



New England Chronicle

THE NEW ENGLAND SECTION
OF THE INSTITUTE OF TRANSPORTATION ENGINEERS



Volume 52, Issue 3

September 2012

This Month's Cover Story:

AN EVALUATION OF MOTORCYCLIST RESPONSIBILITY IN CRASH CAUSATION AS A FUNCTION OF BEHAVIOR AND AGE

By: Heather Rothenberg, Ph.D, UMASS-Amherst

Michael A. Knodler, Jr., Ph.D (corresponding author), UMASS-Amherst

(see Page 5)





A Message from the President

-Kien Ho-



Dear fellow NEITE members,

I hope you are enjoying the summer. Pretty soon the 90 degree temperature and the hot and humid days will be a past. It is my pleasure to update you on the Section's activities since I last wrote to you in late May.

First, the 13th Annual Thomas E. Desjardins Golf Tournament, which benefit scholarships for college students in the field of civil engineering was held at the Sandy Burr Country Club in Wayland, Massachusetts on Wednesday, June 6th. Yes, it was a nice and perfect day for a change. This was another successful event attended by over 40 golfers. I want to thank Rod Emery and his team for a job well done and, of course, all the folks who supported and attended the event.

On June 14th, we had our third Executive Board meeting at the Roundabout Diner/Wynwood Suites in Portsmouth, New Hampshire. The Board meeting was held in conjunction with the New Hampshire and Maine Chapter. This event was well attended by both the public and private sectors. The one day course on "Human Factors Consideration in Highway Design" was excellent. The course was presented by Keith Harrison of FHWA. The dinner program also included a presentation by Keith Harrison on "Changes to AASHTO Green Book and Roadside Design Guide", which was very informative and educational. I want to thank both the New Hampshire and Maine Chapter folks for a job well done on hosting and planning the June joint meeting.

Next, I would like to provide an update on NEITE Social Media. Well, what is social media? I think the best way to explain this is - in the old days, regular media is a one-way street where you can read a newspaper or listen to a report on the radio or television and you have very limited ability to give your thoughts on the matter. Social media, on the other hand, is a two-way street that gives you the ability to communicate too. As we live in the multi-media age, we will need to embrace new technologies and take advantage of the ability to better communicate to our members, agencies and potential members. At the June Executive Board meeting, Roger Dickinson, our Public Relation Committee Chair and Alan Cloutier provided an update on NEITE Social Media. NEITE Social Media currently has a Facebook and a LinkedIn page. On Facebook, we have 53 fans and we have been using it for event announcements and posting links such as the Massachusetts Chapter, Massachusetts DOT, TRB and ITE. On the LinkedIn page, we have 161 members. I would like to encourage everyone to take advantage of NEITE Social Media and use it to communicate with our members and the ITE community.

District update! The final reports are in - the Northeastern District Annual meeting that was held at the Crowne Plaza Resort Hotel in Lake Placid, New York was a great success. The District is in good financial standing. A new student chapter at Columbia University was established and approved by the District. The District is currently planning for the September 20th, 2012 meeting, which will be held at the Milleridge Inn, Jericho, Long Island, New York, a joint meeting with the MET Section.

We have updated the NEITE directory/handbook. The updated directory consists of a comprehensive compilation of information ranging from NEITE history to committee descriptions and NEITE charter and by-laws. This document is very informative and it provides members with valuable information about NEITE. A copy of the directory can be downloaded from the NEITE website.



A Message from the President

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The 2013 Northeastern District Annual meeting! Yes, the planning is still going strong through the summer. The New England Section ITE will be hosting this event in Northampton, Massachusetts. The planning details are being discussed and coordinated bi-weekly via a teleconference meeting headed by both of the co-chairs (Mike Knodler and Joe Bal-skus).

The planning for the 2013 ITE International Annual meeting is also well on its way with Ken Petraglia, the Local Arrangement Chair, who is coordinating all the details with the National Planning Committee.

Finally, we are planning for the September 13th, 2012 annual joint NEITE and Mass ITE Chapter meeting to be held in Waltham, Massachusetts. The program committee is working hard to firm up the event for everyone. Our fourth Executive Board meeting will be held at this event. We look forward to see everyone at the meeting. For the latest update, please log onto the NEITE website at neite.org

See you all in September!

