ITE Washington Section Newsletter

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2019-2020 ITE Washington Section Kick Off Meeting

Join Us!

September 17th, 2019

11:30AM-1:00PM

Location: Salty's on Alki

1936 Ave SW

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president's message

Hello ITE Washington members, I am excited to serve ITE Washington as this year's Section President. We continue to increase member participation in our programs and committees, and I am thrilled! We welcome Jeanne Acutanza as our incoming Secretary. Jeanne was nominated by the Board, following board bylaws, as we had no nominee at the annual meeting. Jeanne will fulfil the oath of office at our September Kick-off meeting.

In the 2018-2019 year, ITE accomplished outstanding and diverse programs throughout the year with several major highlights:

- An all-day Safety conference and training with a focus on how ITE can contribute to Vision Zero
- Expansion of the ITE/IMSA conference with relocation to the Bellevue Hilton. Success was achieved despite the snowy conditions
- Increased student engagement, and outreach to Gonzaga and eastern Washington with a transportation industry student night
- Distribution of $4,000 in scholarships
- An all-day annual meeting show-casing our members contributions to the industry
- Unique networking opportunities and delivering technical meetings

In the 2019-2020 year, we will build upon our successes by increasing participation. Implementation of OneITE will continue in 2020 with an update to our charter and memberships. One ITE'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. If you haven't visited the ITE website recently, I would recommend you explore the technical resources and ITE technical communities. You can explore through on-line conversations with new ideas and others experiences on technical issues.

There are many opportunities to participate with ITE Washington throughout the year and we appreciate your attendance at our events. I look forward to seeing you at the September Kick-off at Salty's!■

Claudia Hirschey

2019-2020 ITE Washington President

board message

At our Annual ITE Washington Meeting on June 10, 2019 the office of the Secretary was vacant. We are pleased to announce that on July 9, 2019 the board of ITE Washington appointed Jeanne Acutanza to Secretary. This action is consistent with our by-laws. Jeanne will be sworn in at our annual Kick-off meeting on September 10, 2019. Jeanne will be a great asset to the Board and ITE Washington!

Jeanne Acutanza is a transportation planner and traffic engineer with over 30 years of experience in project management, facilitation and technology expertise. She looks for transportation solutions, appropriate in scale and size, that meet the needs of a range of stakeholders. She has worked on a variety of transportation projects, applying Context Sensitive Solutions applications, to convey complex technical analysis for a lay audience including managed lanes (tolling, HOV, and HOT lanes), freight, comprehensive planning, access management, and Intelligent Transportation Systems. Jeanne's panning skills are complemented by familiarity with regional and local transportation policies. Jeanne has volunteered as a member of the Transportation Commission for the City of Kirkland and in

see 'board message' next page

terry gibson golf classic

TE Terry Gibson Golf Classic

Snohomish Golf Course

Gibson Classic #31

Snohomish Golf Course – Snohomish, WA

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

Mark Poch and Darcy Akers – Tournament Chairs

Our 31st annual Classic was a huge success. Although threatening drizzle, the weather quickly turned partly cloudy with comfortable temperatures, no wind, and brief but welcome appearances by the sun. 52 of the ITE faithful played the beautifully situated Snohomish 18 in the hills east of town. We started the Classic a little earlier than usual with an 8am shotgun start, and we enjoyed the post round BBQ after 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. Just before the annual group photo, all participants were invited to the large practice putting green for our "speed" putting contest and the top three speed putters received prizes from Sea-Tac Lighting and Controls. After our group photo and announcements, we heard the phantom shotgun and began the tournament. The course was in great shape framed by large, beautiful cedar and fir trees, and benefitting from a recent thinning of some trees to allow more sun and air flow onto the course. After lunch, we enjoyed our awards banquet which kicked off with

continued page 8

board message continued

Jeanne Acutanza
Secretary
Owner, Acutanza STS
Kirkland, WA

local chapters of the Institute of Transportation Engineers (ITE), Women's Transportation Seminar (WTS) and Conference of Minority Transportation Officials (COMTO). She has supported development of transportation conferences including the 2019 COMTO Education Summit, 2016 Advanced Technologies in Transportation, 2013 Rail~volution, and the 2003 TRB HOV Conference in Seattle. She has served as a board member of Transportation Choices Coalition and the Seattle Freight Advisory Board. Jeanne holds a Bachelor of Science degree in civil engineering from Lehigh University. ■

Puzzle

	4	3	2	6				
		6						3
	8	9	1		5			
	3		6					4
4	7			1			3	8
8					4		7	
			7		6	1	8	
1						9		
				9	1	3	2	

Puzzle by websudoku.com

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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**

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.

