Background

Enforcement of on-street parking regulations is an integral component to the management of municipal transportation systems, particularly in dense urban environment. Inadequate or non-existent parking enforcement can result in excessive friction to traffic flow and reduced response time for emergency response vehicles. Ultimately, proper enforcement of parking regulations results in a more efficient utilization of the public right-of-way.

The Institute of Transportation Engineers has often paid inadequate attention to parking enforcement as an issue of concern. This is partly because the jurisdictions where this is an issue are limited in number. In general, relatively few major urban areas view this as a critical issue.

Many metropolitan Boston municipalities have recognized the logical nexus between traffic flow and on-street parking enforcement. In doing so, they have consolidated parking enforcement efforts and traffic operations efforts into one municipal department. Boston and Cambridge follow this model. So, too, does Somerville.

The roots of this model are based on the statutes governing the regulation of traffic control devices. In general, communities that vest decisions regarding traffic regulations in a Traffic Commission find this model most useful because the regulations compliment enforcement efforts and vice-versa. To fully appreciate the statutory scheme at work here, a review of the applicable statutes applied in Somerville is helpful.

Overview of the Statutory Scheme

In Somerville, the City charter delegates the authority to promulgate traffic regulations to the Traffic Commission. Since the Commonwealth of Massachusetts is a home rule state, the Traffic Commission’s duties as laid out in the charter are contained in a special act of the legislature, Acts of 1978 c.397 §3. The relevant portions of the act read as follows:

The traffic commission shall have exclusive authority, except as otherwise provided in this Act, to take any and all of the following actions, if it determines that such actions serve the public safety, welfare or convenience. Subject to the provisions of Section two of Chapter eighty-five of the General Laws:

(a) The traffic commission may adopt, alter or repeal rules and regulations, not inconsistent with General Law as modified by this Act, relative to vehicular and pedestrian traffic in the streets of the city, and to the movement, stopping, standing or

(CONTINUED ON PAGE 4)
**President’s Message**

Fellow members of the New England Section of the Institute of Transportation Engineers, at this time, I would like to pass on the news that I have been mobilized to active duty with the United States Army National Guard. Specifically, I have been called up for a period of one year to serve as an augmentee and deployed in support of Operation Enduring Freedom. I will miss all you in NEITE and apologize for any hardships that this may cause for the Executive Board.

I had hoped to actively address my Goals & Objectives for NEITE during my tenure as President. Specifically, I wanted to place a greater emphasis on mentoring and the relationships between the senior and junior members of the section. This year we plan to continue our focus on the Legislative Liaison Committee, and working to advance the agenda of National. Lastly, District 1 recently accepted a new student chapter at the University of Massachusetts at Lowell that will need support and nurturing to gain momentum in ITE.

However, in my absence, I have the utmost confidence that Jack Gillon will do an outstanding job. Please extend his the same support and cooperation that you would have for me. I look forward to returning in a year and continuing to play an active role in the continued success of the New England Section, specifically with the District 1 Annual Meeting in Burlington, Vermont in May 2004.

Best Regards,

Bill Lyons, Jr.

**2002 Section Awards**

On December 2, 2002, the New England Section of ITE presented several special awards at the annual meeting in Warwick, Rhode Island. In addition to Past Presidents plaques given to Diane Morabito and Gary Hebert, the following were presented:

- Transportation Leadership Award – John Melrose, the former Commissioner of the Maine Department of Transportation
- Transportation Engineer of the Year – Amy Gamble of the Vermont Agency of Transportation
- Distinguished Service Award – Jack Gillon, Gillion Associates
- Young Professionals Group Award – Andrea Downs Quenneville of the Louis Berger Group, Inc.

Congratulations to this year’s recipients!

**Upcoming Events**

- **March 12**: Joint NEITE/UMass Chapter Meeting – Amherst, MA
  
  Contact: ddulaski@ecs.umass.edu

- **March 13**: Joint MA Chapter, BSCES & MA ITS Luncheon – Boston, MA
  
  Contact: meiwest@meridianengineering.com
Welcome to the Editor’s Corner and the first issue of the New England CHRONICLE for 2003. Entering into this issue, I was looking forward to passing the reigns over to a new editor. However, with the call-up of NEITE President Bill Lyons Jr. to active duty, this may not be possible due to other needs within the section. To continue with this job and my duties as Director for the section, I will need some help to carry on. Not to get personal, but my wife and I are expecting our first child in June, and my level of free time will be greatly reduced. I will not sugar coat the job, it involves a good amount of time to track down articles and reports, and then arrange things in the format that everyone sees in the printed version. So again, I appeal to the NEITE membership for help. At this point, someone to assist me in this task would be a tremendous benefit. As tough as the job is, it is very rewarding when you receive compliments from your peers on a job well done. Please call if you can help.

On another note, I am looking for articles on all topics and of any size to use for future issues. As time allows, I will try to keep the “Agency Corner” as a feature item in each issue. Any feedback or letters to the Editor would be a great addition to the CHRONICLE. Thank you!

Neil E. Boudreau, Editor
neil.boudreau@state.ma.us

---

The New England Section ITE Technical Committee is finishing its study of countdown pedestrian signals undertaken in cooperation with the Boston Transportation Department. The committee has been evaluating the data collected last year at three locations in Boston, MA and hopes to produce a draft report in late March. Initially, it is thought that the actions of pedestrians during the flashing don’t walk interval before and after the installation of the countdown pedestrian signals will provide an indication of the signals effectiveness. The committee would like to include additional locations in this study. If you know of an intersection where countdown pedestrian signals will be installed, especially outside of Boston, please contact us.

