The purpose of this document is to describe circumstances supporting the final decisions for design and construction of a roundabout on Broad Street in Nashua, New Hampshire. It also describes operational conditions that have been recorded since completion of the roundabout.

WHAT IS A MODERN ROUNDABOUT?

The Broad Street intersection is by definition a “Modern Roundabout”. The main characteristic of a modern roundabout is the “yield-at-entry” rule, meaning that traffic entering the roundabout must yield to traffic within. Other characteristics include deflection of the vehicle path by use of a circular center island, and splitter islands on each approach. The splitter islands control entry speed and deter illegal left turns. They also serve as refuge islands for pedestrians. Other elements include yield lines downstream of the pedestrian crossings, no pedestrian access to the center island or through the circular roadway, good sight distance, good lighting and signing, and no parking in the roundabout.

Modern roundabouts are smaller than traditional “Rotaries”, generally 100 to 150-feet in outer diameter as opposed to 150 to 300-feet in diameter (otherwise referred to as the “Inscribed Circle Diameter.” The Broad Street roundabout has an inscribed circle diameter of 120-feet. There are several rotaries in New Hampshire, including one in Portsmouth off I-95, one in Epson at U.S. Route 4 and N.H. Route 28, and one just outside of Manchester near Lake Massabesic. Also, the Commonwealth of Massachusetts is known for its large rotaries. Because rotaries are larger, they move more vehicles at higher speeds ranging from 30 to 45 mph. Roundabouts are smaller and force vehicles to slow to speeds ranging from 15 to 20 mph. This difference is significant for several reasons: (a) higher speeds make entering the rotary more difficult, (b) higher speeds result in more severe accidents, and (c) higher speeds make crossings for pedestrians potentially more dangerous. (CONTINUED ON PAGE 4)
DISTRICT 1 CHAIR’S MESSAGE

Mark Kulewicz, Chair ITE District 1

Well, the 2003 District 1 Annual Meeting is now in the history books. Everyone had nothing but compliments for the venue (The Lodge at Woodcliff outside Rochester, New York), the program, and the people who made it happen. The New England section was well represented, as always. So without further ado, let me take this opportunity recap some of the highlights of a very successful and enjoyable conference.

The “icebreaker” referred not to the Welcome Reception, but to the ice storm that hit Rochester a couple weeks earlier, leaving a swath of damaged trees everywhere you looked. (Note: Past District Chair Terry Rice offered registrants all the mulch we could carry home, no charge!) The George Eastman House, home of the famed Rochester inventor, entrepreneur and icon, proved not only a great place for a Welcome Reception, but also a great place to hear some terrific singing. The golden voice belonged to none other than Peg Dolan, the wife of upstate section icon Frank Dolan. Encore!

The technical program and technical tours were terrific, the exhibit area was exceptional, and the companion tour (of Highland Park and the “international renown” Lilac Festival) was copasetic. Need I say more?

“DestiNY USA,” a proposed mega-mall to be built near Syracuse, was the subject of one technical session. It might also be the site of a future District 1 Annual Meeting. After all, it’s supposed to include an indoor golf course. Fore!

Current ITE International President Jack Freeman gave us an update on ITE initiatives, of which there are many. Four Past International Presidents—all homegrown- also joined us: Lee Goodman, Al Gonseth, Steve Gayle and Walter Kraft.

The two candidates for International Vice President, Don Henderson and Tim Harpst, paid a visit and made their stump speeches.

This year’s Traffic Bowl winner was (drum roll, please)...the Met Section. They were awesome. Steve Gayle secured his place as moderator for another year with another outstanding performance. The New England Section licked its wounds from the Traffic Bowl and walked off with newly minted District awards for “Best Section” and “Best Student Chapter” (UMASS at Amherst).

(Continued on Page 10)
EDITOR’S CORNER

As I sit in the famous Editor’s Chair for yet another issue of the New England CHRONICLE, my seventh issue, I wonder where this publication will be in a year’s time. I am taking this opportunity to announce to you, my fellow NEITE members, that I will be giving up this position after the November 2003 issue. Now is the time for someone to step forward and take the reigns. The funny part is, I hear whispers around the Section that the other state chapters feel Massachusetts’ people are controlling things in the Section, and that they want more involvement. Well, it starts here! People need to realize that you need to become involved in Section activities to get your name out there. The CHRONICLE, while challenging, is a great way to get involved and meet other NEITE members.