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May/June Report

Justin Chan, EIT
ITE Scribe
Transportation Engineer
Transpo Group
Kirkland, Washington

2019 ITE Washington Student Night

May 7, 2019 – Ivar's Salmon House, Seattle

On a beautiful spring evening in Seattle, the annual May Student Night was held at Ivar's Salmon House on Lake Union. This year's event brought students and industry professionals together for a night of networking, presentations, and of course great food. Unfortunately, we were unable to have a poster board session this year in which students tackle a locally relevant problem statement, but in its place, we had several interesting presentations from students at the University of Washington's STAR Lab.

The presentations this year centered around data as it relates to the transportation industry. To kick things off, the group learned about DRIVEnet, a system being developed at UW that aggregates data from various sources across the region, from WSDOT to local agencies, and applies AI-based analysis techniques to perform traffic forecasting, monitoring, and management. This system not only provides various insights into transportation network performance metrics like travel time and reliability, but also integrates data from devices like induction loops and roadway weather stations to provide an analysis platform for the entire region.

With a good understanding of the current efforts into data aggregation and processing, the student presentations shifted toward emerging trends in data collection. We started off with the Mobile Unit for Sensing Traffic (MUST). The current version is a Raspberry Pi-based device that collects Bluetooth and Wi-Fi data to calculate performance metrics like vehicle and pedestrian travel times. The upcoming version, MUST 2, will come with additional sensing capabilities like a video camera, GPS module, and environmental sensing module to provide additional data collection capabilities like transit ridership counts and vehicle counts and classifications.

To wrap up the student presentations, the group learned about UW's efforts in video-based data collection. Static cameras, on-board cameras, and drone-mounted cameras are all being used for vehicle and pedestrian counts. In addition to these, applications such as the identification of near-miss collisions with on-board cameras, and the ability to provide parking occupancy data with static cameras are also possible.

To conclude the night was the award for the 2019 Graduate Scholarship – congratulations to UW PhD candidate and fellow UBC alum Haena Kim for her accomplishments!■

University of Washington PhD candidate Ruimin Ke presenting on his research in video-based data collection systems.

2019 ITE Washington Annual Meeting & Conference

June 10, 2019 – Embassy Suites Hotel, Lynnwood

The 2018-2019 ITE Washington Chapter year concluded with the Annual Meeting & Conference at the Embassy Suites Hotel. This year's event consisted of technical sessions that were separated into two tracks – Track 1, which focused on Operations & Safety, and Track 2, which focused on Planning & Traffic Analysis. Participants heard from speakers with a wide range of backgrounds and expertise, from state and local agencies to those from the private sector. An interesting addition to the 2019 Annual Meeting was the 3M Transportation Safety Road Show Demo Truck. Participants were able to drive in inclement weather conditions using virtual reality, see various road safety products including retroreflective signs and pavement markings, and learn about how these elements are relevant to the world of autonomous vehicles.

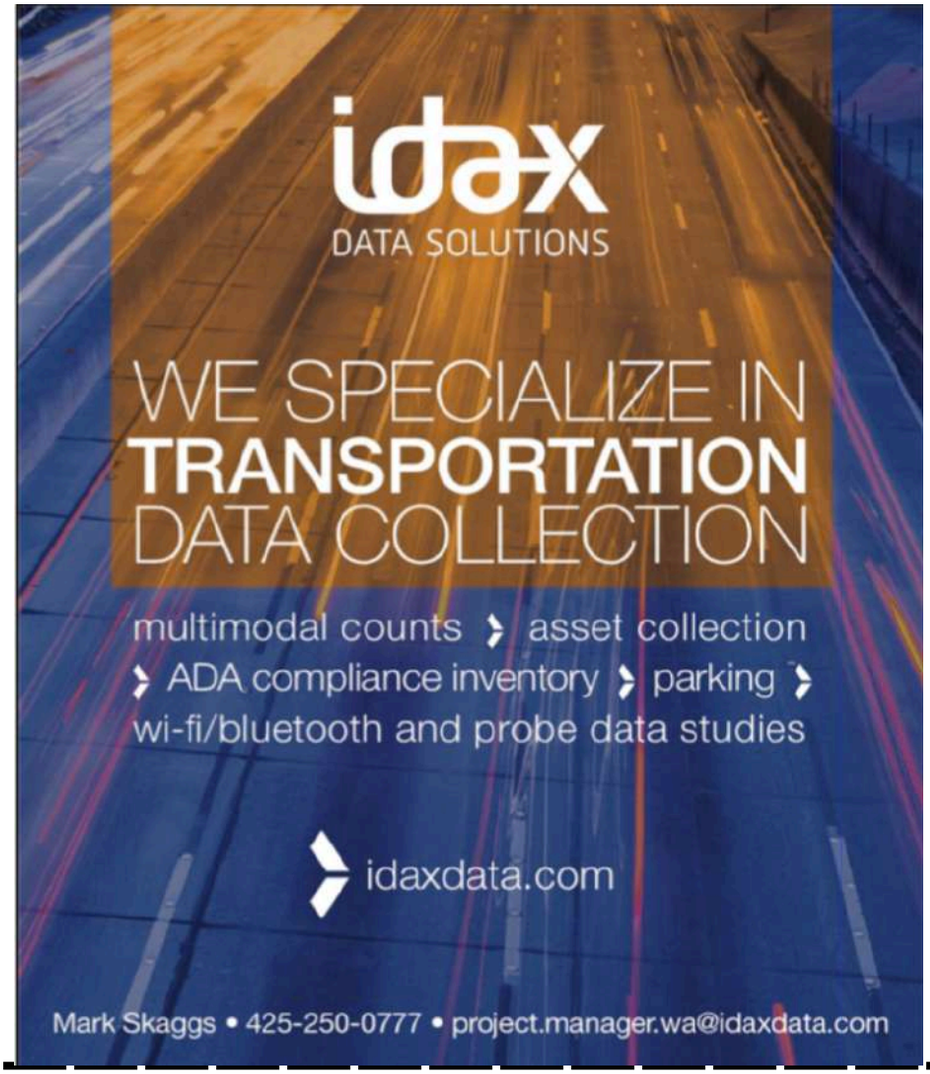
As for the technical sessions, both the Operations & Safety and the Planning & Traffic Analysis technical tracks offered great insights into what transportation practitioners across the region are currently doing as part of these efforts, as well as what they are planning for in the near- and long-term.