-Kien





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2012 NEITE Directory

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kho@BETA-inc.com

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Useful Links

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

Boston Society of Civil Engineers
<http://www.bsces.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/>

Rhode Island Section
<http://www.riascce.org/>

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

MA Association of Consultant Planners
<http://www.macponline.org>

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

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<http://www.massapa.org>

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AN EVALUATION OF MOTORCYCLIST RESPONSIBILITY IN CRASH CAUSATION AS A FUNCTION OF BEHAVIOR AND AGE

By: Heather Rothenberg, Ph.D, and Michael A. Knodler, Jr., Ph. D (corresponding author), UMASS-Amherst

(The following has been modified from its original version. Please contact Michael Knodler for full copies of this article.)

ABSTRACT

Despite reductions in motorist fatalities between 2005 and 2010, the number of motorcyclist fatalities has increased. In 2010, the rate of motorcyclist fatalities per mile traveled was 21 times higher than for passenger cars. This study sought to understand the driver behaviors (both motorcyclist and other driver) associated with motorcyclist crashes and the relationship of age of motorcyclists to these behaviors. Crash reports associated with 319 motorcycle crashes were individually reviewed and the effect that age had on each of three measures was analyzed: 1) motorcyclist responsibility; 2) other driver involvement; and 3) crash circumstances described in 15 categories. The results are as follows. 1) Younger motorcyclist between the ages of 16 and 29 were more likely than motorcyclists 30 years old or older to be responsible for a crash ($p < 0.01$). 2) Younger drivers between the ages of 16 and 20 were than four times as likely as drivers 21 and older to be the driver of the other vehicle involved in a motorcyclist crash. 3) Risky driving behavior or loss of control on the part of the motorcyclist accounted for more than 60 percent of crashes involving a younger motorcyclist. Crashes associated with driver error by the non-motorcyclist involved in the crash accounted for only one-quarter of crashes involving a younger motorcyclist. Conversely, one-half of crashes involving an older motorcyclist were the result of driver error on the part of the other driver. The differences in crash circumstances by age were statistically significant ($p < 0.01$).

INTRODUCTION

Motorcycle crashes have reemerged as an area of great interest amongst highway safety professionals. Motorcyclist deaths declined through the 1980s and early 1990s; in 1998, the number of motorcyclist fatalities began to rise (1). The federal government has estimated that the number of motorcyclist fatalities per mile traveled in 2010 was 21 times higher than for passenger cars. While motorcycles comprise slightly less than 3% of all registered vehicles in the United States, and account for only 0.4% of total vehicle miles traveled each year (2007), motorcyclists are more likely to be injured or killed than the drivers or passengers of any other vehicles (2). Additionally, the proportion of all crash fatalities that are motorcyclists has increased from 12 percent to 15 percent between 2005 and 2010. By comparison, the number of motorist fatalities in the US between 2005 and 2010 has been steadily declining, at an average rate of 5 percent per year (1).

Motorcycles have several unique characteristics that make drivers of these vehicles more likely than any other roadway user to be killed or injured in a crash. These characteristics include low overall stability, difficulty in being seen, prevalence of high performance features and a lack of physical enclosure for the driver. Motorcycle crashes are not always associated with motorcyclist behavior, but may be linked to behaviors engaged in by the driver of the other vehicle involved in the crash. A study conducted in the UK indicated that drivers, especially those with 2 to 10 years of driving experience who did not also operate a motorcycle, were most likely to fail to yield right of way to a motorcyclist and that young drivers were more likely to look for an oncoming vehicle but fail to see the motorcyclist (3). Other research conducted in the UK found that other drivers had difficulty interacting with motorcyclists, especially at intersections. This was especially true for older drivers with a great deal of driving experience who were unable to detect approaching motorcyclists (4).

Young drivers are another group associated with high crash rates. Something is known about their motor vehicle crash rates and the types of behaviors that lead them to crash, but little is known about the young motorcyclist. Specifically, motor vehicle crashes were the leading cause of death for 15 to 20 year olds in 2005 and in 2007. Thirteen percent of drivers involved in a fatal crash fell into this age group though they accounted for only six percent of all licensed drivers (5). McKnight and McKnight found that nonfatal young novice driver crashes were more likely to be the result of factors such as errors in attention, hazard recognition, and hazard mitigation rather than overtly risky driving behaviors such as absolutely very high speeds (6).

This study sought to understand the driver behaviors (both the motorcyclist and the other driver) associated with crashes and how the age of the motorcyclists was related to these behaviors. Specifically, given the high crash rates associated with young novice drivers in general, were young motorcyclist more likely to engage in high risk behaviors than other motorcyclists and were the types of behaviors that contributed to the crash different for young motorcyclists than for others?



