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2007 SDITE Officers

President: Colin Kinton
(843) 470-2631
ckinton@bcgov.net

Vice President: Craig Hanchey
(615) 383-8420
craig.hanchey@neel-schaffer.com

Secretary-Treasurer: Karen Mohammadi
kmohammadi@msn.com

Past President: Steve Strength
(504) 437-3105
stevestrength@dotd.la.gov

ITE Intl. Director: Kenny Voorhies
(770) 509-2233
kvoorhies@camsys.com

Tarheel Projects Recognized by ITE

Transportation Planning Council likes Charlotte, Raleigh plans

For the past few years, ITE's TPC has given the Best Practice Award to honor the best transportation-planning projects completed by a member (or member's employer) during the previous year. This year, nine projects and three programs were shortlisted, and finalists were selected for each category. In the Best Project Award, the City of Charlotte Transportation Action Plan, prepared by the Charlotte, NC, USA, Department of Transportation, was selected as the winning entry.

Submitted and prepared by the Charlotte Department of Transportation (Danny Pleasant, TPC Member)

The City of Charlotte's vision is to be "one of the premier cities in the country for integrating land use and transportation choices." In May 2006, the Charlotte City Council took a major step toward realizing that vision by adopting the Transportation Action Plan (TAP). The TAP is the city's first comprehensive, multi-modal transportation plan that connects the city's vision with its transportation and growth strategies.

Continued on Page 3.

2008 Southern District Meeting to be Hosted by the SC Section in Charleston

Jeff Davis (SC)



Davis, 2008 LAC Co-Chair

Members of the SC Section are energetically preparing to host the 56th annual District 5 ITE meeting in Charleston from March 30 through April 2, 2008. The meeting will be held at the Francis Marion Hotel in historic downtown Charleston.

A technical program is being coordinated under the theme "ITE Mega-Issues: Trekking through the S.O.U.T.H" (Safety, Outreach & Leadership, Unique and Innovative Design, Transportation Workforce Development, and Highway Capacity & Operations). Social activities will include a golf outing at Patriots Point Links on Charleston Harbor, a great spouses program, and perennial conference favorite – the ADB Monday evening event, which will be a Carolina beach party at The Citadel Beach house on Isle of Palms.

Make your plans to join in the fun as we host what is sure to be a memorable Dist. 5 meeting in the Palmetto State.



511 – Is It Really A Good Idea?

Robert Canfield (DS)

In recent years the 511 system has been promoted at both the State and Federal level. The 511 system allows citizens to call 511 and obtain information on highway conditions. According to the FHWA website, there are currently (as of May, 2007) 27 States that have 511 in operation. These States have varying levels of 511 operation. Some include traffic crash information: some also allow for obtaining weather conditions, and some limit the information to Interstate and other through highways in the State.

The idea behind the 511 system has grown from the idea that motorists need to be informed about road conditions that would effect their travel plans. Drivers could detour their planned route when they find that a crash or construction would restrict the number of lanes or close highways entirely. It also provides the driver with an alert to road construction conditions in advance so that they would adjust their travel speed as they enter the work zone making their travel in the zone safer.

At the same time as the 511 system has been developed, there has also been a concern in the Traffic Engineering field of Distracted Drivers and this being a factor in crashes. The focus has included a wide variety of issues such as eating, tuning a radio or installing and removing CD's, and paying attention to backseat passengers particularly children. The primary focus lately has been on the use of cell phones and particularly text messaging by drivers while operating a vehicle.

Studies have shown that by drivers taking their eyes off the road for as little as two or three seconds increases the potential for crash involvement. Studies have also shown that while taking their eyes of the road to dial a cell phone is only part of the problem and that the during the time the driver is focused on a conversation on the cell phone is also a problem.

This writer has made it a point when traveling through various states to check on the 511 system in each State to see how well they work. I have found that some 511 systems are very sensitive to noises in the vehicle such as other occupants talking or the radio or CD player being on.

In at least one case just moving the cell phone in my hand has caused problems in receiving messages and causing the system to return to the main menu.

