WASHINGTON STATE SECTION / INSTITUTE OF TRANSPORTATION ENGINEERS
www.westernite.org/Sections/washington/index.htm

ITE WASHINGTON

Letter from the President

During this holiday season, you will see (or have already seen) television images of travelers jamming our nation's airports, train stations, and bus terminals as family members reconnect with relatives and loved ones living in other corners of the world. Local news agencies will strategically station their roving reporters, and while some of the interviewees will be good-natured about the experience, others will provide a mouthful of salty commentary and vow to never travel again, at least until their return trip home.

Kevin Chang
WA Section President

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SAVE THE DATE

Training Session: Implementing Strategies for Improving Road Safety

The December Training Breakfast meeting will feature three guest speakers:

- Gary Norris, DN Traffic Consultants, Moderator
- Lowell Porter, Director, Washington Traffic Safety Commission
- Brian Chandler, Senior Transportation Engineer, SAIC

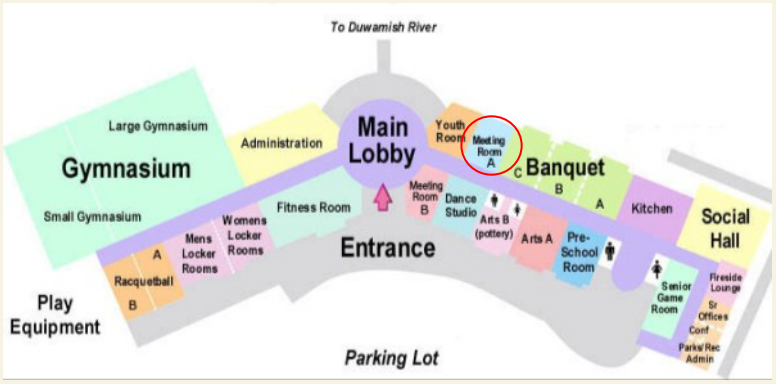
Details on the training topics can be found on **page 4**.

WHEN Tuesday, December 13, 2011
8:00 AM-12:30 PM Breakfast Meeting

VENUE Tukwila Community Center
Banquet Hall, Meeting Room A
12424 42nd Avenue South
Tukwila, WA 98168

COST Members: $35
Non-Members: $45

MENU Landau's catering will be serving a hot breakfast including scrambled eggs, bacon, sausage, sliced ham, fruits, coffee, tea, V8 juice, orange juice, and croissants.



RSVP As the available spots for this meeting are very limited and are on first come basis, please register by RSVP'ing to Carla Nasr itewaregister@gmail.com as early as possible, but no later than Friday Dec. 9th 2011.

(Continued from page 1)

When it comes time to share good-byes, you will hear many heartfelt words of caring. "Have a safe flight." "Be safe out there." "Drive safely." Many of these phrases are uttered out of habit, but they serve as a good reminder that travel by plane or train or bus or by car carries inherent risks. The holidays are a good time to recognize this interwoven relationship between safety and our transportation engineering industry.

As a transportation professional, what does safety mean to you? Pause for a moment and consider what comes to mind. Depending on your specialty or current project, your response might be vastly different than your co-worker or friend. It might even vary on a day-to-day basis. Today, you might have thought about roadway safety treatments such as guardrail or jersey barriers. You might have focused on safety enhancements in your car, such as air bags or seat belts. Perhaps your mind turned to technology, with visions of red light cameras or coordinated signals. Educational programs, such as campaigns to discourage drunk driving and texting, might have registered in your thoughts. You may have recalled a specific incident, such as a fender bender that you saw on the way to work. Thankfully, you also noticed that no one appeared to be hurt.

Tremendous progress has been made to reduce the number of deaths on our nation's highways. According to the National Highway Traffic Safety Administration, or NHTSA, the traffic fatality rate in 2010 fell to its lowest level since 1949, with an estimated 1.09 fatalities per 100 million vehicle miles traveled. (As a comparison, there were no airline fatalities by U.S. carriers last year.) However, due to America's propensity for driving, this figure still translated into over 32,000 traffic fatalities. That's too many mothers and fathers, sons and daughters, brothers and sisters, husbands and wives, and best friends whose lives were abruptly cut short.

