Pedestrian Hybrid Beacons: An alternative to traditional traffic signals for pedestrians
Submitted by: Francisco J. Lovera, P.E.
A Message from the New England Section President

JOSEPH SEGALE, P.E., PTP
Policy and Planning Manager
Vermont Agency of Transportation

Dear NEITE Members:

The New England Section has gotten off to a great start in 2013! I am taking this opportunity to highlight changes in the Section’s Executive Board and describe major goals for the year.

Joint Section / Vermont Chapter Meeting

The 2013 NEITE Executive Board held its first meeting of the year on January 24th at the Killington, Ski Resort in conjunction with the Vermont Chapter. The January meeting kicked off the year focusing on organization, establishing an annual budget and agreeing to Section goals. Key goals for 2013 include updating the strategic plan, encouraging more participation from public sector members, and conducting a successful Northeastern District Annual Meeting to be held in Northampton, MA this May (for more information, see page 19).

After many years of holding its joint meeting with NEITE in Montpelier, the VT Chapter tried something different this year and the event was a great success. About a dozen hardy ITE members braved sub-zero temperatures to ski before and after the lunch and technical program. Special thanks to Jennifer Conley for negotiating the reduced lift ticket price for ITE members.

Executive Board

By design, the Section Executive Board goes through some personnel changes each year. I want to welcome Nick Fomenko of Connecticut and Rebecca Brown of New Hampshire to the Board. They were both elected as Junior Directors at the Section’s Annual Meeting this past December and have been active at the chapter and section levels. Nick will be concurrently chairing the Public Relations Committee and Rebecca the Membership Committee. I would also like to thank Peter Vasiliiou for his active years on the Section’s Board during which he served as the Membership Committee Chair and Section Treasurer. After six years of serving on the Board, Joe Balskus is moving on to join the venerable Council of Past Presidents. As co-Chair of the 2013 Northeastern District Annual Meeting, Joe will continue to play an active role in the Section.

Strategic Plan

The NEITE strategic plan was developed in 2007 and established the Section’s mission statement along with supporting goals and actions. While the Section’s mission has not changed, it is time to take a fresh look at the actions. One strategy to help achieve our mission is increasing participation of public sector members, which has been historically low. NEITE provides opportunities to build and strengthen relationships between transportation professionals outside of the daily client/consultant or applicant/regulator work environment. NEITE is at its best when our exchanges include a healthy mix of public, academic and private sector participants.

Annual Meetings

The Section is fortunate to have an experienced team serving as the Local Arrangement Committee for the May 2013 Northeastern District Annual Meeting. The team has been working hard on planning and coordinating the logistics, technical program and social events. We can all support their efforts by attending the meeting and participating in the technical program. I am also grateful to the meeting’s corporate sponsors which help keep participation affordable. Section members are also taking an active role in planning for the ITE International Annual Meeting this August in Boston. This is a great opportunity to participate in a national event within the New England Section.

Closing

I am excited and honored to serve as the New England Section’s President for this year! My responsibility is to keep the organization moving forward with an eye towards its mission. NEITE is volunteer driven and its success is only possible through the continued contribution of its members. Thanks for everything you do, and please contact me at joe.segale@state.vt.us or 802-477-2365 with any questions, comments or suggestions.

Sincerely,

Joe Segale, P.E. / PTP
New England Section President
New England Section Directory

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On the Cover: View of recently installed HAWK Signal at intersection of Elmwood Avenue at Daboll Street in Providence, Rhode Island. Photo Source: Francisco J. Lovera, P.E.
Amendments to Bylaws

At the New England Section Executive Board Meeting held on September 13, 2012 in Waltham, Massachusetts, the Executive Board resolved to propose amendments to the New England Section Bylaws.

The purpose of the proposed amendments to the Section Bylaws were:

1. To clarify that ballots from the annual election of officers and directors must be returned to the Section, rather than to the Secretary. This ensures that the Secretary is not required to receive or keep ballots, which could be perceived as a conflict.

2. To simplify the bylaw amendment process. The membership should have the opportunity to provide input and vote on bylaw amendments. However, the current process requires multiple steps and is difficult to coordinate with the annual election of officers and directors. The proposed changes continue to provide for adequate input from the membership while making it possible to more easily coordinate by-law amendment voting with the annual election.

The New England Section held a general membership meeting and conference call on Tuesday October 23, 2012 and discussed the proposed amendments. Minor phrasing and procedural changes were made and the general membership present approved the amendments for placement on the NEITE ballots this past November and December.

The proposed amendments to the Section ByLaws were accepted overwhelmingly by the general membership during the elections process and as recognized on December 3, 2012 at the New England Section’s Annual Meeting in Warwick, Rhode Island. The amendments took effect on January 1, 2013.

The New England Section would like to thank Kim Eric Hazarvartian, Ph.D., P.E., PTOE of TEPP, LLC for his work on drafting the proposed amendments. Kim has served as the Charter / Bylaws Chairman since 2008. Any New England Section member who wishes to propose an amendment to the Section Bylaws should contact:

Kim Hazarvartian, Ph.D., P.E., PTOE at keh@teppllc.com

As the new editor of the New England Chronicle, I would like to first thank all contributors to the first issue of 2013. Behind the scenes, it takes many people across the Section’s membership to put together the award winner newsletter publication of your New England Section. I would also like to take this opportunity to welcome all within the New England Section to contribute their experiences, opportunities, challenges, and innovative strategies to the New England Chronicle; to share knowledge within the many aspects of transportation engineering and planning.

Our previous Chronicle Editor, Steven C. Findlen, put it best in his inaugural issue, saying: “The idea is to continue making the Chronicle a dynamic forum for exploring ideas in the transportation industry, as well as providing space for less heard voices.” I would like to carry on this tradition. The New England Section can’t thank Steve enough for his service. Steve hit the mark by issuing four issues each of the last two years.

The ultimate goal of the New England Chronicle is to convey a sense of community within our six state Section. With each issue we hope to deliver not only a focus on specific and well-researched projects in the professional world, but to also shine light on our next generation of transportation professionals. It is the goal of the editorial team to issue four publications annually and establish a forum for those “lesser heard voices” within the Section.

In this quarterly issue, our main article focuses on the emergence of High-Intensity Activated CrossWALK (HAWK) pedestrian signals in New England; specifically the new HAWK signal in Providence, Rhode Island. This signal was the first, but not the only, pedestrian hybrid beacon in the New England region. A full overview of HAWK signal operations is included.

In the hope of promoting student involvement within the Section, the first issue of the 2013 calendar year will introduce a spotlight on a student research. The spotlight will overview a detailed research project from one of our hard working student chapter members. In addition, we have included the most recent updates from our many student chapter, as well as updates from our various state chapters.

In this and upcoming issues, we will expand the scope of the New England Chronicle to include more news from ITE International, highlights from the several Section committees, and detailed information from the Northeastern District. For instance, we have provided a detailed overview of the Trip Generation Handbook, 3rd Edition from the one of the handbook’s editors, Kevin Hooper or Maine.

