



TENNESSEE TRANSPORTATION NEWS

Winter 2004-05

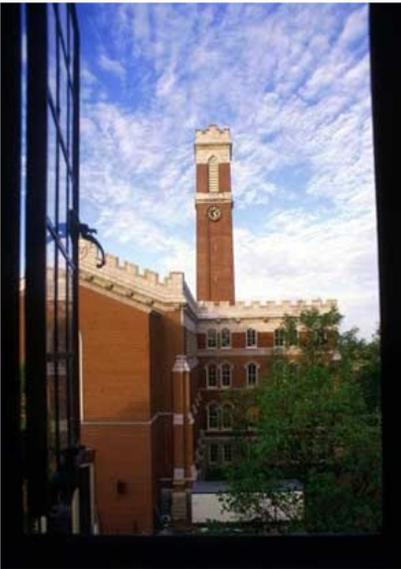
Volume 10, Issue 1

No Snow at Winter Meeting!

TSITE enjoys a Music City miracle

Setting recent-year attendance records for quarterly meetings, TSITE met in Nashville on March 3 for its annual Winter Meeting. Placed in the scholarly confines of Vanderbilt's University Club, 89 members and students attended all or part of the meeting aimed at bringing the activity of the Section to one of our student chapters annually.

For the first time in three years, the Winter Meeting enjoyed beautiful weather allowing a mid-morning stroll to see Vandy's new engineering building. On the technical program were Mark Cook (City of Clarksville), Jimmy Dobbins (Vanderbilt), John Houghton (TDOT), and Rachel Smith (Belmont University). In addition to several Vanderbilt engineering students being present, no



less than six students made the trip from Tennessee Tech in Cookeville to be with us.

Thanks to everyone who was there, our speakers, and especially to Bob Stammer and Vanderbilt University for their fine hospitality!

Kirkland Hall,
Vanderbilt University

ITE Turns 75!

If nothing else, you've probably noticed the fancy "75th" logo on ITE's letterhead. This year marks three-quarters of a century for our organization. Reprinted below is a press release by Marianne Saglam of ITE.

The Institute of Transportation Engineers is an international educational and scientific association of transportation professionals who are responsible for

meeting mobility and safety needs. Through its products and services, ITE promotes professional development of its members, supports and encourages education, stimulates research, develops public awareness programs and serves as a conduit for the exchange of professional education.

"ITE is the premiere organization for transportation planners and engineers. We provide a forum for the development of standards and recommended practices, the exchange of ideas and solutions, and professional development opportunities that are crucial for any professional in the field of surface transportation," said Timothy P. Harpst, ITE international president.



The rapid development of automotive transportation following World War I and the resultant accidents and congestion in the early 1920s were responsible for public demands that expert attention be directed to the alleviation of traffic ills. The desirability of forming a professional society was freely discussed amongst a group in the industry.

Continued on Page 5.

Time to...

CHECK YOUR CALENDAR!

SDITE Annual Meeting	April 10 – 13, 2005
Savannah, GA	
TSITE / KYSITE Spring Meeting	May 26, 2005
Bowling Green, KY	
TSITE Summer Mtg. & Auction	July 8 – 9, 2005
Fall Creek Falls State Park, TN	
ITE Annual Meeting	August 7 – 10, 2005
Melbourne, AUS	

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The following points of business were addressed at the Winter Meeting in Nashville:

Upholding the duties of Vice President, Steve Allen coordinates our quarterly meetings this year. The Spring Meeting looks to be a joint meeting with KYSITE in Bowling Green in May. We'll return to Fall Creek Falls July 8-9 for our annual Summer Meeting and Auction. Then we'll wrap up the year with a joint Fall Meeting September 21-23. We'll meet in Knoxville with the Tennessee chapters of the American Planning Association and American Society of Landscape Architects.

Thanks to all committee chairs and members. Special thanks to Devin Doyle for chairing our new Legislative Committee. Devin and his committee review all state House and Senate Transportation Committee and Sub-Committee calendars on a weekly basis. Their work keeps our organization up to date with activities on the hill. This way, we're aware of transportation legislation from its introduction into committee and have time to take appropriate action when needed. See Page 4 for more.