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RESEARCH METHODS

A crash data analysis was completed to better understand the characteristics of crashes involving motorcyclists. The data used for the speed analysis were accessed from various agencies through the UMassSafe Traffic Safety Data Warehouse. The data warehouse is a valuable research tool that allows for the storage of and access to crash-related data for the purposes of optimizing the use of highway safety data. Datasets included within the data warehouse include traditional datasets, such as crash and citation data; and, less traditional highway safety information, such as health care data and commercial vehicle inspection data. The various datasets originate with data owners including the RMV (crash and citation data), the Massachusetts State Police (commercial motor vehicle crash & inspection data), and Massachusetts Division of Health Care Finance (hospital data), amongst others. The use of assorted, diverse data allows for truly comprehensive analyses of highway safety problem areas. Currently, 14 such datasets are housed in the UMassSafe Traffic Safety Data Warehouse.

The analysis included linked datasets, which were created using the datasets referenced in TABLE 1 and presented in FIGURE 1. Crash, citation, hospital, death certificate and roadway inventory data have been linked using advanced statistical methodologies, creating a single dataset which allows analysts to consider the comprehensive crash experience including driver behavior, crash characteristics, roadway environment, and crash outcomes such as injuries and costs.



FIGURE 1 UMassSafe Traffic Safety Data Warehouse.

The method used for this examination of motorcycle crashes relied on individual reviews of police crash reports for crashes involving at least one motorcycle. To best understand the circumstances under which the crash occurred, the review included the examination of the diagram and narrative portions of the crash report. These fields allow the officers the greatest freedom to convey information regarding their understanding of the crash circumstances and to discuss environmental, driver, and vehicle factors that may have contributed to the crash.

For analysis of crash circumstances by age, initially motorcyclists were categorized into 11 age groups, most based on 5 year increments. Following the initial analysis of these age groups, motorcyclists were categorized as younger (ages 16 to 29) or older (ages 30+).

Sample

Due to the time intensive nature of a the process associated with the individual review of hard copy police crash reports, a representative sample was selected to provide information that could be related to the entire population of motorcycle crashes for 2006. The sample was drawn randomly with replacement from the entire population of motorcycle crashes that were reported in Massachusetts for 2006 at the time of sample selection. Based on 95 percent confidence level with a desired confidence interval of 5 percent, the sample size was determined to be 319 to ensure adequate statistical power.



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Following the selection of 319 motorcycle crashes to be considered, all reports associated with those crashes were added to the list of reports to be reviewed. In some cases, more than one report (multiple police reports or police and operator reports) was submitted for a single crash. Reports were then categorized by the age of the motorcyclist involved, being placed into one of two groups: younger motorcyclists (ages 16 to 29) and others (age 30 and over). Those reports where age or motorcyclist responsibility could not be determined were eliminated from the sample leaving 287 crashes for review; 109 involved a younger motorcyclist and 188 involved a motorcyclists age 30 or older.

Review for Motorcyclist Responsibility

Each report was individually reviewed with the reviewer using information from the narrative, as well as the issuance of a crash-related citation, as indicators that the motorcyclist was responsible for the crash occurrence. Crash-related citations did not include, for example, expired registration since that does not directly relate to the circumstances surrounding the crash. Crash-related citations would include citations issued for violations such as speeding or reckless driving. In cases where the motorcyclist was not found to be responsible, driver characteristics (specifically age) for the other driver were considered.

Review for Crash Circumstances

Following the assignment of responsibility, reviewers categorized the crash circumstances into one of 15 categories, described in TABLE 2. These categories are overlapping. For example, a rider could lose control on a curve ("Curve"), perhaps because he or she was speeding ("Speeding") or because he or she hit some loose sand ("Swerve/Skid").

