ITE Washington Section Newsletter

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Save the Date

2023 ITE WA Safety Conference

Tuesday November 14th, 2023

This conference will also host a short break "poster session". Did you present a poster at ITE International and was it related to safety. Please consider bringing the poster to the ITE WA safety conference on Nov 14th. Where we can display and will have time to share. If interested, please contact Jeanne Acutanza at Jeanne.Acutanza@WSP.com by Nov 1st.

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AVAILABLE ADVERTISEMENT SPACE

Interested in supporting ITE WA and the scholarships we fund? See contact details on page 10

Call for Abstracts

Interested in presenting at the highly attended ITE/IMSA joint conference?

See submission details on page 14

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Hello members,

I hope you all had a great summer and had an opportunity to enjoy the always beautiful Washington weather. We are excited to kick-off our 2023-2024 ITE program and have many exciting conferences, monthly lunches, and social events planned for this year. As our board has interacted with the Western District and as I have spoken with board members in other sections, it has become obvious to me that the Washington section is setting a high bar in terms of the quality and quantity of opportunities provided to our membership. We should all be proud of our section and the results we enjoy from hundreds of hours of volunteer work performed by our committees. Our program includes several events where we will be collaborating with other transportation focused entities and organizations. These include:

The PACTRANS conference on October 13th. ITE is sponsored a panel at the conference, hope you enjoyed it.

On November 14th, we will be holding our annual Safety Conference. Our Safety Committee continues to thrive and has planned another amazing event focused on topics that are relevant and timely to Washington. Following this event, we encourage you to attend the ACES Future of Transportation event.

Our annual ITE/IMSA conference will be held on February 12-13. Our conference committee has been reinvigorated by new volunteers with some great ideas to make this conference great. We continue to partner with IMSA for this event and are working on expanding the conference to include some training events on Monday. Look for more information in the newsletter including a call for presentations and vendor registration information.

More information on each of these events can be found in the following pages. These are great opportunities to network with colleagues and learn new skills. I look forward to seeing you there!■

Ryan Peterson
2023 ITE Washington President

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2023 ITE Washington Fall Section Events

Date	Subject	Location
NOV 14	ITE WA Safety Conference	Renton
NOV 14	ACES Safety Event	Bellevue
DEC	Technical Training	TBD
FEB 12-13	ITE/IMSA	Bellevue

Save the Date

The ITE Washington State Section is excited to host the annual Safety Conference on Tuesday November 14, 2023. This year's all-day conference will focus on Effective Safety Solutions and features speakers from a variety of different agencies and companies. More information to come!

This conference will be a *hybrid event* held both in-person at the Renton Community Center and offered virtually. Food will be provided for in-person attendees.

When: Tuesday November 14, 2023
9AM to 4PM

Where: Renton Community Center
1715 SE Maple Valley Hwy, Renton

Registration Opening Soon!

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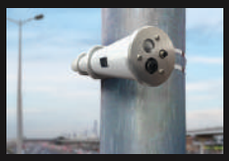

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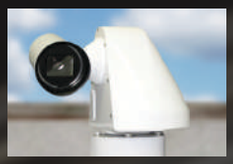

