INSTITUTE OF TRANSPORTATION ENGINEERS
Section Annual Report
for ITE’s Tennessee Section (TSITE)


2007 Board of Directors
President: Greg Judy, PE, PTOE
Vice President: Steve Meyer, PE
Secretary/Treasurer: Kevin Cole, PE
Affiliate Director: Renny Stinson
Past President: Steve Allen
Section Representatives:
  John Sexton ('06-'07)
  Cindy Pionke ('07-'08)

2007 Committee Chairs
Audit: Kevin Cole
Awards: Steve Allen
Career Development: Chris Kirby
Legislative: Preston Elliott
Membership: Travis Falls
Nominations: Steve Allen
Scholarship: Steve Allen
Scholarship Challenge: Greg Judy
Section Relations:
  Website - Jeff Hammond
  Newsletter – Chris Cowan
Technical: Kevin Cole

Membership
TSITE actively promotes full membership in ITE (over 90% of total membership are International members). The Section continued to utilize a custom-made Affiliate membership pamphlet it created to attract additional members.

TOTAL MEMBERSHIP: 302

<table>
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<th>Number</th>
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Section Affiliates (By type):
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Membership Facts:
302 total members.
122 (40%) are consultants.
100 (33%) are government employees.
48 (16%) are students.
15 (5%) are educators.
14 (5%) are vendors.
3 (1%) are retired.
21 (7%) are ITE Life members.
Financial

TSITE’s Federal Employer Identification Number is 33-1015132. The organization is not classified as a non-profit.

Balance of funds on hand January 1, 2007: $18,059.22

Income for Year 2007:
- Membership Dues: $3,533.50
- Meeting income: $3,925
- Investment income: $0
- Advertising income: $150
- District reimbursement: $405
- Scholarship income: $4,801

Total Income: $12,814.50

Expenditures for Year 2007:
- Printing/postage: $90.86
- Meetings: $3,935.05
- Special projects: $0
- Awards: $729.45 (student paper & member awards)
- Scholarship fund: $11,527 (transfer from checking acct to fund)
- Webinars: $1,697
- Workshop Seminar: $500
- SDITE Scholarship Bowl: $405

Total Expenditures: $18,884.36

Net Income (Expense): $(6,069.86)

Balance of funds on hand December 31, 2007: $11,989.36

There was no change in the Section Bylaws in 2007.

We are proud of our Section’s ability to maintain among the lowest dues in the District ($15) while keeping the average 1-day meeting registration cost at $20 and ever-increasing our technical education seminars to our members. You will also notice our continued emphasis on student scholarship fundraising through our annual auction. Student registration for all meetings remains free, and some student travel/accommodations costs are also provided at no charge to the students.

Technical Activities

Tennessee Section of ITE feels the foundation of our organization centers around its technical initiatives. We have strived to increase these opportunities to our members. The root of our organization’s technical activity is found in four quarterly meetings held throughout the state. In addition, we have significantly advanced our technical offerings
by instituting a Technical Webinar Program and partnering with other to sponsor technical education opportunities.

In summation, the following lists the significant technical initiatives and activities completed by TSITE in 2007:

**Section Meeting Technical Presentations**

Winter Meeting (Cookeville)
- **Two-Lane Roundabout – Chattanooga Experience** (John Van Winkle, City of Chattanooga): A summary of one of Tennessee’s first two-lane roundabout installations
- **Corridor Incident Management** – (Dr. Mal Baird, Vanderbilt University): An overview of TDOT’s and Vector’s initiative to track and improve incident response on major routes
- **Traffic and Parking Plan for Steeplechase in Nashville** (Bob Murphy, RPM Transportation Consultants): An overview of the planning and race-day measures to manage traffic during a special event. Over a mile length section of a two-lane state route is converted to one-way operation (both lanes, both approaches)
- **Tennessee Riverwalk – An Engineering Perspective** (Mike Howard, Hamilton County Engineering): A look at engineering and transportation side of the popular greenway along the Tennessee River near downtown Chattanooga

Spring Meeting (Knoxville) (as part of 2007 SDITE meeting, below are TSITE members who provided technical presentations)
- **TDOT SmartFix Solution** (Jeff Mize, Wilbur-Smith Assoc),
- **Planning ITS Implementation in an Urban Environment** (Mark Washing, GS&P),
- **Roundtable on Photo Enforcement** (John Van Winkle, City of Chattanooga; Greg Judy, Neel-Schaffer, Inc),
- **Road Safety Audits at TDOT** (Steve Allen, TDOT),
- **Rezoning Analysis - Non-traditional Traffic Impact Study** (Steve Bryan, GS&P),
- **Evaluating High Capacity Transit in Tennessee** (Preston Elliott, PB)
- **SDITE Strategic Planning Effort** (Carl Baughman, City of Franklin)
- **Engineering Ethics Workshop** (Dr. Chris Pionke, UT Knoxville)

Summer Meeting (Fall Creek Falls State Park)
- **Automotive Black Box Technology** (Don Moore, PE)
- **Traffic Signal Timing Optimization in Nashville** (Bob Weithofer, Nashville Public Works; Sean Coleman, KHA): An overview and evaluation report on signal timing benefits on major arterials
- **Using Variable Max Green Times to Improve Signal Operations** (Dr. Steven Click, Tennessee Tech University)

**Fall Meeting (Nashville)**
- **Law Enforcement Techniques in Chattanooga** (John Van Winkle, City of Chattanooga)
- **Transportation Planning in Nashville** (Rebecca Brooks, Wilbur Smith Assoc)
- **TDOT Safety Analysis and Improvement Implementation** (Steve Allen, TDOT)
- **TDOT’s Strategic Highway Safety Plan** (Gary Ogletree, TDOT)
Short Course Workshop: *Designing Streets for Bicyclists and Pedestrians*
Date: March 19-20, 2007
Location: Center for Transportation Research, Knoxville, TN
The purpose of the 2-day workshop was to provide additional training for transportation engineers on road design that complies with TDOT and TPO guidelines on bicycle and pedestrian accommodations, including ADA requirements and safety considerations. TSITE joined TTAP, TDOT and Knoxville TPO in hosting this event.

**2007 Annual TCAPWA/TSITE Joint Meeting**
Date: October 14-16, 2007
Location: Austin Peay University, Clarksville, TN
TSITE was once again a partner in this annual event. The conference brought together public works and engineering officials and practitioners from across the state. Over 200 attendees were present for the multi-day event of seminars, vendor displays and social activities.

TSITE and its members provided the following technical sessions:
- *Information on Local Management of Federally and State Funded Transportation Projects* Nancy Sartor, TDOT
- *Work Zone Safety and Mobility Program* Joe Sweat, TDOT & Dyan Damron, N-S
- *Changes in ITS Construction Requirements* Jim Floyd, Volkert & Associates, Inc
- *New Traffic Sign Reflectivity Requirements* Mark McKinley, 3M Corporation.

**2007 TSITE Webinar Program**
In its first full year, TSITE began this new education program for its members and friends. These functions allowed attendees to take part in webinar sessions from ITE, ASCE and NSPE at no charge. TSITE members opened their facilities and often provided free lunches for all in attendance.