We have continued Chronicle traditions such as: Where Are They Now?, the overview of our Section awards, and a message from our Section President, Joe Segale. The Chronicle will also contain detailed information pertaining to the upcoming Northeastern District Annual Meeting in Northampton, Massachusetts this May with a Save the Date for the upcoming ITE International Annual Meeting and Exhibit in Boston this August.

Once again, I encourage all members of the New England Section to comment, contribute, and share their experiences with the New England Chronicle. I hope you enjoy the first issue of the 2013 calendar year.

Samuel White Gregorio, E.I.T.
Chronicle Editor
sgregorio@ tecmass.com

Please remember to visit the New England Section website at http://www.neite.org and our updated Section Directory for information on the New England Section.
Pedestrian hybrid beacons are among the traffic control devices added to the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Rhode Island Department of Transportation (RIDOT) has implemented not only the pedestrian hybrid beacons, but also roundabouts and “flashing yellow arrow” as part of its traffic and highway engineering projects in the recent years. These new strategies have proven successful in other parts of the country, where they were developed and implemented. The state of Rhode Island has been receptive to implement them at appropriate locations. On the other hand, in June 2012, the Rhode Island General Assembly passed legislation requiring the state to use “Complete Street” design features in all federal and state funded road construction projects. This means that any roadway project developed by the RIDOT must consider motor vehicles, bicyclists, public transportation users and pedestrians of all ages and abilities in its design.

Project Background
For the last few years, RIDOT has been working on a project to resurface and replace all the signal equipment along Elmwood Avenue and Broad Street (US Route 1) between Park Avenue (R.I. Route 12) and the Interstate 95 southbound service road, in Providence. (See Figure 1 for project limits.) Elmwood Avenue is an urban principal arterial according to the 2005-2015 Highway Functional Classification. It has a four-lane cross section, with two lanes in each direction south of Ontario Street and includes a raised median up to Thurston Street. The cross section was modified to three lanes on the northern portion between Ontario Street and Broad Street as part of this project. Elmwood Avenue has transit service provided by the Rhode Island Public Transit Authority (RIPTA). Route 20 provides service between Providence downtown at Kennedy Plaza up to T. F. Green Airport in Warwick and to Cranston City Hall. Route 21 runs between Kennedy Plaza and the Pastore Center in Cranston. Route 22 departs from Kennedy Plaza and reaches the Warwick and the Rhode Island Mall in Warwick.

Due to budget constraints, the original 2.7 mile project was divided into three separate phases. The first phase included the

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Figure 1: Elmwood Avenue Project Limits and Phases
resurfacing of the roadway, replacement of the sidewalks, tree planting, replacement of the existing traffic signals and the installation of fiber optic to interconnect the traffic signals. The limits of this first phase were from Park Avenue (R.I. Route 12) to Roger Williams Avenue, just about 0.9 miles in length. As part of this phase, four traffic signals were replaced. Phase 1 was completed in 2009.

The second phase of the project included only the replacement of existing traffic signals and the installation of fiber optic to interconnect the traffic signals. Phase 2 limits were from Roger Williams Avenue up to Broad Street, about 1.8 miles. One of the eight signals included in Phase 2 was replaced from a traditional full traffic signal to a pedestrian hybrid beacon. One of the changes that occurred during construction was the reconfiguration of Elmwood Avenue north of Ontario Street and up to Broad Street. This section of Elmwood Avenue had a four-lane cross section with no median. At the request of the community and with the approval of the State Traffic Commission (STC), RIDOT implemented a road diet. This road diet reduced the number of lanes to three; one travel lane in each direction with a Two-Way Left Turn Lane in the center. Phase 2 was completed in 2011.

The third phase of the project was originally designed to include only the resurfacing of the roadway, replacement of the sidewalks and tree planting, within the same limits.

However, at the request of the City of Providence, the northern limits of the original project were extended 0.4 miles north. The northern terminus was moved from Broad Street up to the I-95 southbound service road. This project extension resulted in the replacement of three additional existing traffic signals as well as additional fiber optic to interconnect the traffic signals. The total length of the overall project was increased to 3.1 miles. Phase 3 is expected to be advertised on the spring of 2013.

None of the existing signals along Elmwood Avenue and Broad Street had any actuation and were operating on fixed pre-timed cycles. In addition, none of the signals had pedestrian push buttons. This project provided fully actuated signals with activated pedestrian signals with displays that included countdown timers.

Elmwood Avenue at Daboll Street
Like all the other locations, the traffic signal on Elmwood Avenue at Daboll Street did not have signal actuation. However, unlike any of the other locations, it did not have any conflicting vehicular traffic. Both legs of Daboll Street have only departure lanes. No vehicular traffic can legally access Elmwood Avenue from Daboll Street. The fixed pre-timed operation allowed pedestrians to use this location to cross Elmwood Avenue. In addition, this location is near Gilbert Stuart Middle School and Knight Memorial Public Library and it is used as a designated school zone crossing. (See Figure 2 for location of traditional signals and the pedestrian hybrid beacon.)

RIDOT had concerns about a traditional traffic signal that would remain green most of the time, especially in a residential area with schools on both sides of Elmwood Avenue. There are several traffic signals across the state with pedestrian actuation only. There is a concern that this type of signal may become part of the background for motorists which then may fail to stop when the signal turns red. This would create an undesirable conflict between motor vehicles and pedestrians attempting to cross the street. At the time of design, the Department looked for other options to increase the driver’s awareness for pedestrians crossing the street at locations with little or no conflicting vehicle traffic.

High-Intensity Activated CrossWALK (HAWK)
One researched alternative was the Tucson’s, Arizona High-Intensity Activated CrossWalk (HAWK) solution for pedestrian crossings at mid-block locations. The Department performed a survey of the implementation of this traffic control device across the country. Positive results were found at locations other than the City of Tucson. Among the locations where the HAWK has been implemented are Juneau, Alaska; Golden, Colorado; Washington, D.C.; Boise, Idaho; Champaign, Illinois; West Bloomfield, Michigan; St. Cloud, Minnesota; Klamath Falls, Oregon; and Alexandria, Virginia.

At the time of the design of the project, spring of 2009, HAWK signals were not part of the MUTCD. Therefore, the Department looked for the approval from the Federal Highway Administration (FHWA) to implement this traffic control device on an experimental basis. At that time, RIDOT based its request on the Texas Transportation Institute study, funded by the Transit Cooperative Research Program (TCRP D-08) and the National Cooperative Highway Research Program (NCHRP 3-71). This study evaluated the safety of pedestrians using various crossing treatments. The HAWK signal received 97% motorist compliance, one of the two highest of all the evaluated treatments.

The HAWK Hybrid Pedestrian Crossing Beacon signal uses an atypical signal head configuration with two red signal indications placed horizontal to one another and one yellow indication centered beneath the red signal indications. (See Figure 3)

The signal indications are dark, and a solid “DON’T WALK” (raised hand) indication is displayed for pedestrians at the crosswalk.
Continuing Education Opportunities in NEITE

The Continuing Education Committee needs your feedback and fresh ideas for training opportunities that are innovative and that would draw significant interest to the Section membership. Most importantly, training opportunities that would serve you, the New England Section membership in the upcoming meetings and gatherings.

