ITE Washington Section Newsletter

VOLUME 29 I ISSUE 5 I MAY/JUNE 2019

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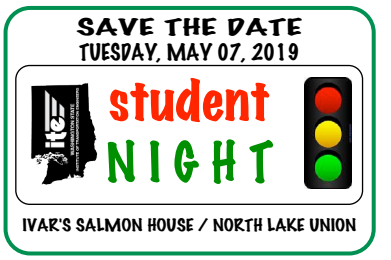
MAY/JUNE ITE WASHINGTON SECTION EVENTS!

ITE WASHINGTON STUDENT NIGHT

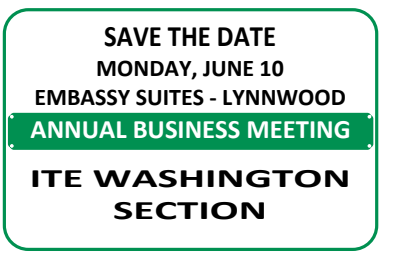
TUESDAY, MAY 07
5:30PM - 8:00PM



Join us for Student Night on Tuesday May 7th 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!

ITE WASHINGTON SECTION ANNUAL BUSINESS MEETING

MONDAY, JUNE 10



This year's membership meeting will highlight activities and finances for our organization and plans for the next fiscal year. We will also be honoring key members with awards for their contributions to the organization in the last year in addition to ITE's Outstanding Young Professional and Outstanding Service awards. Please join us at this year's membership meeting to honor these members. An EventBrite notice will be posted soon.

ITE TERRY GIBSON CLASSIC

TUESDAY, JUNE 18

Snohomish Golf Course will be the site of our 31st ITE Gibson Classic. Snohomish is a beautiful course that boasts tree lined fairways and large, smooth greens in a quiet, rural setting. The course has a great blend of tough holes mixed among ample birdy opportunities. The 19 course bunkers, all strategically placed near the greens, are known as some of the best in the region. A local favorite since 1967, Snohomish GC is sure to be a great setting for our 31st Classic.

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MAY/JUNE MESSAGE

As I wrap up the last two months of my term as ITE Washington Section President and what will be my last newsletter message, I would like to take a moment to reflect on our organization over the last three years. Firstly, I would like to thank all the ITE Officers and Chairs that I have had the pleasure of working with in the last three years. I am always gratified by the countless ITE volunteer hours that help to enrich our transportation professional through knowledge transfer and networking opportunities. There is so much that happens behind the scenes in ITE Washington to organize and deliver the annual program using volunteer time. There have also been many new members that have stepped up to the plate to support ITE in many ways. Thank you!

In the last 3-years ITE Washington has made significant progress in shaping the organization. Looking back at our annual programs, we strived to balance our technical training opportunities with networking events and exhibitions that were well attended with attendance growing year-by-year. Some notable accomplishments are as follows:

- We were successful in tripling our outreach to Washington universities through Greater Seattle and Eastern Region student initiatives.
- We have extended our student initiatives to include more student scholarship opportunities and travel stipends to allow university students to attend transportation conferences.
- We have grown our ITE January Safety meeting attendance and participation by two folds, under the leadership of our Safety Chair, Gary Norris.
- We have provided new electronic meeting registration to make it easier for members to access information and register for events and meetings.
- We have grown ITE Washington's flagship ITE/IMSA conference by offering a 25% expansion in venue space that allows us to continue growing.
- We continue to partner with other transportation-focused organizations to enrich our contents and broaden our membership base.

There are many more accomplishments that I will save for the annual meeting but I wanted to highlight a few for this newsletter.

On the note of our ITE Washington newsletter, it is bittersweet for me to announce that Ed Aristo will finally be passing the Newsletter Editor torch to his colleague at Seatac Lighting, Elena Bertolucci, after over 4+ years of service to our organization. Under Ed's leadership, ITE Washington has continued to provide high-quality contents for our members which also captures the history of our organization through detailed recaps and summaries of past events. Ed championed the overhaul of our newsletter during his 4+ years as Editor and has significantly raised the bar for what our members expect from the ITE Newsletter. On behalf of the ITE Washington Board, thank you very much! I also know that our members appreciate your commitment and efforts in the last 4+ years. At the same time, we would like to give Elena a warm welcome to the ITE Newsletter Editor role. We're excited to have her perspective and guidance as we cruise into the 2019-2020 ITE year.

To wrap-up, please keep your eyes out for our June 10th Annual Conference registration which will open soon. There will be more technical contents, more updates on ITE, elections for our new officers and more networking opportunities. I look forward to seeing you all there!

On a final note, thank you for allowing me to serve as your ITE Washington President (even though I still have two more months)! I am excited for next year's ITE Washington leadership and plan to stay involved in my role as Past-President. ■

Sincerely,

Daniel Lai

vice-president's message

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

Owner
Transportation Consultant
Services
Newcastle, Washington

ITE Washington has had a great year! Each of the programs and conferences this year included our ITE members on committees and in program development. I am so excited to have increased member participation! We are a strong ITE section and provide a valuable service to our profession. Thanks to a successful ITE/IMSA meeting year after year we have developed a strong financial position, too.

This year's annual meeting will build upon the 2018/2019 ITE year and position us for a great 2019/2020. See you on June 10th and keep in touch over the summer. Ideas and volunteers are always welcome! ■ Claudia

secretary's message

Jamal Mahmoud
Secretary

Engineer
City of Bothell, WA

I am so excited to serve you as Vice-President/treasurer for 2019/2020. We have a lot of work ahead of us and as always, your help is appreciated.

I would like to welcome you to our 2019 annual meeting. This meeting will be held at the Embassy Suites, 20610 44 Ave W, Lynnwood. On June 10, 2019. I am looking forward for to seeing you all. ■ Jamal

editor's note

Ed Aristo
ITE Newsletter Editor
Washington Section

Spec Sales
SeaTac Lighting & Controls, LLC

It's been a rewarding, inspirational and wonderful journey producing the ITE Newsletter for our Washington members. After four years as your Newsletter Editor I have decided its time to volunteer in another capacity. Could not have done it without additional support.

