



# WASHINGTON

<http://www.westernite.org/Sections/Washington/>

September 2014

## Letter from the President

What a busy fall this has been! We kicked off the year as usual at Salty's, followed by a presentation on Pronto Cycle Share in October and have just had a joint meeting with the Urban Traffic Engineers Council.



Carter Danne,  
WA Section President

Reflecting upon last summer, one highlight for me was a five-hour bike tour prior to the ITE International Annual Meeting and Exhibit in Seattle. The tour was with the Young Professionals in Transportation (YPT) group and showcased a variety of Seattle's bicycle facilities.

On a beautiful sunny Sunday in August, we traveled from downtown Seattle up to Seattle's First Hill neighborhood. From there we traveled the protected bike lanes installed with the First Hill Streetcar project.

*(Continued on page 3)*

## November Meeting

### Joint Meeting with UTEC

Our November meeting is a joint meeting with the Urban Traffic Engineers Council (soon to be Washington Transportation Professionals Forum) on November 12. Topics include:

- WSDOT's new practical design policy
- Dynamic intersection warnings
- Skagit County's Conway roundabout
- Big data for travel decisions: How can local agencies in Washington contribute and benefit?
- Car sharing in Seattle and Tacoma
- 2014 Corridor Capacity Report

**WHEN** Wednesday, November 12, 2014  
from 8:30 a.m. - 12:30 p.m.

**WHERE** City of Federal Way  
City Hall, Council Chambers  
33325 8th Ave S,  
Federal Way, WA 98063-9718 ([view map](#))  
253-835-7000

**COST** Free

**MENU** *Beverages, snacks, and lunch:* City of Federal Way has a coffee stand on the first floor. City Hall is also located within one mile driving distance of several restaurants and coffee shops.

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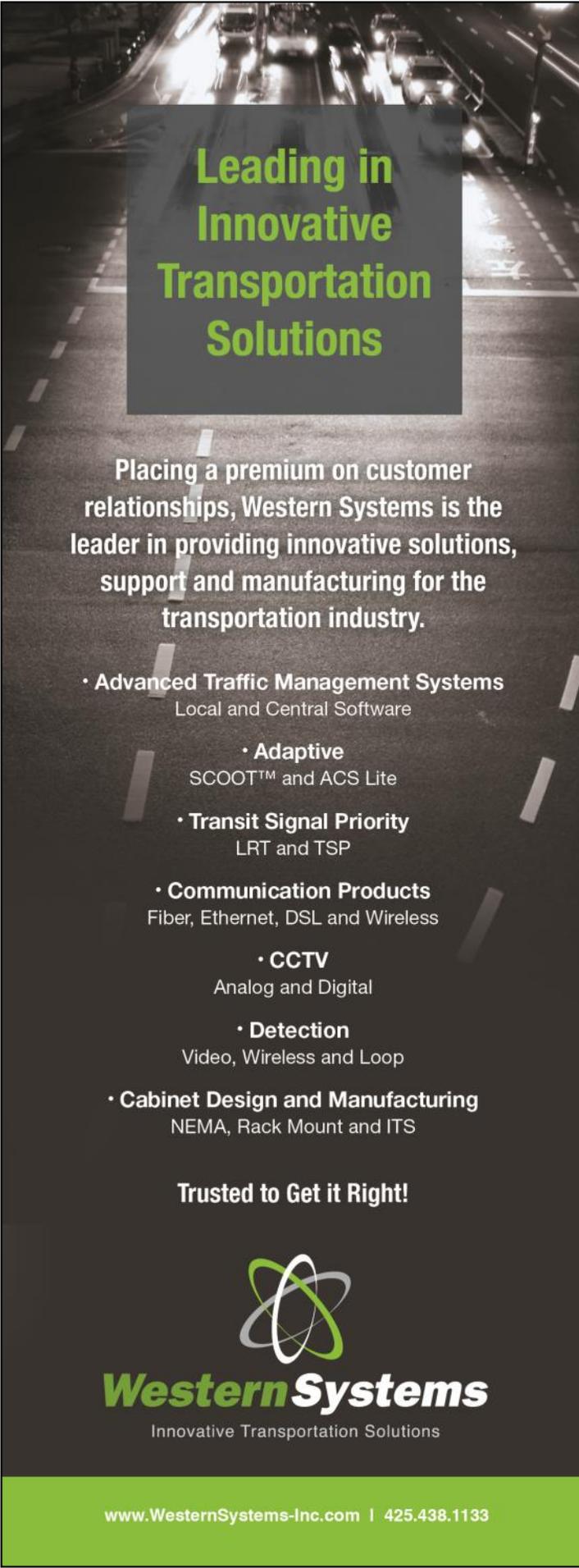


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## Save the Date

### 2015 Quad Meeting

Our Quad meeting will be hosted by the Greater Vancouver Section of ITE.

