ITE is hosting Transportation Trivia night again! Test your knowledge of transportation at ITE’s trivia night and be prepared for a fun night of competition.

TRIVIA NIGHT

Date: Tuesday, March 12
Time: 5:30pm - 8:30pm
Where: WSP
999 3rd Ave, 32nd FLR
Seattle, WA 98101
Cost: Free! Includes drinks, snacks, and prizes for the winning team

RSVP at: ITE EventBrite
To kick-off this edition of the ITE newsletter, I want to thank everyone who participated at the ITE-IMSA conference in February. The participation at our annual ITE-IMSA conference continues to grow, which demonstrates the value that this conference provides to both ITE and IMSA members. The new conference changes this year were also very well received and, despite the unusual snowfall event, we had strong attendance from all areas of our transportation profession.

Speaking of snowfall, the month of February was a good reminder of how critical the transportation infrastructure is to regional productivity. Many services, organizations, institutions, and businesses were significantly impacted as a result of the inability to get from point A to B. While the transportation system can recover from weather events, it is a very good reminder of our everyday reliance on the transportation system and why the transportation industry needs to consider the impacts of emergency preparedness and disaster recovery. Some considerations that may not be “top of mind” during our day-to-day work are ones that will determine whether a transportation system can handle the regional strain and demand under these conditions. I challenge everyone to think about how you and your role in transportation can help to contribute to emergency preparedness and resiliency of our regional transportation system.

On a lighter note, as we start to put all the winter weather behind us (fingers crossed), ITE is excited to enter the spring months where we will be hosting an exciting line-up of student initiatives. Our new student co-chairs Darcy Akers (City of Bellevue) and Sarah Keenan (Fehr & Peers) are working closely with a few universities on various events from industry nights, student transportation policy discussion panels, scholarships, networking events, and regional student competitions. This year, we have also kicked-off planning efforts to reach the Washington Eastern Region schools to provide students across the state with more industry insight on what a profession in transportation looks like. ITE is excited for some of the fresh ideas towards our student outreach efforts and also look forward to inspiring our future generation of transportation professionals. Look out for the following meetings under our student initiatives:

- **March Trivia Night** – Last year, Trivia Night provided a good opportunity for industry seasoned professionals, young professionals, and students to interact and engage in friendly competition

- **May Student Night** – Student night has been a long-standing tradition of ITE that challenges our students across the state to help us solve real-world transportation problems. Prizes and scholarships are awarded to our students during this fun night of networking.

- **April Eastern Region Industry Night** – This will be ITE’s inaugural Eastern Region ITE student initiative that will provide students with an opportunity to learn from a wide array of industry professionals in various facets of our profession.

- **Western District Traffic Bowl Student Team** – ITE is planning to formulate a winning team for this year’s Western District Traffic Bowl. With the help of our industry transportation practitioners, we hope to provide our Washington students with the needed preparation to win.

Our 2018-2019 ITE board is very excited that we are able to support many of these new initiatives and put an emphasis on student engagement this year. As usual, we are always looking for passionate members to support these student efforts and we look forward to the exciting months to come.

Signing out for now,

Daniel Lai
January 2019 newsletter

Vice-president/treasurer’s message

This message is dedicated to my first mentor in transportation and the value of professional development. I met my very first mentor at my first ITE meeting in Bellevue. It was in the fall of 1985. I had just started a temporary position with the WSDOT district office in Tumwater. I was excited to participate in ITE as my professional society. I entered the ITE meeting. There was an empty chair and I sat down next to a woman. She was Cathy Strombom of Parson’s Brinkerhoff and now WSP. I was so impressed to have met Cathy, and impressed by the ITE community, that I continued to join meetings driving to Seattle from Olympia. Cathy passed away December 1, 2018. Cathy was a dedicated mentor to many transportation professionals and I was so very fortunate to be a part of her professional world. I really miss her.

Of the many things learned from mentors; scoping projects, budgeting, communications with management, client communications, networking, project management, and technical skills, I also learned that we are each responsible for our own professional development. It is when we take responsibility for our own professional development that our mentors provide the opportunities to learn and grow within the profession.

In reflecting on your own professional development, some questions to ask yourself are: “How will I choose to develop professionally? How will I be involved in my profession? How much will I budget for professional development? Am I prepared to weather a recession? Am I positioned and prepared for new opportunities?”