The committee is currently working on two other projects, developing a policy for the use of Accessible Pedestrian Signals (APS) for MassHighway and evaluating the effect of “short lanes” and “lane drops” on the capacity of signalized intersections. APS, devices, which aid the visually impaired in crossing signalized intersections, include a variety of techniques and equipment. We have been reviewing some of the available literature regarding APS and will meet with members of the visually impaired community this spring in order to understand their needs. If you are interested in participating in any of these projects, please contact Committee Chairman Ken Petraglia at (617) 357-7700.

Mike Wasielewski has been named the new chairman of the YPG. David Giangrande is the new Mentoring Coordinator and will be working closely with the YPG.

A few activities have been planned for 2003. A Job Shadow Program will be organized once again this year. The focus group for this program will be college engineering students. Members of the YPG will be needed to advertise the Job Shadow Program at area Colleges and Universities.

In addition, a number of short presentations, given by senior ITE members, will be held throughout the year at various ITE meetings. Look for future meeting dates!

The YPG is always looking for new ways to get members involved. If you have an activity idea, or would like to volunteer to help with the Job Shadow program contact Mike Wasielewski at 617-357-7716 or mwasiele@hdrinc.com. For more information on the Young Professionals Group, visit www.neite.org.

The New England Section ITE Young Professionals Group (YPG) is an informal group open to ITE members who have fewer than five years of experience. We ask that "older" ITE members encourage younger employees and co-workers to get involved with the YPG activities.

Mike Wasielewski has been named the new chairman of the YPG. David Giangrande is the new Mentoring Coordinator and will be working closely with the YPG.

A few activities have been planned for 2003. A Job Shadow Program will be organized once again this year. The focus group for this program will be college engineering students. Members of the YPG will be needed to advertise the Job Shadow Program at area Colleges and Universities.

In addition, a number of short presentations, given by senior ITE members, will be held throughout the year at various ITE meetings. Look for future meeting dates!

The YPG is always looking for new ways to get members involved. If you have an activity idea, or would like to volunteer to help with the Job Shadow program contact Mike Wasielewski at 617-357-7716 or mwasiele@hdrinc.com. For more information on the Young Professionals Group, visit www.neite.org.
parking of vehicles on, and their exclusion from, all or any streets, ways, highways, roads and parkways under the control of the city, including rules and regulations designating any way or part thereof under such control as a through way under and subject to the provisions of Section nine of Chapter eighty-nine of the General Laws. Any rule or regulation adopted under this clause, prohibiting the parking or standing of vehicles on the whole or any part or parts of one or more streets, ways, highways, roads or parkways under the control of the city, may provide that it shall not apply in such residential areas as shall be specified, and at such times as shall be prescribed, in such rule or regulation, to any motor vehicle registered under Chapter ninety of the General Laws as principally garaged in the city and owned or used by a person residing in such area who, in the year in which such vehicle is parked or in the preceding December for such year, shall have given, by a writing executed in such form and detail as such rule or regulation shall prescribe, and filed with the chief of police, notice of intention to park in such area and shall display in a conspicuous place on such vehicle, while parked, such visible evidence of the giving of such notice as such rule or regulation shall prescribe; but neither the giving of such notice nor the issuance of visible evidence of the giving thereof shall be construed to assign any specific space to any person or vehicle. The traffic commission may, with the approval of the mayor and board of aldermen, prescribe a schedule of fines not exceeding fifteen dollars for each violation of parking regulations in the calendar year as authorized by Section twenty-C of Chapter ninety of the General Laws. All other violations of regulations adopted under the provisions of the Traffic, Parking and the Traffic & Parking Department: The Department of Traffic & Parking performs three functions for the City. First, it directs, manages, and operates the City’s parking control and enforcement efforts. The second function the Department of Traffic & Parking performs is all of the traffic engineering and traffic maintenance for the City. The third and final function the Department of Traffic & Parking performs is serving as the staff of the Traffic Commission.

The Department of Traffic & Parking employs a variety of staff to accomplish the primary functions described above. The Department enforces parking regulations through the employment of Parking Control Officers (PCOs). All permit processing, revenue collection, hearings, and public communications related to parking violations (“tickets”) issued by the City are handled by Department of Traffic & Parking personnel. In addition, Department staff collects all revenue generated by parking meters. The Department also employs a city traffic engineer, a draftsman, and a maintenance crew of four personnel who design, install, and maintain all of the traffic control devices in the City, including traffic signals, signs, and pavement markings. The engineering staff also provides professional advice to various other City Departments and Boards, including the Department of Public Works, the Office of Housing & Community Development, the Planning Board, the Zoning Board of Appeals (ZBA), and the Redevelopment Authority. Finally, the Department of Traffic & Parking function as the staff of the Traffic Commission, which is the regulatory body that researches and promulgates all traffic regulations and parking permits in the City.

The Traffic Commission: The Traffic Commission is the regulatory body that promulgates all traffic and regulations in the City of Somerville. Its authority is based on enabling legislation from the Commonwealth of Massachusetts’ General Laws and the City of Somerville Charter. The Traffic & Parking Department serves as its staff and is the custodian of the records and the regulations.

The Commission is chaired by the Commissioner of Public Works. The other members of the Commission are: a representative of the Police Chief; a representative of the Fire Chief; the Chair of the Board of Aldermen’s Committee on Traffic

These statutory bases establish a foundation for the way the City of Somerville regulates traffic flow and manages its parking supply.

