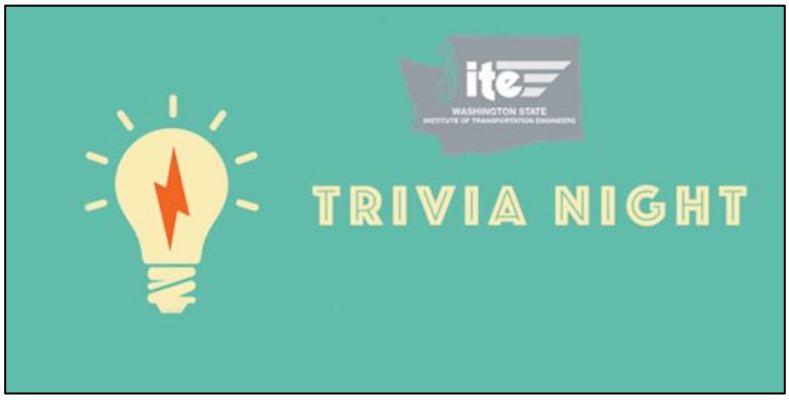
ITE Newsletter
Washington's community of transportation professionals

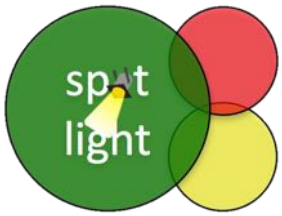
MARCH/APRIL 2018
VOL. 28 | ISSUE 4

ITE TRIVIA NIGHT

TUESDAY, MARCH 13, 5:30 PM - 8:00PM

SEE PAGE 5 FOR DETAILS





SpotLight is a new series highlighting ITE Washington Member Projects. Each ITE Newsletter Edition will present selected submissions

Mission Statement explaining the projects objective.

Project Narrative to explain the proposed activities for the project.

Abstract describing the crucial aspects of the project

Summary on the accomplishment and benefits to the public

Submit all articles to Newsletter Editor itewaeditor@gmail.com. All articles will be reviewed and selected for publishing by the ITE Washington Board of Directors. The author is responsible and assumes all liability in obtaining permissions for publishing the content, photos, names, etc.

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| vice-president / treasurer's report

Mike Hendrix, PE, PTOE
ITE Washington President

Daniel Lai, PE
Vice-President/Treasurer

As a result of this year's tremendous success from the 2018 ITE IMSA Joint Conference (thanks to all those that attended), ITE received a net revenue of $8,517.97 for the event. In year's past, revenue generated from this event has been one of the primary sources for funding annual student scholarships and we are excited to be able to continue this program using these funds. Noteworthy to mention is that this year's net conference revenue has decreased compared to the last two years due to the record-breaking attendance which resulted in higher cost for the food and beverages in the exhibition hall. We will continue to evaluate other venue, food and beverages, and exhibition space options for next year to help maintain a steady year-on-year revenue to support ITE's ongoing programs.

In addition to the conference revenues, ITE will be filing our taxes in the next month to satisfy our 501c3 non-profit requirements. This year, ITE will be consulting with an outside accounting firm to help organize and file our taxes.

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| secretary's message

Claudia S. Hirschey, P.E.
ITE Secretary

Greetings from this behind-the-scenes board member! A number of upgrades have occurred to ITE processes. A Google Docs account was set up so that all of our section's documents are available in one place. (Thank you Daniel.) We have formalized agendas and meeting notes. Final versions are converted to pdf and uploaded to Google Docs. A table cloth and banner was purchase with the ITE Washington logo for use at conferences and meetings. We also now have thank you notes with the ITE Washington logo. We're preparing an update to the Bylaws for our members meeting in June and preparing a set of operating policies to accompany the Bylaws. The operating policies will provide a collective memory and record of decisions by the board. In addition, this document will be available to the membership should questions or curiosity arise. Upcoming Secretary activities include preparation of Section Updates for the WesternITE and the annual report.

student corner

2018 Student Night

Pablo Para, PE, PTOE
Student Committee Chair

Come join us for Student Night on Monday, May 14th at Ivar's Salmon House on north Lake Union. This evening will provide a great opportunity for networking between students and professionals. We encourage you to attend and help us support students interested in transportation engineering.

Student teams from area schools will present their proposed solutions to a local real-world traffic problem. The top three teams will be chosen based on a vote at the end of the evening. Students will be competing for cash prizes of $500, $300, and $200. Additionally, this year's scholarships will be awarded at the end of the evening.