TABLE 2 Motorcycle crash circumstance category descriptions

Crash Circumstance Category	Description
Alcohol	The motorcyclist was intoxicated, determined based on information in the narrative indicating alcohol may have been a factor.
Curve	The motorcyclist was unable to maintain control at a curve or turn.
Lane	The motorcyclist failed to remain in his/her lane resulting in a crash. This would include crashes that occurred when a motorcyclist was passing another vehicle.
Mechanical Failure	A mechanical failure of the motorcycle resulted in a crash.
No Additional Information	There was insufficient information to further assess crash circumstances.
Other-Motorcycle	The circumstances did not fit one of the other categories, however it was an action on the motorcyclist's part that resulted in the collision. This category was commonly assigned to single-vehicle collisions where the motorcyclist "lost control".
Other-Other Vehicle	The circumstances did not fit one of the other categories, however it was an action on the part of the non-motorcyclist that resulted in the collision.
Parked Motorcycle	The motorcycle involved in the crash was parked.
Parked Motor Vehicle	The non-motorcycle vehicle involved in the crash was parked.
Rear-ended	The motorcyclist was rear-ended, generally when slowing or stopped.
Reckless	The motorcyclist was engaged in reckless driving behavior including stunt riding (popping wheelies, etc).
Speeding Motorcycle	The motorcyclist was speeding at the time of the crash.
Stopping	The motorcyclist was stopping but was unable to do so prior to colliding with the rear end of another vehicle.
Swerve/Skid	The motorcyclist lost control on uneven pavement (sand, construction, etc) or lost control swerving out of the way of another vehicle, animal, etc.
Yield Non Motorcycle	The non-motorcyclist failed to yield the right of way to the motorcyclist, resulting in a collision.



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FINDINGS AND RESULTS

As noted above the analysis was segmented into 1) a review of the motorcyclist's level of responsibility associated with the crash and 2) a review of the crash circumstances. These two analysis components are described in detail within the following sections.

Review of Motorcyclist Responsibility

TABLE 3 outlines the findings from the review for motorcyclist responsibility. Crashes involving a younger motorcyclist were more likely to be associated with motorcyclist responsibility for the crash than those involving older motorcyclists, as shown in TABLE 3. When considering these 11 age categories, there is a notable decrease in the percent of cases where the motorcyclist was deemed responsible at age 30. A chi-square test of the hypothesis that there is no difference in the level of responsibility of motorcyclists between 16 to 29 years old (as a group) and those age 30 or older (as a second group) can be rejected ($p < 0.01$).

TABLE 3 Motorcyclist Responsibility by Age

Motorcyclist Age	Responsible	Not Responsible	Total	Percent Responsible
16-18	8	1	9	89%
19-20	13	6	19	68%
21-24	29	24	53	55%
25-29	19	9	28	68%
30-34	6	11	17	35%
35-39	13	21	34	38%
40-44	19	25	44	43%
45-49	18	22	40	45%
50-54	9	18	27	33%
55-59	3	13	16	19%
60+	4	6	10	40%

In addition to considering the ages of motorcyclists who were deemed to engage in behaviors that resulted in the crash, the age of the other driver involved in motorcycle crashes where the motorcyclist was not responsible was also considered. In the sample reviewed, there were 81 non-motorcyclists deemed responsible in crashes involving a motorcycle; of these, the age was unknown for six drivers. TABLE 4 provides the distribution by age of the non-motorcyclists in these crashes as well as the rate per 100,000 licensed drivers in each age group. Unlike the age at which the break in the responsibility level of motorcyclists occurred, the break in the responsibility level of non-motorcyclists occurred at age 21. When looking just at this youngest cohort (16-20), young non-motorcyclists associated with responsibility in a collision with a motorcyclist were overrepresented. Specifically, the rate per 100,000 licensed drivers was more than four times higher than the rate per 100,000 licensed drivers age 21 or older.

Review of Crash Circumstances

When the crashes were categorized according to circumstance, it became evident in what circumstances older motorcyclists are more likely than younger motorcyclists to be in a crash, but not responsible for that crash. Whereas only 20 percent of the crashes involving a younger motorcyclist were the result of the other motor vehicle involved in the crash failing to yield the right of way to the motorcyclist, more than 40 percent of the crashes involving an older motorcyclist were so categorized. Based upon the information provided in the narratives, this was often due to the motorist's inability to see the motorcyclist past a row of parked cars, or



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TABLE 4 Non-motorcyclist Responsibility by Age

Responsible Non-Motorcyclist Age	Frequency	Percent	Rate per 100,000 Licensed Drivers
16-20	15	20.0	5.65
21-24	4	5.3	1.33
25-29	8	10.7	1.97
30-39	10	13.3	1.07
40-49	18	24.0	1.78
50-59	10	13.3	1.26
60-64	3	4.0	0.97
65+	7	9.3	1.11