If you have ideas for training sessions that would benefit the membership the most and have a high interest level, whether a half-day or full-day or training, please forward them to the Continuing Education Committee Chair:

Alan Cloutier, P.E., PTOE
Acloutier@fstinc.com

Section Calendar

March 2013
2013 ITE Technical Conference and Exhibit
March 3rd-6th, 2013
Sheraton San Diego
San Diego, California

NHITE Spring Meeting
March 12th, 2013
NHDOT Morton Building
Concord, New Hampshire

April 2013
CTITE / NEITE Joint Meeting
April 2nd, 2013
Manchester Country Club
Manchester, Connecticut

District Student Traffic Bowl
April 2nd, 2013
Manchester Country Club
Manchester, Connecticut

May 2013
Northeastern District Annual Meeting
May 22nd-24th, 2013
Hotel Northampton
Northampton, Massachusetts

June 2013
Desjardins Golf Tournament
June 5th, 2013
Sandy Burr Country Club
Wayland, Massachusetts

Joint NHITE / MaineITE Meeting
TBA

Pedestrian Hybrid Beacon in Rhode Island
RIDOT received the approval from FHWA to implement the first Pedestrian Hybrid Beacon in New England. At the time of construction, the closest location with a HAWK signal was the City of Alexandria, Virginia.

As part of the approval request, the Department committed to the following as part of the HAWK implementation:

a. Public outreach
b. MUTCD compliant signage at HAWK locations
c. ADA compliant crossings
d. Countdown pedestrian signals
e. Staff monitoring opening day for vehicular and pedestrian compliance

Items “b”, “c” and “d” were addressed as part of the design of the traffic signal. For the public outreach, the Department developed a pamphlet in English and in Spanish to inform the public of the new traffic signal. The main emphasis focused on nearby residents and schools where these pamphlets were distributed. RIDOT also developed a page with information related to the operation of the HAWK on the RIDOT website. In addition, the construction contract included language allowing the change of the signal equipment

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until there is a pedestrian actuation. Once the pedestrian push button is pressed, the main street vehicle signal indication will flash yellow for several seconds and then will display a solid yellow for the standard length of time (consistent with ITE calculation for the vehicle clearance interval). After the solid yellow interval, the two main street red indications will go to solid red and the pedestrians will be given a “WALK” indication. When the “WALK” (walking person symbol) times out, the two red indications will simultaneously flash (per MUTCD ruling) during the pedestrian clearance interval (flashing “DON’T WALK”). Upon completion of the pedestrian clearance interval, the main street signal indications will go dark once again, and the pedestrian signal indication will revert to the solid raised hand symbol until the next pedestrian actuation. Countdown pedestrian signals will be used at the HAWK hybrid pedestrian signal, and the crosswalk will have the high visibility design ladder markings.

Pedestrian Hybrid Beacon in Rhode Island

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CALL FOR PAPERS

You are invited to submit a written paper on a transportation engineering topic for consideration in the 2013 Northeastern Student Paper Award Competition.

Paper Topic & Format:
- Addresses a transportation engineering subject.
- Maximum length of 5,000 words, double-spaced, typed, excluding the required title page and table of contents.
- Title page must contain the title of the competition, the title of the paper, the author’s name and contact mailing address/phone numbers. (Advisor can be listed)
- Copy of author biography or resume.

Visit ITE website for additional requirements:
http://www.ite.org/awards/index.asp

Submittal Requirements:
Due April 1st, 2013
Send a PDF copy of the original manuscript to the ITE Northeastern District Awards Coordinator:
Michael A. Knodler, Jr., Ph.D.
142B Marston Hall—UMass Amherst
130 Natural Resources Road
Amherst, MA 01003
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Evaluation Criteria:
- Originality
- Significance
- Scope and Format
- Validity
- Applicability

Eligibility:
- Must have been a student member of ITE during the period between April 1, 2012 and March 31, 2013,
- Must have completed the work that provides the basis for the paper while a student member of ITE, and
- Must be the only author.

$1,000 Award Prize
$500 Honorarium
$500 Travel Expenses
+ Attend Northeastern District Annual Meeting—May 22nd to 24th, 2013 in Northampton, MA
+ Present Paper at Northeastern District Annual Meeting
+ Become a Candidate for the ITE International Student Paper Award that includes a $1,750 travel stipend to the ITE Annual Meeting, a plaque, recognition in ITE Journal, and possibly being published in the ITE Journal.
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to only the days when school was on vacation. ensuring that students had an opportunity to experience the new signal before they needed to cross Elmwood Avenue on their way back and forth to school. The Department also issued a press release a few days in advance to the opening of the new signal for the story to be covered by several local media outlets. Traffic engineers closely monitored the operation of the signal during the opening day, June 27th of 2011, and performed site visits in the following days.

Available crash data at this intersection did not show any crashes of motor vehicles with pedestrians from 2007 up to the opening day. There has been no reported crashes of this type since the new signal became operational. Several subsequent site visits have shown that while there may be some initial confusion for drivers to the unusual traffic signal, they tend to stop and remained stopped even after the signal starts flashing red. We have observed that motorists appear disconcerted when the signal starts flashing, since it is usually dark. As a reaction to this confusion they reach a complete stop once the signal is red. On the other hand, pedestrians tend to ignore the signal and cross the street when there is an available gap in the traffic flow. This signal has resulted in an effective traffic control device to provide a signal controlled crossing for all types of pedestrians. It has also improved since traffic operations for motorists since a HAWK signal is not required to operate during every signal cycle, as was required with the former signal. Overall this pedestrian hybrid beacon has proven to be a good solution for both pedestrian and vehicles at this location.

Conclusions
HAWK signals were originally developed by the City of Tucson, Arizona. They are now known as pedestrian hybrid beacons and are part of the traffic control devices available to agencies since their inclusion in the 2009 MUTCD. The pedestrian hybrid beacon installed in the City of Providence by the RIDOT was the first one on the east coast, north of Alexandria, Virginia. It has not shown any increase in the crashes of pedestrians and motor vehicles. It has improved traffic operations while still providing a signal controlled crossing for all types of pedestrians looking to cross Elmwood Avenue. The Department is currently evaluating the installation of more pedestrian hybrid beacons at other locations and is working closely with municipalities looking to implement them on their roadways.

Francisco J. Lovera, P.E. is a Chief Civil Engineer of the Traffic Management and Highway Safety Section for the Rhode Island Department of Transportation. He currently serves as the President of the Rhode Island Chapter of the Institute of Transportation Engineers.

PAULA F. BENWAY, FITE
Associate
Stantec Consulting Services, Inc.

Happy New Year! I am excited about this coming year and the rich opportunities it will present. Significant chatter has erupted on the ITE Community related to new technologies (autonomes), direction for ITE and the transportation industry. Our industry will soon embark on a significant transformation and we should look forward to these opportunities instead of recollecting the past. The International Board of Direction (Board) met on November 8 and 9, 2012 at ITE Headquarters in Washington, DC. This report highlights some of the information made available to the Board. If you have any feedback, don’t hesitate to contact me.