There are so many who have helped me. Always positive in their comments and editing tips. Thank you to Paul Cho for "volunteering" me six years ago to assist Susan Bowe; best job ever, as Susan never needed my help. Then one day I was "promoted" to Editor. Susan helped critique the drafts; talk about going back in time to my high school English class. Never knew I could forget so much or learn again! Susan has been awesome. She left me with highly organized files, schedules and examples. Carter Dane, Past President and mentor, for his incite and calmness. Mike Hendrix for his humor and shared sarcasm. Daniel Lai and Claudia Hirschey, have my enormous gratitude for their support, organizational skills and passion on making a difference for our membership. Darcy Akers for always being on time with her articles and events. Sherief Elbassuoni and Carla Nasir, made sure copies are delivered fresh and on the porch every time! And a huge thank you to my family and friends who proofed and corrected the contents.

Starting the 2019-20 session, Elena Bertolucci, my colleague at SeaTac Lighting, has accepted to be your ITE Newsletter Editor. I'm happy to have her take the reigns and excited to see her influence!

I'll see you at future meetings or on the golf course administering shots! ■ **THANK YOU ALL!** Ed

WASHINGTON STATE INSTITUTE OF TRANSPORTATION ENGINEERS

EDITORIAL STAFF

ITE Newsletter Editor
Ed Aristo
Spec Sales
Sea-Tac Lighting & Controls
Seattle, Washington

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**

Send comments and submissions to 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	**$1000**

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

Online Payments:
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WEBSITE
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march/april reports

2019 ITE/IMSA Annual Joint Meeting - February 05

Justin Chan, P.E.
ITE Scribe
Transportation Engineer
Transpo Group
Kirkland, Washington

Despite the uncharacteristically cold and wintry weather we were experiencing in the Puget Sound area (we broke records for the most snowfall accumulation in 70 years, and it was the coldest it's been in 30 years!), the annual ITE/IMSA Annual Joint Meeting was as well-attended as ever. This year, we outgrew our previous venue of the DoubleTree near Sea-Tac Airport and moved to the Hilton in Bellevue. Featuring over 7,000 square feet of exhibition space, this allowed for plenty of room for our exhibitors to showcase their products and services for the over 350 participants that registered for this year's conference.

The technical sessions this year ranged from topics like connected vehicles to recent updates for various transit and transportation projects within the region. Overall though, the recurring theme for the technical sessions, as well as the vendor-led technical seminars, revolved around how traditional, emerging, and next-generation technologies in the transportation industry are impacting the way in which our transportation networks are getting designed, built, and used. It is more important than ever to consider all the different modes of travel and how this dictates how the right-of-way will be used. From passenger vehicles to freight, to transit, pedestrians, and cyclists – these are just some of the more traditional modes that we have to consider. As ride hailing, bike sharing, and other transportation network companies providing mobility services continue to grow and evolve, coupled with the increasing adoption of autonomous, connected, and electric vehicles, the needs of our region's infrastructure will change as well.

Secretary of Transportation Roger Millar speaking to the group during the lunch program, "Transportation Matters – Moving Washington Forward"

This was further echoed in Secretary of Transportation Roger Millar's lunch program presentation. The changes that we are experiencing in the transportation industry have a direct impact on our transportation networks, not only in how they are being designed and used, but also in how they are being maintained and funded. Primarily, transportation projects are funded with the gas tax; however, advances in technology means that this funding source does not increase proportionally to the increases in road users. As our infrastructure continue to age and our roadways are used by more people, it will become increasingly costly to maintain these assets and bring them to a state of good repair. Poorly maintained roads and bridges have a direct impact on the traveling public, compounding the already growing costs to productivity associated with congestion in the region. The longer we wait to maintain, retrofit, and upgrade our roadway networks, the more it will cost, and the less we will have available to spend on other efforts to improve safety, increase person-throughput, and reduce congestion. Given this, not only will alternative funding sources be needed, but innovative congestion management strategies and solutions will also need to be implemented. We won't be able to build ourselves out of the congestion problem, so strategies like TDM and TSMO will also be needed. ■

march/april reports

2019 Transportation Trivia Night

Darcy Akers, EIT
Student Committee Co-Chair
ITS Engineer, City of Bellevue
Bellevue, Washington

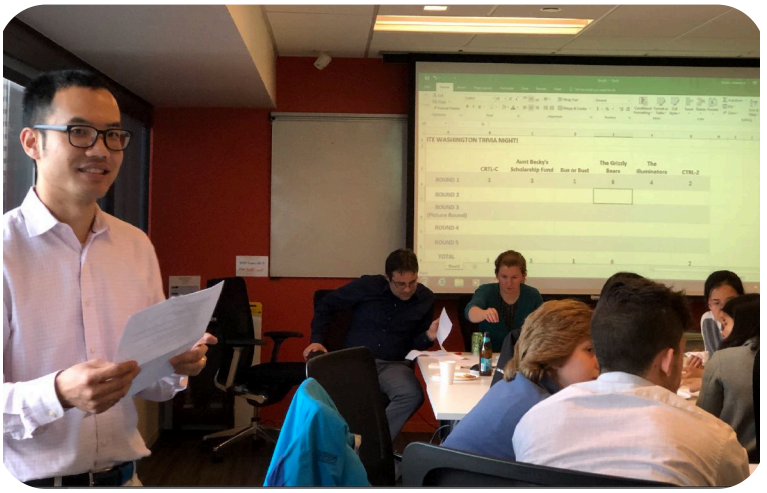
This March we hosted our second Transportation Trivia Night! This event is a fun networking opportunity for members to test their knowledge on random transportation facts.

The questions weren't any easier this year, with topics such as Rules of the Road, Street Lighting & Signals, Transportation History and Transportation Records. New this year was a picture round where you had to guess the location of different roads and bridges.

