



Letter from the President

We have probably all been involved in complex, high profile, complicated and controversial projects.

There is great satisfaction in shepherding one of these through to completion. However, little things count too!



*Jim Bloodgood
WA Section President*

About a month ago I was contacted by a representative of the Seattle Lighthouse, The Lighthouse for the Blind, Inc. This organization had a client who lived near one of the county’s signalized intersections and was requesting vibro-tactile pedestrian push buttons for the subject intersection. It is the county’s practice to do this on request at our older intersections and include this in our new installations. We also have a program to upgrade ADA ramps around the county so

(Continued on page 2)

This Month: Addressing Sustainability in Transportation

Emerging global concerns regarding climate change, energy use, environmental impacts, and limits to financial resources for transportation infrastructure requires that we take a new and different approach to planning and design of transportation solutions. There is much public discussion on sustainability and we can expect more emphasis and public demands for addressing sustainability in transportation. Incorporating sustainability fully into our practice requires: (1) a clear definition of sustainability and how it applies in transportation; (2) new requirements and methods for delivery of sustainability; and (3) approaches to incorporating sustainability into transportation infrastructure. The November Meeting presentation will provide definitions and a framework for addressing sustainability in transportation. This presentation will also discuss new delivery requirements and innovations, and how of sustainability in infrastructure can be encouraged.

Our speaker this month is Tim Bevan, P.E., who is currently a Senior Project Manager for CH2M HILL. He has 30 years of experience in transportation planning and design including highway, pedestrian, bicycle, transit, freight mobility and airport improvement projects. He is an active participant with the International Sustainable Solutions Institute and has served as a Delegate on exchanges to Denmark, Sweden, Brazil, Australia, China, and Cuba to share technology and approaches relating to sustainability. He has been conducting research on sustainability relating to transportation, including defining sustainability options for urban streets projects. He is serving as CH2M HILL’s Alliance Manager for the University of Washington – CH2M HILL Alliance for research and development of the “Greenroads Rating System.”

WHEN Tuesday, November 10th, 2009, 11:15 am ~ 1:45 PM

VENUE Shoreline Public Library
345 NE 175th Street, Shoreline, WA 98155
206.362.7550

COST \$15.00 for lunch (free for students)

MENU Ingallina’s Box Lunch (see choices in the e-mail announcement)

RSVP By COB on Friday, November 6th, please e-mail:

ITEregistration@hotmail.com

Please include lunch choices, 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.

Inside This Issue:

Letter from the President 1-3

Campus Corner 3

Scribe Report 5

Featured Technical Article:
New Law for Bicycle and Motorcycle Detection at Traffic Signals 6

Dynamic Message Board 7

(Continued from page 1)

I told the representative that I would be happy to do this. He asked to meet at the intersection to go over various issues and challenges.

I arrived at the subject intersection slightly before the appointed time. A few minutes later I noticed a middle age couple approaching me. The man had a white cane and was being assisted by his partner. They asked if I was Jim and then the woman introduced herself as Sheryl and her partner as Brent and they were the clients of the Seattle Lighthouse. I also found out that Brent not only had very limited vision but also could not hear. In addition, Sheryl has had her own hearing issues over the years. However, Sheryl could communicate with Brent using a form of sign language that involved the touching of hands, fingers, arms and the face. With Sheryl as the translator, we struck up a conversation.

I learned that they had moved to the Everett area about a two years ago from Modesto, California and they really enjoyed the apartment they lived in and very much enjoyed the area. Brent gets up every morning and walks from the apartment complex to the intersection where he must cross two legs in order to catch the bus for his trip into Seattle to go to work. This intersection was constructed in the early 90's and ADA considerations at that time were nowhere near the way finding methods available to engineers today. There are only single ramps at each corner. The pedestrian push buttons are quite far from some of the ramps and there are no truncated domes identifying the ramps. The mainline is multi-lane, high speed and high volume.

