Letter from the President

It’s certainly good to see the election returns and the support for transportation in the region. The results of two key ballot issues do reinforce the value of our profession in regional mobility. The Mass Transit Expansion Proposal (ST2) passed and its implementation will be underway soon! ITE helped provide valuable information to the public on the potential impacts of Initiative 985 – and the voters rejected the initiative. It’s a good day for transportation professionals and the public.

The following is an expression of appreciation from the No on I-985 campaign:

“We hope you’ll share this with everyone at your respective firms and indeed all the contributors and supporters who stepped into the No on I-985 cause from the ITE. The efforts you contributed to No on I-985 were in the best traditions of...

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This Month: PSRC Destination 2040

A PSRC representative will present an update of Destination 2030, the region’s long range transportation plan, and is asking for input on how to best keep the region moving as it grows by 1.4 million people by 2040.

Originally adopted in 2001, Destination 2030 lays out a strategy to meet regional transportation demands in King, Kitsap, Pierce, and Snohomish counties until the year 2030.

Transportation 2040 will extend the plan horizon to 2040 and evaluate ways to keep the region moving and the economy prospering as the population grows. At the same time, the environment, natural resources, and quality of life that people in the region enjoy must be protected. The updated plan will continue to meet federal transportation planning requirements and state Growth Management Act, and will align with the Regional Economic Strategy and the updated Regional Growth Strategy - VISION 2040.

LOCATION Cutter’s Bayhouse Restaurant (in Bayroom)
2001 Western Avenue, Seattle, WA 98121
http://www.cuttersbayhouse.com/
DATE Tuesday, November 18, 2008
TIME 11:30 AM Social, 12:00 PM to 1:15 PM Lunch
COST $35.00 ($5.00 for students)
RSVP By Monday, November 17th at itereregistration@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.

Mark Your Calendars!

Upcoming Washington Section meetings are planned for the following dates, so mark your calendars now and plan ahead for the remainder of 2008:
- December 9th — Roundabout training program courtesy of Patrick McGrady of Reid Middleton after a breakfast meeting. Located in Woodinville.
the engineering community. You helped the public understand the stakes -- what would I-985 mean. And this was effectively done, because voters got the message and defeated, overwhelmingly this unsound initiative. When we started it didn’t look that easy. So your commitment of energy and skill was doubly appreciated. Thank you from all of us. Please, if you will, pass this along!”

Clark Williams-Derry
Sightline Institute

“On behalf of everyone who worked so hard to defeat Initiative 985, Clark and I wanted to send out our sincerest and most profound thanks for all you did to contribute to the No-on-985 campaign.

This was truly a case in which victory had a thousand parents. Despite a late start and a shoe-string budget, the efforts of I-985’s opponents from all corners of the state were simply phenomenal! The message carried through clearly: whether your priority was protecting local decision-making, using tax money wisely and fairly, keeping highways and dangerous intersections safe, preserving transit and carpool options, allowing for smart highway financing solutions, or simply keeping traffic moving, voting against I-985 was the smart, informed choice.

This campaign pitted soundbites against substance -- and substance won in a landslide. The press coverage was fantastic; it presented perspectives from both sides of the debate, yet the devastating facts about I-985 carried through clearly. The endorsements from high-profile business groups, and from civic organizations from all across the political spectrum, were overwhelming. And the statements from the state’s editorial boards were nothing short of astonishing: near-unanimous opposition from all across the state, big city and small, and from both sides of the Cascades. This free media, coupled with highly effective and carefully targeted outreach -- made possible through the generous contributions of many committed individuals and organizations -- turned a 20-point margin of defeat (which is what early polls were predicting for opponents of I-985) into a 20-point victory. The opposition virtually cleared the tables: I-985 was defeated soundly in all but one county of the state.

So thank you for all you did to help make this happen -- and for standing up for sensible tax and transportation policy in Washington state.

Gratefully yours,

Doug MacDonald and Clark Williams-Derry

Stay involved in the profession! Read up on the student activities through Campus Corner and find ways you can contribute. Offer up a project for the student competition in the Spring – something for them to explore and ways to apply their developing transportation skills and knowledge. The ITE Quad meeting will be held in Vancouver, BC next year – and there are opportunities for you to present a paper or to sponsor an activity at the conference.