Editor's Message

ITE Washington Newsletter starts bi-monthly publishing

Ed Aristo
ITE-Washington
Newsletter Editor

With the economy in full swing we have found our work schedules full and hopefully prosperous. Producing our Newsletter on a monthly basis has become a challenge for the volunteers. The website and Eventbrite have taken on a stronger roles with the ability to post current updates more readily available to our members.

We are moving to publish bi-monthly starting with the March/April issue. Bi-monthly publishing gives us some breathing room to continue with an issue that has deep and useful content for our members. Please send any comments to itewaeditor@gmail.com.

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Please let us know if your contact information changes so that you continue to receive monthly ITE WA announcements and newsletters by email. To update your information, click on the Membership tab on the our website: **www.wa-ite.org**

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Annual Advertising Rates

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**** Ad rates will be published in the November Newsletter.***

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Ads run from January through December.

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Darcy Akers, EIT
ITE Scribe

January 2018 Safety Meeting

November 2017 Meeting

By Darcy Akers

This January ITE members gathered for the annual safety breakfast meeting at the Des Moines Beach Park. This year's meeting featured several speakers to update members on the latest news in safety.

The meeting started with an update on Vision Zero from Paula Hammond, Senior Vice President of WSP USA. Although Vision Zero is not a new thing, it is increasingly becoming a forefront topic in this region. One thing Paula stressed was the importance of data and monitoring. With the last few years seeing a rise in fatalities, we need to look to the data to see why and where to focus our efforts.

Sometimes numbers are just numbers. It is important to develop a common language and meaningful information that is understandable. What does this look like? Paula gave an example: There were 32,500 fatalities on US roadways in 2015, which is equivalent to 186 Boeing 737 full of people crashing in a year . We also need to make this problem personal. In a video where families are asked what the goal should be for number of fatalities, people said numbers up into the hundreds. But when asked what the goal should be for number of fatalities for their family, everyone said zero. So that is our target – zero.

The next discussion related closely to our industries push to safety and one of the most talked about items on the ITE forum - Rectangular Rapid Flashing Beacons. At the time of this meeting it was less than a month since the FHWA had rescinded the interim approval for RRFBs but there is a lot to be said. I will however, only provide a brief summary. The latest news and guidance following the TRB conference is that agencies that install new devices will take on the risk associated with using a non-MUTCD compliant device. It sounds like the patents will likely be challenged, but that legal process could take years. There are still manufactures that produce the equipment so maintaining installed equipment in the event of a knockdown or part failure is possible. However, many agencies that spoke at the meeting talked of finding alternatives, even applying for experimental approval for different flash patterns that don't infringe on the patent. (I imagine by the time you are reading this, there is already some new development)

Our next speaker, Brian Ray from Kittleson and Associates, provided an overview of the Highway Safety Manual and how that pertains to safety action plans, using ODOT Safety Action Plan as an example. One interesting point Brian brought up was how we tend to consider design standards as a surrogate to safety, when that is not necessarily the case if we are expanding capacity. He mentioned many resources available including part B of the HSM, state specific Crash Modification Factors and AASHTO's Safety Analysis software. Completing a safety plan to look at a systematic safety improvement rather than trying to chase problems with spot solutions is an important step in reaching the Target Zero goals.

The final speaker was Ruimin Ke from the University of Washington. Ruimin has been researching the impact and effectiveness of warning systems on transit buses. The research project evaluated a system that used video cameras on the buses to detect bicyclist and pedestrians that could potentially collide with the bus. While the warning systems seemed effective, the research found ways to improve the warning based on driver feedback and also reviewed the detection system for accuracy. This project is one example of how the industry is working toward safer roads for all.

As you can see from the variety of topics from this meeting, there is no one solution or approach to safety. This meeting serves as a reminder and encouragement to us engineers to continue to work and collaborate to create safer roads for all.

2018 ITE Washington

Dates are subject to change. Check https://wa-ite.org for current information and updates.

ITE TRIVIA NIGHT!