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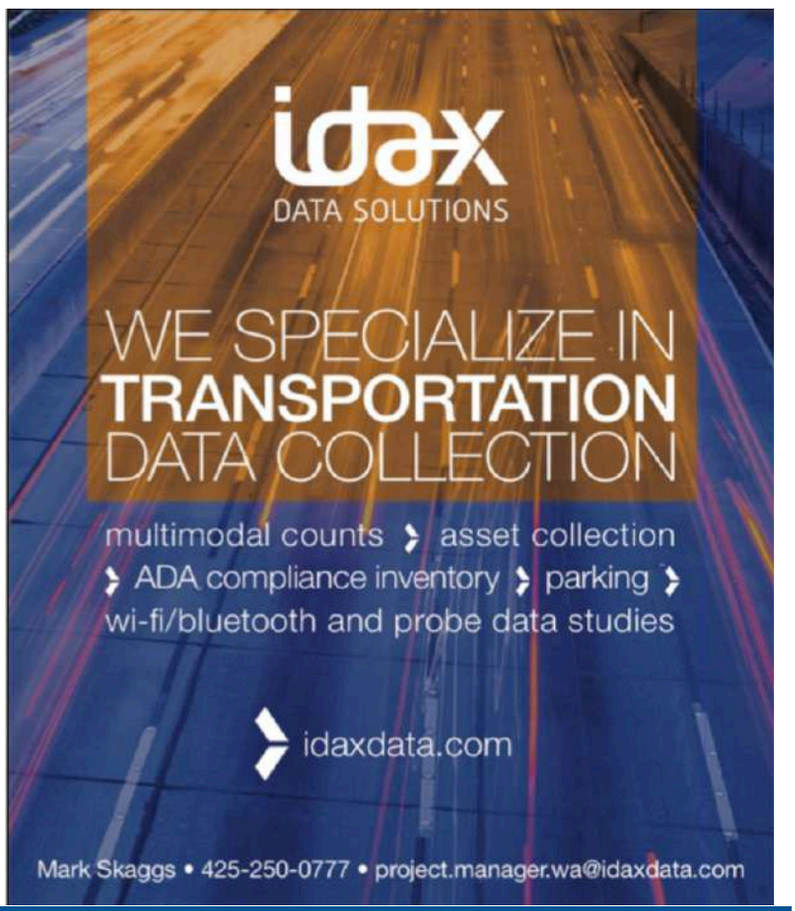

2023-2024 Kick Off Meeting

September 19th, 2023

By Santiago Morano

The 2023 - 2024 ITE Kick-off Meeting was held on September 19th, 2023 at Anthony's Pier 66 in downtown Seattle. The meeting was well-attended by a variety of people in the industry. Ryan Peterson, ITE President, kicked off the meeting by sharing the current ITE WA organizational chart and encouraging interested volunteers to reach out. He then provided an overview of some upcoming events, which include:

- October 13th – PacTrans Conference, where ITE sponsored a panel.
- Month of October – Student chapter kick-off meetings.
- November 14th – Safety Conference.
- Month of December – A potential technical training. Details TBD.

Ryan Avery, a researcher with the University of Washington and interim Washington State Transportation Center (TRAC) Director, presented his research on **Transit Rider Insights Gleaned from ORCA Fare Card Data**. ORCA is the unified transit fare pass used in the Puget-Sound region. The project aims to use the data collected by the ORCA card to help agencies improve transit planning within the region. The project has received funding from agencies, including King County Metro, and is envisioned to provide a dashboard that shows where users are coming from and where they are traveling to. The data used for this project was collected from January 2019 to June 2023 and amounts to over 320 million ORCA transactions and 780 million agency Automatic Vehicle Location (AVL) records. What is significant about this data is that it allows for identification of riders, enabling frequency of travel analysis.

Ryan presented several graphs showing how ridership has fluctuated over the four-year time frame. It is very clear that COVID-19 has had a major effect on transit and that it still hasn't fully recovered. However, data shows that ridership is slowly recovering albeit the way that transit is used is shifting/different from what it was pre-COVID. For example, light rail and ferry ridership fared the best while Sounder commuter rail showed the least recovery. BRT ridership also increased at the end, possibly due to the opening of the RapidRide H line. It was also observed that business ridership accounted for twice as much as non-business users pre-COVID. After social distancing restrictions lifted, business and non-business riderdship had similar numbers until fall 2021, at which point we start to notice a bumpi business trips, likely due to UW students returning to class, and the next increase can be seen in the fall of 2022 as return-to-office policies started to be implemented. Nevertheless, ridership in general is still at half of what it used to be. Data shows that users who ride transit 1-2 trips per week are now nearly the same as pre-COVID, but more frequent travel is still elusive. This could be related to the decrease of weekday commuters which can also be seen on the last graph shared, which shows that the gap in ridership between weekdays and weekends is significantly smaller than it used to be before 2020. ■

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ITE Newsletter Editor
Elena Bertolucci
Spec Sales
Sea-Tac Lighting & Controls
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Articles must be received by the third Thursday of the month to be considered for publishing in the next issue.