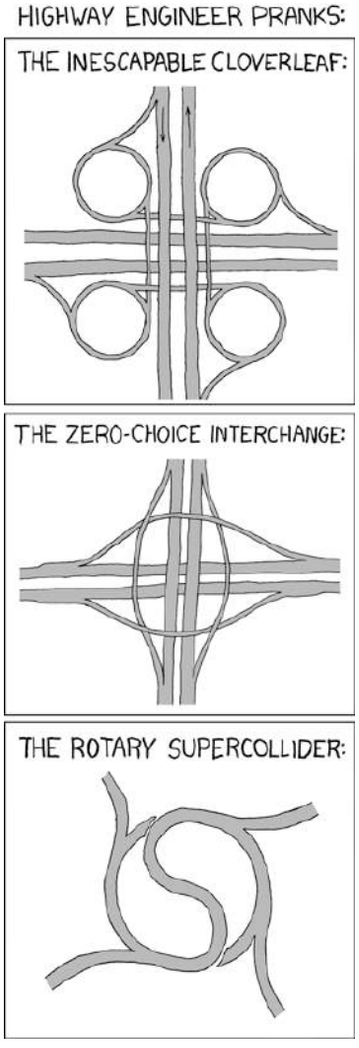
Some of the current efforts that we learned about include the development of Local Road Safety Plans, the use of innovative strategies and

see 'annual meeting' page 6

Western Systems

Innovative Transportation Solutions





2019-20 ITE Washington Section Events

Date	Subject	Location
SEPT 17	**ITE Kick off Meeting**	**Salty's Alki**
OCT	ITE Program	TBD
NOV/DEC	Networking event	TBD
JAN	ITE Annual Safety Training	TBD
FEB 10/11	ITE/IMSA Conference	Bellevue Hilton
MAR	Traffic Trivia Night	TBD
APR	ITE Program	TBD
MAY 21	Student Night	TBD
MAY 22-23	Joint ITE/Quad Conference	Sheraton Vancouver BC
JUNE	ITE Washington Annual Meeting	TBD

2019-2020 ITE WASHINGTON KICK OFF MEETING

Alaskan Way, the Sequel!

SDOT project managers Barbara Lee and Mike JOhnson will be presenting how Seattle's new waterfront is taking shape with the Alaskan Way design, traffic operations, and waterfront amenities. Learn what to expect from upcoming construction phasing.