The Players

There are three primary organizations, which regulate and enforce the City’s Traffic Regulations. They are as follows:

Traffic & Parking Department: The Department of Traffic & Parking performs three functions for the City. First, it directs, manages, and operates the City’s parking control and enforcement efforts. The second function the Department of Traffic & Parking performs is all of the traffic engineering and traffic maintenance for the City. The third and final function the Department of Traffic & Parking performs is serving as the staff of the Traffic Commission.

The Department of Traffic & Parking employs a variety of staff to accomplish the primary functions described above. The Department enforces parking regulations through the employment of Parking Control Officers (PCOs). All permit processing, revenue collection, hearings, and public communications related to parking violations (“tickets”) issued by the City are handled by Department of Traffic & Parking personnel. In addition, Department staff collects all revenue generated by parking meters. The Department also employs a city traffic engineer, a draftsman, and a maintenance crew of four personnel who design, install, and maintain all of the traffic control devices in the City, including traffic signals, signs, and pavement markings. The engineering staff also provides professional advice to various other City Departments and Boards, including the Department of Public Works, the Office of Housing & Community Development, the Planning Board, the Zoning Board of Appeals (ZBA), and the Redevelopment Authority. Finally, the Department of Traffic & Parking function as the staff of the Traffic Commission, which is the regulatory body that researches and promulgates all traffic regulations and parking permits in the City.

The Traffic Commission: The Traffic Commission is the regulatory body that promulgates all traffic and regulations in the City of Somerville. Its authority is based on enabling legislation from the Commonwealth of Massachusetts’ General Laws and the City of Somerville Charter. The Traffic & Parking Department serves as its staff and is the custodian of the records and the regulations.

The Commission is chaired by the Commissioner of Public Works. The other members of the Commission are: a representative of the Police Chief; a representative of the Fire Chief; the Chair of the Board of Aldermen’s Committee on Traffic

Continued on Next Page
Parking; and a citizen-at-large appointed by the Mayor and confirmed by the Board of Aldermen.

The Traffic Board: The Traffic Board consists of three persons appointed as follows: one by the mayor for a term of one year, one by majority vote of the board of aldermen for a term of two years and one by vote of the first two members for a term of three years. No person holding public office in said city is eligible for appointment.

Upon the filing of petitions with the Traffic Board by not less than fifty registered voters of the City, the Traffic Board is empowered to hear appeals from actions of the Traffic Commission. If called upon, the Traffic Board holds hearings and adjudicates appeals properly submitted. The Traffic Board’s decision is binding on the Traffic Commission and the Traffic & Parking Department.

Somerville’s Statistics
The City of Somerville is the densest municipality in Massachusetts, and one of the densest in the country. The City has a population in excess of 78,000 people. The City is only 4.12 square miles, which yields a population density of approximately 19,000 people per square mile.

However, perhaps the most staggering statistic involves the number of vehicles registered to owners in the City. In 2002, there were 55,000 vehicles registered to owners in the City. This represents a vehicle density of more than 13,000 vehicles per mile – truly an extraordinary concentration.

Finally, the City’s density constraints are complicated by an infrastructure that has been established for more than three centuries. Most of the City’s arterials and collectors were laid out in the mid-1600s. Many were initially rangeways between crops in the outlying sections of then Charlestown. As a result, small right-of-way widths and short block sizes prevail.

Somerville’s Permit Parking Program
In the face of these high concentrations of people and automobiles, the City long ago enacted a residential permit-parking program. This program is intended to provide the City with a tool to efficiently manage its limited on-street parking supply. Currently, the number of legal on-street parking spaces is just over 14,000 – well below the current demand.

In addition to the multitude of typical parking violations found in similar cities (such as parking in front of a hydrant, parking in excess of the time allowed at parking meters, and obstructing street sweepers), the City’s Department of Traffic & Parking manages a vigorous enforcement program for violations of the residential permit parking regulations. The City employs 22 parking control officers on three shifts to enforce the full panoply of violations. The City’s parking control officers are extremely productive, writing more than 205,000 tickets in fiscal year 2002 (or more than 9,000 tickets per officer per year).

Of the 205,000 tickets, 67,000 were for violations of the permit parking regulations. In addition, 61,000 tickets were written for obstructing street sweeping and 30,000 tickets were written for meter violations. The rest of the tickets covered the remaining violations enforceable under the traffic regulations.

A Disincentive to Park
Despite the Department of Traffic & Parking’s best efforts to enforce the permit parking regulations and protect the local parking supply from commuters, the fines from these violations were no longer dissuading out-of-town scofflaws from violating the permit parking regulations. The $15.00 cap on parking fines as mandated by MGL c. 90, §20A½ did not compare to downtown parking rates in excess of $25.00 per day. A new approach to the parking supply problem was required.

In 2000, the City decided to move forward with a home rule petition to allow the Traffic Commission to raise the fines for parking violations. A home rule petition was drafted and submitted to the Board of Aldermen and the Mayor for approval. With the consent of the Board of Aldermen and Mayor Dorothy A. Kelly Gay, the home rule petition was submitted to the legislature and approved on August 21 of 2002.

The Acts of 2002 c. 285 specifies the following:

SECTION 2. Said first paragraph of said clause (a) of said section 3 of said chapter 397, is hereby further amended by striking out the third and fourth sentences and inserting in place thereof the

Continued on Next Page
following 3 sentences: - The traffic commission may, with the approval of the mayor and board of aldermen, prescribe fines for violations of rules or regulations adopted under this chapter excluding snow emergency parking violations as described in this paragraph; provided, however, that no penalty in excess of $30 shall be imposed except by ordinance. The traffic commission may, with the approval of the mayor and the board of aldermen, prescribe a schedule of fines for the following snow emergency parking violations: parking within 20 feet of an intersection, parking within the area of a fire hydrant and parking within designated fire lanes; provided, however, that no penalty in excess of $50 shall be imposed except by ordinance. A penalty imposed under this section may, if provided in the regulations imposing penalties, be increased by up to 17 per cent if paid later than 21 days after the issuance of a notice of a parking violation but before the parking clerk reports to the registrar in accordance with section 20A½ of chapter 90 of the General Laws and 67 per cent if paid thereafter.

