

Summer Meeting in Townsend

“The peaceful side of the Smokies” will be the setting for the Tennessee Section’s Summer Meeting and Auction. Participants will gather at the Best Western Valley View Lodge (865-448-2237) on Friday, July 20 for dinner at the hotel, followed by the annual auction.

Last year, 82 items were put on the block, raising over \$2800 for our scholarship fund. Past items have included Florida vacations, sporting tickets, recreation attractions around the state, and, of course, porcelain birds. Don’t forget to bring your donations to this year’s auction!

Technical sessions will begin Saturday’s activities, including presentations by winners of TSITE’s student paper competition. A business meeting will follow with the meeting ending by noon. Cost for the dinner and auction is \$20 (or \$40 with spouse/family); please let Cindy Pionke know how many will be attending ASAP. Cost of attending the meeting only on Saturday is also \$20.

SDITE In Williamsburg

A number of TSITE members made the trip to Williamsburg, VA in April to attend the 49th Annual Southern District ITE Meeting. Following an opening address by Virginia Senator Thomas Norment, technical sessions included: Modeling, Multimodal Issues, Special Events/Emergency Planning, Automated Enforcement, Smart Growth, Financing, Roundabouts, and Traffic Operations. Our own Bill Cole and Alan Childers presented “Traffic Control Transition Procedures” representing Tennessee in the Showcase of States session.



TSITE members gather in Williamsburg, VA

MUTCD To Be Delayed

The American Association of State Highway and Transportation Officials, American Traffic Safety Services Association and the Institute of Transportation have chosen to delay their joint printing of the Millennium Edition of the *Manual of Uniform Traffic Control Devices* (MUTCD) until the Federal Highway Administration publishes *Federal Register*. The Millennium MUTCD contains over 1,000 pages and, as with any document this size, editorial corrections are needed. The errata notice will list the editorial corrections to each of the 10 parts of the MUTCD (700 in total).

Continued on page 7.

**TIME TO...
CHECK YOUR CALENDAR!**

TSITE Summer Meeting & Auction Townsend, TN	July 20-21, 2001
International ITE Meeting Chicago, IL	August 19-22, 2001
PTOE Exam Chicago, IL	August 18, 2001
TSITE/AL Section Joint Meeting Chattanooga, TN	November 1-2, 2001
SDITE Annual Meeting New Orleans, LA	April 21-21, 2002

Also in this issue:

MEMBER MEMOS	2
SPOTLIGHT PROJECT	3
WORD ON THE STREET	4
(RED-LIGHT ENFORCEMENT)	
CAMPUS REPORT	7

Johnson City Hosts TSITE

The Tennessee Section convened at the Adelpia Centre in Johnson City for our Spring Meeting on May 31. The technical portion was presented by Alan Birdwell of the Johnson City MPO, Heather Ostertog of the Knoxville MPO, and Bill Cole of the City of Knoxville.

We look forward to seeing everyone in Townsend for the Summer Meeting and Auction!



Heather Ostertog talks about Southeastern Traffic Department operations.

2001 TSITE Officers

The following people were sworn in at the Fall Meeting in Memphis in October:

PRESIDENT:

Craig Hanchey

VICE PRESIDENT:

Cindy Pionke

SECRETARY/TREASURER:

Anthony Todd

SECTION REPRESENTATIVE

(2000-2001): Bob Murphy

SECTION REPRESENTATIVE

(2001-2002): Glenn Beckwith

AFFILIATE DIRECTOR:

Mike Vickery



Craig Hanchey, Cindy Pionke, and Anthony Todd: TCB.

Attention East Tennessee Members!

TSITE has the opportunity again to hold the Southern District Annual Meeting in 2005. Since Chattanooga and Memphis held the past District Meetings and Nashville welcomed International ITE last August, guess what? Suggestions to hold the 2005 meeting in Knoxville or Gatlinburg have been presented, but we need a dedicated group of Tennessee Volunteers to get involved. Let our Section Representatives know your ideas and pitch in. Remember, "It's great to be a Tennessee Vol!"

