ITE Policies
Adopted October 2020
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INTRODUCTION

What is an ITE Policy?

An ITE policy is a published statement, adopted through established procedures, that sets forth a formal ITE position. In general, ITE policies are concerned with a) the proper conduct of its members in professions related to transportation including engineering, planning, education, technology, and research; and b) any significant transportation or transportation-related issue.

Development

Any ITE member, committee, board, council, district, section, or chapter may propose a topic to be considered for adoption as either an ITE policy or a position statement at any time. ITE’s Policy Committee considers each proposal and forwards its recommendation to the International Board of Direction (IBOD). Upon the IBOD’s approval, the proposed policy is given a 30-day period for ITE members to express their comments. The Policy Committee then reviews and addresses any comments received. Finally, the policy is forwarded to the IBOD for adoption and publication. ITE policies are reviewed on a regular basis.

Usage

These policies are intended to be used by ITE members individually in the course of their work, by ITE Districts, Sections and Chapters in representing ITE interests at the local level and by ITE International elected leadership and staff in representing and advocating for ITE interests at the national and international level.

The IBOD’s policies and procedures support civic participation. However, ITE, through its officers or general membership, should refrain from entering the organization into local controversies. A local section or chapter shall not officially endorse any stance that conflicts with the established ITE policies included herein. This policy should not restrain any individual ITE members from offering their own opinion on any questions on which their opinion is sought.

Review

In 2018, ITE commenced comprehensive review of its existing policies. This was the first review of its kind since 2012. This effort was led by the ITE Policy Committee consisting of current/former ITE International Board Members. The review was completed in 2020.

With the changes in the practices of professions related to transportation as well as the evolution of issues that are addressed by policies, it is the intention of the International Board of Direction to conduct a similar comprehensive review of the current policies at least every 6 to 9 years after the most recent comprehensive review. This does not infer that individual policy statements cannot be reviewed or added at any time that such an action is deemed appropriate by the IBOD.

Policy recommendations should be made in writing to:

Institute of Transportation Engineers, 1627 Eye Street, NW, Suite 600, Washington, DC 20006; fax +1 202-785-0609, or ite_staff@ite.org.

Revised: October 2020
PROFESSIONAL POLICIES

TRANSPORTATION ENGINEERING
Transportation engineering is the application of technology and scientific principles to the planning, design, operation, maintenance and management of systems and facilities for any mode of surface transportation in order to provide for the safe, rapid, comfortable, convenient, economical and environmentally compatible movement of people and goods. (1999; Revised 2000; Reviewed 2020)

TRAFFIC ENGINEERING
Traffic engineering is the phase of transportation engineering that deals with the safe and efficient planning, geometric design and traffic operations of roads, streets and highways, their networks, terminals, abutting lands and relationships with other motorized and non-motorized modes of transportation. (1999; Revised 2006; Reviewed 2020)

TRANSPORTATION PLANNING
Transportation planning is the application of principles and processes to inform decisions on meeting mobility needs through the provision of safe and reliable access to transportation infrastructure, modes, and services. It considers different disciplines and may be applied across geographic scales from local neighborhoods and corridors, to municipalities, regions, states and provinces, and nations. It may be applied at different time scales from short-term project plans to long-term vision plans. It involves the public, stakeholders, and agencies in the development and evaluation of alternative solutions for the transportation system. (2020)

P-1 CANONS OF ETHICS FOR MEMBERS OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

Preamble
The ITE Member, to uphold and advance the honor and dignity of the profession and in keeping with high standards of ethical conduct, will:
- Use professional knowledge and skill for the advancement of human welfare;
- Be honest and impartial in dealing with employer, clients, and the public;
- Strive to increase the competence and prestige of the profession.