**DATES** Friday, May 1, 2015 and  
Saturday, May 2, 2015

**LOCATION** Pan Pacific Hotel, Vancouver, BC, Canada

**WEBSITE** <http://www.citevancouver.org/quad2015/>

**ABSTRACTS** Due Sunday, November 30, 2014!  
For more information, please click here:  
<http://www.citevancouver.org/quad2015/CFA/>



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## Letter from the President *(Continued from page 1)*

Then we journeyed north through the Capitol Hill neighborhood along Broadway to Harvard Avenue. We crossed the University Bridge to arrive in the University District and toured the new protected bike lanes installed on NE 40<sup>th</sup> Street west of the University of Washington main campus buildings.

Making an about face, we traveled along the Burke Gilman Trail through the Fremont neighborhood into the Ballard neighborhood. We made a pit stop at Peddler Brewing Company on our way to the NW 58<sup>th</sup> Street Greenway. As we journeyed westward, we rejoined the Burke Gilman Trail to travel north to Golden Gardens, where we took in the amazing view of Puget Sound and the Olympic Mountains. When the sun settled closer to the horizon, we headed back south across the Hiram M. Chittenden Locks and connected to the bike facilities in the Magnolia neighborhood via W Government Way to Gilman Avenue W. We reached the Elliott Bay Trail. Looking towards downtown Seattle as the sun quickly approached the horizon over right shoulders, we sped towards Myrtle Edwards Park and the Olympic Sculpture Park. Here we stopped to take in the sunset. With dusk upon us, we continued south along the Seattle Waterfront and began the final leg of our journey. We traveled up to 1<sup>st</sup> Avenue and turned at Pike Street. With the Pike Place Market at our backs, we traveled north and east to our final destination - the Sheraton Hotel in downtown Seattle. That was a journey worth remembering, and to have shared it with colleagues made the excursion all the more fun.

It was great to see many of you in attendance at the ITE International Annual Meeting & Exhibit which was attended by more than 1,000 people and offered a diverse array of topics. Rather than recap the program and activities, I would like to take thank the Local Arrangements Executive Committee and all the other volunteers who made the event a success. Please see page 16 for a list of their names. **If there is anyone I missed, I do apologize - all of your efforts were greatly appreciated to make this year's Annual Meeting & Exhibit a success!**

This year, in addition to our core meetings, we hope to get out and about and have some more joint meetings. More on that in the December newsletter and until then, may your travels be safe.

Sincerely,

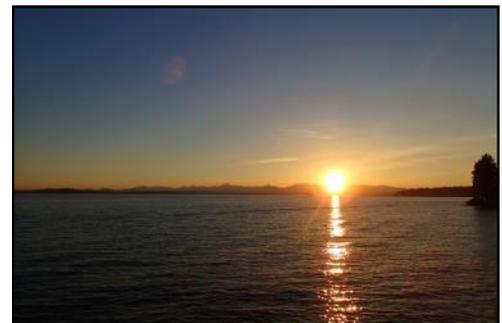
Carter Danne, Washington State Section ITE President  
[itewapresident@gmail.com](mailto:itewapresident@gmail.com)

### ITE Washington State Section

Find us on the Web:

[http://www.westernite.org/Sections/washington/events/  
events.html](http://www.westernite.org/Sections/washington/events/events.html)

Or follow us on Twitter: @ITE\_Washington



Photos (top to bottom):

- Gathering of the participants.
- Protected bike lanes on First Hill near the streetcar line.
- Protected bike lanes on NE 40th St.
- Entering the Ballard neighborhood.
- Sunset from Myrtle Edwards State Park.

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# ITE WA Event Schedule for 2014-2015

These dates for ITE WA meetings and events are subject to change depending upon the availability of venues. Also, events may be added. More details about these events will be provided in future months.