Date: TUESDAY, September 17th

Time: 11:30 AM - 1:00 PM

Location: Salty's on Alki Beach

1936 Harbor Ave SW, Seattle, WA 98126

2019 ITE Associate Events

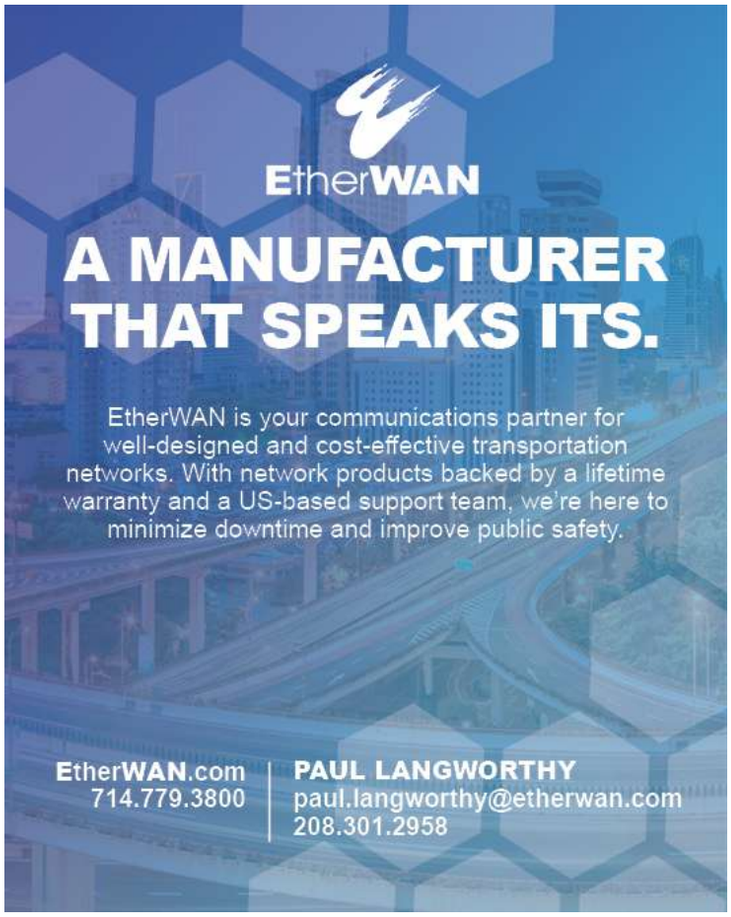
SEP 7	APWA-PWX Golf Tournament	University Place, Washington
SEP 8-11	**APWA-PWX National Conference**	Seattle, Washington
OCT 22-25	APWA-Oregon Fall Conference	Hood River, Oregon

2020 ITE Associate Events

APR 14-16	APWA Washington Spring Conference	Vancouver, Washington
AUG 9-12	ITE National Annual Meeting	New Orleans, Louisiana

ite New Orleans 20 Annual Meeting and Exhibition August 9–12

PWX PUBLIC WORKS EXPO SEATTLE



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Raffle winners (including several $50 gift cards) included Andrew Merger, Ron Desmet, Dan McKinney, Kyle Campbell, Bill Jack, Bill Campbell, Robert Nims, Jeff Thompson, Steve Winters, and Chris Johnson.

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 great day would not be possible without the help and support from our sponsors. Please thank these terrific people and companies:

IDAX Traffic Solutions – Mark Skaggs

All Traffic Data – Eric Boivin

Advance Traffic Products – Mike Singson

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SeaTac Lighting and Controls – Ed Aristo

Western Systems – Robert Nims

Zumar – Tom Brandes

Thanks everyone for another great ITE Gibson Classic – we are looking forward to our 32nd Classic next year! Until then, may the wind be at your back!!

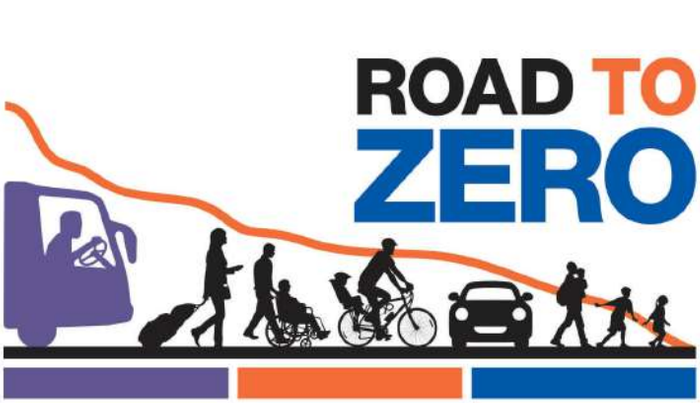
Mark Poch & Darcy Akers – ITE Golf Co-Chairs ■

Safety Corner

Gary Norris, P.E., P.T.O.E
Safety Chair

DN Traffic Consultants
Project Manager/Senior Traffic Engineer

After a very successful Safety Program during the 2018- 2019 Calendar Year, the Safety Committee is looking forward to moving ahead with the initiatives developed during the Annual Meeting. These initiatives are focused on very specific task we can undertake to advance the goals of Target Zero. We are very encouraged with the response we received and expect significant progress during the 2019-2020 calendar year. Our committee currently has four members including Caroline Brabrook, Brian Chandler, Robert Shull and Gary Norris. If you are interested in joining us and participate in this vital effort please contact one of us. ■



