November Meeting - Complete Streets

When: Tuesday, November 10
Lunch & Presentation
11:30 AM – 2:00 PM

Where: City of Redmond
Council Chambers
15670 NE 85th St, Redmond, WA
See the Events Calendar for Parking

Topic: Complete Streets
Speakers: Jeralee Anderson, Greenroads,
Christian Knight, City of Kirkland

Lunch available if RSVP by Friday, Nov 06.

See EVENTS DETAILS for more information.

President’s Message

November

As we head into November, this year’s ITE-Washington activities have been moving forward full steam ahead. It all started back immediately after Student Night when I had a social “meeting” with our Past President, Carter Danne. We reflected on how the previous year went and ways we can make this year even better. We followed up that meeting with additional meetings in June and July with the new board members and started strategizing about goals for this year and most importantly, how to limit goals to those we can actually accomplish. We then met with committee members and new volunteers on activities to prepare for. It was very apparent that we had a lot of work ahead of us, many members expressing willingness to help, but not a clear path on how to connect those volunteers with needed tasks.

An important goal that rang loud and clear was to connect with committee chairs and understand what each of the committee priorities are and ensure there is sufficient understanding on how we can move our ideas forward together. With so many proverbial irons in the fire, I needed to reach out and rely heavily on the volunteer efforts of the rest of the executive board and committees. This was not a matter of reaching into my President’s magic bag and pull out the solution card for activities. “Oh here’s one for November monthly meeting and Carter said there was definitely a December training card. Ah, right here with bonus January and March meetings. Whoa lucky me, I’ve got two, rare, conference cards at my disposal!” That might have been how things worked decades ago, but more recently, I’m certain that is not the case. Or is it?

Maybe….the cards are in the form of the volunteers. But I don’t just throw down the card and a genie appears and grants me wishes. No, that only happens in the movies. In reality, these are more like debit cards with a phone number or e-mail address that you have to contact in order to activate the card. They ask you many questions to ensure the card has reached the proper recipient and once all information has been confirmed, can be used for its intended purpose. The challenge and pleasure was to reach out to individuals, confirm information and verify activation of getting plans in motion.

For December’s training card, I’ve asked Chris Breiland to help coordinate information with Gary Norris and Dongho Chang to put together safety topics and potential presenters. February’s joint ITE/IMSA card came in the form of Josh Diekmann reaching out to conference volunteers and start putting a plan in motion. The hard to find website update card shook out of the bag as Sherief Elbassuoni researched our needs and possible solutions and sent a secret link to a proposed ITE-WA website currently under review. The QUAD card is especially interesting with Jerry Liu and Richard Hutchinson, after meeting with IMSA, toured conference facilities and now has much work.
President’s Message (continued)

to do with IMSA on planning details.
I know many of you have expressed interest in helping with ITE activities. I want to remind everyone that we can always use additional help. Many times, we get so busy we don’t even know how to ask for help. This is when members standing on the sideline can provide valuable perspective to Committee Chairs. So even if you aren’t on a committee, you can reach out to them and offer ideas as well as your time and support the committee’s efforts. Even without an official committee, we can use volunteers to be responsible for such activities as ensuring a meeting’s AV is set up properly. Many facilities have varying technologies on how to connect and operate something simple as a microphone. And I’m very happy to have found a card to help Carla with registration at meetings. Daniel Hodun will work with Carla Nasr to speed up check in and payment so more time can be spent networking with the members at the start of the meetings.
I’m also happy to announce the Inland Northwest Chapter now has a clear path of how to form their executive board to move chapter activities forward. It’s exciting to see those with a passion to support our ITE community step up and be that “someone.” You know that person. When there is a need and that person should do something about it?

~ Paul Cho, PE, PTOE President ITE-Washington Section and is the Senior Traffic Operations Engineer for the City of Redmond

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.

Scribe’s Report

ASCE/WTS/ITE Joint Section Meeting - October 14, 2014

Data. It is indeed everywhere. It’s even the name of a beloved android. If you’re fortunate (?) enough to have a mobile Facebook checking device (sometimes also known as a phone), you know that companies are collecting data on you. They know where you go, how long you use their app, who you’re calling and texting, and what products you recently searched for on the internet. Your scribes have no doubt that they even probably are finding a way to get your heart rate from your Fitbit while you’re reading product descriptions and reviews on Amazon while standing in line at your local consumer emporium, which will be providing you with checkout coupons for the products you just searched.

