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EUROPEAN WILDLIFE CROSSINGS: A STUDY OF SAFE PASSAGE METHODS

by

David Scott, Project Development Unit, Vermont Agency of Transportation



During October of 2001, the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) sponsored a trip to five European countries to view their efforts towards providing safe passage for wildlife across highways. The team consisted of representatives from FHWA, AASHTO, the U.S. Forest Service, the National Park Service, Defenders of Wildlife and the Humane Society of the United States. The trip was conducted under the FHWA/AASHTO International Technology Scan program, which seeks to identify technical areas in which other nations may have found solutions adaptable to the United States.

The Wildlife Crossing Scan visited the countries of Slovenia, Switzerland, Germany, France and the Netherlands. The goals were to identify activities in the areas of (1) national initiatives, (2) technological tools, (3) wildlife assessment methodologies, (4) mitigation measures and (5) effectiveness of programs. The U.S. delegation met with representatives from the transportation and environmental ministries, research organizations, consultants, and non-government organizations in each country. The delegation paid a visit to the actual crossing sites during the trip.

Europe is well ahead of the United States in recognizing that having wildlife and automobiles mix is bad for both the animals and the motorist. The Europeans have been constructing passages, both over and under their roadways for a number of years now. They have primarily focused on interstate style roadways that have fencing to control the animal crossing points but we did see

examples of wildlife passages for smaller mammals and amphibians on lower functional class roads.

In Europe the main goal of constructing the wildlife passages, also known as “Green Bridges”, when the animals cross over the roadway has been to reconnect habitat for the animals and thereby preserve their existence. The secondary benefit has been to reduce animal/vehicle collisions.

German “Green Bridge”



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 New Hampshire – Joe P. Lowry, P.E.
 Vermont – Joseph F. Segale, P.E.
 UMass/Amherst Student Chapter – David Noyce, Ph.D., P.E.

The New England Chronicle is a publication of the New England Section of the Institute of Transportation Engineers. All interested parties are invited to submit feature articles or editorial comments. All inquiries should be addressed to the Editor.

PRESIDENT'S MESSAGE



It was great to see good crowds at the recent Connecticut and UMass Amherst meetings. The fact that so many NEITE members are willing to share their knowledge about the profession and their important work is going to pay the profession enormous dividends down the road.

Those of you who were lucky enough to attend the April 2 Connecticut meeting were treated to fine presentations on bikeway planning and design and a look at busway planning in Hartford.

At the UMass Amherst meeting held on April 9, it was particularly gratifying to see the large number of student exhibits. Several of the exhibits focused on ways to use Intelligent Transportation Systems (ITS) to solve complex transportation problems. Exhibited research projects covered a wide range of topics such as travel demand management, using GIS and satellite aerial photos to chart trends in land use, the impact of narrowing lanes and the safety features of centerline rumble strips, among many others. Dinner presentations on current enhancements to Transyt 7F and

the Route 9 corridor reconstruction high tech traffic management strategies were excellent. Professor David Noyce is to be commended on the important leadership role he's providing for the students and his emphasis on the importance of ITE on their future careers.

Several of the Board Committees are making great progress. Jeffrey Dirk, our legislative and policy chair, has been actively obtaining information that will help the Board make some important decisions on ways to integrate local legislative positions relative to national ITE legislative initiatives.

National Transportation Week is just around the corner and it's important that we all take the time to participate in worthwhile activities that promote our profession. Ken Petraglia and the New England ITE Technical Committee are continuing to make progress on the short lanes and lane drop study as well as research into the effectiveness of count-down pedestrian signals.

See you at the District 1 meeting at Shelter Island, NY on May 15-17....

Gary Hebert



GET INTO THE ELECTRONIC AGE!

Now you can receive your NEITE Chronicle and Meeting Announcements via email. Members can sign up through the NEITE website to have your mail sent in electronic format. Check out www.neite.org for more details.

EDITOR'S CORNER



With the first edition of the NEITE CHRONICLE considered a success, I will now turn my attention on adding new features and graphics to future issues. I would like to thank everyone who helped me out in getting the first issue out the door, especially Sudhir Murthy, Gary Hebert and my wife for teaching me new MS Word skills. This position requires a lot of time and patience to get things perfect. If there is anything that you the readers would like to see included or done differently, feel free to drop me an email and I will look into it. In fact, I would like to get the feedback!