Relations with the Public
Sec. 1. The member will have due regard for the safety, health, and welfare of the public in the performance of professional duties.
Sec. 2. The member will endeavor to extend public knowledge and appreciation of the profession and its achievements, and will oppose any untrue, unsupported, or exaggerated statements regarding the profession.
Sec. 3. The member will strive to improve the public's quality of life through an economically, socially, and environmentally sound transportation system that supports a sustainable society.
Sec. 4. The member will consider the need for resilience in the design and operations of the transportation system, as a means of enhancing society's ability to respond and recover from economic, technological, or physical interruption of varying durations.
Sec. 5. The member will not practice, market, or promote in a false, misleading, or deceptive manner.
Sec. 6. The member will express an opinion on a professional subject only when it is founded on adequate knowledge and honest conviction.
Sec. 7. The member will preface any ex parte statements, criticisms, or arguments issued by clearly...
indicating on whose behalf they are made.

Relations with Employers and Clients
Sec. 8. The member will act in professional matters for each client or employer as a faithful agent or trustee.
Sec. 9. The member will endeavor to avoid a conflict of interest with employer or client, but when unavoidable conflict arises, will fully disclose the circumstances to all parties involved.
Sec. 10. The member will act fairly and justly toward vendors and contractors and will not request, propose or accept any gratuities or commissions, directly or indirectly, that might compromise the member's professional judgment or induce an action to secure or retain work for any vendor or contractor or the member.
Sec. 11. The employer or client will be informed by the member of financial interest in any vendor or contractor, in any business, or in any invention, machine or apparatus, which is involved in a project or work of the employer or client. Such interest will not be allowed to affect decisions regarding professional services which the member may be called upon to perform.
Sec. 12. The member will indicate to employer or client the adverse consequences to be expected by overruling professional judgment.
Sec. 13. The member will guard against conditions that are dangerous or threatening to life, limb, or property on work for which the member is responsible, or, if not responsible, will promptly call such conditions to the attention of those who are responsible.
Sec. 14. The member will undertake only those professional assignments for which the member is qualified. The employer or client will be advised to engage specialists and the member will cooperate with them whenever the employer's or client's interests are served best by such an arrangement.
Sec. 15. The member will not disclose information concerning the business affairs or technical processes of any present or former employer or client without their consent.
Sec. 16. The member will not accept compensations from more than one party for the same service, or for other services pertaining to the same work, without the consent of all interested parties.
Sec. 17. The member will not offer to or pay either directly or indirectly any commission, political contribution, or fee, or other consideration to secure or retain work, exclusive of securing salaried positions through employment agencies.

Relations with Other Professionals
Sec. 18. The member will endeavor to provide opportunity for the professional development and advancement of professionals in the member's employ or under the member's supervision.
Sec. 19. The member will not injure maliciously the professional reputation, prospects, or practice of another professional. However, proof that another professional has been unethical, illegal, or unfair in professional practice, should be given to the proper authority.
Sec. 20. The member will not engage in competitive practices contrary to the law.
Sec. 21. The member will, in the solicitation, submittal or evaluation of a proposal for professional services, give due regard to all aspects, including technical capability, prior experience, creativity and suitability of the proposed work plan.
Sec. 22. The member will cooperate in advancing the profession by interchanging information and experience with other professionals and students, and by contributing to public communication media, and to the effects of professional and scientific societies and schools.
Sec. 23. The member will not associate with or allow the use of his or her name by an enterprise of questionable character, nor become professionally associated with professionals who do not conform to ethical practices, or with persons not legally qualified to render the professional services for which the
P-2 UNION MEMBERSHIP
Opposes compulsory union membership for transportation engineering and planning professionals. (1982; Revised 2020)

P-3 DEVELOPMENT OF TRANSPORTATION LEGISLATION AND REGULATIONS
Offers the expertise and experience of its members in the formulation of legislation, governmental regulations and administrative directives in the area of transportation through the review of drafts, submittal of written and oral comments and testimony and conferences between government personnel and members of ITE. (1976; Revised 2006, 2020)