As a reminder, we are always in need of feature articles and technical papers for the CHRONICLE. Use this newsletter to gain recognition for your hard work.

To our Advertisers, a reminder that you get FREE job postings and company announcements with the annual ad fee. Take advantage of this benefit as other have begun to do.

As usual, feedback and letters to the Editor are always welcome, and encouraged. Thank you!

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

TECHNICAL COMMITTEE

The New England Section ITE Technical Committee is putting the finishing touches on its study of countdown pedestrian signals undertaken in cooperation with the Boston Transportation Department. The committee has evaluated the effect of installing countdown pedestrian signals at three locations in Boston, MA. The data collection and analysis for this study has been completed and the report will be published this fall. This report will be dedicated to the memory of Chris Parker, a member of the committee and MassHighway employee who died unexpectedly last year.

The committee’s next project is developing a guideline for the use of Accessible Pedestrian Signals (APS) for MassHighway. APS, devices, which aid the visually impaired in crossing signalized intersections, include a variety of techniques and equipment. The approach for this project will include reviewing the available literature regarding APS, product demonstrations, and meeting with members of the visually impaired community and other stakeholders. The guideline will create a process for evaluating the need for APS at an intersection and choosing the device(s) to employ. The APS guideline will be issued by MassHighway as a policy and be a valuable tool for other agencies and jurisdictions.

On the occasion of his leaving MassHighway, NEITE presented Chuck Sterling with a plaque in recognition of his contributions to the Technical Committee. The plaque acknowledges Chuck’s technical contributions and his leadership in making MassHighway a partner in ITE and the committee.

The Technical Committee has been lauded for its outstanding work, but is always searching for fresh faces and ideas. The committee meets as needed at HDR’s offices in Boston, MA, but you can contribute without traveling to Boston or working on all of the projects. Joining the Technical Committee is also a way to satisfy your requirement for Professional Development Hours (PDH’s). NEITE awards a certificate for 10 PDH’s to all of the co-authors of the committee reports and a certificate for 2 PDH’s for annual participation in the committee.

If you are interested in joining the committee or have ideas for new projects, please contact Ken Petraglia at (617) 357-7700.

ATTENTION STUDENTS

The Technical Committee invites abstracts from students that are interested in presenting at the 2004 District 1 Annual Meeting in Burlington, VT. The theme is "SAFETEA for all Seasons".

A Technical Review Committee will review all abstracts for clarity, technical merit, and relevance to the conference. Authors' whose abstracts are chosen will receive $150.00 to be used towards the conference (travel or accommodations).

Visit www.NEITE.org for more information.
One of the main benefits of a compact modern roundabout is “Traffic Calming.” The Institute of Traffic Engineers defines traffic calming as the combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. In other words, roundabouts force cars to slow down, thereby making the intersection safer and more desirable for motorists and pedestrians.

**BROAD STREET BACKGROUND INFORMATION**

Between 1983 and 2000, the traffic on Broad Street (State Route 130) increased from around 12,800 to over 17,000 vehicles per day. As part of the F.E. Everett Turnpike reconstruction, Broad Street was widened from 2 to 7-lanes between the Turnpike and Coliseum Avenue. Between Coliseum Avenue and Dublin Avenue, Broad Street narrows to 3-lanes, and between Dublin Avenue and the Hollis Town Line, Broad Street narrows to 2-lanes.

Broad Street is a regional highway that provides one of the most direct links to the Town of Hollis. The new high school was projected to add over 1,500 vehicle trips per day, most of which would be making left turns into the new high school in the morning, and right turns out of the school in the afternoon. At the easterly terminus with the Turnpike (Nashua Mall), Broad Street is redeveloping into a vibrant commercial zone, with Kohl’s Department Store, Home Depot, and the Christmas Tree Shop to name a few. The remainder of Broad Street is residential. There are many homes that front directly onto Broad Street, and it serves two elementary schools (Birch Hill and Broad Street), in addition to the new high school.

