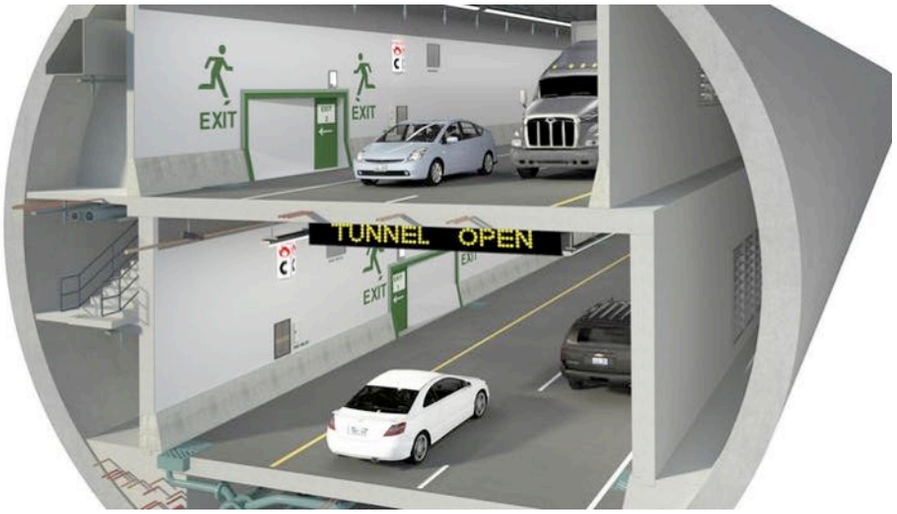
ITE Washington Section Newsletter

VOLUME 29 | ISSUE 1 | SEPTEMBER 2018

2018-2019 ITE Washington Section Kick Off Meeting

OPENING THE ALASKA WAY VIADUCT TUNNEL



Date: TUESDAY, SEPTEMBER 11

Time: 11:30am - 1:00pm

Location: SALTY'S ON ALKI (lower banquet room)

Register Online: www.wa-ite.org/events

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president's message

Greeting ITE Washington Members,

I'm excited to serve ITE Washington as this year's Section President. Together with the 2018-2019 Officers and Committee Chairs, we welcome you to the new program year. We also welcome Jamal Mahmoud from the City of Bothell as our incoming Secretary and thank Luka Ukrainczyk from King County Metro for his candidacy. Jamal's extensive background in transportation engineering that reaches deep into the fundamentals of our professional will be invaluable to this year's leadership.

In the 2017-2018 year, ITE accomplished several major goals which include increased student engagement, purposeful networking opportunities, and delivering technical contents that is the hallmark of what members expect from ITE. Many thanks go to Mike Hendrix for his leadership last year to lead and support these efforts. A few notable highlights include:

- Achieved record turnout for the annual ITE/IMSA conference
- Achieved record student turnout for 2017 May Student night
- Launched ITE's inaugural Traffic Trivia Night
- Launched new program to fund student travel to Western ITE Conference
- Attained 501(c)(3) non-profit status for ITE Washington
- Re-introduced after work hours networking events

As the new ITE year is about to kick off, planning is already under way for this year's technical programs, networking activities, student engagement, conferences, and collaboration with other professional organizations. At the beginning of August, the Board of Directors met with the incoming committee chairs. The board and committees discussed new ideas, new topics and a refreshing mix of technical programs that embody the four core values of ITE as an organization that is recognized, relevant, value added and connected.

As we enter into the new year, we look forward to building off the momentum that carries through from last year and also prepare for a few notable upcoming changes. Below is a snapshot of this year's changes that are important to highlight:

OneITE

Much of the recent efforts at the district level has been focus on the OneITE initiative. For members that have not heard, OneITE's goal is to provide a consistent experience for ITE members regardless of geographic area in addition to improving the quality of the member experience. "At the heart of the OneITE effort is a desire to improve the ITE member experience" as quoted by the Western District leadership.

Part of the OneITE effort will also consider the potential transition of some Western District Sections and Chapters to new or separate District. Since this will be no small feat, the Western District has formed a task force (led by Karen Aspelin) that is charged with providing guidance and information to membership. They will also assist Sections and Chapters with their desired next steps in this decision-making process. Stay tuned for a future discussion and update from the Western District Task force on an upcoming presentation.

019 ITE/IMSA Conference

The event announcement in this newsletter will cover all the information you need to prepare for the conference. However, the biggest change that you will notice is a change in venue! While the Doubletree has served us well in the past (many) years, it was clear through last year's attendance that we were operating at capacity, if not over capacity. Remember the times that you were peering through standing-room only technical sessions at the Doubletree? This will no longer be the case in 2019 as we move to the Bellevue Hilton which allows ITE and IMSA to offer a larger exhibition space and accommodate larger attendance for all programs. We are excited for this new change and look forward to enhancing one of the premier transportation-focused

see 'President's Message' next page

president's message - continued

conference and exhibition events in the Pacific Northwest.

With input from members, we are confident that these changes will result in positive growth. We encourage members to participate in these discussions and activities and help shape these changes as well. At the same time, ITE is committed to maintain its roots in delivering the technical contents that members expect and value from ITE. This will continue to remain a focus area for the following year. For now, that's it, and I look forward to seeing you at the September Kick-Off at Salty's!

Daniel Lai 2018-2019 ITE Washington President

vice-president/treasurer's message

This year will be yet another year of quality programs from ITE Washington. I am excited about the involvement we have from our membership for each program. And there are many more opportunities to get involved. Highlights for this ITE year:

Claudia S. Hirschey, P.E.
Vice-President/Treasurer

Owner, Transportation Consultant Services
Newcastle, Washington

- **September Kick-off meeting** and the opening of the Alaskan Way Viaduct Tunnel
- **October** focus on traffic issues surrounding schools – access, circulation, safety, and solutions. A panel will speak to the full array of school transportation.
- **November/Decembe**r - we would like to host a networking and holiday happy hour event. We welcome ideas and involvement
- **January** – ITE Washington's annual safety training – contact Gary Norris or myself with an interest in planning for the topics
- **February** – the annual ITE/IMSA conference. We are well underway with planning for this event. We can use additional program committee members and volunteers for the many roles there are as we once again develop a successful event. Currently we could use assistance to define audio visual needs, determine the most cost-effective approach, and the specific rental needs.
- **March** – Traffic Trivia Night! Last year this was a very fun event with both members and students competing on teams. Our student committee chair and student chapter are excited to build a Traffic Bowel team. Let's support them!
- **April** – ITE Quad meeting participation and/or another local ITE program.
- **May** – Student night
- **June** – ITE Washington Annual Meeting – no planning yet, but with a committee we could begin to develop this event at any time.