P-4 DISTRICT, SECTION AND CHAPTER PUBLIC ACTIVITY
Encourages each District, Section and Chapter to become professionally involved in local transportation issues and policies. Furthermore, it is the policy of ITE that Districts, Sections and Chapters continue to support and uphold professional engineering and planning in local governmental jurisdictions. (1976; Revised 2000, 2020)

P-5 PROFESSIONAL LICENSURE AND CERTIFICATION
Encourages its members to maintain appropriate professional and technical certifications. Supports and encourages the maintenance of professional competence by an update of knowledge and skills, which can be maintained by participating in technical meetings, committee activities, short courses and graduate and undergraduate programs. (1977; Revised 2000, 2006, 2020)

P-6 DIVERSITY AND INCLUSION POLICY
ITE welcomes all people with an interest in transportation to our profession and our organization where they can be valued and active participants. ITE promotes, supports, and develops a diverse membership that reflects both the demographics and cultures of the broader communities we serve and the varying disciplines of professional transportation practice. (1987; Revised 1999, 2005, 2020)

P-7 INTERNATIONAL COOPERATION
Promotes activities for exchanging transportation technology and professional information among transportation professionals of the various countries of the world. (1980; Reviewed 2020)

P-8 ENDORSEMENT AND PROMOTION
Will not endorse or imply endorsement of a commercial organization or of its products, plans, or programs. Furthermore, it is the policy of ITE that it will not publish an advertisement that contains a picture, drawing, or other descriptive material of a nonstandard traffic control device, unless for comparative purposes, nor that states or implies endorsement of a commercial organization or its products, plans, or programs by ITE or on the part of a named ITE member, educational or research institution, professional group or organization, or governmental agency without the express approval of the indicated endorser. (1977; Revised 2006, 2020)
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P-9 PROMOTING THE TRANSPORTATION PROFESSION
Encourages transportation organizations and individual professionals to promote transportation engineering and planning to help attract top quality people to the profession. ITE also urges that continuing emphasis be placed on the education, training, support, and competitive salary structures for transportation professionals. (1986; Reviewed 2020)

GOVERNMENT POLICIES

G-1 FUNDING
Supports a predictable, dependable, and adequate source of transportation funding for all modes that achieves a proper balance between capital, systems management, and operations/maintenance programs for transportation facilities. Funding efforts should involve all levels of government so that essential programs that promote the safe and effective movement of people and goods can be maintained. ITE supports a cohesive, unified planning strategy for transportation infrastructure investment. (1976; Revised 2000, 2006, 2020)

G-2 TRANSPORTATION FINANCING
Supports enabling – but not requiring – state, provincial, and local governments to employ a variety of public and private finance mechanisms for funding transportation programs and projects. Such financing mechanisms should be structured to protect the public interest. Funds generated from transportation facilities and services should be dedicated to the planning, design, construction, operation, management and maintenance of transportation programs and projects. (2010; Reviewed 2020)

G-3 PROVISION OF TRANSPORTATION SERVICES BY PUBLIC AND PRIVATE SECTORS
Encourages use of a combination of public and private sector efforts within the areas of safety, feasibility, cost-effectiveness, and efficiency for the benefit of the public. (1986; Revised 2006, 2020)

G-4 INTER-GOVERNMENT RELATIONS
Supports the efficient and effective delivery of transportation services through a cooperative effort between all levels of governments and internal governmental structures. When standards or directives from an upper level of government create a mandate for another level of government, the directive should be accompanied by appropriate funding. (1980; Revised 2006; 2020)

G-5 ROLES OF TRANSPORTATION ENGINEERING AND PLANNING PROFESSIONALS
Encourages governments to identify transportation engineering and planning professionals within their organizational structure that have decision-making authority to implement transportation programs. These professionals can ensure the implementation of effective programs and minimize the tort liability exposure of the community. (1980; Revised 2006; 2020)

