

**Institute of Transportation Engineers**

# **Policies of the Institute of Transportation Engineers**



**March 2012**

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# Introduction

## What is an ITE Policy?

An ITE policy is any 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 the profession of transportation and traffic engineering by its members; and b) any significant transportation or transportation-related issue.

## *Development*

Any ITE member, committee, board, council, district, section, or chapter may propose an ITE policy or position statement at any time. ITE's Policy and Legislative Committee (PLC) considers each proposal and forwards its recommendation to the International Board of Direction (IBOD). Upon IBOD's approval, the proposed policy is given a public comment period. PLC 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*

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 chapter shall not officially endorse any stance that is in conflict with the established ITE policies included herein. This policy should not restrain any individual ITE members from offering their personal opinion on any questions on which their opinion is sought.

Policy recommendations should be made in writing to: Institute of Transportation Engineers, Professional Development and Outreach, 1627 Eye Street, NW, Suite 600, Washington, DC 20006; fax +1 202-785-0609, or [ahorton@ite.org](mailto:ahorton@ite.org).

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# 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)

## 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)

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

Adopted as an ITE Policy by the IBOD on January 16, 1970. Amended 1975, 1978, 1979, 1981, 1984 and 1992.

### 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 not practice, market, or promote in a false, misleading, or deceptive manner. (1992)

*Sec. 4.* The member will express an opinion on a professional subject only when it is founded on adequate knowledge and honest conviction.

*Sec. 5.* 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. 6.* The member will act in professional matters for each client or employer as a faithful agent or trustee.

*Sec. 7.* 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. 8.* 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. 9.* 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. 10.* The member will indicate to employer or client the adverse consequences to be expected by overruling professional judgment.

*Sec. 11.* 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. 12.* 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. 13.* 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. 14.* 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. 15.* The member will not offer to or pay either directly or indirectly any commission, political contribution, or fee, or other consideration in order to secure or retain work, exclusive of securing salaried positions through employment agencies.

### *Relations with Other Professionals*

*Sec. 16.* 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. 17.* 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. 18.* The member will not engage in competitive practices contrary to the law. (1992)

*Sec. 19.* 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. 20.* 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. 21.* 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 association is intended.

*Sec. 22.* The member will not exert undue influence or offer, solicit, or accept compensation for the purpose of affecting negotiations for professional engagement.

#### **P-2. UNION MEMBERSHIP**

Opposes compulsory union membership for transportation engineering professionals. (1982)

#### **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 engineering through the review of drafts, submittal of written and oral comments and testimony and conferences between government personnel and members of the Institute. (1976; Revised 2006)

#### **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 in local governmental jurisdictions. (1976; Revised 2000)

#### **P-5. PROFESSIONAL ENGINEERING LICENSURE**

Encourages the licensure of its engineering members and engineering technologists, where available, through an examination that includes transportation-related questions from which candidates can make an optional selection of questions relevant to their area of expertise. ITE further supports that the license, although without designation, may indicate the area of expertise in a recognized branch of engineering, such as civil or electrical. ITE supports and encourages education programs. Furthermore, maintenance of professional competence requires 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)

#### **P-6. EQUAL OPPORTUNITY IN THE TRANSPORTATION ENGINEERING PROFESSION**

Neither ITE nor any of its subdivisions shall discriminate on the basis of age, gender, race, creed, or national origin. Furthermore, ITE encourages women and members of minority groups to become interested in and qualified for entry into the transportation engineering profession. (1987; Revised 1999, 2005)

#### **P-7. INTERNATIONAL COOPERATION**

Promotes activities for exchanging transportation technology and professional information among transportation professionals of the various countries of the world. (1980)



#### **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 the Institute of Transportation Engineers 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)

#### **P-9. PROMOTING THE TRANSPORTATION PROFESSION**

Encourages transportation organizations and individual professionals to promote transportation engineering in order to help attract top quality people to the profession. ITE also urges that continuing emphasis be placed on the education, training, support and competitive engineering salary structures for transportation personnel. (1986)

#### **P-10. PROFESSIONAL CERTIFICATION**

Encourages its members and other transportation professionals engaged in the practice of transportation engineering and planning to pursue and maintain appropriate professional and technical certifications. (2002; Revised 2009)