When there is a problem with the verbal communications, the 511 system will recommend that the caller enter the route number by pressing the appropriate number keys, or if asking for a regional report, to enter the first three letters of the city name on the keypad. Both of these actions take the driver's eyes from the road for two to three seconds. Entry errors result in having to do this action several times. During regional reports the driver's focus becomes centered on the routes that are being announced to be sure they pay attention to the particular route they are interested in.

Ideally drivers would check the 511 system before they leave home, business site or hotel or before they pull out of a parking space. The problem with this is that on long trips the information becomes obsolete quickly, particularly with regard to crash information. An alternative would be to have a passenger in the vehicle make the 511 call. Obviously with a large number of vehicles occupied by only the driver, there is a relatively small opportunity for this to be done.

Maybe now is not too late for Traffic Engineers to step back and look at whether the use of 511 systems is counter productive to our attempts to minimize distracted driving problems. Can we afford to fund programs to discourage the use of cell phones or to prohibit their use by drivers and at the same time fund programs to encourage their use?

Can't remember

"<http://www.ncsu.edu/project/southerndite/>" ?

Now, you don't have to! Just go to your nearest internet browser and type www.sdite.org. You'll see this handy menu that allows quick access to the District website, the District meeting website, and ITE International.

Remember, the easiest way to SDITE on the web is...

www.sdite.org

Southern District
Institute of Transportation Engineers
Alabama • Georgia • Kentucky • Louisiana • Mississippi • North Carolina • South Carolina • Tennessee • Virginia

ite

SDITE Website
2007 Southern District Annual Meeting
International ITE Site

From Page 1.

Charlotte is currently the 20th most populous city in the nation and could become the 10th by 2030. Over the next 25 years, the city will grow by another 350,000 people, pushing the population within the city limits to more than 1 million. The city will remain the economic and population hub of a metropolitan region that is expected to house more than 3 million people by 2030.

Charlotte's growth strategy is based on a "centers and corridors" framework that follows the city's historical development patterns along transportation corridors. City leaders realize that the city cannot afford to grow equally in all directions and that it would not be sustainable to do so. The city seeks to focus development densities along five corridors radiating from its center city and within mixed-use centers located throughout the city. By increasing and intensifying development in centers and corridors, additional employment and housing choices can best use existing infrastructure and can focus transportation resources more effectively.

The TAP organizes the city's policies dealing with transportation and land use integration. Beginning in the fall of 2004, the city council's transportation committee worked to develop the plan's five goals and undertook a scan of existing city policies. The committee and staff identified policy gaps that are now addressed in the TAP.

In addition to strengthening the policy framework, the TAP identifies specific transportation programs and projects required to accommodate the city's growth. The plan's \$3.57 billion implementation cost includes a mix of new streets and roadway capacity as well as maintaining and operating existing infrastructure. The plan calls for enhancing street connectivity and quality in a way that works for motorists and welcomes pedestrians, bicyclists and transit users while adding value to surrounding development.

The TAP evaluated funding available to implement its programs and projects. It identified revenue shortfalls that could impede the city from achieving its transportation mission and vision. The plan examined alternative mechanisms for funding the city's transportation needs.

The TAP complements both the Metropolitan Planning Organization's Long Range Transportation Plan and the Metropolitan Transit Commission's Transit Corridor System Plan. These plans provide a regional perspective on developing the multi-modal transportation system that will serve the broader urban area. The TAP focuses on the city's role in growth and development of transportation infrastructure inside the current and future city limits.

The TAP is a comprehensive framework that clearly links policies, growth strategy and transportation system development. It is aspirational and practical, visionary and current. It will help Charlotte prepare for its future while maintaining the city's unique livability.

For more information on the plans:

Charlotte's TAP:

www.charmeck.org/Departments/Transportation/Transportation+Action+Plan.htm

Raleigh's US 1 Study:

www.ncdot.org/~us1study

Recognized as a runner-up was the US 1 Corridor Multi-modal Transportation Study out of Raleigh.