We hope every member will be involved, either attending programs or developing programs. There is much to be gained. **See you soon at Salty's!**

WASHINGTON STATE INSTITUTE OF TRANSPORTATION ENGINEERS

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Newsletter Contact Information

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**

Newsletter Comments and Article Submissions

Send comments to Newsletter Editor
itewaeditor@gmail.com

Articles must be received by the third Thursday of the month to be considered for publishing in the next issue.

Annual Advertising Rates

business card ad	**$100**
quarter page ad	**$250**
half page ad	**$500**
full page ad	**$100**

Newsletter Advertising

Ads run from January through December. The cost of ads submitted during the year will be prorated.

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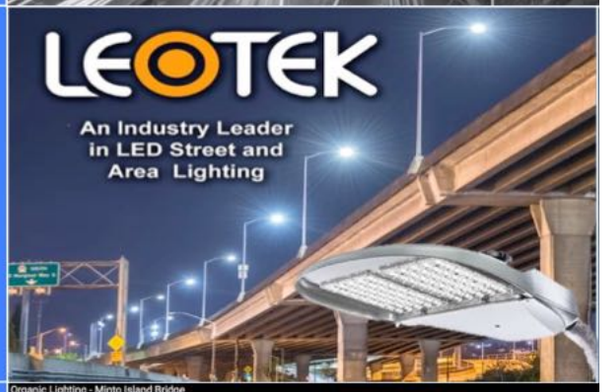

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June 2018 Membership Meeting

The 2017-2018 year of ITE Washington chapter was wrapped up with a lunch meeting on June 13th. Along with a delicious meal at Maggiano's, outgoing President Mike Hendrix provided a recap of the year and soon-to-be President Daniel Lai provided an update on the chapter's annual finances. This meeting featured recognitions and a presentation by newly elected ITE International Vice President, Randy McCourt.

Darcy Akers, EIT
ITE SCRIBE

City of Bellevue
ITS Engineer
Bellevue, Washington

There has been a prolific amount of change in our industry and within the ITE International organization itself. Randy McCourt provided an update on some of the changes and discussed the various types of resources and tools that are available to members. These tools provide opportunities to share information, learn insights in the emerging topics, and advocate for the transportation profession itself. All the while, ITE continues to focus on providing a platform for networking – the ever-important relationships that we build with one another.

One interesting changes we will see in the coming years is a focus on diversity and inclusiveness. The discussion touched on how our profession and organization has grown from just traffic engineers to include more professions that help create our transportation networks and systems. From planners to health professionals to app developers, we as an industry are recognizing the need for more conversions across our silos. Another initiative is OneITE, which will focus on providing a consistent experience for ITE members no matter where they are geographically, whether they pay into local, Western District, or international dues.

Finally, Randy provided an update on some of technical hot topics. These are ongoing discussions occurring at the national level about improving and adding guidance on some important topics such as speed limits setting and dynamic message signs guidance. Another topic was bus rapid transit and bus lane marking and signing – which is often unique to each city and not always consistent. Members are encouraged to contribute to these discussions!

This year's meeting also recognized two engineers who have greatly contributed to the chapter and the transportation profession. This year the Outstanding Young Professional Award was awarded to your very own scribe, Darcy Akers. If you are a frequent reader of the newsletter, you will have noticed that I took over for Paul Cho as scribe 3 years ago, around the time I started working for the City of Bellevue after graduating from the University of Washington. As well as being scribe, I have also co-chaired the annual Gibson Golf Classic. When not attending ITE events, I work in the Traffic Engineering group at Bellevue operating the adaptive signal system, leading traffic safety studies, and managing traffic data analysis efforts.

2018 Outstanding Service Award

The recipient of this year's Outstanding Service Award was Gary Norris. Jim Ellison provided a wonderful recap of just how much Gary has contributes and continues to give back to the transportation profession. Gary has 45 years of professional traffic engineering and transportation planning experience in Washington state and beyond. His career has included Assistant Transportation Planner for City of Seattle, Long-Range Transportation Engineer for City of Bellevue, City Traffic Engineer for City of Renton, and over 20 years in consulting, starting at William Popp & Associates. Gary's current position includes his partnership with his spouse, Dariel, providing transportation consulting services at DN Traffic Consultants. This position has taken him all across the country to work on exciting transportation projects.

Gary Norris, P.E., P.T.O.E
2018 Outstanding Service Award Recipient

DN Traffic Consultants
Project Manager/Senior Traffic Engineer

Bellevue, Washington

Gary's passion for traffic safety resulted in the formation of the ITE WA Safety Committee about 6 years ago and start the ITE WA Annual Safety meeting, which he continues to lead. He was inspired by

see 2018 Outstanding Service Award' next page

2018 Outstanding Service Award - continued

Vision Zero and wanted ITE WA to be an active player regionally and statewide. Gary continues to actively hold a passion for the profession -- for traffic safety, traffic design & operations, transportation planning, attracting and supporting new and young members into ITE.

Even though Gary is busy professionally, it's obvious that his personal life is central to who he is as a person. Gary and Dariel have raised 8 children. He was also active as a leader and mentor in the Boy Scouts of America for 18 years and is active in his church, in fact he's the long-standing church organist! For several years he even umpired Little League Baseball games - talk about a dangerous job (and not just because of the foul balls). Gary is a past president of our Washington State ITE Section (1984-85), a PE in 8 states, and a PTOE. He has a BSCE and an MSCE in Civil Engineering at the UW.