Experiencing the 2019 ITE International Annual Meeting and Exhibit in Austin

Peter Yu, Pullman High School

Peter Yu, second from left, with fellow ITE scholarship recipients

My name is Peter Yu. I am a high school student in Pullman, WA and a student member of ITE. I have been very excited and passionate about transportation engineering for a very long time. I am particularly interested in the design and operational aspects of highway junctions, especially alternative and innovative intersection and interchange designs. In our roadway network, intersections and interchanges tend to be the bottlenecks and cause traffic congestion, so fixing the nodes is an important task. In spring 2019, I began working with two intersection designs. My paper titled "Evaluation of an Alternative, Unique Intersection Scheme: The Continuous Turbo Intersection" was accepted for presentation at the Western ITE Meeting in June in Monterey, CA. My other paper, titled "Attributes of an Alternative, Unique Continuous Two-Way Intersection", was accepted for presentation at the ITE International conference in July in Austin. The financial support provided by the board of ITE Washington, made my trip possible. These conferences were by far the best part of my summer. Upon arriving in Austin, I immediately knew that this was going to be an excellent experience. On Sunday, after a great leadership roundtable, I indulged myself in the Welcome to Austin opening reception in the exhibit hall. I got to meet many new professionals, as well as network with many old friends. Monday was no less exciting, with the opening plenary and technical sessions making my day. Tuesday was by far the best day of the conference. I started off my day with the morning session "Generation Z: The Fortnite Evolution," where I got to hear various creative ideas and thoughts from a panel of kids, aged 10-14. The kids gave many insightful visions of what transportation may look like in the future, ranging from autonomous vehicles to safety concerns that should be addressed and carefully thought of. This was by far one of the most enjoyable sessions during the entire meeting. During the Power Plenary Session, I heard numerous insightful ideas about what the future of transportation should look like from a panel of experts, including Mr. Roger Millar, WSDOT's Secretary of Transportation. Mr. Millar and several others discussed crucial topics on maximizing overall mobility in urban areas and emphasized the importance of focusing on every mode of transportation as a whole, not just moving vehicles. For instance, building more highways or widening existing ones may not be effective; instead, technological innovations should be utilized to alleviate congestion. Afterwards, I got to meet Mr. Millar. After a refreshing lunch break and another enjoyable technical session, it was finally time for me to present in a session detailing alternative intersection designs and their implementations. I presented my paper in front of an enthusiastic audience, which was an intriguing experience for me. I also heard many useful and informative things from the other presenters, which would really help me with my future work in intersection design. Following the session, the reception at Maggie Mae's gave a lot of relaxation and refreshment; I also got to network more with many individuals. Wednesday was the final day of the conference, which, I wish, would last longer. ITE puts on excellent and increasingly good annual meetings that offer superb technical sessions and truly remarkable opportunities for networking. I would not be at where I am now without ITE and the excellent support and encouragement from its members, and I really look forward to the change in the organization and what ITE has to offer in the coming years. I would really like to thank Randy McCourt, ITE International President for connecting me to Washington State ITE; Daniel Lai, past-president of ITE Washington, who was my mentor at the Western ITE conference and generously allowed me to shadow him during the meeting. I truly appreciate Washington State ITE's generous financial support at the ITE International conference. Again, this was an awesome experience! I can't wait to see what next year's Western ITE conference in Honolulu and International conference in New Orleans have to offer! ■

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technologies like transit signal priority and adaptive signal control to improve operations, and approaches to setting speed limits to improve safety. With the Local Road Safety Plans, public and private sector representatives discussed the importance of these plans in identifying safety projects for spot locations and systemic issues and the need for these in securing federal funding. With signal operations and strategies, we learned about interagency efforts, challenges, and lessons learned in deploying complex systems and technologies like transit signal priority and adaptive signal control. With speed limits, we heard from the local, state, and national perspectives regarding recent applications and experiences, industry standards, and best practices in setting safe and effective speed limits.

Some of the longer-term planning-level efforts that we learned about include performance monitoring and a panel discussion on technology and innovations. With performance monitoring, we learned about WSDOT's recent experiences with the SR 99 tunnel and challenges associated with collecting data from various sources for the baseline condition, tunnel-opening, pre-tolling, and post-tolling timeframes. We also learned about the various tools that consultants and local agencies have been using, including third-party software platforms to collect data ranging from demographics, land use, accessibility, and transportation performance. With the panel discussion on technology and innovations, we heard from traffic engineers with the cities of Bellevue, Seattle, and Tacoma. Each city faces their own set of challenges and as such, were able to provided unique insights into the current state of their transportation networks and their envisioned pathways for the future with regard to the deployment of traditional ITS technologies like traffic cameras and fiber optic communications, as well as emerging technologies like shared-use mobility, public-private partnerships, connected/autonomous vehicles, and data sharing and integration.