*Signalized Intersection Safety Webinar (ASCE)*
Date: Feb. 27
Site Locations: 2 (Nashville, Knoxville) Total Attendees: 31

*Introduction to Roadside Delineation and Safety System (ASCE)*
Date: June 15
Site Locations: 1 (Nashville) Total Attendees: 14

*Strategies to Address Congestion (ITE)*
Date: August 22
Site Locations: 5 (Memphis, Chattanooga, Nashville, Knoxville & Johnson City) Total Attendees: 52

*Signal Timing Fundamentals (ITE)*
Date: Oct. 4
Site Locations: 1 (Nashville) Total Attendees: 8

*Update to FHWA's Railroad-Highway Grade Crossing Handbook (ITE)*
Date: Dec. 12
Site Locations: 5 (Memphis, Chattanooga, Nashville, Knoxville & Johnson City) Total Attendees: 61
TDOT Context Sensitive Solutions Advisory Committee
Date: Nov. 6 (ongoing)
TSITE’s Representative to Statewide Committee: Bob Murphy, RPM

TSITE received correspondence from the Tennessee Department of Transportation asking for TSITE’s participation in a new initiative the Department is undertaking: Context Sensitive Solutions outreach.

The following is an excerpt from TDOT’s invitation: “TDOT would like to educate diverse constituencies across the state about the philosophy and practice of CSS as the Department’s way of doing business by asking someone from your organization to serve on an advisory committee. This committee would meet three times over the next 12-18 months to assist TDOT in implementing a CSS Action Plan by relating CSS activities to your constituencies and engaging in a collaborative dialog for how best to advance TDOT’s and your own vision for CSS”.

Legislative Activities

The TSITE Legislative Committee was very active last year. This was mostly due to Tennessee legislature’s consideration of very “hot button” transportation issues and TSITE’s ability to track the progress of proposed bills.

Our legislative committee was successful in being added to the weekly and monthly e-mail updates released by the state legislature. In doing so, our committee was able to identify the below bills of interest. Then, as deemed necessary, our Executive Board made decisions on whether to submit written positions to elected officials.

Three bills were actively monitored:

- SB 354/ HB 800: Bill to allow licensure applicants to apply for PE exam without achieving a bachelor’s degree.
  Position: Opposed
  Action: Wrote formal letter
  Outcome: Bill was amended so that applicant must be licensed as E.I. – We received feedback saying our correspondence was considered helpful

- SB 1593/ HB 1154: Bill requiring engineering traffic study prior to establishing special speed zones
  Position: No official position
  Action: None
  Outcome: Amended and approved

- SB 666/ HB 698: Bill would have mandated that a yellow clearance interval of 5.0sec be used at any traffic signal where an automated red light running enforcement system operates
  Position: Opposed
  Action: Wrote formal letter
  Outcome: Bill was amended by removing reference to mandated duration of clearance interval. Automated enforcement was approved as a civil penalty – Again, we received feedback and our involvement was considered helpful/successful.
We invite you to spend just a minute reviewing our written positions found in the Appendix. Much time and effort was spent drafting and following-up on these items. We firmly believe our input was considered and (possibly) of aid to the elected officials.

**TSITE Member Appears before State Legislative Committee**

On November 7, TSITE was represented (by John Van Winkle, PE, City Traffic Engineer, Chattanooga) on a congressional panel that testified during state hearings on the legality and benefits of photo enforcement of traffic laws (speeding and red light running).

Thanks in large part to the City of Chattanooga’s (and John Van Winkle’s) persistence and progressiveness, legislature members who were opposed to this coming into the meeting left the meeting with supportive feelings. **Elected officials’ minds were changed.** We invite you to read an article from the local Chattanooga newspaper that documented this (see Appendix).

**Meetings**

TSITE’s four regular monthly meetings are a staple of our membership’s technical activity. In addition, three local areas (Nashville, Knoxville and Chattanooga) hold monthly breakfast or lunch gatherings. Overall, there were over 35 opportunities and occasions for TSITE members to come together at state or local functions (not including webinars, workshops or joint meetings with other organizations).

**Meeting: TSITE Winter Meeting**

**Date:** March 1, 2007  **Location:** Tennessee Tech University, Cookeville

**Purpose** - TSITE’s annual Winter Meeting:
- Technical sessions
- held in conjunction with a student chapter,
- business meeting,
- student chapter introduction/interaction

**Technical Component:** 4 technical sessions (see Technical Activities section)

**Attendance:** 75 TSITE members and students

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**Meeting: TSITE Spring Meeting**

**Date:** April 23, 2007  **Location:** Knoxville

**Purpose:** Held in conjunction with Southern District meeting to encourage attendance, a full business meeting was held during section breakfasts at the meeting

**Technical Component:** As part of District meeting (see Technical Section for TSITE involvement)

**Attendance:** 85 TSITE members and students (est.)
Meeting: TSITE Summer Meeting

Date: July 13-14, 2007       Location: Fall Creek Falls State Park, Pikeville

Purpose - TSITE’s annual Summer Meeting:
- Technical sessions
- Auction for scholarship fundraising,
- Tallying and Results of annual board elections,
- Award of student paper winners, scholarships and student chapter award,
- Student paper winners present their paper

Technical Component: 3 technical sessions including student paper winners (see Technical section)

Attendance: 85 TSITE members, students, and guests

Meeting: TSITE Fall Meeting

Date: Nov. 15, 2007       Location: TN Engineering Center, Nashville

Purpose - TSITE’s annual Fall Meeting:
- Technical sessions
- Business meeting
- Presentation of annual Section Awards,
- Oath of Office for newly elected Board

Technical Component: 4 technical sessions (see Technical Activities section)

Attendance: 75 TSITE members

Meeting: Joint Meeting with TCAPWA (TN American Public Works Association)

Date: Oct. 13-16, 2007       Location: Clarksville

Purpose – Annual Joint Meeting with public works officials
- Joint Technical sessions
- Vendor displays, Product demonstrations

Technical Component: Daylong technical sessions (see Technical Activities section)

Attendance: 35 TSITE members (est.)
Student Activities

The four Student Chapters (University of Memphis, Vanderbilt University, Tennessee Tech University, and the University of Tennessee-Knoxville) continued to be a source of pride for TSITE in 2007. Thanks to dedicated faculty advisors, TSITE’s Career Development Committee, individual chapter liaisons, and most importantly the enthusiasm of the students themselves, great accomplishments have been made on our campuses.

The following highlights some of their notable activities:

**Completion of traffic studies for local businesses** – University of Tennessee

**William H. Temple Scholarship Challenge**
Three (3) University of Tennessee students represented TSITE at the annual event: Manoel Neto, Hal Millegan, Airton Kohls

**TSITE Provides Free Registration/Meal at all Section Meetings** – Students from Memphis, Vanderbilt and University of Tennessee took advantage of this at this year’s section meetings.

**Attendance at District Meeting** - University of Tennessee and Vanderbilt University

**Presentation at TRB Annual Conference** – Jan-Mou Li, *Signal Cycle Lengths-Long or Short?*, Manoel Neto – *AADT Travel Demand Predictions*, Jianwen Si, *Effectiveness of Alternative Detector Configurations*

**Regular Monthly Student Chapter Meetings** – Memphis University, University of Tennessee and Vanderbilt University

**UT Student Field Trips** – TDOT Region 1 TMC, 86th Annual TRB Conference

**Booth at Campus Engineering Day** – University of Tennessee

**TSITE Speakers List** – TSITE maintains a volunteer speaker list for all its student chapters. The list currently includes over 20 individuals that have agreed to travel to student chapter meetings to serve as speakers. TSITE members spoke at Tennessee Tech, University of Memphis and University of Tennessee this past year.

**Student Chapter Liaisons** – In addition to faculty advisors, TSITE has assigned an individual to each student chapter to help promote communication and interaction.

**Student Paper Competition** – Students from University of Memphis, University of Tennessee and Vanderbilt University submitted technical papers for this competition. The winners are shown in the next section.