Jim has known Gary since when they were both undergraduate students at UW and kept in touch throughout the years – often through ITE WA events. As Jim summed it up: Gary is "a person who works to foster spirit of goodwill, professionalism, and higher levels of performance within our profession". Congratulations to Gary Norris!

The final order of business was to welcome in the new year's officers. President Mike Hendrix's final duty was to announce the new officers: President Daniel Lai, Vice President Claudia Hirschey and Secretary Jamal Mahmoud.

Hope to see you all at the September Kick-off at Salty's!

Darcy Akers has accepted a new role with the ITE Washington Section as Student Committee Co-Chair.

Please contact the Board if interested in becoming our next ITE Scribe.

2018-2019 ITE Washington Section Officers

PRESIDENT
Daniel Lai, PE

Senior ITS Engineer
City of Bellevue
Bellevue, Washington

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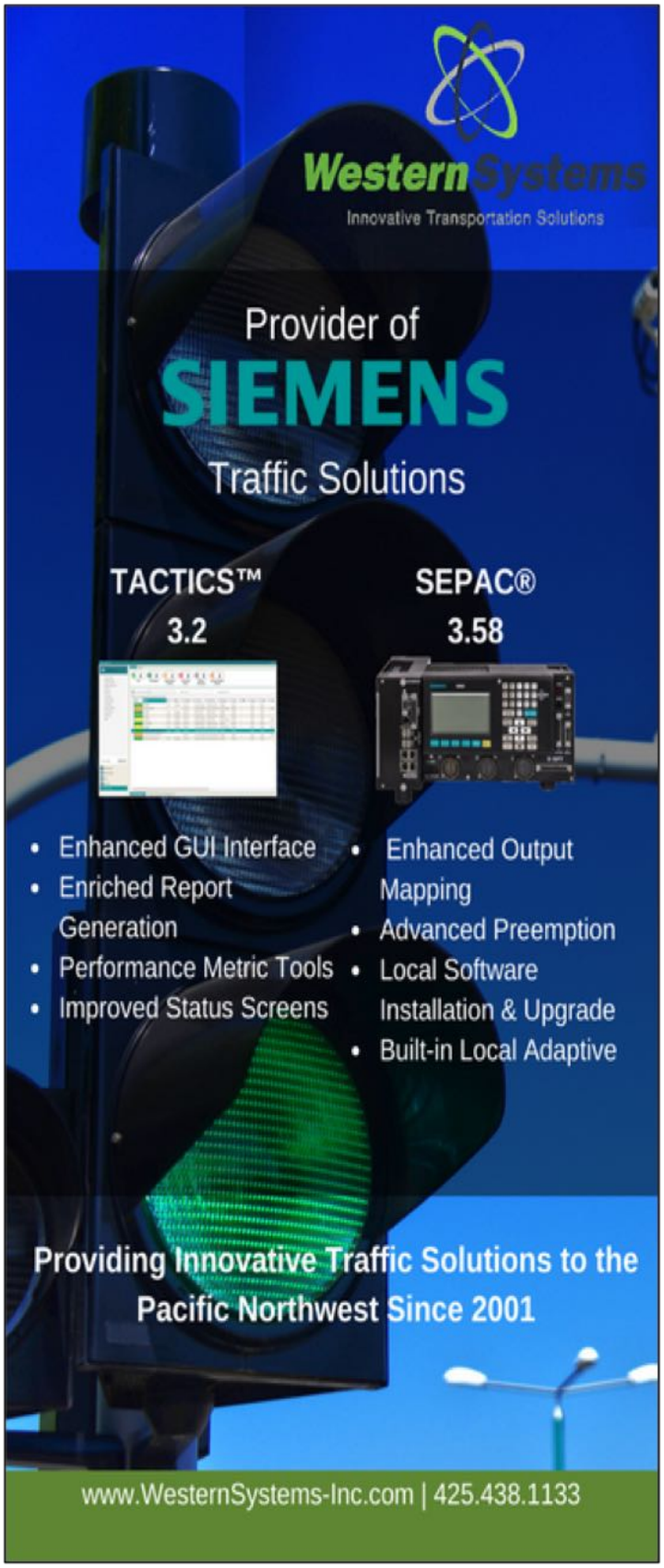

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2018-19 ITE Washington Section Events

Date	Subject	Location
SEP 11, TUE	**2018-2019 ITE Wahsington Section Kick Off Meeting-see below**	**Salty's**
OCT 09	Panel discussion on traffic issues surrounding schools access, circulation, safety, and solutions.	Bothell City Hall
NOV/DEC	Networking/Social Event	TBD
JAN	ITE Annual Safety Meeting	TBD
FEB 04/05	ITE/IMSA Conference NEW! [see below]	Bellevue Hilton
MAR	Traffic Trivia Night-2	TBD
APR	ITE Quad meeting participation and/or another local ITE program	TBD
MAY	Student Night	TBD
JUN	ITE Washington Annual Meeting	TBD

2018-2019 ITE WASHINGTON SECTION KICK OFF MEETING

Opening of the Alaskan Way Viaduct Tunnel

This year's program is Preparing for Live Operations; the Opening of the Alaskan Way Viaduct Tunnel with Susan Everett, Alaskan Way Viaduct Program Design Engineer, and others on her team will be presenting the state of the Alaskan Way Viaduct Tunnel.

Salty's on Alki Beach
1936 Harbor Ave SW
Seattle, WA 98126

Date: TUESDAY, SEPTEMBER 11

Time: 11:30 AM - 1:00 PM PDT

Please RSVP by purchasing your ticket on Eventbrite by Friday September 8, 2017 at 5:00PM.