This year's event was again hosted at the WSP office in downtown Seattle and attendance grew so this year we had 6 teams participating. The competition was fierce, but team Grizzly Bears narrowly beat Aunt Becky's Scholarship Fund and the Illuminators for the top spot. This year's prize for each winning team member was a pair of movie tickets sponsored by Sea-Tac Lighting and Controls.

Do you have the random trivia knowledge to win next year? Here are a sample of some of this year's questions:

1. How many miles is the Seattle to Portland Bike Ride (STP) (within 5 miles)?
2. What decade did the law requiring the use of seatbelts go into effect?
3. It is illegal to park within how many feet of a stop sign?
4. What does HPS stand for?
5. What is the oldest interstate in the US?
6. How many miles is interstate 5 (within 50 miles)?
7. For the primary signalized movement, what is the minimum distance between signal heads (center to center) according to the MUTCD?
8. According to the WHO, which continent has the highest rate of road traffic deaths per 100,000 population?



SEE ANSWERS:march/april reports continued-trivia night:

march/april report scontinued-trivia night

ANSWERS:

1. How many miles is the Seattle to Portland Bike Ride (STP) (within 5 miles)?
    a. 202 miles (accept 197 to 207)
2. What decade did the law requiring the use of seatbelts go into effect?
    a. 1980s
3. It is illegal to park within how many feet of a stop sign?
    a. 30ft
4. What does HPS stand for?
    a. High Pressure Sodium
5. What is the oldest interstate in the US?
    a. I-70
6. How many miles is interstate 5 (within 50 miles)?
    a. 1381 miles (accept 1331 to 1431)
7. For the primary signalized movement, what is the minimum distance between signal heads (center to center) according to the MUTCD?
    a. 8 feet
8. According to the WHO, which continent has the highest rate of road traffic deaths per 100,000 population
    a. Africa

Watch for the next Trivia Night announcement and bring your A Game! ■

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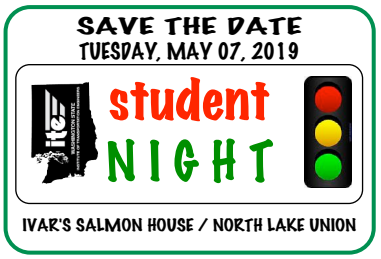
2018-19 ITE Washington Section Events

Date	Subject	Location
Tuesday, MAY 07	**ITE Student Night 5:30P-8:00P**	**Ivar's Salmon House**
Monday, JUN 10	**ITE Washington Annual Meeting & Elections- Full Day**	**Lynnwood, WA**
Tuesday, JUN 18	**ITE Terry Gibson Classic #31**	**Snohmish Golf Course**
JUN 22-26	ITE Western District Annual Meeting	Monterrey, California
JUL 21-23	Joint ITE International and Texas District Annual Meeting and Exhibit	Austin, Texas

ITE WASHINGTON STUDENT NIGHT



Student Committee Co-Chairs

Darcy Akers, EIT
ITS Engineer, City of Bellevue
Bellevue, Washington

Sarah Keenan
Transportation Engineer
Fehr & Peers

Come join us for Student Night on Tuesday May 7th 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!

This year the problem statement comes from the City of Bellevue and focuses on the corridor of 116th Ave between Main St and NE 8th St and the current study of the Wilburton Commercial Area.

This year the problem statement comes from the City of Bellevue and focuses on the corridor of 116th Ave between Main St and NE 8th St and the current study of the Wilburton Commercial Area. With several major regional projects in the area such as East Link Light Rail and the Eastside Rail Corridor, students are asked to come up with project proposals to improve the connectivity, accessibility and efficiency of multimodal transportation facilities. Students will apply their knowledge of standards and consideration the use by applicable modes to prepare a poster board presentation and formal presentation on their concepts.

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.

AGENDA
5:30 - 6:30 PM - Poster board session/Networking
6:30 - 7:45 PM - Dinner and student presentations
7:45 - 8:00 PM - Presentation of Scholarships and Awards

PARKING: Ivar's Salmon House has two large parking lots across the street from the restaurant, and one at each end of the building. Please RSVP by purchasing your ticket on Eventbrite by Friday May 3rd at noon - https://2019-ite-wa-student-night.eventbrite.com

2019 ITE Associate Events

SEP 8-11	APWA-PWX National Conference	Seattle, Washington

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Safer Driving? There's an app for that!

By: Allison Schwartz, Vision Zero Communications Lead
Seattle Department of Transportation (SDOT)

When it comes to traffic safety and moving toward Vision Zero, we're talking about a culture change – a shift from accepting *accidents*, to preventing *crashes* and making streets safer for everyone. This shift is going to take changes big and small, from public and private partners, and from individuals.

That's where *you* come in.

Seattle's Safest Driver 2.0 is coming!

In mid-May 2019, the City of Seattle is launching Seattle's Safest Driver 2.0, an app-based 2-month safe driving competition in support of its Vision Zero efforts to end traffic deaths and serious injuries on city streets by 2030. All you have to do is head to the app store, download, and drive (safely). Using GPS, math, and machine learning, the app tracks speeding, harsh acceleration and braking, turning, and phone distraction. You'll compete for bi-weekly prizes, and if you join within the first four weeks of the competition, you'll be eligible to win the $5,000 grand prize, made possible by a continued partnership with PEMCO Insurance.