Past President (and Past Past President) Anthony Todd completed our 2004 Annual Report for submission to District in February. Anthony has worked hard to put our Section's best foot forward to SDITE for the past two years. Thanks also to all those who contributed to our report by filling out the activity survey. You'd be amazed at the number and variation of professional activities TSITE members participate in from year to year!

At this winter's Executive Board Meeting, members voted to disband the Motorcycle Red Light Committee. John Van Winkle and these members brought this issue to ITE's attention where a broader awareness of signal detection issues was raised. Any future activity dealing with this issue will commence in the Technical Committee.

District Representative John Van Winkle reports that SDITE currently has an approximate \$90,000 surplus. This body's leaders decided to fund a new Grants Committee with \$45,000 of this. More information about these grant awards for technical activities is to come.

Don't forget

to register for the SDITE Meeting, April 10 - 13, 2005 in Savannah, GA. Go to <http://sdite.org>.



“Traffic Calming” to a New Level

Naked Streets means every man for himself

ITE's Washington Weekly

The New York Times and Toronto Star recently posted online articles on the issue of “naked streets” that have been implemented in several European communities.

As seen in communities in Holland, Germany and Denmark, “naked streets” are void of traffic signals, signs, sidewalks, markers, speed bumps, or even curbs. Planners in these communities believe that this strategy reduces trip times and accidents. The philosophy is that by stripping the intersection of traffic signal and control devices, everyone in the shared space is put on equal footing. It is also thought to encourage users of the shared space to actively negotiate their circumstances, thereby providing “psychological traffic calming.” The Toronto Star features Christiansfeld, Denmark's implementation of the strategy at a “high-traffic intersection that was plagued with traffic jams and pedestrian and related accidents. Since its implementation four years ago, accidents at the intersection dropped from three per year to zero.” This issue has been identified by the European Union for further study. To access the above-mentioned articles, go to:

The New York Times

<http://www.nytimes.com/2005/01/22/international/europe/22monderman.html?ex=1264136400&en=df658c80f6f9ed20&ei=5090&partner=rssuserland>.

Toronto Star

http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&cid=1105614487492&call_pageid=970599109774&DPL=IvsNDS%2f7ChAX&taacoda_login=yes.



Bulletin Board

From Headquarters...

Two Positions Added to ITE Headquarters Staff

At the International Board of Direction Meeting held in Las Vegas, NV, the board approved an additional two staff positions to support an increased offering of professional development tools for the membership of ITE. Recruitment for the positions is underway.

Traffic Operations Practitioner Specialties Program

The Transportation Professional Certification Board (TPCB) voted to proceed with the Traffic Operations Practitioner Specialties program at its board meeting held in Las Vegas, NV. More information will be provided in future issues of Executive Digest during the coming months. In addition, the TPCB also appointed a committee to work towards developing a Transportation Planner Certification program.

National Traffic Signal Report Card

The National Transportation Operations Coalition (NTOC) is set to release the results of a traffic signal operation self-assessment in the form of a National Traffic Signal Report Card. The national results were discussed at an informational session at the ITE Technical Conference and Exhibit. Official results will be released at a national press event in Washington, DC in April. The purpose of the report is to generate national press exposure on the need for more support of traffic signal operations. For information on the National Traffic Signal Report Card and how you can become involved, go to www.ite.org/reportcard.

In case you missed it, ABC news ran a week-long series on traffic congestion recently. You can access the highlights of the series at:
<http://abcnews.go.com/Technology/Traffic/>.

The TTN Bulletin Board is an open forum for ITE members. As space permits...you send it, we'll print it!



RED LIGHT CAMERA SYSTEMS OPERATIONAL GUIDELINES
FHWA and NHTSA have posted an updated red light camera systems operational guide online. The document covers several topic areas related to red light camera systems operations, including understanding the problem; problem identification; countermeasures and their application; and program implementation. The document can be accessed at

http://safety.fhwa.dot.gov/intersections/rlc_guide/rlcguide05jan.pdf

RITA IS UP AND RUNNING

On February 15, Secretary Mineta announced the formal creation of the Research and Innovative Technology Administration (RITA). It will focus on advancing U.S. DOT's priorities for "innovation and research in transportation technology and concepts." RITA comprises staff from the former Research and Special Programs Administration's Office of Innovation, Research and Education, the Volpe National Transportation Systems Center and the Transportation Safety



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Congressional corner



In February, TSITE undertook a concerted effort to bring members more information on the activities of our state legislature. Led by member Devin Doyle, the Legislative Committee will review the weekly calendars of Senate and House Transportation Committees, looking for items of interest to our organization.