Claudia

---

**WISE TALES**

**A uniform beam walks into a bar...**

A uniform beam walks into a bar. The bartender asks, "What would you like, good sir?"

The beam replies "Ummm... just give me a moment."
NEW: Road Safety Professional Certification

By: Brian Chandler, PE, PTOE, RSP, PMP

Director of Transportation Safety

DKS Associates - Seattle, Washington

The Transportation Professional Certification Board (TPCB) has added the Road Safety Professional (RSP) certification, which provides an opportunity to establish competency in improving safety for the traveling public. The goals of the RSP are to recognize road safety as a profession, establish a recognized level of practice and knowledge, incentivize safety education, and support current transportation safety initiatives like Vision Zero and Toward Zero Deaths.

The RSP has two levels. Level 1 requires demonstrating proficiency in the foundations of road safety principles, and it has been developed for a broad audience of professionals who make safety-related decisions in their work. Level 2 is geared toward those who work primarily in safety and are responsible for implementing safety programs. It will include two specialties: behavioral and infrastructure.

I applied to participate in the first RSP Level 1 cohort and sat for the October 2018 exam. The application was relatively easy and similar to the PTOE and PTP processes. RSP Level 1 registration requires either a Bachelor’s degree and two years of experience in transportation or public health, or four years of this experience. The application/exam fee was $100, and the 3-year certification fee was $180 (with discounts for current PTOEs and PTPs).

TPCB offered resources to review in advance of the exam. I reviewed the resources I wasn’t familiar with and then relied on my professional experience. The 3-hour exam consisted of 75 questions. The content was qualitative (i.e., no computations required) and questions were multiple choice.

In January I received notice from TPCB that I had successfully completed the exam, allowing me to add “Road Safety Professional, Level 1” to my resume and making me eligible for Level 2. The first Level 2 exam will take place in October, and I plan to participate.

For more information about the certification and exam, see the TPCB website here: http://www.tpcb.org/rsp/. In addition, ITE offers refresher courses for the RSP Level 1 exam here: http://www.tpcb.org/rsp/RefresherCourse.pdf.

www.wa-ite.org
2019 ITE/IMSA CONFERENCE
Bellevue, WA

New venue | Great Attendance | Informative | Educational

Excellent Manufacture and Representative Displays
# 2018-19 ITE Washington Section Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Subject</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAR</td>
<td>Traffic Trivia Night-2</td>
<td>Seattle- See Below</td>
</tr>
<tr>
<td>APR</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>MAY</td>
<td>Student Night</td>
<td>TBD</td>
</tr>
<tr>
<td>JUN 10, MONDAY</td>
<td>ITE Washington Annual Meeting - Full Day @ Embassey Suites</td>
<td>Lynnwood, WA</td>
</tr>
<tr>
<td>JUN 22-26</td>
<td><a href="#">ITE Western District Annual Meeting</a></td>
<td>Monterery, California</td>
</tr>
<tr>
<td>JUL 21-23</td>
<td><a href="#">Joint ITE International and Texas District Annual Meeting and Exhibit</a></td>
<td>Austin, Texas</td>
</tr>
</tbody>
</table>

## MARCH ITE Washington Section Meeting:

### ITE 2nd Annual Trivia Night

On Tuesday March 12th, 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 4-6, or form a team at the event. Here are the details:

**When:** Tuesday March 12th, arrival open at 5:30pm, Trivia game begins at 6pm  
**Where:** WSP Conference Room  
999 Third Avenue, Suite 3200  
Seattle, WA 98198  

Parking: Pay to Park in Garage under building  
Cost: **FREE**! Includes drinks, snacks and prizes for the winning team

---

## 2019 ITE Associate Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>APR 16-19</td>
<td><a href="#">APWA-Oregon Section Spring Conference</a></td>
<td>Bend, Oregon</td>
</tr>
<tr>
<td>APR 23-26</td>
<td><a href="#">APWA-Washington Section Spring Conference</a></td>
<td>Tacoma, Washington</td>
</tr>
<tr>
<td>SEP 8-11</td>
<td><a href="#">APWA-PWX National Conference</a></td>
<td>Seattle, Washington</td>
</tr>
</tbody>
</table>

---

*Note: Links in the text will open in a new tab.*
# 2019 Traffic Safety Conference

As part of this year’s program for the Safety Committee, in an attempt to encourage ITE members to engage in the program of eliminating fatal and serious injury crashes by 2030, we decided to sponsor a one day conference. The Conference was held on Tuesday January 8th at the Tukwila Community Center.