SECTION 3. Clause (f) of said section 3 of said chapter 397 is hereby amended by striking out, in line 16, the words "section twenty C of chapter ninety" and inserting in place thereof the following words: - section 20A½ of chapter 90.

Since the passing of the home rule petition, the Traffic Commission has increased the majority of its fines (including those for permit parking violations) from $15.00 to $30.00. The fine increase took effect in November of 2002, so it is too early to determine whether or not violations will be reduced as a result of this initiative. However, initial indications are that permit parking violations have increased dramatically – but that revenues have decreased in an equally dramatic fashion.

Since the increase in fines, issuance of citations for permit-parking violations has increased from 3798 to 4278 in December 2002, a dramatic 12.6% increase over the issuance from the same time period in the previous year. Ironically, despite the increase in fines, gross revenues from permit parking violations has decreased in this time period from $53,383 to $38,189, a 28.5% decrease.

These diametrically opposite results in issuance and revenue could indicate several things. One possible scenario is that the increased fines have had an initial desired effect of impacting individual violators, giving them pause about paying their tickets. Another possibility is that the downturn in the economy is resulting in a slow down in payment of tickets due to cash flow problems, particularly around the holiday season.

Whatever the case may be, the true test of the impact of the new permit parking fines will be determined in the coming months. As more and more motorists become aware of the new fine structure and respond to the negative stimulus, the impacts will become more evident. Until a full year passes, it will not be possible to gain a full understanding of the impact of this initiative.

Summary

While increased revenue has been a pleasant by-product of the increased fines, the City’s policy objective of reducing permit-parking violations has not been realized. The City will continue a policy of aggressive enforcement of its permit parking regulations. However, only time will tell if the home rule petition is a successful approach to this thorny problem.

Overall, an aggressive enforcement program for parking violations is a key component to managing the efficient use of urban roadways by motorists and residents for purpose of traveling to and from their homes, as well as parking in their neighborhoods. In addition, without proper enforcement of traffic regulations, the safety of a city’s residents could be compromised. Further, a successful enforcement program is also critical in maintaining economic vitality in urban central business districts.

© William F. Lyons Jr., P.E., P.T.O.E., A.I.C.P.
Director of Traffic & Parking, City of Somerville, Massachusetts
**CONNECTICUT CHAPTER**

Connecticut Chapter announces its 2003 Officers:
- President – Ted DeSantos, PE
- Vice President – Julie Annino, Ph.D.
- Secretary/Treasurer - Jennifer Carrier

The chapter hosted a meeting on January 21, 2003 at the Blake Street Café in New Haven. The topic was the “I-95 New Haven Harbor Crossing Project”, and was presented by Mark Rolfe; ConnDOT Construction, Anthony Moretti, PE; Parsons Brinckerhoff Quade & Douglas and Harold Decker, PE; ConnDOT, Highway Operations.

Upcoming Events include a Joint meeting on February 19, at the Hawthorne Inn in Berlin, CT and the Joint NEITE/Connecticut Chapter Annual Meeting on April 8, 2003 at the Cromwell Ramada.

---

**MASSACHUSETTS CHAPTER**

The 2003 Massachusetts Chapter officers:  
- President - Fayssal Husseini, P.E.  
- Vice President - James Terlizzi, P.E.  
- Secretary/Treasury - William Bent, P.E.  
- Immediate Past President- John Mirabito, P.E.

The chapter holds its regular monthly meeting the first Wednesday of each month at noon at the Massachusetts Highway Department conference room, 7th floor. For participation, please contact Bill Bent: email at William.Bent@MHD.state.ma.us

The chapter will hold a joint meeting with BSCES and ITSMA on March 13, 2003, at 11:30 AM. The meeting will be at the 57 Restaurant at the Radisson Hotel on 200 Stuart Street in Boston. The topic will be “Boston’s Traffic Signal System Upgrade Project – From Concept Through Design”. The featured speakers will be Don Burgess, Supervising Traffic Engineer, BTD, Joseph Herr, Senior Project Manager, VHB, and Mathew Picanso, ITS Network Engineer, VHB.

---

**NEW HAMPSHIRE CHAPTER**

The New Hampshire Chapter has had a busy winter outlining goals and preparing for 2003. The Chapter is ready to launch its new website at [www.neite.org/NH/](http://www.neite.org/NH/), thanks to the hard work of Dan Hudson. The Chapter is also working on an issue of their newsletter, Granite Chips. Over the coming year, they plan to implement electronic distribution of newsletters and meeting notices, so the officers have been very busy compiling member information to ensure that all member email addresses are up-to-date. Please email us at nhitechapter@neite.org if you need to update your contact information.

The Chapter is planning a meeting on March 26th at the Sheraton Hotel in Nashua; visit the NEITE website for details! The NH ITE Chapter will also continue the tradition of a major technical program and Section meeting in the Portsmouth area in June.