So what can we do with all this data? As engineers, we’re trained to pretend that we love to see it and evaluate it. We have also, hopefully, come to fear data and its limitations. One thing we do know is that a good data collection process and a better data evaluation process will yield information that can, if we’re careful, produce RESULTS!

Dr. Mark Hallenbeck, of the UW TRAC, shared with ITE, ASCE, and WTS his ongoing effort to glean useful information from two months of ORCA data collected in early 2015. Working with Dr. Ryan Avery, the UW TRAC used data from our transit fare provider and data from geo-referenced sources to correlate the location of boarding, time of boarding, and service provider with other information such as socioeconomic, land use, and employment data in the area around the stop and areas of interest to the commuter, such as the office of the employer providing the pass. Commute Trip Reduction program data such as parking rates, parking availability, and parking subsidies will help provide a very comprehensive picture of how transit use correlates with parking.

Because TRAC is a research organization, they did what no mobile app will ever do: they respected your privacy! The 4.5 million data records used a “hashed” card number to strip individual user identity from the system while maintaining

See Scribe’s Report
continuity between users. As they examined this data, TRAC researchers found that of the 60% of transit trips that use ORCA system-wide, only one-half of those can be accurately matched to an origin-destination pair. This is still a lot of information. You do not want to have to fix this spreadsheet by hand. Trust us.

Ultimately, TRAC will have useful information to share with our local transit agencies. We’ll learn where people board buses, when they board buses, their origin and, often, transfer destinations or ultimate destinations (based on home and work addresses), and ridership levels. With that data, we can begin to understand the effects of various subsidies, so-called “trip-making” behaviors such as choice of residence, location of employment, and overall land use considerations. In the future, as the data cleaning processes become established and this manipulation process is automated, the impact of CTR measures and transit schedule changes can be evaluated based on actual user experience!

Your phone is collecting data. Maybe some of your connected appliances will collect data and tattle on your water usage after a dismal skiing season (fingers crossed). Your car is already preparing to reveal your deepest, darkest secrets. And, while your ORCA card has unwittingly joined the fray, you can trust Dr. Hallenbeck to hash it out and come up with something

New Member

Daniel Hodun, E.I.T.

Transportation infrastructure has always been a passion of mine from ferries to high-speed rail. My ambitions include advocating for high quality and visible transportation improvements in the region and contributing to improved quality of life.


I am passionate towards transit improvements to bridge connections as well as future rail service enhancements; I love solving transit challenges.

Daniel has volunteered to help ITE-Washington members during our meetings at the Registration Desk.

Please welcome Daniel Hodun to our ITE-Washington Group.

New Co-Scribe

Scott Kuznicki working with Darcy Akers

Scott Kuznicki grew up playing in the sandbox, building transportation systems without the constraints of politics. He has always had an affinity to transportation planning, traffic operations, signing, and, of course, maps. While continuing to enjoy his life-long affair with the bicycle as legitimate daily transportation, he revels in the broadened mode choice offered by his commercial driver’s license with nearly every endorsement, his private pilot certificate, and a dozen or so transit fare cards from around the world. His lovely wife, Lydia, is an early childhood education professional and author who shares his keen sense of worldwide adventure and exploration. In an effort to explore more the world and mix sandboxes with bicycles, Scott has ridden his motorcycle solo on thousands of miles of unpaved roads in the Yukon, Alaska, and the Northwest Territories. His UW-Platteville education has served him well for nearly 20 years and he is grateful for ITE’s early involvement in shaping his career, spanning Minnesota, Wisconsin, Illinois, Washington State, Hawai’i, and South Dakota. He and his wife have made Mercer Island their home.

Darcy Akers
ITE-WA Scribe

Scott Kuznicki, P.E.
ITE-WA Co-Scribe

~ Darcy Akers is the City of Bellevue, ITS Engineer
~ Scott O. Kuznicki, P.E. is the Director of Traffic Engineering for Toxcel, LLC
Washington Transportation Professionals Forum (WTPF)

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.

Training & Careers

FALL EDUCATIONAL CLASSES 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.