The focus of the conference was “Changing the Traffic Safety Culture”. The Committee invited people to speak who represented different aspects of the traffic safety issue, including AAA, an Elected Official, Active Transportation, Technology, Legal, and the Traffic Safety Commission. After hearing the speakers, the participants were invited to work together to formulate an Action Plan to change the traffic safety culture.

Each group was invited to report on their top five actions to change the traffic safety culture. After each group presented, all participants were invite to rate their top five. The result of the exercise identified the following:

1. Drivers Education for new residents and continuing education/refresher courses for existing drivers;
2. Sobriety Checkpoints
3. Roundabouts First
4. “Put Your Phone Down” Campaign
5. Legislation for “Automated Enforcement”

The Safety Committee will meet to evaluate these priorities to determine how we might promote activities to accomplish these priorities. I expect further information will be coming as we proceed.

I wish to thank the Committee for their hard work to put this conference together. The members included Caroline Brabrook, Brian Chandler, and Robert Shull. We received overwhelming support from ITE officers, Daniel Lai and Claudia Hirschey. We are very thankful for the ITE members who agreed to facilitate the group discussion and each of the speakers. Special thanks goes to the Washington State Traffic Safety Commission staff for all their support.

Thanks, Gary

<table>
<thead>
<tr>
<th>Traffic Safety Strategy</th>
<th>Scoring by all attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement “Road Buffet” where applicable and supported</td>
<td>8</td>
</tr>
<tr>
<td>Use signal operation to promote controlled movements</td>
<td>2</td>
</tr>
<tr>
<td>Evaluate xwalk treatments and priorities</td>
<td>6</td>
</tr>
<tr>
<td>Advocate for safety messaging on all transportation projects</td>
<td>5</td>
</tr>
<tr>
<td>Start/continue constructive conversation about down/power bar levels</td>
<td>3</td>
</tr>
<tr>
<td>Directed enforcement and Education</td>
<td>2</td>
</tr>
<tr>
<td>ID problems/concerns between enforcement/engg</td>
<td>2</td>
</tr>
<tr>
<td>Controlling traffic signal</td>
<td>2</td>
</tr>
<tr>
<td>Connect this group with MPOs and RTPOs</td>
<td>2</td>
</tr>
<tr>
<td>Focusing on all crashes just fatal, serious injury</td>
<td>2</td>
</tr>
<tr>
<td>Separating Peds/bikes from vehicles using cycle track, striping, exhaust curb etc.</td>
<td>2</td>
</tr>
<tr>
<td>Access to vehicle black box data and manufacturers and implement control</td>
<td>2</td>
</tr>
<tr>
<td>Incr. Consequences of DUI</td>
<td>2</td>
</tr>
<tr>
<td>Drivers Ed for new residents and continuing ed/refresher for ex. Drivers</td>
<td>2</td>
</tr>
<tr>
<td>Engage Cannabis Store Owner – inform about impairment</td>
<td>2</td>
</tr>
<tr>
<td>Defensive driving/driving skills</td>
<td>2</td>
</tr>
<tr>
<td>“Put your phone down” campaign</td>
<td>2</td>
</tr>
<tr>
<td>Walk, bike, drive</td>
<td>2</td>
</tr>
<tr>
<td>Implement Sleep fines to improve culture</td>
<td>2</td>
</tr>
<tr>
<td>Gamesification – safety apps, implementation; All state, Seattle safest driver</td>
<td>2</td>
</tr>
<tr>
<td>Share other countries methods towards vision</td>
<td>2</td>
</tr>
<tr>
<td>Education</td>
<td>2</td>
</tr>
<tr>
<td>Target where we need change</td>
<td>2</td>
</tr>
<tr>
<td>Better Data – Better Decisions</td>
<td>2</td>
</tr>
<tr>
<td>Traffic Ops Manual</td>
<td>2</td>
</tr>
<tr>
<td>“Roundabout First”</td>
<td>2</td>
</tr>
<tr>
<td>Include close-call data for safety</td>
<td>2</td>
</tr>
<tr>
<td>Educate elected officials</td>
<td>2</td>
</tr>
<tr>
<td>Driver Engagement thru Design e.g. Roundabouts</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Safety Strategy</th>
