Motorcycle crashes have reemerged as an area of great interest amongst highway safety professionals. Although motorcyclist deaths declined through the 1980s and early 1990s, the number of motorcyclist fatalities began to rise again in 1998. In 2006, 4,810 motorcycle riders were killed in crashes on US roadways; representing an increase more than double the number of motorcyclist killed in 1996 (2,161). The federal government has estimated that the number of motorcyclist fatalities per mile traveled in 2005 was 37 times higher than for passenger cars. Motorcycles are less stable than vehicles and are more difficult to see. This, coupled with their high performance characteristics and the vulnerability due to the lack of enclosure associated with passenger car occupants, leads to more serious injuries for motorcyclists, including serious head injuries.

In an effort to better understand motorcycle crashes, the Massachusetts Registry of Motor Vehicles (RMV) contracted with the University of Massachusetts Traffic Safety Research Program (UMassSafe) to conduct a review of motorcycle crashes that occurred on Massachusetts roadways in 2006. The review includes two phases: 1) Crash Data System (CDS) data summary, and 2) review of crash report form narratives. The following summary outlines the methodology and results from each as well as conclusions drawn from both phases.

Registry Of Motor Vehicles Crash Data System Data Summary

Methodology

The Registry of Motor Vehicles (RMV) Crash Data System (CDS) is the repository for crash report information submitted by State and local police. For this element of the review, these data, as stored in the UMass highway safety data warehouse, were queried to examine both rider/vehicle level information as well as crash level information. All police reported motorcycle crashes included in the CDS database as of the date of query (May 2008) were included. Fields queried and analyzed shown in Table 1.

Summary of Findings

Based on the results of the analysis of data contained in CDS, several conclusions can be made about the nature of motorcycle crashes in Massachusetts.

- Most motorcyclists involved in a crash are between the ages of 21 and 54. The highest percentage of fatal motorcycle crashes were associated with 21 to 34 year olds while the highest percentage of non-fatal and no injury crashes were associated with 35 to 54 year olds. Most motorcyclists involved in crashes were males.

| Table 1: Fields Queried for Analysis of Motorcycle Crash Data in CDS |
|----------------|----------------|
| **Rider/vehicle level information** | **Crash level information** |
| Motorcyclist age | First harmful event |
| Motorcyclist sex | First harmful event location |
| Driver contributing code* | Single or multiple vehicle crash |
| Vehicle action prior to crash | Object struck |
| Citation flag | Intersection type |
| Time of day | Day of week |
| Day of week | Town where crash occurred |
| Town where crash occurred | Road surface |

*Driver contributing codes were considered for all drivers involved in the crash, not just motorcyclist.
A Message from the President

Jeffrey Dirk

The summer months were an active period for the Section. Although the Section does not host a formal business meeting during the summer, Committee Chairs were busy planning upcoming events. The Advance Planning Committee under the direction of Past President John Mirabito concluded their review and evaluation of meeting sites for the 2010 Northeastern District Meeting. While the selection of a single location was difficult given the number of potential venues in the Section, Portland, Maine was selected as the site for the 2010 District Meeting. I would like to thank John and his Committee for a job well done. The Section will now undertake the formal arrangements for the meeting, including negotiating with the hotel and developing the meeting program. Kevin Hooper, Chairman of the Past Presidents Council, has been appointed to serve as the District Meeting Chair. The Section assisted in the planning of the joint NEITE/Massachusetts Chapter Meeting, at which the Section hosted the Northeastern District Board. The Section also began planning for the second annual joint meeting with the Rhode Island Chapter which will be held in November and the NEITE Annual Meeting which will be held on December 1st. The joint meeting with the Rhode Island Chapter will feature a tribute to the Past Presidents of the Section. Be sure to visit the Section website (neite.org) to obtain updated information on Section and Chapter activities, meeting dates, and to download registration forms.

I have been fortunate to be surrounded by a group of volunteers that are dedicated to the advancement of the Traffic Engineering and Transportation Planning professions and the continued growth and success of the New England Section of ITE. This was exemplified by my opportunity to represent the Section at the ITE Annual Meeting in Anaheim this past August, at which the New England Section received the ITE Newsletter Award for the New England Chronicle. Under the editorship of Laura Castelli, the New England Chronicle has been recognized by ITE as a leader in the distribution of information and news to ITE members. Under Laura’s direction, the Section has been able to implement a number of changes to the format and layout of the Chronicle that have allowed us to improve communication with our members, including switching to an electronic distribution and incorporating a multi-color format. Laura and her staff of volunteers spend many hours soliciting articles and news for each edition of the newsletter that are of interest to members in each State within the Section, efforts that are transparent to most but are evident in the quality of the newsletter and have been recognized by ITE. Congratulations to Laura and the Chronicle team on this well deserved recognition.