---

**UMASS AMHERST STUDENT CHAPTER**

The UMass Student Chapter had a busy winter thus far having held various activities. During the December holiday season, the student chapter organized a food drive for the Amherst Survival Center. On the 10th of December, members visited the MassHighway District 2 office and toured the Traffic Control Center and the design and planning offices where they were able to observe some of the daily tasks of transportation engineers.

On February 26th, the group is gathering for a night of skiing and snow tubing in the Berkshires. Finally, on March 12th, the student chapter will host the New England Chapter of the Institute of Transportation Engineers for a Joint Meeting and Dinner Buffet with a keynote speaker. Contact Dan Dulaski at (413) 545-2509 for more information. Please visit our web site for a more detailed description of the Student Chapter: [http://www.ecs.umass.edu/ite/](http://www.ecs.umass.edu/ite/)

---

**VERMONT CHAPTER**

The Vermont ITE Chapter will be holding its 2003 winter meeting on March 5, 2003 at the Capitol Plaza in Montpelier. The technical sessions will focus on ITS applications in Vermont as presented by Dan Grahovic and Sam Lewis of the Vermont Agency of Transportation. Bob Jurasin, P.E. of Wilbur Smith Associates will provide a national
perspective. The meeting is sponsored by Dufresne-Henry.

Burlington, VT was selected by the ITE District 1 Board as the location for the 2004 District Annual Meeting. The VT ITE Chapter looks forward to welcoming ITE District 1 members and guests to Vermont!

**SAVE THIS DATE !!**

**THOMAS E. DESJARDINS GOLF TOURNAMENT**

On Tuesday, May 20, 2003 the NEITE is proud to announce the 4th Annual Thomas E. Desjardins Golf Tournament to benefit scholarships for college students in the field of civil engineering. This year’s tournament will take place at Sandy Burr Country Club in Wayland, Massachusetts. Our start is scheduled for approximately 8:00 am and will be followed by a barbecue luncheon and raffle.

Last year we had 100 golfers signed up for the tournament and we look forward to a spectacular day of golfing and socializing and most importantly raising money for our ITE scholarship fund. In addition to the golf activities scheduled this year, we will be featuring a raffle with prizes ranging from dinner certificates to a set of golf clubs donated by one of our ITE supporters. We look forward to seeing you on the 20th.

For more information please contact Rodney Emery at (617) 241-4251, fax (617) 242-9824, or via email at remery@ekmail.com.

**INSTITUTE OF TRANSPORTATION ENGINEERS 2003 SAFETY COUNCIL AWARDS**

The Transportation Safety Council is seeking nominations for its two annual awards for outstanding contributions to the field of traffic safety. The Edmund R. Ricker Awards are given in two categories: individual and organization.

The individual award is given to a person who is recognized as a leader in the field of traffic safety through his/her safety activities in professional organizations, in the community, or in the performance of traffic engineering. Past winners include Fred Small, Willard Alroth, Frank Navin, Stein Lundebye, Richard Retting, George Black, James Pline, Nazir Lalani, Clarke Bennett, and John T. Hanna. The organization award is given to an organization that has provided exemplary support for traffic safety through financial support, public relations, or other means. Past recipients have included: Austroads, The Traffic Improvement Association of Oakland County, Michigan, Transit New Zealand, Monash University Accident Research Center, The American Automobile Association, The World Bank and The Insurance Corporation of British Columbia (ICBC).

The nomination deadline is **April 11, 2003**. Please send your nomination, with a brief statement on the qualifications of the nominee to:

Martin E. Lipinski, Professor and Chair
Department of Civil Engineering
The University of Memphis
Memphis, TN 38152 – 3810

You are encouraged to include additional documentation such as reports, summaries of accomplishments, etc. If you have any questions, contact Dr. Lipinski.

You may Fax your nomination to 901-678-3026 or send it by E-mail to: MLIPINSK@MEMPHIS.EDU
NEITE DRAFT POLICY ON PROFESSIONAL DEVELOPMENT HOURS (PDH)
Submitted by Gary L. Hebert, P.E.

Whereas: In accordance with the Professional Traffic Operations Certification Board’s requirements, “The Institute has set up the Professional Competency Record Keeping System as a tool for transportation professionals to keep track of credits earned. Units of activities entered in a log will be converted into Professional Development Hours (PDH). The log created by the ITE Professional Competency Record Keeping System conforms to the guidelines set forth by the National Council of Examiners for Engineering and Surveying (NCEES).”

Whereas: “The board of licensure or certification has final authority with respect to approval of courses, credit, PDH value for courses, and other methods of earning credit.

1. Credit for college or community college approved courses will be based upon course credit established by the college.
2. Credit for qualifying seminars and workshops will be based on one PDH unit for each hour of attendance. Attendance at qualifying programs presented at professional and/or technical society meetings will earn PDH units for the actual time of each program.
3. Credit determination for publications and patents is the responsibility of the licensee (subject to review as required by the board).

Credit for active participation in professional and technical societies (limited to 2 PDH per organization) requires that the individual serve as an officer and/or actively participate in a committee of the organization. PDH credits are not earned until the end of each year of service is completed.

Continuing Professional Development – Renewal application shall include evidence in a form acceptable to the CERTIFICATION BOARD that the applicant has engaged in at least 45 Professional Development Hours (PDH) of activities during the past certification period which should meet the following criteria:

a) The subject matter of the activity shall be professional level traffic operations engineering as defined in Section 7.1

b) The activity shall be educational in nature and have the clear purpose and objective of maintaining, improving or expanding professional skills and knowledge. The study should relate primarily to technical competence in:
   (i) traffic operations analysis
   (ii) operational effects of geometric designs
   (iii) traffic safety
   (iv) traffic control devices
   (v) traffic engineering studies, or
   (vi) social, environmental and institutional issues in traffic operations practice

c) The activity shall be in addition to activities of the certificate holder’s normal work assignment

d) For each educational activity meeting the above criteria:
   (i) ONE PDH shall be credited for each nominal contact hour at a course, seminar or conference.
   (ii) TEN PDH shall be credited for each Continuing Education Unit (CEU) meeting requirements of the International Association for Continuing Education and Training (IACET).
   (iii) THIRTY PDH shall be credited for obtaining one academic quarter-hour credit in a course offered by a college or university.