**FINDINGS – ROUNDABOUT VS. TRAFFIC SIGNAL**

The Division of Public Works performed a due diligence analysis of the benefits of a roundabout compared with a conventional traffic signal. The following primary criteria were researched and compared:

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<thead>
<tr>
<th>Item</th>
<th>Modern Roundabout</th>
<th>Traffic Signal</th>
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<tbody>
<tr>
<td>Low Crash Severity</td>
<td>Excellent</td>
<td>Poor</td>
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<tr>
<td>Low Vehicle Speeds</td>
<td>Excellent</td>
<td>Poor</td>
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<tr>
<td>Pedestrian Safety</td>
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<td>Bicycle Safety</td>
<td>Good</td>
<td>Fair</td>
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<tr>
<td>Aesthetics</td>
<td>Excellent</td>
<td>Poor</td>
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**Low Crash Severity:**

A 1997 study conducted by the U.S. Transportation Research Board revealed that intersections converted to roundabouts reduced overall crashes by 37-percent, and reduced injury accidents by 51-percent. The reasons have to do with the lower number of conflict points resulting in simplified decision making, and the lower vehicle speeds resulting in lower forces of impact.

**Low Vehicle Speeds:**

Modern roundabouts slow cars. Slowing in residential areas such as Broad Street has many benefits, but the most significant are safety of pedestrians. Roundabouts are designed to slow vehicles to 15-20 mph, while
traffic signals encourage many drivers to accelerate their vehicles through intersections in order to “beat the red lights.” A study conducted by the UK Department of Transportation revealed that pedestrian fatality rates increased substantially with vehicle speed (see graph on right).

Pedestrian Safety:

Roundabouts are safer for pedestrians than conventional traffic signals. A study of 181 intersections in Norway converted to roundabouts reduced pedestrian casualties by 89-percent. The reasons are due to reduced conflict points and lower vehicle speeds. At a 4-legged conventional signalized intersection, there are 24 vehicle-to-pedestrian conflict points. At a 4-legged roundabout, this number is reduced to 8 (see figure below). As indicated previously, roundabouts also reduce vehicles speeds thereby improving chances for pedestrians to survive a collision.

Bicycle Safety:

Accident data from Europe regarding bicycle safety shows mixed results. According to one study in the United Kingdom, 15-percent of all intersection accidents in 1984 involved at least one bicyclist, but 22-percent of all roundabout accidents involved at least one bicyclist. Contrary to the British experience, a study in the Netherlands of 181 mini-roundabouts that were converted from three and four-legged intersections found injuries to bicyclists decreased from an average of 1.3 casualties per year to 0.37 casualties per year; a reduction of 72-percent.

In contrast with the data from the United Kingdom, the U.S. Department of Transportation Roundabout Informational Guide quotes, “Roundabouts slow drivers to speeds more compatible with bicycle speeds, while reducing high-speed conflicts and simplifying turn movements for bicyclists.” In summary, it could be said that roundabouts may or may not affect the number of bicycle accidents, but appear to have benefit as far as reducing bicyclist casualty rates.

Aesthetics:

There is not much debate that if properly constructed, roundabout intersections are more attractive than signals. The city incorporated many decorative features, including ornamental street lighting, a cobblestone truck apron, vertical granite curbing, brick accents on the splitter islands, stone walls, and enhanced landscaping that consists of hundreds of flowering perennials and shrubs.

Because there are no large poles and mast arms, the intersection appears less visually cluttered. Also, because there are fewer entrance lanes, the intersection appears more compact. This creates an intersection that is more in scale with the surrounding neighborhoods, and also provides a human scale to the intersection. By contrast, most signalized intersections provide separate left-turn lanes, which create an expansive area of pavement. With the roundabout, these lane areas have been replaced with raised splitter islands that dually provide vehicle delineation and pedestrian refuge.
TRAFFIC DATA – ROUNDABOUT VS. TRAFFIC SIGNAL

Before Construction:
While planning for the roundabout, the Division of Public Works performed several capacity studies to determine how a single lane roundabout would function with the new high school. Traffic volumes were projected out 10-years to determine how the roundabout would perform with continued traffic growth on Broad Street. For both the 2002 and 2012 planning years, traffic volumes were below the design capacity for all hours of the day, with the exception of the morning peak hour, which combines commuting traffic with high school traffic.

After Construction:
Since the opening of the new high school, the Division of Public Works has conducted travel time studies on Broad Street. The data shows that travel times have improved significantly since the first week of school. This can be attributed to many causes, including completed construction, placement of final pavement markings, driver familiarity, better driver performance, modified travel times, and alternate travel routes. The worst condition existed during the first several days of school. Drivers were not anticipating the enormous volume of high school traffic. To complicate matters, construction of the roundabout had not been finished.