The Section was also notified by ITE that we are home to a group of members that have been distinguished as Life Members of ITE. The Section would like to congratulate the following members on being awarded Life Member Certificates from ITE:

- Richard S. Cooke, P.E.
- Leonard A. Liss
- Robert B. Shaw, P.E.
- Syed A. Salam, P.E.

Each of these individuals has been a continuous member of ITE for the past 25 plus years. Please take a moment to congratulate these individuals on their accomplishment of attaining Life Member status.

With the election season fast approaching, the Section has embarked on a new procedure for selecting candidates for the position of Junior Director. As many of you are aware, two Junior Directors are elected by the Section membership each year from a slate of candidates solicited by the Nominating Committee. After careful review by the Nominating Committee and extensive discussion by the Executive Board, the nominees for Junior Director will rotate between States within the Section. The ultimate goal of this procedure is to provide an opportunity for diverse representation on the Executive Board and rotation of the President’s position between the States. This will be the first year that the nominating policy will be in place, and it has already resulted in increased interest by potential candidates for the Junior Director’s position. I look forward to welcoming new members to the Executive Board and I hope that you will take the opportunity to review each candidate’s position paper and voice your support of the new Nominating Committee process by casting your vote.

In closing, I encourage you to support the efforts of your Chapter by attending a local Chapter meeting and/or volunteering to serve as an officer or committee member. Many opportunities exist at both the State and Section level and I would welcome your active participation in shaping the direction of your Section. Once again, I urge our senior members to serve as mentors to our students and younger members and encourage their attendance and participation at ITE events.

Useful Links

Institute of Transportation Engineers
http://www.ite.org

American Society of Civil Engineers
http://www.asce.org

New Hampshire Chapter
http://www.ascenh.org

Vermont Section Chapter
http://sections.asce.org/vermont

Maine Section Chapter
http://www.maineasce.org/maine.htm

Connecticut Section
http://www.csce.org/

Urban Land Institute
http://www.uli.org

The American Planning Association
Northern New England Chapter
http://www.nnecapa.org

Massachusetts Chapter
http://www.massapa.org

Connecticut Chapter
http://www.ccapa.org

Rhode Island Chapter
http://www.rhodeislandapa.org

As always, please do not hesitate to contact the Chronicle if you have any thoughts or suggestions, or if you would like to submit an article for the upcoming issue.
VHB’s contributing staff:

Laura Castelli  Sara Lewis
Elizabeth Corcoran  Stacy Metzger
Elsa Chan  Jorge Quinones
Ellen Donohoe

VHB Announces New Office Opening in Worcester

Vanasse Bangen Brustlin, Inc. (VHB) proudly announces the opening of its newest office in Worcester. The new location enables the firm to strengthen its relationships with clients and partners in the region and continue providing integrated planning, permitting, and engineering services to help shape the economic future of Worcester and Central Massachusetts. Located in historic Union Station, the Worcester office is VHB’s fourth Massachusetts site.

“We are very pleased to welcome VHB to Union Station,” said City Manager Michael V. O’Brien. “As one of the leading engineering and planning firms in the nation, VHB recognizes the important role of historic Union Station in the future growth and development of Worcester and the region.”

“We have been working in the region for some time and are committed to Worcester and the area’s growth and revitalization,” says John J. Bechard, P.E. who is managing the new office. “Our choice of Union Station underscores our commitment to sustainable design and the importance of readily available public transportation to the region.”