Career Opportunities

Traffic Engineering Manager

The City of Bellevue Transportation Department is accepting applications for Traffic Engineering Manager Position

Get More Details: Job Opportunities (Official City of Bellevue Website)
http://www.ci.bellevue.wa.us/jobs.htm

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 $20 membership worthwhile.

Join now and dues paid cover 2016 membership.

westernite.org/Sections/washington
Nov 10, 11:30AM – 2:00 PM
ITE-WA luncheon meeting
Redmond City Hall, Council Chambers
Visitor parking in the parking garage north of the Public Safety building which is accessed off of 160th Ave NE. There is auxiliary parking in an asphalt parking lot that is used by the transit riders right next to the parking garage.

Completing the Streets with Greenroads: Access, Safety, Mobility & Livability
Presented by Jeralee Anderson, Greenroads, and Christian Knight, City of Kirkland
This seminar will relate Complete Streets, a national policy initiative, to sustainable street and highway projects built and rated by Greenroads. For those interested in traffic safety, transportation planners, landscape architects, and other general transportation designers should attend.

- Understand how Greenroads projects relate to Complete Streets policies.
- Discuss credits that can be used to measure and benchmark policy goals.
- Learn about one local project in Kirkland, WA - a City with a Complete Streets policy and a Certified Greenroads Silver Project.

Jeralee L. Anderson, Ph.D., P.E., LEED AP
Jeralee Anderson is the Executive Director and Co-Founder of Greenroads International, a globally recognized nonprofit organization focused on sustainability education and certification for transportation projects. As Executive Director, she currently manages the daily operations and oversees all programs for Greenroads. She received her doctorate in sustainability and civil engineering from the University of Washington. Jeralee worked in a variety of structural, geotechnical and construction engineering positions in California after receiving her undergraduate degree from Cal Poly San Luis Obispo. She is a licensed professional engineer in Washington State and California, and was recognized in 2013 by the White House as a Transportation Champion of Change for the 21st Century

Christian Knight
Christian Knight is the Neighborhood Services Coordinator for the City of Kirkland. As a Neighborhood Services Coordinator in Kirkland’s Capital Improvement Program, Christian Knight serves as a liaison between residents and businesses and project engineers and contractors.

RSVP by Friday, Nov 06: Register with Carla Nasr at itewaregister@gmail.com
Cost: The meeting is free to all members. Lunch Available ITE Members: $15 Students: $5

The lunch box menu from Poppinjay’s  Choose from the menu below:

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<td>1. Havarti &amp; Avocado (vegetarian): creamy Danish Havarti cheese, fresh avocado, lettuce, tomato, red onions, mayo, served on honey wheat.</td>
<td>4. Turkey &amp; Havarti</td>
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<tr>
<td>2. Ham and Havarti</td>
<td>5. Italian Ciabatta</td>
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<tr>
<td>3. Oven roasted turkey</td>
<td>6. Chinese Chicken Salad</td>
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ITE Washington

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

2015

Nov 10 *ITE-WA luncheon meeting – Redmond City Hall, Council Chambers.
Topic: Complete Streets

Dec 10 (Thursday) ITE-WA breakfast training – Des Moines Beach Park Auditorium
Guest Speaker: WSDOT Secretary Lynn A. Peterson

2016

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

http://www.itswashington.info/
ITS Washington serves as a nexus for collaboration between ITS professionals in the Pacific Northwest. In addition to an annual meeting and exhibition showcasing the state’s most innovative projects and research, the chapter provides members with professional development and networking opportunities year-round. ITS Washington’s diverse membership of leading transportation organizations creates a strong, collective voice to advocate transportation technology solutions.

2016

Dec TBD ITE-WA/ITS meeting (TBD)
Feb 08 ITE-WA/IMSA Conference & Exhibitor Show. Doubletree Hotel SeaTac
Washington begins first in nation statewide LED street light program

The switch to LED streetlights is hitting its stride across the country in 2015, particularly in Washington State where a landmark arrangement between the State and two major utilities will facilitate the installation of these cost-saving street lights in 220 small cities. Small cities have lagged nationwide in LED conversion because they cannot afford the initial capital cost. If all the small cities (population less than 5,000) were in one location in Washington, they would form the second largest city in the State, with 40,000 streetlights.