Financial/Membership
Preliminary financial reports indicate the Institute’s finances are behind schedule; however, the Board was assured that adjustments were being made to break even by years end. Adjustments include: leasing empty office space, renegotiating copier contracts, Trip Gen licensing agreement, and an increase in revenue from the Transportation Professional Certification Board (TPCB). A balanced budget was approved by the Board for 2013. Factors that are impacting the Institute include: lower membership, lower publications sales, lower professional development fees and increasing operational costs. Membership retention and recruitment will be a priority in the new year.

ITE Group Tax Exemption for District and Sections
ITE Headquarters has received feedback from several more Districts / Sections that are interested in joining the group plan. HQ will be in contact directly with those Districts / Sections to have the process completed by end of 2013.

ITE International Nomination and Election Process
The Nominations Committee met in January following the Board Meeting to interview three potential ITE VP candidates. The committee selected Jeff Arey and John Kennedy as the two VP Candidates for 2014. Congratulations to our very own John Kennedy for being selected by the committee and his continued commitment to our organization. John’s travel planning will begin right after the holidays and is supported by HQ staff.

Annual Meetings
There has been an ongoing effort to improve the ITE Technical Conference and ITE Annual Meeting. The feedback received from the Atlanta Meeting survey was very informative. Significant ideas and concerns (related to costs, accommodations, and technical program) were noted and are being evaluated by the Annual Meeting Task Force. The Atlanta Annual Meeting was on target to meet financial projections; however hotel attrition fees hampered the financial status of the meeting.

LeadershipITE
A Task force is developing a training program for future leaders of the Institute. The program being developed will include curriculum on: ITE International / District / Section / Chapter roles, skills training, and leadership communications. A proposal, schedule and budget were presented and approved by the Board. Materials are being developed to facilitate sharing with District / Sections.

Thank you all for your time, energy and dedication to our profession and ITE!
The 2012 New England Section Awards

Committee Members
The 2012 New England Section Awards Committee was comprised of John Thompson (Connecticut), Diane Morabito (Maine), Frank O’Callaghan (New Hampshire), Russell Holt (Rhode Island), Roger Dickinson (Vermont), and chaired by Douglas Prentiss who also voted as the Massachusetts representative. The Awards Committee’s guidelines identify that upon selection by the President, the Chairperson appoints a committee including a member from each state. There are carryovers as the guidelines state that terms should be three years, and two members ‘turnover’ each year.

Process
The guidelines speak to the Chairperson reporting directly to the Section President. Otherwise the nomination process is open to the general membership. A database is kept by the Chairperson of past nominees which may be reused for future nominations. E-mail has facilitated the exchange of information among the committee. In 2012, all of the coordination/voting was completed by email, except for a few phone calls by the Chairman. Candidate nominees were solicited from the membership via Section meetings, the Section Executive Board, State Chapter Officers, and general Section input.

2012 Presentation
Presentations were made by various Section members at the New England Section’s Annual Meeting in Warwick, Rhode Island on December 3, 2012. The recipient of the 2012 Sections awards are:

Transportation Leadership Award:
State Representative
8th Hamden District - Massachusetts

Transportation Engineer of the Year:
Neil E. Boudreau
State Traffic Engineer
Massachusetts Department of Transportation

William P. Mc NMara Distinguished Service Award:
Joseph C. Balskus, P.E., PTOE
Director of Traffic and Parking
Tighe and Bond, Inc.

Emerging Professionals Award:
Steven M. Tupper, E.I.T.
Technical Services Planner
Cape Cod Commission

Biographies and Plaque Text

Transportation Leadership Award: Presented to: Joseph F. Wagner
For his leadership in reforming the transportation agencies in Massachusetts, shepherding the Safe Driver Bill, and was instrumental with the No Texting Bill that went into effect in September 2010.

The 2012 recipient of the Transportation Leadership Award is Representative Joseph F. Wagner of Chicopee, Massachusetts. Rep. Wagner is a graduate of both Western New England College and UMass Amherst.

Representative Wagner has represented the 8th District of Hampden County in Western Massachusetts since 1991 and was recently re-elected this past November for another term. Prior to joining the House, Rep. Wagner was the Administrative Assistant to the Mayor of Chicopee from 1988 to 1991 where he developed his interest in politics, becoming the Civil Defense Director of the City and was also a member of the Chicopee Democratic City Committee.

From 2003 to 2010, Rep. Wagner served as Co-Chairman of the Joint Committee on Transportation. As a result of his work with the committee, his leadership in reforming the Massachusetts transportation agencies in Massachusetts culminating with the creation of MassDOT in 2009 was a tremendous achievement. He also shepherded the Safe Driver Bill (Bill H-1817) through the legislative process, doggedly pursuing the legislation in sessions dominated by budget issues, and debates on casinos. He was instrumental in having the No-Texting Bill go into effect in Massachusetts in September 2010. These are a couple of his major accomplishments over the many years he was Co-Chairman.

His past major accomplishments have led to other future challenges in the House, when he was appointed this fall as Chairman of Joint Committee on Economic Development and Emerging Technologies. This committee deals with industrial development, casino gambling and science and technology development.

Transportation Engineer of the Year: Presented to: Neil E. Boudreau
For outstanding leadership as MassDOT State Traffic Engineer on the Interstate 93 Fast 14 Design Build Project in the summer of 2011.

This year’s recipient of the Transportation Engineer of the Year is Neil E. Boudreau, State Traffic Engineer at MassDOT. He is a graduate of UMass-Lowell with both a BS and MS in Civil Engineering.

Neil has been a member of ITE for close to 20 years and is very involved in the Section by giving presentations, writing articles, and having served as President of the Section in 2006.

Prior to joining MassDOT, he worked for a small engineering consulting firm as a junior transportation engineer. While with MassDOT, he has served in many roles, primarily with the Traffic Operations and Safety Management groups. He serves on both the AASHTO Sub-committees on Traffic Engineering and Safety Management, and being a member of the National Committee on Uniform Traffic Control Devices.

Neil was nominated for his work on the aggressive “Fast 14” Design Build Project along Interstate 93 north of Boston which included the rapid bridge replacement of 14 deteriorated bridge super structure that occurred between June 1, 2011 - September 1, 2011 (over the summer weekends only).

Continued on Page 11
Continued from Page 10

Working many long weekends on the site and essentially losing his summer vacation, he lead the consulting, management and public outreach teams in a successful project. The project was summarized in the March 2011 edition of the New England Chronicle and he presented the project summary at the ITE Massachusetts Chapter Annual Meeting in September 2011.

Joe has been married to his high school sweetheart Pam for the past 22 years and they have three sons Weston, Jordan and Colton. They currently reside in Portland, CT.

Joe has held various positions in his career stating with an internship with Kasper Associates and then a short term with ConnDOT and various other consultants. He currently is the Director of Traffic Engineering for Tighe & Bond in their Middletown, CT regional office.

Joe served as President of both the Connecticut Chapter and the New England Section. He was editor of the New England Chronicle for two years and is currently the Co-Chairman of the Local Arrangements Committee for the 2013 Northeastern District Annual Meeting to be held in Northampton, Massachusetts this upcoming May. His years of dedicated service to NEITE are indicative of his commitment to our professional organization.