The Seattle Lighthouse representative arrived a little later and he too could communicate with Brent using the tactile sign language. We agreed to walk the intersection and identify issues and what could be done to help remedy the conditions. Along the way Brent and Sheryl told me that last winter's snows had really posed a problem for them as there is no sidewalk from their apartment to the intersection, only a widened shoulder with a white edge line for separation. Brent could see the edge line with his limited vision to navigate, but the snow obliterated the edge line and walking to the bus stop had been particularly challenging. Brent also told me that he used to enjoy the snow when he was younger as he did a lot of skiing before his vision eroded. I told him I also did a lot of skiing when I was younger but my knees don't allow that anymore. He laughed and said that age gets to us all, eventually.

When we got back to our starting point I described the actions that I would take. There would be a short term and a longer term approach. In the short term, I would get the virbo-tactile push buttons, provide additional pedestrian push button poles to get the buttons closer to the ramps (locations we had agreed to during our walk through), and have truncated domes installed in the existing ramps. In the longer term I would find funding to reconstruct all the curb returns to bring the ramps up to current standards and see if I could find some additional funds to construct a sidewalk from Brent and Sheryl's apartment to the intersection. (The county actually has a project to construct missing sidewalks gaps in the area but this particular piece had not been included-it is now.)

Before we departed Brent wanted to show me one more item that assists his mobility. He took off a lanyard from around his neck that had a small device that looked like a wide, stubbed pencil and handed it to me. He said to press the button on the side of the device and point it at a solid object. I did and the device vibrated. He told me it helps him avoid running into people and objects, and for locating the poles the buttons are on.

After we separated I could not help but think what a remarkable man Brent is. He lives in an isolated world that is dark and silent. However, that is not going to stop him from enjoying life. He has great support from Sheryl and the Seattle Lighthouse. He uses modest technology to assist his mobility. He goes to work every day. Though he has been given a set of very tough breaks, he plays the hand he was dealt without complaint. If you were to meet him you

(Continued on page 3)

(Continued from page 2)

would find that his spirit and personality shine through. The obstacles he faces are only challenges and they do not get in his way.

At the end of the day I felt humbled and inspired. We should all be able to handle challenges as well as Brent and Sheryl.

Sincerely,

Jim Bloodgood
President, ITE Washington Section

“The Campus Corner”

By Meagan Powers and Scott Lee

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 three years for collecting parking and trip generation data at both coffee shops with drive-thru window, and a gas station with fast food restaurant.

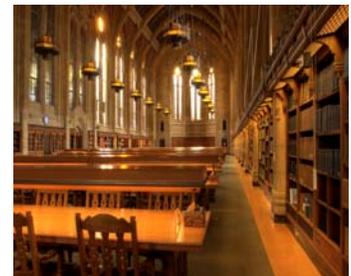
The UW student chapter is also planning on sending students to the 7th Annual Region X Student Conference, which is a transportation conference for student by students, as well as sending a team to compete in the 18th annual ITE Traffic Bowl. The traffic bowl is a Jeopardy style competition with questions related to traffic engineering. Both events are being hosted in Oregon this year.

The student activity committee is looking for a new project this year for the ITE student night. We have had great projects from the City of Seattle and the City of Bothell, and this year we are calling on members to help us line up another 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 a 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



Advertising (Business Cards & Larger)

To submit your ad, please send a jpg or tif file of the desired ad to Kevin Chang at kevin.chang@kingcounty.gov

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 2010 through December 2010) to:

Kevin Chang
King County
201 S Jackson St
Mailstop KSC-TR-0222
Seattle, WA 98104

Call 206.263.6131 for further questions.

www.incainc.com



Structural Engineering
Transportation Engineering
Survey & Mapping

David Alm
 Phone: (425) 635-1000
 Fax: (425) 635-1150

400 112th Ave. NE Ste. 400 Bellevue WA 98004



Miral Associates is now the Seattle Office of Fehr & Peers

www.fehrandpeers.com

11410 NE 122nd Way, Suite 320
 Kirkland, WA 98034
 Ph. 425-820-0100



Climate, Energy, & Quality of Life
CoolConnections.org

Transportation Strategies for Sustainability



All Traffic Data Services Inc.

