



Tennessee Transportation News

Chattanooga Choo Choo

This year's Fall Meeting will be held at [The Chattanooga Choo Choo](#) located at 1400 Market St. in Chattanooga, Tennessee. The meeting consists of technical sessions and a social on Thursday evening. The registration cost is \$50.



2008 TSITE/ALSITE FALL JOINT MEETING AGENDA

Thursday, October 23rd

12:00 – 1:00 PM EST Arrival and Registration

1:00 – 1:30 Welcoming Remarks

1:30 – 2:15 Daniel Turner, Ph.D., Univ. of Alabama, Tuscaloosa, AL

School Bus Seat Belts – the Alabama Pilot Project

2:15 – 3:00 Don Hicks & Casey Crabtree, DAKTRONICS

3:00 – 3:30 Break (Snack)

3:30 – 4:15 Virginia P. Sisiopiku, Ph.D., Univ. of Alabama Birmingham, Birmingham, AL

Traffic Management Strategies for Hurricane Evacuations in the Southeast

4:15 – 5:00 Jan Seigler, Cohu Electronics, Atlanta, GA

Video Technology, IP Encoding & Network Design Parameter Overview

5:00 – 5:15 Becky Malenke, PE, Service Committee Chairperson for ALSITE

SALTEENS - An ALSITE Service Project

5:30 – 7:00 Reception – Heavy appetizers & Cash Bar

Friday, October 24th

7:00 – 8:30 State ITE Business Meeting and Breakfast

8:30 – 9:15 Brian Whitaker, PE, ARCADIS, Chattanooga, TN

Chattanooga to Nashville Maglev Feasibility Study

9:15 – 10:00 Dyan Damron, PE, Neel-Schaffer, Nashville, TN

TDOT Work Zone Safety & Mobility Initiative

10:00 – 10:30 Break (Room Checkout)

10:30 – 11:15 Jim Floyd, PE, Volkert & Associates, Chattanooga, TN

Market Street Bridge Renovation

11:15 – 12:00 Marshall Elizer, PE, Gresham, Smith and Partners, Nashville, TN

New Directions in Urban Street Design

12:00 – 12:15 Closing Remarks / Adjourn

cost is \$50.

Click <http://www.choochoo.com/directions.php?dest=14> for directions.

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Your 2008 TSITE Officers



President:	Stephen Meyer, P.E.
Vice-President:	Kevin Cole, P.E.
Secretary-Treasurer:	Chris Kirby, P.E.
Section Representative(07-08):	Cindy Pionke, P.E.
Section Representative(08-09):	Jeff Hammond, P.E.
Immediate Past President:	Greg Judy, P.E., PTOE
Affiliate Director:	Dan Vincent

TSITE 2008/09 Calendar

TSITE Fall Meeting (Joint Meeting with Alabama ITE)	October 23-24, 2008	Chattanooga, TN
TSITE Winter Meeting	February/March	Nashville, TN
Southern District 2009 Meeting	April 19-22, 2009	Birmingham, AL
TSITE Spring Meeting (Joint meeting with KYSITE)	June 4-5	Bowling Green, KY
TSITE Sumer Meeting	August	TBD
ITE 2009 Annual Meeting and Exhibit	August 9-12, 2009	San Antonio, TX
TSITE Fall Meeting	October/November	Knoxville, TN

Membership Update Form

Thanks for your interest in helping us keep the most up-to-date membership directory possible. To update your information, click on the link below, fill in the information blanks, save the edited file, and e-mail it back to Steve Bryan (Membership Committee Chair) at sbryan@longeng.com

To access the membership data form, click www.tsite.org/Survey/tsite_membership%20form.doc

TSITE 2008 Summer Meeting Wrap up

Visit the website for post-meeting information.

<http://www.sdite2008.org/>



Local Area ITE Meetings

Have you been to your local area ITE meeting lately?



Nashville area members meet informally for breakfast on the last Wednesday of each month at the Shoney's Restaurant at the LP Field. Meetings start 7:30 am and last about an hour. Any interested persons are welcome.