<th>Scoring by all attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impairment Temporary “Chicanes”</td>
<td>3</td>
</tr>
<tr>
<td>Criteria based legislation for automated enforcement</td>
<td>3</td>
</tr>
<tr>
<td>Being a voice for safer driving</td>
<td>3</td>
</tr>
<tr>
<td>CMF/SAFETY Analysis in Design</td>
<td>3</td>
</tr>
<tr>
<td>Consider all-way walks and roundabouts</td>
<td>3</td>
</tr>
<tr>
<td>Self-assessment of our own traffic safety behaviors – asking ourselves and others to change traffic safety behaviors</td>
<td>3</td>
</tr>
<tr>
<td>More education around impairment</td>
<td>3</td>
</tr>
<tr>
<td>Develop partnerships, e.g.</td>
<td>3</td>
</tr>
<tr>
<td>Lyft, cabs</td>
<td>3</td>
</tr>
<tr>
<td>Mainstream and ethnic media</td>
<td>3</td>
</tr>
<tr>
<td>Provide lights and lighting for ped safety</td>
<td>3</td>
</tr>
<tr>
<td>No DT on red in urban areas</td>
<td>3</td>
</tr>
<tr>
<td>RRFB in adv. Of RAB</td>
<td>3</td>
</tr>
<tr>
<td>Sobriety check pts</td>
<td>3</td>
</tr>
<tr>
<td>Broad photo enforcement use</td>
<td>3</td>
</tr>
<tr>
<td>Stricter graduated licensing</td>
<td>3</td>
</tr>
<tr>
<td>More coordination/education with schools/districts</td>
<td>3</td>
</tr>
<tr>
<td>Tighter new driver testing</td>
<td>3</td>
</tr>
<tr>
<td>Service/customer req tracking</td>
<td>3</td>
</tr>
<tr>
<td>Reduce speed limits (via Engineering judgement)</td>
<td>3</td>
</tr>
<tr>
<td>Revise variance process</td>
<td>3</td>
</tr>
<tr>
<td>Licensing and laws for non-motorized modes</td>
<td>3</td>
</tr>
<tr>
<td>Go after the tech you need to solve problem – don’t wait, engage vendors as partners to prototype (ped-scale lighting detection example)</td>
<td>3</td>
</tr>
<tr>
<td>Target where we need change</td>
<td>3</td>
</tr>
<tr>
<td>Parents/school drop-offs</td>
<td>3</td>
</tr>
<tr>
<td>Outlets/point of sale on impairment</td>
<td>3</td>
</tr>
<tr>
<td>Survey subgroups to understand issues, effective messaging</td>
<td>3</td>
</tr>
<tr>
<td>Messaging: Cool, memorable, positive “Schoolhouse Rock” package; special day to focus (similar to Shakedown)</td>
<td>3</td>
</tr>
<tr>
<td>Scalable: Indiv, school, n’hood, city, county, state, beyond</td>
<td>3</td>
</tr>
<tr>
<td>Data collaboration: consistent collision data system across jurisdictions</td>
<td>3</td>
</tr>
<tr>
<td>Create Vision Zero group for town/county push for adoption/implementation</td>
<td>3</td>
</tr>
</tbody>
</table>

---

2019 Traffic Safety Conference

Gary Norris, P.E., P.T.O.E
DN Traffic Consultants
Project Manager/Senior Traffic Engineer
Bellevue, Washington


ITE WA January 8th, 2019 Traffic Safety Conference – Continual

---

www.wa-ite.org
TE-56 Meeting the Challenges of Transportation Liability and Risk Management

PLEASE NOTE: THIS IS AN ON-LINE COURSE  REGISTRATION LINK

Date and Time: This class begins on 05/01/2019 and ends on 05/08/2019. The class meets W, Th & Tu, W : 10:00 AM - 12 N, 2 Sessions.

Who Should Attend

This webinar will benefit transportation professionals (engineers and planners) who work for consultants, cities, counties, and state agencies involved in designing roadway projects. This course is designed for individuals with some background and training in designing streets and intersections who are interested in learning more about tort liability, and how it relates to the highway design process. The course may also be helpful to the staff of public agencies who are involved with street and roadway maintenance on a day to day basis.

UC Berkeley | Institute of Transportation Studies
Berkeley ITS Technology Transfer Program

---

Washington Transportation Professionals

Washington Transportation Professionals is a transportation peer exchange and networking group.