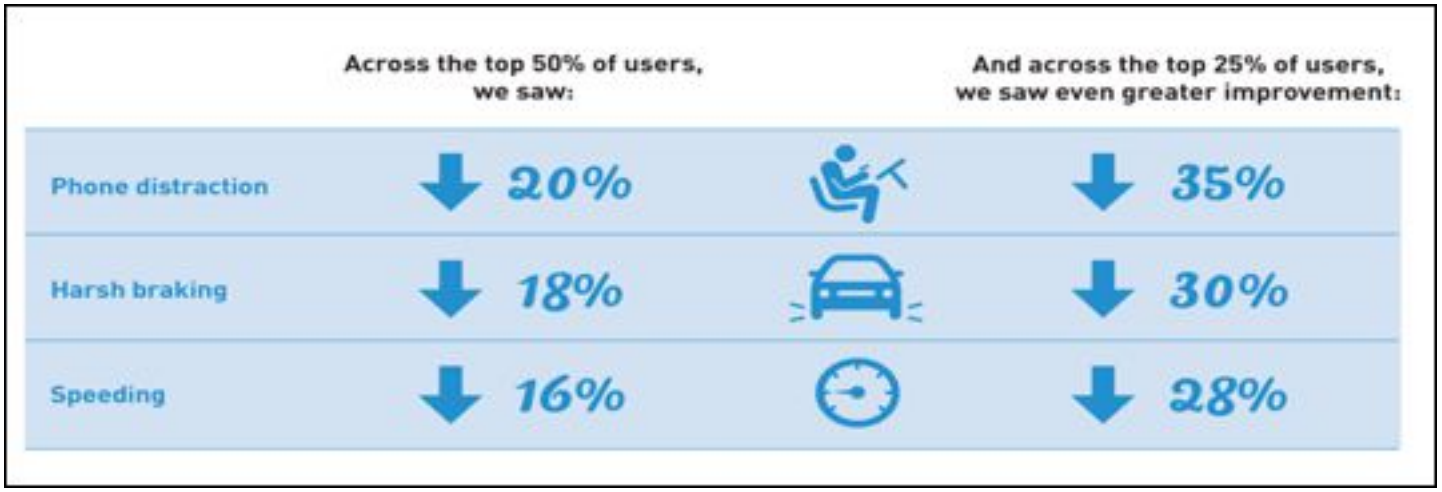
Who can compete?

Don't live in Seattle? You can still join. This is a regional competition, open to residents of King, Pierce, Snohomish, and Kitsap counties, age 16 and up. To be eligible for prizes, a portion of your drive trips must occur within the City of Seattle. Don't drive? This is a multi-modal competition! The app also tracks transit and bike trips, and we'll be offering bi-weekly prizes for folks in those categories as well. So, encourage your friends, family members, and co-workers to download the free app. You'll be able to set up your own leaderboard to keep tabs on each other and settle the age-old debate of who's the better driver.

Does this really work?

The short answer is, yes! It turns out, the same technology that some folks are glued to (even while driving), could steer behavior change the right direction.

SDOT ran an initial contest in 2017/2018, engaging 4,000+ people in positive behavior change. Across the top 50% of users, we saw phone distraction drop 20% and speeding drop 16%. Distraction and speeding are two of the top contributing factors to crashes in most cities (up there with impairment and failure to yield), so we were pleased to see these results.



We also saw greater improvement and sustained change among other users. After 140 days of launching the app, approximately 600

see 'special reports continued- Safer Driving' next page

special reports continued-Safer Driving

drivers retained the app *and* began the competition with a score of less than 90 (all behavior change is good, but these are the folks who had the most to gain in terms of behavior change). Here are the results from that subset of participants:

Over the course of the competition:

- 29% reduction in phone use
- 33% reduction in harsh braking
- 44% reduction in speeding

Lasting change (from start of the competition to 3 months *after* the end of the competition):

- 26% reduction in phone use
- 23% reduction in harsh braking
- 32% reduction in speeding

With these positive results, we're aiming to engage even more residents across the region in this safe driving competition. The good news is, Seattle is one of the safest cities in the country. In fact, the company behind this app, Cambridge Mobile Telematics, has a city by city comparison and folks in the Seattle area beat out most of the other cities. But there's more we can and should do, and with your help, we can achieve Vision Zero. So, download, drive better, and win.

Learn more about the upcoming competition at www.seattle.gov/safestdriver. Questions? Contact Allison Schwartz at Allison.schwartz@seattle.gov.

Please note: the app will be available in the Apple Store and Google Play Store closer to the competition kick-off in mid to late May.

SAVE THE DATE
TUESDAY, MAY 07, 2019

student NIGHT

IVAR'S SALMON HOUSE / NORTH LAKE UNION

SAVE THE DATE
MONDAY, JUNE 10
EMBASSY SUITES - LYNNWOOD

ANNUAL BUSINESS MEETING

ITE WASHINGTON SECTION

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Daniel Lai, PE
Senior ITS Engineer
City of Bellevue
Bellevue, Washington

Eastern Region Student Night

Spring is when ITE Washington ramps up our student outreach efforts and we were able to extend our student outreach across the state this past month at our inaugural Eastern Region Student Industry Night. Thirty transportation-focused students from four schools (Eastern Washington University, Gonzaga University, Washington State University, and University of Idaho) met at Gonzaga University to network with industry professionals and potential employers. Presentations from the City of Spokane (Inga Note), WSDOT (Monica Harwood), City of Bellevue (Darcy Akers), Fehr and Peers (Sarah Keenan) and Jacobs Engineering (Lindsay Gilbert) also provided students with a glimpse of what to expect when entering the transportation workforce. Our presenters provided some great insights into the following topics:

- What to expect when entering the transportation profession
- Types of projects new transportation professionals may be involved with
- Types of resources available to help new transportation professionals navigate an early career in transportation
- What are valuable skillsets that will help in career development
- Potential career paths in transportation engineering and planning

Students also had the opportunity to see a traffic signal cabinet and other devices such as radar speed feedback signs and edge-lit stop signs up close thanks to our industry participants. We thank the following transportation companies and organizations that came out to support our students and share available job opportunities:

- Fehr and Peers
- WSDOT
- Mackenzie
- Whipple Consulting Engineers
- Jacobs
- WTS
- Western Systems
- TraffiCalm Systems

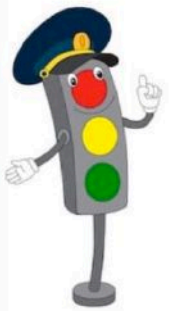
We look forward to future collaboration with Eastern Washington students and collaborating on another more outreach efforts again. There was a lot of excitement from the participating students and efforts are already underway to kick-off a strong ITE student chapter at Gonzaga University under Dr. Rhonda Young's leadership next year. To build on this excitement, ITE Washington is committed to supporting our next generation of transportation professionals. ■

Student – Industry Networking

Student – Industry Networking

Presentations from Transportation Professionals

WISE TALES



What did the traffic light say to the car!