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Please enjoy this article originally published in the APA WA newsletter:

Safety Takes Center Stage: Insights from the PSRC Regional Safety Summit

By Riya Debnath, RSP1
Senior Consultant, Transportation Planner, WSP Global Inc., Seattle

On June 29th, the Seattle Convention Center was abuzz with energy and anticipation. Delegates from across the region had gathered for the inaugural Puget Sound Regional Council (PSRC) Regional Safety Summit. Hopefully, this groundbreaking summit was the first of many. It provided a platform for diverse voices to converge, all committed to one urgent, shared goal: improving transportation safety to achieve zero fatalities and serious injuries. The event united elected officials, transportation experts, engaged citizens, and stakeholders, marking a pivotal point in the history of regional safety.

Before delving into the summit proceedings, it is essential to understand the historical context that underscores its significance. The National Roadway Safety Strategy (NRSS), rooted in global best practices, has laid the foundation for an all-inclusive approach to road safety. Its guiding principle, the Safe Systems Approach, emphasizes the shared responsibility of everyone involved in the system, including road users, policymakers, planners, and vehicle manufacturers. The NRSS vision prioritizes safety and seeks to transform transportation networks to be more forgiving of human error. This historical context magnifies the importance of summits such as the PSRC's, which play a crucial role in bringing the NRSS vision to life.

PSRC Executive Director Josh Brown marked the summit's commencement, and King County Councilmember Claudia Balducci welcomed the participants. Following this, Scott Goldstein, Deputy Assistant Secretary for Transportation Policy at the U.S. Department of Transportation, provided an overview of the Safe Systems Approach, elucidating federal priorities and initiatives. The morning segment was enriched by the insights of national experts, including Leah

Shahum, Founder and Director of Vision Zero Network, Jim Hemphill, Senior Program Manager III at the National Safety Council, and Alex Schoening, Regional Program Manager at the National Highway Traffic Safety Administration. A subsequent panel discussion and Q&A session, moderated by Kent Mayor and PSRC Transportation Policy Board Chair Dana Ralph, offered a deeper understanding of how local governments and the PSRC could advance shared safety goals collaboratively. Over lunch, attendees were presented with critical state and regional road safety data and equity trends. John Milton, State Safety Engineer at the Washington State Department of Transportation, and Craig Helmann, PSRC Director of Data, used this opportunity to spotlight the current scenario and future trends. The afternoon was marked by interactive breakout sessions on 'Safer Streets' and 'Safer People,' facilitating a vigorous exchange of ideas and insights to further safety planning and implementation at regional and local levels. The day concluded with remarks that summarized the fruitful discussions and outlined the next steps in this ongoing endeavor. The inaugural PSRC Regional Safety Summit represents a significant milestone toward developing a comprehensive, data-driven Regional Safety Plan. The summit's interactive discussions and shared insights will be fundamental in shaping this plan, guided by the principles of the Safe Systems Approach. As we progress, the commitment and collaboration demonstrated at this summit will transform dialogue into real-world actions, propelling us closer to our ultimate goal of zero fatalities and serious injuries on our region's roads. While developing this article, I was privileged to interview several key

continued page 5

participants at the summit. These included King County Councilmember Claudia Balducci, Franz Loewenherz, Mobility Planning and Solutions Manager from the City of Bellevue, and Shawn Phelps, Senior Transportation Planner at Pierce County Planning and Public Works. Their insights and perspectives deepen our understanding of the issues and underscore the collective resolve to advance regional safety.

Interview with King County Councilmember Claudia Balducci

King County Councilmember Claudia Balducci is an influential figure in regional planning, with a notable focus on transportation, affordable housing, and environmental causes. A former Mayor of Bellevue and currently a council member, Balducci has continuously championed pivotal regional projects, advocating for improved transportation infrastructure, championing affordable housing initiatives, and passionately working towards open space preservation. Recognized as "Elected Official of the Year" and the Transportation Executive of the Year, her contributions have significantly shaped the region's growth and development.