TRAFFIC DATA SUMMARY
Since opening of the high school, there has been tremendous driver adaptability to the fact that over 750 new cars and more than 35 new school buses are traveling along Broad Street each morning and afternoon. This is a significant amount of traffic that arrives within a short timeframe. Given the current 2-lane configuration of Broad Street, the Division of Public Works feels the roundabout is handling the traffic reasonably well.

Regarding the initial concern for pedestrians, the Division has not observed any problems, and has counted upwards of 40 students in a single morning. Discussions with the school crossing guards revealed a high level of satisfaction with the roundabout, especially the pedestrian islands.

WHY IS THE ROUNDABOUT A BETTER SOLUTION?
Despite concerns related traffic capacity, the Division of Public Works, the School Department, and the Police Department feel that construction of the roundabout was the best alternative for Broad Street.

By constructing the roundabout, the City was able avoid an expensive road widening project, and was able to minimize land-taking impacts to adjacent properties. On a larger scale, the City has been able to slow traffic in the vicinity of the high school, create a safe and attractive intersection, and ultimately preserve the residential character of the Broad Street area.

Written By: Eric M. Teitelman, P.E., City Engineer with Technical Assistance By: Todd Landry, P.E., Traffic Superintendent
CONNECTICUT CHAPTER

The Connecticut Chapter is currently in the process of setting up a chapter website. President Julie Annino, Ph.D. is working with Andrea Downs-Quenneville, NEITE website manager, to try and get the site up early this fall. Check out the NEITE.org website in late September for details.

MAINE CHAPTER

The Maine Chapter jointly sponsored a meeting with the New Hampshire Chapter on June 11 in Portsmouth, NH. Dan Krechmer and Jennifer Strasser of Cambridge Systematics presented a training seminar entitled "ITS and Highway Operations: Current Activities and Tools." The evening technical session was titled "Interstate Truck Travel in the Urban Environment: Case Study, City of Portsmouth" and was presented by John Burke of the City of Portsmouth and David Walker of the Rockingham Planning Commission.

At the June 11 meeting, the Maine Chapter election results were announced: Kevin Hooper for President, Stephen Landry for Vice President, and Thomas Errico for Secretary-Treasurer.

MASSACHUSETTS CHAPTER

The Massachusetts Chapter is hosting a Joint Meeting with the NEITE Section on Wednesday, September 17th in Waltham, MA. Massachusetts Secretary of Transportation, Daniel A. Grabauskas will be the Keynote speaker during dinner.

NEW HAMPSHIRE CHAPTER

In accordance with the NHITE Bylaws, Article IV (Nomination and Election of Officers and Directors), nominations for qualified candidates for the 2004 slate of officers (President, Vice President and Secretary-Treasurer) are now being solicited. Two types of nominations are possible; in both cases each person nominated must provide written consent.

1. The Nominating Committee shall nominate one or more qualified candidates for each office by September 30.

2. Additional nominations for an officer may be made by petition, signed by not less than five members, and delivered by October 31. Contact Steve Pernaw, NHITE Nominating Committee Chair, for the nomination petitions and written consent forms.

A member may not be a candidate for more than one office. Ballots for 2004 elections will be sent to voting members of NHITE by November 15, and elections for the 2004 slate of officers will be held at the December Annual Meeting (ballots may be mailed in prior to the annual meeting or handed in at the meeting).

VERMONT CHAPTER

The Vermont Chapter of ITE is busy planning the 2004 District 1 ITE Annual Conference to be held in Burlington, VT on May 19-21, 2004. An organizational meeting was held on June 27, 2003 at the Vermont Agency of Transportation in Montpelier. Dave Scott, chair of the local arrangement committee (LAC), facilitated the meeting. The other LAC members are Joe Segale of Resource Systems Group (RSG), Susan Smichenko from the Chittenden County MPO, and Roger Dickinson of Lamoureux and Dickinson. In addition to members from the VT Chapter, over twenty people traveled from Massachusetts, Connecticut, New Hampshire, Maine, and Quebec to attend the meeting, share ideas and lend their support by volunteering for sub-committees. Sub-committees were established to plan for Logistics, Technical Program, Events, Publicity, and Vendors/Sponsors. The Technical Program Subcommittee, chaired by Joe Segale, held its first meeting on August 8, 2003 at RSG’s offices in White River Junction, VT. Please see the call for abstracts in this edition of the New England Chronicle if you would like to present a paper at the conference related to the theme of safety. Additional volunteers are needed for the Logistics, Publicity, and Vendors/Sponsors sub-committees. Please contact Joe Segale at jssegale@rsginc.com or 802-434-7762 if you would like being involved.
The Massachusetts Traffic Safety Research Program (MassSAFE) is a dynamic partnership between the Massachusetts Governor's Highway Safety Bureau (GHSB) and the University of Massachusetts-Amherst. The partnership combines the GHSB’s program expertise with the University’s evaluation and research capacities, creating a unique entity able to examine traffic safety issues from the academic and applied perspectives simultaneously. MassSAFE is a Massachusetts-based transportation research program that houses a statewide data warehouse, conducts transportation safety research on various topics, and translates research results into the development of highway safety programs.

