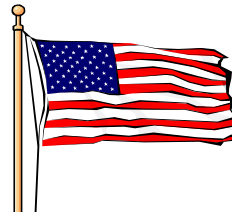




# News of the South



Fall 2001

Volume 20, No. 2

## International Director's Report

By Richard Atkins (North Carolina)

### International ITE Board of Direction Meeting - August 18, 2001

The following list provides highlights of actions taken during the board meeting.

#### Six initiatives were approved for 2002

- Maintenance and Operations, Safety, and the Transportation Workforce were continued from 2001
- Public Relations / Public Information, Volunteer Development, and ITE enhancement are new initiatives

#### Establishment of a public relations /public information program and related items

- A PR / PI firm and / or staff will be hired
- A PR / PI plan to be developed for 2002 budget
- President will appoint a PR / PI Advisory Committee
- A liaison between each future council product and this new committee will be required

#### The Board viewed the Career Video

- Will be distributed within districts in September 2001
- Target group for this video is early-college students
- Brochures will be available by the end of 2001

#### A program to develop initiatives to increase university faculty and student involvement was approved

- Fee schedules which gives group discounts to transportation faculty and / or 20% discounts to current dues was approved

#### First part of e-line learning is now ready

- First module of Capacity of Signalized Intersections complete (1 of 4)
- First module of Intersection Safety is complete (1 of 4)
- Coordinating Council input is requested on priority of future courses
- Professional Development credits will be awarded upon completion

#### 2001 Budget amendments were approved in the amount of \$65,000 for:

- Canadian District project for preparation of Site Design Review Guidelines for Alternative Modes
- Development of report that provided a historical perspective on Yellow and All Red clearance intervals
- Public Relations / Public Information start-up
- PowerPoint presentation re: ITE serving the profession

*continued on Page 4*

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**50<sup>th</sup> Anniversary**  
**Southern District ITE Meeting**  
**Royal Sonesta Hotel, New Orleans, LA**  
**April 21-24, 2002**



Don't miss this opportunity to increase your professional knowledge. Learn about new technology, earn continuing education credits, catch up with old friends, make new friends and have an adventure to remember in New Orleans!

**Meeting Highlights:**

- Technical Expose of the past 50 years of SDITE and what the future holds
- ADB "Rollin' on the River"
- Mardi Gras Parade
- Golf Tournament
- World famous Hotel in the heart of the French Quarter



**Contacts**

Conference Co-Chairs:

Steve Strength..... 504-437-3105

Douglas Robert..... 504-736-6530

Registration Chair: Denis Finigan..... 504-523-5511

Technical Program: Bob Canfield.....225-293-9609

Vendor/Booth: Tommy Lee..... 334-943-2654

Hotel Reservations (Royal Sonesta).....504-586-0300



**Secretary-Treasurer's Report**

*By Stan Polanis (North Carolina)*

The district has a balance of \$58,008.19 as of Sept. 20, 2001. So far this year, the District has had an income of \$32,700.40 and expenses of \$14,680.21.

The district has a current membership of 1,582. Section Membership is summarized as follows:

<b><u>Section</u></b>	<b><u>Members</u></b>
<b>Alabama</b>	<b>192</b>
<b>Deep South</b>	<b>167</b>
<b>Georgia</b>	<b>310</b>
<b>Kentucky</b>	<b>116</b>
<b>North Carolina</b>	<b>286</b>
<b>South Carolina</b>	<b>87</b>
<b>Tennessee</b>	<b>224</b>
<b>Virginia</b>	<b>200</b>
<b>Total</b>	<b>1,582</b>

## Call for Abstracts - 2002 Southern District Annual Meeting, New Orleans, LA

The Southern District's Technical Council invites you to submit an abstract of a paper that you would like to have considered for presentation at the District's Annual Meeting in New Orleans, LA. April 21-24, 2002. Since the development of the technical program is on going, an abstract on any paper related to transportation will be considered for inclusion in the technical program. The abstract should be 250-300 words in length and should fill no more than one typed page. The name, title, mailing address, phone number, fax number, and e-mail address (or, for multiple authors, that of the person who would be presenting the paper) must appear on the abstract.

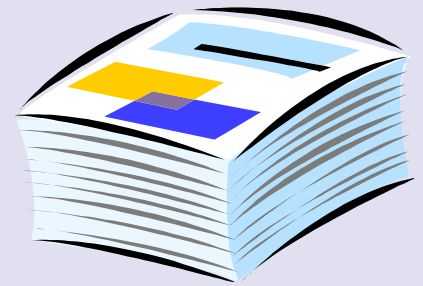


The deadline for submittal is Jan. 15, 2002, and it is anticipated that you will be notified of its status no later than February 1, 2002. Please send an original and seven (7) copies to: Robert Canfield, Chairman, SDITE Technical Council Chairman, 5529 Loranger Drive, Baton Rouge, LA. 70809. Please address any questions to Mr. Canfield at telephone (225) 293-9609 or FAX at same number, or email [RRCBRLA@AOL.COM](mailto:RRCBRLA@AOL.COM)

## Call for Technical Papers and Committee Reports

The Southern District's Technical Council has issued a call for technical papers and reports to compete for the District's 2001 Outstanding Sponsored Technical Paper, for the 2001 Outstanding Non-Sponsored Technical Paper, and for the 2001 Best Technical Committee Report.

Technical Papers - The term "Sponsored" implies that the paper was prepared essentially as part of the author's job responsibility and on company time. The term "Non-Sponsored" implies that the paper was prepared on the author's own time and essentially apart from his/her job responsibility. To qualify the paper must meet the following requirements:



1. The author(s) shall be a member(s) of the Southern District.
2. The paper shall be typed, double-spaced, on one side of the page, and shall be a minimum of 1,500 words in length.
3. The paper shall have been completed since December 1, 2000.
4. The original and seven (7) copies shall be submitted to the Chair of the Technical Council no later than Jan. 15, 2002.
5. The cover letter should clearly state when the paper was completed and whether the paper is being submitted for the sponsored or non-sponsored award with an explanation related to the above definitions as to the category choice.

Papers will be judged on originality (20%), significance (20%), scope (15%), validity (20%), applicability (15%), and organization (10%). Cash prizes of \$150 for the winner and \$50 for the runner-up will be awarded in each category.

Technical Committee Reports - To qualify for the competition, the report must meet the following requirements:

- I. The report shall be written by a technical committee officially established by a Section in the Southern District.
- II. The report shall be typed, double-spaced, on one side of the page, and shall be a minimum of 1,500 words in length.
- III. The report shall have been completed since December 1, 2000.
- IV. The original and seven (7) copies shall be submitted to Chair of the Technical Council no later than Jan. 15, 2002.
- V. The cover letter should clearly state when the report was completed.

Reports will be judged on the basis of originality (20%), significance (20%), scope (15%), validity (20%), applicability (15%), and organization (10%).

Papers and reports should be submitted to Robert Canfield, Chairman, SDITE Technical Council, c/o 5529 Loranger Drive, Baton Rouge, LA. 70809. Please address any questions to him at (225) 293-9609 (Phone or FAX), or email at [RRCBRLA@AOL.COM](mailto:RRCBRLA@AOL.COM)

## Vice President's Report

By John Van Winkle (Tennessee)



This won't be your typical officer's report. I say that because, frankly, I haven't been able to be actively engaged in ITE functions during my term as Vice-President.