We must not let down our guard. As designers, operators, and caretakers of our transportation network, many opportunities remain for us to continue making a difference in the lives of our daily users. For these reasons, our December half-day training session will focus entirely on this important and timely topic - safety.

Your continued support and involvement in ITE are always appreciated. To you and your family, have a happy – and safe – holiday season.

Kevin Chang, President
itewapresident@gmail.com

The World Goes Wireless

Wireless Sensor Networks — Transforming Transportation

Managing mobility in the 21st century requires a symphony of intelligent transportation systems—all working in accord. Yet worldwide, many roadway agencies still rely on outmoded, and disparate technologies—providing only a narrow view of the big picture—while leaving long-term planning to conjecture.

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With over 50,000 sensors deployed worldwide, **Sensys Networks VDS240** infrastructure-based wireless detection solutions are rapidly replacing costly, maintenance-intensive inductive loop systems, and enabling traffic engineers to install detection precisely where needed—*at a fraction of the cost.*

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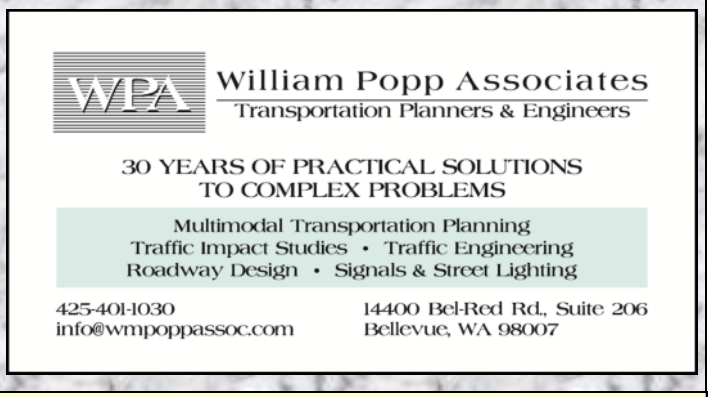
ITE Washington Section December Training - Schedule & Topics

Time	Topic	Speaker
8:00 am	Registration & Check-in opens	
8:30 am	Hot breakfast buffet opens	
9:00 am – 9:05 am	Welcome	Kevin Chang, President
9:05 am – 9:30 am	Time for Action: The Decade of Action for Roadway Safety 2011-2020 With approximately 1.3 million fatalities and up to 50 million injuries occurring on roads around the world each year, the United Nations has unanimously proclaimed 2011 through 2020 as the Decade of Action for Road Safety. The UN General Assembly's goal for the decade is "to stabilize and then reduce the forecast level of road traffic fatalities around the world" by 2020," potentially preventing millions of deaths as a result. Governments, international agencies, civil society organizations and private companies from more than 100 countries are involved.	Gary Norris, DN Traffic Consultants, Moderator
9:30 am – 10:15 am	Target Zero: Toward Zero Deaths in Washington State "Toward Zero Deaths: a National Strategy on Highway Safety" is an effort to develop a national approach to eliminating highway fatalities as a threat to public and personal health. The context of this national initiative, and more specifically, Washington's Strategic Highway Safety Plan - Target Zero, will be discussed, describing how this data-driven, evidence-based, integrated systems approach to safety planning is achieving its goals.	Lowell Porter, Director, Washington Traffic Safety Commission
10:15 am – 10:30 am	Break	
10:30 am – 11:15 am	Crash Countermeasures & Intersection Safety This presentation outlines steps to address road safety, with emphasis on treating city/county roads. Included are countermeasure selection and evaluation, applying safety-related data, and using spot location, systematic, and comprehensive implementation approaches.	Brian Chandler, Senior Transportation Engineer, SAIC
11:15 am – noon	Roadway Departure Safety Roadway departure crashes account for the majority of U.S. highway fatalities. Information is presented on effectively identifying roadway departure safety issues in local areas, choosing the countermeasures that address them, and evaluating the benefits of those treatments. Procedures and processes to improve the safety of rural roadways and to reduce the potential for future roadway departure crashes are also discussed.	Brian Chandler, Senior Transportation Engineer, SAIC
Noon – 12:15 pm	Moving Toward Zero: Next Steps Accepting a shared responsibility to implement strategies for improving road safety.	Gary Norris, DN Traffic Consultants, Moderator



Advertising (Business Cards & Larger)

To submit your ad, please send a jpg, png, or tif file of the desired ad to Dongho Chang at dchang@ci.everett.wa.us

Place your ad in the following sizes:

Business card ad for $100
Full page ad for $1000
1/2 page ad for $500
1/4 page ad for $250

Also send a check for the ad size you desire (ad will run from January 2012 through December 2012) to:

Dongho Chang
City of Everett
3200 Cedar Street
Everett, WA 98201

Call 425.257.8871 for further questions.