Current MassSAFE research examines strategies to reduce traffic-related injuries and fatalities through extensive crash data analysis, human factors research, laboratory work, and field tests. In MassSAFE’s short existence, the high level of research and programming has provided a bright outlook for the future of transportation safety research in the Commonwealth. The following paragraphs summarize completed or ongoing research initiatives at MassSAFE.

**Crash Data Warehouse and Crash Data Technical Assistance Center**

At the core of MassSAFE research is the statewide transportation data warehouse. Housing multiple databases related to vehicle crashes, the warehouse provides up to date, interactive web-based access to this information. MassSAFE’s Crash Data Technical Assistance Center staff provides assistance with the compilation and translation of data for use in research, education, and program development. Both the warehouse and the Center are focused on traffic crash problem identification and quantification. This effort supports program creation designed to reduce traffic crash frequency and severity.

**CODES – Crash Outcome Data Evaluation System**

MassSAFE is currently implementing the National Highway Transportation Safety Administration (NHTSA) Crash Outcome Data Evaluation System (CODES) for Massachusetts. For this project, MassSAFE generates linked statewide crash and injury data. The CODES process uses probabilistic data linkage methodology. This function allows for “matches” of various cases across data sets. Once matched, persons involved and injured in a motor vehicle crash can be tracked from the crash scene through the health care system, creating a fuller crash picture than any one individual information source. Information on the vehicle, crash circumstances, injury type, and people involved are all combined. For example, in addition to knowing that a given number of crashes occurred in any year, the number of those crashes that involved specific vehicle types or certain injury characteristics can be discerned. This level of analysis is useful in targeting programs and projects that address multiple crash factors. Currently, this analysis is being used to develop a comprehensive crash-cost overview.

**Commercial Vehicle Data Management System**

MassSAFE is developing, implementing, supporting, and evaluating a Massachusetts Commercial Vehicle Data Management System (CVDMS), which provides efficient and effective management for data warehousing, analysis, and program evaluation. As part of the CVDMS a new database focusing on commercial motor vehicles will be designed, implemented and maintained to improve traffic safety management information systems Crash data, supplemental commercial vehicle crash data, and commercial vehicle inspection data are compiled with the intent of problem identification and improved programming. MassSAFE will serve as a technical assistance arm in order to develop a means of providing analytic and technical support to key stakeholders and users. The results will provide approaches to improving commercial vehicle safety in the state.

**Statewide Safety Belt Use Observational Surveys**

Massachusetts has one of the lowest reported seat belt usage rates in the United States. MassSAFE
has completed statewide belt usage studies the past two years, and is preparing to conduct the 2003 statewide belt survey. To complete the belt survey, research teams travel to over 160 locations in 60 Massachusetts communities and observe belt usage for an hour at each site. During 2001 and 2002, the GHSB, with help from MassSAFE, has worked with enforcement agencies to fund initiatives to improve belt usage. MassSAFE has been the lead agency involved with quantitative evaluations of these efforts to identify effective strategies.

**Speed Management and Rational Speed Limits**

MassSAFE programmers and researchers are actively involved with speed management at the local level. In 2002, the GHSB provided funding to 20 communities, while MassSAFE assisted with the development of a community-based speed management program, employing elements of engineering, education, and enforcement. MassSAFE also evaluated this effort. In 2003, the speed management program is evaluating the potential benefits of rational speed limits – speed limits that are based on reasonable speeds, such as the 85th percentile speed. The most significant benefit of using rational speeds is that a realistic speed is established for travel speed and enforcement.