**Outstanding Student Chapter Competition** – Chapters at University of Memphis, University of Tennessee and Vanderbilt University submitted chapter reports for consideration. The winning chapter is shown in the next section.
Section Awards

Volunteer Distinguished Service Award (Plaque): Presented to an individual who, over a period of years, has contributed outstandingly to the advancement of the transportation profession both at the Tennessee Section and at District 5 levels.

2007 Recipient: Cindy Pionke, P.E. – Knox County Engineering

Tennessee Outstanding Individual Award (Plaque): Presented to an individual who, over the previous year, has contributed significantly to the advancement of the transportation profession and at both the Tennessee Section and Southern District (District 5) levels.


Jack B. Humphreys Young Member Award (Plaque): Presented to an individual who, is 35 years of age or less and, over a period of 1 year, has contributed outstandingly to the advancement of the transportation profession in the Tennessee Section and District 5.


Student Awards

William L. Moore, Jr. Student Scholarship ($1,500 Scholarship and Plaque): Awarded to engineering or planning student enrolled at a university within the state of Tennessee and who has demonstrated a strong commitment to the transportation profession.

2007 Recipient: Nickalus Khan (University of Memphis)

T. Darcy Sullivan Student Scholarship ($1,500 Scholarship and Plaque): Awarded to engineering or planning student enrolled at a university within the state of Tennessee and who has demonstrated a strong commitment to the transportation profession.

2007 Recipient: Airton Khols (University of Tennessee)

TSITE Student Paper First Place Award ($250 and Certificate): Recognition of the best student paper submitted in the Tennessee Section competition.

2007 Recipient: Stephanie Hargrove (University of Tennessee)

“Heavy Vehicle Speed Enforcement using License Plate Recognition Technology”
TSITE Student Paper Second Place Award ($100 and Certificate): Recognition of the second best student paper submitted in the Tennessee Section competition.

2007 Recipient: Melany Noltenius (University of Tennessee)  
“Vehicle Movement in Nuclear Power Plant and Hurricane Evacuation Models”

Robert Stammer Student Chapter Award (Plaque and Participation in District Traffic Bowl Challenge): Presented to a Student Chapter who, for the school year, has contributed outstandingly to the advancement of the transportation profession in the Tennessee Section.

2007 Recipient: University of Tennessee

END OF SECTION ANNUAL REPORT FORM
Dr. Arun Chatterjee, P.E. continued his chairperson position of International ITE’s Freight Mobility council.

Dr. Martin E. Lipinski, PhD, P.E., PTOE (University of Memphis) was awarded the 2007 Coordinating Council Award at the ITE International annual meeting: A longtime TSITE member, Dr. Lipinski was recognized for his Outstanding Transportation Education Council project entitled “Recruitment Toolbox for Transportation Professionals”. This project was selected as the “best project completed by an ITE council”.

The Tennessee Section was proud to be host for the 2007 SDITE Annual Meeting in Knoxville. Meeting co-chairs Cindy Pionke, P.E. and Hollis Loveday, P.E. organized a well-attended and enjoyable event. TSITE is grateful for the dedication and hard work by the co-chairs and all members of the LAC.

Marshall Elizer Jr., P.E., PTOE (Gresham Smith & Partners) served as one of the keynote speakers in Washington D.C. at the National Traffic Signal Report Card national press conference on October 9, 2007. Mr. Elizer serves as spokesperson for the National Transportation Operation Coalition (NTOC).

Our TSITE website, www.tsite.org, continues to be an excellent portal for information concerning the Section with information continuing to be updated and added.

2007 was the inaugural year of the new ITS America chapter in Tennessee: ITS-TN. Many of ITS-TN’s founding officers and members are also TSITE members: President-David Stansell (Stansell Electric), Vice President-Carl Baughman (City of Franklin), Secretary-Marshall Elizer, Jr. (GS&P), Treasurer-Gupta Borra (Televant). The organization’s first annual meeting was held in Nashville on Nov. 1, 2007.

As a part of National Engineering Week, Gregory D. Judy, P.E., PTOE (Neel-Schaffer, Inc.) was chosen as the Middle TN Chapter of Tennessee Society of Professional Engineers (TSPE) 2007 Young Engineer of the Year. This award is given annually to a deserving candidate that exhibits exemplary technical, professional and civic qualifications from across all engineering disciplines within Middle Tennessee.

A few months later in June 2007, at its annual meeting in Franklin, TN, the statewide level of Tennessee Society of Professional Engineers presented Gregory D. Judy, P.E., PTOE with the statewide 2007 TSPE Young Engineer of the Year.

Due to the success of our annual auction benefiting the student scholarship program, the TSITE Executive Board voted to increase both TSITE scholarships to $2,000 each for the two selected candidates.

The Section, led by Chris Cowan, produced four (4) quarterly newsletters that reviewed and summarized Section and industry news and happenings.
Mr. Bill Moore, P.E. was honored as the **2006-2007 Volunteer of the Year** by the Nashville Area Chamber of Commerce.

Prior to this year, only one of TSITE’s two student scholarship awards had been named after a respected TSITE member. In 2007, TSITE officially **dedicated** the second scholarship award by naming it the **T. Darcy Sullivan Student Scholarship**. This award joins the William L. Moore, Jr. Student Scholarship.

Continued use of updated membership recruitment brochure

TSITE was happy to **renew and add** to the number of organizations that provide **sponsorship funding** to the Section. Eleven (11) separate groups gave an annual donation. The funds are used in support of the Section’s effort to allow students to attend Section meetings at no cost and the lodging costs for award winners at our summer meeting.

**TSITE’s first certified TSOS** (Traffic Signal Operations Specialist): **Mr. Ed Turbyfill** (Gresham Smith & Partners).

**TSITE’s latest successful applicants and exam takers for the PTOE certification:**
Stephen Bryan, P.E.; Philip Lohr, P.E. and Stephen Mosher, P.E.

**James Collins, P.E.** conducted **MUTCD Signs and Markings Workshop** (3 instances) for Ohio Local Transportation Assistance Program.

**Alan Childers, P.E.** conducted **Intersection Geometric Design course** for Tennessee Technology Assistance Program (3 instances).

**Sam Parnell, Jr., P.E.** interviewed by several **media outlets**, including local TV and radio broadcasts on local ordinances.

**John Van Winkle, P.E.** appeared and testified before the **Tennessee Legislature Joint Transportation Safety Committee** on Capitol Hill for hearings related to automated photo enforcement and recent City of Chattanooga experiences with its installations.

**Dr. Stephanie S. Ivey, PhD** (University of Memphis) was awarded the **2007 ASCE Young Engineer Award - Tennessee Section** AND **2007 Faculty of the Year** (University of Memphis) for the ASCE Student Chapter.

**Other Notable Individual Member Activities**
The Tennessee Section is proud of the accomplishments of its individual members in their technical and leadership pursuits. This year our members upheld a longstanding tradition of being active in the profession, with other organizations, and in their communities.

Every year TSITE asks its members to complete an activity survey to make us aware of their activities over the previous year. Highlights from the 2007 survey are as follows:
Leadership positions held in various professional organizations:

- Vice President, Southern District ITE, Craig Hanchey, P.E., PTOE
- Immediate Past President – ACEC of Tennessee, James Collins, P.E.
- Chairman SDITE Awards Committee, Bob Murphy, P.E.
- Chair - SDITE Strategic Planning – Information, Communications and Outreach, John Van Winkle, P.E.
- Chairman – City of Franklin Transit Board, Preston Elliott, AICP
- Secretary - American Society of Highway Engineers (TN), Jon Storey, P.E.
- President - ITS-TN, David Stansell
- Vice President - ITS-TN, Carl Baughman, P.E.
- Chair – SDITE Education/Student Chapter Committee, Dyan Damron, P.E.
- Chair – SDITE Historical Records Committee Chair, Bob Stammer, Jr., P.E.
- Chairman - SDITE Professional Development Committee, Anthony Todd
- Chair – SDITE Publications Committee, Jeff Hammond, P.E.
- Chair - ITE’s Freight Mobility Council, Arun Chatterjee, P.E.
- Contributing Member – AASHTO Technical Committee on Geometric Design, Jeff Jones, P.E.
- Chair – Transportation Committee, Nashville Chamber of Commerce, Bill Moore, P.E.
- Adjunct Professor – Civil Engineering Department, University of Tennessee, Geometric Design, Alan Childers, P.E.