Continued on Page12
Maine – Wood composite bridge wins national award. An innovative wood composite bridge deck in Maine has been recognized nationally for “making a significant contribution to the wood construction industry.” University of Maine civil engineer Roberto Lopez-Anido received an award from APA—The Engineered Wood Association of Tacoma, Washington for design of an innovative bridge deck on the Skidmore Road Bridge linking the towns of Washington and Union east of Augusta. Working with the Maine Department of Transportation, the Kenway Corporation of Augusta, and UMaine graduate students and faculty, Lopez-Anido designed the wood composite bridge deck that can be installed in much less time than it takes to build a standard concrete deck. The lightweight deck advantage, lower maintenance costs, and extended life of the durable wood composite materials may offset the higher initial cost. The towns, MaineDOT and the Federal Highway Administration through its Innovative Bridge Research and Construction (IBRC) program, provided the project’s funding.

Connecticut – The Connecticut Department of Transportation (ConnDOT) is undertaking a study to evaluate the transportation deficiencies and define the long term transportation improvements needed along the I-95 corridor from Interchange 54 in Branford to the Rhode Island border.

This study is an outgrowth of a previous investigation, the “Southeastern Connecticut Corridor Study”, completed in 1999 by ConnDOT, which examined transportation demands and needs in the I-95 corridor in the southeast part of Connecticut. This new study involves a more in depth examination of the issues and needs identified by the 1999 investigation and will evaluate alternative solutions to those needs.

The study corridor includes I-95 from Branford to the Rhode Island State line, its interchanges and selected adjacent intersections along local and State roads. The study will evaluate potential highway modifications; consider various transportation modes, such as rail, bus and rideshare options, that currently, or potentially, could serve travel demand along the I-95 corridor. Practical short, mid, and long term alternative improvements will be evaluated in terms of how they meet the transportation needs as well as their effect on environmental, land use, and social concerns.


In an effort to combat driver fatigue and enhance driver safety, the Department requires several safety improvement measures on its roadways. These measures include milled rumble strips along edge lines, radar detector activators, wide pavement marking lines, and snowplowable raised pavement markers.

Effective immediately, all Interstate and NHS resurfacing and reconstruction projects, as well as all new construction projects that meet certain other criteria, shall include the appropriate items for these safety improvement measures. These items shall conform to various requirements specified in the Directive, including shoulder width, posted speed limit and other design criteria. Visit the MassHighway Department website at: http://www.state.ma.us/mhd/engdir/pdirectives.htm

New Hampshire – The New Hampshire Department of Transportation (NHDOT) built a test sidewalk for a Winter Research Project to assess products used to aid the visually impaired. A research project across the street from the NHDOT headquarters in Concord will help determine which product or products currently on the market are most appropriate for a sidewalk curb ramp application in New Hampshire’s winter conditions.
Agency Corner (continued from previous page)

In cooperation with the City of Concord, a 75-yard long pre-cast concrete test sidewalk is being constructed on state property alongside Hazen Drive near the intersection with Loudon Road. As many as eight different products designed to assist the visually impaired will be tested to determine how they handle ice and snow and how they respond to repeated plowing. Once the sidewalk is in place, the City of Concord has agreed to plow it on a regular basis to assist with the research.

The sidewalk products all utilize patterns of raised bumps, or truncated domes, to alert visually impaired persons that they have reached a point where a sidewalk curb ramp meets a designated crosswalk. The applications of the products vary to address new construction versus retrofitting an existing ramp. Materials used in the products range from plastic and rubber to brick and concrete.

The two-foot strips of truncated domes on sidewalk ramps leading to crosswalks are a requirement of the Americans with Disabilities Act. All of the materials being tested have met the federal product requirements for this usage. However, they lack sufficient documentation that assesses their performance in winter climate and maintenance conditions. A crew from the NHDOT’s Bureau of Bridge Maintenance is building the test sidewalk. Also contributing to the project is the Bureau of Materials and Research.

Rhode Island – Thanks to the utilization of the latest technology through its statewide dynamic message sign network (DMSN), the Rhode Island Department of Transportation (RIDOT) will soon have the ability to rapidly inform motorists of any incident or accident on the state’s roadway system and redirect them to alternate routes. For example, if there is a rollover on the Thurbers Avenue curve, motorists will be advised in advance to take I-295 or Route 10 to get around the congestion, thus helping to better manage traffic flow.

“Come this summer, through the information we receive from our Transportation Management Center (TMC) highway cameras, we’ll be able to utilize this sign network as a communications tool to report on the latest traffic information. When faced with delays, motorists will now have options on whether or not to seek alternate routes or simply wait it out,” said RIDOT Director James R. Capaldi, P.E.

RIDOT’s first dynamic message sign was installed on Thursday, January 16. The remaining signs are expected to be installed over a three to four month time period. Field testing of the signs is anticipated to be completed this spring, and final system testing is anticipated to be completed during the summer.