I have been continuing to work towards my goal of bringing the CHRONICLE into a more widespread distribution in the electronic media format. To this extent, Meeting Notices and CHRONICLE Issues could be sent to members through email. Andrea Downs Quenneville has been working on the interface within the NEITE.org website for the members to join the electronic revolution. The issues will also be posted on the NEITE website for all to see.

Lastly, I would like to appeal to the professional community for article contributions for the CHRONICLE. If you have an article, please share it with us. Thanks for reading!

Neil

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

NEW ENGLAND TECHNICAL COMMITTEE

The New England Section ITE Technical Committee is currently working on two projects. One is a study of the effects that short lanes (on approaches) and far side lane drops would have on capacity. We are in the process of identifying potential locations for study. Please think about an appropriate location, especially if you can get help from others in your state to help with the data collection and analysis. It is the goal of the committee to use locations outside of the metro-Boston area to get a well-balanced data sample to effectively evaluate short-lane throughput capacity.

The second project is a study of pedestrian countdown signals. The Boston Transportation Department has asked us to evaluate the effectiveness of these devices for them. The committee will do before and after studies at four locations in Boston, but we would like to expand that to other areas. We are looking for locations with existing standard pedestrian control (for which we would collect "before" data) that will be converted to countdown pedestrian signals (for which we would collect "after" data). Evaluation of countdown ped signals, which are currently not accepted by the 2000 MUTCD, should be an interesting project.

Please contact Ken Petraglia (617-357-7700) if you can think of an appropriate location and/or are willing to help with

data collection and analysis for either project.



Site surveys and studies reveal that 90% of pedestrians interviewed think it's a good idea and that it makes them feel safe to know how much time they actually have.

Sample LED Based Countdown Pedestrian Signal

UMASS STUDENT CHAPTER

A joint meeting of the UMass Amherst Student Chapter and the New England Section of ITE was held on April 9th at the UMass campus. This is the third consecutive year that the Student Chapter has held a spring meeting on campus. At this year's meeting, students presented their research projects and exhibits were put out on display during the social hour. The meeting was well attended.

Student members attended the ITE Spring Conference in March 2002 with Dr. David Noyce in Palm Harbor, Florida. Student Dan Dulaski presented on the topic "Traffic Calming - Reducing Speed Through Lane-Width Reduction" at the conference.

While in Washington for the 81st Annual TRB Meeting, students were able to attend the ITE student members' reception held at the ITE International Headquarters and met President Jenny Grote.

EUROPEAN WILDLIFE CROSSINGS

(CONTINUED FROM PAGE 1)

The types of structures we are talking about range from small dry culverts for amphibians and small mammals to bridges 200 feet long by 150 feet wide for larger mammals such as deer, bear and wild boar. When the larger structures are constructed they are covered with approximately 18 inches of soil and planted with native vegetation. Light and noise walls are used on the sides of the structures to minimize the impacts from the vehicles traveling under the structure.

The research by the Europeans, using both still and video inferred photography, clearly shows that the animals will use the passages and that by constructing the passages the number of collisions with animals is reduced. In the Netherlands, where the badger is the largest carnivore remaining, the construction of passages has helped to bring the species back from the brink of extinction.

The cost of the Green Bridges ranges from \$1-2 million dollars and most of the bridges we visited were constructed simultaneously with the construction of the roadway, therefore some savings on traffic control and construction mobilization were realized. The inclusion of additional dry culvert for the smaller mammals and amphibians was said to have had a negligible impact on the cost of the projects.

French Bridge Under Construction



Besides building new structures the Europeans have retrofitted a number of roadways and culverts. Types of retrofitting have included constructing shelves along the sides of box culverts to give the small mammals a place to walk, reducing a two-lane roadway bridge that serves only one farm to a one-lane bridge with vegetation placed along the one lane, and the over-sizing of small underpasses to allow for a grass strip beside the roadway.

Because the Europeans have such a high population density and the land has been so heavily cultivated for so many centuries, they are extremely committed to preserving the habitat they have left and if possible improving it.



Conversion of Existing Two-Lane Bridge

By providing connectivity between fragmented pockets of preserved land they are greatly enhancing its function and value as wildlife habitat.