Please briefly share your primary takeaways from the PSRC Safety Summit and how they align with King County's ongoing Transportation Safety efforts.

Driving attention towards incorporating safety measures into our transportation system, using our regional leverage and influence, has been a fervent passion of mine for several years. We unanimously agreed to prioritize safety when we adopted the Regional Transportation Plan. Now, we're progressing towards a regional safety plan, with this summit marking the first step in engaging the public in this plan's creation.

Considering King County's unique mix of urban and rural areas, what are the distinct challenges and strategies when implementing these safety measures, especially in the rural areas of King County?

Each community will face unique challenges due to varying land uses, densities, and roadway types. We're currently exploring ways to incorporate safety measures into our rural roads. The King County Roads Division successfully applied for and received one of the planning grants under the new federal program. This will allow us to examine how we can enhance safety on rural roads.

The county has recently secured an $800,000 grant for a safety action plan targeting these unincorporated areas. How will this plan complement PSRC's broader safety initiatives, and what specific outcomes are you hoping to achieve?

I hope for the regional policy that we've adopted and the regional efforts underway to assist individual jurisdictions in acquiring the resources they need for their studies, developing their plans, and eventually gaining access to more substantial funding for implementing these plans.

Considering all these jurisdictions here have porous boundaries, and community input is a valuable part of such planning strategy, what role do you see for citizen engagement and public feedback in shaping these safety strategies and initiatives?

We have multiple strategies to engage the public, and our work already reflects public demand. The challenge lies in the implementation. If we design a roadway system that deliberately promotes slower speeds, given our knowledge that speed kills, how do we involve the communities surrounding or use this road to ensure that we gain their support? It's crucial that they understand and endorse the trade-offs involved.

Any final words for aspiring planners or safety enthusiasts?

continued next page

Yes. I want to encourage people coming up in this industry to understand and have confidence that they can make a difference. Over the years, I've noticed from a policy standpoint that sometimes planners or engineers felt they couldn't make a difference, that their job was merely to interpret the standards, comprehend them, and apply them. However, they play a crucial role in considering both the technical and policy elements of solutions that could potentially save lives.

Interview with Franz Loewenherz, Mobility Planning and Solutions Manager, City of Bellevue

Franz Loewenherz is the Mobility Planning and Solutions Manager for the City of Bellevue, where he drives strategic transportation policy development, advocates for road safety, and fosters innovative technology partnerships. His work involves aligning stakeholders, from elected officials to community groups, around crucial transportation and infrastructure decisions.

What were your main insights from the PSRC's inaugural Safety Summit?

The PSRC's inaugural Regional Safety Summit was a momentous event. It was inspiring to have local, regional, state, and national agency staff conversing and aligning around the Safe System approach and focusing on the ambitious goal of achieving zero traffic fatalities and serious injuries. The summit fostered a shared sense of commitment and determination that will accelerate progress towards safer roadways for everyone.

How is Bellevue currently addressing safety and incorporating the objectives of the National Roadway Safety Strategy (NRSS) in its transportation planning?

Aligning with the National Roadway Safety Strategy (NRSS), our transportation safety efforts in Bellevue are guided by our local Safe System strategies, including our Vision Zero initiative. Our approach is outcome-focused, data-informed, and community-engaged. We actively examine crash and speed data and engage with our community to gain a nuanced understanding of road safety issues. We conduct thorough road safety assessments and walking audits with community members to identify areas of concern. For example, our recent implementation of leading pedestrian intervals (LPIs) resulted in a 42% reduction in vehicle-pedestrian conflicts, prompting further use. This continuous process of implementing, evaluating, and refining safety measures ensures effective solutions to root-cause problems and aligns with our goal of zero roadway deaths and serious injuries.

Given the local safety efforts, such as the City of Bellevue's Vision Zero plan, how can the regional context provided by the Safety Summit aid Bellevue in enhancing these initiatives?