The Worcester office will initially staff 10 people to serve clients from the location. The office is located in Union Station at:

2 Washington Square, Suite 219
Worcester, Massachusetts 01604

P: 508.752.1001
F: 508.752.1276
jbechard@vhb.com

NEITE Election Notice

The Secretary of the NEITE Executive Board hereby posts the following list of candidates for 2009 officers, who have been nominated by the NEITE Nominating Committee to be included on the ballot, to the members of the Section:

Name  Position
Michael A. Knodler, Jr, PhD, P.E.  President
Kevin R. Dandrade, P.E., PTOE  Vice President
Kien Y. Ho, P.E., PTOE  Treasurer
Jennifer Conley, P.E., AICP  Secretary
Joseph C. Balskus, P.E., PTOE  Jr. Director (2 positions)
Thomas A. Errico, P.E.
Peter A. Hedrich, P.E., PTOE
John “Jay” A. Koolis, Jr.
Carla Tillery

The NEITE Bylaws: Section 4.5 – Not later than October 1 of each year, the Secretary shall send to the members of the Section a list of the candidates nominated by the Nominating Committee. Additional nominations for Director or Officer may be made by petition, signed by not less than five members. Each such petition shall be accompanied by the written consent of the nominee to run for the stated office, and must be received by the Secretary not later than the third Monday of October. A member may not be a Candidate for more than one office.

Petitions should be sent to:
Kevin R. Dandrade, P.E., PTOE
NEITE Secretary
c/o TEC, Inc.
65 Glenn Street
Lawrence, MA 01843

Thank you!
Senior Traffic Engineer Position in Vergennes, VT

VHB Pioneer is seeking a Senior Traffic Engineer to join its growing Vergennes, VT office. This is an outstanding opportunity to join a dynamic organization and become a member of a growing team while working on several high visibility transportation projects.

Responsibilities will include traffic and transportation analysis and design review/supervision, project management, client interaction, public presentation, and staff supervision/development. The successful candidate will be expected to manage multiple traffic impact and transportation studies, participate in formal hearings and generate new business. Must also possess a clear understanding of all areas of traffic engineering standards and procedures, including basic intersection, roadway and traffic signal design; traffic impact assessment; knowledge of Transit Oriented Design (TOD) principles; and experience in traffic analysis for land development. Knowledge and experience with Vermont Agency of Transportation standards and processes, Vermont Act 250, and Federal Highway Administration review processes is a key advantage.

Qualified candidates must have a minimum of 10 years of progressively responsible experience in all areas of traffic engineering standards and procedures. Extensive local traffic impact study experience required. Knowledge of highway capacity methodologies, traffic analysis software standards, word processing and spreadsheet applications a must. Excellent oral presentation and communication skills are essential. BSCE and PE License (Vermont or reciprocal) required; MSCE preferred. VT PE licensure should be obtained as soon as possible upon employment.

Please apply on-line: www.vhb.com

VHB is proud to be an Equal Opportunity/Affirmative Action Employer
NEITE Chronicle Update

It has been another busy summer at the Chronicle. This summer, we worked to obtain the most recent mailing list from ITE headquarters to ensure that our transition to an all-electronic Chronicle could move forward as smoothly as possible. Hopefully with success, this issue of the Chronicle is the first to be distributed in this format. With the help of the Executive Board, website chair Kevin Dandrade, and webmaster Silpa Munukutla, we hope we have achieved a way to deliver the news and happenings around the Section to the members of NEITE and recognize our generous sponsors with rotating ad space on our Chronicle webpage.

In August, I had the opportunity to attend the Annual Meeting and Exhibit in Anaheim, California. In addition to a packed Exhibit Hall, a wide variety of technical sessions were available in the fields of Traffic Engineering, Safety, Planning and Management/Operations. Roundtable discussions regarding many of today's transportation issues and innovative new technology were also held.

As always, attendees interested in a hands-on experience had the opportunity to choose from six technical tours ranging in topic from public/private partnerships to neo-traditional Intelligent Transportation Systems (ITS) plays in Anaheim’s tourism market. In speaking with some attending members of NEITE, it seems that the ITS tour, a backstage tour of the role ITS plays in parking and security at Disneyland, was a hands-down favorite.