In the United States we are just beginning to realize the impacts roadways can have by fragmenting habitat. In Florida they have constructed "Dry Bridges", elevating the roadway to allow wildlife, in this case the Florida Panther, to pass underneath undisturbed by the roadway. Because of the many larger species we have in North America; moose, bear, deer, elk, etc..., human fatalities often result when a collision occurs. The safety benefits gained by the use of Green Bridges, Dry Bridges and other wildlife crossing passages make them a smart choice from both an environmental and financial perspective.

This article was written by Dave Scott, and based on his participation in the FHWA & AASHTO sponsored study in October 2001.

DISTRICT 1 CHAIRMAN'S MESSAGE

I am pleased to be serving the Institute of Transportation Engineers (ITE) District One this year as its Chairman.

I would like to begin my message by presenting some facts about District One and its three sections: the New York Upstate Section, the Metropolitan Section of New York and New Jersey and the New England Section. Geographically, District One includes the New England States, the State of New York; and New Jersey, north of the southerly boundaries of Mercer and Monmouth Counties. District One membership is on the order of 1,800.

The New York Upstate Section includes the State of New York, north of the northern borders of Orange and Putnam County. Recently, section membership has been in the 250 range. Michael D. Schauer is section President.

The Metropolitan Section of New York and New Jersey includes the State of New York, other than that portion within the Upstate Section, and includes the portion of the State of New Jersey describe above. Recently, section membership has been between 750 and 800. Louis J. Luglio is section President.

The New England Section includes all six New England States. A recent section membership count has been between 750 and 800 members and Gary L. Hebert is the section President.

Next, I would like to present the District One leadership. The leadership includes Mark J. Kulewicz, Vice Chairman, Paula F. Benway, Secretary/Treasurer, and Terrence J. Rice, Immediate Past Chairman. Richard R. Zabinski serves as ITE International Director for District One. Alan T. Gonseth serves as District Administrator. All of these individuals are working ably and diligently for District One and its membership. All have a record of meaningful service to ITE. This includes experience at Section, District or International levels. As just one shining example, Al Gonseth is a past ITE International President.

District One has a history of providing leaders in service to ITE International that continues through the present. Steven B. Gayle is the Immediate Past

President of ITE. District One's John J. Kennedy has advanced through the nomination process and is a candidate for ITE 2003 International Vice President. If John is elected Vice President, he would be ready to serve as International President in 2004—potentially, yet another International President from District One!

John Kennedy has a distinguished record of service to ITE. He has served in all New England Section board positions and served as International Director for District One. In addition to his ITE work, John is a creative, practical transportation engineer of great character. He has a great depth of understanding of his professional work and the effects it has on stakeholders.

Finally, I urge as many readers as possible to come to the ITE District One Annual Meeting at Shelter Island, New York from May 15 to 17. Co-Chairs Mike Salatti, Lynn LaMunyon and Andy Saracena, and the rest of the meeting committee, have put together an excellent program that includes varied and timely topics presented by diverse individuals representing diverse organizations. Technical sessions include Roadway Safety, Airport Access/Waterborne Transportation, Traffic Calming/Roundabouts, Handling Driving Emergencies, High Occupancy Vehicle Lanes, Incident Management and Customer Service, Bicycles and Pedestrians, Intelligent Transportation Systems/New Technology, and The Future of Transportation after September 11. The technical workshop is Highway Design, the New Paradigm. The luncheon will include reports by the District One Chairman and the International Director for District One, a presentation by ITE International President Jenny Grote, and speeches by International Vice President Candidates Steve Hofener and John Kennedy. The meeting will also offer a scenic and technical bicycle tour of Shelter Island and Sag Harbor, a Long Island winery tour, Traffic Bowl quiz show, annual banquet, and golf outing. The meeting will be well worth your time and will be rewarding both professionally and personally.