As many of you may know, I have been fighting cancer for more than a year. In May of last year I was diagnosed with a rare form of cancer, Osteosarcoma, which was located in my right ethmoid sinus. Because it was a rare form of cancer located in a tough spot, I decided to go to the M.D.

Anderson Cancer Center in Houston for treatment. When I wasn't in the hospital, I was fortunate to be able to stay with my aunt and uncle who live in Kingwood, Texas, located just north of Houston. During my stay in Houston, they (and members of their church) were very devoted care-givers for me.

I began the first of four rounds of chemotherapy in late July to shrink the tumor. Each cycle of treatments lasted approximately a month. Following the chemo, I underwent 20 hours of surgery in late November to remove the tumor. The process, unfortunately, required removal of my right eye.

Following a recuperative period (during which time I was able to go home for the Christmas Holidays), I returned to Houston to begin post-operative care in January. A corrective, second surgery was required to repair some tissue structure in the sinus area, delaying the follow-up chemo for about a month. I was able to begin what turned out to be three more rounds of chemo, along with six weeks of concurrent radiation treatments, in February.

Treatments ended in late May and I was able to return to Chattanooga the first week of June. I left two days before Houston was literally brought to a halt by Tropical Storm Allison. If I had waited any longer, I would have been stranded in Houston for several weeks. For a period of time, M.D. Anderson was accessible only by boat or helicopter and the airports were shut down for days. It was the worst natural disaster in the history of Houston.

Before I left town, tests were conducted which found no signs of cancer in my body. I returned in August for additional tests which were also negative. For the next several years I will have regular checkups to see if there is any recurrence of the cancer. So far, so good.

My current status is that I am slowly working to regain my strength and put back on the weight that I lost- approximately 40 pounds. I have been able to get back to work, first on a part-time basis and, lately, close to full time. My stamina isn't what I would like, but I have seen some improvement. The doctors say that it will take a year or longer before I get back to full strength. It's a slow process, but I'll just have to be patient.

Besides work, I am starting to devote some time to ITE activities. I will participate in the December board meeting in Winston-Salem and I am looking forward to seeing many of you in New Orleans next April.

I do want to also say that I appreciate the many cards and emails I have received from fellow ITE members over the past year. The support you have shown has been gratifying. It has been a long, tough battle, but I can tell you that prayer and encouragement go a long way in the healing process.

If you would like to reach me to discuss ITE matters or other related concerns, my phone number is (423)757-5005. My email address is [vanwinkle@mail.chattanooga.org](mailto:vanwinkle@mail.chattanooga.org)

Respectfully submitted,  
John Van Winkle

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### *Int. Director's Message, continued from Page 1*

#### 2002 Membership dues schedule was approved

- Approximate 2.5% increase for members
- \$20 for all Councils

#### Transportation Planning Certification is moving slow

- Change in leadership at APA has temporarily slowed the partnership effort

#### Proposal for Geometric Design Handbook development/production was approved.

- Will be a 3-volume set consisting of freeways, urban streets, and rural
- ITE Councils will be requested to provide technical advisors / authors
- Board authorized staff to move forward with establishing mechanism to produce handbook, including selection of editors and authors

#### Discussion on Red Light Running

- Procedures for yellow clearance calculations are not consistent within our profession
- Traffic signal timing revisions are not made in a systematic manner
- Enforcement contracts may be a major issue with Congress

#### Candidates for International Vice President

- Jerry Dabkowski, John Kennedy, Steve Hoefener, and Hibbett Neel are our candidates for nomination
- Candidates will be interviewed on Nov. 4, 2001. Two will be nominated for 2002 ITE election of officers
- I have appointed Martin Bretherton of the Georgia Section to represent our district due to my potential conflict with one of the candidates.

## What Else is Happening at ITE

MUTCD Millennium Edition Notebook .....Shipping began the last week of August 2001. Customers began receiving their copies the first week of September 2000.

PTOE Exam.....A group of volunteers have developed and validated a pool of questions for the PTOE Exam....Also, the staff is verifying the dates and locations of PTOE refresher courses to include date, location, cost, and contact to post on the web.

VHS Career Videos.....ITE staff has received shipment of videos and will begin shipping copies to student chapters, chapter presidents/chairs, and ITE Board Members.

Web Based Training.....Staff has met with representatives of the FHWA Safety Core Business Area to discuss cooperative efforts on web based training and how they can help with the program.

Intersection Safety and Engineering Solutions.....Tom Brahms has been working with staff at NBC Dateline regarding a program they are considering in the future.

2002 Annual Meeting.....Staff is already beginning planning / marketing efforts for the Philadelphia meeting. Also, pictures from the 2001 Annual Meeting are now available on the ITE web

Meeting With FHWA.....Staff have had a number of meetings with FHWA toward extending our cooperative agreement and raising the contract obligation ceiling. These efforts should provide up to five more years of work on the ITS related standards support, training, and development

Parking Council.....The International Board of Directors has approved the establishment of the Parking Council.

If you have any questions, concerns, or suggestions for improving ITE, please feel free to contact me at (336) 851-1006 or via [ratkins@neel-schaffer.com](mailto:ratkins@neel-schaffer.com)

## Year-End Meeting of Executive Board

The Executive Board will meet on **Monday, December 3, 2001**, from 8:00 am to 3:00 pm in Winston-Salem, NC, to wrap up the year's business. The meeting will be held at Adam's Mark Hotel. Attending will be Officers, Section Representatives, Section Presidents, ABD Representatives and other SDITE leaders. The meeting is open to all Members. The host will be Brent McKinney LAC Chair for the 2003 District Meeting.



## 2001 Southern District Officers

President: Jim Meads  
(205) 940-6420  
[jimmeads@sain.com](mailto:jimmeads@sain.com)

Vice President: John Van Winkle  
(423) 757-5005  
[vanwinkle@mail.chattanooga.gov](mailto:vanwinkle@mail.chattanooga.gov)

Secretary/Treasurer : Stanley Polanis  
(336) 727-2707  
[stap@ci.winston-salem.nc.us](mailto:stap@ci.winston-salem.nc.us)

Past President: Kenny Voorhies  
(404) 364-8183  
[voorhies@pbworld.com](mailto:voorhies@pbworld.com)

ITE International Director: Richard Atkins  
(336) 851-1006  
[ratkins@neel-schaffer.com](mailto:ratkins@neel-schaffer.com)

Incoming Secretary/Treasurer : Rick Day  
(404) 249-7550  
[rday@daywilburn.com](mailto:rday@daywilburn.com)

## ITE Websites

**International ITE:** <http://www.ite.org/>

**Southern District ITE:** <http://www2.ncsu.edu/sdite/>

## Upcoming SDITE Annual Meetings

The Southern District has a rich heritage of conducting informative and educational Annual Meetings, mixed with plenty of social occasions for members to learn from each other. The following sites have been selected for upcoming SDITE Annual Meeting:



2002 — New Orleans, LA, District's 50<sup>th</sup> Anniversary

2003 — Winston-Salem, NC

2004 — Covington, KY

2005 — Savannah, GA

2006 — Biloxi/Gulfport, MS

2007 — Tennessee

## A Word of Thanks....

### Joseph M. Thomas Outstanding Young Member Award

Being presented with the Joseph M. Thomas Outstanding Young Member Award at this year's District meeting was certainly one of the highest honors I could receive. Throughout my career in Transportation and Traffic Engineering, I have always respected Joe Thomas for the things he has accomplished throughout his career. It has also been a great honor to work on a number of different projects with Joe and to learn from his many experiences. I think that Joe is a great role model for all members of ITE.