Tickets are now available at Eventbrite

ITE/IMSA CONFERENCE - *NEW!*
February 04 – 05, 2019
BELLEVUE HILTON | 300 112TH AVENUE SE | BELLEVUE, WA 98004

CONFERENCE SCOPE

New this conference is the two-day expansion with an opening social networking event on Tuesday evening. The ITE/IMSA Conference is dedicated to improving and educating the transportation industries in our region. This is an open forum for transportation professionals to learn and network with agencies facing the same questions relevant to public transportation. We strive to maintain a small community atmosphere to create a great opportunity to network with industry peers through seminars, speakers and product exhibits in a comfortable and open atmosphere.

- Mid-October ITE/IMSA Registration thru EventBrite opens
- Mid-October ITE/IMSA Exhibitor Booth Registration opens for registration and General Registration
- Mid-November A block of rooms at the Bellevue Hilton will be held and available for conference attendees.

PROFILE OF ATTENDEES

Our attendee base, over 300 and growing, includes managers, technical and installation specialists, consultants and engineers from public agencies, private consultants and manufacturers. These transportation professionals come from across the region and the industry. All are vitally interested in learning about best practices, products and services.

MAKE A DIFFERENCE – VOLUNTEERS NEEDED

There are plenty of opportunities to participate in the conference planning. Volunteer to help ITE/IMSA continue to provide the best programs and training.

To join please contact:

- **Claudia Hirschey, ITE Vice-President at claudiahirschey@comcast.net**
- **Robert Acevedo, ITE/IMSA Committee Chair at Robert.Acevedo@hdrinc.com**

2018 ITE Associate Events

Date	Subject	Location
SEP 19	Autonomous Vehicle Policy Conference	Mercer Island, Washington
OCT 3-5	APWA-Washington Chapter	Wenatchee, Washington
OCT 15-18	APWA-Oregon Chapter	Canyonville, Oregon
DEC 10-11	ITS Washington Annual Conference & Exhibition	Seattle, Washington

2018

JUN 23-26	ITE Western District Annual Conference	Monterey, California
JUL 21-24	ITE National Annual Meeting and Exhibit	Austin, Texas
SEP 08-11	PWX- Public Works Expo (APWA) National Confernce	Seattle, Washington

ITE/IMSA CONFERENCE - *NEW!*
February 04 – 05, 2019
BELLEVUE HILTON | 300 112TH AVENUE SE | BELLEVUE, WA 98004

2018 ITE/IMSA Sponsorship Packages

Platinum $2,500 (1 opportunity)

- First selection for vendor booths
- First selection for vendor technical seminar time slots and location (applies to first three sessions)
- Large logo on conference emails
- Large logo on printed materials
- Three (3) lunch registrations included
- Three (3) technical seminar presentations included
- 10-minute speaking and presentation opportunity during lunch session

Gold $2,000 (2 opportunities)

- Second selection for vendor booths*
- Second selection for vendor technical seminar time slots and location (applies to first two sessions)*
- Medium logo on conference emails
- Medium logo on printed materials
- Two (2) lunch registrations included
- Two (2) technical seminar presentations included

**(first-come-first serve between the two available opportunities)*

Silver $1,000 (4 opportunities)

- Third selection for vendor booths**
- Third selection for vendor technical seminar time slots and location (applies to one session)**
- Small logo on conference emails
- Small logo on printed materials
- One lunch registration included
- One technical seminar presentation included

***(first-come-first serve between the four available opportunities)*

Note: All priority vendor booth selections must be submitted in writing to the ITE/IMSA organizing committee by October 15, 2018, prior to the commencement of general vendor registration. All requests after this date will be considered based on availability at the time of request.

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My Western ITE Meeting Experience

by Christopher Rhodes

Christopher Rhodes
School: University of Washington
Degree: Sustainable Transportation (Masters), Civil Engineering (BS)

I had a great time at the 2018 Joint Western and Texas Districts Annual Meeting. The conference was surprisingly quite a distance from Denver, was over an hour away up in the nearby mountains. I certainly was feeling the effects of the 9,200' elevation whenever had to go up some stairs. However, it was beautiful out there; tall peaks, many trees, serene lakes, and flowing rivers. The conference was held in Keystone Colorado, a town with a major ski resort, yet had many summer activities too. They have trails for not only hiking but for biking too, horseback riding, zip-lines, rafting, and much more. If I had more time I would have tried all of those out, but plenty of activities to do if visit there again.

As for the conference, there were many great sessions to attend, many times wishing I could be in two places at once. How does one decide whether to learn more about Complete Streets or Rural Safety? Or between Transportation Planning and Congestion Mitigation? I made the most of my time, attending the sessions I was the most curious about or felt would be the most helpful with future projects. Each session had professionals presenting, all had great knowledge and were quite engaging as you could tell they were passionate about their projects. And it was great to see how things are done in other locations besides the great Pacific Northwest. I was able to see a presentation on how car centric Austin, Texas converted a street into a Complete Street which helped to improve transit, bicycles, and pedestrian access as well as help improve the businesses along the stretch. I was able to see poorly designed roundabouts all around the country and ways to help improve them. I learned how rural municipalities work with their local businesses and agencies to introduce a new transit system. These are now tools in my toolbox I can all upon to assist my career as a transportation engineer.

There were also many engaging student activities in which I participated. The ice breaker competition was a fun activity which us students were randomly separated into teams of 10 with students from other schools, and we were made to work together to determine the most efficient transit routes on a traffic mode planning board. Through that and other events I was able to meet others from Cal Poly, OSU, and Portland State whom I may never have met otherwise. They are all bright and eager students too, and fully possible might be working with in the future.

I learned that all the students want to be engaged even further. They were excited to be at the conference, they had a blast participating in the traffic bowls (either competing or even just rooting on their friends), they enjoyed meeting and mingling with the professionals, and learning more about transportation. It was common to hear about other's intern and work experiences as they were all eager to share. And there were many other great ideas in which their student chapters were more engaged; from professionals providing lunch and learns, to offering tours of their offices and project sites, and even organizing mentorship programs.

Overall, I had a great time at the conference. I learned a lot, I enjoyed it a lot, and am extremely thankful for ITE Washington to offer me the opportunity to be a part of it! ■

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Visit www.wa-ite.org for current job postings.

