

## Institute of Transportation Engineers

Massachusetts Chapter

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October 26, 2005

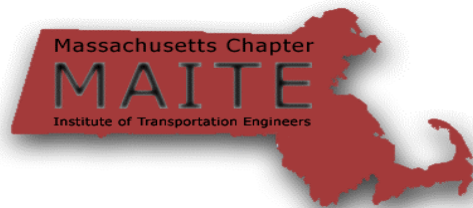
Dear Secretary John Cogliano,

Members of the Massachusetts Chapter of the Institute of Transportation Engineers (ITE) have reviewed the Draft Statewide Transportation Plan and hereby submit the following comments for the consideration by the Executive Office of Transportation (EOT). ITE is one of the largest and fastest-growing multimodal professional transportation organizations in the world. ITE members are traffic engineers, transportation planners and other professionals who are responsible for meeting society's needs for safe and efficient surface transportation through planning, designing, implementing, operating and maintaining surface transportation systems worldwide. The Massachusetts Chapter has 375 members working locally in the public, private, and educational sectors. MAITE would like to thank EOT and Deputy Secretary Kenneth Miller for taking time to present the draft plan to our membership at a New England Section meeting held in September.

MAITE is pleased to see that 75 percent of the future anticipated \$31 billion of capital spending will be dedicated to maintenance of the Commonwealth's highways and bridges, and keeping the transit authorities' fleets in a state of good repair. We believe that this is consistent with the Federal Highway Administration's (FHWA) philosophy of dedicating resources to the less costly and more timely preservation measures for maintaining our infrastructure, rather than to the more costly reconstruction and rehabilitation measures. For those communities that want to develop and maintain preservation techniques, such as pavement management programs, we ask that the state continue to reimburse them with Chapter 90 state-aid funds for that purpose. We believe that the 75 percent outlay is also consistent with the Governor's "Fix-It-First" policy, of which the Governor is fond of saying is not a "Fix-It-Only" policy. It is our understanding that this policy encourages the use of capital improvement funds for not only highway expansion projects, but also those projects that are truly just improvement projects, such as the upgrading of signal equipment at intersections or the adding of turn lanes at intersections to accommodate changing or increased turning traffic volumes.

We believe that future study of highway expansion projects to reduce or eliminate congestion in the many urbanized areas of our state should also consider improvement alternatives that provide facilities for travel by other modes, such as rail and bus transit and bicycle and pedestrian.

We at MAITE recognize that invariably all vehicle-trips on the Commonwealth's roads are tied to the land use and land development within the Commonwealth and its neighboring states. We recognize the value of statewide and regional planning and also of planning and engineering studies to assess the impacts of land development for that reason. We also believe that the state's Chapter 40R law, or the so-called Smart-Growth Initiative, which encourages local zoning of mixed-use districts is extremely valuable in reducing not only vehicle-trips, but also vehicle-trip lengths; both of which are important steps in reducing traffic congestion on the state's roads. We think that this law reinforces the Office of



Commonwealth Development's Sustainable Development Principles of developing land in or near village centers and transit stations and redeveloping old commercial, industrial, and institutional uses.

Finally, we ask that the state continue to seek out Federal financial resources for methods to enhance safety on the Commonwealth's roads. Many strides have been taken to enhance the planning and engineering of improvements to those roadways and intersections within the state that are plagued by safety problems. Still much more can be done in the way of cooperation between the state's and local police and safety officials, the Registry of Motor Vehicles, and MassHighway. It is our wish for all those involved, that they will understand the value of crash data information to the engineer. The more comprehensive and precise the data is and remains in the communication stream from the site of the crash to the engineer's desk, the more valuable it is to the engineer in helping to improve the safety of that location. New technologies, such as Global Positioning Systems and portable electronic reporting methods, should aid in that effort.

Thank you in advance for receiving our comments.

Sincerely,

A handwritten signature in black ink, reading 'James V. Terlizzi', is written over a vertical line. The signature is cursive and includes a large initial 'J'.

James Terlizzi  
MAITE President