As it arises, notable legislation will be posted here in the Congressional Corner feature. We'll also bring the latest from Washington and if your local government is passing unique ordinances, let us know and we'll publish that, too.

National

In March, the US Senate passed TEA-LU (officially: HR 3, the Transportation Equity Act: A Legacy for Users). For FY04-09, it funds highways at \$235 billion and transit at \$49 billion.

TEA-LU Highlights

- * Increases TEA-21 guaranteed funding by 42 percent
- * Includes tax law changes passed last year that restore the 5.2 cents per gallon subsidy to the Highway Trust Fund (HTF) and revoke the diversion of 2.5 cents per gallon from HTF to the General Fund
- * Includes \$6 billion for projects of national and regional significance
- * Implements a Congestion Relief Program—new state requirements for projects that increase motor vehicle travel reliability and maximize roadway capacity and efficiency and remove bottlenecks; establishes time periods for completion of congestion relief program
- * \$590 for High Risk Rural Road Program
- * \$875 million over five years for Safe Routes to School Program
- * \$52.35 billion guaranteed funding for transit over six years—51 percent increase in guaranteed funding over TEA-21
- * \$2 billion for rural public transportation
- * Provides funds for new disabled transportation programs in areas where it is not available—administration's New Freedom Initiative
- * Does not include a plan to address the donor/donee issue, expected to be addressed in conference negotiations

- * Includes a “reopener” provision that stops flow of funding after two years to allow Congress to find additional funding; it is unclear from what year the reopener will take effect
- * Does not include member projects

Tennessee

*SB 1325 by *Burchett, Henry, Miller, Southerland (HB 1215 by *Davidson)
Safety - Exempts persons 21 years of age or older from wearing a mandatory crash helmet while riding motorcycle, motorized bicycle, or motor-driven cycle. - Amends TCA Section 55-9-302.

*SB 0140 by *Cooper (HB 0594 by *Curtiss)
Railroads - Requires all Class III railroads to maintain crossings on all roads not maintained by state. - Amends TCA Section 65-11-103.

SB 0297 by *Williams (*HB 0118 by *Harmon, Pinion)
Tennessee Regulatory Authority - Transfers railroad jurisdiction from the department of transportation and places such jurisdiction with the Tennessee regulatory authority. - Amends TCA Title 65 and Title 67.

SB 0775 by *Burchett (*HB 0874 by *Campfield)
Motor Vehicles - Prohibits the use of engine compression brakes on tractor trailers unless such brakes are equipped with a muffler or it is an emergency. - Amends TCA Title 55, Chapter 8, Part 1.

SB0627 by *Black. (*HB0311 by *Lynn, *Maggart, *Turner M.)
Highways, Roads and Bridges - Directs department of transportation to construct, or to contract for the construction, of a toll bridge in Sumner County. - Amends TCA Title 54, Chapter 15.

*SB 0524 by *Crutchfield (HB 1387 by *Newton)
Railroads - Requires Memphis to maintain railroad right-of-way properties at its expense within the municipal boundaries. - Amends TCA Title 65, Chapter 11, Part 1.

From Page 1.

Thoughts for such a society were crystallized at a meeting in Pittsburgh, PA on October 2, 1930. It was at this meeting that a tentative drafting of the constitution and by-laws for a professional traffic society for those actively engaged in the effort to reduce accidents and facilitate traffic movement was undertaken.

The major reasons for organizing ITE were to provide a central agency for correlating and disseminating factual data and techniques developed by members of the profession, promote the standards of traffic engineering and encourage the establishment of traffic engineering departments in city and state governments. At a meeting in New York, NY on January 20, 1931, the constitution and by-laws were adopted, and the Institute of Traffic Engineers became a reality. In 1976 the Institute of Traffic Engineers changed its name to the Institute of Transportation Engineers to reflect the growing diversity in the field of transportation engineering.

ITE's celebration will continue throughout 2005, but will culminate at an international celebration at the ITE 2005 Annual Meeting and Exhibit in Melbourne, Victoria, Australia. Information about the annual meeting is available at www.ite.org/annualmeeting/.

ITE serves as a gateway to transportation knowledge and advancement through meetings, seminars and publications and its network of more than 16,000 members working in more than 90 countries. More information on ITE and its programs can be found at www.ite.org.