Don't look, I'm changing!

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Sign of the Times

PHONE AHEAD!

ITE Terry Gibson Golf Classic #31

Snohomish Golf Course – Snohomish, Washington

Tuesday, June 18th, 2019, 8am Shotgun Start
$75/player ($300 team of 4)

Mark Poch and Darcy Akers – Tournament Chairs

Snohomish Golf Course will be the site of our 31st ITE Gibson Classic. Snohomish is a beautiful course that boasts tree lined fairways and large, smooth greens in a quiet, rural setting. The course has a great blend of tough holes mixed among ample birdy opportunities. The 19 course bunkers, all strategically placed near the greens, are known as some of the best in the region. A local favorite since 1967, Snohomish GC is sure to be a great setting for our 31st Classic.

Our tournament will have a shotgun start at 8am on Tuesday, June 18th, 2019, and will feature the popular "scramble" format. **Please check in no later than 7:15am.** Registration for this event will be only **$75 per person (due May 31st)**, and will include use of the range, power cart, competition prizes, raffle, drink tickets, and BBQ after the round. So be sure to be a part of our famous day of golf, food, and fun!

Check out our Online Payment! Register and pay either individually or for a team at:

https://2019-ite-terry-gibson-golf-classic.eventbrite.com. Payment by check still accepted – please mail payment and registration form to Darcy Akers (see next page from more details).

Questions? Call or email Darcy Akers (425.452.6140, dakers@bellevuewa.gov). If you are not able to pay by the date above, please make arrangements with Darcy. And remember, 2 players from each team must be ITE members (call Darcy for exceptions). Single golfers or couples are definitely welcome as we usually have a couple teams with less than 4 players that we can match you with.

Please leave yourself plenty of time to get to the course. We have unlimited use of the practice facility prior to the shotgun start, so come early, warm up, and catch up with friends and colleagues!

Mail-In Registration Form

or EventBrite: https://2019-ite-terry-gibson-golf-classic.eventbrite.com

ITE Terry Gibson Golf Classic

Snohomish Golf Course – Snohomish, WA

Tuesday, June 18th, 2019 – 8am Shotgun Start

Mark Poch and Darcy Akers – Tournament Chairs

Team Name/Firm/Agency: _____

Names & emails for you and any other players in your group:

1. _____ 3. _____

2. _____ 4. _____

$ _____ Check enclosed for myself/others ($75 per person)

$ _____ Check enclosed for entire 4 person team ($300)

Payment deadline is Friday May 31st, make check to "ITE - Washington Section"

Teams – The Executive Board has requested that 2 or more team players be ITE members and/or registered for the June Annual Mtg, call Darcy for exceptions – thanks!

Cost - $75 per person, $300 per team. Includes range balls, golf, power cart, drink tickets, prizes, and BBQ after the round.

Sponsors - We need you! Please contact Darcy Akers (dakers@bellevuewa.gov, 425.452.6140) about sponsoring this year's Gibson Classic!

Format – Popular "Scramble" format, each player hits/putts best ball from tee to green.

Awards – ITE traveling trophy to team with low score. Special hole competitions: Closest to Pin and Long Drive. "*Speed Putt Competition*" and Lots of great raffle prizes!!

Defending 2018 Champions – **Transpo**

Mail registration form/payment to:

Attn: Darcy Akers
City of Bellevue – Transportation Dept.
PO Box 90012
Bellevue, WA 98009

For more information on Snohomish Golf Course visit https://www.snohomishgolfcourse.com

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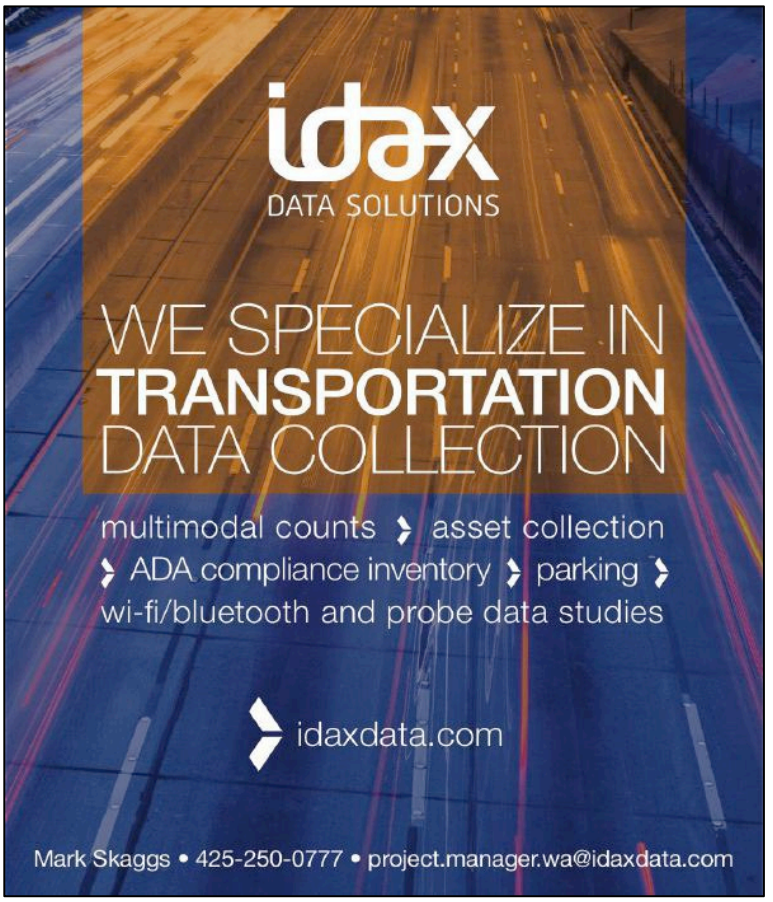
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Washington State Department of Transportation

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 exchange

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

NEW DATE: MAY 02, THURSDAY

Time: 8:30 a.m.-12:30 p.m.