G-6 COOPERATION WITH LAW ENFORCEMENT AND EMERGENCY RESPONSE OFFICIALS
ITE members should foster cooperation with law enforcement, fire and emergency response agencies and officials in all areas of mutual concern. ITE supports the enforcement of traffic laws and regulations and the obedience of traffic control devices that are implemented under proper guidelines; promote safety; maintain operational effectiveness; and generate respect for traffic control devices. (1983; Revised 2000; 2020)
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G-7 USER FEE COMPLIANCE AND ENFORCEMENT
Promotes efforts at all levels of government to enforce laws and regulations designed to collect and enforce transportation user fees and other forms of transportation-related revenue streams. (1997; Revised 2006; 2020)

GOVERNMENT POLICIES – SPECIFIC TO UNITED STATES

G-8 UNIFORM TRANSPORTATION LEGISLATION AND ENFORCEMENT
Supports continued development of a basic, uniform system of laws and ordinances for regulation of all transportation system users. Supports the adoption of graduated driver licensing (GDL) laws for novice and young drivers. States should adopt laws that are, at a minimum, in conformance with GDL programs. (1976; Revised 2000, 2006; 2020)

G-9 U.S. TRANSPORTATION POLICY
Supports the United States national transportation policy that includes long-range goals set by the president and Congress and clear, attainable objectives set by the secretary of transportation. The goals and objectives should be judged on what they accomplish and contribute toward a safe, effective, and efficient national intermodal and multimodal transportation system. Furthermore, the essence of national transportation policies should be to utilize the inherent advantages of each mode in pursuit of safe, effective, and efficient movement of persons and goods. (1997; Reviewed 2020)

G-10 FEDERAL-AID HIGHWAY AND TRANSIT PROGRAMS CATEGORIES
Supports existing programs consisting of a limited number of broad categories with flexibility to transfer funds between categories based on state or local priorities. (1994; Revised 2000, 2020)

G-11 NATIONAL HIGHWAY SYSTEM
Encourages necessary upgrading and rehabilitation of the National Highway System, particularly its older sections and those sections that also make up the National System of Interstate and Defense Highways. (Revised 1997, 2020)

G-12 TORT LIABILITY
Supports activities to manage risks associated with implementation of safety-based solutions in collaboration with professional transportation engineers prior to implementation. Activities include education, training tools, and modifications of state Tort Claims Act laws to be more consistent with laws in other states. Consistent tort laws are desirable to reduce variations by state regarding statute of repose, award caps, contributory negligence, allowance of non-seat belt use as admissible evidence, and immunity. (1985; Revised 2006; 2020)

G-13 PERFORMANCE CRITERIA AND MEASURES
Encourages all levels of government to apply an evidence-based approach when assessing transportation system conditions and performance. Industry-accepted performance measures can be used to promote innovation and sustainability by tracking trends, setting benchmarks, and evaluating effectiveness, such as using before and after study results. When employing performance measures and criteria, affected agencies and organizations should have flexibility on how best to meet the outcome of the performance assessments undertaken. (1997; Revised 2020)
PLANNING AND DESIGN POLICIES

D-1  COORDINATING TRANSPORTATION PLANNING, DESIGN, OPERATIONS AND MAINTENANCE
Encourages cooperation among planning, design, operations, and maintenance functions in the provision of transportation services using multi-disciplinary transportation teams with transportation planners and engineers engaged in leadership roles to promote optimum utilization of resources. (1982; Revised 2006, 2020)

D-2  EXPEDITE THE DECISION-MAKING PROCESS
Supports expediting and streamlining the transportation decision-making process through development of procedures for project review and environmental approvals during project development rather than after completion of plans, specifications, and estimates. (1976; Revised 2000, 2020)

D-3  PARTICIPATION IN TRANSPORTATION PLANNING
Supports improved awareness and equitable engagement of the community during the transportation planning and development process; supports continuing efforts to collaborate with the community in the development of transportation alternatives; promotes the education of the public and elected officials as part of the development of transportation plans; and supports the role of the public in the decision-making process. (1976; Revised 2000, 2020)