For information call or email Greg Judy at greg.judy@neel-schaffer.com

(615) 383-8420.

Knoxville area members meet informally for

breakfast on the last Thursday of each month at the Shoney's Restaurant on Walker Springs Road. Meetings start 7:30 am and last about an hour. The meetings are used to update members on ITE activities and area transportation topics. Any interested persons are welcome.

For information call or email Mark Geldmeier at atmgeldmeier@ci.knoxville.tn.us

(865) 544-5331.

Chattanooga area members meet at 11:30 AM informally for lunch on the second Friday of each

month at the Wally's Restaurant at 6521 Ringgold Road, East Ridge, TN 37412. The restaurant is located in the northwest quadrant of the interchange of I-75 and Ringgold Road. There are no meeting fees, only the cost of the buffet meal.

For information call or email John Van Winkle at atvanwinkle@mail.chattanooga.gov

(423) 757-5005.

Auburn ITE chapter receives grant to study trip generation

Auburn's student chapter of the Institute of Transportation Engineers (ITE) was one of nine universities selected to receive a grant to support a study to collect transportation information. The Auburn chapter, whose faculty adviser is Rod Turochy, proposed to collect data at the new Sam's Club store in Auburn. The \$1,000 grant will be used to support chapter activities such as recruitment and travel during the data collection, which is conducted by student volunteers.

The chapters were given the assignment to generate relevant technical data for transportation engineers and planners, while facilitating ITE student chapter activity and student mentoring by transportation professionals. The project had to focus on practical, day-to-day research in transportation engineering and planning through the collection of basic data.

The grant selection criteria included a detailed scope of work, level of effort chart and schedule. In addition, the application required a section on the role professionals would play in the project. Use of active or retired ITE members to provide oversight, assistance and mentoring to students with the data collection effort was mandatory.

Date: April 29, 2008
 Contact: Sara Borchik, 334.844.3591, borchse@auburn.edu

Other grant awardees and their projects for 2008 are:

- Oregon State - Free-standing discount store/superstores
- University of Memphis - Senior adult housing/assisted living/congregant care facility
- University of Waterloo - Stand-alone specialty food
- University of Nebraska - Fast food-sandwich store
- Texas A&M University - Self-storage facility
- Brigham Young University - Senior adult housing
- University of Utah - Senior adult housing/assisted living
- University of Massachusetts - Self-storage facility

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TSITE Scholarship Information

The Tennessee Section of the Institute of Transportation Engineers (TSITE) sponsors a student scholarship program each year for civil engineering students enrolled at a university within the State of Tennessee who have demonstrated a strong commitment in transportation engineering. Solicitations will be made each Spring for applications for the scholarship.

Eligibility:

A scholarship candidate must be enrolled in an undergraduate accredited civil engineering program within the State of Tennessee or a graduate of an accredited program and enrolled in a graduate civil engineering program within the State of Tennessee in the year following nomination. The candidate may be either a full or part time student.

Students meeting these criteria are encouraged to submit applications. Faculty of any accredited civil engineering program within the State of Tennessee may also submit applications on behalf of students. In addition, Members and Affiliates of the Tennessee Section may submit applications for students. The applications must be transmitted using the TSITE Student Scholarship Application Form.

Deadline: February 1st.

Evaluation:

A Scholarship Committee, comprised of Members of TSITE, will evaluate all applications received and select recipients of the scholarship.

Award:

The scholarship recipient is encouraged to attend the Tennessee Section's Annual Meeting. The student's registration fee at the Annual Meeting shall be waived and a travel expense contribution shall be provided by TSITE.

First place recipient receives \$ 2,000. In 2004, this award was renamed the William L. Moore, Jr. Student Scholarship to honor the commitment of this outstanding TSITE member.