The Washington State Transportation Improvement Board (TIB) developed the program and negotiated the deal with Puget Sound Energy and Avista Utilities. The utilities will convert all small city streetlights to LED and reduce the monthly operating cost paid by city street programs. TIB pays the capital cost of the fixtures and installation after federal energy conservation rebates. A typical small city saves $500 to $2000 per month on their utility bill, between one third and one half of current costs. Total annual savings should reach more than $3 million per year.

“In Washington, we are moving small cities to the front of the LED line because they need the savings the most,” said Steve Gorcester, Executive Director, Washington State Transportation Improvement Board. The TIB first tested installation of 2,000 LED streetlights in six small cities in 2013. A return on investment study found that energy, maintenance and environmental benefits returned $2.34 in value for each $1.00 of installation cost over 15 years. As a result of those findings, the TIB proposed and received funding for a statewide program starting in summer 2015.

Carnation has been selected as the kickoff point for the Relight Washington program, the plan to bring LED Street lights to all small cities across Washington. Installation begins in October 2015. Projects have already been authorized in 36 other cities since funding was authorized July 1.

The TIB makes and manages state street and sidewalk grants to cities and county urban areas statewide. Most street construction and maintenance projects in small cities are partially or fully funded by the TIB. Revenue comes from three cents of the state fuel tax and driver’s license renewal fees. Avista provides streetlights to 46 small cities in Eastern Washington. Puget Sound Energy serves 57 small cities in King, Pierce, Skagit, Whatcom and Kittitas Counties.

~ Steve Gorcester has been the Washington Transportation Improvement Board Executive Director since April 2001.
What’s all the fuss over the new ANSI C136.41 LED dimming control receptacles?

Photoelectrical controls or photocell or PEC have been used for decades automatically turning streetlights on at dusk and off at dawn. A Photocell is basically a resistor that changes its resistive value (in ohms) depending on how much light is shining onto the photoconductive material that closes or opens the circuit; a simple and effective way to control one or many luminaires.

When Programmable Control Nodes for solid-state luminaires were first introduced customers had the luminaire customized to accommodate the controls products; usually no two had the same setup. It required special packaging by the luminaire manufacturer or additional labor to field install.

That all changed in early 2014 when the American National Standards Institute (ANSI) introduced a new twist lock photo receptacle standard, known as ANSI C136.41, for solid state luminaires with dimmable driver and light sources and motion sensing.

Two models were designed and incorporate the traditional 3-blade twist lock setup. The new 5-Pin or 7-Pin receptacles accommodate older photocells, newer solid-state long life photocells (used for LED luminaires) or programmable control nodes. Controls (nodes) allow users to program luminaires for on/off scheduling and reporting energy consumption, outages and other details without visiting the site. If the luminaire has a dimmable driver and light source you can schedule automatic responses and reporting functions.

The new receptacle design now allows customers to choose the luminaire and controls separately to their specific. If the luminaire has the new receptacle the control nodes can be added easily at a later date.

Control systems take advantage of the new design allowing on/off, dimming, motion sensing (7-pin required), reporting of outages, wattage consumption, operational history and many other functions. The 7-pin is becoming the standard, as there is a slight price difference from a 5-pin.

Scenarios that make sense beyond the most common needs could be a park area with motion sensing with the 7-Pin node. Most parks are closed after dark but have lighting for security. Controls can operate at lower levels then increase light when someone enters that zone.

Control systems normally retrieve activity on 15-minute intervals and report back activity once a day. The end user would analyze the activity, an automatic notification or alarm setup would notify when activity is above normal limits. In cases of high crime, if the motion sensor was...
activated See CONTROLS

CONTROLS - Continued

frequently the police could be contacted to watch the area for suspect activity during those dynamic periods.

Parking lots can be setup to have lights dim after hours, come up when needed or to notify others when lights come up in adjacent areas to become more alert.

Customize scheduling. The Port of Seattle Terminal 5 flyover is utilized by tractor-trailer rigs when ships are at dock and the trucks are active; the lights are turned up to normal levels. When no loading activity is schedule the lights are dimmed and respond to motion sensors at both ends of the road. They activate when vehicles, bicyclist or pedestrians enter thru either motion sensing zones and remain on for a set period. Daily reports with activity are checked and updated as needed.

In higher crime areas, controls set lights at normal light levels and then increased dramatically when bars are closing to detract loitering and brighten hiding areas to help detour crime.