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

Washington State Department of Transportation

Washington Transportation Professionals

(WTPF) Washington Transportation Professionals is a transportation forum/peer exchange and networking group.

Members network, share information and discuss ideas about traffic and transportation-related issues at free forums/peer exchanges on both sides of the state. The forums/peer exchanges are organized and led by WSDOT's Local Programs and Active Transportation divisions, with help from local agencies. The goal is to create strong professional connections to improve communities across the state. We also have an email distribution list where members learn about training and funding opportunities and get updates on technical and policy topics related to traffic and transportation.

Members

Our members include all cities and towns, all counties, metropolitan planning organizations, Washington state agencies, Federal Highway Administration, vendors, consultants, universities, and other professionals. Roles include city engineers, traffic and transportation engineers, planners, technicians, supervisors, managers, directors, mayors, clerks, council members, professors, and related professionals.

Upcoming forums/peer exchanges

These free forums/peer exchanges will be held in person and will also be available by a free, live webinar to allow an exchange of ideas across Washington.

Thursday, Sept. 27, 2018 from 8:30-noon in Anacortes. Tentative topics include:

How City of Anacortes' roads handle oversize loads.

Update of the Washington State Transportation Commission's Statewide Transportation Policy - 2040 and Beyond.

Roundabouts:

- Their use by agencies in Washington State.
- Sharpes Corner (SR 20 and SR 20 Spur) roundabout near Anacortes, Wash.: Its evolution from planning through construction and operations.
- Traffic pattern changes resulting from roundabouts in the Sedro-Woolley area.

Context sensitive solutions: An invitation to form a peer exchange.

Travel time and origin/destination studies based on vehicle probe data: Comparing technologies.

Use of drones for traffic analysis.

Updates on pedestrian and bicycle policies and best practices.

Join our email list or come to a forum/peer exchange:
Contact the City Safety & Traffic Programs Manager

Washington State Local Technical Assistance Program (LTAP)

Training for Local Agencies

The Washington State Local Technical Assistance Program (LTAP) is a partnership between WSDOT's Local Program Division and FHWA, providing training opportunities and a coordinated technology transfer program for local agencies in Washington State. LTAP offers courses directly targeting the training needs of local agencies receiving Federal funding.

Types of Training for Local Agencies:

LTAP Classes/Webinars

Training currently available for registration.

Training by Our Partners

This is a listing of other programs and training offerings through WSDOT and LTAP Partners.

Online Training

Links to many online training courses, including construction and material testing.

For more information:

Contact the LTAP Training Center : 360-705-7355 :
LTAPtraining@wsdot.wa.gov

SIGN of the TIMES

Ten 'Fun and Exciting' Facts About Engineering

From space exploration to the water slide, engineering makes our lives more 'fun and exciting.'

DID YOU KNOW THAT...

1. The snowboard was invented by an engineer? With some engineering twists and turns along the way, the snowboard has become a marvel of geometry, chemistry, and biomechanics. Since the snowboard allows deft turns, ski manufacturers have quickly adopted some of the snowboard innovations, enabling skiers to turn with less effort.
2. Engineers design running shoes for protection, performance, and comfort? Engineers understand how much force travels from the ground through the shoe to the foot. Through the work of engineering, weight is distributed throughout the whole foot -- heel to toe.
3. A civil engineer created the slippery part of the water slide? A civil engineer designed a pumping system to circulate just the right amount of water to the flume. Without the right flow of water, there is no ride. Additionally, civil engineers have designed the slide to withstand the weight of people, the water, and even the force of the wind blowing on it.
4. The launch and return of spacecraft, from the Apollo to the Shuttle, is a monumental engineering triumph? The space program has greatly expanded the world's knowledge base. The technological advancement by engineers in energy, communications, materials, structures, and computers, have made space travel possible.
5. The Ferris Wheel is considered one of the greatest engineering wonders in the world? The first Ferris Wheel was created by Pittsburgh, Pennsylvania engineer, George W. Ferris, in 1893. The wheel is supported by two 140-foot steel towers and connected by a 45-foot axle -- the largest single piece of forged steel ever made at that time.
6. Engineers make interactive television possible? Engineers are involved in all aspects of interactive TV technology, from designing new cables, to creating new film emulsions, to engineering better sound quality. This technology allows viewers to select any program, film, or game from more than 500 channels.
7. Engineers play an instrumental role in the theme park industry? Theme park engineers are involved in designing, building, lighting, and even controlling the crowd flow in theme parks around the world.
8. Companies and universities are using engineers to form the Virtual Reality and Simulation Initiative? This technology applies computer simulation and visualization to 3-D modeling projects, such as virtual offices.
9. Bioengineers are creating a new and exciting medical technology? This technology will utilize virtual reality to help surgeons reconstruct facial birth defects.
10. Computer engineers, in conjunction with animators, have created special effects in movies such as "Jurassic Park," "Forrest Gump," and "Interview with the Vampire"? Through "morphing" technology, images are digitally mastered to appear realistic.

Sources:

NSPE - NATIONAL SOCIETY OF ENGINEERS

Baine, Celeste. The Fantastical Engineer. Farmerville, LA: Bonamy Publishing, 2000.

http://www.discoverengineering.org/

http://www.greatachievements.org/

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ITE Terry Gibson Golf Classic #30

Willows Run Golf Club – Redmond, WA
Tuesday, June 19th, 2018, 8am Shotgun Start
Mark Poch and Darcy Akers – Tournament Chairs

Our 30th annual Classic saw the absolute best weather in years as 52 golfers played the beautifully conditioned Eagle's Talon track at nearby Willows Run Golf Complex. We started the Classic a little earlier than usual with an 8am shotgun start, and good thing as temperatures climbed into the mid-80's by the time the membership finished a crisply played round at around 4 ½ hours.

The morning started with the traditional warm ups at the range and practice green along with a heavy dose of visiting with friends and colleagues. Participants received complementary tee sleeves to commemorate the 30th playing of the Classic. Just before the annual group photo, all participants were invited to the large practice putting green for our "speed" putting contest - after the golf ball collisions and laughter, Mark Skaggs' ball ended up closest to the hole and the top three speed putters received prizes from Sea-Tac Lighting. After our group photo and announcements, we heard the phantom shotgun and began the tournament.