As members enjoyed their lunch, the Annual Membership Meeting took place. Here, participants got a chance to reminisce with Immediate Past President Daniel Lai about the past year, including large-scale events like the Annual ITE/IMSA Conference, and this year's accomplishments like the increase in student engagement, both locally in the Puget Sound area, as well as the increasing collaboration with the Eastern Washington region. Following that, members learned about some upcoming changes to the ITE organizational structure, courtesy of the ITE Western District President Neelam Dorman. As part of the One ITE Initiative, the Mountain District will be established, while the Western District will consist of the WA, OR, CA, AK, and HI states, effective January 1, 2020. To conclude the Membership Meeting, the new ITE WA officers were sworn in, and the annual Outstanding Service Award and Outstanding Young Professional Award were handed out – congratulations to Ed Aristo and Sarah Keenan for their achievements!

Awards

Outstanding Young Professional Award

This year's Outstanding Young Professional Award honors Sarah Keenan (Fehr and Peers) for her contribution to the ITE Washington State Section. Sarah has been actively involved in ITE since 2017. Sarah serves as a co-chair on the Student Initiatives committee which supports student ITE initiatives across the state. In the last two years, Sarah has helped to develop monthly programs that encourage student participation, expand student outreach across the state, and champion ITE's greater Seattle area Student Night. We thank Sarah for her role in shaping student participation in the transportation

Outstanding Service Award

This year's Outstanding Service Award honors Ed Aristo (Seatac Lighting) for his steadfast contribution to ITE Washington. Ed has served as the ITE Newsletter Chair where he brings fresh ideas and creativeness to the articles and technical contents that are shared through each regular publication. Ed's role as a the ITE Newsletter Chair also helped ITE gain national recognition where ITE Washington was awarded with the "Best ITE Newsletter" award. Additionally, Ed serves the Chapter's annual ITE-IMSA committee and provides vendor coordination support to ensure that all the needs of the conference exhibition are met and the conference is executed successfully. We are grateful for the multiple facets in which Ed serves ITE Washington and are honored to recognize Ed with this year's Outstanding Service award.

A 23-YEAR PERSPECTIVE ON BRINGING TRUE HIGH-SPEED RAIL TO NORTH AMERICA INCLUDING THE CASCADIA MEGAREGION

David Schwegel, P.E.

Back in 1996 while an undergraduate Civil Engineering student at Cal Poly, San Luis Obispo, I prepared a report called High-Speed Trains: Bridging the Time Gaps in Intercity Transportation. This 269-page report focused on: (1) overseas developments, (2) plans for North America, and (3) feasibility for the Cascadia Megaregion (Eugene OR to Vancouver BC, Seattle to Spokane WA). Back then, plans were underway for an intra-European High-Speed Rail (HSR) network, North America was getting ready to move forward with Acela Express, and airport congestion and an incomplete transportation system in Seattle were among the drivers for bringing HSR to Cascadia. At that time, Seattle was the West Coast's only major population center without a regional passenger rail system due to the high costs and innovative engineering solutions needed to address the region's steep hills, large water bodies, and narrow transportation rights-of-ways.

CA HSR passes at 220 mph beneath a roadway in rural Kings County near Corcoran. (Photo Credit: California High-Speed Rail Authority, June

The "Dark Horse" in the Overseas HSR Race

China's Magnetic Levitation System (MagLev) between Pudong International Airport and Shanghai made the front cover of Civil Engineering Magazine in 2004. HSR Systems carrying passengers between Downtown Beijing and the Soccer venues made mainstream media with the 2008 Olympics. By 2012, China had "more miles of HSR than the rest of the world combined".

A Strong HSR Candidate within an Indebted Latin American Nation

In the 1990's, despite Brazil's severe indebtedness, overseas investors saw strong potential for HSR between Rio de Janeiro and Sao Paulo. They exclaimed, "If there's a market in the world for HSR, that's it!"

Australia's Failure to Move Forward with HSR

Australians regret the non-implementation of HSR between Sydney and Canberra two decades ago in their current predicament of dwindling oil reserves.

Mobility, Energy Security, and Beyond

By the mid 1990's, Seattle's lack of a regionwide passenger rail system stood in stark contrast to Vancouver's Skytrain System to the north and Portland's MAX System to the south. Seattle/Tacoma International Airport (SEA) was experiencing passenger volumes not expected until 2020. Among the considered congestion relief solutions was an international terminal at Moses Lake 170 miles east joined to SEA via MagLev. Yet the slow implementation, high costs, and uncertainties of MagLev prompted planners to implement the more local runway addition and terminal expansion option. Back then, more messaging on how a complete transportation system could eliminate such a need www.ushsr.com/completesystem.html would have helped. Many airports such as San Francisco (SFO) and San Diego (SAN) have no room for additional runways.