Submitted and prepared by the North Carolina Capital Area Metropolitan Planning Organization (Ed Johnson, TPC Member)

The U.S. 1 corridor segment is located in the northeastern part of the Raleigh, NC, USA, urbanized area and serves as the major north-south highway for the movement of people and goods in the region. The U.S. 1 highway segment is a multi-lane arterial facility serving a rapidly growing area within the Raleigh-Durham metropolitan region; and is listed by the North Carolina Department of Transportation as a strategic highway corridor destined to be upgraded to a freeway in the future. The U.S. 1 corridor study includes both highway and rail facilities beginning at Interstate 540 in Raleigh and extends northward to Park Avenue (U.S. 1A North) in Franklin County. The purpose of the study is to develop an integrated multimodal transportation plan that provides a high level of mobility along the U.S. 1 corridor while maintaining a high quality environment for the communities it traverses by providing well-planned and sustainable growth.

The product of the U.S. 1 Corridor Study is the development of a "locally preferred alternative" that best suited the corridor's transportation needs, while minimizing impacts to the surrounding environment. The study's objectives include:

1. establishing a clear vision of the transportation roles along the corridor with respect to mobility (trip purpose, trip distribution, trip length and travel mode);
2. formulating a multi-modal transportation plan that incorporated highway, transit, pedestrian and bicycle modes;
3. analyzing the physical layout and number of general-purpose travel lanes to serve the U.S. 1 corridor by 2030; and
4. considering community character and potential impacts throughout the planning process.

Keynote Address Prelude to Great Knoxville Meeting

John Edwards (GA)

The Southern District (District 5-ITE) meeting was held in Knoxville, Tennessee on April 22-25. The meeting is always well attended and this year was no different-367 members and guests attending.

Co-chaired by Hollis Loveday and Cindy Pionke, the meeting was full of technical papers, tours, receptions, fellowship and guest events.

Keynote Address

There were many highlights of the meeting but perhaps the most significant was the keynote address by Marshall Elizer of Gresham Smith and Partners entitled "Transportation Futures-Is Our Profession Ready?"

Marshall traced the Global, U.S. and Societal Trends from the recent past to the year 2050 and what it may mean to transportation professionals. He discussed the growing/aging population of the U. S., the aging transportation infrastructure, more vehicles, greater congestion, accelerating technology and growing urbanization of our country and compared that to the societal trends of greater demand, less patience, more litigious society, "want-it-all" growth of "entitlement" (you owe me), and disparity between haves/have not's.

He related these factors to the changing face of tomorrow's workforce with the loss of seasoned, predictable baby boomers. The new generation of workers was characterized as technically savvy, quick to embrace change, less committed to long-term relationships, impatient for promotions, priority on life/work balance and two-career families. He emphasized the changes coming with the following facts:

- U.S. population by 2030 will be 376 million
- Half of the buildings needed in 2030 don't exist today!
- The fastest growing households are singles or couples without children.
- They create demand for live/work/play/walk experience
- Traffic congestion will continue to grow
- Growth in multimodal transportation will occur
- Southern District cities are well represented in the 75 urban areas with most hours of delay
- Atlanta ranks # 1, Charlotte # 19 and Memphis # 25

Marshall listed the technical solutions as Add Capacity, Operational Improvements and Demand Management. He then outlined transportation professionals needed skills and closed with this thought: "Leadership is **Action**...Not a Position."



Georgia's contingent gathers in Knoxville.



Students from Clemson and Auburn take bowl honors.



Distinguished gents at the Awards Dinner.



Deputy Fife nippin' it!

What's on Your Mind?- Survey asked for (and got) SDITE member input

Jim Westmoreland (NC)

As part of the SDITE 2010 strategic planning effort, a SDITE member-wide survey was taken on the District's programs and activities.