On Tuesday March 13th, ITE will be hosting a transportation trivia night! This event is free and drinks, snacks, and prizes will be provided. Bring a team of up to 4, or form a team at the event. Here are the details:

When: Tuesday March 13th, arrival open at 5:30pm, trivia game begins at 6pm

Where:

WSP Conference Room
999 Third Avenue, Suite 3200
Seattle, WA 98198

Cost: Free! Includes drinks, snacks, and prizes for the winning team

Date	Topic	
MAY 6-9	**2018 Oregon Quad Meeting**	**Portland**
MAY 14	Student Night [MONDAY NIGHT]	IVAR's Salmon House on Lake Union
JUN 12	Washington State Section ITE Annual Meeting	TBD

2018 ITE Washington Partner Events

APR 02-05	Oregon American Public Works Association Spring Conference	Eugene, Oregon
APR 17-20	Washington American Public Works Association Spring Conference	Vancouver, Washington
JUN 24-27	Western ITE Annual Conference	Keystone, Colorado
AUG 20-23	ITE International Annual Meeting and Exhibit	Minneapolis, Minnesota
OCT 16-19	Oregon American Public Works Association Fall Conference	Canyonville, Oregon

Wise Tales

Engineering Fact

An Opinion without 3.14 is an Onion.
If you're an Engineer you'll understand

Washington Transportation Professionals Forum (WTPF)

Live Webinar Available

The Washington Transportation Professionals Forum (WTPF) is a member-owned group of local agency traffic, transportation, and public works engineers, planners, technicians, supervisors, managers, directors, mayors, clerks, council members, and related professionals. Partners of local agencies such as other organizations, consultants, and vendors are also members of the group. Members share information and discuss ideas about traffic-and transportation-related issues at free meetings, through a free email distribution list, and through strong resulting connections in the professional community.

WTPF holds free meetings that are organized and led by WSDOT Local Programs, with help from local agencies. Meetings are held live on both sides of the state and are available by live webinar to allow an exchange of ideas across Washington..

http://www.wsdot.wa.gov/LocalPrograms/Traffic/WTPF.htm

Washington State Dept. of Transportation's Local Technical Assistance Program (LTAP)

LTAP Training Program provides local agencies access to relevant training opportunities. LTAP sponsors its own courses, directly targeting the training needs of local agencies receiving Federal funding, as well as gathering information about other valuable training.

Courses that are conducted by LTAP are specifically designed to help educate Washington State local agencies working with the Local Programs office and who are receiving Federal funds.

http://www.wsdot.wa.gov/LocalPrograms/Training

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Please visit www.wa-ite.org for current job postings.

Submit new postings to:

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Associate Transportation Engineer
DKS Associates - Seattle, Washington
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Postings should include company, position, brief description of responsibilities, requirements, contact information and posting timeframe.

SIGN of the TIMES

Permissive / Restrictive?

Automobile Club of Seattle, predecessor of AAA, Forms on September 23, 1904

By Alyssa Burrows | Posted 7/21/2004 | Historylink.org Essay 5718

This essay made possible by: AAA Washington
Washington State Department of Transportation (WSDOT)

Seattle's first automobile, R. Hopkins, owner, 1900

Courtesy MOHAI (Neg. PEMCO 83.10.10334)

Automobile tourists at Mount Rainier National Park, n.d.

Photo by Oliver S. VanOlinda, Courtesy UW Special Collections (Neg. VAN407)

On September 23, 1904, the Automobile Club of Seattle, predecessor of AAA Washington, is founded with 46 members plus officers. A social club for people with autos and automobile-related interests, this organization collaborated with Sam Hill's Good Roads Association (est. 1899) to improve and promote the construction of public highways, to promote association between automobile owners and vendors, and to study and promote legislation to curb dangerous and reckless driving.

Roads and Road Safety

In 1904 there were only about 23,000 automobiles in operation in the entire United States. The roads had been built for horses and horse-drawn vehicles, not for cars. Most had deep ruts and huge mudpuddles. Smooth pavement, lane markings, entry and exit ramps, directional signs, and call boxes did not exist. A good road in those days was graveled.

The first automobile to arrive in Seattle, a Wood's Electric, was a hard-tired buggy with a rudimentary electric motor. It arrived in July 1900. By 1907, about 300 gasoline-powered vehicles were puttering around Seattle. Local businessmen and developers were automobile owners and members of the auto club, and these influential men had no trouble influencing legislation.

One of the Automobile Club's first actions was to help draft the first traffic code law, which Washington state adopted on March 8, 1905, and which became law on March 11. This law stipulated that drivers must register their vehicle and display on it a license number. The auto must have at least one lighted lamp, a muffler, "good and efficient" brakes, and a horn to be blown when in danger of collision. The speed limit was 12 mph in cities and towns and 24 mph on the open road, though many cars had difficulty reaching such speeds. When approaching other vehicles, the driver was to turn to the right. When approaching horses, the driver was to note whether or not the horses were becoming frightened, and if so, to cut the power until they had passed.