The course was in fantastic shape framed by beautiful willows, wildlife, and wetlands. After the competition, the field retreated to awards venue with a nice view of the course and huge BBQ burgers, sides, soft drinks and even some grog. After lunch, we enjoyed our awards banquet which kicked off with a toast to our founder Terry Gibson, and then featured recognition, hole and team prizes, and the annual raffle.

This year saw a new champion team – TransproV1 (aka Transpo) narrowly clipped the All Traffic Data Team for first and the Gibson Classic traveling trophy (if it's traveling, why is it still in Mark's office??). Congratulations to Greg Lucas, Karl Typolt, Damani Nkeiruka, and Justin Chan for 1st, and Eric Boivin, Eric Shimizu, Jeff Schramm, and Tom Brandes for 2nd. Always in the hunt, the City of Redmond was clipped in a tie breaker for third with the IDAX team featuring Mark

see next page: 'Terry Gibson Classic'

Skaggs, Matt Palmer, Darcy Akers, and Mark Poch. The coveted last place award went to the DKS team.

Competition hole winners included Stephanie Foreman, Austin Siegl, and George Hilen for their longest drives, and Billy Jack, Brian Churchill, Greg Lucas, and Mark Poch for closest to the pin awards.

Raffle winners (including several $50 gift cards) included Jeff Schramm, Brian Kemper, Billy Jack, Mark Skaggs, Mark Poch, Damani Nkeiruka, Alex Kehri, Don Cairns, Scott Wold, Bryce Corrigan, and Loren Raynes.

The Terry Gibson Classic is important because it gets professionals together to not only enjoy a great day of golf, but also get some well needed face time with friends and colleagues. This tournament would not be possible without the help and support from our sponsors. Please thank these terrific people and companies:

SPONSORS

- **IDAX Traffic Solutions – Mark Skaggs**
- **All Traffic Data – Eric Boivin**
- **Advance Traffic Products – Mike Singson**
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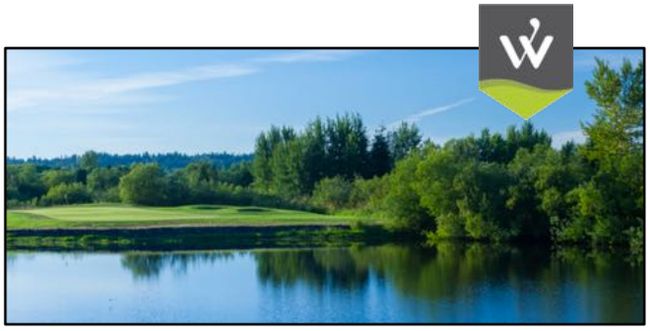
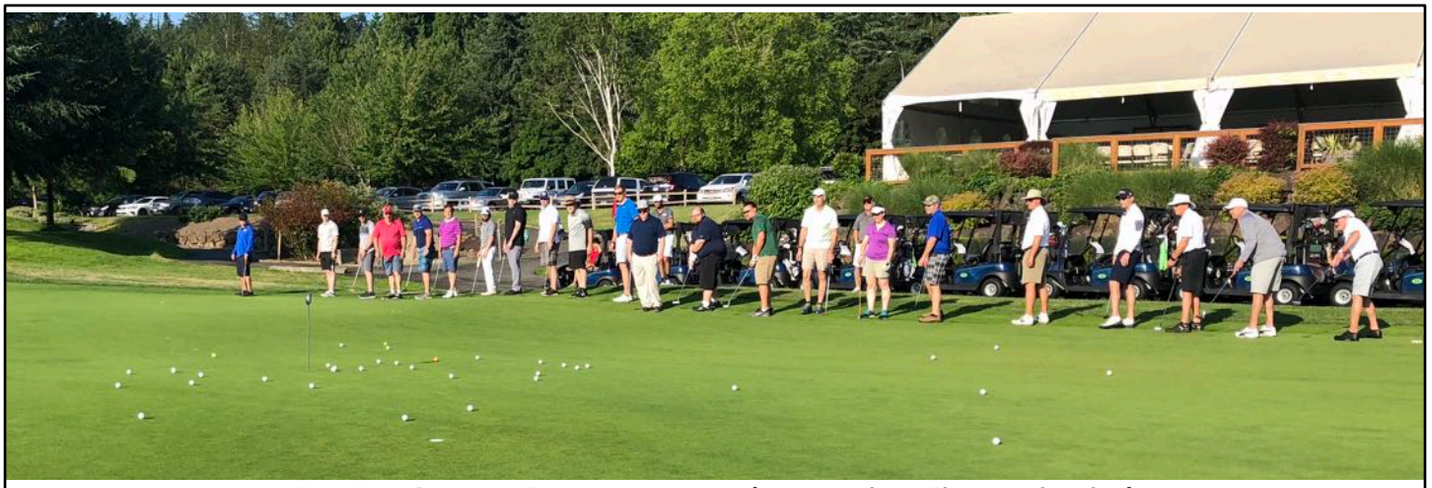
- **Zumar – Tom Brandes**



Thanks everyone for another great ITE Gibson Classic – we are looking forward to our 31st Classic next year! Until then, may the wind be at your back!!

Mark Poch & Darcy Akers – ITE Golf Co-Chairs



Fast Putt Contest. Everyone putts at the same time. First one in wins!