- Tuesday, September 9 – Featuring new SDOT Director Scott Kubly at Salty's.
- Tuesday, October 14 – Featuring Pronto Bike Share at Spitfire.
- Wednesday, November 12 – Urban Traffic Engineers Council (UTEC)/ITE-WA meeting at City of Federal Way.
- Tuesday, December 9 – Breakfast/training in Des Moines.
- Tuesday, January 13 – Lunch meeting. Location to be determined.
- Monday, February 9 – ITE WA/International Municipal Signal Association (IMSA) meeting in SeaTac.
- Friday, February 13 – Monday, February 16. Western District ITE Student Summit Leadership Summit at California State University in Sacramento.
- Tuesday, March 10 – Lunch meeting. Location to be determined.
- Tuesday, April 14 – Lunch meeting. Location to be determined.
- Friday, May 1 and Saturday, May 2 – Quad Meeting in Vancouver, BC, Canada.
- Tuesday, May 12 – Student Night at Ivar's Salmon House on Seattle's Lake Union.
- Monday, June 8 – ITE WA Annual Business Meeting. Location to be determined.
- Tuesday, June 9 – ITE WA Terry Gibson Golf Classic #27. Location to be determined.
- Sunday, July 19 – Wednesday, July 22 – Western District Annual Meeting in Las Vegas, Nevada.
- Sunday, August 2 – Wednesday, August 5 – ITE International Annual Meeting and Exhibit in Hollywood, Florida.

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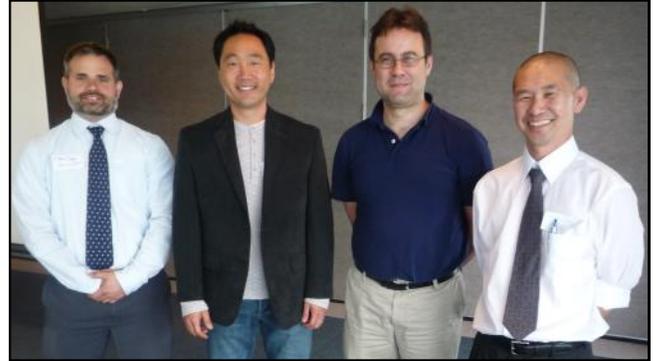
# News

## New Officers and Awards

By Dongho Chang, City of Seattle, Immediate Past President and Jim Ellison, Consultant, Second Past President

At our ITE WA Annual Meeting on June 10 at the Museum of Flight in Seattle, we inducted our officers for the 2014-2015 year and gave professional awards. We have an incredible board for 2014-2015 and we are excited to see that our section is in good hands to continue to improve and provide value to our members. Congratulations go to (from left to right):

- Carter Danne, President, City of Seattle,
- Paul Cho, Vice-President/Treasurer, City of Redmond
- Mike Hendrix, Secretary, Perteet
- Dongho Chang, Immediate Past President, City of Seattle



Congratulations also goes to our Outstanding Service Award winner, Gerry Wilhelm from Lochner. Your incredible influence in the City of Seattle is apparent in the city's transportation system and the people you mentored. We further congratulate our Outstanding Young Professional Award winner, Chris Breiland from Fehr and Peers. We are proud to recognize your talents and look forward to your future endeavors. We also awarded Dongho Chang from City of Seattle for his service as President. Finally, we would like to thank all our committee volunteers and other volunteers who work behind the scenes for our section. Please see a list on page 17 for the names of these volunteers for the 2013-2014 year.



Gerry Wilhelm receives the Outstanding Service Award from Jim Ellison, Past President



Chris Breiland receives the Outstanding Young Professional Award from Jim Ellison, Past President



Dongho Chang receives the President's Award from Jim Ellison, Past President

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# News

## ITE Western District Meeting and ITE International's New Leadership

By Dongho Chang, City of Seattle, Immediate Past President

At the Western District meeting in Rapid City, South Dakota from June 29 through July 2, 2014 I was impressed with the quality of the sessions and the amazing venue. Our District elected Mark Spencer as our Secretary-Treasurer and Alyssa Reynolds as the incoming International Director. Also, ITE WA received the Best Web Site Award. Our use of electronic communication/social media were cited a factor for this recognition. Thank you to Carla Nasr, Mike Hendrix, and Susan Bowe for your efforts on behalf of our section. We also received recognition from the Western District for our section being the first to reach the Diamond level for the Student Endowment Fund. Our section is the highest group contributor to this fund that supports our students.

Our organization is influenced by our International leadership and it is more important than ever to have the right leaders in place. Our election for the International Vice President resulted in the election of Paula Benway. Our former Vice President, John Kennedy, moved up to be President. Also, our Past President, Hibbett Neel, announced in June that Tom Brahms, our CEO, will be retiring at the end of 2015 after leading ITE for 42 years. A consultant will assist the International Executive Committee in hiring our CEO next spring to provide a smooth transition period.