# 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 and operations/maintenance programs for transportation facilities. Funding efforts should involve all levels of government so that essential programs that promote the safe and efficient movement of people, goods and services can be maintained. ITE supports a cohesive, unified planning strategy for transportation infrastructure investment. (1976; Revised 2000, 2006)

## 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)

## G-3. PROVISION OF TRANSPORTATION SERVICES AND IMPROVEMENTS BY PUBLIC AND PRIVATE SECTORS

Transportation services and improvements are more effective when developed by a combination of public and private sector efforts within the areas of safety, feasibility, cost-effectiveness and efficiency for the benefit of the public. ITE encourages this cooperation. (1986; Revised 2006)

## G-4. INTER-GOVERNMENT RELATIONS

The efficient and effective delivery of transportation services is achieved 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)

## G-5. TRAFFIC ENGINEERING UNITS

Traffic engineering units of government should be readily identified and staffed by traffic engineering professionals with the decision-making authority to implement its programs. Traffic engineering units ensure the implementation of effective transportation programs and minimize the exposure of the community to tort liability. (1980; Revised 2006)

## 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 efficiency; and generate respect for

traffic control devices. Where enforcement can be facilitated through techniques such as automated enforcement and image capturing technologies to identify illegal driver behavior, it is important to protect the privacy of vehicle occupants, promote notification of alleged offenses, provide due process to alleged offenders and use the collected data for law enforcement purposes only. (1983; Revised 2000)

#### G-7. TAX FREE COMPLIANCE

Actively promotes efforts at all levels of government to enforce laws and regulations designed to collect and enforce motor fuel taxes, tolls, vehicle registration fees and other forms of transportation related revenue streams. (1997; Revised 2006)

## Government Policies—U.S. Only

### G-8. UNIFORM TRAFFIC LEGISLATION AND UNIFORM ENFORCEMENT

Support continued development of a basic, uniform system of laws and ordinances for regulation of all highway users, acting through or in conformity with the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO). Furthermore, ITE supports the adoption of graduated driver licensing (GDL) laws for novice drivers. States should adopt laws that are, at a minimum, in conformance with NCUTLO or GDL. (1976; Revised 2000, 2006)

### 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)

### G-10. FEDERAL-AID HIGHWAY AND TRANSIT PROGRAMS CATEGORIES

Supports federal-aid highway and transit 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)

### 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)

### G-12. TORT LIABILITY

Encourage government officials to develop an awareness of tort liability. In light of continued tort liability and litigation, it is recommended that transportation decisions involve professional transportation engineers prior to implementation of actions that impact the transportation system user. (1985; Revised 2006)

### G-13. PERFORMANCE CRITERIA AND MEASURES

Encourages all levels of government to assess transportation initiatives through a set of broad based performance indicators. In addition, ITE supports and encourages all levels of government to implement integrated system performance measures that can be used for tracking trends and setting benchmarks. Affected agencies and organizations should have flexibility on how best to meet the outcome of the performance assessments undertaken. (1997)

# Planning and Design Policies

## D-1. COORDINATING TRANSPORTATION PLANNING, DESIGN, OPERATIONS AND MAINTENANCE

Encourages the cooperative interaction of the planning, design, operations and maintenance functions in the provision of transportation services through the use of multi-disciplinary transportation teams with transportation planners and engineers engaged in leadership roles to ensure optimum utilization of resources. (1982; Revised 2006)

## D-2. EXPEDITE THE DECISION-MAKING PROCESS

Expedites 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)

## D-3. PARTICIPATION IN TRANSPORTATION PLANNING

Supports improved awareness of the elements of the transportation planning and development process; supports continuing efforts to consider citizen and professional viewpoints in the development of transportation alternatives; promotes the education of citizens and elected officials as part of the development of transportation plans; and supports the role of citizens in the decision-making process. (1976; Revised 2000)

## 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 and transportation demand. (1986; Revised 1999)

## D-5. TRANSPORTATION SYSTEMS MANAGEMENT

Supports the concept that all forms of movement of person, services and goods are elements of a single transportation system and promote the coordinated management of these individual elements through operating, regulatory and capital improvement policies to optimize person and vehicle trip demand, safety, mobility and system efficiency and productivity. (1978; Revised 1999, 2006)

## D-6. TRAVEL DEMAND MANAGEMENT

Promotes and supports the development and application of effective travel 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 where feasible. (1991; Revised 2000)

