



# TENNESSEE TRANSPORTATION NEWS

Winter 2006-07

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## 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 Chattanooga, 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 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).

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Time to...	
<b>CHECK YOUR CALENDAR!</b>	
TRB Meeting	January 21-25, 2007
Washington, D.C.	
TSITE Winter Meeting	March 1, 2007
Cookeville, TN	
SDITE Annual Meeting	April 22-25, 2007
Knoxville, TN	

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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 liaison 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.
- Member **Marshall Elizer** represented APWA nationally in a December NTOC webinar on the Traffic Signal Report Card. If you missed it, you can see his presentation at [http://www.ntoctalks.com/web\\_casts\\_archive.php](http://www.ntoctalks.com/web_casts_archive.php).

## 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):

- Ask Steve Meyer what he's planning to do with the auction and how you can help.
- Ask John Van Winkle how he comes by those sweet auction items, then go start collecting some yourself.

- 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.



## Bulletin Board

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](http://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, 2007. 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](http://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](http://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](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](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 when and where 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

# Thanks, sponsors!

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