Scribe Report

By Paul Cho, City of Redmond

November Meeting (Tuesday, 10/11/2011)

Month after month I've taken for granted all the hard work that is put into arranging the venue, the meals, the laptops, the projectors and more for each monthly meeting. But it wasn't until November's meeting at the Redmond City Hall Council Chambers that I had the opportunity to have some more skin in the game. With seating capacity of about 100 and room for standing if necessary, it was vital to get a crash course on how to work the projector, screen and microphone that all ran through a central computer. Whatever happened to the days of slide projectors and wired PA systems?

With the audio/visual technologies squared away, section President Kevin Chang began the meeting at 12 noon after providing ample time for the 56 registered members and 10 walk-ins to warm their seats and enjoy their box or brown-bag lunches. This month's guest speakers, Jim Stanton and Lynn Frosh, manage Community Affairs and Transportation Services for a little company based in Redmond called Microsoft.

Mr. Stanton began with a short history of the company that essentially started in the late 70s in Bellevue and then moved to Redmond in 1986. Generating $70B annually in revenues from the one billion people worldwide that use its products, the Puget Sound area hosts 13M of the 32.8M square feet of real estate worldwide with 600 acres inside of Redmond alone. Through the years, Microsoft invested $40M for infrastructure improvements to support the 50,000 employees that work and commute in the Puget Sound area.

Lynn Frosch continued by describing the start of Microsoft's Transportation Program in 1995 as a response to the State's Commute Trip Reduction law. However, it was apparent that the benefits to the employees in providing commuting options grew in significance and even became a recruiting tool to attract and retain the very best employees. The success of the program is evident in a 2011 data that showed a 60% Single Occupant Vehicle (SOV) mode split. To complete the math, that's 20,000 employees using transit, carpools, telework, bicycles, vanpools and walking on a regular basis instead of driving alone. These figures are the result of such incentives as preferred parking stalls for carpools and vanpools and subsidized cash and services for bicycles commuters.

(Continued on page 7)

Safety Corner: Safety Training Session

By Gary Norris, ITE Washington State Section Safety Committee Co-Chair

Safety and Crash Reduction programs will be the focus of the December 13, 2011 training session. As we have been sharing over the last several months, there is a major local, national and international effort to eliminate serious and fatal crashes during the next 10 years. The international program, adopted by the United Nations, is called a "Decade of Action." The Washington State program which shares a similar agenda is called "Target Zero." The purpose of the December training session will be to provide information regarding current programs, inform participants of proven countermeasures to address significant causal factors relating to crash history, and in general, begin to change our safety culture. To bring about change, the transportation professional should fight for more resources to reduce fatal collisions rather than being proud in doing more for less.

The December meeting will be the first of several meetings this year dedicated to safety. Look forward to seeing you there.

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Of particular interest to the members was the private transit and shuttle service. With 65 coaches running on 22 fixed routes, the Connector has the capacity to serve 6000 employees/day. The routes are intended to complement Sound Transit and Metro and currently run at half capacity. The service is free to Microsoft employees and offer Wi-Fi and 110V power to maximize productivity even if congestion to and from work is heavy. The shuttle connect service provides inter-campus transportation on a request basis and utilizes vehicles such as the Prius and Fusion along with 12 passenger vans that will eventually use alternative fuels such as propane to complement the hybrid fleet.

At the end of the formal presentation, Jim Stanton and Lynn Frosch answered questions from the members. Kevin Chang then provided announcements on the upcoming topic of eliminating traffic fatalities for the December breakfast training/meeting as well as Wednesday January 11th topic from Port of Seattle. Mr. Chang continued to alert the members of an upcoming survey to Cities, Counties and State the first of the year and concluded with information on the Velo City conference in June of 2012.