## Campus Corner

### Activities and Opportunities for 2014-2015

By Richard Hutchison, Student Activities Committee Chair, DKS Associates

We started what looks like another great year for Washington students involved in ITE. I look forward to keeping both students and professionals up-to-date on and involved in upcoming student activities and opportunities. Let's work together to continue to increase student participation in our meetings and conferences so that we can learn from and support each other. A few of the activities and opportunities to watch out for this year include:

**District 6 Data Collection Project** – The Univ. of Washington Student Chapter hopes to receive a \$1,000 grant again this year from the ITE Western District. UW has won a grant seven years in a row! Let's make it eight!

**Western District ITE Student Leadership Summit – February 13-16, 2015** – This conference gives students a chance to learn about leadership skills they will need during their career life. See above for more details.

**\$1,500 Undergraduate and \$2,000 Graduate Scholarships** – Scholarships from ITE WA for students in transportation engineering or transportation planning are due in April 2015. Criteria and applications will be posted on the ITE-WA website this winter. If you know a student that would be a good candidate, encourage them to apply.

**Student Night Competition – May 12, 2015** – We look forward to using another demonstration project for this year's Student Night and are looking for ideas from cities and counties within the region. If you have a project going on in your jurisdiction that you think would be interesting for the competition, please contact me at 206-382-9800 or [rjh@dksassociates.com](mailto:rjh@dksassociates.com).

**ITE-WA Annual Business Meeting** – June 8, 2015 – This is a chance for students and professionals to present information.



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## Safety Corner

### Developing Crash Modification Factors for Bicycle and Pedestrian Facilities

By Gary Norris, Safety Committee Chair, DN Traffic Consultants

The Safety Committee is exploring a project to develop more crash modification factors for bicycle and pedestrian facilities. According to the Crash Modification Factor Clearinghouse, a CMF "...is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site." We hope that the Committee, along with the Student Chapter can work together to complete this work. If you are interested in this opportunity, please contact a member of the Safety Committee.

- |  |   |
|--|---|
| ■ Caroline Brabrook, <a href="mailto:cbrabrook@yahoo.com">cbrabrook@yahoo.com</a>              | ■ Mike Hendrix, <a href="mailto:mhendrix@perteet.com">mhendrix@perteet.com</a>                  |
| ■ Brian Chandler, <a href="mailto:chandlerbe@leidos.com">chandlerbe@leidos.com</a>             | ■ Steve Mullen, <a href="mailto:smullen@kentwa.gov">smullen@kentwa.gov</a>                      |
| ■ Scott Davis, <a href="mailto:davissa@co.thurston.wa.us">davissa@co.thurston.wa.us</a>        | ■ Gary Norris, <a href="mailto:gary@dntrafficconsultants.com">gary@dntrafficconsultants.com</a> |
| ■ Matthew Enders, <a href="mailto:matthew.enders@wsdot.wa.gov">matthew.enders@wsdot.wa.gov</a> | ■ Robert Shull, <a href="mailto:rshull@transportmodeler.com">rshull@transportmodeler.com</a>    |
| ■ Janet Hall, <a href="mailto:jhall@ci.mt.wa.us">jhall@ci.mt.wa.us</a>                         | ■ Your name goes here!  |

### Washington State Department of Transportation Local Technical Assistance Program (LTAP)

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# Condolences

## John Logan

By Bob Garrett, National Committee on Uniform Traffic Control Devices

John Logan passed away on Saturday, September 6, 2014. John served on the National Committee on Uniform Traffic Control Devices for many years in various capacities and he will be missed by his many friends. He served since 1998 as National Committee on Uniform Traffic Control Devices (NCUTCD) Treasurer and I had the pleasure to work quite closely with him. He was a great guy.

John was the recipient of the NCUTCD's Emeritus Honorary Member award which was presented to him on August 13, 2014 at the awards lunch at the ITE International Annual Meeting in Seattle. He was a most worthy recipient of this award in recognition of so many years of service to the Committee. We will observe a moment of silence in his memory at the January 2015 NCUTCD meeting.

John's funeral was held on Tuesday, September 16 at Saint Joseph Church in Seattle. Anyone wishing to express condolences to his family can still do so to his daughter, Katie, at [katie.b.logan@gmail.com](mailto:katie.b.logan@gmail.com).