Location: CenterPlace Regional Event Center,

2426 N. Discovery Place, Spokane Valley, Wash.

509.720.5200

centerplacespokanevalley.com.

Cost: FREE. Please join us - no need to RSVP

Tentative agenda: Topics (subject to change slightly) include the following, in the order to be presented. I will send the final agenda in mid-April.

- Lighting:
  - Intersection-specific light emitting diode (LED) fixtures to save energy and cost - Christopher McLaughlin, Western Regional Sales Manager, Eaton (Sacramento, California)
  - Smart/connected lighting - Erik Dague, Director of Smart Cities/LoT Partnerships, Spectrum (Denver, Colorado)
  - City of Spokane's pilot studies: How much connected lighting equipment is needed to implement lighting controls, and can existing infrastructure be used in new ways to offset the cost? - Adam Miles, Associate Traffic Engineer, City of Spokane
- WSDOT's Multimodal Forum: What is it and how can local agencies be involved? - Marshall Elizer, Assistant Secretary, WSDOT Multimodal Development and Delivery (Olympia)
- WSDOT's Active Transportation Plan: Network analysis and opportunity for input - Charlotte Claybrooke, Active Transportation Manager, WSDOT Active Transportation division (Olympia)
- Intelligent Transportation Systems (ITS) master plans and smart mobility plans:
- Introduction to ITS planning and small/medium city ITS strategic plans (featuring cities of Spokane Valley and Kirkland) - Karl Typolt, Senior ITS Engineer, Transpo (Kirkland)
  - City of Bellevue's Smart Mobility Plan - Daniel Lai, Senior Transportation Engineer, City of Bellevue
  - Spokane Regional ITS Architecture for regional ITS/Transportation Systems Management & Operations (TSMO) planning – Becky Spangle, Traffic Management & Electronics Manager, Eastern Region Traffic (Spokane)
  - US 395 North Spokane Corridor and Children of the Sun Trail: Community engagement involving WSDOT, City of Spokane, Eastern Region University, and citizens – Kathy Engle, Transportation Engineer, WSDOT Eastern Region Planning (Spokane)

Additional information: www.wsdot.wa.gov/LocalPrograms/Traffic/WTPF

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

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

Submit new postings to:

Sherief 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.

continued on next column ~

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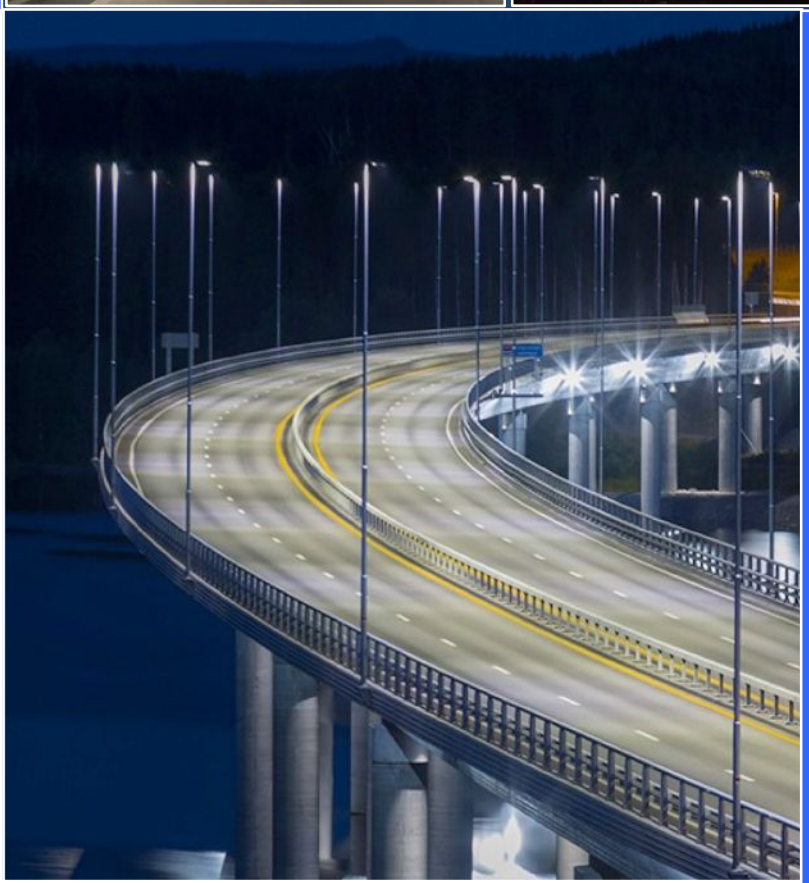

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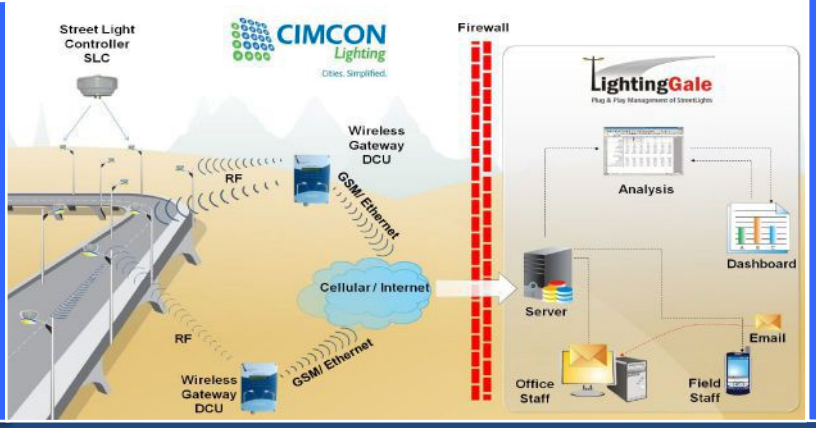

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North Cascades Highway opens on September 2, 1972

By Phil Dougherty | Posted 3/20/2015 | HistoryLink.org Essay 11044

On September 2, 1972, the final section of the North Cascades Highway (State Route 20) opens, completing a project nearly 80 years in the making. The road was originally begun in the 1890s with plans to follow a route through Cascade Pass and Stehekin, but it didn't get far. By the 1940s planners realized a more northerly route was the answer, and construction began in 1959. A rough draft of the road was finished in 1968, and it fully opened to traffic four years later. The highway stretches across Northern Washington from Skagit County to Okanogan County, and is a dazzling drive through pristine mountain scenery.