The regional context that the Safety Summit provides benefits our local efforts in Bellevue. When we develop our annual Vision Zero action plans in Bellevue, including the build-out of safe bicycle lanes, bus rapid transit corridors, and speed management strategies, we must align these projects and strategies with our neighbors' work. This is because Bellevue's activities are part of an interconnected system. This same commitment – to collaborate with others in design-thinking holistic solutions – was evident among summit attendees who are intent on learning and sharing with other practitioners so that we might collectively advance our Safe System practices.

What role do you see for citizen engagement and public feedback in shaping Bellevue's safety strategies and initiatives?

Community engagement is essential in Bellevue's Safe System planning. The 2020 Vision Zero Strategic Plan was developed with significant public input from a Vision Zero Summit and an online platform. We continue these consultations annually to refine our safety strategies. To ensure inclusivity, we provide translation services at events and online. We also incorporate public perspectives in projects like Bike Bellevue and during walking audits. This ongoing community engagement shapes Bellevue's

continued next page

safety strategies and helps us continually hone our commitment to Vision Zero.

Looking ahead, what are the most significant challenges and opportunities in improving transportation safety in Bellevue?

Our focus is on safe mobility for vulnerable road users, who account for 51% of serious crashes despite being involved in only 5% of all incidents. With increased pedestrian and cyclist activity projected in Downtown, Wilburton, Bel-Red, and Crossroads due to population and job growth, we prioritize safety solutions in these areas. We're combining proven methods like separated bike lanes and signal modifications with innovative digital technologies for enhanced safety. By integrating real-time analytics and smart signaling, we aim to transform Bellevue into a safer place for all road users.

Interview with Shawn Phelps, Senior Transportation Planner, Pierce County Planning and Public Works Shawn Phelps is an accomplished Senior Transportation Planner with Pierce County Planning and Public Works.

With over three decades of experience in the field, Shawn has dedicated his career to improving transportation in Pierce County, contributing significantly to planning, public works, and community enhancement.

To start our conversation, could you share your key takeaways from the PSRC's inaugural Regional Safety Summit?

It was an enlightening experience. The diverse array of speakers presented on various safety topics, including Vision Zero plans from cities like Philadelphia and North Carolina, provided insights to inform Pierce County's initiatives. The SS4A planning grants discussion was particularly impactful as it highlighted their potential use for safety infrastructure and demonstration projects for bike and pedestrian safety. The summit proved invaluable, delivering a wealth of information and networking opportunities.

In what ways do the dialogue and insights from the Safety Summit resonate with the ongoing efforts in Pierce County to improve transportation safety?

The Safety Summit aligned perfectly with Pierce County's current efforts to enhance transportation safety, especially in the areas of bike and pedestrian safety. We gained valuable insights on speed reduction and public engagement for safety improvements. Particularly compelling were bike and pedestrian safety demonstration projects, which we're keen to adopt in our region. Crucial discussions around the Department of Transportation's measures on MAP-21 and addressing hazardous vehicle-pedestrian situations equipped us with useful resources.

It'***s been exciting to see how data and evidence-based approaches are shaping the future of transportation safety. Can you share more about how Pierce County incorporates these methods in its safety initiatives?***

In Pierce County, we're harnessing collision data to highlight high-risk areas and drive our Vision Zero initiative. Our analysis extends beyond individual crash sites to scrutinize entire corridors. While we've yet to delve deep into demographic analysis, we're considering community, race, and case-specific factors. We're developing a data dashboard for better tracking and response to safety issues, which also aids in educating younger drivers. Our approach encompasses a holistic examination of collision data, demographics, and locations for our safety strategies.

Community input is such a valuable part of any planning strategy. What role do you see for citizen engagement and

continued next page

public feedback in shaping Pierce County's safety strategies and initiatives?

Community feedback is integral to our Vision Zero strategy, informing our safety measures, such as speed reduction and leading pedestrian interval education. We're developing a communication plan that includes social media outreach and engagement with non-English-speaking communities. Acknowledging the rural-urban divide, we're tailoring our strategies to the unique needs of different communities, emphasizing the importance of slowing down to enhance road safety.

What are the most significant challenges and opportunities for improving rural Pierce County transportation safety?