*Ceremony for John Logan, winner of the National Committee on Uniform Traffic Control Devices' Emeritus Honorary Member award.*

# Technical Article

## Development and Evaluation of the ALERT System

By Victor Lund, P.E., Traffic Engineer, St. Louis County, Minnesota; Taek Kwon, Ph.D., Electrical Engineering Professor, University of Minnesota Duluth; and Husam Ismail, Research Assistant, University of Minnesota Duluth

Rural, two-way stop controlled intersections present a significant challenge for traffic safety. For the ten year period of 2002 to 2011 in Minnesota, 43 percent of all intersection crashes occurred at unsignalized intersections. However, for this same period, 65 percent of fatal and serious injury intersection crashes occurred at unsignalized intersections. Rural, two-way stop intersections accounted for 76 percent of these fatal and serious injury intersection crashes at unsignalized intersections. Right-angle type crashes accounted for the largest percentage, by crash type, of these fatal and serious injury crashes at rural, two-way stop intersections. The problem is clear. The focus of intersection safety needs to be addressing right-angle crashes at rural, two-way stop intersections<sup>1</sup>. Research in Minnesota suggests that approximately 60 percent of right-angle crashes at rural intersections involved a driver that came to a stop and then pulled out in front of a vehicle on the major road whereas 26 percent of these crashes involved a driver running the STOP sign<sup>2</sup>. This suggests the focus should be to assist drivers on the minor road in judging appropriate gaps.



An emerging technology to treat rural, two-way stop intersections are new rural intersection conflict warning systems that are based on Intelligent Transportation Systems (ITS). In Minnesota, the Local Road Research Board (LRRB) funded a research project to design and implement in the field a rural intersection conflict warning system. Named the ALERT System (**A**dvanced **LED** **Wa**rning System for rural **In**tersections), it aggressively adopts recent ITS technologies and utilizes solar powered renewable energy, LED integrated signs, non-intrusive vehicle detection, and wireless communications between the devices. The goal of the project was to improve intersection safety, utilize “off-the-shelf technology”, and create a low cost system that is easy to install, operate and maintain by local agencies.

The ALERT System was installed at a rural, two-way stop intersection near Duluth, Minnesota in 2012. The speed limit on both roads was 55 mph. The Annual Average Daily Traffic (AADT) was 970 vehicles per day for the major road and 570 vehicles per day for the minor road. The ALERT System layout, as shown in the diagram below, was composed of three dynamic flashing warning signs, two dynamic flashing STOP signs, and six detectors.

On the minor road, a vehicle was first detected at the stop ahead warning sign. This detection activated the flashing STOP sign for a fixed time period based upon the typical deceleration of a vehicle to a stop condition. Once the vehicle arrived at the STOP sign, another detector activated the flashing CROSS TRAFFIC warning sign for the entire

(Continued on page 11)

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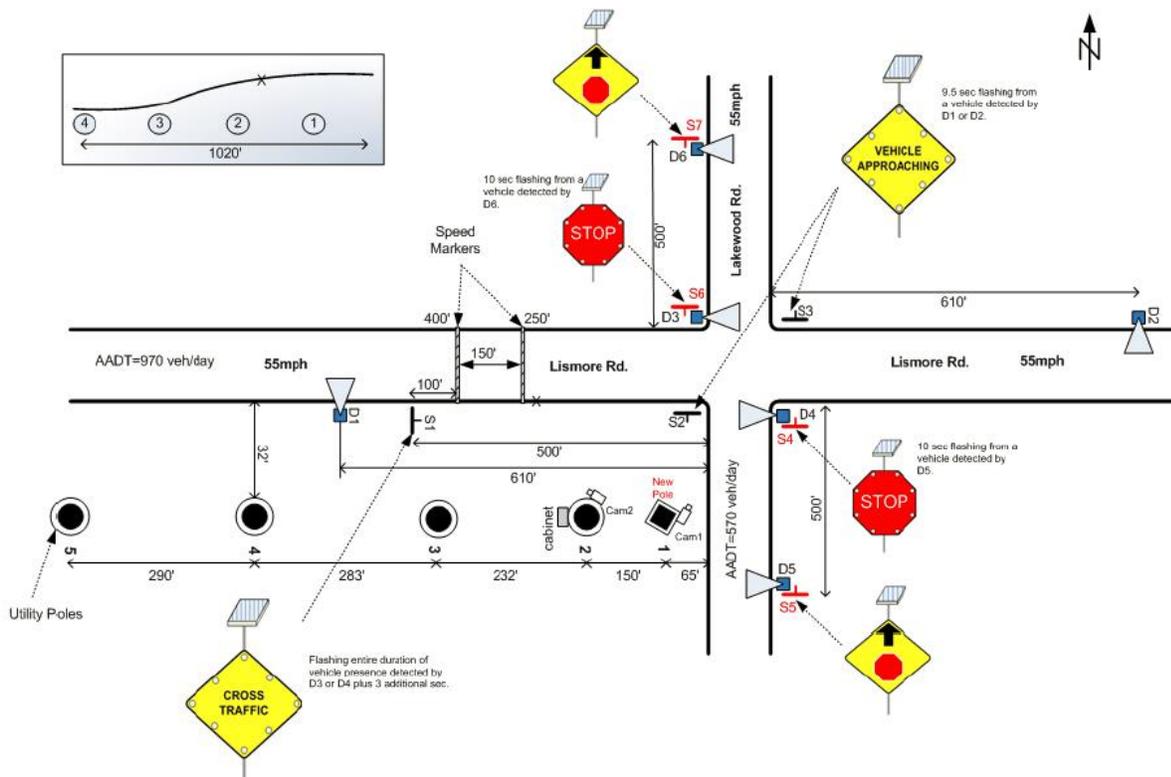
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Civil, Traffic and Structural