In 1906 the Automobile Club of Seattle donated and placed 500 directional signs to be placed within a 30-mile radius of the city.

~ See Seattle Auto Club Next Page

Seattle Auto Club [continued]

By Alyssa Burrows | Posted 7/21/2004 | Historylink.org Essay 5718

Regional Roads and Travel Promotion

In 1910, the club published its first tour book, which provided reliable information on good hotels and mechanic garages along the way. A meeting of automobile club representatives from Seattle, Portland, Vancouver, and Victoria met to discuss and promote a highway between Vancouver B.C. and Los Angeles, thus laying the groundwork for the establishment of the Pacific Highways Association. The highway they discussed became Highway 99.

In 1913, the Automobile Club of Seattle began keeping a lobbyist at Washington state legislative sessions. In 1914, it affiliated with the national American Automobile Association (founded in Chicago in 1902). In 1916, the club established a road sign-posting department, and it made and posted all road signs up until 1945, when the legislature made state and local governments responsible for signs.

Further unity was achieved in 1917, when all automobile clubs west of the Cascade Mountains joined under the name the Automobile Club of Western Washington. In 1923 this organization was incorporated under the name The Automobile Club of Washington.

Safety and Emergency Services

The Automobile Club of Washington was instrumental in establishing the State Highway Patrol in 1926, which helped to ensure uniform enforcement methods and policies. The club was a pioneer in traffic safety, furnishing equipment to patrols, funding traffic studies for cities and towns, and fighting to introduce driver training in Washington high schools. In 1926 the club began its emergency road services -- creating a list of “reputable garages” to assist stranded members. In 1927 the club assisted 2,100 members with vehicular problems.

The club began offering personal injury insurance in 1927, and that same year bought its first media time – a 15-minute weekly radio program. Travel agency and trip-planning services began in 1930. These were shut down during the Depression, but were resurrected in the 1950s. In 1952 the auto club supported the construction of the Tacoma/Seattle/Everett freeway (Interstate 5).

In 1981, the AAA Approved Auto Repair program began, and in 1993, AAA started selling long-term-care insurance, complementing a full range of insurance options. AAA went online in 1997.

In 2002 the name AAA Washington/Inland was adopted after a merger between AAA Washington (serving Western and Central Washington) and the Inland Automobile Club (serving Eastern Washington and north Idaho). On June 23, 2006, the name was officially changed from AAA Washington/Inland to AAA Washington.

Today AAA Washington has nearly 850,000 members who use the organization for travel and automobile-related discounts and services, for breakdown towing, and for emergency car service. AAA Washington/Inland also offers its members vehicle financing, and its own Visa credit card.

The auto must have at least one lighted lamp, a muffler, “good and efficient” brakes, and a horn to be blown when in danger of collision.

Sources: James Warren, Speech for the American Automobile Association of Washington, September 30, 1989, in possession of HistoryLink, Seattle, Washington; AAA News Releases, 1979 and 1989, in possession of HistoryLink, Seattle, Washington; "100 Years of Service: 1904-2004," brochure, AAA Washington/Inland, 2004. Note: This essay was updated on September 12, 2008.

Test road built by Sam Hill near Maryhill, Klickitat County, 1913 Photo by Asahel Curtis, Courtesy UW Special Collections (Neg. CUR1004)