Kim

Kim Eric Hazarvartian, Ph.D., P.E., P.T.O.E

2003 INTERNATIONAL VICE PRESIDENT CANDIDATE MESSAGE

John J. Kennedy, P.E., PTOE, FITE
Principal, Vanasse Hangen Brustlin, Inc. (VHB)
Watertown, Massachusetts
jkennedy@vhb.com



The Institute has provided me an opportunity to serve as the Institute's Vice President in 2003, a position that I have sought to achieve after serving as an elected leader over 14 years through Section and Chapter and District Offices and on the International Board (IBD) serving District 1 from 1996 through 1998. That experience, and serving as General Chairman for the Institute's 1997 Annual Meeting in Boston, has given me an understanding of the type of organization that ITE is, its people, and the services it provides.

The person you elect will serve on the Institute's Executive Committee and the Board of Direction for three years. Continuity is essential in maintaining on-going programs and goals of predecessors while introducing new goals. I have worked successfully with Executive Director Tom Brahm through my tenure on the IBD and the 1997 Boston Meeting. I served on the IBD with current President Jenny Grote and with Vice President Jack Freeman. I want to continue the great work of the current Committee and of the Board and expand their initiatives. My goals include:

- Provide membership with the tools it needs, such as the on-going work on preparation of a video on neighborhood traffic issues, technical work on subjects like a recommended practice for automated enforcement and signal timing, and On-Line Learning Gateway programs.
- Increasing the number of members affiliated with, and participating in, Councils. This could be accomplished by adding Council membership to ITE membership without requiring a member to pay for the opportunity to volunteer time in technical product preparation or review. This has proven effective in the Agency Member program,
- Expand the On-Line Learning Gateway to add components that can be used as training tools for elected boards and officials who are not trained in the field of transportation.
- Continue membership expansion through the Agency Member program, student programs and initiatives in Mexico, Central and South America. Further encourage international membership through partnerships with similar, well-founded European and Asian organizations.

Why should you consider me as Vice President?

- An active member of the Institute for over 25 years, 14 years as an elected ITE officer and 30 years in traffic engineering.
- IBD Member representing District 1 for three years.
- Continued involvement on ITE Committees, including the Institute's newly formed Transportation Security and Evacuation Advisory Committee.
- Co-Founder of an *ENR* Top 100 design consulting firm, providing needed leadership expertise.
- Established and proven working relationship with members of ITE's Executive Committee.
- Commitment of service to the leading professional transportation association in the world.

For more information about me, I would invite you to visit ITE's website (ite.org), or better yet, call or e-mail me with your thoughts, ideas, comments or concerns. I'd be more than happy to send you a brochure. I can be reached by phone at 617.924.1770, or e-mail at jkennedy@vhb.com.

2003 INTERNATIONAL VICE PRESIDENT CANDIDATE MESSAGE

Steven D. Hofener, P.E., P.T.O.E. (F)
President, Traffic Engineering Consultants, Inc.
Oklahoma City, Oklahoma, USA
SHofener@tecokc.com



Following is a short synopsis of my goals for ITE and my qualifications to lead the Institute.

Goal 1: "Changing Priorities"

A variety of factors require adaptation to changing needs. It is important that ITE is able to quickly respond to these changing priorities. ITE should be able to support our members with the necessary resources to expeditiously address key issues as they arise.

Goal 2: Improving Our Image

The transportation profession enhances the mobility and safety of our clients worldwide on a daily basis. Yet most of the public does not know or understand what we do. Improving the transportation professional's image was a campaign goal of mine in 2000 and will continue to be a goal. I have had input by participating on the Executive Committee and Board of Direction on initial efforts including a video on neighborhood traffic issues which is underway, the addition of a new staff member with public relations expertise, and the inclusion of line item funding for public relations.

Goal 3: Student Chapter Support

ITE's best link to promoting the profession to increase talented professionals is through the ITE student chapters at the universities. The student chapters are also a source of new Associate members to the Institute. It is paramount that we attract quality students to the transportation profession. I would continue successful ongoing programs including first year dues exemption for students, student participation at annual meetings, and scholarship programs – all of which I provided input.

Goal 4: Member Service

The most important goal of ITE should be to meet the needs of all of our members. We should continue efforts to increase our international membership through electronic memberships and electronic services. There are unique needs for Canadian members, which can be met. For all members we should continue to strive to implement training and mentoring with past leaders and to promote support to Chapter, Section and District activities.