Membership in and Attendance at the following technical activities:

- Chattanooga School for the Arts & Sciences Annual Career Fair
- Led tours and field trips for local elementary students in Chattanooga
- Member of Advisory Council of Traffic Safety (Chattanooga)
- APWA Chapter meetings
- ITS Tennessee
- Memphis MPO Transportation Advisory Committee
- NSPE/TSPE meetings
- American Society of Highway Engineers (ASHE) sessions/meetings
- TRB Annual Conference
- Tennessee Transportation Assistance Program (TTAP) workshops
- 2007 Biennial National Highway Data (HiDac) Conference, Nashville
- American Public Transit Association
- AASHTO/SASHTO
- Various ITE webinars
- “Road Diet Proposal of Cumberland Ave through the University of Tennessee Campus”, Knoxville
- American Planning Association – Tennessee Chapter
- ASCE Web Seminars (Roadside Delineation)
- Tennessee ASCE Meetings
- “Engineers Day on the [Capitol] Hill” in Nashville
- Society of Women Engineers
- American Society of Highway Engineers
- SDITE Board Meetings
- SDITE Annual Meeting
- APWA technical meetings
Attachments Include:

TSITE Sponsored Bike-Ped Workshop Overview (1 page)

Joint TCAPWA-TSITE Annual Meeting (1 page)

Copies of Legislative Positions sent to state congressional representatives and committees (4 pages)

News article documenting testimony before state legislative committee (1 page)

Example Newsletter (6 pages)

Sample of Updated Membership Recruitment Brochure (1 page)
**AGENDA**

### Day 1: Bicyclists

- **8:00 am**: Check In
- **8:30 am**: Introduction: Planning issues that affect bicycling and walking  
  (The role of cities, the role of streets; basic street layout principles; land use, connectivity, access management, site design)
- **9:30 am**: Break
- **9:45 am**: The principles of bicycling  
  (Why bicyclists use the roads; principles of designing for bicycling)
- **10:15 am**: On-road bikeways  
  (Shared roadway, bike boulevards, shoulder bikeways, bike lanes)
- **11:15 am**: Surface design details  
  (Railroad crossings, drainage grates, chip seals, rumble strips)
- **11:45 am**: Lunch (provided)
- **12:30 pm**: Field visit  
  (Review street for existing and potential bikeway issues; discuss findings)
- **1:15 pm**: Intersection design  
  (Intersection geometry, bike lane placement, loop detectors)
- **1:45 pm**: Restriping roads with bike lanes  
  (Narrow/remove travel lanes, reduce parking)
- **2:15 pm**: Break
- **2:30 pm**: Shared use paths  
  (Good and bad locations; design standards (dimensions) & details (fences, vegetation control, preventing motor vehicle access); street crossings)
- **3:30 pm**: Break
- **3:45 pm**: Shared use paths (conclusion)
- **4:30 pm**: Optional Local case studies
- **5:00 pm**: Adjourn

### Day 2: Pedestrians

- **8:30 am**: Basics of sidewalk design  
  (Sidewalk width, location, clearances, surfacing, driveways & alleys, bridges, illumination, basic ADA requirements)
- **10:00 am**: Break
- **10:15 am**: Transit design  
  (Bus stop locations, bus pullouts, shelters, access, crossings)
- **10:45 am**: Street crossings  
  (Principals of human behavior, midblock vs. intersection; crosswalks, signing, ped signals, medium, islands, grade-separation)
- **11:45 am**: Lunch (provided)
- **12:30 pm**: Field visit  
  (Review street for existing and potential walkway issues; discuss findings)
- **1:15 pm**: Street crossings (conclusion)
- **1:45 pm**: Intersection design part 1  
  (Basic principals, geometry, crosswalk placement, interchanges, roundabouts)
- **2:45 pm**: Break
- **3:00 pm**: Street crossings (conclusion)
- **3:30 pm**: Break
- **4:00 pm**: Road Diets  
  (How reclaiming space creates safer conditions for all road users)
- **4:30 pm**: Optional Local case studies
- **5:00 pm**: Adjourn

**MAIL/FAX REGISTRATION TO:**  
Tennessee Transportation Assistance Program (TTAP)  
Attn: Wilma Wilson  
Center for Transportation Research  
309 Conference Center Bldg.  
The University of Tennessee  
Knoxville, Tennessee 37996-4133  
Tel: 865-974-5255 Fax: 865-974-3889  
Web: ctr.utk.edu/ttap

**RETURN AS SOON AS POSSIBLE**

**DESIGNING STREETS FOR BICYCLISTS & PEDESTRIANS**  
March 19-20, 2007 (Knoxville, TN)
The 2007 TCAPWA Annual Joint Conference with SWANA and TSITE will be held in Clarksville October 13 – 16. The Riverview Inn Hotel will serve as the Conference Hotel. The breakfasts and Annual Banquet will be held at the hotel. Technical Sessions and Vendor Exhibits will be held at the new Morgan University Center on the campus of Austin Peay State University located two blocks from the hotel. The Equipment Rodeo will be held at a parking lot on APSU’s campus. This year’s conference runs from Saturday through Tuesday morning.

The conference will kick off with the TCAPWA Annual Golf Tournament to be held Saturday at 1:00 PM at Swan Lake Golf Course. Next a special Clarksville Getaway will be held Saturday evening and should bring lots of fun and good food for all that attend. Sunday’s activities will include the Annual Equipment Rodeo and Championships with BBQ lunch followed by rodeo awards presentation, and opening of the vendor exhibits with the Host City Reception. Monday’s activities include the annual Vendor Appreciation Breakfast, Vendor Exhibits and Technical Sessions both beginning at 9:00 AM and ending at 4:00 PM. The Annual Banquet will be Monday evening at the Riverview Inn Hotel. The conference will conclude with the Tuesday Breakfast and Membership Meeting.

Clarksville is an exciting and growing city with a lot to see and do. Plan now to attend this year’s conference.

**Exhibitors**

Conference exhibitors are sought for display at the Morgan University Center on Sunday, October 14th. Set up will be from 10:00AM – 2:30PM on Sunday. Exhibits will be open from 3:30-5:30 PM Sunday and 9:00 until 4:00 on Monday. The 50 booths will be 8’ x 10’ and cost $420, which includes breakfast and lunch for two people. Registration forms will be mailed to many prospective exhibitors and will be published in the *Tennessee Public Works Magazine* in the summer. This will be an outstanding opportunity to promote your products, ideas or services to Public Works professionals from all over the State.

**Sponsors**

It is hoped that your company will demonstrate its dedication to the public works industry by becoming a sponsor for this year’s conference. Opportunities are available for specific sponsorship in the following areas if you are interested:

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<tr>
<th>Exhibit Floor Box Lunch</th>
<th>Golf Hole Sponsorships</th>
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<td>Cash bar pre-banquet Social Hour</td>
<td>Door Prizes</td>
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Four levels of general sponsorship are based on the amount available.