MEMBER MEMOS

Richard Merrill, Chief Traffic Engineer for the City of Memphis was profiled in the October 31st, 2000 printing of the *Memphis Commercial Appeal*. Richard has been with the city since 1985 and is in his fifth year in his current position. Congratulations!

After stepping down as the Nashville Area MPO Coordinator, **Preston Elliott** is now with the Tennessee Dept. of Transportation. He began his work with the TDOT Strategic Planning Office in September 2000.

Congratulations to **Gillian Fischbach** of Fischbach Transportation Group who recently received the Young Engineer of the Year Award from the Tennessee Society of Professional Engineers.

TSITE welcomes new member **H. Gupta Borra**! Gupta recently joined PB Farradyne in Nashville, moving from HDR Engineering in Omaha, Nebraska.

AWARDS!

In March, the TSITE Career Development Committee announced the winners of the annual Student Paper Competition. They are...

1st Place: **Shannon Fain** (UT), "Alternative Transportation Modes and Policies in National Parks"

2nd Place: **Jonathan Cate** (UT), "Roundabouts"

These winners will be recognized at the Summer Meeting in Townsend. Congratulations!



SPOTLIGHT PROJECT



HIGHLIGHTING UNIQUE ACCOMPLISHMENTS ACROSS THE STATE

This issue’s spotlight project takes us to Nashville’s Music Row and the recently completed urban roundabout construction.

into a landscaped urban roundabout; complete with “The Spirit of Music”, a bronze and stone sculpture to be installed in the center of the roundabout.

In the past, negotiating the tangle of intersections created by Demonbreun, Division, and 16th and 17th Avenues in Nashville’s Music Row left locals and tourists alike with the “Honky Tonk Blues” and asking “Why, Baby, Why?” With the announcement to relocate the Country Music Hall of Fame from the area, city officials and local business

Construction officially began on February 21, 2000 after implementation of an elaborate detour plan for existing streets. The \$2.8 million construction was completed late last winter, with the route opened by Mayor Bill Purcell on March 10, 2001.

In order to promote the musical theme in the area, multi-colored concrete pavers



leaders began planning a new gateway to the area to encourage continued business and development here. A planning and design study for this concept was commissioned by the Metropolitan Development and Housing Authority (MDHA) in the Fall of 1996. The study team included Community Planning and Research, Inc., Clarion Associates, Hodgson & Douglas, RPM Associates, and Littlejohn Engineering. This initial study effort was completed after approximately one year of community meetings and planning sessions.

were used to create a piano-key design around the circle. These pavers also highlight pedestrian crossings at all entrances into the roundabout.

The two-lane roundabout currently accommodates approximately 25,000 vehicles per day.

Check out MDHA’s project website at



www.nashville.org/mdha/musicrow

Proposed was a reconfiguration of the multiple intersecting streets in the area



WORD ON THE STREET

CURRENT ISSUES IN TRANSPORTATION

POINT, from Rep. Dick Armey, House Majority Leader

There's a hidden tax being levied on motorists today. In theory, this tax is only levied on those who violate the law and put others in danger. But the reality is that the game has been rigged. And we're all at risk.

We are told to accept the idea that our laws should be administered by machines-not human beings-because it is a matter of *safety*. We must accept this expansion of government and this Orwellian threat to our privacy because cameras are the solution to the so-called red light running crisis.

This is a federal issue, not just a local one. The federal government is promoting and offering funding for this "solution", because the safety benefits are supposed to be indisputable.

After all, who's going to object? Nobody likes a red light runner. They endanger themselves and others. They must be penalized.