Washington Pass, North Cascades Highway (State Route 20), ca. 2000

Courtesy Lawrence Berkeley National Laboratory

Cascade Wagon Road east of Marblemount, 1921

Courtesy Washington State Department of Transportation

The Cascade Wagon Road

There was talk of building a road across the North Cascades even before Washington became a state in 1889. There was timber, gold, and other minerals locked away in the mountains, but no easy way to get to them. Additionally, increasing settlement in the region made a road across the North Cascades desirable to shorten journeys between communities in Whatcom or Skagit counties on the west and those in Okanogan County on the east.

In 1893 the Washington State Legislature appropriated $20,000 to build a road from the North Fork of the Nooksack River and Glacier Creek (near what is today the tiny hamlet of Glacier on the Mount Baker Highway) to Marcus (Stevens County), on the eastern shore of the Columbia River a few miles north of Kettle Falls. Surveyors soon concluded that the Mount Baker route was impractical. Several alternatives were considered, and by September 1895 the State Road Commission had chosen one. It led east from Marblemount (located at the conjunction of the Skagit and Cascade rivers in Skagit County) along the Cascade River to Cascade Pass, over the pass to Stehekin, then east to Twisp. It was named the Cascade Wagon Road, and work began in earnest in 1896.

Considerable progress was made on the road that year, but floods along the Cascade River the following year took much of it out. Workers east of the pass similarly struggled with flood damage to the road along the Twisp River. And steep grades on Cascade Pass's southeastern face presented a major construction challenge. Work on the road stopped in 1899, and eventually all that came of it was a nice pack trail over the pass. Its beginnings can still be seen in local roads that lead east from Marblemount and west from Twisp before dead-ending miles into the mountains.

A New Direction

During the 1920s there were efforts to resurrect the road. A group of businessmen from Skagit and Okanogan counties formed the Cascade Pass Pilgrims to bring attention back to what they hoped would now be a highway. The group staged creative promotional trips into the mountains on horseback for legislators and the media, and it worked to some extent. The legislature appropriated approximately a quarter-million dollars for construction in the mid-1920s, but this didn't go far. The Great Depression of the 1930s intervened and stopped further appropriations, and the hiatus continued through the 1940s.

In the meantime, highway promoters and dreamers had abandoned the Cascade Pass route, recognizing it would be particularly difficult and costly to build and -- between flooding and avalanches -- hard to maintain. Several other routes were considered and some surveyed, but planners -- most notably highway engineer Ike Munson (1898-1996) -- saw that the best way lay north of the proposed Cascade Pass route. This route, which Munson first surveyed in the summer of 1932, would run not through Stehekin but from Twisp to Winthrop instead, northwest through Mazama and across Washington and Rainy passes, then down Granite and Ruby creeks to the Skagit River just above Diablo Dam, and down the Skagit to Marblemount.

see 'North Cascades Highway' next page

North Cascades Highway~ continued

Portions of this route were already built. In the west a road ran from Marblemount north and east to Diablo Dam, while in the east a passable road from Okanogan to Early Winters Creek, a few miles west of Mazama, had existed for several decades.

Governor Dan Evans (right), North Cross-State Highway dedication, Rainy Pass, September 29, 1968

Courtesy Washington State Archives

Opening ceremony for North Cascades Highway (Governor Dan Evans right front), Winthrop, September 2, 1972

Courtesy Washington State Department of Transportation

A New Campaign

By the early 1950s Washington had five cross-mountain highways in the southern two-thirds of the state, and the legislature had little appetite for funding a similar project up north. But local boosters were determined. In 1953 they formed the North Cross-State Highway Association (which became the North Cascades Highway Association in 1971) and went to work. The association began a campaign similar to what the Cascade Pass Pilgrims had done in the 1920s, and it continued up to the highway's 1972 opening. Association members took newsmen and freelance writers, legislators, one governor -- Dan Evans (b. 1925) -- and others who could influence funding on carefully planned horseback trips along the proposed route through the tops of the Cascades. Most came back believers.

Many contributed in many ways to the highway's promotion and construction, but one name stands out: George Zahn (1897-1971). Zahn, a Methow orchardist and former state senator, became a passionate proponent of the highway after he took an excursion along its planned route in 1956 at the invitation of Ike Munson, who was leading the trip. Zahn's influence increased when he became a member of the State Highway Commission in 1961, and it increased more when he became its chairman. Zahn's tenure on the commission coincided with critical years that the road was under construction, and his wizardry in keeping funding flowing amazed all. In a 1972 interview with Washington Highways magazine Munson explained, "George Zahn was as responsible as any man ever was for getting the highway finished. He was continually able to get appropriations for the highway from various public sources ... he devoted his whole life to it" ("North Cascades Highway ..." p. 22).

Construction Challenges

Construction of what was then called the North Cross-State Highway began in 1959 with a 5.3-mile project from Diablo Dam to Thunder Arm, and work proceeded steadily from there. Surveyors and construction crews faced a variety of challenges. In some cases rock ledges had to be widened, sanded, and graded to be able to hold heavy construction equipment. In many places the road had to be cut through solid rock that wore out 3.5-inch power-drill bits every 50 feet. Rockslides were a constant threat, and buried two workers a week apart in 1962. Contractors installed screens around workers' cages on earth-moving equipment to try to protect them.