Rural roads are the deadliest, especially in Southeastern U.S.

By Eric Kelderman, Staff Writer, *stateline.org*

The most dangerous roads in the United States aren't the perilous freeways of Los Angeles depicted in television shows and video games, or Washington, D.C.'s Beltway jammed bumper-to-bumper during rush hour. Instead, it is the rural two-lane road where a disproportionate number of drivers are killed, especially in Southeastern states.

More than half of all U.S. traffic fatalities occurred on rural two-lane roads that carried just

28 percent of the nation's traffic from 1999 to 2003, according to an analysis of the most recent federal crash data by The Road Information Program (TRIP), a nonprofit group that researches traffic issues.

Regionally, eight Southeastern states accounted for more than 30 percent of all road deaths from 1996 to 2000, and 64 percent of those fatal accidents happened on rural roads, according to researchers at the Georgia Institute of Technology. Those states -- Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina and Tennessee -- account for just 19 percent of the nation's population.

"It is critical that we improve safety on the nation's rural roads, which are exposing rural residents and visitors to an unacceptable level of risk," said William M. Wilkins, TRIP's executive director. "We know how to make rural roads safer. What is missing is adequate funding for road safety projects that will save numerous lives."

While the number of people living in rural areas has increased 11 percent since 1990, state and local governments have not been able to afford improvements to country roads, the March 3 TRIP report stated. And many rural roads are not eligible for federal highway funds, according to TRIP.

Continued on Page 7.

MEMBER MEMOS

Congratulations to **Don Dahlinger**. Don was awarded Middle Tennessee TSPE's Government Engineer of the Year Award at Nashville's All-Engineers Banquet.

Jeff Hammond has been awarded a scholarship by ITE's Transportation Consultants Council to attend the Annual Meeting in Melbourne.

We express sympathy to the family and friends of **Shawn Myers**, assistant engineer of Maryville. Shawn succumbed to a four-year fight with brain cancer on March 2nd.

Dr. **Arun Chatterjee** had an article published in the December issue of the *ITE Journal* entitled 'Freight Transportation Planning for Urban Areas'.

Operations Manual to be Updated

In 2002, Hollis Loveday, under then President Craig Hanchey, formed the Operation Manual Committee and completed the first comprehensive update of the manual since 1989. With assistance by committee members John Gould and Cindy Pionke, the current guidebook has become an invaluable resource for TSITE's officers.

This year, in order to maintain the accuracy and usefulness of the report, TSITE President Jeff Hammond will revise the 2002 manual. "Several things have changed over the past three years, and we want to make sure we don't have to start over in a few years," Hammond said. "It's a lot easier to revise than start from scratch." Notable changes include voting procedure changes (and accompanying by-laws changes), allowance of electronic communication, calendar additions, and new committee assignments.

The updated 2005 edition of the Operations Manual should be complete for use by next year's officers. The current edition of the manual can be found at www.tsite.org.

TSITE to Begin Outreach Campaign

Recruitment aimed at potential affiliates

For some time, the Tennessee Section has had some good news and some bad news about its membership makeup. The good news is it has more full ITE members than affiliates – a sign of strong commitment to the organization and its principles. The bad news is that means it has fewer affiliates than full members – a sign that TSITE's local presence can be strengthened.

The Executive Board and the Membership Committee are trying to correct that bad news scenario through a membership outreach for potential new affiliate members.

An information brochure has been completed which will be sent to potential members along with instructions for applying. The mailouts will enforce the idea that TSITE is an active, local, and focused organization. Also stressed is the low affiliate rate of \$15. Specifically targeted will be city/county governments and public works departments, MPO staff rosters, consultants, and suppliers. Word-of-mouth contacts are often the best leads, so let a member

of the Membership Committee know if you know of a prospective member.

ASCE GIVES U.S. INFRASTRUCTURE A "D"

ITE's Washington Weekly (edited)

The American Society of Civil Engineers (ASCE) recently released its 2005 Report Card for America's Infrastructure. The report card assessed 15 infrastructure categories individually, and collectively gave the system a "D." The assessed categories included aviation, bridges, dams, drinking water, energy (national power grid), hazardous waste, navigable waterways, public parks and recreation, rail, roads, schools, security, solid waste, transit and wastewater. Both roads and transit have worsened since the last report card. Roads went from a D+ to a D and transit from a C- to D-.