#### **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)

#### **D-8. LOCAL ROAD AND STREET DESIGN GUIDELINES**

Encourages the development of cost-effective design guidelines for local roads and residential streets by appropriate agencies. These guidelines should reflect a proper balance of accommodation of all modes, safety and residential street management while addressing traffic operational, environmental and development issues. (1989; Revised 2006)

#### **D-9. GOODS MOVEMENT**

Encourages the use of planning, operational, administrative and technological measures to facilitate the safe, efficient and environmentally favorable movement of goods and to improve productivity of the intermodal transportation system. (1994)

#### **D-10. ROUNDABOUTS**

Recognizes the safety, operational, and sustainability benefits of well-designed roundabouts and recommends the use of roundabouts be considered when intersections are being planned, designed or modified. (2012)

# 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 along with adequate public transit facilities can contribute to the improved capacity and safety of streets and highways. (1985; Revised 2006)

## O-2. STANDARDS FOR TRAFFIC CONTROL DEVICES

Encourages the adoption and installation of a basic, uniform and international system of traffic control devices that makes optimum and consistent use of the principles of color, 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. Examples of nationally adopted standards include the U.S. or Canadian *Manual on Uniform Traffic Control Devices for Streets and Highways*. (1983; Revised 1999, 2006)

## O-3. TRAFFIC CONTROL DEVICE OPERATION AND MAINTENANCE

Encourages all agencies having responsibility for traffic control devices to give high priority to operation and maintenance in conformance with current standards based upon sound traffic engineering studies to ensure safe and optimum traffic flow. This includes the application of sound traffic engineering decisions based upon field data and operational analysis in the design and operation of traffic signals. (1985; Revised 2006)

## O-4. SPEED CONTROL

Advocates that the establishment of speed zones and other speed control methods be guided by established traffic engineering principles, and be based on route and abutting land characteristics and traffic characteristics, not on artificial criteria, jurisdictional boundaries, or other considerations not related to the safety and efficiency of vehicle, bicycle and pedestrian operations. (1976; Revised 2000, 2006)

## O-5. UNIFORM TRAFFIC RECORDS

Supports efforts for the development and implementation of uniform traffic records systems to facilitate understanding and cooperation in transportation operations and safety within and among the countries of the world. Such systems should include records pertaining to highways, crashes, vehicles, drivers and pedestrians. (1981; Revised 2000)

## O-6. PROGRAMS TO INCREASE VEHICLE OCCUPANCY

Urges continuing development of viable public transportation and shared-ride programs to increase vehicle occupancy. (1980)

#### O-7. PEDESTRIANS AND BICYCLES

The safe and efficient movement of pedestrians and bicycles should be an integral part of the planning, design, operation, management and maintenance of transportation facilities. ITE urges that effective pedestrian and bicycle safety programs be developed and maintained, and that transportation agencies actively participate in formulating uniform laws, control at mid-block pedestrian crossings and guiding and administering these programs. (1989; Revised 1999, 2006)

#### O-8. ADVANCED TECHNOLOGIES

Urge international cooperation and joint assessments of research, development, testing and implementation of intelligent transportation systems (ITS) technologies with the full involvement of transportation professionals. (1990)

#### O-9. TRAFFIC SIGNAL PREEMPTION TECHNOLOGY

Encourages the use of appropriate technology that allows only authorized users to actuate traffic signal preemption. (2005)

#### O-10. TRAFFIC SIGNAL DETECTOR SYSTEMS

All those having responsibility for the design, installation, operation and maintenance of traffic signal detector systems and timers pursue systems that are able to detect all types of reasonably expected legal users, including vehicles, motorcycles, bicycles and pedestrians. (2005)



## Operations Policies—U.S. Only

### 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)

### 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)

### O-13. DESIGNATED NATIONAL TRUCK NETWORK

Urges all levels of government to continuously monitor the designated national truck network and associated access roads to take necessary actions to assure the safety and operational integrity of these roads for all users. When appropriate, consideration should be given to modifying the network by adding or deleting segments and making necessary improvements to these roads to accommodate all traffic permitted. (1987)