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Laura Castelli poses with Ken Petraglia, President Jeff Dirk, and the ITE Award for newsletter of the year.
**Word Jumble**

**Directions:** Unscramble each word. Then use the circled letters to solve the riddle

BARNEWI

NOOSTNARTAITRP

DOURNOTABU

SPEEDNARIT

NOTNIVONIA

Location of next year’s annual ITE Meeting:

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**WTS and ITE working together to support greener transportation!**

**Save the Date**

October 15, 2008

**MINI-TRANSPORTATION SERIES**

“Green Transportation”

Crowne Plaza Hotel, Cromwell, CT

1:00pm—8:00pm

Four Green Sessions and

Dinner Program with Speaker

For more information please contact

Nancy Rolfe at

Nancy.Rolfe@dmjmharrris.com
Summer Transportation Institute 2008

Michael Knodler, University of Massachusetts, Amherst

In the summer of 2008 the UMass Amherst campus served as a host site for the National Summer Transportation Institute (NSTI). The UMass Amherst program under the direction of Dr. Michael Knodler and Program Coordinator David Huwitz joined established programs at Merrimack College under the direction of Dr. Gary Spring and UMass Boston under the direction of Dr. Tomas Materday.

The newly established UMass Amherst STI program attempted to create awareness among middle and high school students about transportation related careers and to encourage the pursuit of a college degree as preparation for a job in the transportation industry. The STI highly encouraged participation from women, minorities and students with disabilities. During the four week program (June 30 to July 25, 2008), nine participants (rising 7th to 11th graders) were exposed to selected topics in all modes of transportation via invited talks, team projects, and field trips, along with academic enhancement and recreation activities. The program took advantage of many University facilities during the summer, but found its home in the Marston Hall computer laboratory.

Students were continuously challenged to advance their knowledge regarding the field of transportation, their understanding of transportation related careers, and the application of science and engineering principles in transportation. Additionally, we attempted to promote critical skills that are required by transportation professionals such as effective communication, leadership, teamwork, and computer skills.

These content areas were examined through staff led presentations, guided discovery, and hands-on design activities. Presentations were also made by practicing professional engineers and university faculty members. Students attended field trips geared toward both technical learning and enrichment activities. Technical tours were conducted at transportation facilities across the state. Specifically, students attended a harbor cruise examining the port infrastructure of Boston, viewed the human factors laboratory at the Volpe Center in Cambridge, and toured the MassHighway Traffic Operations Center, among many others. Students also engaged in group research projects and presentations on a weekly basis.

The looming shortage in the future of the transportation workforce has been well-documented as a significant national concern. The NSTI program is just one small activity aimed at attempting to address this shortage. To get involved in future years with the UMass Amherst STI program please feel free to contact Michael Knodler at mknodler@ecs.umass.edu.
An Evaluation of Motorcycle Crashes

Continued from page 1

- For motorcyclists, in cases where a notable driver contributing code is reported, the most common codes were “exceeding the authorized speed limit” and “operating in a reckless, erratic, careless, negligent or aggressive manner.” This was especially true for fatal crashes; nearly half of these crashes were associated with a motorcyclist who was speeding or driving recklessly.

- For non-motorcyclists involved in a collision with a motorcycle, in cases where a notable driver contributing code was reported, the most common code was “failed to yield right of way.”

- Although “traveling straight ahead” accounted for the highest percentage of motorcyclist action prior to crash, “overtaking/passing” and “changing lanes” were the actions that accounted for higher percentages of fatal injury crashes than other injury severity levels.

- Fatal motorcycle crashes had an increased percentage of collisions with fixed objects (poles, trees, etc) compared to other severities of motorcycle crashes. For all crash severities, “collision with a motor vehicle in traffic” was the most common first harmful event.

- Fatal motorcycle crashes had an increased percentage of crashes that occur outside the roadway (median, roadside, etc) compared to other severities of motorcycle crashes.

- Motorcycle crashes resulting in some sort of injury (fatal or non-fatal) were less likely to be single vehicle crashes than those resulting in no injury (63% compared to 83%).

- The percentage of motorcycle crashes that occurred at intersections increased as crash severity increased, though nearly one-half of motorcycle crashes occurred at an intersection regardless of severity. The types of intersections most commonly associated with motorcycle crashes were four-way intersections and T-intersections.

- The hours between 0:00 and 2:59 (Midnight and 2:59 AM) accounted for a notably high percentage of fatal crashes, though it was associated with a low percentage of non-fatal injury and no-injury crashes. The highest percentage of motorcycle crashes of all severities occurred between 15:00 and 17:59 (3:00 and 5:59 PM).

- Weekends accounted for a large percentage of all motorcycle crashes; this was especially true for fatal crashes. More than one-quarter of fatal crashes occurred on Sundays.

- The great majority of motorcycle crashes happened on dry roads.