Bayne E. Smith

### Marble J. Hensley Outstanding Individual Activity Award

To the Members of SDITE:

At the Annual SDITE Meeting in Williamsburg, I was honored to receive the Marble Hensley Award for outstanding service to the profession. Having spent over 40 years in the profession working for government, which is usually a thankless job, I found being recognized by my peers to be a most significant honor.

My efforts within the profession in general, and particularly within the Section and District have been motivated by the people that I have met over these many years. With a high level of professionalism and an aggressive effort to make life better and safer for the driving public, it raises my Award to an even higher level.

I thank all of you for your efforts and participation and hope that Marble Hensley's recognition of individuals will further motivate others to do an even better job.

Robert Canfield

### Herman J. Hoose Distinguished Service Award

To ITE Southern District Members:

It was with great surprise and reverence that I received the Herman J. Hoose Distinguished Service Award at our Annual Meeting in Williamsburg. To be recognized by my peers for contributing "significantly to the advancement of transportation engineering and the Southern District of the Institute of Transportation Engineers" truly is an honor that cannot be equaled. Thank you again for this exceptional honor.

Tom Flynn

## News from the Sections



### ALABAMA SECTION

The Section officers for 2002 are:

Past President, Stacey Glass

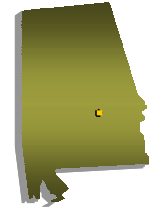
President, Becky White

Vice President, Ken Cush

Secretary/Treasurer, Tim Westhoven

Section Representative, James Foster

Affiliate Director, Mike Chambliss



The meeting locations for 2001 and 2002 are:

Fall Meeting/TSITE Chattanooga Nov. 1-2, 2001

Spring Meeting Auburn March 5, 2002

Annual Meeting Gulf Shores June 12-14, 2002

Fall Meeting Tuscaloosa TBA

Section Meetings - ALSITE has three (3) meetings per year. The Spring meeting was held in Talladega at the Talladega Motor Speedway. The technical program was informative and the meeting was topped off by a ride in the pace car around the track. Those guys are crazy. The Annual meeting was held in Gulf Shores, Alabama in conjunction with the Deep South Section. We also raised \$3,795 from the auction for the scholarship fund.

Strategic Plan - We have begun revisiting our Strategic Plan this Fall. Input from the ALSITE membership would be appreciated. If you have any comments please contact our President Stacey Glass.

Web Site - Our website ([www.alsite.org](http://www.alsite.org)) was created November 20, 1997 by a student at Auburn University with the assistance from John McCarthy. Mr. McCarthy updates this site often with Meeting updates, member information and the ALSITE Directory. Please contact him to add a link to your Section's website.

Scholarship Program - ALSITE scholarship program has grown to \$80,000. We gave one scholarship for \$3,000 to Laura Fuqua from Auburn University. A special contribution of \$2,500 for the "Billy Jones Traffic Engineering Scholarship" was donated and the scholarship was given to Jil Chambliss from the University of Alabama.

Dan Turner, for the Board of Directors of ALSITE Scholarships, Inc. brought the following proposal to the Section:

- 1) That a three-year fund raising drive be conducted to:
  - a) Perpetuate the "Billy Jones Memorial Traffic Engineering Scholarship."

*(News from the Sections, continued on Page 12)*

## 49<sup>th</sup> Annual Southern District ITE Meeting - Williamsburg, VA April 22-25, 2001

By Lynn Allsbrook (Virginia)

The 49<sup>th</sup> Annual Meeting of the Southern District of the Institute of Transportation Engineers (SDITE) was held April 22-25, 2001 in Williamsburg, Virginia. The meeting (which also served as the Spring meeting for VASITE) was held at the beautiful Marriott Hotel, giving attendees easy access to Colonial Williamsburg, Jamestown, the Busch Gardens Amusement Park, as well as the various attractions of the Hampton Roads area. The Annual Meeting was attended by a grand total of 452 people. This record amount consisted of ITE members and affiliates, spouses, guests, students, non-members, speakers and presiders.

The meeting offered participants 12 technical sessions with over 40 speakers covering a wide range of current transportation topics, covering everything from computer simulation models to Mississippi's first roundabout. In addition, technical tours were also offered for the Monitor-Merrimac Memorial Bridge Tunnel in Newport News and the VDOT Smart Travel Center in Chesapeake. The ABD hosted 275 guests for dinner and entertainment during an "Evening in Jamestown." The meeting also offered a welcome reception, a golf tournament, ABD hospitality suites, and an ABD equipment and materials exhibit.

The Annual Awards Banquet was held on Wednesday. The following are a few of this year's award recipients:

Student Paper Competition:

*Jonathan Cate, University of Tennessee.*

Student Chapter Award: *Clemson University.*

Outstanding Sponsored Technical Paper:

*Stephanie L. Kolb, John L. Hibbard and Karl R. Alff.*

Outstanding Non-Sponsored Technical Paper:

*Robert Foyle, Nagui Roupail*

Outstanding Technical Committee Report:

*Deep South ITE Safety Committee, Bob Mabry, Chair*

Joseph M. Thomas Outstanding Young Member Award:

*Bayne E. Smith*

Marble J. Hensley Outstanding Individual Activity Award:

*Robert R. Canfield*

Herman J. Hoose Distinguished Service Award:

*Thomas E. Flynn*

Outstanding Section Award - Group 1: *Georgia Section*

Outstanding Section Award - Group 2: *Deep South Sec.*



## In Memoriam.....

Calvin Thomas Sheets, 50, a respected traffic engineering practitioner and long-time friend of many of us in both the Virginia Section and Southern District of ITE, passed away on November 7, 2001. He worked for the Town of Blacksburg, VA for 25 years, the last 10 of which as its Traffic Engineer. He was devoted to his profession and to service to the aforementioned ITE Section and District. Among his many volunteer activities in ITE, he served as the Editor of the Virginia Section's newsletter for a number of years and, in fact, coined its current name, *The Traffic Lite*.



He was a member of the Newport Ruritans and was in charge of both the Newport Christmas Parade and 4<sup>th</sup> of July Parade. At work, you could always count on Calvin for the picnic committee and other volunteer activities.

Calvin was an avid Virginia Tech Hokie sports fan, especially football. You could always count on him to have nothing good to say about those Virginia Cavaliers. He took his role as an ambassador for the Hokies seriously and could often be seen driving up to VASITE meetings in his all-weather tractor. He also loved to fish and golf, and more often than not, he left VASITE's annual meeting in Virginia Beach and proceeded south to the Outer Banks to enjoy fishing and sampling the seafood cuisine.