**An Evaluation of Driver Behavior at Blood Alcohol Concentrations of 0.00 to 0.08**

A recently completed project identified cues to recognize drivers operating at low blood alcohol content levels (BACs). With Zero Tolerance BAC thresholds for younger drivers, law enforcement officials need to know what cues may exist for younger drivers operating at BAC levels at/or below 0.08. The project evaluated 24 drivers in the fixed-base, fully interactive dynamic driving simulator housed in the Human Performance Lab on the UMass campus. The driving simulator is a 1995 Saturn sedan that allows drivers to control steering, braking, and acceleration in a simulated environment. A significant finding of this study was that drivers with low BAC levels (0.02 and 0.05) exhibited risky driving behaviors, including speeding, more than drivers at 0.08 or 0.00 BAC levels. Another interesting finding was that drivers at 0.08 BAC levels traveled at speeds close to the posted speed limit, but frequently crossed above and below the speed limit.

**Alcohol and Underage Drinking Data Clearinghouse (AUDDC)**

MassSAFE is in the initial stages of collecting data related to alcohol/underage drinking and driving and will create an infrastructure that will enable the GHSB to coordinate broader sharing of data and analytical expertise among decision makers for alcohol and underage drinking issues and prevention. This will include the design, implementation, and maintenance of an underage-drinking and driving data warehouse for access by the GHSB and other professionals to improve underage drinking and driving management information systems.

**MassSAFE’s Unique Contribution**

MassSAFE is unique in many ways, not the least of which is the staff’s ability to examine highway safety problems from both a research and programming perspective. Dr. Kathleen Hancock serves as Director and Principal Investigator for MassSAFE. Dr. Thomas M. McGovern, serves as the GHSB liaison and program consultant to MassSAFE. Robin Riessman, Associate Director, and Christine Sicinski, Project Coordinator, come to MassSAFE from the GHSB with many years of experience implementing and coordinating highway safety programming at the community and state levels.

MassSAFE has the unique ability to examine highway safety problems simultaneously from a research and programming perspective, allowing the team to develop distinctive solutions to transportation safety problems. Idea exchange across disciplines—transportation engineering, public policy, public health, traffic safety education and enforcement—is combined with the application of a rigorous scientific structure of problem identification, program development and program evaluation. MassSAFE’s core function continues to be reducing crashes and crash injuries by methodically applying the best of research and the practical know-how of community practice.

For more information, contact Robin Riessman, MassSAFE Associate Director at (413) 577-1035 or riessman@ecs.umass.edu.
CONTINUING EDUCATION UPDATE

At the June 11 NE/NH/MEITE joint meeting in Portsmouth, NH Dan Krechmer from Cambridge Systematics presented a ½ day training course titled “ITS and Highway Operations”. The course was arranged by the Maine and New Hampshire Chapters and attended by 27 people. The June meeting was first time NEITE awarded Professional Development Hours (PDH) certificates.

In accordance with the NEITE PDH Policy all of the course participants were eligible to receive a certificate for 4 PDH’s and the attendees at the dinner meeting were eligible to receive a certificate for 1 PDH. The Section will continue to offer PDH certificates for participation at meetings and training courses in order to assist our members who hold PE licenses and/or PTOE certifications that require PDH’s as a condition of renewal. The certificates will be available to pre-registered participants at no cost and to those who do not pre-register for a $10 processing fee.

The Section has diverse training courses planned our next two meetings offering you an opportunity to improve a variety of skills. A Walkable Community Workshop will be held at the NE/MAITE joint meeting September 17, in Waltham, MA. The ½ day workshop will include a presentation of the tools available to create more walkable settings, a walking audit of an area in need of improvement, and group problem solving secession where participants brainstorm potential improvements for the area they just visited.

Mark Fenton, Physical Activity Manager of the University of North Carolina’s Pedestrian and Bicycle Information Center will lead the workshop. Mark is an entertaining, persuasive, and knowledgeable walking advocate, and a nationally recognized authority on public health issues and community, environmental, and public-policy initiatives to encourage more walking and bicycling. Mark gave an engaging presentation at the District 1 Annual Meeting in Rochester, NY and is a New England resident familiar with the region’s peculiarities. The application for the Walkable Community Workshop is included in this Chronicle and is available on our website at www.neite.org.

At the NEITE Annual Meeting December 1 in Warwick, RI we will hold a training course on Red Light Running: Identification, Evaluation, and Countermeasures. The course was developed by the Federal Highway Administration and the University of Rhode Island and addresses one of ITE’s Hot Topics. The goal of the course is to demonstrate measurement of red light running and provide participants processes to develop counter measures using the 3 E’s (education, engineering, and enforcement). The engineering countermeasures focus on roadway design, signal timing, and geometric improvements. Course registration and more details will be available in the next Chronicle.