- **$250 - $499**: Bronze sponsorship board
- **$500 - $999**: Silver sponsorship board
- **$1000 - $1999**: Gold sponsorship board
- **$2000 +**: Platinum Sponsorship board
March 7, 2007

Honorable Steve Southerland
Tennessee State Senator, District 1
Commerce, Labor & Agriculture Committee, Chair
318 War Memorial Building
Nashville, TN 37243-0201

RE: Proposed Professional Engineering Licensure Legislation
Senate Bill 354 (HB 800) and Senate Bill 763 (HB 1774)

Dear Senator Southerland:

My name is Greg Judy. I am a registered professional engineer in the state of Tennessee and I am also the 2007 president of the Tennessee Section of the Institute of Transportation Engineers (TSITE). At the national level, ITE (headquartered in Washington D.C.) is a professional technical association representing thousands of registered professional engineers whose career is centered on transportation engineering and planning activities. Statewide, TSITE represents over 200 registered professional engineers practicing in the transportation engineering field. It is as president of TSITE, and representing our statewide membership, that I respectfully submit this correspondence.

Our organization recently became aware of Senate Bills 354 and 763, and we wish to express our concerns to their provisions. As written, it appears that the proposed legislation attempts to modify existing law by adding additional language changing the requirements that permits a person to sit for the licensing exam. If approved, SB 354 would allow a person holding only a master’s degree of engineering from an approved institution to “sit” for the exam. SB 763 has very similar language except that it extends the provision to include doctoral degree holders (i.e. someone with a master’s or doctoral degree in engineering from an approved school would be allowed to take the licensure exam). Under both proposals, a person would not be required to be licensed as an “engineer intern” to sit for the exam.

Under current provisions, a candidate for licensure must be licensed as an engineer intern before he/she may apply to sit for the licensure exam. To be recognized as an engineer intern, a person must (1) successfully earn a bachelor’s degree for an approved undergraduate engineering degree program, and (2) take and pass an eight hour fundamental engineering examination. After four years of experience (under the supervision of a registered professional engineer), an engineer intern may apply to take the licensure exam. The four-year experience requirement is preserved under the proposed legislation.

In effect, the proposed legislation would allow those who only complete graduate-level engineering studies to become eligible to take the professional engineering exam, bypassing the requirement of an undergraduate degree. It is our opinion that the pursuit of engineering study through a bachelor degree program, and the following 8-hour examination, is critical and
imperative to the education and preparation of becoming a licensed engineer. In fact, the examination following the bachelor degree program is known as the Fundamentals of Engineering Exam. You may equate this to medical profession’s use of the MCAT exam. The engineering fundamental’s exam helps to ensure that a prospective professional engineer grasps basic engineering, math and science principles. The four-year bachelor program provides essential fundamentals and an invaluable foundation for someone aspiring to be an engineer. This type of education and breadth of exposure is not possible at the master’s or doctoral degree levels. At the advanced degree level, a student’s course of study becomes extremely focused and narrow. At the master’s or doctoral program level, students are not exposed to fundamental course such as Mechanics and Materials, Statics/Dynamics, or engineering principles. Typically, an advanced degree candidate is solely concentrating on specific research projects geared toward particular topics or areas of concentration. The engineering profession is a multi-disciplined, multi-faceted career. We believe the experience of completing the fundamental courses that a bachelor’s program provides is necessary and irreplaceable. As proposed, a licensure candidate could obtain an undergraduate degree in most any liberal arts program to be eligible for engineering licensure. We believe this is not appropriate nor in the interest of the public to whom we ultimately serve.

The requirement of obtaining a bachelor’s degree in engineering and passing the 8-hour fundamentals exam is well documented and used in most states in the country. These requirements have become what may be considered “standard” licensing protocol. We believe this provides further evidence that Tennessee’s current laws and rules on engineering licensure are appropriate and justified.

Based on this, TSITE requests that the Senate Commerce, Labor and Agriculture Committee (and all concerned elected officials) reject and oppose the referenced proposed bills. We understand that the Tennessee Society of Professional Engineers (TSPE) and the American Council of Engineering Companies of Tennessee (ACEC) have also submitted their opposition to these measures; and we hereby join and support their effort on this topic.

On behalf of the Executive Board of the Tennessee Section of the Institute of Transportation Engineers, and our entire membership, I wish to express our appreciation for your attention to this matter and thank the committee’s consideration of our correspondence.

Respectfully,

Gregory D. Judy, P.E., PTOE
Tennessee Section of the Institute of Transportation Engineers, President
c/o Neel-Schaffer, Inc.
210 25th Avenue North, Suite 800
Nashville, TN 37203
615.383.8420
March 20, 2007

Honorable Jim Tracy
Tennessee State Senator, District 16
Senate Transportation Committee, Chair
304 War Memorial Building
Nashville, TN 37243-2016

RE: Proposed Traffic Signal Video Surveillance Legislation
Senate Bill 666 (HB 698)

Dear Senator Tracy:

My name is Greg Judy. I am a registered professional engineer in the state of Tennessee, and I am also the 2007 president of the Tennessee Section of the Institute of Transportation Engineers (TSITE). At the national level, ITE (headquartered in Washington D.C.) is a professional technical association representing thousands of registered professional engineers whose career is centered on transportation engineering and planning activities. Statewide, TSITE represents over 200 registered professional engineers practicing in the transportation engineering field. It is as president of TSITE, and representing our statewide membership, that I respectfully submit this correspondence.

Our organization recently became aware of Senate Bill 666, and we wish to express our concerns to its provisions. Our opposition to this bill centers on the fact that the legislation would establish a pre-set duration of five (5) seconds for the yellow change interval where photo ('red light’) enforcement is in use. We believe it is very inappropriate for signal timing parameters to be legislated or pre-determined in any situation, photo enforcement or not. In contrast, a traffic signal’s yellow timing is based on engineering and scientific calculations, specific to each signalized intersection.

As background, it may be helpful to understand that a traffic signal’s yellow-change interval is independently calculated for each intersection. Furthermore, a traffic signal can have multiple yellow interval settings at a single signalized intersection, one for each signal phase or movement. The yellow-change interval is based on the average approach speed, geometrics and an assumed value of vehicle deceleration (ft/s^2). Engineers utilize nationally published and federally-supported publications as a basis for these decisions: the Manual on Uniform Traffic Control Devices (MUTCD) and the Highway Capacity Manual. In fact, most, if not all, states and communities have adopted the MUTCD as the guiding basis and accepted standard for traffic control devices. The MUTCD allows the yellow time to vary between 3 and 6 seconds based on engineering study of the field conditions mentioned above. The proposed legislation could be interpreted as being in conflict with the MUTCD standards.

The use of inappropriate yellow change intervals negatively impact the safety and efficiency of traffic signal operations. Yellow change intervals that are too long (even by 0.5 to 1.0 seconds)
increase the likelihood of crashes. If yellow displays are set too long, drivers often interpret it as an opportunity to quickly accelerate in an attempt to beat the red display. Drivers perceive they will be able to enter or cross the intersection before the red display is shown. In reality, drivers may not have enough time to clear the intersection, thereby increasing the probability (and possibly severity) of right-angle crashes. In addition, artificially long yellow times create sluggish traffic signal operation. The result equates to increased travel delay and signal time that could otherwise have been assigned to green time. Over the course of one signal cycle this may not have a great impact. Yet, over many hours and days, its impacts could be amount to significant lost time.

We believe it is inappropriate to make broad stipulations as to appropriate traffic signal timings. Each traffic signal should be individually considered with yellow timings assigned based on engineering study and calculations. A traffic signal’s yellow time setting is a fundamentally distinct issue from that of “red light” photo enforcement. The presence of “red light” photo enforcement does not impact, nor should it alter, the assignment of its yellow timing. Again, the yellow time setting should be determined by a trained professional based on standards and field conditions, not whether the signal is monitored by “red light” enforcement. For the safety and operational reasons mentioned, we submit that traffic signal yellow timings should be determined by qualified engineers on an intersection-by-intersection basis, not explicitly specified in legislation.