Barry Cross, his close associate and successor as Town Traffic Engineer, noted that Calvin was the most laid back individual he has ever known. Nothing bothered Calvin and he let no one else's schedule interfere with his day. It was reported that Calvin once taught a defensive driving course and his motto for the class summed up his life – "slower is safer and better".

His family members did not request a specific memorial contribution; therefore, it is suggested that any expressions of remembrance be made through a contribution in Calvin's name to the VASITE Scholarship Fund. Due to his love for Virginia Tech and interest in the students there, Calvin would be most pleased by your thoughtfulness.

The contribution should be so noted and mailed to Robert Gey, Secretary-Treasurer, VASITE, c/o Traffic Engineering, Building 2, Department of Public Works, Municipal Center, Virginia Beach, VA 23456.

Calvin, we love you and miss you and trust you are in a far better place of peace and happiness.

*By Gene Arnold (Virginia)*

# Transportation Tips

Co-editors: Martin Bretherton (GA) and Bridget Smith (Dist. 6)

## AASHTO Changes Sight Distance Guidelines

By Martin Bretherton

The American Association of State Highway Officials (AASHTO) has published the 2001 Green Book. The new green book changes the sight distance guidelines for designing roads. The sight distance changes are as follows:



1. Stopping Sight Distance (SSD) – The 2001 policy adopts a 2.0 foot height of object, the equivalent to the taillight height of a car (used to be 6” height, the “dead dog”). The height of the driver’s eye stays 3.5 feet.
2. AASHTO increased the braking deceleration rate from 10.0 to 11.2 feet/second/second, regardless of speed. Example: SSD at 50 MPH is 425 (50 feet shorter than 1990 edition).
3. MUTCD will be modified in 2001 because of the stopping sight distance changes (Table 2C-4, Condition B – Stop Condition).
4. Intersection Sight Distance – Decision point is the corner of the triangle representing the driver’s eye which is taken 14.5 feet from the edge of the major travel way (this is a change from 20 feet). The driver’s eye height of 3.5 feet stays the same but the 4.25 foot object height is changed to 3.5 feet.
5. Left turn for minor road – Sight distance is now determined by a design time gap of 7.5 seconds using the formula:

$$ISD = 1.47 V_{major} tg$$

ISD = Intersection sight distance

$V_{major}$  = Design speed for major road (mph)

tg = time of gap (seconds)

Example: This will require a change to the Gwinnett County Development Regulations. The new green book will require that intersection sight distance is eleven times ( $7.5 \times 1.47$ ) the posted speed limit (the current intersection sight distance requirement is ten times the posted speed limit).

6. Railroad crossing sight distance has been simplified. Table shows Case “A” and “B” together.
7. New AASHTO Green Book requires that left turn lanes be designed for positive offset if the median is wider than 18 feet.

This new green book will become the design guideline for your state when your state DOT adopts the 2001 Green

book. The forward of the 2001 Green book refers to this book to be used by designers. It doesn’t state a use by operations engineers. The 2001 green book does explain that this book doesn’t make existing roads unsafe, nor does it mandate the initiation of improvement projects. It specifically exempts resurfacing, restoration and rehabilitation (3R) projects from the green book policy.

If you have questions, please refer to the 2001 AASHTO Green Book. The 2001 Green Book is available for purchase from the ITE bookstore.

## Countdown Ped Heads

By Stephen Krest

The City of Farmington, New Mexico has upgraded all of the pedestrian indications in the downtown area. One hundred twelve (112) ped heads were installed at fifteen (15) signalized intersections. The indications are Tassimco brand, 16 inch LED, which incorporates a hand/man and a countdown feature.

The upgrade replaced 30+ year old 14 inch “walk” and “don’t walk” heads with their 1-1/2 inch plumbing hardware. The new heads mount flush to the pole giving a clean, uncluttered look. The countdown feature has the option of including the walk period, or timing only the don’t walk. The installations are at both, fixed time and actuated locations. The LED lamps have saved an average of \$19.00 per month in energy costs at each intersection. Citizen response has been only positive. An article in the local newspaper expounded the benefits and the Downtown Association appreciated the new cleaner look. Casual observation has given no hint of a change in motorists driving habits.

If questions, contact: Stephen Krest, Traffic Engineering Administrator City of Farmington (505) 599-8201 [skrest@cyberport.com](mailto:skrest@cyberport.com)

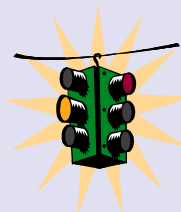


## Benefits of Retiming Traffic Signals

By Martin Bretherton

The U.S Department of Transportation’s Federal Highway Administration (FHWA) announced the availability of a new video showing that retiming traffic signals is one of the most cost –effective techniques available to state and local agencies in their efforts to manage congestion and growing travel demand.

The video, It’s About Time, Traffic Signal Management Cost-effective Street Capacity and Safety, demonstrates how sig-



nal timing on roads can improve air quality while reducing fuel consumption, decreasing traffic congestion and saving time for commercial and emergency vehicles. It also shows that retiming can reduce aggressive driving behavior and the number of severe crashes.

A copy of the video can be obtained by contacting Pamela Crenshaw of the FHWA at [pam.crenshaw@fhwa.dot.gov](mailto:pam.crenshaw@fhwa.dot.gov). The ITS Joint Program Office contains several documents which cite emissions reductions and fuel savings from implementing traffic signal improvements. The database, available at [www.benefitcost.its.dot.gov](http://www.benefitcost.its.dot.gov), provides short summaries of the benefits discussed in each source document. A few reports in the database discuss the impacts of traffic signal improvements on motor vehicle emissions. The impact appears to be positive, with the exception of emissions of nitrous oxides. This is expected because increases in average speed due to improved traffic flows lead to increased production of nitrous oxides while decreasing other harmful emissions.

### **Pavement Legends for Crossing Pedestrians**

By Bridget Smith

Engineers at the Salt Lake City Transportation Division have been busy testing many new pedestrian safety measures in preparation for the onslaught of visitors expected for the upcoming Winter Olympics. Their latest trial, pavement markings for crossing pedestrians, has proved to be a real favorite with locals and the media.



The thermoplastic legends read “LOOK” with the vowels making eyes, which look left. The message is accompanied by arrows pointing to either side. The legends are placed in the street in the crosswalk area closest to the gutter. Salt Lake City staff purchased half black and half white and then swapped the black and white letters and arrows into the opposing color background. This method eliminated all material waste. (Therefore, half have black letters on white background, and the other half are white on black.) The materials for each legend cost \$16 and are easy to install.

Engineers in the Transportation Division were originally considering using only one arrow pointing in the direction of the traffic in the adjacent lane. However, upon further discussion, decided to use two arrows. This way the message corresponds to what children are taught (look left then right then left) and also alerts peds that once you cross halfway the traffic will be coming from the other direction (and you will need to look right). The eyeballs look left, which should reinforce the need to look left when beginning your crossing.