What did we find?:

1. Approximately 25% of our members (400+) participated in the survey...Wow!
2. There are significant leadership development needs that are not currently being addressed by International ITE or Sections within SDITE
3. Only 12% of our members regularly use the SDITE Website and enhanced levels of communications and information sharing within SDITE are desired
4. Validated our focus on Workforce Development and its critical link to the long-term health and success of our profession and organization
5. Identified that we value and use of ITE technical design standards and guidelines, ITE training, and peer information sharing to advance our technical skills and knowledge

So what happened and what's next?:

Based on feedback from the survey and recommendations of the SDITE 2010 Strategic Planning Committee, **the SDITE Board of Directors took the following actions at their Annual Meeting in Knoxville:**

1. Approved funding to begin enhancing the SDITE Website
2. Approved funding to promote SDITE 2010 (developing and furnishing Sections with DVD)
3. Approved funding to develop leadership development resources for the top three identified management/leadership needs from the survey
4. Approved funding to provide support to Sections with assistance in establishing a Mentoring Program
5. Encouraged SDITE 2010 Strategic Planning Committee to continue follow-up work in all focus areas and the Board to use the survey feedback to shape future SDITE services and plans

Thanks again to all who participated in the survey. And a special thanks to Bill Martin (North Carolina Section) and Steven Jones (Alabama Section) for their assistance in developing and administering the survey (monkey). As always, should you have an interest in serving SDITE or helping with follow-up on the SDITE 2010 Strategic Plan, please contact Colin Kinton, ckinton@bcgov.net, SDITE President, or Richard Atkins, SDITE 2010 Strategic Planning Chair, ratkins43@triad.rr.com.

AWARDS!

Congratulation to this year's Southern District award winners. These individuals were recognized at the SDITE Annual Meeting in Knoxville.

Herman J. Hoose Distinguished Service Award-
Bill Finger (NC)

Marble J. Hensley Outstanding Individual Activity Award-
Slade Exley (DS)

Joseph Thomas Young Member Award-
Brian Fulton (DS)

John F. Exnicious Government Employee Outstanding Service Award-
Martin Bretherton (GA)

Outstanding Section Award-Group One-
North Carolina Section

Outstanding Section Award-Group One Runner Up-
Georgia Section

Outstanding Section Award-Group Two-
Deep South Section

Outstanding Section Award-Group Two Runner Up-
South Carolina Section

Outstanding Student Paper Award-
Zachary Clark (NCSU)

Outstanding Student Paper Award Runner Up-
Ryan Fries (Clemson)

Outstanding Student Chapter-
Clemson University

Runner-Up Student Chapter
North Carolina State University



News from the Sections

Kentucky Section

The Kentucky Section ITE website (formerly known as kysite.ORG) has changed to kysite.COM. Please change your bookmarks. The website has also been updated and has all the information for upcoming meetings and annual events. Check out the new website www.kysite.com for more information.

The Kentucky Section ITE hosted its first meeting of the year April 5th in Lexington at the University of Kentucky. The topics were visualization and public involvement. Ted Grossardt of the Kentucky Transportation Center presented on the structured public involvement process used for the Louisville Bridges project, and Bill Seymour of Gresham, Smith and Partners presented "Visualization used on the I-65 ramp modifications Scoping Study in Louisville Metro."

Including members, guests and students KYSITE had 13 people in attendance at the SDITE Meeting in Knoxville. Our Traffic Bowl Team consisted of Meiwu An, Jason Yeager and Chris Clemmons. We are very proud of Karen Mohammadi who is now serving as SDITE Secretary Treasurer. Congratulations also to Ron Herrington and Bill Seymour for receiving Fellow status. The annual Kentucky Section ITE Golf Outing was held at Long Run Golf Course in Louisville, Kentucky, on Friday, June 8, 2007. This golf outing was a joint venture with the Derby City Section of ASHE. The event raised \$800 for our scholarship fund. A short technical presentation was given from representatives of Traffic Control Products. The technical presentation was a Q/A session regarding traffic control equipment and operation.

Our Fall Meeting will be held on September 25, 2007, in Northern Kentucky; our meeting topic will be Land Use. Our Annual Meeting/Dinner/Silent Auction will be held November 9th in Frankfort. Our Section Traffic Bowl will be conducted at this meeting.