Mark Skaggs

Seattle, Washington Phone: 206.251.0300
markskaggs@alltrafficdata.net



Women Business Enterprise

TRAFFIC DATA GATHERING

Carla Nasr
 President

11410 13th Street SE
 Lake Stevens, WA 98258
 (425) 334-3348
 FAX 335-5979
CarlaN@trafficdatagathering.com
 Established 1991



Debbie Wick-Harris, P.E., PTOE
 Associate-Civil Division
 LEED® Accredited Professional

10900 NE 4th Street, Suite 1200
 Bellevue, WA 98004
 Main: (425) 827-2238
 Direct: (425) 818-1737
dwick-harris@dc-engineers.com

Civil and Structural



Kris T. Liljeblad, AICP
 Director of Transportation Planning

425.252.7700
KrisL@pereteet.com
 fax: 425.339.6018 800.615.9900

2707 Colby Ave, Ste 900, Everett, WA 98201

engineers, planners, surveyors



Traffic Count Consultants, Inc.
 INNOVATIVE APPLICATION OF ENGINEERING EXCELLENCE

Woodinville
 Oak Harbor
 Peninsulas:
 Olympic
 Kitsap
 Tacoma
 Port Ludlow

LYNNE PIHL, Data Collection Consultant

Phone: 425 861-8866
 FAX: 425 861-8877
 E-Mail: TC2inc@aol.com
 Web Site: TC2inc.com



William Popp Associates
 Transportation Planners & Engineers

30 YEARS OF PRACTICAL SOLUTIONS TO COMPLEX PROBLEMS

Multimodal Transportation Planning
 Traffic Impact Studies • Traffic Engineering
 Roadway Design • Signals & Street Lighting

425-401-1030 info@wmpoppassoc.com 14400 Bel-Red Rd., Suite 206
 Bellevue, WA 98007



SnoCo Traffic Studies
 806 33rd ST
 Everett, WA 98201

(206) 782-1020 Telephone
snocotraffic@yahoo.com Email
<http://www.snocotraffic.com> Web

Todd Pollack, PE
Traffic Engineer

Competitive prices and quick turnaround!



WHAT TRANSPORTATION CAN BE.

11730 118th Avenue NE, Suite 600
 Kirkland, WA 98034
 425-821-3665

Kirkland | Seattle | Boise

Scribe Report

By Paul Cho, City of Redmond

Heading towards our second luncheon meeting this fall on the 13th of October, we proceeded with caution on the roads as it had been quite a while since we've seen steady rain in the Pacific Northwest. We spent some time looking for our umbrellas and learning how to pronounce "Gore-Tex" again. Eventually we joined the other 48 transportation professionals that had registered for this month's Western ITE Washington Section's luncheon meeting at McCormick and Schmick's Harborside on Lake Union.



After a brief time for the members to recount the activities of the previous month, they were allowed to gather plates of pan-seared breast of chicken in marsala cream sauce with local wild mushrooms as well as cheese tortellini with pesto cream sauce back to their tables. Jim Bloodgood, section president, started the formal portion of the meeting by introducing David Dye of Washington State Department of Transportation (WSDOT) to speak to the members about the current state of Washington's transportation systems.

When we think of WSDOT, we typically think of the 20,000 miles of highway within the state. However, WSDOT also manages and maintains 3,400 state bridges, 28 ferry vessels along with 20 terminals, 16 general aviation airports, 1,400 miles of short line rail as well as a partnership with Amtrak Cascades state passenger rail with a current biennial budget of \$5.9Billion. Mr. Dye explained how the budget, which is mainly generated by the gas tax, is distributed to provide the services to the public.

The current gas tax funding offers a paradox of projects and programs aimed at reducing the source of revenue. Clearly a different funding source must be substituted. With a goal of moving Washington by adding capacity strategically, operating roadways efficiently and managing demand, tolling is on the table for the medium-term solution as test locations and corridors are being evaluated.

Time was allowed for members to ask Mr. Dye some very challenging questions. Following, Mr. Bloodgood concluded the meeting with the announcement of next month's meeting on the 10th of November. In addition, the Washington Section Scribe article along with other sections of Western ITE may be available in the next month's Western ITE newsletter (westernite.org) to keep members apprised of activities in the various sections.