Based on this, TSITE requests that the Senate Transportation Committee (and all concerned elected officials) reject and oppose the referenced proposed bill.

On behalf of the Executive Board of the Tennessee Section of the Institute of Transportation Engineers and our entire membership, I wish to express our appreciation for your attention to this matter and thank the committee’s consideration of our correspondence.

Respectfully,

Gregory D. Judy, P.E., PTOE
Tennessee Section of the Institute of Transportation Engineers, President
c/o Neel-Schaffer, Inc.
210 25th Avenue North, Suite 800
Nashville, TN 37203
615.383.8420
Local speed detection cameras win praise
Success has state and other municipalities eyeing similar systems.
By Andy Sher Nashville Bureau

NASHVILLE — Chattanooga’s successful use of traffic cameras to nab speeders on a deadly stretch of Hixson Pike captured the attention of other cities and state officials who are eyeing similar programs.

Some lawmakers’ attention was focused on Chattanooga, which earlier this year activated its first speed cameras along the S curves section of Hixson Pike.

Chattanooga Traffic Engineer John Van Winkle said there was a big problem with speeding, noting that in 2002 there were four fatalities in one of the curves.

The city repaved the road and put up additional signs, but ultimately officials decided to install an automated speed-enforcement system.

After tests, the program was activated June 15 with a public information campaign and warning tickets. Beginning July 16, regular enforcement began.

Chattanooga also has two mobile vans employing the same laser technology to catch speeders. Mr. Van Winkle said the city notifies the public when the vans will be in use.

"The whole point of this ... was to change driver behavior," Mr. Van Winkle told the panel. "We wanted to dispel the myth that we were in this for a money grab."

He said speeding violations in the S curves dropped 85 percent from nearly 877 in the program’s first week to just more than 100 in week 15. The average speed dropped by 14 percent, or 7 mph, he said.

The city has drawn up plans to add red-light cameras. A law passed this year by the General Assembly limits fines for photo enforcement programs to $50. Violations do not count against a driver’s record because it is difficult to prove who was driving a vehicle, officials say.

House Transportation Committee Chairman Phillip Pinion, D-Union City, said he came into the Joint Transportation Committee meeting “heavily opposed” to using photoenforcement programs to curb speeding.

But, he said, “Chattanooga did an outstanding job of convincing me that it does save lives.”

Rep. Vince Dean, R-East Ridge, a retired Chattanooga police officer, recounted years of frustration and occasional heartbreak in trying to control traffic on Hixson Pike.

“I want to applaud the city of Chattanooga," he said.

During the hearing, Mr. Van Winkle said he has offered to set up cameras on Interstate 24 at the Ridge cut for the UT study.

E-mail Andy Sher at
asher@timesfreepress.com
Peach of a Meeting: TSITE, ITSGA Join in Chattanooga

Tennessee’s young ITS Chapter got a boost in September as TSITE and the ITS Chapter from Georgia converged in Chattanooga for a three-day meeting. Held at the Chattanoogan, sessions included topics like Rural ITS in Tennessee, US/Canadian Border Truck Traffic, Vehicle Infrastructure Integration, and the role of ITS America. Special thanks to the presenters from Tennessee: David Stansell, Don Dahlinger, Gupta Borra, Keith Materi, John Benditz, Rodney Chester, Bob Weithofer, Ken Flynn, Steve Meyer, and John Hall. Most of the meeting’s presentations can be downloaded at http://www.itsga.org/2006annmtgpost.htm#1.

ITSGA only holds one meeting a year, so by no means was it limited to the session room. A golf tournament was held on Sunday afternoon prior to the meeting. On Sunday evening, a reception/meal was hosted at the historic Bluff View Arts District River Room overlooking the Moccasin Bend of the Tennessee River. Monday’s on-site lunch featured the presentation of TSITE awards (read more about our winners in this edition). On Monday evening, attendees took advantage of good weather to walk to the Chattanooga Choo-Choo’s Station House Restaurant. Here, the singing servers brought the food and the entertainment including one that demanded Craig Hanchey take another little piece of her heart.

Tennessee Responds to Federally Mandated 5% Report

Edited from TDOT’s report to FHWA

As part of the new HSIP, States are required to submit an annual report describing not less than 5 percent of their highway locations exhibiting the most severe safety needs [23 U.S.C. Section 148(c)(1)(D)]. The intent of this provision is to raise the public awareness of the highway safety needs and challenges in the States. The purpose of this report is to fulfill this commitment by the State of Tennessee.

Tennessee has approximately 90,400 miles of public roads. They consist of approximately 1,100 miles of Interstates, 12,700 miles of State Routes, 14,300 miles of Local Minor Collectors, and 62,300 miles of Local Other Roads (functionally unclassified). TDOT monitors the Interstates, State Routes, and Local Minor Collectors; and a large database is kept. The database is in the process of being updated so that Local Other Roads will be included.

The 2005 Hazard Elimination Safety Program (HESP) List identifies locations with the most severe safety needs. It was developed from an analysis of crash data on public roads from years 2001 - 2003 (the most current data available) and issued on October 31, 2005. Locations with a crash ratio (actual crash rate divided by critical crash rate) equal to or greater than 3.50 were placed on the 2005 HESP List. The 2005 HESP List was divided into two (2) road classes: Interstates/State Routes and Local Routes. The List was further divided into three (3) distinct emphasis areas: intersections (junction of two or more public roads), sections (length greater than 0.10 mile), and spots (length equal to or less than 0.10 mile). The locations were then ranked based on crash severity (injuries and fatalities as a percentage of total crashes at each location).

Time to...
CHECK YOUR CALENDAR!

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<td>TRB Meeting</td>
<td>January 21-25, 2007</td>
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<td>Washington, D.C.</td>
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<tr>
<td>TSITE Winter Meeting</td>
<td>March 1, 2007</td>
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<td>Cookeville, TN</td>
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<tr>
<td>SDITE Annual Meeting</td>
<td>April 22-25, 2007</td>
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<td>TTN Bulletin Board</td>
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The following points of business were addressed at the Fall Business Meeting and Winter Board Meeting:

The TSITE treasury remains strong after recent contributions to the Scholarship Fund and the Be in the Click program. Board members have designated several existing and new programs on which to use TSITE funds.

This year’s TSITE webinar program trial run was quite a success. An ITE-produced web seminar was broadcast at three offices in Memphis, Nashville, and Chattanooga. Look for more technical learning opportunities in 2007.

After a hiatus in 2006, TSITE will rejoin the Tennessee chapters of APWA and SWANA for their annual meeting. The 2007 meeting will be held in October in Clarksville.

Last fall, a contribution to the Be in the Click program was made by TSITE. This $1500 went toward purchasing materials for three schools aimed at the promotion of seat belt usage. These schools are: Scotts Hill High School (Henderson County), J.D. Jackson High School (Franklin County), and North Greene High School (Greene County). Because no formal presentation of the Be in the Click program will be made at these schools, TSITE members will meet with the sponsoring faculty member at each of these schools. This meeting will establish a contact between the Be in the Click schools and TSITE and may lead to more interaction between the two. TSITE will sponsor additional schools in 2007.

For several years, TSITE has had the lowest dues in the District ($15). Discussions had been made on increasing this amount to fund some programs TSITE has recently taken on (Be in the Click, Temple Scholarship Challenge, webinar program, etc). After consideration of the healthy financial status of the organization, you’ll be glad to know that the board has decided to keep Section dues at the low, low cost of $15.