NEITE thanks the members who have graciously offered to serve as an instructor for a training course. We are always in need of new and interesting training courses and instructors. (Remember you will receive twice the PDH’s for teaching a course.) Let us know your opinion of the course topics, instructors, PDH policy, and ideas for new courses. Please contact John Mirabito, PE, PTOE, the Continuing Education Subcommittee Chair at jrmirabi@bigdig.com or (617) 951-6259.

District 1 Chair’s Message (continued from Page 2)

The Upstate Section’s Terry Rice received the Harvey Boutwell Award for distinguished service to the district. He was joined at the podium by a distinguished group of previous Boutwell winners—and by Harvey himself!

Last but not least, Burlington, Vermont was selected as the site of the 2004 District 1 Annual Meeting, May 19 thru 21. Dave Scott is the meeting chair, and the local arrangements committee is already hard at work. Save the dates!

Of course, none of this would have been possible without the outstanding work of the Upstate Section’s Local Arrangements Committee; led by co-chairs Lorenzo Rotoli and Terry Rice. Special thanks to LAC members Frank Dolan, Dan Aken, David Tuttle, Mike Croce, Brian Stephenson, Rick VenVertloh, Chris Smith, Rick DiCesare, Frank Bonn, Scott Leathersich, Barry Dumbauld, Paula Benway and Keith Mortimer. I hope I didn’t miss anyone, because you all did a terrific job. Thanks, and on to Burlington, Vermont in 2004!

Report from: Mark Kulewicz, Chair ITE District 1
Agency Corner

For comments, or to make a submission to the Agency Corner, please contact the Editor via email at neil.boudreau@state.ma.us or at (617) 973-8211.

Connecticut – The Connecticut Department of Transportation (ConnDOT) is undertaking this 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. It is being prepared as part of Public Act 01-5, Section 16, an initiative endorsed by the Transportation Strategy Board.

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.

Massachusetts – Effective October 1, 2003, the Massachusetts Highway Department will formally revert to using the U.S. Customary (English) system of measurements for all work. This Directive supersedes Engineering Directives E-95-004 and E-95-005, which previously instituted the Metric system of measurements for MassHighway.

Effective immediately, all new projects may be started in English units and survey data may be processed in English units at the discretion of the project proponent. All projects initiated on or after October 1, 2003 must be completed using the English system of measurements for all work.

Projects already started in Metric units, including projects for which survey data has already been processed, should be continued in Metric units, but may be converted to English units at the discretion of the project proponent.

Maine – The Federal Highway Administration will send $527,000 in federal funding to the Maine Scenic Byways Program in 2003, for improvements to four scenic byways and roads in rural and western Maine. “This money will help advance tourism and the economic development potential of rural Maine communities located on Scenic Byways,” said MaineDOT Commissioner David A. Cole. The funding will be used to improve access to recreational trails and begin planning work for an interpretive center on the Old Canada Road Scenic Byway; to promote tourism and make improvements on the Schoodic Scenic Byway at Taunton Bay and Prospect Harbor; to fund acquisition of frontage near Grafton Notch State Park on the Route 26 Scenic Byway; and to promote tourism and help preserve historical, cultural, and natural assets on the Rangeley Lakes Scenic Byway. Signs sporting a new logo will start appearing on Maine’s byways this summer.

New Hampshire – Motorists heading west on the Hillsborough Bypass (NH Route 9) will soon be getting instant feedback as to whether they are obeying the posted speed limit near the Antrim town line. The New Hampshire Department of Transportation was scheduled to install the state’s first permanent driver feedback speed limit sign in July on NH Route 9 westbound near the intersections with West Main Street in Hillsborough and NH Route 31 (Second NH Turnpike).

The stand-alone sign is a standard speed limit 45 MPH sign with an electronic sign attached that will indicate the actual speed of approaching motorists via radar. The sign can also collect data, which will be used to determine its effectiveness. NHDOT Traffic Bureau Administrator Bill Lambert believes the driver feedback speed limit sign will be more effective for the recently constructed and reconfigured stretch of highway than a conventional flashing beacon. “This permanent instant feedback speed limit sign seems most appropriate for limited situations like Hillsborough where motorists need to make the adjustment from a limited access highway to a rural two lane highway,” Lambert says. “We do not anticipate using these types of signs routinely for speed limit reductions.”