SERVICE TO ITE

My Institute activities include participating on the Executive Board, the Board of Direction, serving on the Coordinating Council from 1997 to present, Chair of the Consultants Council from 2000 to present, Legislative and Policy Committee from 1990 to 2000, and numerous other committees within the Institute.

- B.S.C.E Oklahoma State University, 1975
- M.E. Texas A&M University, 1977
- Graduate Work, University of Oklahoma, 1991
- P.E. in Oklahoma, Texas, Kansas, Missouri, and Arkansas
- P.T.O.E. 1999

PROFESSIONAL EXPERIENCE

I have practiced as a Traffic Engineer for the past 26 years. I have worked for the Oklahoma Department of Transportation, the Texas Transportation Institute-Texas A&M University, the City of Oklahoma City and in the consulting field as founder and partner in TEC Inc.

AGENCY CORNER

The *Agency Corner* presents a brief overview of “What’s Happening” with the State Transportation Agencies (DOTs) in New England. For comments or to make a submission to this area, please contact the Editor via email at neil.boudreau@state.ma.us or call (617) 973-8211.

Connecticut – The Connecticut Department of Transportation (CONNDOT) joined up with other national transportation organizations across the country to promote the third annual National Work Zone Safety Awareness Week this past April 8-12.

CONNDOT is repeating the 2001 campaign theme again this year – “Please Slow Down, My Daddy Works Here.” According to Acting State Transportation Commissioner James F. Byrnes, “We had a very positive response to this message last year which was presented from a child’s perspective. It emphasizes the fact that dads and moms, husbands and wives, brothers and sisters, sons and daughters are all in highway work zones. Motorists should drive as if every worker was a member of their own family.” Connecticut’s Work Zone Safety Awareness Campaign is designed to promote awareness and to educate the driving public and workers on the hazards associated with highway work sites and how to avoid accidents.

Massachusetts – The Traffic Operations & Safety Unit of the Massachusetts Highway Department (MassHighway) has released the Intersection Average Crash Rate values for the 2002 calendar year. The formula for calculating the crash rate for an intersection is expressed in crashes per Million Entering Vehicles (MEV), which is standard to the Traffic Engineering profession. Crash rates are an effective tool to measure safety hazards at specific locations.

MassHighway maintains a database of intersection crash rates throughout the state and publishes the average rates for both signalized and unsignalized intersections on a yearly basis. The data is further broken down to Districtwide values for more specific uses. Limited results are available for City and Town values.

The 2002 Statewide Average Crash Rate for signalized intersections is 0.87, and is 0.66 for unsignalized locations. MassHighway requires all preliminary design submissions to include the crash rate calculations for purposes of evaluating safety and updating the running database. This policy has been in effect since Feb. 1999. Future plans include putting the information on the MassHighway website so that consultants can access it with ease.

Maine – The American Association of State Highway and Transportation Officials (AASHTO) recently recognized the Maine DOT (MDOT) with an *Honorable Mention* for the 2001 President’s Award for Highways. The *Honorable Mention* was awarded to the Work Zone Safety Awareness Team for their innovative approach in conducting a high-profile work zone safety awareness program in 2001. The President’s Awards recognize exemplary service that has “a salutary impact on transportation nationwide, or on a regional basis.”

In other MDOT news, as a result of LD 643 in the 120th Maine Legislature, the law has changed relative to WHO has authority to set speed limits on Maine’s local roads. Effective September 21, 2001, the MDOT no longer has sole authority or responsibility for speed limits in Maine. Certain municipalities will now have the full responsibility and authority for setting speed limits on local roads after providing written notice to MDOT if they choose that option.

New Hampshire – The New Hampshire Department of Transportation is leading the three northern New England States within a nation-wide effort to develop and deploy new 511 Traveler Information Phone Services this year. The aim is to provide real time information on statewide traffic and roadway conditions for motorists.

Focusing on such areas as road conditions and construction advisories, the new 511 service will provide up-to-the-minute information that will improve both the safety and efficiency of driving in New Hampshire. To fund the initial 511 development, New Hampshire and Vermont have joined a group of seven states from across the country. The multi-state consortium has been

AGENCY CORNER*(CONTINUED FROM PAGE 8)*

awarded \$700,000 by the Federal Highway Administration to help get 511 under way. The federal funds will pay for software development and the initial launch of the 511 traveler information lines. Contact S. Sharma at the NH Transportation Planning Bureau at (603) 271-1625 for more information.