There are several vendors who produce the thermoplastic legends. For more information, please contact the Salt Lake City Transportation Division, 349 South 200 East, Suite 450, Salt Lake City, UT 84111. You can also reach them at 801/535-6630 or by email at [dan.bergenthal@ci.sl.c.ut.us](mailto:dan.bergenthal@ci.sl.c.ut.us).

### **Study Finds “Countdown” Signals More Intuitive than Conventional Ped Signals**

By Frank Markowitz

San Francisco is conducting a test of pedestrian countdown signals citywide as an experimental device, with the approval of the California Traffic Control Devices Committee and the Federal Highway Administration. These LED devices display the number of seconds remaining during the flashing red hand (flashing DON’T WALK) phase for crossing pedestrians. The test involves 14 intersections, with a range of physical and sociocultural environments.



The most important findings of a preliminary evaluation, conducted by SF’s Department of Parking and Traffic and DKS Associates, include the following:

There was a statistically significant decrease in the percentage of pedestrians still in the crosswalk when the signal turned red after countdown signal installation.

The percentage of pedestrians leaving during the Flashing Red Hand indication decreased slightly.

The percentage of pedestrians running or aborting their crossings showed a statistically significant decrease.

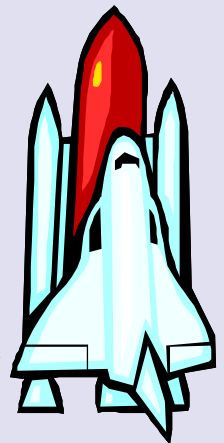
Post-installation, more than 90 percent of interviewees said the countdown signals were “more helpful” than conventional pedestrian signals, primarily because they showed the time remaining to cross.

For a written summary of the evaluation, or for more information, please contact Frank Markowitz, San Francisco Department of Parking and Traffic at 415/252-4696, [frank\\_markowitz@ci.sf.ca.us](mailto:frank_markowitz@ci.sf.ca.us), or 25 Van Ness Avenue, Suite 345, San Francisco, CA 94102.

### **NASA Technology Tested on California Roads**

By Martin Bretherton

The City of Monrovia, California is implementing an Emergency Vehicle Intersection Early Warning System at eight intersections that will alert drivers to approaching emergency vehicles to reduce the potential for traffic collisions. The system was developed by the NASA Jet Propul-



*(Transportation Tips, continued on Page 10)*

sion Laboratory's Technology Affiliates Program in Pasadena, California. It involves installation of transponders in 20 police and 10 fire vehicles and installation of visual display boards on traffic signal mastarms above intersections. The transponders communicate via microwave with receivers on the display boards. As emergency vehicles approach, the police officer or firefighter activates the transponder, which automatically turns the traffic light yellow, the red, for cross-traffic. Approaching drivers will see bright, flashing vehicle warning symbols telling them from which direction the emergency traffic is coming. The new system blends with the existing city communication infrastructure.

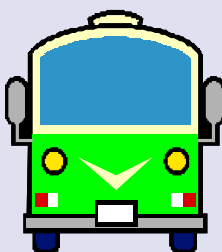
The Chief of Police is Joe Santoro and he reports that more than 156,000 crashes involving emergency vehicles occurred at intersections in the U.S. from 1980 to 1995, resulting in 6550 deaths. About 40% of the firefighters killed in the line of duty die in crashes on the way to a fire call.

For more information, visit the NASA JPL website at <http://www.jpl.nasa.gov/releases/2000/viewmonrovia.html> or call Dick Singer, City of Monrovia, (626) 303-6609.

### Bus Bulbs

By Kay Fitzpatrick

Bus Bulbs, also known as nubs, curb extensions, or bus bulges area section of sidewalk that extend from the curb of a parking lane to the edge of the through lane. A major advantage of using bus bulbs is the creation of additional space at a bus stop for shelters, benches, and other bus patron improvements when the inclusion of these amenities would otherwise be limited without additional space. In areas with high transit ridership and 24-hour curbside parking, bus bulbs may provide the opportunity to improve bus operation, provide space patron amenities, and create better pedestrian flow patterns. Guidelines were developed as part of a Transit Cooperative Research Project. The guidelines along with discussion on the issues and concerns on the use of bus bulbs were assembled and published as TCRP Report 65: Bus Bulbs. The report is available from the Transportation Research Board Bookstore (<http://trb.org/trb/bookstore/>).



### City finds Solar Traffic Signals a Good Investment

By Tom Larwin

The City of Carlsbad was not thinking about the impending energy crisis when it installed its first solar-powered traffic signal on Hosp Way a year ago, but it was thinking about saving money. "There was no power available nearby,



so we would have had to trench across the street and down about a 100 yards," said Heidi Heisterman, an engineering technician for the city.

The flashing signal light on Hosp Way warns drivers heading downhill that they are about to encounter a stop sign at the intersection with Monroe Street. The signal combines the use of light-emitting diode (LED) bulbs, which are more efficient than regular bulbs, with a solar unit. The small solar panel that sits on top of the signal was something of an experiment on Hosp Way because of the hundreds of eucalyptus trees in the area that block the sun, Heisterman said. But the flasher has worked so efficiently and steadily over the last year, she said the city would be interested in installing them rather than conventional flashing signals as the city adds them to various streets.

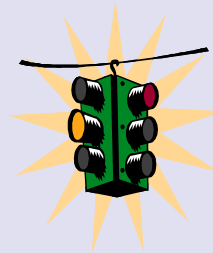
The cost savings and reliability of the solar units has been impressive, city officials said. The flasher, LED and solar panel cost the city approximately \$4,200 for the entire unit. In contrast, a flashing signal without the solar panel would normally cost the city around \$2,875, Heisterman said. But that does not include the cost to hardwire the unit. That cost, she said, could run anywhere between \$500 and \$4,000, depending on how far city crews would have to trench to reach a power source. And the cost savings continue to add up annually with the solar units. LED bulbs last up to 10 years while regular bulbs usually need to be replaced every couple of years. Heisterman said the solar battery has a conservative life estimate of 4 years. "The other (non-solar) flashers we have in the city right now are a little bigger, so this is not an exact comparison, but the energy bill(s) on those are around \$30 a month," said Heisterman. "So the solar units are saving that much every month, not to mention what it would have cost to trench a power line and tear up the street." The city has found the little solar flasher so efficient, one was installed at Aviara Parkway and Ambrosia Lane and has also been operating without problems for the last year.

Contact staff writer Pat Storey at (760) 901-4068 or [storey@nctimes.com](mailto:storey@nctimes.com). The article and a photograph of the device appeared in the March 26, 2001 edition of the NC Times Net and can be found at <http://www.nctimes.com/news/2001/20010323/u.html>

### NEW PPLT GUIDELINES

By John Kerényi

California's Orange County Traffic Engineering Council (OCTEC) has revised their landmark 1995 publication, "Protected/Permissive Left-turn Phasing Design and Operational Guidelines." This document provides guidance to



traffic engineers in Orange County, CA and beyond with regards to planning, designing, and operating protected/ permissive left-turn (PPLT) traffic signals. The purpose of the update was to:

- Revise vehicle indication placement to conform to best current practices;
- Provide sight distance criteria for permissive left turners in keeping with new Green Book standards; and
- Provide guidance for selecting left-turn phasing.