The Arab Oil Embargo of the early 1970's threatened tourism, "the very lifeblood of Las Vegas" similar to what Australia is facing now.

Climate Solution

At the turn of the century, while in a "dead heat" presidential race with George W. Bush, Al Gore released his documentary An Inconvenient Truth calling for immediate climate solutions. HSR quickly emerged among the leading solutions.

Economic Stimulation

In February 2019, California Governor Gavin Newsom appointed his Chief Economic Advisor Lenny Mendonca to Chair the California High-Speed Rail Board while Former Chair Dan Richard went on to Chair the US High-Speed Rail Association's Advisory Board. Chair Mendonca and Greater Sacramento Economic Council (GSEC) CEO Barry Broome underscore the need to bring technology to California's inland valley. Specifically, GSEC's ongoing initiative is getting Silicon Valley technology firms to "expand their runways" into the valley to achieve a more favorable jobs-to-workforce balance. HSR

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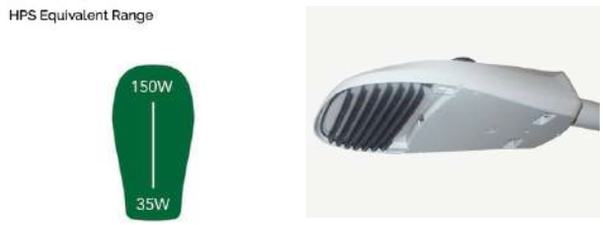

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- -40°C to 40°C operating range
- IP66 rated optics
- L90, 60,000 hours at 40°C
- 3G vibration rated
- Wireless lighting controls, photocells, and sensors available

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would be the vehicle to facilitate such an initiative.

The "Pergola" Arch takes shape on the CA HSR Trackway across the San Joaquin River at the Madera/Fresno County Line. (Photo Credit: California High-Speed Rail Authority, July 18, 2019)

Irony in the Capital City of the World's 5th Largest Economy

While Sacramento boasts the California State Railroad Museum, the nation's largest urban infill project (Sacramento Railyards next to California's 2nd busiest Amtrak station), a rich railroading history, two back-to-back mayors and HSR champions (Kevin Johnson and Darrell Steinberg), the highest population growth rate among California's 10 largest cities, and enthusiastic stakeholders along a flat and open corridor to Merced; Sacramento ended up "rock bottom priority" on the statewide HSR project. During an interview by Studio Sacramento in August 2015, Broome explained that Sacramento over the years had "grown too comfortable as a government town" and San Francisco's economic prosperity would not automatically gravitate toward the region from 85 miles away. While the 2018 Brookings Institution Report on Sacramento's Economy identified the intersection of food, agriculture, and technology as the "sweet spot" for economic prosperity, this concept has valley-wide implications.

Some Potential New Players in the True HSR Business in the Pacific Southwest

Altamont Corridor Express (ACE) has aspirations for at least implementing Acela-type service along the Merced to Sacramento and Stockton to San Jose corridors. Brightline/Virgin just took over the SoCal to Las Vegas HSR project. The successful passage of a $100 billion transportation package in the Bay Area, currently under development, would fund, among other congestion relief implications, a second "Transbay" crossing for a one-seat ride on Acela-type service between San Francisco and Sacramento on Amtrak's Capitol Corridor. While Acela falls short of international definitions of True HSR, more funding and political will would encourage decision makers to "make the leap".

Turn of the Century Challenges for Addressing Mobility in the Seattle Region

By the turn of the century, Seattle's traffic congestion grew to among the worst in the nation while the region's quality of life plunged from the very top to the bottom half of Money Magazine's list of most desired places to live. Through their approval of Initiative 695 in 2000, Washingtonians demanded a more efficient use of taxpayer dollars and a "lock box" on transportation funds. Through their rejection of Referendum 51 two years later, Washingtonians expressed concerns over "induced travel demand", unsafe cycling conditions, and the geographic imbalance of taxation and benefits of such a "roadway-heavy" option.