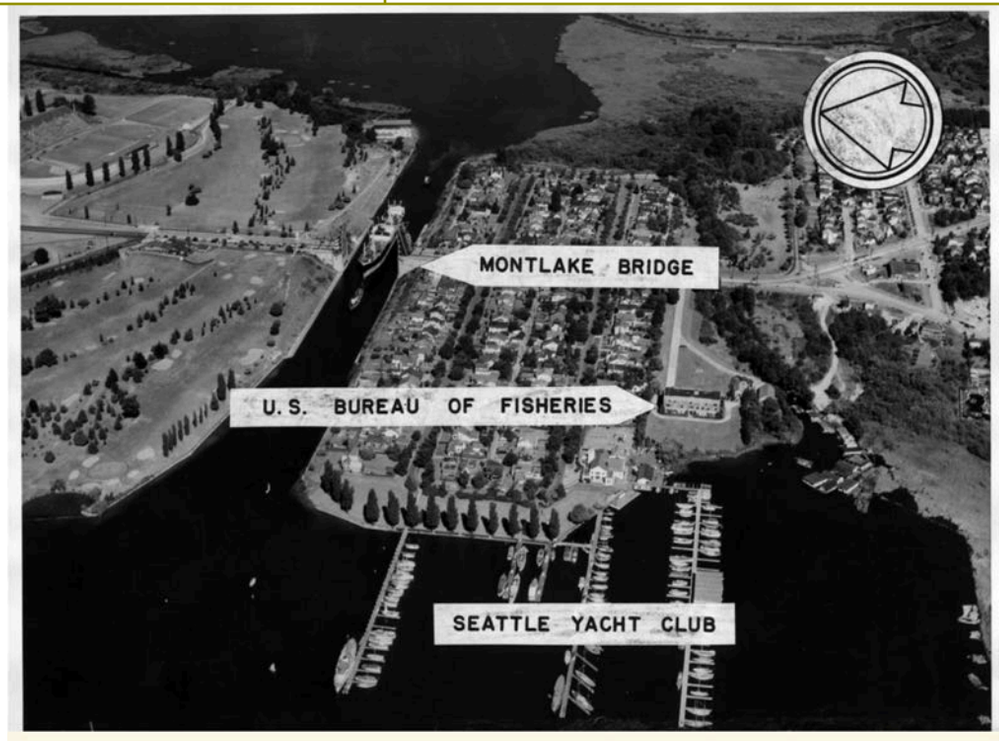
King County Superior Court approves condemnation of land along a proposed route of Lake Washington Ship Canal (later the route of State Route 520) on November 25, 1898.

by Jennifer Ott | Posted 12/30/2012 | HistoryLink.org Essay 10186

On November 25, 1898, King County Superior Court approves the condemnation of land along the proposed route of the Lake Washington Ship Canal in Seattle. The court is acting on a petition from the King County Board of County Commissioners, which was created to meet a requirement laid out by the federal government. An act passed by Congress in 1894 authorized the Army Corps of Engineers to begin planning to build a ship canal between Lake Washington and Puget Sound, once the land was secured. This is not the first, nor will it be the last right-of-way reserved for a canal, which will open in 1917, to the north of the 1898 route. During the 1960s, the highway that becomes State Route 520 will be built over land obtained in the 1898 condemnation.

Difficult Routes

When American settlers arrived in Seattle in the 1850s, there were two ways around the hills between Elliott Bay, where ships could load cargo, and Lake Washington. The lands surrounding Lake Washington offered a wealth of resources such as coal and seemingly endless forests full of timber. One route followed the Duwamish and Black rivers, located south of downtown, to the lake. The other passed through Lake Union just north of downtown and over the Montlake Portage across an isthmus between today's University District and Capitol Hill. Both routes had long been used by Indians, who relied heavily on water routes to travel in part due to the many hills and thick forests covering much of the land.



Montlake before development of SR 520, Seattle, August 1946 Courtesy Seattle Municipal Archives (31024)

Both routes posed difficulties for settlers who wanted to carry large amounts of cargo to Elliott Bay. Indians from around the region had also regularly moved resources between the mountains and the sound for trade, but in smaller amounts that could be managed on the rivers or carried over the portage. The rivers posed difficulties for moving tons of coal or log booms (the first resources brought to market) because of ever-changing channels, tidal influence on river depth, and shallow water at the mouth of the Duwamish River in Elliott Bay. The portage, although short, still required extensive, costly cargo handling to transfer freight between the lakes.

Digging Ditches

Early efforts to develop transportation systems focused on the rivers, but the portage also drew attention. Sometime in the 1860s, Harvey Pike (1841-1897) began digging a canal, with a shovel and pick, on land he owned on there. The enormous difficulty of the task stymied his efforts, but he did not give up on the idea. In 1869, when he filed a plat for Union City on the portage, he reserved a swath of land for a canal reserve. It ran between the two lakes, in an arc just south of the current route of SR 520. In 1871 Pike, along with J. R. Robbins, J. H. Fairchild, O. Humason, and James McNaught (1852-1919) incorporated the Lake Washington Canal Company to build a ditch to allow logs to pass through. Pike and his wife Mary sold to the company the entire reserved canal tract from the plat, which became known as Pike's Canal Reserve, and some land north of it.

In 1883 David T. Denny (1832-1903), J. W. George, Corliss P.

see next page: 'yesteryears'

Stone (1838-1906), Thomas Burke (1849-1925), Frederick H. Whitworth (1846-1933), H. B. Bagley, Benjamin F. Day (1837-1904), Erasmus M. Smithers (1830-1905), G. M. Bowman, Guy C. Phinney (1851-1893), John W. Van Brocklin (d. 1940), and William H. Llewellyn organized the Lake Washington Improvement Company. The firm hired Chinese immigrant laborers through the Wa Chong Company, a labor contractor, to dig a ditch wide enough to allow logs to pass between the lakes. The ditch took advantage of the natural drop in elevation between the lakes to pull the water, and the logs, through it. A set of locks controlled the water flow. This ditch was located north of Pike's Canal Reserve from the Union City plat, about where SR 520 is today.

Government Canal Reserve

In 1894 the federal government again considered building a canal between Puget Sound and Lake Washington, as it had several times since the 1860s. The Army Corps of Engineers decided it would move forward with plans if a right-of-way was secured by local interests. The Board of County Commissioners passed a resolution authorizing the King County Prosecuting Attorney to acquire the right-of-way. The condemnation proceedings concluded, for the most part, in 1898. In them, the county acquired a tract of land encompassing the Lake Washington Improvement Company ditch across the Montlake isthmus. It also obtained a strip of land surrounding a similar ditch that the company had dug between Salmon Bay and Lake Union. The county transferred all the land to the federal government for canal use.