The cost of safety improvements and gaining a public understanding of measures like traffic calming is challenging. It's also crucial to balance internal focus on vehicle efficiency with our commitment to safety. Despite these hurdles, our dedication

Nominations for 2023 ITE Washington Section Awards

The ITE Washington State Section is soliciting our transportation planning and engineering community to submit your best nominations for recognition! We are looking for your exceptional project work that has contributed to the success of our transportation programs, infrastructure, and organization.

At the local level, we will award projects, plans or studies in each of the 5 categories identified by the ITE International guidelines. All selected projects in these five categories will receive the "***ITE Washington State Section Transportation Achievement Nominee***" award in their given category at our January Section Meeting and Recognition program**.** One of these projects will be selected as our section's **Project of the Year**. These nominees will go on to compete against other top programs/projects in the Western District and potentially ITE International. This gives our Washington State Section a chance to show off our best transportation projects at the international level.

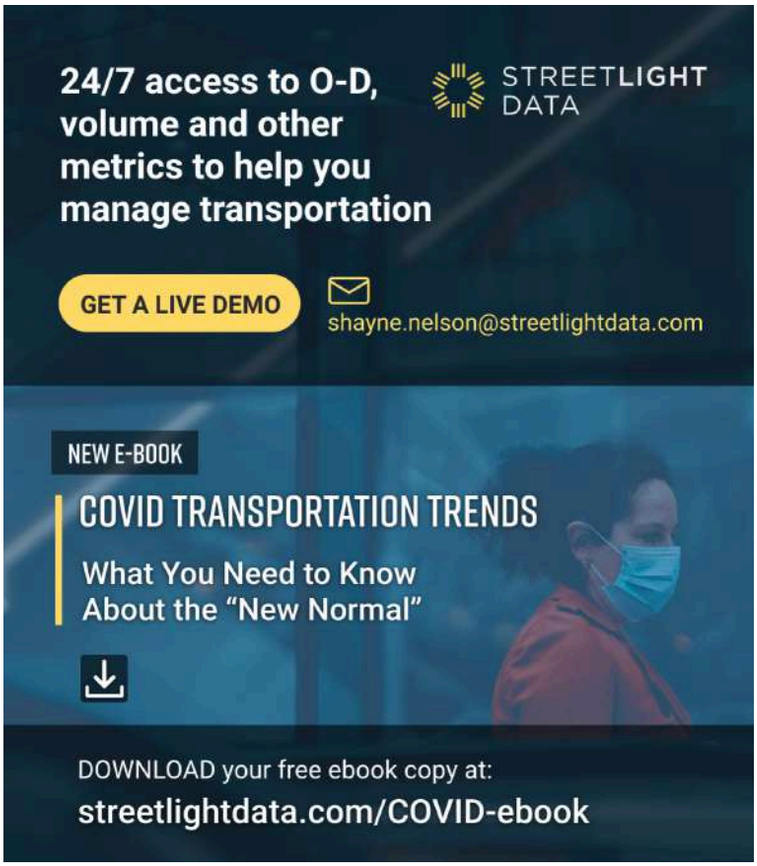
Projects, studies, or plans should have been completed since 8/1/2022. There is no cost for entry or limit to number of nominations that may be submitted for consideration. Definitions of the awards are listed below and due at ***5:00 PM on FRIDAY, NOVEMBER, 2022.***

The 5 categories for these project/program/study awards are:

- ***Complete Streets*** *- A program, study, or infrastructure project that achieves or facilitates traditional Complete Streets objectives: accommodates all/many modes of transportation, accessibility for all ages, more comfortable environment for all users.*
- ***Transportation Systems Management and Operations (TSMO)*** *- A program, study, or infrastructure project that achieves or facilitates traditional TSMO objectives: smoother and more reliable traffic flow, reduced congestion, improved safety, etc.*
- ***Safety*** *- A program, study, or infrastructure project that addresses existing or potential transportation safety concerns.*
- ***Planning*** *- Any study of a planned transportation project or program.*
- ***Traffic Engineering*** *- An exceptional transportation infrastructure project that creates a safe and efficient movement of people and goods on travel ways.*

You may submit a project/program/study for more than one category.