The report includes a handy flowchart to aid and document the decision-making process and is currently in final draft format. The final report is expected at the end of September 2001. The most current version can be downloaded from OCTEC's web site at [www.octec.cjb.net](http://www.octec.cjb.net), or contact the PPLT Update Committee Chair at:

John Kerenyi  
Kimley-Horn and Associates  
2100 W Orangewood Ave Ste 140  
Orange, CA 92868  
(714) 939-1030  
[john.kerenyi@kimley-horn.com](mailto:john.kerenyi@kimley-horn.com)

Hardcopies will be available for purchase at cost of reproduction. (The purchase price has not been set as of the time of this writing.)

OCTEC is a nonprofit group in existence since 1959 that is dedicated to promoting uniformity of traffic control devices in Orange County, California.

### **The Beaverton Traffic Commission Process**

#### *The extra work yields substantial benefits*

By Randy Wooley

The City of Beaverton, Oregon, has adopted a formal public process for approving traffic restrictions. The process requires more work up front, even on simple traffic issues. However, it has paid off in better public understanding, reduced complaints and better decisions.



Beaverton is a suburban city located immediately west of Portland. It has a population of approximately 76,000. Moving traffic safely and efficiently is a major issue in Beaverton.

In 1998 an ordinance was adopted establishing the Traffic Commission as the primary decision maker on all traffic regulations. The Traffic Commission reviews traffic issues and holds public hearings, much like a planning commission would review zoning issues. The ordinance also delineates which "minor issues" can be decided by the City Traffic Engineer

and it provides appeal processes.

The Commission consists of seven members. The members are residents of the City appointed by the Mayor. They serve without pay and typically meet one evening each month. In addition, the commissioners spend time reviewing background material and visiting the sites under discussion each month prior to the meeting.

New traffic restrictions and changes to existing traffic restrictions must be reviewed by the Commission. Exceptions are made for emergency situations and for temporary traffic controls (such as construction traffic plans). Traffic restrictions include parking limits, speed zoning, turn restrictions, stop and yield signs — anything that restricts the use of the street, including traffic calming. Prior to making its decision, the Commission must consider a report prepared by the City Traffic Engineer.

The Commission's decision must be based on specific criteria listed in the ordinance. Criteria include safety for all users of the street (vehicles, bikes and pedestrians), street capacity needs, parking needs and the standards of the MUTCD.

The Commission considers whether to impose or modify a proposed traffic restriction. Implementing the approved changes through signing and striping is the responsibility of the City Traffic Engineer. Likewise, operational issues such as signal timing are assigned to staff.

To avoid duplicate hearing processes, traffic restrictions that are imposed as part of a land-use approval do not go through the Traffic Commission process. These items are reviewed by the land-use approval authority (such as the Planning Commission).

The Traffic Commission process begins with public notice three weeks before the hearing. Notice is posted along the street on large red sign boards mounted on barricades. The intention is to give notice to all users of the street.

A formal staff report is prepared. The staff report must determine and discuss the applicable criteria from the ordinance. The staff recommendation must be supported by the criteria. The staff report is circulated for comments to the police and maintenance staff and the fire district. Ten days before the hearing, the staff report is sent to the Commission along with the comments from other departments and any written comments received from the public.

The Traffic Commission process has proved especially beneficial in implementing traffic calming plans. The Commission holds a hearing to determine which neighborhoods receive funding priorities for traffic calming. After a traffic calming plan is developed by a neighborhood, a second hear-

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(News from the Sections, continued from Page 6)

- b) Move the corpus of the endowment to \$100,000 to provide enough interest to make the Alexander and Jones scholarships large enough to influence students to enter the transportation profession.
- 2) That the three-year fund drive be placed into effect.
- 3) That an article be prepared for the Newsletter to:
  - a) Summarize the success of the Scholarship Program
  - b) Publish narratives that describe the accomplishments of Charles Alexander and Billy Jones, along with their love of and support for the Alabama Section ITE;
  - c) Explain the fund raising program.

## DEEP SOUTH SECTION

### Upcoming Section meetings include:

Winter Meeting - February 7<sup>th</sup> & 8<sup>th</sup>, 2002, Lafayette, LA, Technical Sessions, Social and Golf Outing.

Spring SDITE (50<sup>th</sup> Anniversary) Meeting - April 21-24, 2002, New Orleans, LA

Summer Meeting - June (TBA), Gulfport, MS, Technical Sessions, Banquet, Auction and Golf Outing.

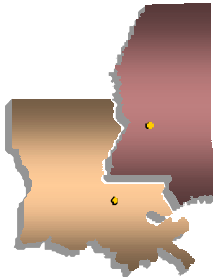
### DSITE News

1. Attempting to “adopt” a safety group and help them financially and/or manpower. Two groups being look at are SAFE KIDS and PASSENGER SAFETY TASK FORCE.
2. The Outstanding Member Award was presented to Slade Exley and the President’s Award was presented to Dr. Jim Epps at the Summer meeting with ALSITE in Gulf Shores, AL.
3. Raise over \$3950 for the scholarship fund through donations and annual auction held during the Summer meeting with ALSITE in Gulf Shores, AL.
4. Once again, Team Louisiana, DSITE, defended its title with a come from behind victory at the biannual Traffic Bowl during the Summer meeting with ALSITE in Gulf Shores, AL.
5. The University of Mississippi will be receiving their Student Chapter Charter by the end of the year. The faculty advisor is Dr. Waheed Uddin.

Section Meetings - DSITE has three meetings per year. The winter meeting was held in Philadelphia, MS in February and included a tour of the Silverstar Expansion and technical speakers. The summer meeting was held jointly with the ALSITE Section in Gulf Shores, AL which included technical speakers from both DSITE and ALSITE, Awards Banquet/Scholarship Fund Auction, Traffic Bowl III and golf tournament. The fall meeting was held in Tupelo, MS and

included Bill Sampson of McTrans concerning HCM 2000 Updates and a professional development session on Ethics. Technical Activities - The development of our email group has allowed us to provide a discussion group to our DSITE members as well as a communication tool. Members with traffic/transportation questions or concerns can now ask DSITE members via the email group.

The research study “A Method for the Simulation of Coordinated Lead-Lag Left-Turn Phasing in CORSIM” performed by DSITE members Brian Wolshon and Alison Catarella was featured in the September 2001 ITE Journal. The research study was performed through Louisiana State University. In addition, various research projects are being conducted at Louisiana State University. Contact Brian Wolshon, Ph.D., P.E., P.T.O.E. at 225-578-5247 or email - brian@rsip.lsu.edu.