Further studies and delays followed over the next decade. In 1907 the route of the canal was shifted north to the north margin of the portage, just south of the University of Washington campus. The state owned this land and the state legislature ceded it to the federal government. The northern route offered a straighter, shorter route that was better aligned with the canal between Lake Union and Salmon Bay.

The federal government decided to retain the 1898 canal reserve "for the use of the Government in the accommodation of whatever floating plant it may have in connection with the canal" (Puget Sound-Lake Washington Waterway, 7). The land was not needed, but was retained nonetheless. In 1908 a portion of the eastern side of the reserve was used by the City of Seattle to build the University Extension (later Lake Washington Boulevard and Montlake Boulevard) to connect Washington Park with the Alaska-Yukon-Pacific Exposition grounds at the University of Washington.

In 1925, the federal government leased the remainder of the canal reserve east of Montlake Boulevard to the City of Seattle for park use, as an extension of Washington Park. In 1949, the federal government deeded that land to King County, which then deeded it to the city. The city continued to use it for park purposes and set aside a tract for the Seattle Historical Society, which built the Museum of History & Industry on it.

In 1930, the federal Bureau of Fisheries gained control of the land in the government canal reserve on the west side of Montlake Boulevard and used some of it for a laboratory. The laboratory complex grew over the years and is now part of the National Oceanic and Atmospheric Administration.

State Highway

When, in the early 1960s, the state Department of Highways needed a right-of-way for a new state highway to connect with the planned Evergreen Point Floating Bridge across Lake Washington, it looked to the relatively undeveloped land of the former government canal reserve. The City of Seattle granted the state a permanent easement over the property, retaining slivers of it for park land on the north and south sides of the highway. McCurdy Park and the Museum of History & Industry were encroached upon on the north side of the right-of-way, as was Lake Washington Boulevard to its south.

When the new highway, the Evergreen Point Branch of Primary State Highway 1 (later SR 520), opened in 1963, it entered the portage area from its southwest corner, taking advantage of an undeveloped tract of the former Pike's Canal Reserve to avoid the Bureau of Fisheries buildings, then headed north slightly to align itself with the former government canal right-of-way for the remainder of the route across the isthmus.

Sources:

Clarence Bagley, History of Seattle from the Earliest Settlement to the Present Time, Vol. 1 (Chicago: S. J. Clarke Publishing Company, 1916), 378-393; Neil H. Purvis, "History of the Lake Washington Canal," Washington Historical Quarterly, April 1934, pp. 114-127, and July 1934, pp. 210-213; Puget Sound-Lake Washington Waterway, Washington (Committee on Rivers and Harbors, House of Representatives, U.S. Congress, Document No. 953, 60 Cong., 1 sess., May 20, 1908); 1907 Wash. Laws, Ch. 216; Annual Report of the Chief of Engineers (Washington, D.C.: Government Printing Office, 1898), 518; The County of King v. the State of Washington et al, November 26, 1898, King County Recorder Judgments, Vol. 232, p. 511, King County Archives, Seattle, Washington; H. L. Pike to Lake Washington Canal Company, January 10, 1871, deed, Vol. 4, p. 348, King County Recorder Deeds, King County Archives, Seattle, Washington; HistoryLink.org Online Encyclopedia of Washington State History, "NOAA's Northwest Fisheries Science Center" (by Jim Kershner) and "Lake Washington Ship Canal (Seattle)" (by David B. Williams) , http://www.historylink.org/ (accessed March 4, 2017); Union City Addition, Property Abstract Records, Department of Planning and Development, Seattle, Washington; Union City Addition Plat, July 10, 1869, Instrument No. 187503160039, King County Recorder's Office, Seattle, Washington; "Washington Park Arboretum Historic Review, September 2003," University of Washington Botanic Gardens website accessed September 19, 2012 (http://depts.washington.edu/uwbg/docs/arbhistory.pdf), 37, 93.

Note: This essay was revised slightly on March 4, 2017.

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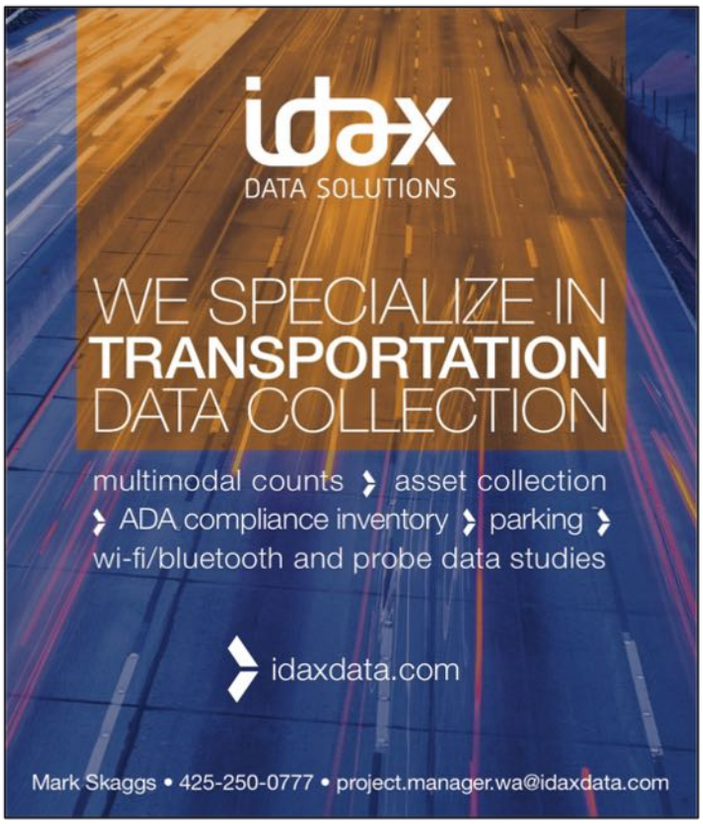
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