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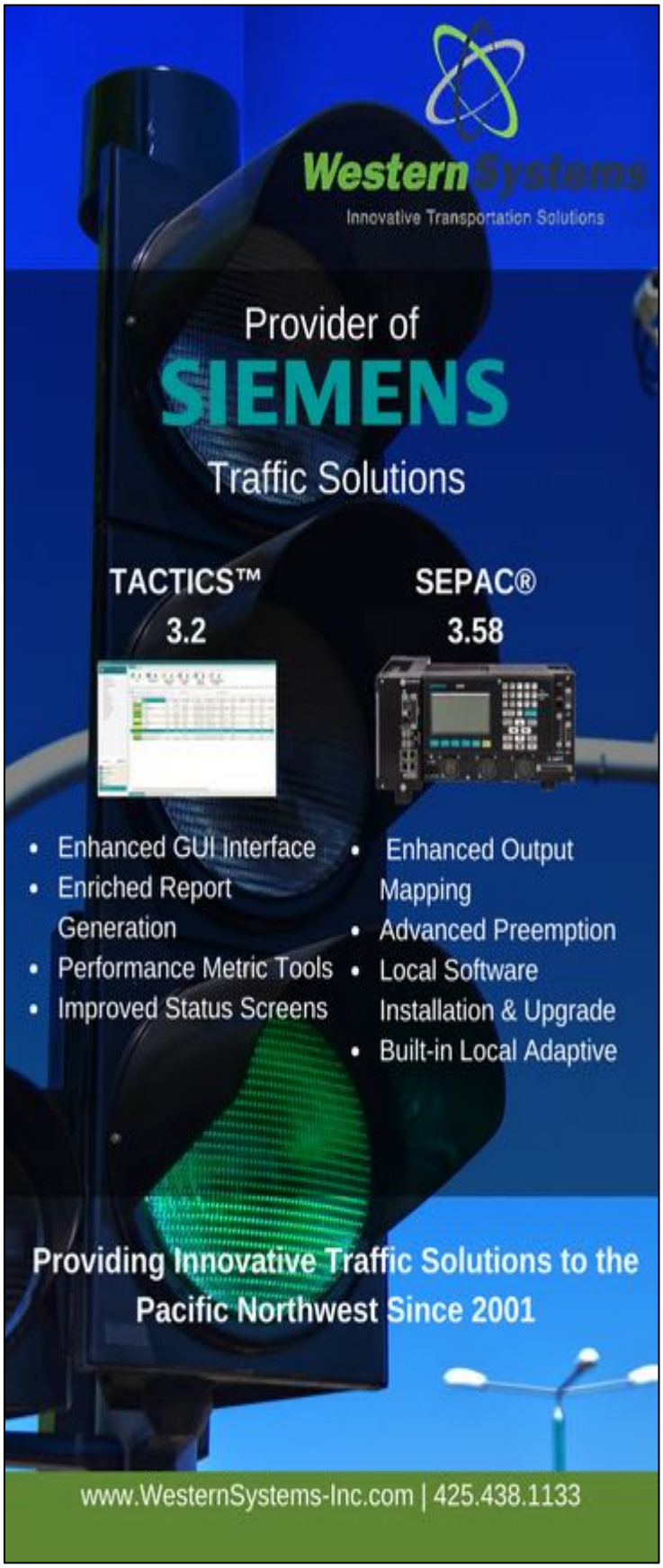

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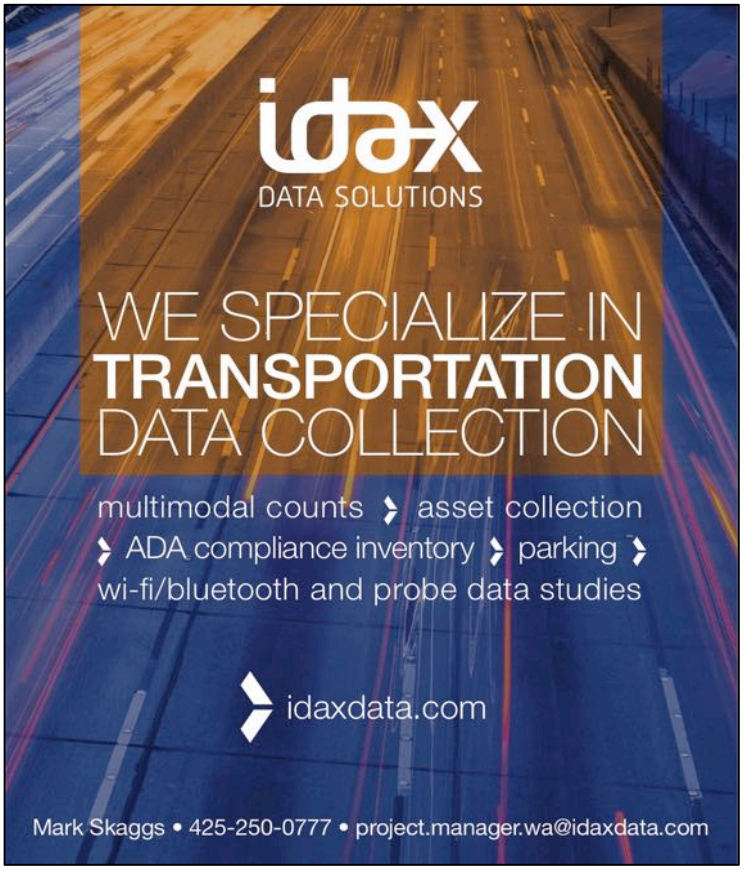
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