Well attended technical presentation held during Deep South one of the 2001 Section Meetings



Deep South members enjoy good company and relax after Section meeting sessions

## GEORGIA SECTION

The Georgia section had good representation and active participation in the program at the meeting held in Williamsburg, VA. In addition to those who presented papers, we received a number of awards and honors:



- Georgia Section received the Best Section Award
- Bayne Smith was awarded the Joe Thomas Award for the Outstanding Young Member of the District
- Georgia Tech Student chapter was selected as the runner up in the Best Student Chapter award
- John Hibbard, Stephanie Kolb and Karl Alff received the Best Technical Paper Award
- Rick Day elected Secretary-Treasurer of Dist. 5 ITE

The listing below summarizes the meeting schedule:

<u>Date</u>	<u>Location</u>	<u>Speaker</u>
April 12, 2001	Georgia Tech, Atlanta	Dr. Karen Dixon
May 10, 2001	Mary Mac's, Atlanta	Frank Danchetz
June 14, 2001	Mary Mac's, Atlanta	Bill Andrews
July 8-11, 2001	Jekyll Island, GA	Summer Seminar
August 9, 2001	Mary Mac's, Atlanta	Scotty Greene
Sept 13, 2001	Southern Tech	2001 MUTCD
Oct 11, 2001	Mary Mac's, Atlanta	Roundtable
Nov 8, 2001	Mary Mac's, Atlanta	2000 HCM

The student organized meeting at Georgia Tech is always well attended with a great barbeque in the civil engineering school courtyard prior to the presentations. After lunch, the attendees moved to the lecture hall for an excellent presentation by Dr. Karen Dixon on the analytical tools being developed for Georgia DOT for rural road assessment.

A very lively meeting was held in June as the hot topic of Red Light Running and the use of cameras was presented by Bill Andrews. The City of Marietta has a grant and is running an test program that to date had demonstrated some great opportunity for safety improvements. This meeting was held just as all of the publicity and controversy raged in the local and national political arenas.

The Georgia Section Summer Seminar, "Shaping Transportation Policy in the 21st Century" was held at the Jekyll Island Club in Coastal Georgia. The technical committee worked hard to deliver an array of interesting sessions, some of which were, "Who's Right When it Comes to Shaping Transportation Policy", "Teaching Old Dogs New Tricks in Roadway Design", and "Application of GIS". Approximately 100 registrants and 69 spouses attended the seminar. A day trip was planned to Cumberland Island where participants enjoyed a picnic and hiking the ruins around the island. The Candlelight Tour of the hotel was enjoyed by many, as well as golf, ten-

nis, and bowling tournaments. A political satirist entertained the attendees at the banquet before all of the tournament awards were bestowed. The silent auction was very successful this year raising \$ for the ITE scholarship fund.

In September, the membership interacted with the students at Southern Polytechnic University as part of the seminar program on the new MUTCD. Members of the National Committee made presentations with the lunchtime speeches by the University representatives. The section was also very busy in September as co-sponsors of a program entitled, Governor's Choice Initiative. This full day seminar featured representatives of the Governor's office, and all of the lead agencies for transportation programs in Georgia. The presenters and panelists discussed the upcoming accelerated road improvement program based on GARVEE bonds.

At the beginning of the year, with input from the Financial Planning committee a number of key projects were identified. We are very proud to announce the completion of all of those, which include: the purchase of an ITE banner and an American flag for display at each meeting; speaker gifts for monthly meetings and Summer seminar; support of the Legislative Coalition meeting to be held in Feb. 2002 by purchasing tickets to attend the reception and helping to sponsor the event; purchase of permanent name tags for all section officers; provision of travel scholarships for students to attend Summer Seminar and District meeting; contributions to student chapters to provide additional member services.

Another outstanding achievement this year was the production and distribution of a comprehensive Georgia Section directory. It is an wonderful reference document and contains a lot of valuable historical information. In the fall, an updated Georgia Section Policy and Procedure manual was adopted. The Board also participated in the review and revision of the Georgia Regional Transportation Authority's Developments of Regional Impact Transportation and Air Quality Analysis procedures and requirements.

Spear-headed by Harriet Smith, all of the past presidents of the section, as well as the current board, were assembled for a special meeting in September. It was decided that the Past Presidents would serve as an advisory group to assist the sitting leadership on broad matters. At this session, it was decided that the expansion of member services by participation in the Georgia Engineering Alliance and a dues increase would be brought before the general membership. A focus on membership would also be encouraged for 2002.

The Georgia Section will conclude 2001 with its Annual Meeting to be held on Tuesday, December 4, 2001 at the Druid Hills Golf Club. The attendees will enjoy an extended fellowship and networking time followed by a banquet. This time will include a celebration of the section's achievements throughout the past year and election of the officers for 2002.

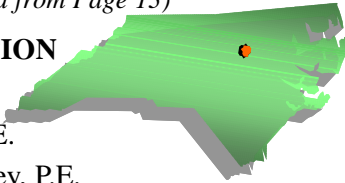
*(News from the Sections, continued on Page 14)*

(News from the Sections, continued from Page 13)

## NORTH CAROLINA SECTION

Board of Directors for 2001 is

- President, Burt Tasaico, P.E.
- Vice President, Bob Pressley, P.E.
- Secretary, Jim Westmoreland, P.E.
- Treasurer, Keith Lewis, P.E.
- Past President, Gregory Turner, P.E.
- District Rep., Terry Snow, P.E.
- District Rep., Larry Meisner, P.E.
- Section Director, Mike Mabe, P.E.
- Affiliate Director, Nathan Vannoy, P.E.



Recent activities include the Environmental Leadership Conference held in April in Raleigh, ITS Days in May in Charlotte, and the Semi-Annual Meeting in June in Winston-Salem. The two-day Environmental Leadership Conference sponsored by NCSITE was conducted by Gene Cleckley of FHWA's Southern Resource Center in Atlanta, and included 60 planners and engineers. The seminar focused how professionals in all areas of transportation should and can make a difference in the way they approach their work as it affects the environment. The seminar stressed personal responsibility in not only complying with environmental laws and policies but also influencing their daily decision-making by making environmental leadership a priority.

ITS Days, attended by 70 people, was held at the Regional Transportation Management Center in Charlotte, included tours of the center and discussion of ITS technology as applied to all modes of transportation. The FTA mobile showcase demonstrated the application of ITS to transit. Transit ITS projects discussed during the sessions on the first day included real-time information on local travel and mobility options, scheduling demand responsive transportation, an automated system to announce transit stop, digital cameras on buses, and an interactive voice response system to provide bus route and schedule information. Items discussed on the second day included weigh station enforcement, new FTA and FHWA rules on ITS architecture and standards, transportation demand management (TDM), 511 traveler information, automated enforcement of red-light and speed violations, and a newly developed software that works with regional planning models to analyze the benefits of ITS.

The Semi-Annual Meeting in Winston-Salem was attended by over 100 members. Among the sessions were discussions of site access, traffic impact analysis procedures, traffic and incident management during the presidential debates in Winston-Salem, traffic mitigation and parking analysis, and access management. The dinner speaker was Gene Conti, Chief Deputy Secretary of Transportation for NCDOT. In addition, the NCSITE Annual Golf Tournament was held to raise monies for Section scholarships.

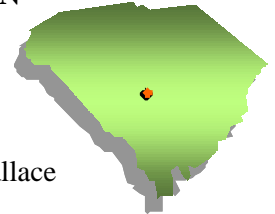
An upcoming event that is highly anticipated is the 1<sup>st</sup> Charlotte area Local Meeting and conference focusing on traffic management at Charlotte's Lowe's Motor Speedway. This conference will take place at the speedway on October 18. The Annual Meeting and Award Banquet will be held in Raleigh on November 15.