Review of Crash Report Form Narratives

Methodology

The review of police crash report narratives was based on the individual review of the narratives from a representative sample of crash reports. The sample was drawn by random sample selection without replacement using SAS software. At the time of sample selection, there were 1,892 motorcycle crash report forms in CDS for 2006. Based on 95% confidence level with a confidence interval of 5, the sample size was determined to be 319.

Each report was individually reviewed with information obtained entered into a spreadsheet. The spreadsheet included identifying information (crash number, crash report sheet). The review of police crash report narratives was taken from the Safety System Used field as well as information contained in the narrative. In addition, reviewers entered the following information:

- Was the motorcyclist responsible?
- Was the motorcyclist wearing a helmet?
- Was the motorcyclist traveling with other motorcyclists?
- Brief description of the circumstances surrounding the crash.
- Contributing factors of the crash:
  > Alcohol intoxication
  > Inability to maintain control at a curve
  > Inability to remain in his/her lane
  > Mechanical Failure
  > No Information
  > Other factors (due to the action on the motorcyclist)
  > Other factors (due to the action of the non-motorcyclist)
  > Motorcycle was parked
  > Non-motorcycle vehicle involved in the crash was parked
  > Rear-end
  > Reckless
  > Speeding
  > Unable to stop prior to colliding with the rear end of another vehicle
  > Swerving/Skidding

Results

The results provided in the following tables quantify the information gathered during the review process. In addition, general observations noted during the review process are described.

Quantifiable Observations

Table 2 outlines whether the reviewer felt the motorcyclist behavior was responsible for causing the crash. The motorcyclist was deemed to be responsible in approximately half of cases.

Table 2: Motorcyclist Responsibility

<table>
<thead>
<tr>
<th>Motorcyclist Responsible?</th>
<th>#</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>141</td>
<td>43.3</td>
</tr>
<tr>
<td>No</td>
<td>161</td>
<td>49.4</td>
</tr>
<tr>
<td>Unknown</td>
<td>24</td>
<td>7.3</td>
</tr>
<tr>
<td>Total</td>
<td>326</td>
<td>100</td>
</tr>
</tbody>
</table>

Table 3 indicates whether the motorcyclist was helmeted. Information on helmet use was taken from the Safety System Used field as well as information contained in the narrative. Based on the information gathered by reviewers, motorcyclists were helmeted in nearly three-quarters of crashes. In approximately 1% of crashes, the motorcyclist was helmeted but was not wearing the helmet correctly (such as unstrapped).

Table 3: Motorcyclist Helmeted

<table>
<thead>
<tr>
<th>MC Helmeted?</th>
<th>#</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC Helmeted</td>
<td>8</td>
<td>2.5</td>
</tr>
<tr>
<td>No</td>
<td>33</td>
<td>10.1</td>
</tr>
<tr>
<td>Unknown</td>
<td>39</td>
<td>12.0</td>
</tr>
<tr>
<td>Yes</td>
<td>243</td>
<td>74.5</td>
</tr>
<tr>
<td>Yes, not correctly</td>
<td>3</td>
<td>0.9</td>
</tr>
<tr>
<td>Total</td>
<td>326</td>
<td>100</td>
</tr>
</tbody>
</table>

continued on page 9
Figure 1 categorizes the circumstances surrounding the motorcycle crash. Nearly one-third of crashes were the result of another motor vehicle failing to yield right of way to the motorcyclist. In many cases, the other driver said they “never saw” the motorcyclist or that their view was blocked by parked vehicles, impaired by glare, etc. In cases where the crash resulted from behavior/action on the part of the motorcyclist, the most common circumstances included swerving/skidding to avoid roadway hazards (animals, sand, etc), the difficulty stopping in time, speeding, and navigating turns or curves in the road.

For 95% of crashes, the motorcyclist was not traveling with other motorcyclists, 3% of crashes involved motorcycles traveling with other motorcyclists, and in 2% of crashes, the reviewer was unable to determine this.