The entire sign network will consist of 13 electronic signs that will be mounted above the highway. The DMSN will be remotely controlled from RIDOT’s ongoing Intelligent Transportation System (ITS) technology from the TMC. The highway signs will utilize a tri-color (red, green, and amber) display. Flashing beacons, located on top of each sign, will alert motorists to incidents or delays. Maintenance on these signs can be done without lane closures.

Vermont – The Vermont Agency of Transportation will join several other states in launching a new traveler information system that will eventually be folded into a nationwide 511 information system. Called CARS, the Condition Acquisition and Reporting System, is a multi-state database of roadway events such as construction, road closures and conditions, weather and traffic delays that operates over the Internet.

The CARS information system will be available over a newly constructed public view web page. Eventually the CARS information that is available on the web site will be folded into a 511 system that the state expects to launch in the spring of 2003. Vermont has been working closely with New Hampshire and Maine over the past few years to develop statewide road reporting databases and a regional traveler and tourism information system across Northern New England.

"The existing CARS database will allow 511 to be operated across Vermont using state of the art voice telephone systems," said Dan Grahovac of the Vermont Agency of Transportation. Internet access to the Vermont site can be found at www.511vt.com and www.511vt.org.
NEITE Draft Policy on Professional Development Hours  (Continued from page 9)

(iv) FORTY PDH shall be credited for obtaining one academic semester-hour credit in a course offered by a college or university.
(v) TWICE the PDH listed above shall be credited for the preparation and initial presentation (and possible associated publication) of a traffic operations engineering subject in an educational activity meeting the above criteria. **This credit is subject to condition (c.) above.**

e) TEN PDH shall be credited for active participation in the preparation and initial publication of a professional paper, article or book meeting the above criteria which is not eligible for credit under (d)(v).

f) TWO PDH shall be credited for serving as an officer or an active committee participant in a professional or technical society that meets the requirements of (a). This credit is limited to two PDH per year.

g) PDH must be earned during the immediate past certification period and may not be carried forward.

h) The applicant for renewal shall self-certify that the number of PDH claimed and the activities they are based on meet the above criteria.”

Whereas: NEITE encourages all of its members to continually upgrade their professional credentials;

The **NEITE Executive Board** hereby adopts this policy on providing **NEITE PDH Certificates** for its technical meetings and Committee work:

The **NEITE Program Chair** shall be responsible for issuing PDH certificates for joint NEITE/Chapter Technical Programs. The **NEITE Continuing Education Chair** shall be responsible for issuing PDH certificates for courses offered by the Section. The **NEITE Technical Committee Chair** shall be responsible for issuing PDH certificates on the basis of the year’s work in December of the calendar year when the PDH’s were earned per the following formula:

- Two PDH’s for being active on the Committee.
- Ten PDH’s for work towards a published paper as long as the Committee member is listed on the acknowledgements/author’s page.

Each **NEITE PDH Certificate** shall be presented to pre-registered attendees at meetings and courses. Meetings and course walk-ins may arrange to obtain a PDH certificate from the **NEITE Program Chair** or **NEITE Continuing Education Chair** at a nominal fee for processing ($10) which shall be made out to NEITE. Pre-registrants will receive the PDH certificates at no extra charge.

The **NEITE President** shall present Committee Chairs and active participant(s) in the Committee shall be provided an NEITE PDH Certificate at the Annual Executive Meeting.

At minimum, each NEITE PDH Certificate shall contain:

- the name of the person who has earned the PDH’s,
- the number of PDH hours earned,
- the title of the course, committee, or committee technical product
- the course instructor or technical presenter, (typed and signed),
- the date of the course, presentation, or Committee service period

*This draft document was discussed at the January 27th NEITE Board Meeting. The Board voted to approve the document with amendments as discussed at the meeting. If you have any comments or suggestions in regards to this document, please contact Gary Hebert via email at ghebert@fstinc.com*
TAKE NOTE: UPCOMING CONFERENCES

3rd Annual Tri-State Transportation Safety Conference

April 17-18 2003
Lake Morey Resort
Fairlee, VT

Presented by State of Vermont
in partnership with State of Maine
State of New Hampshire

GET 0.7 CEUs 7 PDHs

The Tri-State Transportation Safety Conference is a 1 1/2 day event offering a complete learning program in safety disciplines, including Engineering, Emergency, Commercial Vehicle and Highway Safety. The aim of the conference is to provide an avenue for participants to improve or acquire new skills; and to provide a forum for the exchange of ideas and strategies.

Full Registration* $95.00
One-Day with Dinner $75.00
One-Day Thursday $45.00
Half-Day Friday $25.00
*All meals included

Registration Deadline is April 10

Overnight accommodations available at reduced rate until March 16

For Registration Form
802-655-7769
http://www.aot.state.vt.us/sms

Work Zone Safety, Richard Wobby, AGC-VT, Dean Larsen, PE, FHWA - A focus on the human behavior side of accident prevention in the work zone.

Pedestrian Safety & Engineering Tool Box, Charlie V. Zegeer, PE, University of N. Carolina - Discussion on the controversy regarding the safety effects of marked crosswalks and on guidelines for their use.

The Safety Aspects of Traffic Calming, James Ford, PE, Earth Tech, Dan Bradley, City of Burlington - An overview of the goals of traffic calming measures including its limitations and realistic expectations.

The Safety Aspects of Traffic Calming, James Ford, PE, Earth Tech, Dan Bradley, City of Burlington - An overview of the goals of traffic calming measures including its limitations and realistic expectations.

Pedestrian Safety & Engineering Tool Box, Charlie V. Zegeer, PE, University of N. Carolina - Discussion on the controversy regarding the safety effects of marked crosswalks and on guidelines for their use.