Continued on Next Page
Agency Corner (continued from previous page)

It’s estimated that construction of the project will begin approximately 18 months from the start of the final design process. Some right-of-way for the project has been acquired involving land that was subject to imminent development or property owners with extreme hardships. The NHDOT will now initiate the right-of-way process on those land parcels requiring total acquisition, as well as property identified for eagle habitat preservation, wetland conservation and wildlife corridors to be preserved as part of the project.

Rhode Island – The Rhode Island Department of Transportation (RIDOT) announced recently that Cardi Corporation of Warwick, Rhode Island has been awarded the $84.5 million contract for Contract 7 for the construction of the new Providence River Bridge, a section of which will be the signature bridge for the I-195 Relocation project. The new bridge will connect Rhode Island’s two most traveled highways, Interstate 95 and Interstate 195, and will substantially improve the existing highway corridor through Providence.

The feature span of the new bridge is a “Network Arch” design that is 400-feet long, 155-feet wide and encompasses eight lanes of traffic. The top of the arch is 120-feet above water. It was designed by Maguire Group, working with several other Rhode Island architects and engineers including Vanasse, Hangen & Brustlin, Pare Engineering, William D. Warner Architects, and Haley & Aldrich.

The portion of the new bridge over water will be built on 21 concrete shafts that are drilled 100-feet below the riverbed. The remaining sections of the bridge will rest on 564 steel piles that are driven into the ground. Construction, which will take about four and a half years to complete, will begin this month with the foundations being installed and concrete poured.

Vermont – The Vermont Agency of Transportation has received several more awards for the quality of the agency’s work this past June. The American Consulting & Engineering Counsel of Vermont (ACEC) awarded the Agency of Transportation and Clough, Harbour & Associates the 2003 Grand Award for Engineering Excellence in the transportation design category. The award highlighted the design for the 15.4-mile paving project on I-89 northbound that was constructed during the summers of 2001 & 2002 between Brookfield and Montpelier. The design and maintenance of construction phasing was difficult because of heavy traffic flow that had to be maintained while all existing pavement was removed and replaced.

At the same awards ceremony, the agency also received a merit award for the Sheldon Transportation Path and Bridge. This enhancement project called for the agency to repair an old railroad bridge that provided an important link to the St. Albans bike path.

ANNOUNCEMENTS

Women’s Transportation Seminar Names Kathy Stein of Howard/Stein-Hudson Associates “National Woman of the Year”

Kathy Stein, a co-founder of the Boston-based transportation planning and consulting firm Howard/Stein-Hudson Associates, was named national Woman of the Year by the 3500 member Women’s Transportation Seminar (WTS) at the group’s national conference in May. The award recognizes Ms. Stein’s lifelong achievements and leadership in transportation planning, public involvement, research, consulting, and training. It also honors her significant contributions to the training and advancement of women and minorities in the transportation industry.
ANNOUNCEMENTS

ITE 2004 District 1 Annual Meeting
May 19-24, 2004
Burlington, Vermont

CALL FOR ABSTRACTS

The Technical Committee invites abstracts from transportation professionals for the 2004 District 1 Annual Meeting whose theme is "SafeTEA for all Seasons". The categories are as follows: Safety and Design, Safety and Planning/Policy, Safety and Operations and Safety Analysis & Data Needs. Visit NEITE.org for more information.

The Technical Program Committee will review all abstracts for clarity, technical merit, and relevance to the conference. One page abstracts, a maximum of 250 words in length must be submitted to the address below on or before December 31, 2003. The abstract must contain the title, author(s) name(s), and affiliation, along with fax/telephone and e-mail address of each author. The author will be notified by February 28, 2004.

(E) Mail Abstracts to:
Joe Segale, PE
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PO Box 75
Richmond, VT 05477
jsegale@rsginc.com

Upcoming Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 17, 2003</td>
<td>Waltham, MA</td>
<td>Joint NEITE &amp; MA Chapter Annual Meeting</td>
</tr>
<tr>
<td>December 1, 2003</td>
<td>Warwick, RI</td>
<td>NEITE Annual Meeting &amp; Section Elections</td>
</tr>
<tr>
<td>May 19-21, 2004</td>
<td>Burlington, VT</td>
<td>ITE District 1 Annual Meeting</td>
</tr>
</tbody>
</table>

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