Fillable nomination forms using Microsoft Word will be posted on our website ITE WA Awards – ITE Washington (wa-ite.org). If you have questions and to submit nominations, please contact Darcy Akers (dakers@bellevuewa.gov)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CALL FOR ABSTRACTS

ITE/IMSA Annual Conference and Exhibition

Bellevue Hilton (In-Person)

Monday, February 12, 2024 (Half-Day Training)

Tuesday, February 13, 2024 (Full-Day Conference)

The ITE Washington Section and the IMSA Northwest Section invites members to present at the 2024 ITE/IMSA Annual Conference and Exhibition, which is one of the premier events in Washington State for transportation engineers, planners, and operations and maintenance personnel.

Location/Date

The in-person conference will be held at the Hilton Bellevue on Tuesday, February 13th, 2024. Note that this year will also feature a half-day training session during the afternoon of Monday, February 12th, 2024, with details on this training session to follow.

Technical Program/Presentation Format, Topics, and Length

The technical program on Tuesday will consist of four (4) 55-minute technical sessions, two in the morning and two in the afternoon. Presentations should be about 15 to 20 minutes long and topics should have a transportation engineering, planning, traffic safety and/or operations theme and demonstrate how the information presented can be utilized by conference attendees. Presenters can share project experience, lessons learned, innovative solutions, pilot programs, testing of new ideas or technologies, state of art practice, and/or collaboration with others.

Submittal Procedure

Please download and fill out the submission form on page 11 and submit the form to Justin Chan at justin.chan@transpogroup.com. Please include “2024 ITE/IMSA Conference Presentation Abstract” in the subject line of the email.

Deadline

The deadline to submit abstracts for presentation is **Friday, December 8th, 2023.**

Additional Questions

Please contact Justin Chan at the email address above for questions about the technical program and conference.

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2024 ITE/IMSA TECHNICAL PRESENTATION BIO/ABSTRACT FORM

Please fill out and submit this form for the 2024 ITE/IMSA Conference by Friday, December 8th, 2023.

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ABSTRACT:
DURATION:

RETURN TO: Justin Chan
justin.chan@transpogroup.com
Ph: 425.896.5265

Luminaires, Smart Systems, Controls & Poles

Roadway, Sports, Industrial & Area Lighting Specialist

LEOTEK LITE-ON GROUP

ComfortView™ Neighborhood LED Street Light

Leotek Introduces ComfortView™

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

HPS Equivalent Range

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

Proven Performance hapco pole products

Tri-Chamber Shown

Decorative Streetscape Solutions

- Decorative Luminaires
- Banner Arms
- Planter Arms
- GFI
- Custom
- Fully Engineered Design Help

StressCrete GROUP

Proven Performance hapco pole products

COOPER Lighting Solutions

SeaTac Lighting & Controls, LLC

15455 53RD AVE S I Tukwila, WA 98188
O: 206.575.6865I www.seataclighting.com

SEA-TAC LIGHTING & CONTROLS

podcast

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.

Richard Montanez, Deputy Commissioner of Transportation, City of Philadelphia – Safe Streets and Roads for All (SS4A) Program

Peter Koonce, Portland Bureau of Transportation – Traffic Engineering: Improving Outcomes for All Users

careers

Washington State Department of Transportation

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. All in person sessions are cancelled due to COVID19, but there are plenty of online opprotunities to take advantage of.

Types of Training for Local Agencies:

LTAP Classes/Webinars

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.

Free Access to AASHTO-TC3 Training (American Assoc. of State Hwy & Transportation Officials - Transportation Curriculum Coordination Council)

GIS Training Opportunities -New Mexico LTAP

National Highway Institute (NHI): Web-Based Training - Free

For more information:

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

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Professional Transportation Careers

Job Postings

- Senior Traffic Engineer - City of Pasco
- Transportation/Traffic Engineer - Parametrix
- Engineer/Planner - Fehr & Peers
- Various Engineer Roles- Kimley-Horn

Visit www.wa-ite.org for current job postings. Submit new postings to: itewashington@gmail.com

Postings should include company, position, brief description of responsibilities, requirements, contact information and posting timeframe.