Second place recipient receives \$ 2,000 (if awarded)

Applications for 2008 should be submitted between January 1st and February 1st to:

Ms. Stephanie Hargrove
Wilbur Smith Associates
1100 Marion St, Suite 200
Knoxville, TN 37921

<http://www.tsite.org/scholarship/sapplication.asp>



California Passes Complete Streets Law Major Victory for National Complete Streets

Governor Schwarzenegger signed into law on September 30th [Assembly Bill 1358](#) (pdf), the California Complete Streets Act of 2008 authored by Assemblyman Mark Leno (D-San Francisco).

The new law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.

"Streets aren't just for cars, they're for people and with the Complete Streets Act local governments will plan for and build roadways that are safe and convenient for everyone—young or old, riding a bike or on foot, in a car or on a bus," said Assemblyman Leno. "Getting people out of their cars and riding bicycles or the bus improves public health, air quality, eases congestion and reduces greenhouse emissions."

Introduced in 2007 and cosponsored by the California Bicycle Coalition and AARP California, the bill passed the Senate on August 27, with the Assembly concurring with the Senate's amendments on August 29. The new law will complement an existing policy, which directs Caltrans to "fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products." Furthermore, by enacting this law, the State of California continues its groundbreaking commitment to reduce greenhouse gas emissions.

To date, more than 70 jurisdictions have adopted complete streets measures, and many others are considering them. In addition to California, five other states have complete streets legislation.

Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

"California has taken a big step forward in helping make sure that streets are designed so that anyone can travel safely, whether by foot, bicycle, bus or car," said David P. Sloane, AARP Senior Vice President of Government Relations and Advocacy. "More people are leaving their cars at home and walking since the gas crisis. They need their streets to be user friendly. AARP commends Governor Schwarzenegger and the California legislature for their foresight in adopting Complete Streets."

Groups supporting complete streets have formed the National Complete Streets Coalition, with active participation from groups representing older persons, transit users, pedestrians, bicyclists, and disabled people, as well as smart growth proponents and professional organizations such as the American Planning Association and the Institute of Transportation Engineers. For more information, visit www.completestreets.org or call 202-207-3355.



Transportation Policy Challenges

The current economic climate, upcoming reauthorization of SAFETEA-LU, and presidential and congressional elections will greatly influence how US transportation policy is addressed in the coming years.

- [Transportation Issues for the Next President-University of Southern California](http://election2008.usc.edu/2008/08/transportation-issues.html)
<http://election2008.usc.edu/2008/08/transportation-issues.html>

What are some of the transportation issues facing the next President?

- [Presidential Candidate Issue Index: Transportation](http://www.brookings.edu/papers/2008/0826_transportation_puentes_opp08.aspx)
http://www.brookings.edu/papers/2008/0826_transportation_puentes_opp08.aspx

The Brookings Institute offers a comparison of the US presidential candidates on transportation issues. Other comparison documents are available on the [ITE Government Affairs Web page](http://www.ite.org/government/index.asp).
<http://www.ite.org/government/index.asp>

- **Congressional Oversight**
Congressional oversight committees have already begun to prepare for SAFETEA-LU reauthorization by hosting hearings on surface transportation safety and mobility issues. [Visit ITE's government affairs page](http://www.ite.org/government/index.asp) to access copies of hearing testimony or to view Webcasts. <http://www.ite.org/government/index.asp>

Officials hope varying speed limits make Interstate 4 safer, smoother

Sandra Pedicini | Sentinel Staff Writer
September 10, 2008

Starting Monday, drivers used to traveling 50 to 55 mph on Interstate 4 might be slowed to as low as 30 mph by electronic signs.

More than three years after they first appeared along a 10-mile stretch of I-4, the signs will finally begin displaying changing speed limits. Speed limits from north of Lee Road to north of John Young Parkway will adjust as traffic slows because of conditions, such as wrecks, rush hour and bad weather.

Now the trick is getting drivers to pay attention. The Florida Department of Transportation plans to call attention to the signs with orange flags at first and use electronic message boards to warn drivers about changed speed limits.

Law-enforcement officials say they will give tickets, if necessary, to people violating the limits, though no special enforcement targeting the area is planned.

Lt. Armando Socarras of Orlando Police Department special-operations traffic enforcement, questioned whether officers will need to write many tickets. If the area is already congested because of heavy traffic or crashes, he said, "it's hard for somebody to speed."

