sensys Networks speeds deployment
and reduces maintenance for all your
ITS applications from one wireless sensor.
One Wireless Sensor, All Your ITS Applications
SENSYS networks
www.sensysnetworks.com
5 Year warranty
ISO 9001:2008
Inc 500

Section Business

Section Board for September 2012-August 2013

President	Vice President/Treasurer	Secretary	Immediate Past President
James W. Ellison, P.E. Consulting Traffic Engineer	Dongho Chang, P.E., PTOE City Traffic Engineer	Carter Danne, P.E., PTOE Traffic Engineer (On-Call)	Kevin Chang, PhD, P.E. King County
1600-B SW Dash Point Rd, #33 Federal Way, WA 98023 253-666-2377 itewapresident@gmail.com or jim@jameswellison.com	City of Seattle 700 Fifth Avenue P.O. Box 34996 Seattle, WA 98124 206-684-5106 itewatreasurer@gmail.com	P.O. Box 3206 Kirkland, WA 98083 206-909-7044 Cell cdanne@gmail.com	201 S Jackson St Mailstop KSC-TR-0222 Seattle, WA 98104 206-263-6131 kevin.chang@kingcounty.gov

Newsletter Advertisements

Advertising for this newsletter is available in the following sizes:

- 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 send it in jpg, png, or tif file format to: Carter Danne at cdanne@gmail.com . Also send a check for the ad size you desire to: Dongho Chang, City of Seattle, P.O. Box 34996, Seattle, WA 98124.

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 .