Looking ahead, this month’s program will give a view out to Destination 2040 and our future with tolls. Next month, we’ll have the opportunity to learn roundabout design at the morning workshop. It’s a busy season and I hope this newsletter finds you all busy and making a difference for the traveling public.

Best Regards,

Nick Ching
President, ITE Washington Section

MEMBERSHIP RENEWAL REMINDER — UPDATE CONTACT INFO TOO!

As you renew your membership for 2009, please remember to update your current e-mail address and mailing address, this helps us make sure you get communications from your ITE Washington State Section.
Positions Available

POSITION: Traffic Engineer, City of Puyallup, Development Services, Job # DS-08-ENG-015

REPOSTED: October 3, 2008
CLOSES: Open Until Filled; first review October 24, 2008
SALARY: $5,940—$7,721 / month

DEFINITION
This is experienced engineering work in the investigation, design, construction, operation and maintenance of traffic control devices. Work involves applying specialized engineering skills and knowledge to a variety of municipal transportation problems. Assignments are usually made in general terms, and the employee is expected to use professional judgment and initiative in developing work methods. Work is reviewed by the Engineering Services Manager through discussion and inspection, principally to determine general progress and adherence to departmental policies and regulations. Major technical or policy questions are discussed with the Engineering Services Manager before taking action.

ESSENTIAL FUNCTIONS

• Develops plans for transportation facilities and/or traffic control devices;
• Maintains and updates the City travel model as necessary;
• Updates the City Transportation element of the City Comprehensive Plan;
• Supervises and participates in project design and prepares detailed specifications for projects;
• Serves as project engineer on construction of special transportation projects;
• Supervises inspectors on such projects, and secures compliance with plans and specifications;
• Coordinates the inclusion of transportation facilities and features into larger projects with other employees of the engineering division;
• Supervises municipal staff personnel working on the installation, operation, and maintenance of transportation facilities, and traffic control devices;
• Systematically reviews accident records, performs and reviews studies for change in traffic control devices and parking controls;
• Develops programs for safety improvement and transportation facility efficiency;
• Assists in the development of master plans for transportation systems, facilities, and features;
• Reviews traffic impact studies prepared by private developer’s engineers and approves appropriate mitigation based on Council adopted policies;
• Prepares grants for capacity improvement and hazard elimination projects;
• Works closely with the Police Department to correct or improve motoring and parking issues;
• Oversees development of traffic control and signal timing plans for large special events;
• Reviews and approves all street closure with the utmost consideration to the motoring public and worker safety;
• Works with other municipal departments, or state, federal, or local committees and agencies; prepares public informational programs for distribution;
• Performs related work as required.

For Additional Details (e.g., Qualifications, etc.): see Job Announcement at www.puyallupjobs.org

TO APPLY
A City of Puyallup Employment Application and Supplemental Questionnaire must be completed by 5 p.m. on the closing date (emails and faxes are not accepted - postmarks will be accepted). Applications are available from our employment web site at www.puyallupjobs.org. Application packets are also available at City Hall, 333 South Meridian, Puyallup, Washington 98371, or by calling (253) 841-5596; please press 5 when prompted.
As I pulled into the parking lot for this month’s joint ITE/WTS luncheon meeting, I almost felt like parking way back to avoid detection driving single occupant. I comforted myself that it was during off peak times, so that made it ok. Maybe I should have driven the hybrid car. Oh well, what’s done is done. Getting acquainted with many unfamiliar faces helped to lessen the guilty feeling and redirect my focus on the topic at hand. Yes, this was the joint meeting with Women’s Transportation Seminar (WTS) held this year at Salty’s on Alki.

Nick Ching, ITE Washington Section president started the meeting at 12:30 in front of 88 registered members for the luncheon. Mr. Ching announced for the upcoming election, ITE will not endorse nor oppose I-985, but rather provide informational literature for the attendants. He also introduced Puget Sound WTS chapter president, Brenda Nnambi. Ms. Nnambi, a 26 year member of an international organization dedicated to the advancement of women in transportation, called for abstracts as preparation to host the 2009 WTS annual conference in the Puget Sound area are under way.