## Technical Article *(Continued from page 10)*

time the vehicle was detected at the STOP sign. On the major road, a vehicle approaching the intersection was detected and activated the flashing VEHICLE APPROACHING warning signs for a fixed time period based upon the typical time for that vehicle on the major road to arrive and pass through the intersection.

Crash data was not used in the analysis because there were no reported crashes in the before period. Instead, the research analyzed four surrogate metrics. The first was vehicle speeds on the major road. Second was the wait time for vehicles on the minor road at the STOP sign. Third was the percentage of roll-throughs for vehicles on the stop-controlled minor road. And fourth, a mail-in survey of local residents. Video cameras were used to observe and measure driver behavior on the major road and at the intersection. Video data was collected for 42 days before the ALERT System was installed and 259 days after the installation.



*ALERT System Layout Diagram*

Analysis for speed, wait time and roll-throughs were all analyzed during conflict and non-conflict times. A conflict was defined as when a vehicle was stopped on the minor road at the STOP sign and a vehicle on the major road was approaching the intersection. A non-conflict was defined as the absence of either a vehicle stopped on the minor road at the STOP sign or a vehicle on the major road approaching the intersection, but not both.

The speed analysis was used as a surrogate measure of a driver's recognition of a potential conflict at the intersection ahead due to a vehicle stopped on the minor road at the STOP sign. A decrease in these vehicle speeds is assumed to correlate to an improvement in conflict recognition whereby the driver attempted to increase the amount of time in which to react to perform a successful evasive maneuver if necessary. The average speed for vehicles on the major road approaching the intersection before the ALERT System was installed was 52.0 mph. After the ALERT System was installed, the average speed of these vehicles during non-conflict periods was 51.6 mph, but during conflict periods the average speed was 48.7 mph. This means the ALERT System was able to reduce the average speed of vehicles on the major road approaching the intersection by 3.3 mph (52.0 mph to 48.7 mph) during a conflict.

*(Continued on page 12)*

**Technical Article** (Continued from page 11)

The wait time analysis was used to determine if there was a change in the amount of time that a driver was stopped on the minor road at the STOP sign when there was a vehicle on the major road approaching the intersection. This analysis was used as a surrogate measure of a driver’s recognition of an acceptable gap. A longer wait time during a conflict is assumed to correlate to an improvement in gap recognition. The average wait time before the ALERT System was installed was 2.0 seconds. After the installation, the average wait time was 2.5 seconds during non-conflict periods and 3.9 seconds during conflict periods. This means the ALERT System was able to increase the wait time for a driver stopped on the minor road at the STOP sign when there was a vehicle on the major road approaching the intersection by 1.9 seconds (2.0 seconds to 3.9 seconds).

The roll-through analysis considered all three turning movements of vehicles stopped on the minor road at the STOP sign and then proceeding into the intersection. A stop was defined by a vehicle that came to a complete stop and also a vehicle whose relative velocity was below an established threshold that was determined by the research team, referred to as a “rolling stop”. All other vehicles were defined as a roll-through. This analysis was used to assess whether the ALERT System had a negative effect on a driver’s compliance with the STOP sign during non-conflict periods and, conversely, if drivers had a better recognition of an unacceptable gap during conflict periods. If the percentage of roll-throughs increased during non-conflict periods, it is assumed to correlate to drivers using the ALERT System as a de-facto traffic signal. Conversely, a reduction in the percentage of roll-throughs during conflict periods is also assumed to correlate to an improvement in gap recognition. Before the ALERT System was installed, the percentage of roll-throughs for all vehicle movements from the minor road was 28 percent. The largest percent of roll-throughs occurred for right-turn movements and the least percent occurred for left-turn movements. After the ALERT System was installed, the percent of roll-throughs was 16 percent during non-conflict periods and one percent during conflict periods. Roll-throughs were nearly eliminated during conflict periods. The largest percent of roll-throughs during the non-conflict period occurred for right-turn movements and the least percent occurred for through movements (a flip from the before period). There effectively was no difference in the percent of roll-throughs during conflict periods by the type of turning movement.