Avalanches were a continuing problem during the winter, and work simply couldn't be done in higher elevations during the snow season. Huge icicles that formed on waterfalls during cold snaps became heavy daggers ready to drop on workers below, and these had to be knocked down before work could continue. In the summer, yellow jackets and rattlesnakes were the threats.

Another challenge came in the early 1960s when environmentalists began pushing for a national park in the North Cascades where the highway was crossing. The North Cascades National Park became a reality in 1968, and at first some worried that its creation might derail the highway. It didn't, but special touches were incorporated into the road's construction with a nod to the environment. Dynamite charges were modified so nearby trees would not be blown down. In other areas trees were carefully cut to spotlight soaring mountains and sweeping

see 'North Cascades Highway' next page

North Cascades Highway~ continued

vistas. Concrete in some of the bridges was darkened to blend in better with the surrounding rocks.

Three Ceremonies

A rough dirt road was finished in 1968. Nearly 1,000 jubilant souls came together by four-wheel drive, motorcycle, dune buggy, and horse at Rainy Pass on September 29 to dedicate and celebrate. Politicians, including Governor Evans and U.S. Senator Warren Magnuson (1905-1989), abounded. Miss Washington Highways, Jeannine Gill, cut the ribbon at the pass, and two vehicles slowly edged toward each other. Seated on their hoods were John Pierce of Bellingham and Les Holloway (or Hollaway) of Twisp, representing west and east respectively. Eventually the two men were close enough to symbolically shake hands. A resounding huzzah rose from the crowd and echoed off the mountains.

There was a finally a road, except there really wasn't. Most cars couldn't drive it, and even jeeps could only average about 10 m.p.h. along much of it. Graders and pavers still had a lot of work to do, but Evans -- who was facing reelection that year -- assured the crowd that if he were reelected the road would be completed by the end of his next term in late 1972. He won, and it was. The total cost of construction between 1959 and 1972 was $23.9 million.

Opening day was Saturday, September 2, 1972. It was a sunny warm day in the North Cascades, perfect for dedicating the recently renamed North Cascades Highway. Work continued on the road right up to the big day, and even then a few punch-list items (such as installing warning signs and more guardrails) remained. Ceremonies kicked off that morning in Winthrop, newly remodeled with faux Old West facades on its downtown buildings, with a speech from Governor Evans followed by the obligatory ribbon-cutting ceremony. From there the governor led a caravan across the passes to Newhalem, where he spoke and participated in another ribbon cutting before gathering his charges for the final leg west. The tired troop finally reached Sedro-Woolley about 5 p.m. for the day's third and final ceremony at the high-school stadium.

Leveling the Legend

And then arose a legend, which rested on the documented fact that one of the many people at the ceremonies that day was Ted Bundy (1946-1989), who would later gain notoriety as a serial killer. (The documented killing spree that Bundy subsequently became known for began more than a year later.) Evans was again up for reelection, and Bundy had been hired by the governor's campaign team to pass out literature and buttons during the festivities. Bundy later claimed he'd been Evans's driver that day and thus had been the first to officially cross the North Cascades Highway. This legend grew and eventually became accepted by many as fact.

Evans leveled it in a 2012 interview with the Methow Grist: "He certainly wasn't driving my car ... [The driver was his regular driver, State Patrolman Bill Lathrop.] It's totally bogus. They even had him babysitting our boys. It's just absolutely nonsense. It never happened" ("It Wasn't Ted Bundy").

One or two newly modified versions of the legend persist, but today the highway is known more for what it was intended: a popular draw for tourists who want to enjoy its scenery and travelers who appreciate its shortcut through the mountains. A 40-mile stretch of the highway between Thunder Arm and Early Winters Creek routinely closes during the winter months -- typically November or December until April or May -- because of heavy snow in the higher elevations and avalanches. (There has been one winter the highway didn't close -- the infamously warm one of 1976-1977.) But when it's open it's a smooth ride with great views, and a testament to those who envisioned and built it.

Sources: JoAnn Roe, North Cascades Highway: Washington's Popular and Scenic Pass (Seattle: The Mountaineers, 1997), 49-77; Washington Highways, September 1972 "North Cascades Highway Dedication Issue," available at Washington State Department of Transportation website accessed February 22, 2015 (http://www.wsdot.wa.gov/NR/rdonlyres/8D705E08-4DA8-425B-97ED-96ACE4E4B21A/0/WashingtonHwys_Sept1972.pdf); George Boynton, "Cross-State Roads Link Up," The Bellingham Herald, September 30, 1968, p. 1; Bill Ellingson, "North Cascades Highway Opens," Ibid., September 3, 1972, p. 1; Solveig Torvik, "It Wasn't Ted Bundy," Methow Grist, August 27, 2012 (http://www.methownet.com/grist/features/highway_notbundy.html); Torvik, "80 Years to Build It," Ibid., August 29, 2012 (http://www.methownet.com/grist/features/highway_history.html); James C. Lewis, "North State Highway Joyfully Dedicated," Seattle Post-Intelligencer, September 30, 1968, p. A-1; "Ceremony to Mark Opening of North Cross-State Highway," The Seattle Times, September 27, 1968, p. 6; "New Highway," Ibid., September 30, 1968, p. B; "1895 Dream, N. Cascade Route, Comes True," Ibid., September 2, 1972, p. A-4; Jack Hauptli, "Opening of Highway Is 'Dream of 100 Years,'" Ibid., September 3, 1972, p. B-1; Hauptli, "Top Priority For New Highway," Ibid., September 4, 1972, p. A-15; "SR 20 -- North Cascades Highway -- Opening and Closing History," Washington State Department of Transportation website accessed February 25, 2015 (http://www.wsdot.wa.gov/Traffic/Passes/NorthCascades/closurehistory.htm).

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