It was about one year ago that voters were faced with a tough decision to approve a Roads and Transit package with a 20 year implementation plan. The voters decided against the package. This year, Sound Transit moves forward with an ST2 package. Streamlined to encompass transit improvements, David Beal, Program manager for ST began with an overview of the program. With its birth in 1996, a board of 18 members led Sound Transit to collect taxes across county boundaries and has grown to serve 13.7 million riders, averaging 56,000 rides per day with a combination of express buses, heavy rail, and light rail.

The new plan would open a Link light rail connection from Downtown Seattle to the University of Washington in 2016. In the same year, the First Hill street car connector to light rail is scheduled to open. Extensions to Northgate, Bellevue and the vicinity of Highline Community College will follow with scheduled completions in 2020. By 2021, service to the Redmond Overlake Transit Center is expected as well as service to Lynnwood and Redondo/Star Lake schedule two years following. The south areas will see improvements for stations in Tukwila, Auburn, Sumner and Puyallup by 2015. In addition, access improvements for Mukilteo, Edmonds, Kent, Tacoma, and Lakewood are scheduled for completion by 2023.

To pay for the improvements, ST proposes a 5/10 of 1% sales tax. This works out to about five cents per $10 retail purchase, or about $69 annually per adult. This tax would be in addition to the existing Sound Move taxes. The total would amount to approximately $17.8B between 2009 and 2023.

As a region that relies heavily on single occupant vehicle transportation, this project marks another step towards a sustainable way of building our community. With less reliance on cars, developments can increase density where transit service is readily available. More focus can be diverted to cost efficient ways of producing and purchasing power. Buffered somewhat from the swings of oil prices, a true option that is reliable and is separated from a rubber tired mode of transportation would be available. In the meantime, I reached into my pocket to grab the keys to my vehicle. However, this time I was able to provide a ride for a colleague to a Park and Ride on my way back to the office. Until there’s rail to Alki, I’ll do my small little part.
**The Campus Corner**

By Scott Lee and Meagan Powers

The student activities are off to a good start this year. The University of Washington ITE student chapter is submitting a proposal for District 6 Data Collection Grant for $1000. The UW student chapter has been awarded a grant for the past two years for collecting parking and trip generation data at a coffee shop with drive-thru window. This year they are submitting a proposal for collecting parking and trip generation at a gas station with a fast-food restaurant.

The UW student chapter also hosted the Sixth Annual Region X Student Conference, which is a transportation conference for student by students. Transpo Group sponsored the event, which was held November 7th.

Other upcoming events for this month include the UW student chapter attending the 17th annual Oregon Traffic Bowl. This is a Jeopardy style competition with questions related to traffic engineering.

The student activity committee is looking for a new project this year for the ITE student night. We have had two great traffic calming projects from the City of Bothell the last two years, and this year we are calling on members to help us line up a different kind of project for the students to research and present at the May student night. If you have a safety study, preliminary corridor study, or concept plan from larger project that you think is interesting, please contact the student activity committee.

**Student Activities Committee Co-Chairs:**
Meagan Powers, DKS Associates – (206) 382-9800 or mcp@dksassociates.com
Scott Lee, Transpo Group – (425) 821-3665 or scott.lee@transpogroup.com

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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](http://www.westernite.org/Sections/washington/index.htm)

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**Business Card Advertising**
To submit your business card, please send a jpg or tif file of the desired ad to Katherine Casseday at k.casseday@fehrandpeers.com
Also send a check for $100 (covers through December 2008) to Katherine Casseday
Fehr & Peers / Mirai
11410 NE 122nd Way, Suite 320
Kirkland, WA 98034-6927
425.820.0100

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**Quad Conference Opportunities (Vancouver, BC)**

**Call for Abstracts — Deadline Extended to December 1st!**
Have something that you should really share with your fellow transportation professionals? Prepare an abstract for presentation at the Quad Conference this April in Vancouver, BC. Go here for more details:

[http://www.citevancouver.org/quad/call_for_abstracts/](http://www.citevancouver.org/quad/call_for_abstracts/)

[or here:](http://www.westernite.org/Sections/washington/index.htm)

**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
Signage Practices in School Zones

By Kevin Chang, Ph.D., P.E.