The NCSITE *Newsletter* was recognized as the outstanding section newsletter in its category at the Institute of Transportation Engineers Annual Meeting in Chicago. This was an outstanding honor for NCSITE, and particularly the newsletter editors and staff.

## SOUTH CAROLINA SECTION

Section Officers for 2001 are:

- President, Wayne Sarasua
- Vice-President, Susan Ruinen
- Secretary/Treasurer, Brett Wallace
- Affiliate Director, Matt Short
- Section Representative, Colin Kinton
- Past President, Linda Carpenter



2001 Meetings/Activities:

February 7, Winter Board Meeting	Columbia, SC
March 14, Spring Meeting	Columbia, SC
June 5, Summer Meeting	Greenville, SC
October 10, Fall Meeting	Columbia, SC
December 13, Year-End Meeting	Columbia, SC

The South Carolina Section's Spring Meeting, was held in Columbia at Damon's Restaurant with close to 50 people attending. Jeff Mulliken of the LPA Group gave a well received presentation on the newly completed Conway By-Pass that provides a limited access expressway to Myrtle Beach, SC. The South Carolina Section encourages all SDITE members to come drive the Conway By-Pass and then spend a couple days in sunny Myrtle Beach.

Our Summer Meeting was held at the Ham House in Greenville with a large upstate turnout. Nancy Witworth, who is the Director of Economic Development for Greenville gave a presentation on The Revitalization of Downtown Greenville. As many SDITE members are aware, Downtown Greenville has plenty to offer in shopping, dining and entertainment.

On August 15th, the SCSITE Technical Committee gave a workshop training course on the latest release of the popular Synchro software. Nineteen people attended this class taught at Columbia in association with the Clemson Transportation Technology Transfer Center. Dipak Patel and Bret Harrelson, both on the Technical Committee, taught the class. The money collected from the class fees was donated to the SCSITE Scholarship Fund (\$800.)

Damon's in Columbia again hosted the Section's Fall Meeting with another capacity turnout. At this meeting, ITE member, Carol Jones presented the South Carolina Department of Transportation Traffic Calming Program complete with Guidelines available for purchase on CD-ROM.

Our Year-End Meeting is scheduled to be on Monday, December 10 in Columbia. Elections are held at the Year-End Meeting. Now becoming an annual event, a Scholarship Fundraiser Auction will be held to raise money towards the section's two scholarship funds. In addition, the Social (Golf) Committee will be putting on a scholarship fundraising tournament preceding the evening meeting.

Speaking of the Scholarship Fund, our scholarship fund balances total over \$20,000. The Scholarship Committee, headed up by Gaye Sprague has been working hard this year developing new By-laws for the Scholarship Program. SCSITE has two scholarship funds, the Gilbert H. Rowe Transportation Engineering Studies Scholarship and the Stafford-Clark Transportation Engineering Studies Scholarship. The Stafford-Clark fund was recently named in honor of two former Clemson Professors, Dr. Donald B. Stafford, who departed in 1994, and Dr. James E. Clark who was instrumental in developing the scholarship fund. With the new By-laws, scholarship applications were sent out to South Carolina universities with Civil Engineering Programs. The Committee received seven student applications from three different universities and will be awarding the following two scholarships to deserving students at our Year-End Meeting: \$500 Scholarship to Richard Reiff, a Senior at Clemson University; and \$350 Scholarship to John Francis Daly III, a Junior at The Citadel. Congratulations to these two outstanding students. The Scholarship Committee regrets they could not award more than two scholarships because all of the applicants were very well qualified.

The Executive Board distributed a membership survey earlier this year to determine membership interests and help with meeting plans. The membership survey was distributed both electronically and by US Mail to the membership and the Executive Board received a high percentage of responses from the membership.

## 2001 Committees

- Social, Don Turner
- Scholarship/Auction, Gaye Sprague
- Awards, Linda Carpenter
- Technical, Dipak Patel
- Membership, Carol Jones
- Nominations, Wayne Sarasua
- Membership Directory, Brad Morrison

The SCSITE became a participating member of the South Carolina Council of Engineering and Surveying Societies that includes the following societies: ASAE, ASCE, ASME, CESC, IEEE, SCSE, SCSPE, and SCSPLS. The Council coordinates and hosts an annual joint meeting and professional development seminar for their members. The Council also tracts legislative activities within South Carolina that may have impacts on engineering and surveying professionals and hosts a dinner reception for the SC Board of Registration (LLR).

### *Transportation Tips, continued from Page 10*

ing is held. The final hearing assures that all users of the street have an opportunity to comment on the plan. Knowing that their plan must survive the public hearing, neighborhoods are more cautious in what they ask for in their traffic calming plan.

The Beaverton Traffic Commission process is complex and time consuming. However, Beaverton has found that the additional costs are justified by better decisions, fewer appeals to Council, better documentation of decisions and reduced citizen complaints. The process assures that the public debate and any appeals occur prior to installing the traffic controls.

For additional information, contact:

Randy Wooley, City Transportation Engineer

City of Beaverton

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Beaverton, OR 97076-4755

(503) 526-2443

[rwooley@ci.beaverton.or.us](mailto:rwooley@ci.beaverton.or.us)

## News of the South - Newsletter of the Southern District (5)



"News of the South" is the official publication of the Southern District(5) of the Institute of Transportation Engineers (ITE.) Any comments or suggestions are welcome and should be submitted to either Jeff Davis, Newsletter Editor, at (843) 953-7687 [jeff.davis@citadel.edu](mailto:jeff.davis@citadel.edu) or Robert Walker, Assistant Newsletter Editor, at (601) 948-3071 [rwalker@neel-schaffer.com](mailto:rwalker@neel-schaffer.com)

### Section Correspondents

James Brown (AL)

Bob Canfield (DS)

Marsha Anderson Bomar (GA)

Karen Mohammadi (KY)

Larry Meisner (NC)

Colin Kinton(SC)

Bob Murphy (TN)

Bill Cashman (VA)

## Web Sites of the Southern District

**International ITE:** <http://www.ite.org/>

**Southern District ITE:** <http://www2.ncsu.edu/sdite/>

### Sections

**Alabama Section:** <http://www.alsite.org/>

**Deep South Section:** <http://www.translab.lsu.edu/DSITE/>

**North Carolina Section:** <http://itre.ncsu.edu/ncsite/index.html>

**Kentucky Section:** <http://www.engr.uky.edu/student.orgs/ite/KYSITE/kysection.htm>

**Tennessee Section:** <http://www.tsite.org>

**Virginia Section:** <http://www.vasite.org>



### Student Chapters

**Georgia Institute of Technology:** <http://transgrad.ce.gatech.edu/people.asp?comm=55>

**Mississippi State University:** <http://www.msstate.edu/org/ite>

**North Carolina State University:** [http://www2.ncsu.edu/ncsu/stud\\_orgs/ite/](http://www2.ncsu.edu/ncsu/stud_orgs/ite/)

**University of Kentucky:** <http://www.engr.uky.edu/student.orgs/ite/>

**University of Virginia:** <http://www.student.virginia.edu/~uvaite>

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