But why have so many people become wanton red light runners all of a sudden? The answer seems to be that changes made to accommodate camera enforcement have produced yellow light times that, in many cases, are shortened to the point that they are inadequate. And when people come upon an intersection with inadequate yellow time, they are faced with the choice either of stopping abruptly on yellow (risking a rear end accident) or accelerating. The options for those confronting such circumstances are limited and unsafe. But each time a driver faces this dilemma, government increases its odds for hitting the jackpot.

This report suggests there is something that can be done to address this hazard. It cites examples of problem intersections where yellow times have been raised by about 30 percent and the number of people entering on red fell dramatically. It cites, in addition, controlled scientific studies that confirm the hypothesis that longer yellows are better. The following reductions in red light entries are documented:

Mesa, Arizona	73%
Georgia	75%
Virginia site 1	79%
Virginia site 2	77%
Virginia site 3	Problem "virtually eliminated"
Maryland	Problem "virtually eliminated"

It is no coincidence that each of the "problem" intersections mentioned above happened to have yellow times that fell short by about 30 percent. Today's formula for calculating yellow times yields yellow times that can in some cases be about 30 percent shorter than the older formula.

And one should ask the question, if there's a problem with an intersection, why don't safety engineers in the field just go out and fix the timing?

In fact, before red light cameras arrived in the United States, that's exactly what our regulations instructed them to do. If too many people enter on red at an intersection, engineers were supposed to lengthen its yellow time. But in the year that red light cameras first started collecting millions in revenue on our shores, those entrusted with developing our traffic safety regulations dropped the requirement to fix signal timing, instructing engineers to "use enforcement" instead.

Indeed, according to the Federal Highway Administration, these problem intersections serve as a great location to hold a press conference.

Continued on page 6.

COUNTERPOINT, ITE's Response

The Institute of Transportation Engineers (ITE) applauds House of Representatives Majority Leader Dick Armey for directing the attention of Congress and the press to the problem of intersection safety and traffic congestion. But, ITE takes exception to the conclusions concerning yellow clearance intervals in the report released on May 24, 2001, by Armey's office entitled "The Red-Light Running Crisis."

Each year more than 3.8 million crashes (58 percent of all reported crashes) occur at intersections that account for nearly 10,000 deaths in 8,500 fatal crashes (over 23 percent of highway-related deaths) and 1,010,000 injury crashes (over 50 percent of highway-related injuries) according to the National Highway Traffic Safety Administration. In 1999, red-light running accidents accounted for 92,000 crashes. Of these crashes, 90,000 injuries and nearly 950 deaths occurred according to the Federal Highway Administration (FHWA). The cost to society is enormous. The FHWA estimates the public cost of red-light running crashes in 1998 alone at over \$7 billion. Total deaths in such crashes numbered almost 6,000 during 1992-1998. More than half of these deaths were pedestrians and occupants in other vehicles, who were hit by the red-light runners. Another 2,779 deaths occurred in the vehicles running the red lights. During the same time period (1992-1998), about 1,500,000 people were injured in such crashes. Also during this period, Texas ranked second in the United States with 663 deaths from red-light running, and ranked fourth based on accident rate per 100,000 in population. The magnitude of the problem has focused the attention of governmental agencies and the profession to seek remedies to reduce these crashes and the associated loss to the country.

Across this nation transportation, education and enforcement professionals daily apply their expertise to reduce crashes and to improve the reliability of the nation's transportation system. The mission of the transportation professional is to improve safety and efficiency in the context of environmental and other societal objectives. Many local, county and state agencies, however, face constrained human and fiscal resources that makes fulfillment of this mission difficult, and at times, impossible. And today the public demands a safer and less-congested transportation system

that enhances their quality of life, while demanding slower-moving vehicles on neighborhood streets and reduced traffic. At the same time, the nation's businesses rightly demand reliability and efficiency in moving their goods to market. The transportation system must accommodate travel that has grown over 28 percent between 1989 and 1999, and the percentage of goods movement by truck has escalated as well. In this same period, construction of new transportation facilities has lagged behind the growth in traffic. The result is growing traffic congestion and safety challenges. With the support of national, regional and local elected leaders and other public policy-makers, we can better plan, operate and maintain a seamless multi-modal transportation system across jurisdictional boundaries, in a partnership that harnesses the planning, engineering, safety and emergency-services professionals to meet or exceed the expectations of the public.

