



**January President's Message**

**An Argument for Increased Arterial Access Control**

The first chapter of the AASHTO Policy on Geometric Design segregates the roadway types that comprise public street networks into a hierarchy of four basic functional classifica-



David Alm  
WA Section President

tions: local, collector, arterial, and freeway. The definition, cross-sections, geometric standards, and other aspects of these basic classifications vary throughout the nation, yet the basic structure remains similar. But there are differences between metropolitan areas in the architecture of their road networks. Some communities, such as Salt Lake City or Los Angeles, are rich in arterial and / or freeway lane miles. Others, such as Seattle, are poor. It would certainly be an interesting research effort to correlate the make-up of the various network components in different metropolitan

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**ITE Washington Section presents:**

**Breakfast Training Program**

**TRAINING PROGRAM**

- 7:30 a.m.: **Registration**
- 8:00 to 8:45 a.m.: **Regional ITS Initiatives and Challenges**, Presentation by Hicham Chatila
- 9:00 to 10:15 a.m.: **IP Communication Training Session**, Joe Rinehart from Netversant
- 10:30 to 11:30 a.m.: **Panel Discussion – ITS deployment challenges**, (City of Seattle, City of Bellevue, and Snohomish County)

**LOCATION** Heritage Hall  
203 Market Street  
Kirkland, WA 98033  
[http://www.ci.kirkland.wa.us/depart/parks/Facility\\_Rentals/Heritage\\_Hall.htm](http://www.ci.kirkland.wa.us/depart/parks/Facility_Rentals/Heritage_Hall.htm)

**DATE** Tuesday, January 15th, 2008

**COST** Payable by cash or check to "ITE Washington Section"  
ITE members: \$40  
Students: \$5

**TIME** 7:30 a.m. to 11:30 a.m.

**MENU** Buffet Breakfast by **Lake Street Catering Company**. It will include Croissant French Toast, Scrambled Eggs with Bacon, Sausage or Ham, Roasted Red Potatoes, Tomatoes, assorted Muffins, Bagels and Danishes, Seasonal Fruits, Coffee, and Juices.

**RSVP** By Friday, January 11 to Iris Cabrera at

[ITERegistration@ci.kirkland.wa.us](mailto:ITERegistration@ci.kirkland.wa.us)

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areas to mobility performance measurements such as freight movement, commute delay, or other criteria.

In the Puget Sound area there is a general scarcity of arterial highways. Yes, our area is also lacking in freeway capacity, but the scarcity is even more pronounced in the arterial category. The consequences of this unfortunate situation can be felt throughout all components of our network. The lack of higher end roadways pushes regional trips downward in the hierarchy and overburdens lesser network components.

What can we do to mitigate our predicament? At the bottom end, trickle-down loading has manifested as a high demand for calming measures and road diets seeking to protect livability within neighborhoods. System-wide, however, more effective mitigation efforts would augment higher-end capacity. To this end, there are two tactics we must pursue: The first, building new capacities, is already an active endeavor. But there is much more we could be doing with a second tactic, preserving existing capacity.

It will become increasingly important to optimize what we have as area growth continues. There is no time to waste. Some government leaders have realized this and are working with ITE members on endeavors trying to engineer increased capacity through ITS, traffic management, incident response, signal timing, development of other modes, etc. We must not only continue these efforts, but we must do more to preserve arterial capacity. What else can be done? How about access control? Strict, draconian, and politically challenging, this is the one aspect of capacity optimization on our regional arterials that would make a significant difference to future regional mobility. And, it is affordable!

Access control can greatly influence mobility in operating speed and travel time. It also has a considerable benefit in reducing the likelihood of accident. On the basis of mobility alone, we should undergo a regional epiphany and move critical arterials further away from the land access function. New regional facility access control regulations and mitigation requirements should be implemented immediately.

New developments have been getting by creating new driveways and intersections on critical highways without a requirement for turn lanes. Access demand has often resulted in new arterial signalization installed without the mitigation of left-turn storage. For too long we have allowed incremental degradation of arterial capacity to ease local access. We can no longer afford to be so kind to properties adjacent to regional transportation corridors.

Perhaps Olympia could begin by creating a regional authority to protect access to regional corridors. At the present time in Washington, access decisions even on State Routes are made on a municipal level (if city population exceeds 22,500). From a local perspective, access outweighs mobility. Our typical urban arterials are crippled with numerous uncontrolled driveways. Although it would be extremely difficult to retrofit mobility into developed corridors, it is possible. But our first step, should we desire to change, would be to preserve the capacity that we still have. Access control.

The proposal to identify and preserve mobility on a selected set of regional arterials is not new. A decade ago a lot of groundwork was done and a Regional Arterial Network (RAN) was identified. The concept lost momentum in the face of local resistance, but survives somewhere on bureaucratic life-support. It is time to revisit this concept and some of the elementary principals of engineering traffic, trying to provide as much mobility out of our network as possible.