Announcement: Adoption of 2009 MUTCD by Washington State

The 2009 MUTCD takes effect in Washington State on Monday, December 19, 2011, as revised by WAC 468-95. On that date the 2003 MUTCD can no longer be used. The following table provides the modifications to the 2009 MUTCD as adopted by Washington State. The text of the Washington State modifications can be viewed at the Washington ITE web site here or by contacting Rick Mowlds, WSDOT Signing Engineer. Mr. Mowlds can be reached at (360) 705-7988. The table below details the changes to the 2003 modifications in the WAC.

Existing Modifications		Existing Modifications	Delete Existing
468-95-010	468-95-250	468-95-290	468-95-015
468-95-033	468-95-260	468-95-29001	468-95-027
468-95-045	468-95-270	468-95-29005	468-95-132
468-95-120	468-95-280	468-95-29009	468-95-133
468-95-125	468-95-29003	468-95-29015	468-95-134
468-95-131	468-95-29007	468-95-29019	468-95-135
468-95-140	468-95-29011	468-95-29021	468-95-147
468-95-143	468-95-29013	468-95-305	468-95-150
468-95-148	468-95-29017	468-95-307	468-95-180
468-95-160	468-95-300	468-95-370	468-95-303
468-95-190	468-95-306		468-95-350
468-95-200	468-95-310		
468-95-205	468-95-317		
468-95-210	468-95-325		
468-95-220	468-95-330		
468-95-230	468-95-340		
468-95-235	468-95-360		

ITE Washington State Section 2011-2012 Membership Directory Notice

By Dongho Chang, State Section Secretary

The Washington State Section of ITE will be producing our 2011-2012 membership directory by next spring. The membership directory will be posted electronically on our website as a valuable resource to our members. The directory will be a reference for clients and peers and we want to have your most current contact information. If you had a recent change in your contact and membership information, please visit our website at http://www.westernite.org/Sections/washington/membership/membership.html and complete the update form. Please email Dongho Chang at dchang@ci.everett.wa.us if you wish to be omitted from the directory.

Call for Entries
Target Zero Awards
Achievements in Traffic Safety
The Washington Traffic Safety Commission's biennial traffic safety awards program mirrors *Washington's Strategic Highway Safety Plan: Target Zero*. Based on the latest data, the *Target Zero* plan was updated in 2010.
The Commission seeks entries from anywhere in Washington for activities occurring or completed during the 2010-2011 calendar years. The awards are not limited to behavioral change efforts but celebrate achievements in all efforts that contribute to reducing traffic fatalities and serious injuries on all public roads.
We recommend you turn to *Target Zero* for assistance in developing your entry submissions. *Target Zero* can be accessed on the Washington Traffic Safety Commission's website at: www.wtsc.wa.gov
Dates
Entries must be received by 12 noon on Thursday, January 12, 2012
Winners will be honored at a luncheon ceremony. Wednesday, April 18, 2012 Lacey Community Center Lacey, WA
Categories
The award categories match the objectives in Priority One and Priority Two levels of the 2010 Target Zero:
• Impaired Driving
• Run-Off-Road Crashes
• Speeding-Involved Crashes
• Young Drivers
• Unrestrained Occupants
• Distracted Driving
• Intersection Crashes
• Traffic Data Systems
Judging
Judging criteria comprise the use of proven strategies, best practices or innovative strategies with a strong evaluation component. Judges may include traffic engineers, law enforcement professionals, the judiciary, traffic records experts and emergency medical professionals.
Eligibility
Any business, not-for-profit or government organization in Washington, or any individual or group within such an organization, is eligible to submit an entry. WTSC employees are not eligible to receive awards.

Entry Submissions

Entries may be submitted by the achieving person or group or by a nominating person on behalf of an individual or group.

All entries must be delivered to the Washington Traffic Safety Commission by U.S. Mail or courier by 12 noon on Thursday, January 12, 2012.

Each entry must be entered in only one category. On the outside of the envelope/package, note the name of the category.