And finally, a mail-in survey was sent to residents living within a two mile radius of the study intersection. A total of 206 surveys were sent out and a total of 119 were returned for a 58 percent response rate. The first question asked how frequently they drive through the intersection. The majority (47 percent) stated two times per day. The second question was broken into four statements and asked the respondent to assess how strongly they agreed or disagreed. See the following table for the results. For the final question, a cumulative response of 87 percent ranked the effectiveness of the system as “Excellent” (52 percent) or “Good” (35 percent).

Statement	Strongly Agree	Agree	Total Positive	Disagree	Strongly Disagree	Total Negative
The warning system is easy to understand.	55%	39%	94%	5%	1%	6%
The warning system improved the safety of the intersection.	56%	36%	92%	1%	7%	8%
The vehicle activated Blinker STOP signs obtain my attention.	70%	28%	98%	1%	1%	2%
The warning system could be used at other intersections.	53%	38%	91%	5%	4%	9%

(Continued on page 13)

## Technical Article *(Continued from page 12)*

In conclusion, the evidence suggests this system was able to effect a positive change in driver behavior for both the major road and minor road during a conflict. In the NCHRP Report 500, Volume 5, which lists safety strategies for unsignalized intersections, two of the safety strategies are assisting drivers on the minor road in judging appropriate gaps and reducing the operating speed of vehicles on the major road. It appears the ALERT System was able to accomplish both of these objectives. However, it should be cautioned that there are still questions and concerns surrounding the behavior of drivers on the minor road when there is no conflict with a vehicle on the major road. It appears drivers are blending the sign definitions of the Manual on Uniform Traffic Control Devices whereby the driver treats the STOP sign as a warning sign and the VEHICLE APPROACHING warning sign as a regulatory sign. In effect, during non-conflict periods, drivers appear to treat the system as a de-facto traffic signal. However, even in the worst case scenario during non-conflict periods, the roll-through percentage is lower than before the ALERT System was installed (16 percent versus 28 percent). It is recommended that future human factors research be performed on this observed phenomenon.

For further reading, the full research report can be accessed from the Minnesota LRRB website at [www.lrrb.org](http://www.lrrb.org). The report is expected to be published on this website by spring 2014. A video summarizing this research project is available for viewing at [mntransportationresearch.org/](http://mntransportationresearch.org/).

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# News



Photo by Darcy Akers, University of Washington undergraduate and Engineers Without Borders Project Director.

## Highlights from the ITE Terry Gibson Golf Classic #26

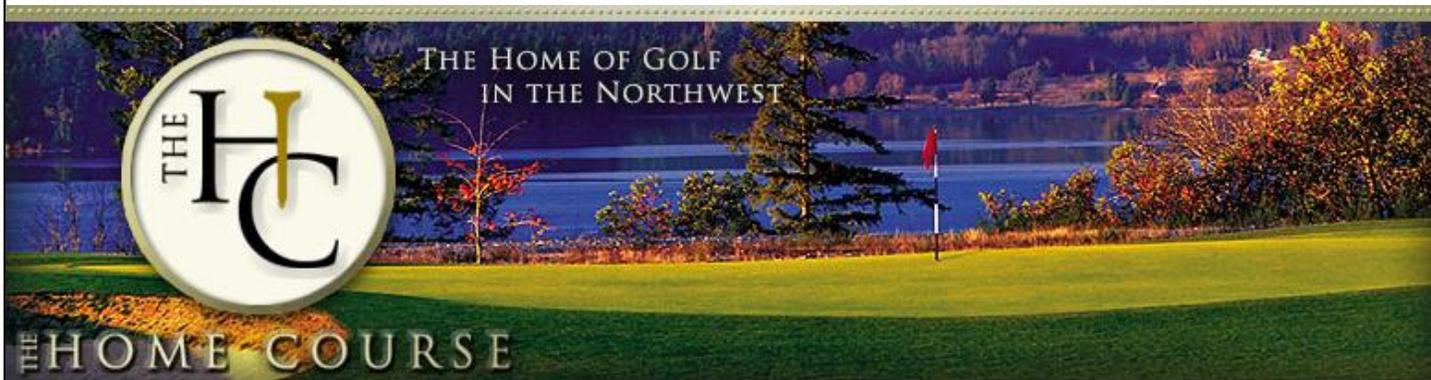
By Mark Poch, City of Bellevue, Tournament Chair