Emerging Professionals Award:
Presented to: Steven M. Tupper, E.I.T.

For his contributions to the New England Section of ITE as a former President of the award-winning UMass Student Chapter, continued contributions to the Section as Student Chapter Liaison, and growth as an Emerging Transportation Engineer.

The recipient of the Emerging Professionals Group Award for 2012 is Steven M. Tupper, E.I.T. Steve grew up in Falmouth, Massachusetts and attended UMass Amherst where he received his MS in Civil Engineering in 2011. His thesis studied the effects of the many different critical gap methodologies used by practitioners today. This past January he presenting his research at TRB as a young professional.

While at UMass, Steve was quite active in the Student Chapter, including serving as President and was instrumental in UMass winning multiple Student Chapter of Year Awards at the International level.

He was recognized for his efforts in 2010 with the UMass-Amherst ITE Student Service Award and as a recipient of the Tom Desjardins Scholarship in 2010. He was a member of the champion Northeastern District Traffic Bowl Team that competed in Vancouver, BC in 2010.

Prior to joining his present employer, the Cape Cod Commission, he was selected for the National Park Scholars Program where he was assigned a project at the New Bedford Whaling Museum where he developed the Museum’s Shuttle System which highlights the many attractions of the National Park in the area. His project was the feature article in the March 2012 issue of the New England Chronicle.

Since leaving UMass, he has continued to serve the students as he currently assumes the role as Student Chapter Liaison for the New England Section, providing a conduit between the Executive Board and the State Chapters. He presently is a Technical Services Planner for the Cape Cod Commission.

Find The New England Section Online

The New England Section of the Institute of Transportation Engineers is tuned into social media. We are now on both Facebook and LinkedIn.

Our Facebook group has more than 50 “Likes”. Here you can get updates on future events, and even see photos from past events. Feel free to post any discussions or comments on our wall.

Our LinkedIn group is growing fast. We already have over 200 members. Search for “New England Section of the Institute of Transportation Engineers” or follow the link from the NEITE webpage and join the group. We will be posting info on future events here as well. While we can’t post photos here, there are areas for discussions and even job postings.

Please remember to receive all your updates, news, and Section information at the New England Section website:
http://www.neite.org
ITE is developing a 3rd Edition of the Trip Generation Handbook. The updated handbook should be available as a proposed recommended practice by the end of this year. At that time, comments on the content and recommendations in the handbook will be solicited from the ITE membership and other interested individuals and organizations. This next edition promises to be a significant expansion and improvement over the current edition.

Urban Setting Data
Much of the site development for which trip generation estimates are needed today is in an urban setting, is near or adjacent to complementary development, is near or adjacent to bus or rail transit service, or is configured as a mixed-use development. For a development in any of these circumstances, the current suburban, stand-alone vehicle trip generation information is inadequate. To enable the analysis of these non-suburban sites, the handbook will introduce the use of person-trips to supplement the existing vehicle-trip data.

The current handbook includes guidance for estimating vehicle-trips generated by mixed-use development (MXD). The next version of the handbook will substantially expand the MXD guidance with data and procedure enhancements published in NCHRP Report 684 (Enhancing Internal Trip Capture Estimation for Mixed-Use Developments) and from several additional sources.

A development located in an urban setting would be expected to generate trips that arrive or depart via transit. The updated handbook will include recommended procedures for estimating vehicle trip generation at TOD sites.

Pass-by Trips
The updated handbook will contain additional “pass-by” data and will provide more definitive guidance on how to estimate appropriate pass-by percentages for individual land uses and by time-of-day. Guidance will also be provided on how to estimate pass-by trips for urban infill and mixed-use development.

Trip Rate Plots, Equations, and Collection
Also include in the updated handbook will be improved sections covering (1) the proper use of data plots and accompanying statistical information (commonly referred to as the “rate versus equation” selection process) and (2) an improved procedure for establishing a local trip generation rate based on locally-collected data.

Data collection procedures will be updated to incorporate person-trips where possible. As an example, the updated data collection form for a suburban, stand-alone site will require the collection of vehicle occupancy data for an adequate sample of driveway vehicle trips. The data collection chapter will address the new challenges in collecting site trip generation data when person-trips are introduced (e.g., seeing vehicle occupants through tinted windows, the inclusion or exclusion of small children in vehicle occupancy counts, determination of mode of access for persons walking to or from a site when a transit station or stop is not within a direct line of sight).

The updated handbook will provide suggested text and presentation materials to help the analyst properly and successfully explain the concept of trip generation to decision-makers and the general public.

Handbook Review
You can help with the development of this ITE recommended practice. Within the next few months, ITE will announce it is looking for interested persons to review draft versions of Trip Generation Handbook, 3rd Edition this summer. Reviewers should be experienced in the interpretation and use of trip generation data and in the application of Trip Generation Handbook, 3rd Edition procedures.

Northeastern District Student Traffic Bowl
As part of the Joint CT-ITE / NEITE Annual Meeting
Tuesday April 2nd, 2013
Manchester Country Club | Manchester, CT
Allan Davis’ career has been anything but boring. He was raised in Edinburgh, Scotland, and earned his engineering degree at the University of Cambridge. Before college, he served for two years as an officer in the Royal Engineers, beginning his professional career in Iraq (parts of 1956-1957); at the time of the Suez Canal Crisis. He continued his globe hopping, working in London for two years, Libya for two years, Ireland for three years and Spain for one year. This last year in Spain was with Frederic R. Harris, who subsequently brought him to Stamford, CT for four more years. Allan then joined Cox & Nichols, a small traffic and planning firm in Branford that became well-known for shopping center planning and development. It was this experience that led Allan, through Cox & Nichols, to Paris to assist in planning major shopping developments all over Europe. He came back to the United States in 1975 and worked with Raymond, Parish, Pine & Weiner (RPPW), in Tarrytown, NY, for two years. In was here that Allan rejoined another friend and mentor, Bill McGrath. In 1977 Allan formed Allan Davis Associates in Stamford CT, which flourished until being acquired by Tighe & Bond in 2000, where he continues to work, albeit now part time. There are not many of us (I don’t know anyone) that can look back at such a global experience. Allan made good use of his travels, as he is now fluent in French and Spanish, and can “get by” in Arabic.

Allan’s greatest challenges include two impressive projects. He was the project manager for a plan to expand the Madrid Subway System from four lines to nine. This project was conducted in 1967-1968, and his plan is still being implemented today. He was also responsible for a project to expand the Terminal 4 parking garage at Sky Harbor Airport in Phoenix. This 3100-space garage was expanded to an additional 3600 spaces, while maintaining traffic and parking operations throughout construction.

Allan’s greatest satisfaction comes from seeing young people develop as professionals through their ITE experiences and, in particular with the mentoring and project experience received at Allan Davis Associates. The most significant transportation changes warranted two directors, and one of Allan’s partners was Bernie Adler. In an unusual twist, Allan became the Chair of the District 1 Board after serving as International Director. He served as editor of the New England Chronicle for two years, and was the recipient of the William P. McNamara Distinguished Service Award in 1987. He also served on the Fire Protection Association Committee on Parking Structures from 1994 to 2012.