D-4  TRANSPORTATION AND LAND USE DEVELOPMENT
Urges coordination of land use planning and transportation system planning. ITE supports and encourages efforts to educate and increase awareness of elected officials and the public regarding the integral relationship among development issues, land use policies, safety, transportation demand, and transportation equity. (1986; Revised 1999, 2020)

D-5  TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS
Supports the concept that all forms of movement of person and goods are elements of a single transportation system and promote the coordinated management and operations of these individual elements through operating, regulatory and capital improvement policies to optimize person and vehicle trip demand, safety, mobility and system effectiveness and productivity. (1978; Revised 1999, 2006, 2020)

D-6  TRANSPORTATION DEMAND MANAGEMENT
Promotes and supports the development and application of effective transportation demand management (TDM) programs in the private and public sectors. ITE supports TDM programs that alleviate traffic congestion through improved management of person and vehicle trip demand and reduce the dependence on and use of single occupant vehicles. (1991; Revised 2000, 2020)

D-7  RESEARCH AND EVALUATION
Encourages adequate and continuing research and technology transfer in transportation with emphasis on practical applications and operational improvements as an essential basis for transportation progress, and the provision of adequate funding for such research by governmental agencies, academic institutions and the private sector. Evaluations of the applied research should be undertaken so that these programs can be fully analyzed after being implemented. (1980; Revised 2006; Reviewed 2020)
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D-8 LOCAL ROAD AND STREET DESIGN GUIDELINES
Encourages the development of design guidelines for local roads by appropriate agencies consistent with local policy goals and performance measures. These guidelines should reflect the context of the roadway while safely accommodating all roadway users. (1989; Revised 2006, 2020)

D-9 GOODS MOVEMENT
Encourages the use of planning, operational, administrative, technological, and innovative solutions to facilitate the safe, effective, equitable and environmentally favorable movement of goods and to improve productivity of the multimodal transportation system. (1994; Revised 2020)

D-10 ROUNDABOUTS
Recognizes the safety, operational, and sustainability benefits of well-designed roundabouts for all users including walking, biking, and driving and recommends the use of roundabouts be considered when intersections are being planned, designed, or modified. (2012; Revised 2020)

D-11 PUBLIC TRANSPORTATION
Urges continuing development and funding of viable public transportation services. (1980; Revised 2020)

D-12 INTEGRATION OF SAFETY INTO TRANSPORTATION IMPACT ANALYSIS
Encourages establishment of safety analysis criteria in transportation impact analyses for all travel modes for all proposed developments and public infrastructure projects. (2020)

D-13 RIDE HAILING
Supports the use of ride hailing services to provide mobility alternatives to users who may be unable to safely travel and recognizes the potential for broader impacts to the transportation system. (2020)

D-14 CURBSIDE MANAGEMENT
Encourages curbside management planning and implementation strategies to enhance safe, equitable, efficient, and effective access for passengers and freight while managing conflicts with other transportation modes or other uses. (2020)

D-15 VEHICLE PARKING
Encourages policies that limit motor vehicle parking associated with new developments to that which is necessary to serve the project. Supports strategies that have been shown to be effective in reducing demand for constructing parking spaces such as shared parking arrangements, parking priced at market rates, and complementary transportation demand management programs. (2020)

OPERATIONS POLICIES

O-1 PUBLIC AWARENESS OF TRAFFIC CONTROL DEVICES
Promotes efforts to improve public awareness and understanding of uniform traffic control devices including signs, signals and markings, on-street parking regulations and loading facilities. Public awareness efforts should also include information regarding how the provision of these devices can contribute to the improved safety and effectiveness of streets and highways. (1985; Revised 2006, 2020)
O-2 STANDARDS FOR TRAFFIC CONTROL DEVICES
Encourages the adoption and installation of uniform traffic control devices that makes optimum and consistent use of the principles of message, color, size, shape, symbol, and placement. ITE encourages governmental entities to stipulate that standard uniform traffic control devices, when warranted and applicable, be used both on and off public right of way whenever the public is permitted to travel. (1983; Revised 1999, 2006, 2020)