AWARDS!

TSITE wishes to congratulate the winners of this year’s section awards. These awards were presented in Chattanooga at the TSITE/ITSGA joint meeting.

Jack Humphreys Young Member Award: Chris Kirby, P.E.
Chris has served TSITE faithfully since 1999 as the Section’s liason to the UT student chapter. The involvement and success of that chapter is among the best anywhere and Chris has played a large role in that. During the past year, he has been chair of the Workforce Development Committee, overseeing all student chapters across the state. He is also the 2007 Southern District Annual Meeting Registration Chairman. Chris is an engineer with Wilbur Smith Associates in Knoxville.

Tennessee Section Outstanding Individual Award: Anthony Todd
Cindy has been a member of ITE since 1988 and has served the Section in many capacities over the past few years, culminating in President in 2003. He currently works for the City of Johnson City where he is the City’s Traffic Engineer. Anthony also graciously served two stints as Past President in 2004 and 2005, completing the significant duties of that office.

Volunteer Distinguished Service Award: Marshall Elizer, Jr., P.E., PTOE
Marshall is well known across all aspects of this organization having held membership since 1974. He served as ITE’s International President in 1995 and is also active in leadership roles in other professional organizations such as APWA. Marshall works for Gresham Smith Partners in Nashville.

Member Memos
- Congratulations to proud parents Chris and Vonda Rhodes who welcomed baby Will back in October. Chris works for Kimley Horn in Nashville.
- We welcome new member Pattie Parker of John Davenport Engineering, Inc.
Committee Shake-up in 2007
With the new year comes a new slate of officers and, just as importantly, new committee chairs for TSITE. These volunteers agree to a one year commitment managing the important tasks of the organization in various areas. The 2007 committee chairs are:

Audit: Rodney Chester
Awards: Steve Allen
Career Development: Chris Kirby
Legislative: Preston Elliott
Membership: Travis Falls
Nominations: Steve Allen
Scholarship: Steve Allen
Scholarship Challenge: Greg Judy
Section Relations: Chris Cowan, Jeff Hammond
Technical: Kevin Cole

Serving TSITE in 2007
Every so often, an officer of our organization gets asked the great question: “What can I do to get involved with TSITE?” The short answer (I’ll give a long answer too) is to look up one of the folks in the article above and ask them, they are the grass roots of the organization and know what needs each committee has. A tip here is to especially look to serve in “needy” committees. These are the ones who have a consistent need for energetic support and ideas on making the committee (and, in turn, the whole organization) more effective. Such needy committees are: Career Development, Section Relations, and Technical.

But, a long answer to the great question was promised, so here it is. Each year, the incoming President has one or two big agenda items that he’d like the organization to take up. For instance, this year, the webinar program should get into full swing, the affiliate membership base is looking to expand and clarify its role, Be in the Click continues, and the Summer Meeting is looking at expanding. Good ideas and effort are needed in all of these areas and will definitely be highlighted since it’s a special project. Keep in mind this is in addition to the year-to-year and meeting-to-meeting activities of TSITE.

“Whatever”, you say, “just give me something to do.” All right here’s a concrete list of things needing doing in the year ahead (in no particular order):

- Run over to Vandy, UT, TTU, UM, or any other school and make a 20 minute presentation. Ask Chris Kirby how to make those arrangements. While you’re there, buy the kids pizza, Rodney will pay you back.
- Give Chris Cowan a two paragraph article on an interesting design you’ve been working on.
- Research the professional history of your favorite TSITE member. Write it down as an award nomination on the form that Steve Allen will give you.
- Ask Preston, “What’s up on the hill?” He’ll say, “not much, they’re talking about mandatory motorcycle helmet laws again.” You say, “interesting”, then go make a list of states with/without helmet laws and write two sentences explaining what the list is. Give the list, your two sentences, and an optional piece of clip art to Chris Cowan for the newsletter.

New TSITE Editor Announced
Cowan to take over newsletter
This edition of the Tennessee Transportation News marks the last one for editor Jeff Hammond. Since 2000, Hammond has chronicled the progress and events of TSITE in three yearly editions.

Hammond will continue to author the Section’s website and will be editing the Southern District newsletter as well. He has enjoyed the opportunity to work with the leadership and members of the Tennessee Section in this way.

Beginning with the next TTN publication, Chris Cowan will be taking the lead. Chris is a six-year resident of middle Tennessee and employee of Gresham Smith and Partners. He moved to the area from Kansas City where he worked for nine years with HNTB. Chris graduated from the University of Louisville in 1992 with a Masters of Engineering degree. He currently lives in Spring Hill with wife Kimberli and daughter Katie.

We have a very well distributed membership and the newsletter is the one regular publication that brings members the news of the Section. To have the best and most informative newsletter possible, your input is needed. Every member of the Section is encouraged to contribute to the newsletter.
The times and locations of ITE ancillary meetings being held during the Transportation Research Board’s (TRB) 86th Annual Meeting in Washington, DC, the week of January 20-25, 2007 are now available at www.ite.org/meetcon/trb.asp.

The Matson Distinguished Speaker Luncheon will take place on Monday, January 22, 2007 from 11:30 a.m.–2:00 p.m. in the Regency Ballroom of the Omni Shoreham hotel at 2500 Calvert Street, NW, Washington, DC. The ITE annual student reception will be held at ITE headquarters on Monday, January 22, 2005. The ITE member reception, also held at ITE headquarters, will take place on Tuesday, January 23, 2007. Both of these receptions will be held from 6:00–7:30 p.m.

You can register for the Matson Luncheon, ITE student reception and ITE member reception at www.ite.org/meetcon/trb.asp.

The Transportation Professional Certification Board announces the first Professional Transportation Planner certification exam, which will be held on Saturday, March 24, 2007 in San Diego, CA; Ft. Lauderdale, FL; Chicago, IL; Washington, DC; and Dallas, TX. Applications and additional information concerning the subject domains and subdomains, the list of references to study, an application and a practice exam will be posted on the ITE Web site by January 1, 2007.

FHWA has issued guidance to help state and local transportation department partners better understand roles and responsibilities regarding compliance with the American with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Information can be found at www.fhwa.dot.gov/civilrights/ada_qa.htm.

The FHWA’s Office of Freight Management and Operations has released “Freight Facts and Figures, 2006” providing a look of shipping statistics nationwide.

It can be read free through TRB’s website or at (get this) http://www.ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/06factsfigures/pdf/fff2006.pdf

Got signal timing issues, but not the budget to tackle them? Check out “Signal Timing on a Shoestring”, a January 2007 publication by FHWA. It covers different retiming efforts for moderate, modest, and minimum budgets.

The on-line report can be found at http://www.ops.fhwa.dot.gov/publications/signal_timing/00_index.htm.

ITE’s Transportation Planning Council is offering two awards. One if for an outstanding planning Project, the other for an outstanding planning Program. Applications for both are due March 1, 2007 and can be found through the ITE website.

The TTN Bulletin Board is an open forum for ITE members. As space permits…you send it, we’ll print it!
NEW REPORT PROVIDES IN-DEPTH ANALYSIS
COMMUTING TRENDS
By the National Academies, (edited)
WASHINGTON -- Commuting trends are changing as baby boomers near retirement age at the same time that a large immigrant population has joined the U.S. labor America III, the latest decadal review of the nation’s commuting patterns authored by transportation consultant Alan Pisarski and published by the Transportation Research Board. While the personal vehicle is still the most common way to go to work, transit and carpooling are increasing in many areas, and more commuters are traveling from suburb to suburb rather than from suburbs to central cities, the report says. "One of the most significant changes will probably come from newly arrived immigrants," said Pisarski. "Unlike most native-born Americans or immigrants who have been in the U.S. for more than five years, many new immigrants either carpool, bike, walk, or use public transportation for their daily commute."