Allan currently lives in Sunapee, NH. In his semi-retirement, Allan keeps busy with volunteer work, serving on his community’s Planning Board, and as Trustee of the library. During his time on the Planning Board he helped to prepare a new Master Plan for Sunapee. His activities include golf three times a week, chess, bridge and reading.

Allan and Jean were married in 1962 and she accompanied him on all of his international travels and to all the ITE Section, District, International Board and Annual meetings while he was active. They have three children, one each born while they were in Libya, Ireland and Spain. They have seven grandchildren and five great grandchildren. Allan and Jean celebrated their 50th wedding anniversary last year. Please note that in a departure from previous entries in this section of the Chronicle, the photograph of Allan includes Jean – I think we can all agree that this represents a significant improvement!
Student Research Spotlight:
KEITH E. WENNERS, E.I.T.
Master Degree Candidate
University of Massachusetts Amherst

A Large Scale Observational Study of Drivers' Cell Phone Usage

Introduction
The recent and rapid growth of mobile technologies within society is a direct result of our desire for constant social connections via talking on the phone, text messaging, emailing, and using social networking websites. The number of cell phone subscribers has increased dramatically between 2007 and 2012, from 243.4 million to 321.7 million people; this widespread use of cell phones affects our society in many ways. A quick phone call or a glance at the screen while driving may seem innocent, but it has become a serious problem that reduces the safety of the roadways. It has been found that a glance away from the forward roadway that is longer than two seconds doubles the crash risk of typical driving.

Distracted driving is a serious and growing problem in Massachusetts; Figure 1 shows the recent trends. Between 2005 and 2011, the percentage of vehicle crashes where driver distraction was reported as a contributing factor increased significantly from 11.5 percent to 21.5 percent. During the same period, the total reported number of distracted driving crashes increased from 18,100 to 24,600. For 2010 and 2011 combined, there were approximately 47,705 crashes reported to be related to distracted driving. These crashes involved a total of 121,000 people, which resulted in 49 fatalities and 1,085 non-fatal, but incapacitating injuries.

Methods
An observational study was conducted in Massachusetts in 2012 in order to determine the extent of drivers’ cell phone use throughout the state. This study was conducted by the University of Massachusetts Traffic Safety Research Program (UMassSafe) as part of Massachusetts’ annual seat belt observation study. This study was designed to get a snapshot of drivers’ behaviors, including both seat belt and cell phone use at any given daylight hour.

In this observational study, there were 145 sites randomly selected for observation. Observations were conducted in teams of two, which included one observer and one recorder. The observer used a combination of binoculars and the naked eye to determine each driver’s demographic and cell phone use behaviors. The observer noted the driver’s cell phone use, belt use, gender, age, race, vehicle type, and state of license plate. The recorder entered the data onto a tablet using a custom built application. In addition to specific observation data, observers also recorded GPS coordinates and took a picture of each site.

Discussion
This study of cell phone use provided an excellent opportunity to understand the magnitude of the risky driving behaviors in Massachusetts. From a total of 17,677 accurate observations, the average day time cell phone usage in Massachusetts was found to be 7.0 percent, which can be further broken down into 1.4 percent for text messaging and 5.6 percent for handheld use. Variations in cell phone use among populations of drivers, road type and time of observation were found. By determining certain driver populations who use cell phones more often, future efforts to reduce unsafe driving activities can be better focused.

Populations who engage in cell phone use the most include teens, females, commercial vehicles, and those drivers without passengers or not wearing seat belts. It is important to note the high rate of cell phone use among teens, drivers of commercial vehicles with CDLs, and drivers without seat belts, because all of these drivers are disregarding additional laws in Massachusetts. An example of how the cell phone use varies among different driver demographics is presented in Figure 2, showing the differences in cell phone use between the age groups and genders. Adult females had higher handheld use than adult males, but little difference was found for text messaging. Among teens, handheld use was similar for males and females, but text messaging was more common in females.

This information is useful primarily for determining how to best focus efforts to reduce drivers’ cell phone use and increase traffic safety. The observed differences in cell phone use could come from a magnitude of reasons, including drivers seeking greater stimuli, the need to make communication for personal or work related reasons, and a false perception of the involved risk of the use of cell phones while driving. Many drivers fail to...
acknowledge that distracted driving not only puts themselves at risk, but everyone else on the road as well, which is illustrated by both the high incidence we report of cell phone usage and the increasing distracted driving crashes.

References


For more details reference TRB paper number: #13-4620

Keith E. Wenners, E.I.T. is a Masters Degree Candidate at the University of Massachusetts Amherst under the advising of Professor Michael A. Knodler, Jr., Ph.D. Keith formerly studied Civil Engineering at the University of Rhode Island and is an active ITE student chapter member.
Chapter Updates

NEW HAMPSHIRE STATE CHAPTER
President: David DeBaie, P.E., PTOE

On December 19th, the New Hampshire Chapter held its Annual Meeting in Concord, New Hampshire at the Common Man Restaurant. A pre-dinner web-based presentation on Online Traffic Impact Study Software (OTISS) was provided by Steven Chan of Transsoft Solutions. After dinner, a presentation on Safe Routes to School was provided by John W. Corrigan who is the Safe Routes to School Coordinator within the NHDOT Bureau of Planning and Community Assistance.

The NHITE spring meeting is being planned for March 12th at the NHDOT Morton Building in Concord. Roundabout operational data collection will be discussed. In 2013, a similar year of meetings are planned including a joint New England Section / Maine Chapter/ New Hampshire Chapter joint meeting in June that will be led this year by the Maine Chapter. In September/October a meeting is being considered at or near the UNH campus; and in December we are likely to return to the Common Man in mid-December for our Annual Meeting.

The current NHITE Executive Board consists of President: David DeBaie, P.E., PTOE of Stantec; Vice-President: David Saladino, P.E. of Resource Systems Group, Inc.; Secretary-Treasurer: Jeffrey Santacruce, P.E. of McFarland Johnson; and volunteer Program Chair: Nicholas B. Sanders, P.E. of Vanesse Hangen Brustlin, Inc.

CONNECTICUT STATE CHAPTER
President: Ted J. DeSantos, P.E., PTOE

ITE-CT and WTS Connecticut Valley Chapter held our annual October 11, 2012 joint meeting at the Sheraton Rocky Hill. There were exciting presentations on The I-84 Viaduct project, Integrating Public Transit Access & Connectivity, FAA Regional Regulatory Connections, MAP 21 Transportation Performance Management, Fast 14 – Interstate 93 Rapid Bridge Replacement Project, Near Term Federal Transportation Issues, Next Generation Air Transportation System and Stuff you don’t learn in Engineering School. There were approximately 100 attendees at this all day conference.

The annual ITE-CT and ITS-CT joint meeting on February 6, 2013. The meeting was held at the Anthony’s Ocean View Restaurant in New Haven, CT. The presentation topic consisted of Using Bluetooth Technology for Origin/Destination Studies and a technical session on Adaptive Signal Control Technology.