The idea is to prevent backups by keeping traffic at a steady pace and avoiding stop-and-go traffic.

"If we all work together on this . . . it can be a safer

commute. It can be a commute that's more peaceful and even saves fuel," said Rick Morrow, a traffic-operations engineer for FDOT.

Florida Highway Patrol officials had wondered at first whether tickets based on the lower speed limits would hold up in court. FHP Sgt. Kim Miller noted last week that computers will keep a record of what speed limits were in effect at certain times, making documentation easier should drivers challenge tickets.

The signs are expected to be covered this week because the display numbers will be changed as traffic operators prepare for Monday's launch. Computers will recommend lowered limits based on traffic conditions, and operators at the Department of Transportation's traffic-management center will make the final call.

The variable speed-limit signs are part of an electronic demonstration project called iFlorida.

Variable speed limits have been used in Europe, on the New Jersey Turnpike and on a steep, winding, 20-mile stretch of a mountain highway in Washington state.

The state transportation department installed the signs on I-4 in early 2005. But they stood unused because of software glitches in the system that measures speeds on Central Florida highways, telling motorists about delays via message boards and 511 calls.

CALL FOR PAPERS: SDITE 2009 ANNUAL MEETING – BIRMINGHAM, ALABAMA

Greetings from Birmingham, Alabama, host of the 2009 SDITE Annual Meeting, to be held on April 19-22, 2009 at Ross Bridge Resort. The Technical Committee for this year's meeting is pleased to announce the initial call for papers for the 2009 SDITE Annual Meeting. Details for submission of papers for consideration and a submission form are included as attachments to this email. Submission forms are due in no later than the end of business on **Friday, November 14, 2008** to either of the Technical Committee Co-Chairs for this year's meeting – Richard Caudle or Jonathan Byrd.

Remember, submission of papers for consideration must be completed before Friday, November 14, 2008. I look forward to seeing everyone in Birmingham.

*Richard L. Caudle, P.E.
Technical Committee Co-Chair
SDITE 2009 Annual Meeting*

Longer yellow light tied to fewer wrecks Crashes down at busy Chandler intersection

by **Edythe Jensen** - Oct. 6, 2008 12:00 AM
The Arizona Republic

A yearlong experiment that lengthened one traffic signal's yellow light by half a second has dramatically reduced the number of accidents at that intersection. The results surprised Chandler traffic engineer Mike Mah, who is preparing more tests and considering light-timing changes.

City Councilman Jeff Weninger pushed for the test last year as a condition of his approving expansion of the city's red-light photo traffic-enforcement program. At the time, he argued that motorists are confused by the varying lengths of yellow lights and may unintentionally run red lights and risk citations.

"I'm not a traffic engineer, but I rely on common sense a lot," Weninger said.

The accepted standard for yellow-light timing is based on the speed limit, Mah said. In Chandler, yellow lights are 4.5 seconds when the speed limit is 45 mph, 4 seconds when it's 40 mph and 3.5 seconds when it's 35 mph. Each gives a vehicle time to stop when the light turns red and keeps traffic flowing, he said.

At the test intersection, Alma School and Ray roads, the speed limit is 40 mph. The yellow light was lengthened to 4.5 seconds for a year beginning in August 2007. Accidents went from 55 during the same period the previous year to 27.

Weninger said he didn't anticipate the big drop in accidents but said that it proved his point. He said the differences in duration confuse drivers.

"People get to know how long a yellow light lasts," he said. "It's dangerous if they're different and it artificially raises the number of red-light tickets."

Although slight reductions in traffic volume don't account for the big drop in crashes, Mah said he wanted to make sure the study outcome wasn't a fluke. The city will soon add a half-second to yellow lights at eight or nine intersections on Alma School Road and leave them that way for two years. If reports in 2010 show similar drops in accidents, the city should consider 4.5-second yellow lights at all Chandler intersections, he said.

That's what Weninger said he wanted, but he said he wished it could be done sooner.