During the coming decades, many baby boomers -- who will start turning 65 in 2010 -- will leave the workplace and stop commuting. At the same time, the latest projections from the Census Bureau show that the number of younger people entering the work force will increase; but these new workers will not outnumber those who will retire. Almost 20 million people ages 18 to 65 are expected to enter the work force during the years 2000 to 2010, followed by only about 12 million over the two following decades. But such projections may underestimate the actual number of Americans who will start working, because it is difficult to project how many immigrants will arrive and enter the work force and how many baby boomers will keep working after age 65, the report says.

Immigration in the past decade has increased far more than expected, the report says. The latest census revealed that there are about 8 million more immigrants in the country than the 1990 census projected. Because of this influx, the nation's 30-year decline in population growth reversed sharply in the 1990s, returning to the growth rates of the 1970s. This "immigration bubble" is changing the nature of the work force and overall commuting patterns, the report says.

Although immigrants make up less than 14 percent of all workers, they represent about 40 percent of those in large carpools. The percentage is particularly high among Hispanic immigrants, who are largely responsible for the recent growth in carpooling after 30 years of decline. Recent immigrants also are more likely to walk or bike to work, or to use public transportation.

Another trend that could significantly affect commuting in the future is the increasing number of people who work from home, the report says. The latest census data shows that 4 million Americans now work from home -- more than those who walk to work -- and that a growing number of those over age 55 are doing so.

The general direction of commutes also has shifted, the report points out. From 1990 to 2000, about 64 percent of the growth in commuting in metropolitan areas was from suburb to suburb, while the traditional commute from suburbs to a central city grew by only 14 percent. As more employers move out of cities to be closer to skilled suburban workers, the suburbs now account for the majority of job destinations.

The latest census data also show that, compared with previous decades, more Americans are leaving for work between 5 a.m. and 6:30 a.m., are commuting for longer time periods -- between 60 and 90 minutes -- and are leaving their home county to work in a nearby county.

Other findings in the report include:

- The number of new solo drivers grew by almost 13 million in the 1990s.
- The number of workers with commutes lasting more than 60 minutes grew by almost 50 percent between 1990 and 2000.
- Men make up the majority of early-morning commuters, from midnight to 7:30 a.m. Women tend to commute later and make up the majority of commuters after around 7:30 a.m.
- The number of Americans who commute from the city to the suburbs exceeds the number of those commuting from suburbs to the city and accounts for 9 percent of commuting activity. From 1990 to 2000, the number of Americans commuting from the city to the suburbs increased by 20 percent.
- The percentage of African-American households without vehicles dropped from 31 percent of households to 24 percent from 1990 to 2000.
While the population over age 65 grew by only 12 percent from 1990 to 2000, workers over 65 increased by 21 percent.

- 30 million vehicles were added to households from 1990 to 2000, and 13 million of those were added to households that already had two or more vehicles.
- Only about 4 percent of workers live in households with no vehicle.

"In the 1970s the arrival of the baby boom generation on the work scene changed the entire dynamic of commuting trends," said Pisarski, who has now authored three reports on this topic. "That era is coming to a close. The needs of Americans – more affluent, more involved in global issues, more free to live and work where and when they want – are creating new challenges that should be recognized and addressed if Americans’ commuting experience is to improve."

Copies of *Commuting in America III* are available from the Transportation Research Board; tel. 202-334-3213 or on the Internet at http://www.TRB.org.

From Page 1

There were a total of 55 Interstate/State Route locations on the 2005 HESP List, divided into 7

*Interstate/State Route spots, 17 Interstate/State Route sections, and 31 State Route intersections.*

TDOT began the Road Safety Audit Review (RSAR) Program to identify and implement improvements for each of the Interstate/State Route locations. In addition, TDOT used the RSAR Program to address the six (6) Local locations that had experienced a fatality. This fulfills our commitment to the 5% Report. Details regarding the number one ranked location in each emphasis area are identified below:

**Spot Location**

Stewart County
State Route 46
Begin: L.M. 11.76 (Bridge over Honey Fork Branch)
End: L.M. 11.86 (A218 Honey Fork Road)

**Section Location**

Campbell County
State Route 9
Begin: L.M. 1.31
End: L.M. 1.77

**Intersection Location**

Maury County
State Route 245
L.M. 2.13
Intersection at Southport Road
1. You’ve got good ideas! The demand for a better transportation system continues to grow amidst an ever-increasing driving population. TSITE needs more interested people to share their ideas, enthusiasm, and experience with us, so that together we can develop practical solutions to the problems associated with this demand.

2. A collective voice is the strongest. As we strive to promote the role and responsibility of the transportation engineering industry, your support makes a difference.

3. Relationships matter. TSITE brings professionals together on many levels. That’s a benefit on your projects and to your career.

“TSITE puts members together on a personal level. Getting to know our customers and their needs is always a benefit.”
Renny Stinson, Traffic Sales and Marketing, Nashville

“I’ve been an ITE member for over 34 years. It’s been an outstanding organization for professional growth and my career has benefited greatly by having been a member.”
Bill Moore, Consultant and former TDOT Chief Engineer, Nashville

“Our affiliation greatly assists the Tennessee Department of Transportation key staff in keeping up with leading edge solutions to today’s transportation challenges and opportunities.”
Dennis Cook, Asst. Chief Engineer TDOT Planning and Environment, Nashville

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**Benefits**

<table>
<thead>
<tr>
<th>Section Affiliate (only $10)</th>
<th>International Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>Receive all issues of Tennessee Transportation News</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Participation at quarterly TSITE and monthly board meetings</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Complete access to <a href="http://www.tsite.org">www.tsite.org</a></td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Participation in TSITE programs including job postings and sponsor advertising</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Receive 12 issues of ITE Journal</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Participation in specialty councils</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Discounted ITE publications, insurance, and other benefits</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Vote and hold office in TSITE</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Membership in ITE’s Southern District</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Complete access to <a href="http://www.ite.org">www.ite.org</a></td>
<td>✓ ✓</td>
</tr>
</tbody>
</table>

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**Activities**

Our members enjoy these annual opportunities to meet...
- Quarterly technical and business meetings
- Informal monthly meals in Nashville, Chattanooga, and Knoxville
- Southern District and International Meetings
- Special joint sessions with other professional societies or ITE Sections

Service is structured through 10 standing committees...
- Audit
- Awards
- Career Development
- Legislative
- Membership
- Nominations
- Quiz Bowl Challenge
- Scholarship
- Section Relations
- Technical

And the state’s top performers are recognized every year...
- Volunteer Distinguished Service Award
- Tennessee Section Outstanding Individual
- Jack B. Humphreys Young Member Award
- Robert Stammer Student Chapter Award
- William L. Moore, Jr. Student Scholarship and Runner-Up
- Student Paper Award and Runner-Up

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**Membership**

You have two. Choose to join as a Section Affiliate. Dues are just $15 annually and you'll be in the loop with all of the Tennessee Section's activities. Or, become a regular ITE member. Basic membership starts at $160 and includes dues for membership in the Southern District and Tennessee Section. See the benefits chart for a comparison.

**To Join:**

As a Section Affiliate: Fill out an application form and mail with your dues payment. With your payment, you will already be supporting the future of Tennessee transportation as $5 goes directly to the TSITE Scholarship fund!

As an International Member: Contact ITE International at (202) 289-0222 or www.ite.org/membership to obtain an application form and payment information.