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.

New Law for Bicycle and Motorcycle Detection at Traffic Signals

By Ian Macek, Washington State Department of Transportation

Washington State has a new law to increase detection of bicycles and motorcycles at traffic signals. The law took effect on July 26, 2009 and affects all Washington cities and counties as well as WSDOT (RCW 47.36.025 or Senate Bill 5482). It requires that all existing, new and replaced or upgraded traffic signals reliably and routinely detect a bicycle or motorcycle. This means when it is either in the center of a lane immediately before a stop line or crosswalk, or at a marked location. Similar to ADA requirements, implementation of this new law is subject to available funding.

All new vehicle-activated control signals designed and installed after July 26, 2009 must detect bicycles and motorcycles, including bicycles in bike lanes.



A bicyclist waits at an induction loop at a traffic signal in Kirkland, Washington.

Photo by [Marie Stake](#), courtesy of www.pedbikeimages.org

Jurisdiction Checklist for Complying with the Law:

- Adjust existing traffic sensors during routine maintenance, if capable, and subject to the availability of funds
- Establish and publicize a complaint procedure and record the complaints and responses
- Prioritize adjustments and repairs to sensors that are identified as a problem by complaints
- Mark detection locations if they are not in the center of the lane immediately before the stop line or crosswalk
- If a substantial portion of the detection equipment is replaced or upgraded at an intersection, the equipment must be able to detect motorcycles and bicycles
- Ensure all new signals designed and installed after 7/26/2009 detect bicycles and motorcycles, including bicycles in bike lanes

Pavement markings must meet Manual on Uniform Traffic Control Devices (MUTCD) requirements, as modified by WAC 468-95. Currently, the MUTCD shows only the marking shown in Figure 1.

For further details and definitions in the law, search RCW 47.36.025 or SB 5482 at www.leg.wa.gov.

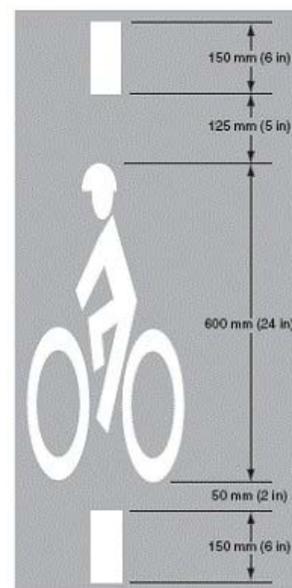


Figure 1:
Bicycle Detector Pavement Marking
(2003 Manual on Uniform Traffic
Control Devices (MUTCD) Figure 9C-7)



WA Section Board

President

James Bloodgood
Snohomish County
3000 Rockefeller Avenue
M/S 607
Everett, WA 98201
425.388.6419

jim.bloodgood@co.snohomish.wa.us

Vice President/ Treasurer

Katherine Casseday
Casseday Consulting
9726 NE 138th Place
Kirkland, WA 98034-1808
206.450.8758
kcasseday@yahoo.com

Secretary

Kevin Chang
King County
201 S Jackson St
Mailstop KSC-TR-0222
Seattle, WA 98104
206.263.6131
206.296.0176 Fax
kevin.chang@kingcounty.gov

Past President

Nick W. Ching
HNTB
600 - 108th Ave NE, Suite 405
Bellevue, WA 98004
425.456.8551
425.453.9179 Fax
nching@hntb.com

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>

DYNAMIC MESSAGE BOARD

Mark Your Calendars!

Plan ahead and mark your calendars now for upcoming Washington Section meetings and events:

- December 8, 2009 (**lunch** meeting)
- January 12, 2010 (breakfast meeting & training)
- February 22, 2010 - ITE/IMSA Meeting
- March 9, 2010
- March 14-17, 2010 Technical Conference, Savannah, Georgia
- April 13, 2010 (tentative)
- May 10, 2010 - Student Night
- June 7, 2010 (tentative) - Washington Section Annual Meeting
- June 27-30, 2010 - District 6 Meeting, San Francisco, California
- August 8-11, 2010 - International Meeting, Vancouver, British Columbia