O-3 TRAFFIC CONTROL DEVICE OPERATION AND MAINTENANCE
Encourages all agencies having responsibility for traffic control devices to give high priority to their operation and maintenance, in conformance with current standards based upon traffic engineering studies and principles, to ensure safe and optimum travel for all users. This includes the application of sound traffic engineering decisions based upon field data, operational analysis, and review of performance measures in the maintenance and operation of traffic control devices. (1985; Revised 2006; 2020)

O-4 SPEED CONTROL
Advocates that the establishment of speed zones and other speed management methods be guided by accepted traffic engineering principles, and be based on roadway classification, and abutting land characteristics and traffic characteristics, not on artificial criteria, jurisdictional boundaries, or other considerations not related to the safety and efficiency of operations for all users. (1976; Revised 2000, 2006, 2020)

O-5 UNIFORM TRAFFIC RECORDS
Supports efforts for the development and implementation of uniform traffic records systems to facilitate the documentation and measurement of quality data, as well as understanding and cooperation in transportation operations and safety within and among the countries of the world. Such systems should include records pertaining to the physical system, its operational characteristics, crash data, and users of the system. (1981; Revised 2000, 2020)

O-6 TRAFFIC INCIDENT MANAGEMENT
Supports the active cooperation of transportation, law enforcement, fire, emergency medical service (EMS), towing and recovery providers, and emergency management response agencies in the management of traffic incidents to enable quick clearance and incident recovery while prioritizing the safety of the public and responders. (2020)

O-7 PEDESTRIANS AND BICYCLES
Recognizes the safe and effective movement of pedestrians, cyclists and other vulnerable roadway users is essential to the planning, design, operation, management, and maintenance of transportation facilities. ITE urges that effective infrastructure and safety programs be provided and maintained, and that transportation agencies actively participate in formulating uniform laws and guiding and administering these programs. (1989; Revised 1999, 2006, 2020)

O-8 ADVANCED TECHNOLOGIES
Urges international cooperation and joint assessments of research, development, testing, maintenance, operations, and management of advanced secured technologies with the full involvement of transportation professionals. (1990; Revised 2020)
O-9 TRAFFIC SIGNAL PREEMPTION/PRIORITY TECHNOLOGY
Encourages the use of preemption and priority advanced analytics, software, and hardware to dynamically improve traffic signal operations. (2005; Revised 2020)

O-10 TRAFFIC SIGNAL DETECTOR SYSTEMS
Encourages those having responsibility for the design, installation, operation and maintenance of traffic signal detector systems and timers to utilize systems that provide reliable detection for all modes of transportation and roadway users. (2005; Revised 2020)

OPERATIONS POLICIES – SPECIFIC TO UNITED STATES

O-11 TURN ON RED AFTER STOP
Supports the practice of allowing right turn on red and left turn from a one-way street onto another one-way street after stop (and proceed when clear) unless specifically prohibited by signs. ITE recommends that uniform guidelines be used for determining those intersection approaches where right turn or left turn on red should be prohibited. (1990; Revised 2000, 2020)

O-12 METRIC CONVERSION OF TRAFFIC CONTROL DEVICES
Supports conversion of traffic control device messages to the metric system of measurement only when a comprehensive and coordinated nationwide metric conversion policy is in effect. (1978; Revised 2000; Reviewed 2020)

O-13 DESIGNATED TRUCK NETWORK
Urges all levels of government to continuously monitor the federally designated freight network and associated access roads to take necessary actions to assure the safety and operational integrity of these roads for all users. Consideration should be given to strategically modify the network(s) as appropriate. (1987; Revised 2020)