King County Department of Transportation

Throughout King County and the Puget Sound region, a wide range of school zone signage exists. Despite the variability in the field, all of these signs, including the school speed limit assembly, conform to the guidelines of the Manual on Uniform Traffic Control Devices, or MUTCD. Does the flexibility of the MUTCD contribute to an unforeseen effect of driver confusion, since drivers may see several variations of school zone signage during their daily commute? With changes proposed in the next edition of the MUTCD, how might these new changes to signage affect each agency’s existing practices?

In local communities, young children walk or ride their bicycles along local roadways to their neighborhood elementary school. Since these children may use crosswalks or travel on sidewalks or walkways that are located in close proximity to the roadway occupied by the motoring public, careful management of traffic safety issues such as signage and vehicular speeds will help to minimize the likelihood of incidents or accidents.

MUTCD

The following language currently exists in the 2003 edition of the MUTCD.

Section 7B.11 - School Speed Limit Assembly

A School Speed Limit assembly or a School Speed Limit (S5-1) sign shall be used to indicate the speed limit where a reduced speed zone for a school area has been established or where a speed limit is specified for such areas by statute … the fixed-message School Speed Limit assembly shall consist of a top plaque (S4-3) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque (S4-1, S4-2, S4-4, or S4-6) indicating the specific periods of the day and / or days of the week that the special school speed limit is in effect (see Figure 7B-1).

![Figure 7B-1: School Area Signs](Image)
PROPOSED CHANGES

Listed below are selected proposed amendments that would revise the standards, guidance, options, and supporting information relating to traffic control devices in the next edition of the MUTCD. (The comment period for these changes closed on July 31, 2008.)

Federal Register : Volume 73, Number 1
Wednesday, January 2, 2008

433. In Section 7B.07 Sign Color for School Warning Signs, the FHWA proposes to revise this section to make the use of fluorescent yellow-green as the background color for all school warning signs and plaques a STANDARD rather than an option.

436. In proposed Section 7B.09 School Area or School Zone Sign and Section 7B.10 School Advance Crossing Assembly, the FHWA proposes to add an OPTION statement that permits the use of a supplemental arrow plaque on a School (S1-1) sign in locations where a school area / zone or school crosswalk that is located on a cross street less than 38 m (125 ft) from the edge of a street or highway. The FHWA proposes these changes to provide jurisdictions with flexibility for installing signs where there is not sufficient distance for advance signing.

437. In existing Section 7B.09 (new Section 7B.11) School Crossing Assembly, the FHWA proposes to add to the OPTION statement that when used at a school crossing, the In-Street Pedestrian sign may use the school children symbol (as found on the S1-1 sign), rather than the single pedestrian symbol.

439. In existing Figure 7B-1 School Area Signs, the FHWA proposes to replace the existing School Bus Stop Ahead (S3-1) word message sign with a symbol sign.

443. In existing Section 7B.13 (new Section 7B.16) END SCHOOL ZONE Sign, the FHWA proposes to revise the STANDARD to clarify that the end of a designated school zone shall be marked with both an END SCHOOL ZONE sign and a Speed Limit sign for the section of highway that follows.

PUTTING THE MUTCD INTO PRACTICE

By following the current and/or proposed guidelines of the MUTCD, traffic engineers are given tremendous flexibility with regard to the installation of school zone-related signage in the field. This flexibility arguably causes some confusion to drivers since the specific language on signs can vary, depending on conditions and local policy. The pictures shown below represent a sampling of signs in the field throughout the Puget Sound region.

To minimize driver confusion and maximize driver comprehension, should local or regional guidelines be developed so that there is a minimum level of consistency with regard to school zone signage across jurisdictions? Also, is the current language of “when children are present” too vague from the standpoint of driver comprehension?
King County has recently completed a comprehensive field audit of infrastructure and signage related to school zone safety. Based on this data, King County will use this information and coordinate directly with its school district and school principal partners to ensure that the highest levels of school zone safety are met.

The collected information included: all existing school zone signage in the field, recommended school walking routes as identified by each school or school district, and locations where walkways are deficient.

UNINCORPORATED AREAS (KING COUNTY JURISDICTION)

- Total Number of Schools (94)
  - Elementary (63)
  - Middle / Junior High (20)
  - High (11)

- Urban Growth Boundary
  - Inside of (65)
  - Outside of (29)

- Total Number of Students (~53,000)
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Need to update your contact information?
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