# Safety Policies

## S-1. VEHICLE OCCUPANT PROTECTION SYSTEMS

Supports improvement in and the required maintenance and use of passive and active vehicle occupant protection systems that are designed to reduce the risk of death or serious injury of occupants in crashes. ITE recommends efforts including, but not necessarily limited to, the inclusion of side impact attenuation features and approves rollover protection as standard vehicle equipment. (1988; Revised 2000, 2006)

## S-2. CLEAR ROADSIDES

Endorses the provision of clear roadsides in the maintenance, construction and reconstruction of highways, and encourages ongoing programs to remove, modify, or shield fixed objects wherever cost effective. (1985; Revised 2000)

## S-3. SAFETY IN ROADWAY MAINTENANCE ACTIVITIES, CONSTRUCTION AREAS, UTILITY WORK ZONES AND INCIDENT MANAGEMENT OPERATIONS

Encourages professional traffic engineering leadership and practice in the enhancement of road-user and worker safety through the planning, design, operation, inspection and evaluation of roadway maintenance, including clear zone, construction, utility and incident management areas. Members of the traffic engineering profession are encouraged to assume leadership roles and in other ways support: the development and application of uniform safety measures; provision of training and certification programs in temporary traffic control practices and procedures; preparation of appropriate traffic control plans with pre-construction conferences to address work zone safety and special events; performance of periodic on-site inspections; and conduct of final project safety evaluations. (1988; Revised 2000, 2006)

## S-4. SCHOOL TRAFFIC SAFETY

Urges that effective and comprehensive school traffic safety programs be established and maintained, and that transportation engineers actively participate in formulating, guiding and administering these programs. (1979)

## 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)

## S-6. ENGINEERING MEASURES AND THE PHYSICALLY DISABLED

Encourages research to identify cost effective engineering measures that would provide additional positive guidance to the physically disabled to facilitate their safer use of transportation systems. (1985; Revised 1999)

## S-7. PUBLIC AWARENESS OF SAFE DRIVING 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 potential impacts of various distracting activities on driving, including the use of devices such as cell phones, satellite radio and in-vehicle navigation systems. (1984; Revised 2006)

## S-8. SELF-INDUCED DRIVING IMPAIRMENT

Encourages and supports programs to increase public awareness of the dangers of alcohol, drugs (including prescription and non-prescription) and other self-induced impairments that affect the ability to drive safely. ITE supports increased measures for education, self-help programs and treatments and urges appropriate penalties for driving under self-induced impairments. (1985; Revised 2006)

## S-9. PERIODIC DRIVER RETESTING

Supports the practice of periodic driver retesting in recognition that highway safety depends on safe driver operation in the driver vehicle roadway system. (1986)

## 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)

## 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. ITE supports coordinated research and development efforts to establish effective and practical minimum retroreflective field performance requirements for these traffic control devices. (1987; Revised 2001)

## S-12. ROADWAY LIGHTING

Encourages proper roadway lighting where justified by appropriate studies. (1989; Revised 2006)

## 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)

#### S-14. DRIVER DISTRACTION

Supports legislation, rules and technology that prohibit behavior known and proven to cause driver distraction that adversely affects safety. At a minimum, ITE supports prohibition of reading, writing and/or sending text messages while driving. ITE also supports legislation and rules limiting behavior significantly suspected to contribute to driver distraction that can have adverse safety impacts. ITE encourages continuing education and research on the safety impacts of all activities associated with distracted driving. (2010)

# Sustainability Policies

## E.1 BALANCED GOALS

Encourages and supports efforts to provide mobility while maintaining a balance between the three pillars of sustainability: environmental, economic, and equity considerations. (1981; Revised 2006, 2011)

## 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)

## 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 in order 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)

## E-4. ENERGY AND TRANSPORTATION

Supports policies that promote efficient 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)

## E-5. EQUITABLE TRANSPORTATION FOR ALL PERSONS

Supports policies that provide equitable accessibility and mobility for all persons. Supports efforts by governmental authorities with input from older persons and persons with disabilities and their representative organizations to improve mobility of these groups throughout the transportation system, provided that sufficient flexibility is given to determine the most effective and efficient combination of services possible. (Revised 1994, 2005, 2011)

## E-6. CLIMATE CHANGE AND TRANSPORTATION

Supports accelerated research to better understand impacts of transportation on climate change, and urges the implementation of measures that can best mitigate, such impacts 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)