SAFETY POLICIES

S-1 VEHICLE SAFETY SYSTEMS
Supports improvement in and use of passive and automated systems that are designed to reduce the risk of death or serious injury to people involved in crashes, or that reduce the number or severity of crashes. ITE supports emerging safety features being required for vehicles once the benefits are established, as well as early adoption of promising technologies. (1988; Revised 2000, 2006, 2020)

S-2 CLEAR ROADSIDES
Endorses the provision of clear roadsides on freeways and higher-speed roadways where motor vehicle travel is prioritized. On all roads and streets where multiple modes of travel are present and adjacent land uses are served, design flexibility and context sensitivity are needed to balance the safety benefits of clear roadsides with the safety and quality of life benefits of appropriate speed management. (1985; Revised 2000, 2020)
S-3 SAFETY IN ROADWAY MAINTENANCE ACTIVITIES, CONSTRUCTION AREAS, AND UTILITY WORK ZONES
Supports the safe accommodation of all road users, especially workers, pedestrians, and bicyclists, in the planning, design, operation, inspection, and evaluation of roadway construction and maintenance activities. (1988; Revised 2000, 2006)

S-4 SCHOOL TRAFFIC SAFETY
Urges that effective and comprehensive school transportation safety programs be established, funded, and maintained, and that actively participate in formulating, guiding, and administering these programs. Supports consideration for multi-modal access planning and safety. (1979; Revised 2020)

S-5 SAFETY-RELATED VEHICLE MAINTENANCE, INSPECTION AND ENFORCEMENT
Endorses the goal of improved and adequate programs for ensuring that safety-related components of vehicles are routinely maintained at a satisfactory level of performance. ITE supports motor vehicle inspection programs and encourages adequate levels of roadside commercial motor vehicle inspections and enforcement. (1976; Revised 2000; Reviewed 2020)

S-6 ENGINEERING MEASURES AND PEOPLE WITH DISABILITIES
Encourages engineering measures and transition plans that provide safe accessibility to the transportation system for people with disabilities. (1985; Revised 1999; 2020)

S-7 PUBLIC AWARENESS OF SAFE TRAVEL HABITS
Encourages and fosters public awareness of safe driving habits through measures such as defensive driving information, other approved training and safety education programs and media communication efforts. ITE encourages education regarding the documented impacts of various distracting activities during travel, including the use of devices such as smart phones, infotainment systems and in-vehicle navigation systems. (1984; Revised 2006, 2020)

S-8 IMPAIRED USERS
Encourages and supports programs to increase public awareness of the dangers of alcohol, drugs (including prescription and non-prescription) and other impairments that affect the ability to travel safely. ITE supports increased measures for education, self-help programs and treatments, and urges appropriate penalties for impaired driving or other situations where impairment affects the user’s ability to travel safely. (1985; Revised 2006, 2020)

S-9 PERIODIC DRIVER RETESTING
Supports the practice of periodic driver retesting in recognition that roadway safety depends on safe driver operation in the driver vehicle roadway system. (1986; Revised 2020)

S-10 TRANSPORTATION OF HAZARDOUS MATERIALS
Supports the implementation and continued improvement of effective procedures and policies to provide for the safe and secure transportation of hazardous materials. Involvement of transportation professionals is encouraged in the selection of transportation routes, scheduling and coordination among the carriers, shippers, and public agencies. Transportation authorities should assume a major role at all decision levels related to the transport of hazardous materials. (1985; Revised 1999, 2006; Reviewed 2020)
S-11 RETROREFLECTIVITY OF TRAFFIC CONTROL DEVICES
Supports efforts to assure that traffic control devices possess adequate retroreflectivity and are maintained to effectively perform their intended functions. Supports and encourages owners and operators of all related traffic control devices to utilize and maintain the minimum and appropriate levels of retroreflectivity and to periodically review the retroreflective performance of applicable traffic control devices. (1987; Revised 2001, 2020)