The Safety Aspects of Traffic Calming, James Ford, PE, Earth Tech, Dan Bradley, City of Burlington - An overview of the goals of traffic calming measures including its limitations and realistic expectations.

Join us for the 2003 Annual District 1 Meeting ~ May 7-9, 2003

The New York Upstate Section of ITE is extremely pleased to host the 2003 District 1 Annual Meeting in Rochester, NY. The Local Arrangement Committee (LAC) is proceeding with plans for what should be an excellent program and enjoyable time for our membership, guests, and family.

Rochester is located on the shores of Lake Ontario and is the third largest metropolitan area in New York State with approximately 1,000,000 people. It is the western gateway to the fabulous Finger Lakes Region, part of this country’s longest scenic byway – the Seaway Trail. Additionally, the Annual Meeting coincides with the start of the internationally renowned Lilac Festival on May 9.

The technical program theme will be TRANSPORTATION WITHOUT BORDERS and will discuss some of the concerns and issues that transportation professionals face today, and look to the future for alternatives and options to improve how we get from here to there.

Conference Center: The Lodge at Woodcliff
199 Woodcliff Drive
Fairport, NY 14450
(585) 381-4000 www.woodclifflodge.com

Contact: Lorenzo Rotoli, 2003 District Meeting Chairman at: Lrotoli@fisherassoc.com
ATTENTION ALL NEW ENGLAND CRHONICLE ADVERTISERS

IT IS TIME TO RENEW YOUR AD’S

The Chronicle Staff is in the process of updating our list of paid advertisements for the 2003 publishing year that runs through the first issue of 2004. In the coming weeks, we will be sending out a notice to all of our advertisers to solicit “new” submissions for the Chronicle.

The cost for a year-term is now $100 and provides you with ad placement in each issue of the Chronicle and free Job Postings. Without the annual ad listing, the normal fee for a job posting is $100. Letters have been mailed out in addition to this notice.

The Chronicle Staff prefers Advertisements to be submitted in Electronic Format that is readable through Microsoft Word™ (typically a business card format). Paper ads are acceptable, although the ad may lose some quality through scanning.

Please contact Bill McNamara at (401) 231-6780 for more information on purchasing an annual advertisement. Paid ads can be sent into Neil Boudreau at neil.boudreau@state.ma.us or mailed to: MassHighway, 10 Park Plaza, Room 7210, Boston, MA 02116.

Hurry, Don’t Forget to Renew for the Next Issue!
OCEAN STATE SIGNAL CO.

William P. McNamara

27 Thurber Blvd. • Smithfield, RI 02917
Tel: 401-231-6760 • Fax: 401-231-4390
email: bilmc@oceansonstatesignal.com

FIBER-OPTICS SALES CO., INC.
28 RICKER STREET • WORCESTER, MA 01606
TEL. (508) 853-8821
FAX (508) 856-9543

PEDESTRIAN SIGNALS
HIGHWAY WARNING SIGNS
DUAL-COLOR ARROWS

BRYANT ASSOCIATES
Engineers • Surveyors • Landscape Architects

24 Years of Engineering Excellence and Commitment
Lincoln, RI
401-752-7660
Fax 401-722-7530
617-248-0212

Visit our website at: http://www.bryant-engrs.com/
Meeting Your Survey and Engineering Needs

AC.T.S.
Automated Counts & Traffic Surveys inc.

STEPHEN C. SHAW
2 Burchard Ave. • Little Compton, R.I. 02837
Phone/Fax (401) 635-1650

TEPP LLC
TRANSPORTATION ENGINEERING, PLANNING AND POLICY
FOUNDED IN 1991 AS HSA TRANSPORTATION ENGINEERS

261 Sheep Dovis Road, Suite D
Concord, NH 03301 USA
34 Salem Street
Reading, MA 01867 USA

Phone: (603) 226-4013
Fax: (603) 226-4106
Email: mail@teppllc.com
Web: www.teppllc.com
ANNOUNCEMENTS

**JOB POSTINGS**

Transportation Planner/Engineer

**Meridian Engineering’s** emerging Transportation Group offers a challenging opportunity for career growth as a Transportation Planner/Engineer in our Westborough, MA office. We offer a dynamic working environment with Principal Transportation Planners and Engineers on high-profile land development and municipal contracts. Position involves field research, traffic impact and access studies, corridor studies, environmental impact reports and multi-modal transportation analysis. Experience with Synchro®, aSIDRA®, and other relevant traffic engineering models preferred. BSCE required, excellent written and oral skills and a minimum of 2-6 years experience required. Working toward PE registration is desired. Please mail, fax or send your resume to Dawn Geoffroy, Meridian Engineering, Inc., 69 Milk Street, Suite 302, Westborough, MA 01581. Tel: (508) 871-7030, fax: (508) 871-7039, e-mail: meiwest@meridianengineering.com.

---

**Upcoming Events**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 12, 2003</td>
<td>Amherst, MA</td>
<td>Joint NEITE/UMass Seminar &amp; Dinner Buffet</td>
</tr>
<tr>
<td>April 8, 2003</td>
<td>Rocky Hill, CT</td>
<td>Joint NEITE/CT Chapter Meeting</td>
</tr>
<tr>
<td>May 7-9, 2003</td>
<td>Rochester, NY</td>
<td>ITE District 1 Annual Meeting</td>
</tr>
<tr>
<td>May 20, 2003</td>
<td>Wayland, MA</td>
<td>4th Annual Desjardins Golf Tournament</td>
</tr>
</tbody>
</table>