Delivering or sending submissions

U.S. Mail:
Traffic Safety Awards
Washington Traffic Safety Commission
P.O. Box 40944
Olympia, WA 98504-0944

Couriers, shippers or in-person:
Traffic Safety Awards
Washington Traffic Safety Commission
621 8th Ave SE • Suite 409
Olympia, WA 98501

Entry Content

Each entry comprises a document that answers the questions below ("Entry Form") and supporting materials. Place the entry form in front of other materials. The nature of supporting materials may vary significantly, but might include CAD drawings, photos, news clippings, letters of commendation, affidavits, marketing communications materials or database queries/reports. Clearly label all materials with the entry name.

If any entry individual or group wants supporting materials returned, an appropriately-sized, self-addressed envelope/package must be included in the submission.

Entry Form

Answer the following questions in the order presented. The entry form is the heart of an entry, so answer the questions thoroughly, yet concisely.

1) Category (e.g., Distracted Driving, Intersection Crashes)

2) Entry name (e.g., project/program title, individual/group name)

3) Contact information for person submitting entry, including name, email address, phone, and mail address

4) Identify the project, program or effort. This is the executive summary of the entry that describes
   a) the situation or problem
   b) actions taken
   c) the result

5) Specify the proven strategies, best practices or innovative strategies with a strong evaluation component used

Questions

If you have questions, contact Mark Medalen at mmedalen@wtsc.wa.gov or 360.725.9878. Email is preferred.

WASHINGTON Traffic Safety COMMISSION

Featured Technical Article

Do you have an interesting technical topic, idea, or project to share? If you do, the Technical Report Committee wants to hear from you! Please contact Dongho Chang at <DChang@ci.everett.wa.us> for more information.

Recovering from a Catastrophic Disaster

by Lise Northey, Program Manager, Regional Catastrophic Preparedness Grant Program

ITE Washington members will be front and center when it comes time to rebuild after a disaster. But long-term recovery involves more than debris removal and restoring power – in fact, those are short term recovery actions. Communities struck by a catastrophic incident face long-term challenges, as residents and businesses seek to establish a "new normal" – a way of life as strong as or better than before the disaster. What will be rebuilt first and to what standards? Who will decide? These challenges differ substantially from emergency response, and a collaborative approach will require leadership and participation from every sector of the community.

As part of the Evergreen Quake 2012 Exercise Series, Washington State's Emergency Management Division is conducting a series of disaster recovery workshops leading up to two major recovery exercises in the summer of 2012. ITE Washington is proud to co-sponsor the February workshop on Transportation and Utilities Infrastructure Recovery (see the "save the date" notice in this newsletter). Workshop facilitator William Lokey of Witt Associates has responded to and worked on recovery from numerous major disasters including the eruption of Mt. St. Helens, the Northridge Earthquake, the Oklahoma City Bombing, the Nisqually Earthquake, the World Trade Center after 9/11 and Hurricanes Isabel, Ivan, Katrina and Rita. He offers the following nine points as a "Recovery 101" primer for those of us who will be called upon to help rebuild our community after a catastrophic disaster.

1. Recovery is different than response: As in response, recovery will require executive leadership and support; however, it has different participants, different goals, different priorities, different time frames and different funding requirements and opportunities.

2. Recovery takes long-term leadership: A jurisdiction must be prepared to identify and deploy a full time local disaster recovery manager to provide leadership in recovery planning and prioritization of goals. This person must have executive support and credibility within the community and executive support.

3. Recovery requires people: Both public and private sector jurisdictions and organizations have to be prepared to expand their administrative capacity. Recovery from a catastrophe will create a large number of "new" tasks, while the regular processes of government continue on. Recovery traditionally requires a combination of adding new people and prioritizing day-to-day government operations. (For example – "Only disaster related Building Permits will be considered until…..")

4. Recovery requires community involvement: The public needs to be involved in the recovery process, and opportunities should be created through public forums, town hall meetings and the like. Jurisdictions need to also implement, coordinate and manage awareness and outreach efforts to individuals with disabilities, seniors, children, and other members of vulnerable populations.