Armey's report contends that the transportation profession has modified vehicle signal change and clearance science for the purpose of increasing revenue to local agencies from red-light running enforcement fines. This contention is unfounded. The traffic engineer, when producing a traffic signal timing plan for an intersection, is concerned with safety and efficiency of the intersection for pedestrian and vehicular traffic. The guidance provided on traffic signal timing published by ITE is based on extensive findings of scientifically conducted studies and peer review. ITE's signal timing state-of-the-practice reflects international research and has benefited from peer input and review reflecting the consensus of the profession. As appropriate, ITE updates state-of-the-practice information to reflect new research findings. In August 1994, ITE published an informational report entitled "Determining Vehicle Signal Change and Clearance Intervals." Since Armey's contention is wrong and the material used to "construct" the contention is taken out of context, ITE is preparing a report documenting the history and rationale for changes made to the guidance provided by ITE and others concerning the calculation of vehicle signal change and clearance intervals.

Continued on page 6.

SCAM from page 4.

The agency offers a script for local officials to exploit a tragically mistimed intersection to call for the installation of additional red light cameras and tout their safety benefits.

But none of the reports that are supposed to tell us that red light cameras are responsible safety benefits actually say that. First, they dismiss increases in rear-end collisions associated with red light cameras as "non-significant," despite evidence to the contrary. Second, they do not actually look at red light intersection accidents. The latest accident study in Oxnard, California, for example, only documents accident reductions "associated with"-not caused by-red light cameras. Although that statement has little scientific value, it does have great marketing appeal if you don't look too closely.

Every study claiming red light cameras increase safety is written by the same man. Before joining the Insurance Institute for Highway Safety (IIHS), he was a top transportation official in New York City at the time the city began

looking into becoming the first jurisdiction in the country to install red light cameras. In other words, the father of the red light camera in America is the same individual offering the "objective" testimony that they are effective.

A similar conflict of interest affects those entrusted with writing safety regulations for our traffic lights. The Institute of Transportation Engineers is actively involved in lobbying for, and even drafting legislation to implement, red light cameras. They are closely tied to the Insurance Institute for Highway Safety (IIHS), which in turn is funded by companies that stand to profit handsomely any time points are assessed to a driver's license.

In short, the only documented benefit to red light cameras is to the pocketbook of local governments who use the devices to collect millions in revenue.

We traded away our privacy for this. We gave up our constitutional protections for this. In return, we are less safe. That is the red light camera scam, and it has gone on for far too long.

Article may be found at:
www.freedom.gov

ITE from page 5.

Enforcement is generally an issue outside the purview of the engineering profession. Decisions on the methods of enforcement, including the use of automated enforcement to supplement police enforcement, is most often made by state and local governments and law enforcement agencies. ITE's policy supports enforcement of traffic laws, regulations and obedience of traffic control devices, where such devices are implemented under proper guidelines, to promote safety, maintain operational efficiency and generate respect for traffic control devices. ITE is on record that red-light running automated enforcement not be applied where intersection design, traffic control and signal timing do not meet standards of practice. In cooperation with

the FHWA, ITE has several projects underway to assist in the conduct of a national workshop on intersection safety to synthesize state-of-the-practice and to prepare professional development courses to assist the profession in addressing intersection safety.

ITE welcomes the opportunity to work with Dick Arney, other members of Congress and others to address the nation's intersection safety problem. To do so effectively, we need the partnership of the public policy-maker and the allied partners in the safety and enforcement communities. We look forward to making significant strides with Dick Arney's support and commitment to tackle this issue.