ASCE's web logo: *Greeting from America's Crumbling Infrastructure*

ASCE estimates that \$1.6 trillion over five years will be needed to remedy "current and looming problems." According to ASCE, that level does not include estimates for infrastructure security needs.

Some Tennessee-specific numbers from ASCE's findings:

- 32% of Tennessee's major urban roads are congested.
- Vehicle travel on Tennessee's highways increased 48% from 1990 to 2003. Tennessee's population grew 20% between 1990 and 2003.
- Driving on roads in need of repair costs Tennessee motorists \$636 million a year in extra vehicle repairs and operating costs --- \$152 per motorist.
- Congestion in the Memphis area costs commuters \$547 per person per year in excess fuel and lost time.
- Congestion in the Nashville area costs commuters \$730 per person per year in excess fuel and lost time

For more information, go to

<http://www.asce.org/reportcard/2005/index.cfm>. The site includes information on past report cards and detailed information on each infrastructure category, as well as infrastructure progress reports by state, policy recommendations and action items.

From Page 5.

Both studies blame the high number of deaths on poorly designed country byways with rolling hills, sharp curves and steep drop-offs from pavement to the shoulder, which can cause drivers to lose control. And because the roads are in isolated areas, it is often difficult for emergency workers to get injured drivers and passengers to the hospital in time to save their lives, according to the TRIP report. The organization recommends widening roadways, paving shoulders, adding rumble strips to the center and edges of roads, and lighting hazardous areas.

The study of Southeastern states, released in December 2004, also found that tired or drunken drivers often were killed at night after hitting trees on rural roadsides and that 49 percent of those killed were not wearing seatbelts.

State officials in Georgia, which had the seventh highest total of rural road fatalities between 1999 and 2003, were not surprised by the numbers and already are planning many of the suggested upgrades to country roads, said Bob Dallas, director of the Governor's Office of Highway Safety.

Even more difficult than making road improvements is changing drivers' behaviors and safety laws. Legislators in both South Carolina and Georgia are having a hard time tightening their state's seat-belt laws, which critics say are too lax. New Hampshire is the only state that does not require adults to wear seat belts.

In Georgia, which requires front-seat passengers to buckle up, researchers found that a disproportionate number of fatal accidents involved pickup trucks, which are exempted from the seat-belt law. Minnesota is the only other state in the nation that does not require seat-belt use in pickups.

"I hope somebody takes a look at that and realizes it's time to fix that," said civil engineer Karen Dixon, who co-authored the study of Southeastern road fatalities.

But bills to include pickups in Georgia's seat-belt law are stuck in committee and strongly opposed by rural legislators, Dallas said.

In South Carolina, which had the third-highest rate of rural traffic fatalities in the nation in 2003, police cannot stop or ticket a driver solely for not wearing a seat belt. Like the law in 28

other states, an officer must stop the driver for another traffic violation. And the fine for not wearing a seat belt in South Carolina is just \$10 - tied with eight other states as the lowest in the nation.

A bill by House Speaker David H. Wilkins (R) would allow South Carolina drivers to be stopped just for not wearing their seat belts and would raise the fine to \$25; such legislation has passed the House for the past two years and died each time in the Senate.

This year, though, the bill is opposed by Wilkins' colleague, House Majority Leader Jim Merrill (R), and was sent back to a House committee.

"There's a little more organized opposition this year," Wilkins told Stateline.org. "Those that oppose it don't want anyone infringing on their rights," he said. "All the stats I've read make me believe (wearing seat belts) saves lives," Wilkins added.



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Spring Meeting in the Bluegrass

Forget about the grass turning green this spring, it'll be blue for the TSITE members traveling to the Commonwealth for the second meeting of 2005. Held in Bowling Green on May 26, this meeting will be a mix of informative technical presentations and a good ol' time playing golf.

First will be a three hour technical session at the Holiday Inn, University Plaza; lunch and short business meetings will follow on site. Then, it's



over to the adjacent Crosswinds Golf Course for a tournament to benefit Kentucky's scholarship fund. The local folks there are investigating a potential alternate activity like touring the Corvette Museum for the non-golfers.

Watch the website for more information to be posted as it becomes available. Make plans to join us for an opportunity to get to know our colleagues to the north.

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