Rhode Island – The Rhode Island Department of Transportation (RIDOT) unveiled a unique design feature for the Washington Bridge 200 Eastbound. A linear park on the bridge's southerly side will be created for the enjoyment of all Rhode Islanders.

Creating the linear park, which will include a bike path and a pedestrian path, will allow RIDOT to keep the two southerly most arches of the Washington Bridge. There will be comfortable and scenic gathering places on the bridge along with benches, decorative lighting, and bike racks. Planters on the bridge, containing low to no maintenance plants, will be made from the recycled granite from the existing bridge.

Historic preservation was a key element to the design as well. The existing bridge operator's house will be rehabilitated, and the water-facing arches of the Washington Bridge Eastbound will be preserved. This detail will therefore maintain the vista that all Rhode Islanders recognize.

RIDOT is also exploring the possibility of using state property on either side of the bridge to extend the bike paths. In Providence, the path would provide direct access into India Point Park. In East Providence, the path would go into the proposed waterfront development area.

"RIDOT's goal is to have the new Washington Bridge open before the I-195 relocation project opens" said William D. Ankner, Ph.D., RIDOT's Director. "Not only will this become a new destination in the Ocean State, but it turns out to be the cheapest construction alternative, because we will not have to demolish all of the bridge."

Vermont - The Vermont Agency of Transportation (VTrans) has developed a Draft Pedestrian and Bicycle Facility Planning and Design Manual, and

is seeking public comment on it. The manual contains planning and design guidance on such topics as sidewalks, bicycle lands, shared bikeways, shared use paths (formerly bike paths), rail trails and rails-with-trails. The manual is consistent with national design guidelines such as AASHTO and MUTCD, but provides flexibility to ensure that facilities fit the character of Vermont. Detailed guidance is provided on many aspects of pedestrian and bicycle facilities including setback from roadways, widths, surface materials, fencing options, signs, pavement markings and other topics.

Upon adoption by VTrans the design manual will become a comprehensive hands-on guide for development of bicycle and pedestrian facilities in Vermont. Although not required to be used by towns, the manual should prove to be a useful resource at the community level. The manual was developed with the assistance of a consultant and a multi-disciplinary steering committee over the past two years.

The manual will be available April 15th in both hard copy and digital format. Public comments will be accepted until July 15, 2002. For a copy of the manual, please contact Amy Bell at (802) 828-5799, amy.bell@state.vt.us or Jon Kaplan (802) 828-0059, jon.kaplan@state.vt.us or by writing to VTrans Bicycle and Pedestrian Program, National Life Building, Drawer 33, Montpelier, VT 05633. The manual will be available on the web at <http://www.aot.state.vt.us/projdev/Sections/LTF/LTF.htm>.

Do you have an article, meeting notice or job posting that you want to announce? Send it to Chronicle! We will be happy to publish it!

Submission Deadline for the next Chronicle is August 16th

Next Issue will be Mailed in early September 2002 – Look for it in the mail!

STATE CHAPTER REPORTS

Connecticut Chapter

The Joint Connecticut Chapter/New England Section meeting was held at the Holiday Inn in Cromwell, Connecticut. Approximately 80 persons attended the meeting. A New England ITE Executive Board meeting was held between 12-3 PM. The meeting included three fine presentations. Professor George List gave an excellent presentation on the new Highway Capacity Manual (HCM) 2000 Edition. Steve O'Neill of VHB, Inc. and Fred Moseley of Fay, Spofford & Thorndike provided listeners with information on integrating bikeway planning and design in transportation projects. Following a social hour, Wilbur Smith and Associates provided a summary of the New Britain/Hartford busway.

Congratulations to the following three new Connecticut Chapter 2002 officers who were elected at the meeting:

Ted DeSantos, P.E. - President

Julie Annino - Vice President

Jennifer Carrier - Secretary/Treasurer

In its entirety, the Connecticut Chapter has 120 dues paying members and approximately 215 on its mailing list. Its annual dues are \$8. For an extra \$2, members can obtain a pre-printed name tag with the CT Chapter logo. Typically, the Connecticut Chapter organizes or participates in three-four meetings annually, a January meeting jointly with the Connecticut ITS Chapter, an annual meeting during the first week of April jointly with the New England Section, and a fall meeting in October. For information on how to join the CT Chapter, please contact Ted DeSantos, P.E. at 203-632-1500.

