



Letter from the President

For many people, 2008 was a challenging year. One of the biggest stories and realities is that our economy suffered a downturn. Tied to that was a rise in unemployment and the demise of some large corporations. While each of us has surely been impacted by this recession, whether directly or indirectly, let's remember that there was also some positive news to report in the world of transportation



Nick Ching
WA Section President

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Mark Your Calendars!

Plan ahead and mark your calendars now for next month's Washington Section meeting:

- February 23, 2009
Topic: ITE/IMSA Meeting

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This Month: Community Transit Swift BRT

June DeVoll of Community Transit will give a briefing about the bus rapid transit (BRT) project underway in Snohomish County.

June DeVoll is the Manager of Strategic Planning & Grants for Community Transit, and is also the Project Manager for the Swift BRT project. She has worked in the transit industry since 1992, working for the Regional Transportation Commission of Southern Nevada as the Transit Operations Administrator. In Las Vegas, she was the Project Manager for the initial MAX BRT line, a BRT national demonstration project that began service in June of 2004. June is also a member of the APTA National BRT Standards committee.

Bus Rapid Transit (BRT) is a popular new mode of transit that combines the efficiency and appeal of light rail with the flexibility and low cost of buses. Bus Rapid Transit is more than a conventional bus line or express bus. A combination of transit lanes, fewer stops, advanced fare collection techniques, unique passenger stations, and advanced operating technologies enable BRT to run more quickly than conventional uses. The Swift BRT is coming to SR 99 in late 2009 and will bring a fast, frequent and unique style of innovative bus service to Snohomish County.

Come hear more about the first BRT project to be implemented in the State of Washington. **Sign up now for this informative meeting!**

WHEN Tuesday, January 20, 2008, 11:30 AM to 1:30 PM

VENUE Lynnwood Convention Center
3711 196th St SW, Lynnwood, WA 98036

COST \$35.00 (free for students)

MENU Entrée Choices: Teriyaki Beef or Lemon Chicken, or Vegetarian Option upon request. *Dessert: Pineapple Rum cake*

RSVP By Thursday, January 15th, please e-mail: iteregistration@ci.kirkland.wa.us
Please include company name, address, phone number & names of attendees; note that you will receive an invoice from ITE if you RSVP but are unable to attend.

(Continued from page 1)

here in Washington State during this past year. I think it's important to reflect on the encouraging topics that transpired and try to build on it. Let's pause for a minute and reflect on some of them:

- Spurred mainly by high gas prices, transit ridership this summer increased by 6.2% over the same time period last year.
- As of September 30, 2008, WSDOT has completed 167 highway projects totaling approximately \$1.8 billion, and has 61 projects under construction.
- Proposition 1, the \$17.9 billion transit-only package which includes immediate increases in Sound Transit Express bus service, expansion of Sounder commuter rail service and 36 miles of new Link light rail was passed by 57% of the voters.
- Initiative I-985, which aimed to open carpool lanes to all traffic during nonpeak hours, require traffic-light synchronization, increase roadside assistance funding, and dedicate existing taxes along with fines, tolls and other revenues to traffic-flow purposes, was soundly rejected at the polls.

Looking forward, President-elect Obama has proposed an estimated \$775 billion stimulus package that would be the biggest public works construction program since Dwight Eisenhower created the interstate highway system half a century ago. Sixty percent of the proposed package would go to federal spending on such basics as roads, bridges, education and health care. This means that there could potentially be a lot of transportation projects under construction in the near future!

I mentioned in last month's newsletter that due to the economic situation, two student programs are in danger of not taking place. These two programs are the ITE Student Reception that is held during TRB and the start up funds for an International Traffic Bowl that is being proposed. Unfortunately, it has been decided that the TRB Student Reception would be discontinued this year, but the International Traffic Bowl will still go on. As such, I'm pleased to announce that at our last Washington Section Board meeting, we unanimously agreed to contribute \$1000 to help ensure the success of this program. Again, I want to encourage anyone out there who believes in investing in our future leaders to strongly consider supporting this cause.

I think you will find the upcoming programs to be very informative and interesting. Here's hoping that you have a great 2009!