KYSITE Officers for 2007

President: Eric Green egreen@engr.uky.edu
 Vice Pres: Jeff Moore jeff.moore@ky.gov
 Treasurer: Scott Walker WalkerSc@pbworld.com
 Secretary: Adam Kirk akirk@engr.uky.edu
 Sec. Rep: Bill Seymour bill_seymour@gspnet.com
 Director: Ron Herrington ronh@lfucg.com
 Director: Jo Anne Tingle jo.tingle@ky.gov

Georgia Section

The Georgia Section ITE has had a busy summer, highlighted by our Summer Seminar in St. Simons Island. We had over 150 attendees, who with their families, brought over 300 people to the King and Prince Hotel.

The technical program was outstanding, including topics such as: Innovative Traffic Engineering Practices, Public-Private Partnerships, Developments of Regional Impacts (DRI), Traffic Calming, Pedestrian Issues, Special Events Management and Safety Audits. Our social program included a golf tournament, tennis tournament, bowling tournament, volleyball tournament, sandcastle competition and beach dancing.

GSITE held monthly lunch meetings at Mary Macs in Atlanta during May, June and August with topics including Professional Ethics, Expert Witnessing and Safe Routes to School (presented by International ITE President-elect Kenneth Voight).

Finally, the Georgia Section hosted ITE webinars for the Traffic Signal Operations Specialist (TSOS) review course; we had 3 consulting firms host this webinar, which was attended by over 40 people. We are also conducting a technical seminar on September 10th on roundabouts, which will be presented by Mark Doctor of FHWA.



Virginia Section

Since April, VASITE held an annual meeting in Virginia Beach with a record attendance of over 150 people. The first day included a golf outing and a continuing education course on Roadway Safety Fundamentals followed by a reception at the hotel. The second day included a day full of interesting technical presentations followed by a reception and the annual banquet. Three awards were given out that evening, including the Distinguished Service Award to Warren Hughes, Outstanding Activity Award to Mark Jamison and the Young Member Award to Susan Mathai. In addition, a coordination meeting for the 2010 Southern District meeting was held on the second day after the presentations. The last day concluded at noon with more interesting technical presentations in the morning.

The Fall seasonal meeting will be held on September 27-28 at Wintergreen Resort in Wintergreen.

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 District 5 Rep – Tim White
 District 5 Rep – Bryant Goodloe



Tennessee Section

The Tennessee Section of ITE held its Winter meeting **March 1, 2007** in Cookeville, TN on the Tennessee Tech campus. Presentations were given by Bob Murphy, P.E., PTOE, RPM Transportation Consultants; Mr. John Van Winkle, P.E. City Traffic Engineer, Chattanooga; Dr. Mal Baird, P.E. – Professor, Vanderbilt University; Mr. Mike Howard, P.E. Hamilton County Engineer. Topics included Two Lane Roundabouts, Corridor Incident Management, Traffic and Parking Plan for the Steeplechase in Nashville, and the Tennessee Riverwalk.

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International ITE: www.ite.org
Southern District ITE: www.sdite.org
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Kentucky: www.kysite.com
North Carolina: www.ltre.ncsu.edu/hcsite
Tennessee: www.tsite.org
Virginia: www.vasite.org

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 Jeff Hammond, Editor (615) 370-8410, jeffhammond@rpmtraffic.net

Section Correspondents

Doug Peterson (AL) dpeterson@volkert.com
Bill Seymour (KY) bill_seymour@gspnet.com
Chris Cowan (TN) chris_cowan@gspnet.com
Jeff Dale (NC) jeff.dale@kimley-horn.com
Mike Holt (GA) mike_holt@gspnet.com
Nicole Stewart (DS) nhstewart@urbansystems.com
Tim White (VA): twhite@t3design.us

Jeff Hammond, P.E.
SDITE Editor
C/O RPM Transportation Consultants, LLC
214 Centerview Drive, Suite 240
Brentwood, TN 37027