New Hampshire Chapter

The New Hampshire ITE Chapter will host a joint meeting with the Maine Chapter and the New England Section in Portsmouth, New Hampshire on June 19, 2002 at the Yokens Restaurant. For more information contact: Joseph P. Lowry, Chapter

ANNOUNCEMENTS

Thomas E. Desjardins Golf Tournament

On Wednesday, May 8, 2002, the NEITE is proud to announce the 3rd 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 7:30 – 8:30 am and will be followed by a barbecue luncheon and raffle.

To date we have 88 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 8th.

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

President at (603) 644-5200 or lowry@lberger.com.

MARK YOUR CALENDAR!

JOINT NH/ME/NEITE
ANNUAL MEETING

June 19th, 2002
Yoken's Restaurant
Portsmouth, NH

Maine Chapter

The Maine Chapter will host a meeting on Wednesday May 1, 2002 at Miller's Restaurant in Bangor, Maine. The meeting will be a luncheon seminar and the discussion topic will be the possible extension/connection of Interstate Route 395 to Route 9 and the Calais Border Crossing Study. MEITE will next meet along with the New Hampshire Chapter at their Annual Joint Meeting at the Yoken's Restaurant in Portsmouth, NH in June.

Massachusetts Chapter

The Massachusetts Chapter of ITE held a joint lunch seminar with BSCES on "Simplifying Boston's Development Review Process" on March 7, 2002. The luncheon was attended by just over a 100 people, which was an excellent turnout, and proved to be another successful joint event with BSCES. The key speakers provided an overview of Boston's Development Review Guidelines; Access Plan Guidelines; and their Access Management goals for the City of Boston. Speakers included members of Boston's Transportation Department and Air Pollution Control Commission.

A summer meeting will be held in July on the University of Massachusetts campus in Amherst. The program will focus on Transportation Safety, one of ITE's "Hot Topics" for 2002. Representatives from the government, private, and education sectors will discuss current practice and new technology, including ITS. Plan on joining us for this interesting presentation. Look for more information on this meeting in June. If you have any questions on this meeting of the Massachusetts Chapter please contact John Mirabito at (617) 951-6259 or via email at: jrmirabi@bigdig.com.

Vermont Chapter

The Vermont ITE Chapter held its annual meeting on January 9th at the Capital Plaza in Montpelier. The meeting was well attended, with over 30 registrants.

Dr. George List, Chair of the Department of Civil and Environmental Engineering at Rensselaer Polytechnic Institute and a member of the Highway

Capacity Software (HCS) Development Committee, gave an excellent training session covering the changes in the new 2000 Highway Capacity Manual, and the development and use of the HCS software.

At the meeting, the Chapter elected the following officers for 2002:

President - Joe Segale, Chittenden County MPO

Vice-President – Susan Smichenko,

Fitzgerald & Halliday

Secretary/Treasurer – Roger Dickinson,

Lamoureux & Dickinson

ACCESS BOSTON 2000-2010

The following article presents an overview of Boston' citywide transportation plan, Access Boston 2000-2010. The report sections are listed below.

Summary Report

Overview of goals and objectives, key findings, recommendations and implementation, and funding strategies.

Boston Transportation Fact Book

This report gives a detailed overview of the extensive intermodal transportation network in the Boston area. It contains relevant maps and statistics that describe the scale and use of the network from regional, citywide, and neighborhood-by-neighborhood perspectives.

The intent is to provide information that improves our understanding of how Boston, its people, jobs, and neighborhoods are connected to each other and to the region. The charts and maps consolidate information for easy reference to guide decisions taken by citizens and planners about the city's future.

The report is divided into two sections. The first, "Citywide Facts" displays information consolidated for Boston as a whole. Each page consists of a map and a column of related statistics.

Boston is a city of distinctive neighborhoods, each with its own transportation story. The second part of this report features Neighborhood Transportation

Profiles for each of Boston's neighborhoods. The two pages devoted to every neighborhood have maps and text that describe the unique facilities and mode choices available to residents and visitors in each part of the city. Important area landmarks like schools, libraries, and community centers are located on the maps.