Sincerely,  
David Alm,  
President, ITE Washington Section

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# Senator Murray moves light rail construction forward with \$88.2 million in FY 2008 funding

By Sound Transit  
December 20, 2007

Thanks to the work of Sen. Patty Murray and the other members of the region's congressional delegation, the Central Puget Sound region is set to receive \$88.2 million to help finish one major light rail project and launch another that will carry even more riders.

The funding is part of the 2008 Omnibus Appropriations Bill approved by Congress last night and is now on its way to the President's desk. Of particular note, the bill includes \$19.6 million in early funding for extending light rail from downtown Seattle to Capitol Hill and the University of Washington. Sound Transit is working to start building the University Link project next year with a \$750 million grant the agency is seeking from the Federal Transit Administration.

"University Link will add an estimated 70,000 riders to the region's light rail system each weekday and make a major difference improving their commutes and reducing carbon emissions," said Greg Nickels, Seattle Mayor and Sound Transit's newly elected Board chair. "Our plans to break ground next year have hinged on Sen. Murray's efforts."

The FY 2008 funding bill also includes \$68.6 million comprising the 2008 installment of the \$500 million full funding grant agreement that is enabling the construction of light rail from downtown Seattle to Tukwila and Sea-Tac International Airport. The line from downtown Seattle to Tukwila is more than 80 percent complete and scheduled to open for service in July 2009, immediately followed by completion of the final leg from Tukwila into Sea-Tac International Airport by December 2009.

The University Link project has received the highest-possible rating in the Federal Transit Administration's highly competitive funding process. Last year, U.S. Secretary of Transportation Mary Peters personally joined Sen. Murray in Seattle to announce Sound Transit's authorization to proceed with final design for the project.

The project connects the three largest urban centers in the region: downtown Seattle, Capitol Hill and the University District. It will offer much faster travel times for transit passengers than buses. Light rail will carry passengers from downtown to the University in 9 minutes instead of 25 and to Capitol Hill in 6 minutes instead of 14. Trips between Capitol Hill and the University District will take 3 minutes instead of 22. Riders will also enjoy reliable service no matter how bad the weather or traffic congestion.

The funding for University Link is significantly higher than Sound Transit expected. In his February budget, President Bush proposed \$10 million for University Link, a very significant amount for a project that has not yet been awarded a grant agreement. Sen. Murray maintained the President's funding and then added \$9.6 million to bring the total FY 2008 funding level to \$19.6 million.

When University Link is completed, Sound Transit will have built almost 19 miles of light rail between the University and the airport with the taxes that regional voters approved in 1996. Located entirely underground, the University Link extension will travel east from the Downtown Seattle Transit Tunnel in a tunnel under I-5 to a Capitol Hill station located east of Broadway near Seattle Central Community College. From there the line continues north, crossing under the Lake Washington Ship Canal's Montlake Cut to a station near Husky Stadium and the University of Washington Medical Center.

The projected 2020 daily ridership for the 15.6-mile light rail segment that is currently under construction between downtown Seattle and the airport is 45,200. The University Link project is projected to increase the regional light rail system's 2030 ridership to about 114,000 a day.

# Positions Available

## **Planner 3 - Transportation Planning and Programming Division (Job #3845)**

Salary Range: \$30.02 - \$38.45 per Hour

Closing Date: Must be received by 4:30 p.m., January 18, 2008

Pierce County is seeking talented planners to perform professional planning work in the development, maintenance, and use of the County's travel demand model for the Public Works and Utilities Transportation Planning and Programming Division. Assignments will include managing projects, staffing comprehensive community planning efforts, analyzing future travel demand based on alternative forecasting scenarios and/or certain supervisory responsibilities. Requires a four year degree from an accredited college or university with major course work in planning, geography, public administration or closely related field and five years planning experience directly related to travel demand modeling. Pierce County offers family-oriented benefits for the employee and their family members. For details contact: Pierce County Human Resources Department (253) 798-7480 or apply online: [www.piercecountywa.org/jobs](http://www.piercecountywa.org/jobs) .

Pierce County is seeking talented Civil Engineers to perform a variety of duties associated with the development and construction of transportation capital improvement projects and closely related work

## **Civil Engineer 2 (Job #3861)**

Salary Range: \$31.92 - \$40.40 per Hour DOQ (2008 rates)

The main emphasis of this position will be in the areas of needs analyses; project scoping; capital programming; cost estimating; grant acquisition and administration; serving on project delivery teams; writing of inter-local agreements as related to transportation issues and projects; and review, coordination and construction inspection of other-agency projects.

## **Civil Engineer I (Job #3862)**

Salary Range: \$28.27 - \$35.62 per hour DOQ (2008 rates).

This position participates in project development, specifically in the areas of project scoping, cost estimating, preliminary design of transportation projects utilizing computer-aided drafting and engineering design software, and assistance with grant application development and administration.