The NEW receptacle gives end users the ‘control’ for immediate or be controls ready for later installation.

~ Ed Aristo is the Roadway & Industrial Lighting Manager for Sea-Tac Lighting & Controls

~ Photo Credit to TEC, Leotek and Echelon/Lumewave

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Sign of the Times

An Iowa highway sign alludes to Star Wars in a message displayed on May 4.

(Iowa Department of Transportation)

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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
Traffic practitioners in the late 1920s and early 1930s, although highly significant professionals in their own right, had no technical or professional organization they could belong to. After a group of self proclaimed “Traffic Engineers” informally met several times during meetings of the National Safety Council and the American Society of Civil Engineers (ASCE), it was decided that a separate professional and technical institute emphasizing engineering principles should be formed. This led to the first meeting of the Institute of Traffic Engineers, taking place at the William Penn Hotel in Pittsburgh, PA, on October 2, 1930.

Founders

- W. Graham Cole
- Ernest P. Goodrich
- Maxwell N. Halsey
- Harry H. Hemmings
- Reyburn P. Hoffmann
- John F. Hurley
- Arthur N. Johnson
- Guy Kelcey
- Miller McClintock
- Lewis W. McIntyre
- Donald M. McNeil
- Burton W. Marsh
- Theodore M. Matson
- Irving C. Moller
- Earl J. Reeder
- Joseph G. Regan
- Ladislas Sego
- Hawley S. Simpson
- Peter J. Stupka

ITE International Presidents

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• The first ITE Standard, Standards for the Adjustable Face Traffic Control Signal Heads, is published.
• Fee fund is established, creating the capital fund, financial backbone of ITE.
• September 1939 membership stands at 159.
• Traffic Digest and Traffic Engineering are printed.
• ITE Headquarters is established in New York, NY.

Typical traffic movement in the early 1900s.
King County, WA Verified account@kcnews
Aug 18
Next generation of @kcmetrobus electric trolleys and a preview of our battery-powered buses:
http://ow.ly/R3uuu

Washington State DOT @wsdot
Aug 18
Testing out new zigzag markings on SR 9 to let you know a crosswalk is ahead: http://bit.ly/1Joph0f

AASHTO @aashtospeaks May 28 RT @seattledot: Aurora Ave Bridge Construction in 1931!
#TBT #Seattle #Throwbackthursday
**CrossWalks** for discriminating ITE members

**PRINT OUT**
Give your office team a challenge!

### Down

1. A covered channel
2. Particular form of transportation, such as automobile, transit, carpool, ship and bicycle
3. Water from rain, sleet, hail and snow
4. Time for a signal to go through all phases
5. Activities that assist communities help harmonize the traffic system
6. Light sensor
7. Black viscous mixture of petroleum hydrocarbons
8. Flow rate of cars soon after green light
9. Traffic signal 'brain'
10. Intelligent Transportation Systems
11. Roadway lighting guide, RP________
12. Water moving over the surface of the ground
13. Highway that serves major traffic movement
14. Luminaire light output
15. Basic security parking lot uniformity
16. A long line of cars

### Across

1. Rural area routes serving intra-county, rather than statewide, travel
2. Computer-aided design
3. Process used in certain economic, cost-benefit, engineering or traffic study evaluations
4. Traffic lane used to reduce speed before turning
5. Stones used to protect a riverbank or its bank from scour
6. ITE Group
7. A highway intersection allowing traffic to move freely from one road to another without crossing another lane of traffic
8. Division of land area into districts
9. Smaller light for police
10. One of a number of specific proposals, alignments, options, design choices, etc. in a study
11. A thin coat of bitumen laid on a road
12. Used to move snow off the road
13. Time between buses

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This month's ITE Member contributor is Adam Miles, PE who recently moved from Portland, OR to Spokane, WA and is an Associate Transportation Engineer for the City of Spokane

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**Wise Tales**

Before studying engineering, if someone asked me what 1+1 equals, I would have said "2."

Now, I’d say "I'm pretty sure it's 2, but we'd better make it 3 just to be safe."
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Jerry Liu, PE, PTOE Tel 425.635.1000
Bellevue, WA

ITE Newsletter Volume 26, No.3

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Pedestrian Crosswalk Safety Enhancements
Neighborhood Traffic Calming
HSIP Eligible
Safe Routes for Rural Roads

November 2015
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