Article may be found at:
www.ite.org

Campus Report

This section features news and events from educational institutions around the state. In this edition we'll find out what's been going on in Knoxville at the University of Tennessee.

The Student Chapter of ITE at the University of Tennessee had a very productive year for 2000-2001. In addition to the regular chapter meetings held every month, the chapter attended national conferences, took tours of transportation facilities, invited technical speakers, and performed traffic and transportation projects. The chapter consists of twenty-one graduate and doctoral students, fourteen of which are student members of the Institute.

The chapter sent representatives to two major conferences this year. In August, the chapter attended the International ITE Conference in Nashville, TN. Along with attending technical sessions and exhibits, the chapter volunteered to work as aides during the sessions. The chapter also attended the 80th TRB conference in Washington D.C. A tour of the NTSB offices and labs were scheduled in addition to attendance of technical sessions and exhibits at the conference. Other tours the chapter took during the year included the operations of Delta Airlines at Atlanta-Hartsfield Airport and intermodal activities at the Port of Charleston S.C.

Each year the chapter tries to invite technical speakers to provide outside perspectives on the profession of transportation engineering. The content of the guest speakers included traffic

calming and roundabouts, local public transit operations, and the scope of public/private transportation engineering work. A wide range of agencies were represented from large and small consulting firms to local city and county government agencies. The chapter also conducted two transportation study projects this year. These included a traffic study for a campus commuter garage, and facilities evaluation and recommendation for a local historic site.

*Contributed by Jonathan Olmstead,
Chapter President*

2000-2001 UT ITE Chapter Officers

President (Fall 2000): Elisabeth Hahn

President (Spring 2001): Jonathan Olmstead

Vice President: Justin Howard

Secretary: Ceneetra Banks

Treasurer: Eric Perry



MUTCD from page 1

Due to the change of Administration, a hold has been placed on all Federal Register activity within government agencies. A date has not been given as to when the hold will be lifted; however, ITE anticipates that orders will ship by the end of June and that the wait will ensure that the editorial corrections have been included in time for printing and distribution. In the meantime ITE has signed a printer contract, had a detailed index professionally prepared and is putting into place steps to assure the rapid fulfillment of the orders that they have received.

Nashville Meeting a Success

The Tennessee Section of ITE held its 2001 Winter Meeting at the Radisson Hotel across from Opryland on March 20. This first meeting held by our new officers was highlighted by a technical program presented by Jeff Hammond (Neel-Schaffer, Inc.), Bob Babbitt (Metropolitan Transit Authority), David McDonald (CTE Engineers), and Bill Moore (Tennessee Department of Transportation).

TTN Needs You!

The publications committee (Anthony Todd, chair) is looking for contributors to this TSITE Newsletter. All ideas are welcome and should be sent to:

*Jeff Hammond
Neel-Schaffer, Inc.
4205 Hillsboro Rd. Suite 207
Nashville, TN 37215
(615) 383-8420
jhammond@neel-schaffer.com*

Also, any notables appropriate for the **Member Memos** section are appreciated. Thanks!

A tennessee

Hee-Haw!

A road construction manager needed to hire someone to paint the yellow lines down the middle of a newly constructed road. An attorney, an engineer, and a planner all get hired. They are each assigned a section of the road. The first day, the attorney paints 2 miles, the planner 1.5, and the engineer only 1. On the second day, the attorney paints 1 mile, the engineer 2, and the planner 2.5. On the third day, the attorney only gets 1/4 of a mile done, the planner 3, and the engineer 3.5. The manager decides to talk to the attorney.

"You haven't been painting as much road as you did on the first day," the manager said. "What's the problem?"

"I'd be painting more, but the bucket keeps getting farther and farther away!"



Color reprints of this newsletter are available in PDF format at www.tsite.org.

TENNESSEE TRANSPORTATION NEWS

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