General Observations

Officers often provided more information in the narrative than could have been obtained using a combination of driver contributing codes, citation information, and other fields on the crash report form. For example, in many cases the driver contributing code may have indicated no improper driving on the part of any driver involved in the crash while the narrative indicated that someone failed to yield right of way, speeding, etc. This may be associated with an officer’s unwillingness to formalize (through the issuance of a citation or coding on other fields on the form) assignment of responsibility to anyone involved in the crash if they did not witness the crash to make that determination. Work on other projects related to crash data quality has provided information on the hesitance of officers to formalize the assignment of responsibility (for example through driver contributing code) without also issuing a citation for that behavior. The narrative provides the opportunity to summarize information without requiring formal assignment of responsibility.

Discussion of Overall Findings

Young Motorcyclists: The most serious motorcycle crashes (fatal crashes) are associated with young male riders (age 21 to 34). Existing research indicates that young drivers in general (not just motorcyclists) are at a greater risk due to inexperience, impulsiveness, and exposure to driving in high-risk situations (at night, with passengers)4. Although the young drivers commonly referred to in the literature are teen drivers, inexperience and impulsiveness combined with the reduced level of protection offered by a motorcycle (compared to a passenger vehicle) and the increased performance associated with motorcycles may explain the increased percentage of fatal crashes for younger motorcyclists.

Motorcycle safety efforts may consider a focus on young motorcyclists. There is the potential opportunity to translate existing information and programs aimed at novice drivers in general (teen drivers) to motorcycle-specific materials.

High-Risk Motorcyclist Behavior: Nearly half of fatal motorcycle crashes in 2006 were associated with a driver contributing code that indicated the motorcyclist was engaged in high-risk behaviors. In addition, the information from the review of narratives indicated

continued on page 10
the presence of speeding and failure to stop in time. Although failure to stop in time does not directly indicate high risk driving on the part of the motorcyclist, it may be tied to speeding (even if it is not enough to warrant a citation) or following too closely. These high-risk behaviors were present in less serious crashes, though they were more prevalent in those crashes resulting in a fatality.

- Motorcycle safety efforts that focus on reducing the prevalence of high-risk behaviors by motorcyclists have the potential to have an impact on the most serious (fatal) motorcycle crashes. Additionally, these efforts may also reduce the frequency of less serious motorcycle crashes.

Opportunities for Engineering Improvements: Fatal motorcycle crashes have an increased percentage of collisions with fixed objects. This information may encourage examination in greater detail by locating sites with a high frequency of motorcycle collisions with fixed objects and working with engineers to ensure adequate clear zones or other engineering countermeasures that might reduce crash frequency and severity.

- Motorcycle safety efforts might include a location-based analysis of motorcycle collisions with fixed objects to identify opportunities for engineering countermeasures that can be implemented to reduce the frequency and severity of these crashes. Sites with high motorcycle crash frequencies may also be associated with a high frequency of non-motorcyclist collisions with fixed objects. As a result, countermeasures implemented may be beneficial beyond the motorcyclist population.

Recreational Riders: The high proportion of motorcycle crashes that occur on weekends, with the notably high percentage of fatal crashes occurring on Sundays indicate that there is also the presence of what appear to be weekend riders who may be riding for recreational purposes.

- Motorcycle safety efforts may consider programming aimed at recreational riding. There may also be the opportunity to examine the relationship between recreational riding and high risk behaviors followed by safety efforts that consider the two in conjunction.

Non-Motorcyclists: A large portion of drivers involved in collisions with motorcycles indicated that they never saw the motorcyclist. The smaller size of the vehicle makes it more difficult to see, especially in situation where visibility is already obstructed (parked vehicles, glare, etc).

- Motorcycle safety efforts may focus not only on motorcyclists but also on other drivers. Alerting motor vehicle drivers to the increased vigilance needed to identify motorcycles on the roadway and informing other drivers about the increased vulnerability of motorcyclists (due to the lack of vehicular protection) and the performance issues associated with motorcyclists could lead to a reduction the frequency of collisions between a motorcyclist and another vehicle who failed to yield the right of way.

Motorcycle Crash Reporting: Officers completing crash reports for motorcyclists provided a great deal more information in the narrative than in the coded fields on the crash report. In addition, fields which may be considered critical for highway safety program planning (such as helmet use) are not always completed in a manner that would result in accurate, complete information (such as the use of the bicycle helmet field to indicate motorcycle helmet use).

- Motorcycle safety efforts should consider opportunities for improving data quality at the collection point through officer training/education materials as well as at the analysis level by working with analysts to ensure the most complete, accurate data is used to understand motorcycle crashes and develop safety initiatives.