Nick Ching
President, ITE Washington Section

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>

www.incainc.com



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Also send a check for \$100 (covers through December 2009) to Katherine Casseday
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 Kirkland, WA 98034-6927
 Call 425.820.0100 for further questions. **Larger ads available!!!**

"The Campus Corner"

By Scott Lee and Meagan Powers

We hope everyone had a good holiday break and are excited for what's to come in 2009. Several activity and scholarship opportunities are available for students within the Washington ITE section. These include:

- Washington Section student scholarships. Two scholarships will be awarded this year, one for undergraduate students in the amount of \$1,500 and one for graduate students in the amount of \$2,000. Scholarships are open to all students pursuing a career in transportation engineering or planning. Applications will be available on the Washington Section website (www.westernite.org/Sections/washington) by the end of January and are due no later than April 3, 2008 at 5:00pm.
- Other 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 Competition – This event will take place on Tuesday, May 12th. We are still trying to narrow in on a project for this year's event. If you have a great idea for a project, please contact the student activities committee with more information.
- The QUAD Conference will be held in Vancouver BC this year. 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 scott.lee@transpogroup.com

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



DYNAMIC MESSAGE BOARD

Abstracts are Due January 15, 2009 for 2009 District 6 ITE Meeting

Abstracts are due January 15, 2009 for consideration for the **July 12-15, 2009 District 6 ITE Meeting in Denver, Colorado**. It's going to be a great meeting! Many festive and informative transportation and family events are planned so that you can work this into your family vacation while keeping fresh in transportation!

<http://www.westernite.org/annualmeetings/denver09/denver2009CallforAbstracts.pdf>

Larger Advertising Space

Looking for more advertising space than the business card size ads offer? Advertising space is available for the following prices for that will cover you through December 2009 (place the ad with Katherine Casseday, see page 3 for her contact information):

- Full page ad for \$1000
- 1/2 page ad for \$500
- 1/4 page ad for \$250

Quad Conference Sponsorship

Are you looking for a great advertising opportunity? Do you have a product to promote or a service to offer to engineers? If so, you might be interested in participating in the trade show at the 2009 ITE Quad Conference, or sponsoring one of the events during the conference. If you would like to become a sponsor for the 2009 ITE Quad Conference, please e-mail:

Quad2009_Sponsorship@citevancouver.org

Scribe Report

By Paul Cho, City of Redmond



I remember a decade ago, I had but a few tools in my toolbox for the odd car repair or minor fixes to our condo. An adjustable crescent wrench, screw drivers (a phillips and flat head,) pliers, hammer and a roll of duct tape. With these tools, I could fix almost anything. Now that I have a three car garage and a project car, I have ten times the tools housed in multiple tool boxes. I have 6 point, 12 point and extra deep sockets in multiple sizes of drivers to ensure the right tool to is used for any bolt at the proper angle and at the specified torque settings to ensure my projects are completed properly and with relative ease compared to the simple tool box I had a decade ago. In much the same manner, transportation professionals have expanded their toolbox to address tasks of safety and mobility. This month's ITE breakfast meeting and training held, in Woodinville's Carol Edwards Center, focused on a tool that has been gaining more and more popularity – the modern roundabout.

After warming up with hot breakfast, Section president, Nick Ching, introduced the speaker, Dina Swires (WSDOT.) Ms. Swires presented an overview of 24 existing and proposed locations for roundabouts on State Routes throughout Skagit and Whatcom Counties; along with a review of its challenges and its successes. As a tag team combination, Patrick McGrady (Reid Middleton) continued with more detailed training of the basic elements of a good roundabout design including: 1) Proper Deflection 2) Good Speed Control and 3) Fluid Drive Path. These elements combine to form a tool that has shown to reduce crashes experience by 40%, decrease injuries by 70% and drop fatality by 90% over a typical signalized intersection.

I have to admit, when first introduced to roundabouts, I only saw an obstacle in the vehicle path that we installed on purpose for vehicles to crash into, violating the bigger, wider and faster designs we learned in school. We purposely caused drivers to take extra actions that increased their potential for a collision. In my defense, early attempts at roundabout installations functioned more like traffic circles which are essentially obstacles (I'll put my flame suit on for this one.)

However, the true roundabout is actually very consistent with elements of improving capacity, since capacity is impacted by friction factors such as lane widths and clearances to objects. Once we enter an intersection, the capacity of the corridor plummets as we try to negotiate right of way with traffic approaching in different directions. Multiple conflicts with lefts, thrus and rights from each of the other approaching directions are essentially reduced to conflicts associated with a single merging movement. Much in the same manner, non-motorized traffic have a reduction in conflicts points more like crossing a corridor, however, with reduced speeds due to the designed curves. Try that with a traffic signal.

Of course the roundabout isn't the right tool for every project. With proper studies and engineering judgment, we have other common and specialized tools at our disposal to tackle the problem. I still have a screw driver and hammer in my garage tool box. And sometimes, I even bring out my roll of duct tape for an interim fix.

WA Section ITE Board

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Need to update your contact
information?

See **page 2** for details.