The Victory of the Complete System Solution in the Cascadia Megaregion

Sound Transit Commuters pack the elegant Westlake Station within the King County Metro Transit Tunnel in Downtown Seattle. (Photo Credit: David Schwegel, February 6, 2019)

Seattle has been building toward a complete transportation system with the debut of King County Metro's Transit Tunnel in the early 1990's. Sound Transit's Sounder Commuter rail service debuted at the turn of the century. This was followed by the implementation of Link Light Rail service between SEA and Downtown a few years later. The ongoing implementation of this multi-modal approach was instrumental to Seattle's strong economic and population growth. In 2016, Seattle-area voters were sufficiently enamored by such an approach that they approved a $54 billion measure to construct the next phase of Link Light Rail across Lake Washington, north to Lynnwood, and south to Federal Way as part of an overall 100-plus-mile Link Light Rail system. The next bold initiative is a Cascadia

ITE Talks Transportation is a collaboration between ITE and Bernie Wagenblast, founder and editor of the Transportation Communication Newsletter and host of Transportation Radio. Each month, a new podcast features a thought leader within the transportation industry. In keeping with #transportationtuesday, a new episode will be available the 4th Tuesday of every month.

Managing Mobility with Roger Millar, WSDOT Secretary

Mobility as a Service Series: Sam Zimbabwe, Director, Seattle DOT

Improving Access to Healthy and Sustainable

HSR System to tie together Seattle's technology with Portland and Vancouver's urban design innovations as called for in the Pacific NW HSR Study www.ushsr.com/events/seattle2019.html.

What California can Learn from Sound Transit

Sound Transit's Link Light Rail is by far the most convenient way to get from SeaTac (SEA) Airport to Downtown Seattle, especially in the snow. (Photo Credit: David Schwegel, February 6, 2019)

Let taxpayers experience convenient and cost effective "small scale" transportation solutions before requesting more funds. Californians' perceptions of cost escalation, schedule elongation, and creative change order composition caused them to pick housing, education, and healthcare over HSR in the allocation of the $24 billion surplus in Governor Newsom's prioritization poll shortly before his inauguration. One potential "small scale" solution would be expediting Caltrain Electrification between San Jose's Diridon Station and San Francisco's Salesforce Transit Center.

What the Pacific Southwest can Learn from the Cascadia HSR Advocacy Effort

Cascadia HSR advocates focus on what bringing Seattle and Vancouver BC closer means for "cross border collaboration" to address "real world challenges" like cancer research. Pacific Southwest HSR advocates should focus on what bringing California's major population centers closer means for expediting a statewide intersection of food, agriculture, and technology to address food insecurity worldwide. Tying Los Angeles, Las Vegas, and Phoenix together fosters stronger collaboration on topics such as sports, entertainment, water allocation, and legislation (overcoming Phoenix's current anti-Light Rail expansion initiative using best practices from California's successful No Prop 6 campaign). Tying San Diego, California, USA and Tijuana, Mexico (currently the world's busiest land border crossing) closer together fosters innovative ideas on technology and agriculture labor productivity (many of California's Central Valley farmers currently of Mexican descent).

Tying the West Coast Together with HSR

Once the southwest system reaches north to Redding, California and the Cascadia system reaches south to Eugene, Oregon, the next step would be a 315-mile HSR connection over mountainous terrain applying best practices from California's mountainous Palmdale to Burbank section – regarded by many as the "engineering and public relations challenge of the century".

The Intersection of Technology and Mobility at the Cascadia Rail Summit

Transportation Planners and Engineers wanting to learn more about the economic and mobility successes within the Cascadia Megaregion; and the unification of Oregon, Washington, British Columbia, technology companies, and high-level elected officials such as Canadian Prime Minister Justin Trudeau behind the effort to make Cascadia HSR a reality, are encouraged to check out the Cascadia Rail Summit

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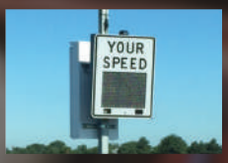

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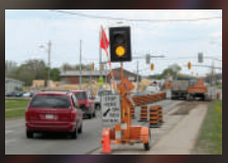

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Washington Transportation Professionals

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.

Fall 2019 peer exchange

WSDOT is looking for a location in Western Washington to hold this peer exchange, and are also looking for ideas for topics and presenters. Please let them know if you have ideas. This free event will be held in person and will also be available by a free, live webinar to allow an exchange of ideas across Washington.

Contact: City Safefty & 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

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www.ushsr.com/events/seattle2019.html, taking place November 6 to 8 on the Microsoft Campus in Redmond, Washington, USA.

David Schwegel, P.E. has written over 100 articles on the California High-Speed Rail Project in his role as Co-Newsletter Editor for the Southern California Section of ITE. While at Precision Civil Engineering in Fresno, CA, USA, he served on the Regional Consulting Team on the Merced to Sacramento Section. While at Arcadis in Selma, CA, USA, he served as Change Order Manager along a 65-mile stretch of the Project between Fresno and the Kern County Line. Most recently, he has testified before the California High-Speed Rail Board on the importance of Industry Engagement among Consultants. David is a member of ITE.