The group networks, shares best practices and lessons learned, and discusses ideas about traffic and transportation-related issues at free peer exchanges on both sides of the state. WSDOT’s Local Programs division leads the group, with help from WSDOT’s Active Transportation division, local agencies, and businesses. The goal is to develop transportation professionals and create professional connections between them to improve communities across the state. We also have an email distribution list where people can learn about training and funding opportunities and get updates on technical and policy topics related to traffic and transportation.

Group members

Our group includes 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, sales people, product developers, programmers, professors, and related professionals.

Upcoming peer exchanges

These free 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.

**Wed. May 15, 2019 from 8:30 a.m.-12:30 p.m. in Spokane Valley, Wash. Tentative topics include:**

- Intelligent transportation systems (ITS) master plans and smart mobility plans
- Lighting: Smart/connected, controls, and light emitting diodes (LED)

**Fall 2019 in Vancouver, Wash. Tentative topics include:**

- Vehicle-to-infrastructure service and information in Washington State
- Traffic signal operations
- Other traffic control topics

---

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

---

Professional Transportation Careers

Visit [www.wa-ite.org](http://www.wa-ite.org) for current job postings.

Submit new postings to:

- Sherif Elbassuoni, PhD, PE, PTOE
- Web Master
- Transportation Engineer
- DKS Associates - Seattle, Washington
  - she@dksassociates.com

Postings should include company, position, brief description of responsibilities, requirements, contact information and posting timeframe.
By 1871, Seattle has become the distribution center of the central Puget Sound area and of the Yakima Valley located on the eastern side of the Cascade Range. It supplies goods and services from Snohomish up the Duwamish Valley and west to the lumber mills at Port Blakely, Port Madison, Port Gamble, and Port Ludlow. Seattle can boast a wide range of businesses and services: boilermakers, bakeries, gristmills, tinsmiths, cigar manufacturers, wharf builders, jewelry makers, and sash and door factories, to mention a few. King County has a total of six post offices.

Provincialism Sloughed Off

In September 1871, a traveling newspaper correspondent reports on the progress of Seattle:

“Seattle has sloughed off a great deal of its provincialism, and, more than any other place I have seen, seems to be getting ready for a metropolitan career. That is a large word, but it best expresses my meaning. Seattle merchants are reaching out in every direction to gather in and control the trade of the smaller towns and farming communities, for which that place is the central depot. The heaviest traders are Schwabacher and Co., Stone and Burnett, and Crawford and Harrington. These are first class houses, keeping large stocks, and never allowing them to get low. They supply the farmers up the Duwamish and its tributaries, the milling towns in their vicinity [including Port Blakely, Port Madison, Port Gamble, and Port Ludlow], the settlers on the Snohomish, and those on the other side of the Cascade Mountains, in the Yakima Valley. This last trade goes by wagon and pack train over the Snoqualmie Pass. The number of settlers east of the mountains increases with extraordinary rapidity, and creates a large business of which Seattle gets the cream. A thorough grade, based on a good landscape plan, would make this the most beautiful city on the Sound” (Prosch).

During 1871, there was a great deal of building activity. The Weekly Intelligencer reported in November 1871, that both the residential district and the business districts of Seattle had increased in size. Since the first of the year the residential area concentrated north of Mill Street (later renamed Yesler Way) and west of 5th Avenue, had 36 new dwellings. Besides this, many owners built additions to their residences. During the same period businessmen constructed many buildings and structures in the business district concentrated between Mill and Jackson Streets and from Elliott Bay to 2nd Street (renamed Occidental Avenue), including two wharves, three warehouses, one saloon, one bowling alley, and one machine shop.

In 1871, King County had six post offices -- Seattle, Black River (later renamed Renton), Slaughter (later renamed Auburn), White River (later moved to O’Brien), Squak (later renamed Issaquah), and Snoqualmie (later renamed North Bend). The Squak (Issaquah) and Snoqualmie (North Bend) post offices were established in 1870.

Following is a list of types of businesses and services available in Seattle at the end of 1871:


Sources:
Thomas Prosch, "A Chronological History of Seattle from 1850 to 1897" (typescript, dated 1900-1901, Northwest Collection, University of Washington Library, Seattle), 211, 212, 213; The Weekly Intelligencer, (Seattle) November 20, 1871, p. 3.
Protecting your customers just got easier.

Effective safety devices, efficient contract.
Intelligent Warning Systems on WA State Contract #04616

Traffic Safety Supply Company
800.547.8518 • sales@tssco.com
www.tssco.com
SensMetrics not only takes the guesswork out of signal performance, but actually makes improvements.