Conclusion

This review of narratives from crash reports submitted for motorcycle crashes has provided insight on the characteristics associated with motorcycle crashes, opportunities to use this information in motorcycle safety efforts, and the need for ongoing consideration of data quality as part of the analysis and program planning process. It is clear that motorcycle safety efforts have the opportunity to draw upon education, enforcement, and engineering to reduce the frequency and severity of motorcycle crashes and that collaboration across safety disciplines is necessary for truly effective motorcycle safety initiatives.

References


NEITE Chronicle Update

Continued from page 5

The highlight of the conference social events was the honorees dinner held toward the end of the meeting. As part of the dinner program, ITE recognized many professionals for their contribution to the transportation community and their commitment to ITE. Several students were also recognized. The Northeast District was honored with three awards—one in each of the three Sections! The Met Section received the Section of the Year award and both the Upstate New York and New England Sections received the Newsletter of the Year award (for circulation less than 250 and greater than 500, respectively). I was privileged to join Jeffrey Dirk in accepting the award on behalf of the Section. In addition to the help of a talented Chronicle staff (notably our layout and graphic design master Jorge Quinones), the support and encouragement of the dedicated New England Executive Board played a large role in our ability to be competitive with the larger section newsletters throughout the country. The ITE Chronicle team extends our thanks to everyone who has helped along the way!
NEITE MAITE Joint Meeting

Laura Castelli, VHB

MAITE hosted its annual joint Chapter meeting with NEITE on September 10 at the Best Western in Waltham, MA. The meeting featured a full day, intensive overview of the VISSIM computer software program. VISSIM is a microscopic simulation model developed for modeling traffic and transit operations. The software package is a comprehensive tool helpful in evaluating and providing 3D visualization of various transportation alternatives. As such, VISSIM is considered good tool for presentation purposes. VISSIM is currently the software program of choice for analyzing two lane roundabouts for the Massachusetts Highway Department.

The NEITE Board meeting was also held throughout much of the day. This month, the Executive Board was pleased to welcome the Northeastern District Board members. The joint meeting was a good way to share issues and experiences on both the Section and District level.

Lisa Schletzbaum from MassHighway and Phil Kendall from Louis Berger Group were the presenters for the afternoon technical sessions. Ms. Schletzbaum’s presentation was on “Incorporating road safety audits in standard practice,” with topics related to upcoming changes and requirements for Traffic Impact and Access Studies, road safety audits and the requirement of crash diagrams. Mr. Kendall’s presentation on the Crosby’s Corner Safety Improvement Project discussed the congestion and safety problems on Route 2 at Crosby’s Corner. Existing conditions analysis, proposed concept plans and final design decisions were also presented.

Finally, over 100 people attended the dinner program, which included a discussion regarding a proposed new interchange located on the Town borders of Andover, Tewksbury, and Wilmington, MA. Dennis DiZoglio from the Merrimack Valley Planning Commission and Beverly Woods from the Northern Middlesex Council of Governments presented the development of the project over the past eight years and the unique joint process the Towns have chosen to move forward with. This process established a set of key goals and objectives deemed necessary by the Towns in order for the project to continue to progress towards construction. As the interchange and associated economic development plans are developed, each Town must agree that their goals are being achieved. Finally, James D’Angelo, of TEC Engineering presented the long term history of the project, dating back to the mid 1970s, reasons why the project was not progressed at that time and the development benefits the area could realize should access to the parcels be constructed.

2008 Desjardin Scholarship winner

2008 Desjardin Scholarship winner

2008 District Member award winner

VISSIM computer software training
Upcoming Events

To see a list of all activities and news relating to the ITE visit [www.ite.org/site/event.asp](http://www.ite.org/site/event.asp) or [www.neite.org](http://www.neite.org) for NEITE specific information.

October, 2008
CT Chapter/WTS CT Meeting
Cromwell, CT

October, 2008
ME Chapter Meeting
Augusta, ME

October,15 2008
VT Chapter Meeting
(Location to be determined)

October, 2008
RI Chapter Meeting
Providence, RI

November, 2008

December 1, 2008
NEITE Annual Meeting
Warwick, RI

December 16, 2008
NH Chapter Meeting
Concord, NH

New England ITE Chronicle
c/o Laura Castelli, VHB
101 Walnut Street
Watertown, MA 02472

Return Service Requested.