The 26<sup>th</sup> Classic was played on June 11 with our founder's name gracing the title for the first time – ITE Terry Gibson Golf Classic. Terry made sure we were well taken care of, as the fog burned off right at the 9a.m. shotgun start and it turned out to be one of the nicest days in recent Classic history...thanks Terry!!

After a moment of silence for Terry, groups ventured out to play the very scenic and well-conditioned Home Course. After golf, members settled in for a great BBQ lunch and annual awards ceremony. Thanks to our sponsors, numerous individual and team awards were presented, along with some great raffle prizes. Raffle prizes were \$50 gift certificates to Home Depot and Red Robin, as well as Tacoma Rainiers tickets, and winners included Andrew Merges, Fred Wilhelm, Bob Bracco, Billy Jack, Mike Singsong, Scott Williams, Brad Lincoln, Mark Skaggs, and Steve Winter.

Incredibly, for the fifth year in a row, there was a tie for first place. A putt-off ensued to break the tie, and the Transpo team of Mike Swenson, Greg Lucas, Dan McKinney, and Kyle Stahley will have their team name enshrined on a brand new Gibson Classic traveling plaque. Congratulations to the long time Advanced Traffic Products team of Mike Singsong, Bret Tredway, Steve Haugen, and Clark Williams for placing second. Brian Kemper's Sound Transit team with Loren Raynes, Brian Patton, and Billy Jack took third.

*(Continued on page 15)*



The Home Course, site of the ITE Terry Gibson Golf Classic. #26. Photo courtesy of The Home Course.

## News: ITE Terry Gibson Golf Classic #26 *(Continued from page 14)*

Competition winners included Greg Lucas (KP #6 & Long Drive #16), Sharon Lorenzo (KP #14 & Long Drive #16), Kurt Gahnberg (KP #4), Robert Nims (KP #12), and Steve Haugen (Long Drive #8).

Darcy Akers, UW civil engineering undergrad and Engineers without Borders (EWB) project director, accepted a donation in the amount of \$500 from the Gibson Classic to help EWB with their work to establish clean drinking water for a village in Guatemala. Thanks also to Darcy for helping with tournament registration and photography.

The Terry Gibson Classic is really 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. The tournament as we know it would not be possible without our great sponsors. Thanks to these terrific companies and people:

- IDAX Data Solutions (Mark Skaggs) – Banquet
- Advance Traffic Products (Mike Singson) – Competition holes
- Prime Electric (Bob Bracco) – Raffle prizes
- Tetra Tech (Chuck Purnell) – Engineers without Borders donation
- Transpo Group (Mike Swenson) – Engineers without Borders donation
- All Traffic Data (Gary Hall) – Drink tickets
- Western Systems – General sponsorship
- TransCore ITS – General sponsorship
- Sensys – General sponsorship
- Zumar – General sponsorship

Thanks everyone – let's do it again next year!



*The late Terry Gibson.  
Photo by the Gibson family.*



*Transpo – The Champs.  
Photo by Darcy Akers.*



*Mt. Rainier and blue skies.  
Photo by Darcy Akers.*



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**ITE-WA thanks the following individuals for their support as a volunteer in the 2013-2014 year:**

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Jerry Liu, TetraTech	Tyler Daniels, Seattle University
Jim Bloodgood, Snohomish County	Yinhai Wang, University of Washington
Jim Ellison, Consultant	

**We want to highlight the following individuals for their roles on the local arrangements executive committee for the ITE International Meeting & Exhibit August 10-13, 2014 in Seattle:**

Jim Bloodgood, Snohomish County	Co-Chair
Rory Grindley, Pierce County	Co-Chair
Dongho Chang, City of Seattle	City Liaison, ITE-WA Immediate Past President
Ellison, Consultant	Marketing
Carter Danne, City of Seattle	ITE-WA President
Paul Cho, City of Redmond	ITE-WA Vice President/Treasurer
Mike Hendrix, Perteet	ITE-WA Secretary

**If you are interested in volunteering with ITE-WA please contact Carter Danne, President, at 206-684-0817 or [carter.danne@seattle.gov](mailto:carter.danne@seattle.gov).**

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