These positions are located in the Transportation Programming and Planning Section of the Transportation Services Division within Public Works and Utilities.

Union membership is required within 30 days of employment. Pierce County offers family-oriented benefits for the employee and their family members.

Apply online at [www.piercecountywa.org/jobs](http://www.piercecountywa.org/jobs)

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# Scribe Report

By Paul Cho, City of Redmond

Always in the top 10 list of new year's resolutions, dieting has been like an old friend that returns each year to pay a visit. However, dieting has frequently been seen as a negative and something that we should think about but all too often, difficult to maintain. Instead, what is needed is a change to a healthier lifestyle; something that we can maintain long-term, something we want to maintain long-term. Road Dieting isn't very new in concept, but it is rather new in implementation. Maybe it's because of the stigma that somehow we are doing without; that there is something lacking. Rather than focusing on the negative of losing a travel lane, we should be looking towards what we have to gain.



This month's ITE Washington Section's meeting attended focused on this very subject. Jennifer Rosales, ITE District 6 President, provided a closer look into what we have to gain by losing as 70 members were stuffed into the meeting room at Heathman Hotel in Kirkland. As Ms. Rosales began her presentation, she paused to announce a presidential proclamation to recognize Terry Gibson for his outstanding achievement in ITE. After Mr. Gibson received a warm round of applause, Ms. Rosales continued with her presentation as she provided an outline of case studies.

The basic concept of a road diet consists of removing vehicular travel lanes and converting this space to something that is usable to other modes. Other benefits include a reduction in speed as well as a reduction of conflict points. An ideal candidate for a road diet consists of a 4-lane undivided arterial with an ADT of 20,000. However, at first glance, it's difficult to conceive that removing a travel lane on a corridor that sees congestion would benefit the corridor. In a time when we want to add capacity, why would we take capacity away? The key lies in the fact that the left lane is under utilized because of left turning vehicles. The corridor is typically operating at a one-lane capacity already. As long as turning movements are separated from the through movements, there is no significant reduction in capacity.

Once we demonstrate that vehicular capacity needs are met, it is easier to move forward with less lanes. This is where the dieting ends but where the new lifestyle begins. With the reclaimed width, we have reduced exposure for pedestrians crossing the corridor as well as increased area that can be used for other function such as bike lanes or on-street parking. These factors contribute to a corridor that is more inviting for pedestrians and bicyclists. The corridor is seen less as a route to get from point A to point B, but something that invites activity and circulation. Due to crash experiences at signalized intersections, the phasing may have been more restrictive and thus reducing efficiency. With a reduction in the number of conflicts, a more efficient phasing may help serve the needs of both vehicles and pedestrians. From this point, we can add urban design to really make the corridor more desirable to a wider spectrum of users.

The conversion is a purposeful use of the existing infrastructure. With less and less available real estate to serve a growing population, the road diet is becoming a more powerful tool for transportation professionals. More than a road diet, it is a reclamation. What is taken away from the corridor is shadowed by what is added. By removing the focus away from reducing lanes to regaining space, we are able to benefit from the change and strive to do more of the same. At the end of the meeting, it was suggested to change the name of the concept from that of a negative connotation to a positive. The term "complete" street was suggested. The definition of complete being: Having every necessary or normal part or component.

## **“The Campus Corner”**

By Scott Lee and Megan Powers

Last year, the Washington Section of ITE has contributed \$2,500 to the ITE District 6 Student Endowment Fund. As we head into the New Year, several activity and scholarship opportunities are available for students within the Washington ITE section. These include:

- Washington Section student scholarship applications are now available on the Washington Section Website at [www.westernite.org/Sections/washington](http://www.westernite.org/Sections/washington). Two scholarships will be awarded this year, one for undergraduate students in the amount of \$1,200 and one for graduate students in the amount of \$1,500. Scholarships are open to all students pursuing a career in transportation engineering or planning. Applications are due no later than April 4, 2008. Several scholarships are also available through ITE International, and more information on those scholarship opportunities is available at the following website: <http://www.ite.org/education/scholarships.asp>.
- Student Night Competition – This event will take place on Tuesday, May 13th. We are narrowing down projects from several jurisdictions and will let you know the scope of the competition in coming months.
- Joint Canadian Institute of Transportation Engineers (CITE) and QUAD Conference will be held in Victoria BC. We are trying to organize a student group to attend the conference. Scholarships are available to cover the cost of attending the meeting (including transportation, housing, and conference fees). If you are student who would like to attend the meeting, please contact the Student Activity committee about this opportunity.

### Student Activities Committee Co-Chairs:

Scott Lee, Transpo Group – (425) 821-3665 or [scottl@thetranspogroup.com](mailto:scottl@thetranspogroup.com)

Meagan Powers, DKS Associates – (206) 382-9800 or [mcp@dksassociates.com](mailto:mcp@dksassociates.com)

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