UNIVERSITY OF MASSACHUSETTS AMHERST
President: Ian McKinnon, E.I.T.
Advisor: Michael A. Knodler, Jr., Ph.D.

The UMass Amherst Student Chapter recently sent 20 Chapter members to the TRB Annual Meeting in Washington, D.C. this past January. The Chapter attended the ITE Student Reception at ITE Headquarters with keynote speaker, FHWA Administrator Victor Mendez. The Student Chapter met with Young Professionals in Transportation (YPT) Boston members at the TRB-YPT Young Members Reception and look forward to collaborating with them in future activities.

While in Washington, D.C., the Student Chapter hosted the first Northeastern District Student Reception which came with great success. Over 100 students and professionals were in attendance with representation from: UMass Amherst, UVM, Tufts, Oregon State, UT Austin, UC Davis, US Berkley, Wisconsin, and the Northeastern District Executive Board. The Chapter would like to thank the Northeastern District for their support and hope to continue this tradition again next year. The Chapter continues to prepare for the annual traffic jeopardy this spring and plans to attend both the Northeastern District Annual Meeting in Northampton and the ITE Annual Meeting in Boston.
Chapter Updates

RHODE ISLAND STATE CHAPTER
President: Francisco Lovera, P.E.

Meetings/Activities:
The RIITE held board meetings on the following dates: November 14, 2012, December 12, 2012, January 9, 2013 and February 6, 2013. The Chapter is proposing a number of revisions to the Chapter Bylaws including eligibility of members and officers and officer election procedures. The Chapter Executive Board approved these changes and will be submitting them to a vote of the membership for final approval.

The Chapter presented the election results for chapter officers before its membership at the Annual Meeting on November 1, 2012. The new Chapter Executive Board is as follows: Francisco Lovera, P.E., President; Derek Hug, P.E., Vice-President; Peter Pavao, P.E., Secretary; and Phil Viveiros, P.E., Treasurer. The Chapter has launched its new website – ri-ite.org

Events/Webinars:
On November 1, 2012 RIITE hosted the Annual Joint Meeting with the ITE New England Section. We had Sean Raymond from the Rhode Island Department of Transportation presenting the RISTARS program. Buddy Croft, Executive Director of the Rhode Island Bridge and Turnpike Authority served as keynote speaker. There were 88 attendees. Of the 88, 27 are known international members, 73 are employed in the private sector, and 15 are employed in the public sector.

On December 19, 2012 the Chapter Board Members held our year end dinner.

Future Meetings/Activities and Dates:
RIITE Board meetings are, unless otherwise noted/posted, held at 12:00 PM on the second Wednesday of each month at RIDOT Headquarters (TMC Conference Room), 2 Capitol Hill, Providence, Rhode Island. The next board meetings are to be held on March 9, 2013 and April 3, 2013.
Professional Services Directory

Do You Want to Advertise in the Chronicle’s Professional Service Directory?

Please contact:
Claire Choquette or Bill McNamara
Ocean State Signal Co.
cchoquette@oceanstatesignal.com
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Job Opportunities

**Tetra Tech**
Senior Traffic Engineer
Framingham, MA

Tetra Tech currently seek an experienced Senior Traffic Engineer. Position is located in our Framingham, Massachusetts office.

Primary responsibilities of the Senior Traffic Engineer include: preparation of traffic impact/access studies, corridor and parking studies; management of projects from inception to completion; transportation modeling and traffic simulations; planning and design of roundabouts, traffic calming measures and pedestrian facilities; design of traffic signals, fire/railroad preemption and coordinated systems; development of ITS and TDM programs; design of pavement markings/signs including highway guide signs and CMS; and design of traffic management plans (TMP) including phasing/staging plans.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [https://tetratech.tms.hrdepartment.com/jobs/13371/Senior-Traffic-EngineerFramingham-MA](https://tetratech.tms.hrdepartment.com/jobs/13371/Senior-Traffic-EngineerFramingham-MA)

**Resource Systems Group, Inc.**
Senior Consultant—Transportation Planner/Engineer
Burlington, VT

RSG has a need for a senior consultant-level transportation planner/engineer to work within both our Public Lands Planning and Management Practice and our Northeast U.S. Transportation Planning and Engineering Practice.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [http://www.rsginc.com/home/employment/](http://www.rsginc.com/home/employment/)

**Tetra Tech**
Junior Traffic Engineer
Framingham, MA

Tetra Tech currently has an opening for a Traffic Engineer. The position is located in our Framingham, Massachusetts office.

Primary Responsibilities include: fieldwork associated with studies, data collection and assessments; traffic impact/access studies and reports including crash research, parking and travel delay studies and traffic modeling/simulation; design of traffic control devices including signs & pavement markings, traffic signals, roundabouts and enhanced crosswalks; and preparation of presentation materials for public hearings, attendance at meetings, client communications.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [https://tetratech.tms.hrdepartment.com/jobs/13102/Traffic-EngineerFramingham-MA](https://tetratech.tms.hrdepartment.com/jobs/13102/Traffic-EngineerFramingham-MA)

**Howard/Stein-Hudson Associates, Inc.**
Senior Transportation / Planner / Project Manager
Boston, MA

This is an excellent opportunity for a candidate with 8-10 years of experience in managing transportation planning projects and staff. Work with Principals/Directors on strategic pursuits including proposal development while maintaining strong relationships with public and private clients. You will be responsible for Quality Assurance/Quality Control of key project deliverables. High-level planning and analysis work including preparation of technical documents and reports is required.

If you are interested in becoming part of a company focused on improving cities and towns through development of private and public infrastructure, we invite you to help us build a better tomorrow by becoming part of Howard/Stein-Hudson Associates team. HSH is the kind of place where a person can make a difference.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [http://ch.tbe.taleo.net/CH08/ats/careers/searchResults.jsp?org=HSHASSOC&cws=1](http://ch.tbe.taleo.net/CH08/ats/careers/searchResults.jsp?org=HSHASSOC&cws=1)

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Members of the ITE Northeastern District:

On behalf of the Local Arrangements Committee for the 2013 ITE Northeastern District Annual Meeting we welcome you to join your fellow colleagues in Northampton this May. With less than three months to go, the countdown has begun and the final touches on the meeting agenda are being confirmed.

Northampton provides a college town atmosphere and an eclectic and bustling downtown, yet with a rural countryside running alongside the winding Connecticut River and the Pioneer Valley with ample biking opportunities for all ages.

We hope to see you all in Northampton this May!