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5. Recovery requires planning: Jurisdictions must incorporate principles of post-disaster planning into the recovery process. Recovery that is allowed to just "happen on its own" leads to a variety of future problems for a community. Basic questions such as "Do we put it back the way it was?" or "Do we take this opportunity to mitigate?" need to be planned and managed. A jurisdiction also needs to communicate post-disaster planning as well as organizational and operational needs to the state and lead an inclusive and accessible planning process, facilitating practices that comply with applicable laws, including civil rights mandates.

6. Recovery requires partnerships: A community must coordinate with relevant regional planning organizations that provide resources and/or planning expertise. A community should work in pre-disaster planning to promote partnerships between nonprofit organizations, faith-based organizations, the private sector or other relevant organizations and nontraditional and/or underserved communities to better involve them throughout the recovery process.

7. Recovery requires priority setting: There are an unlimited number of ways things can go wrong, so there are an unlimited number of ways a community could recover from them; subsequently, everything cannot be planned ahead of time. Also, everything cannot be repaired at once. Priorities will have to be set and a pre-planned process to do this can speed the recovery process. This will also involve the review or pre-existing plans and cross-check these against the post-disaster planning priorities that are set.

8. Recovery requires transparency: As part of the community involvement in recovery, a jurisdictions needs to implement a transparent, accountable system to manage recovery resources.

9. Recovery requires compliance: Recovery from a major disaster allows few exemptions from environmental, historic preservation, endangered species or other rule and regulations. A community must actively enforce all federal worker protection laws for workers who are employed to rebuild the impacted community. These federal laws include the Fair Labor Standards Act, Occupational Safety and Health Regulations, National Labor Relations Act and the laws administered by the Equal Employment Opportunity Commission (EEOC).

The author: William Lokey is a Program Director for Witt Associates, a public-safety and crisis-management consulting firm based in Washington, D.C., that provides disaster-recovery and mitigation-management services to numerous state and local governments, educational institutions, private-sector businesses and corporations, and the international community. Mr. Lokey has served as Assistant Director for Operations for the Washington State Department of Emergency Management; Director of Emergency Management for Pierce County; Assistant Chief – Special Operations, California Governor's office of Emergency Management; and as a Federal Coordinating Officer for the Federal Emergency Management Agency (FEMA).

EVERGREEN QUAKE EXERCISE SERIES 2012

PLEASE SAVE THE DATE

TRANSPORTATION AND UTILITY INFRASTRUCTURE RECOVERY WORKSHOP

February 8, 2012, 8:30 am – 4:00 pm

NOAA Sandpoint Facility, Seattle, WA

Attention ITE Members: We need your participation in this upcoming workshop! Rebuilding our communities after a catastrophic disaster like the New Zealand or Chilean earthquakes will require unprecedented teamwork among designers, engineers and planners from both the public and private sectors. If you are a utilities or transportation professional, what do you think should be rebuilt first – and what other infrastructure managers would you need to talk to before you break ground?

ITE is proud to cosponsor a February 8 interactive workshop at NOAA's Sandpoint facility that will bring together engineers, planners, and emergency managers from around the region to begin talking about how we would rebuild our transportation and utilities infrastructure after a catastrophic disaster. The workshop is free and lunch will be provided to those who register in advance.

Building on lessons learned from successful and not-so-successful recoveries, this interactive workshop will ask attendees to develop common recovery objectives after a hypothetical catastrophic incident, take a crack at prioritizing recovery investments, and develop concepts for how an infrastructure recovery effort might be organized for the Puget Sound region.

Please plan to attend this interactive workshop to take part in discussions about how we can pre-plan now to rebuild our transportation system and restore service to key utilities.

Look for registration information at http://www.westernite.org/Sections/washington/ by December 15. For more information, please contact Lise.Northey@Seattle.gov.

Co-Sponsored by your local chapters/sections of the

- **American Public Works Association**
- **American Planning Association**
- **Institute of Transportation Engineers**
- **Washington Association of Sewer and Water Districts**

2012 EXERCISE SERIES: FE JUNE 5-6 ~ LOGISTICS DRILL JUNE 12-14 ~ RECOVERY TTX AUGUST 15 & 22

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Newsletter Contact Info

If you have any changes in your contact information, please let us know so you continue to receive monthly ITE e-mail announcements and newsletters. To update your information, click on the "Membership" link on the Washington State Section ITE website:

http://www.westernite.org/Sections/washington/index.htm