Charts, consistent throughout each neighborhood, highlight roadway volumes, transit use, mode share, and parking availability for each district. Trip distribution from each area is also described.

Parking in Boston

The report sets the framework for off-street parking policy by inventorying existing parking supply and identifying district-by-district trends for Boston, including the impact of new development projects. Parking in Boston describes existing Air Pollution Control Commission and zoning regulations that control off-street parking. The report's Action Plan includes a detailed chart of parking-ratio goals for each of Boston's neighborhoods and districts. New development review guidelines are also recommended.

On-street parking is primarily addressed by policy that optimizes the use of curb space among competing users: residents, deliveries, visitors, shoppers and employees. The ongoing corridor improvement program is discussed. Specific strategies to enhance the vitality of neighborhood business districts and to make the resident permit-parking program more effective are also discussed and recommended.

Pedestrian Safety Guidelines for Residential Streets

The Boston Transportation Department seeks to improve pedestrian safety on residential streets by implementing measures that slow vehicles down and limit cut-through traffic on those streets. The BTM has developed these guidelines to provide a policy framework for the implementation of measures to improve safety. The guidelines also provide an overview of the program for the public, community leaders, and elected officials. It is anticipated that safety improvement measures will

evolve over time, therefore this report is a "living" document and policies will be reevaluated periodically.

This report is a companion document to the BTM's **Streetscape Guidelines for Boston's Major Roads**, (1.94mb) which was issued in 1999. That document provides guidelines for developing appropriate streetscapes when constructing or reconstructing a "major road" in Boston. They were prepared to address public safety for all users and the equitable sharing of the public right-of-way for pedestrians, automobiles, bicycles, and public transportation vehicles.

Boston Bicycle Plan

Today, bicyclists are a common sight on Boston streets. Those who bicycle frequently enjoy better than average health. The City of Boston is committed to encouraging and facilitating safe bicycling for utilitarian and recreational transportation. The City also recognized the job growth and economic benefits that stem from bicycle-related industries and tourism. For these reasons, the Boston Transportation Department developed the Boston Bicycle Plan. The plan was developed with guidance from the Boston Bicycle Advisory Committee (BBAC). The role of the committee is to bring together bicyclists, neighborhood residents, advocacy groups and public agencies to encourage and promote safe bicycling, thereby enhancing the Boston business community, its neighborhoods and the environment.

The BBAC worked with BTM as part of a comprehensive public process to develop recommendations that would integrate on-road and off-road bicycle facilities for use by bicyclists with a range of skills and experience and to evaluate the role of bicycling within the city. The context of the plan considered existing conditions, documented the local and regional context for bicycling and identified areas of concern. The Bicycle Plan provides a planning framework to pursue a range of initiatives from capital improvements to education and awareness to enforcement of regulations.

This article presents a summary of the Access Boston Plan as presented at the MAITE Luncheon on March 7, 2002.

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MEETING ANNOUNCEMENTS

ITE District 1 Annual Meeting

Date: May 15-17, 2002
Location: The Pridwin Hotel
 PO Box 2009
 Shelter Island, NY 11964-2009

Schedule:

Wed. 1:30 PM – Technical Sessions Begin
 Wed. 7:00 PM – Welcome Reception
 Thur. 8:30 AM – Tech. Sessions Continue
 Thur. 7:30 PM – Annual Banquet
 Fri. 8:30 AM – Last Technical Session

Cost: After May 1st

Full Registration

\$245 Members
 \$260 Non-Members

One-Day Registration

\$145 Members Public Sector
 \$160 Non Members

Register: Lynn LaMunyon at (732) 577-9000
Email: llamunyo@schoordepalma.com

**Join ITE District 1 at the 33rd
Annual Meeting**

Don't miss the Shelter Island Experience

Upcoming Events

Date	Location	Event
May 8, 2002	Wayland, MA	Tom Desjardins Memorial Golf Tournament
May 15-17, 2002	Shelter Island, NY	ITE District 1 Annual Meeting
June 19, 2002	Portsmouth, NH	Joint NH/ME Chapter & NEITE Section Meeting
July 2002	Amherst, MA	MA Chapter Meeting - "Transportation Safety"

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