Please Learn More About the Meeting at: http://www.neite.org/northampton2013.html

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**Technical Program**

- 12 Technical Sessions w/ PDHs
- Student Poster Session
- Professional Development Workshop
  - Synchro 8 Modules
- Emerging Professional Group Workshop
  - Stuff You Don’t Learn in Engineering School
- 15+ Hours of Exhibits
- Regional Traveler Information Center Tour
- Human Performance Lab (Driving Simulator) Tour

**Social Program**

- Welcome Reception @ Wiggins Tavern
- Networking Reception & Virtual Horse Racing @ Hotel Northampton
- Technical Bike Tour along Norwottuck Rail Trail
- Golf Tournament @ Hickory Ridge Golf Club
- Tours and Scenic Flights @ Northampton Airport
- The Annual District Traffic Bowl
- The Northeastern District Awards Banquet
- Emerging Professionals Event

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**HOTEL NORTHAMPTON RESERVATIONS**

Reservations for the Hotel Northampton can be made at the hotel’s website: [http://www.hotelnorthampton.com/](http://www.hotelnorthampton.com/). On the reservation section, you need to click on the drop down menu to the left under promotional codes to find "Groups/Blocks". Then the 052113UMAS code goes in the blank box to the right. If you put just the code in and not the "Groups/Blocks" it WILL NOT apply the rate.

ALL rooms are $149 per night with the promo code. When using a credit card, the expiration date must be after May 2013. If it expires before then it will not complete the booking.
The New England Chronicle is interested in short articles on innovative projects and cutting-edge solutions.

Please send articles, listings (ITE and other relevant), graphics and photographs to the Editor: Samuel W. Gregorio, E.I.T. at sgregorio@tecmass.com

The New England Section Chronicle staff thanks you and we hope you enjoy the issue.

**TEC, Inc. Contributing Staff:**
Samuel W. Gregorio, E.I.T. (Editor)
Kevin R. Dandrade, P.E., PTOE
Rebecca L. Brown, P.E.

**Special Thanks to:**
Susan T. Smichenko, P.E. - VT Agency of Transportation
Claire Choquette - Ocean State Signal Co.
Bill McNamara - Ocean State Signal Co.

**REMINDERS**
Those members of the New England Section that have not updated your personal and/or business contact information recently should visit the ITE website and do so. An updated contact directory allows the Section to properly send information emails, election information, and other details such as the NEITE calendar.

[http://www.ite.org](http://www.ite.org)

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Nick Fomenko, P.E., PTOE at BETA Group, Inc.

nfomenko@BETA-inc.com
Northeastern District Annual Meeting (May 22-24, 2013)

REGISTRATION FORM

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Street Address
Gold/Silver Sponsor? Circle: Gold or Silver
City/State
Email
Zip Code
Guest Name

Your Registration Covers:
Full - Admission to Professional Program, Products and Services Exhibit, Welcome Reception, Breakfast (2), Wednesday Buffet Luncheon, Thursday Luncheon, Awards Banquet and Networking Reception, Refreshments and Welcome Gift (Gold and Silver Sponsors Receive One Free Full Registration – Indicate Above)
Student - Admission to Professional Program, Products and Services Exhibit, Welcome Reception, Breakfast (2), Wednesday Buffet Luncheon and Welcome Reception, Thursday Luncheon and Awards Banquet, Refreshments and Welcome Gift
One Day: Wednesday - Admission to Professional Program, Products and Services Exhibit specified for that day only, and Welcome Gift.
One Day: Thursday - Admission to Professional Program, Breakfast, Luncheon, Awards Banquet and Networking Reception, Refreshments During Breaks, Products and Services Exhibit specified for that day only, and Welcome Gift.
One Day: Friday - Admission to Professional Program, Breakfast, Refreshments During Breaks, and Welcome Gift.
Tech Only - Admission to Professional Program, Refreshments During Breaks, Buffet Luncheon, Welcome Reception, and Products and Services Exhibit.

<table>
<thead>
<tr>
<th>Registration</th>
<th>ITE Members/Speakers</th>
<th>Non-Members</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Registration</td>
<td>$275</td>
<td>$325</td>
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</tr>
<tr>
<td>Student Registration - Full</td>
<td>$50</td>
<td>$75</td>
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</tr>
<tr>
<td>Tech Only Registration</td>
<td>$125</td>
<td>$150</td>
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</tr>
<tr>
<td>One Day Registration (check day):</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>☐ Wednesday</td>
<td>$125</td>
<td>$150</td>
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</tr>
<tr>
<td>☐ Thursday</td>
<td>$175/$25 (Student)</td>
<td>$225</td>
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</tr>
<tr>
<td>☐ Friday</td>
<td>$75</td>
<td>$100</td>
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</tr>
<tr>
<td>Luncheon (check one dish):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☐ Chicken</td>
<td></td>
<td></td>
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<tr>
<td>☐ Haddock</td>
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<td></td>
<td></td>
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<tr>
<td>☐ Vegetarian</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Awards Banquet (check one dish):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☐ Salmon</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>☐ Chicken Cordon Bl.</td>
<td></td>
<td></td>
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<tr>
<td>☐ Prime Rib</td>
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</tbody>
</table>

Luncheon:
Thursday, May 23
1:00PM-2:30PM
Included in Full, Student & Thursday Only

Awards Banquet:
Thursday, May 23
7:00PM-10:00PM

Workshop/Tours (not included in registration)

<table>
<thead>
<tr>
<th>Workshop/Tours</th>
<th>Date \ Time</th>
<th>Unit Cost</th>
<th>Quantity</th>
<th>Subtotal</th>
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<tbody>
<tr>
<td>Synchro Professional Training (AM/PM Sessions w/lunch)</td>
<td>Wednesday, May 22 9:00AM-12:00PM 1:00PM-4:00PM</td>
<td>$175</td>
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<tr>
<td>Bike Tour</td>
<td>Thursday, May 23 2:30PM-5:00PM</td>
<td>$25</td>
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<tr>
<td>Airport Tour/Scenic Flight – Northampton Airport</td>
<td>Friday, May 25 9:00AM</td>
<td>$75</td>
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</table>

Social and Guest Functions (additional tickets)

<table>
<thead>
<tr>
<th>Social and Guest Functions</th>
<th>Date \ Time</th>
<th>Unit Cost</th>
<th>Quantity</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome Reception Incl. with Full, Student and Wednesday</td>
<td>Wednesday, May 22 7:00PM-10:00PM</td>
<td>$50</td>
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<tr>
<td>Luncheon (check one dish):</td>
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<tr>
<td>☐ Prime Rib</td>
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<tr>
<td>Companion Program – Yankee Candle Factory Outlet and Amherst Farms Winery Tasting plus more</td>
<td>Thursday, May 23 9:00AM</td>
<td>$25</td>
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<tr>
<td>Golf – Hickory Ridge, Amherst (No Shuttle)</td>
<td>Wednesday, May 22 10:30AM – 4:00PM</td>
<td>$75</td>
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</tbody>
</table>

If registering AFTER April 22, please add $25 late fee:
$25

TOTAL

Payment: We Are Accepting On-Line Payments at:
http://www.neite.org/northampton2013/registration.html

If you cannot register online, send Registration Form & Payment (payable to ITE Northeastern District Annual Meeting) to:
Jennifer Conley, P.E., Registration Co-Chair 2013
Conley Associates
349 Lakewood Drive, Killington, VT 05751
802-345-2321

Meeting Attire: Business Casual

For more information, contact Meeting Co-Chairs
Mike Knodler (mknodler@ecs.umass.edu) at (413) 330-2662 or Joe Balskus (jcbalskus@tighebond.com) at (203) 482-0956.

Look for updated information at www.NortheasternITE.org