SensMetrics is a complete traffic management solution that provides on-demand signal timing plans and high-resolution Automatic Traffic Signal Performance Measures (ATSPMs).
You now have the actionable means to proactively identify intersection performance deterioration, make improvements and measure operational success.

To get actionable data in your roads with SensMetrics, visit www.sensysnetworks.com/sensmetrics

Traffic Data Gathering (TDG) is a sole proprietor firm specializing in the collection, reduction and graphical presentation of traffic/transit data for use in traffic studies and planning.

Carla Nasr - President
O: (425) 335-5348 | M: (425) 345-1148 | E-mail: carlan@trafficdatagathering.com

Advertise. Support your ITE Washington Section of Transportation Professionals
LARGEST SOLUTION PROVIDER
ON THE WSDOT CONTRACT
#04616

As a thank you for partnering with us, we are offering exclusive partner discounts for over 35 manufacturers

Leading Technologies on State Contract
Actelis
IndigoVision
Alpha
Intuiicom
Applied Information
Iteris
ATSI
MDI
Availed
Mobotrex
AXIS
Pelco Inc.
Carmanah
Pelco Products
Cisco
RU2
Clary
Sensys

COHU
Siemens ITS
Artel/CSI
Siemens RuggedCom
Detect
Solectek
Detroil
Temple
EDI
TKH
Fiber Connections
Unipart Dorman
GarrettCom
Wells Mfg.
General Traffic
Western Systems
High Sierra

Up to 35% off

www.WesternSystems-Inc.com | 425.438.1133

WE SPECIALIZE IN
TRANSPORTATION
DATA COLLECTION

multimodal counts ➔ asset collection
ADA compliance inventory ➔ parking ➔
wi-fi/bluetooth and probe data studies

idaxdata.com

Mark Skaggs • 425-250-0777 • project.manager.wa@idaxdata.com

Let's get home Safe.

www.LaneLight.com

12
Luminaires, Smart Systems, Controls & Poles
Roadway, Sports, Industrial & Area Lighting Specialist

Leotek Introduces ComfortView™
Now Neighborhoods can be beautifully lit with increased visual comfort while maintaining safety and energy efficiency.

- HPS Equivalent Range
  - 150W
  - 35W

Purpose-built light engine with optics that provide:
- Reduced pixelation
- Uniform source luminance
- Low contrast transition zone
- Three standard color temperatures: 2700K, 3000K, 4000K
- Field-adjustable lumen output with integrated output selector

Smart Cell Communication
Poles Standards

LumenSafe pilot program
1. Select LumenSafe compatible LED fixtures
2. Enter a LumenSafe pilot order with promo code provided
3. Install and experience the benefits of LumenSafe

SeaTac Lighting & Controls, LLC
15455 53RD AVE S Tukwila, WA 98188
O: 206.575.6865 | www.seataclighting.com
Western Systems
Innovative Transportation Solutions

Provider of
SIEMENS
Traffic Solutions

TACTICS™
3.2

SEPAC®
3.58

• Enhanced GUI Interface
• Enhanced Output
• Enriched Report
• Mapping
• Generation
• Advanced Preemption
• Performance Metric Tools
• Local Software
• Improved Status Screens
• Installation & Upgrade
• Built-in Local Adaptive

Providing Innovative Traffic Solutions to the
Pacific Northwest Since 2001

www.WesternSystems-Inc.com | 425.438.1133

Fehr & Peers
1001 – 4th Avenue, Suite 4120
Seattle, WA. 98154
Ph. 206.576.4220
www.fehrandpeers.com

• Multi-Modal Transportation
• Travel Demand Forecasting
• Traffic Operations
• Sustainable Transportation
• Bicycle & Pedestrian Planning
• Transit Planning
• Impact Fees & Concurrency

KPG
Interdisciplinary Design

Traffic Engineering
Transportation Planning
Sustainable Transportation Solutions
Signal, Illumination, & ITS Design
Transit Planning & Design
Non-Motorized Planning & Design

Xiaoping Zhang, PhD, PE, PTOE
Principal

705 2nd Avenue, Suite 700, Seattle, WA 98104
206.662.0567 | www.cteconsultants.com

Certified D/M/WBE by the State of Washington

WASHINGTON STATE
INSTITUTE OF TRANSPORTATION ENGINEERS