S-12 ROADWAY LIGHTING
Supports the evaluation, implementation, and monitoring of adaptive and conventional roadway lighting strategies to enhance safety of all transportation modes. Evolving research led by agencies such as FHWA should be considered when making informed decisions that balance safety, environmental impacts, and cost. (1989; Revised 2006, 2020)

S-13 VEHICLE SIZE AND WEIGHT REGULATIONS
Encourages responsible jurisdictions to establish and effectively enforce legal limits on the sizes and weights of motor vehicles based on scientific evidence that such limits protect the safety of all road users and provides cost effective protection of the public investment in roadway infrastructure. (2002; Revised 2020)

S-14 DISTRACTED TRAVEL
Supports legislation, rules and technology that prohibit behavior known to cause distraction to transportation users. ITE encourages research on the safety impacts of all activities associated with distracted travel. (2010; Revised 2020)

S-15 AUTOMATED ENFORCEMENT
Supports automated enforcement of traffic laws as a proven, effective safety tool in reducing fatalities and serious injuries. (2020)

S-16 VISION ZERO AND SAFE SYSTEM
Acknowledges the ethical imperative that system designers and policy makers should strive to ensure the safety of all road users. ITE supports the implementation of a Safe System approach that is human-centered, fully integrates the needs of all users, and includes data-driven, proactive safety analysis, with the goal of eliminating all traffic fatalities and severe injuries. (2020)

S-17 CONNECTED AND AUTOMATED VEHICLE SAFETY
Supports a balanced approach to the rollout of automated technology to maximize safety for users, while also fast-tracking the deployment of on-board and infrastructure communication technologies that have the potential to measure risk and reduce conflicts. Connected and automated systems should be resilient and redundant to minimize failures. Connected and automated vehicles have the potential to revolutionize transportation and save lives. (2020)

SUSTAINABILITY POLICIES

E-1 BALANCED GOALS
Encourages efforts to provide and quantify mobility solutions that support the three pillars of sustainability: environmental, economic, and equity considerations. (1981; Revised 2006, 2011, 2020)
E-2 ENVIRONMENTAL IMPACT REVIEW
Supports the implementation and continued improvement of effective, efficient, and timely procedures to consider the effects that transportation projects would have on the natural, physical, societal, and economic environment. Such procedures should recognize social, economic, and human health needs for improved environment together with a safe and efficient transportation system. (1984; Revised 2011; Reviewed 2020)

E-3 AIR QUALITY
Supports the goal of attaining and maintaining atmospheric conditions that are conducive to human health and well-being. To help meet this goal, improved data on relationships between air quality and transportation should be collected, studied, and disseminated to make informed decisions. Air quality and transportation programs should be mutually supportive and incorporate sufficient flexibility to allow their effective and reasonable implementation. (1994; Revised 2020)

E-4 ENERGY AND TRANSPORTATION
Supports policies that promote efficient, sustainable, and renewable energy use in all transportation plans, projects, and programs; provide adequate energy supplies for transportation needs; provide orderly energy markets; and promote national security. ITE encourages the development of multiple energy sources that are developed through safe, economic and environmentally compatible means to carry out the adopted energy policies. (1994; Revised 2006, 2020)

E-5 EQUITABLE TRANSPORTATION FOR ALL PERSONS
Supports policies and practices that provide equitable access and mobility for all persons. Supports efforts by governmental authorities with input from a diverse population, including older persons and persons with disabilities, disadvantaged communities, and others with limited mobility options, and their representative organizations to improve mobility of these groups throughout the transportation system, and recognizes that the needs of diverse groups and abilities need to be identified and addressed early to achieve the optimum alternatives. (1994; Revised 2005, 2011, 2020)

E-6 CLIMATE CHANGE AND TRANSPORTATION
Urges the implementation of measures that can best mitigate the impacts of transportation on climate change while at the same time enhance the ability to meet other mobility, environmental and societal goals. ITE also urges that steps be taken to adapt transportation facilities and services to increasing weather extremes and other growing threats from climate change. (2010; Revised 2020)