due to glare. The smaller size of the motorcycle could easily render it more difficult to see than a larger vehicle in the same position. Additionally, whereas only four percent of the crashes involving a younger motorcyclist were the result of the motorcyclist being rear-ended by another motor vehicle that was unable to stop in time, almost double this percentage (seven percent) involved an older motorcyclist. These crashes, coupled with the crashes where the other vehicle failed to yield right of way to the motorcycle, account for one-half of the crashes involving an older motorcyclist, slightly over twice the percentage for younger motorcyclists. It also became clear when analyzing the crashes by categories just which behaviors were more likely to cause younger motorcyclists to crash than older motorcyclists. Risky driving behavior or loss of control on the part of the motorcyclist accounted for more than 60 percent of crashes involving a younger motorcyclist. Only one-third of the crashes involving an older motorcyclist were the result of a loss of control on the part of the motorcyclist or risky driving behavior on the part of the motorcyclist. The loss of control crashes are those associated with a curve, swerve/skid, or stopping (inability of the motorcyclist to stop in time). Risky behavior crashes are those associated with speeding or reckless driving. Crashes that were associated with failure to yield or failure to stop by the other vehicle involved in the crash accounted for only one-quarter of crashes involving a younger motorcyclist.

The results from the review of crash circumstance are shown in TABLE 5. A chi square test of the hypothesis that the distribution of older and younger drivers in the different crash categories is the same can be rejected ($p < 0.01$).

DISCUSSION

This study sought to expand on existing research which indicated that in many cases, motorcycle crashes are not the fault of the motorcyclist but result from a failure to yield or other behavior on the part of the other motorist involved in the crash. Young drivers are overrepresented in fatal crashes, but their driving challenges are more likely to be the result of inexperience than of patently risky behavior. The results of this research indicate that in the case of motorcyclists over the age of 30, nearly half of motorcycle crashes were the result of a failure to yield on the part of the other vehicle involved in the crash whereas for motorcyclists under 30 only a quarter of the crashes were the result of a failure to yield on the part of the other vehicle involved in the crash. Looked at from the opposite direction, in terms of risky driving behaviors, younger motorcyclists were almost twice as likely (60%) to engage in risky driving behavior that resulted in the crash as were older motorcyclists (33%).

There may be some level of self-selection associated with these results. Young drivers who are willing to ride a motorcycle at all may be more likely to be risk-takers in general, thus increasing the likelihood that they will engage in additional risky driving behaviors while on the motorcycle. Research conducted using the Youth Risk Behavior Study has shown that young people – in this case high school students – who engage in some risky behaviors such as carrying weapons and alcohol use are more likely to engage in high risk behaviors where driving and vehicle safety are concerned, specifically seat belt non use (7).



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TABLE 5 Motorcyclist Crash Circumstance Categories by Age Group

Crash Category	Younger (16-29)		Older (30+)	
	Count	Percentage	Count	Percentage
Alcohol	0	0%	2	1%
Parked Motor Vehicle	0	0%	2	1%
Other - Unknown	1	1%	2	1%
Mechanical	1	1%	4	2%
Other - Other Vehicle	3	3%	4	2%
Other – Motorcycle	4	4%	8	4%
Rear ended	4	4%	14	7%
Lane	5	5%	11	6%
Reckless	8	8%	4	2%
Curve	11	11%	10	5%
Stopping	11	11%	17	9%
Speeding Motorcycle	16	15%	8	4%
Swerve/Skid	17	16%	23	12%
Yield Non Motorcycle	23	22%	79	42%
Total	104	100%	188	100%

Additionally, though the frequencies were small, the review of non-motorcyclists responsible for crashes with motorcyclists also pointed to younger drivers. The rates per 100,000 licensed drivers were notably higher for 16-20 year olds compared to the rates for drivers age 21 or older. This points to the need for further investigation and the potential opportunity for improving motorcycle safety by incorporating training on motorcycle issues (reduced visibility, increased performance, and reduced stability) into driver education curriculum. Such efforts have been successful with novice motorists (8, 9). There is some hope that they would be equally success with novice motorcyclists.

Overall, this analysis points to the opportunity to improve driver safety by focusing on young drivers, both motorcyclists and the operators of other vehicles. Although motorcycle safety efforts, such as the National Cooperative Highway Research Program Guide for Addressing Collisions Involving Motorcycles, do acknowledge the importance of increasing awareness of motorcyclist safety issues among the motorcycle and general driving populations, there has not been attention paid to the potential for increased benefit by focusing on young drivers in both groups (9).

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MEITE Chapter Update

By: Randall Dunton



Since the last publication, Maine ITE had a great joint meeting with NHITE. It was a good time to see and talk with our New Hampshire counterparts. The speaker was great and all that attended picked up some techniques and thoughts to pass along to others or use on the job. Maine ITE is now in the process of planning its next meeting which should be around Halloween time in October. The time, place and speaker have yet to be determined.

NHITE Chapter Update

By: David DeBaie



On June 14th, the New Hampshire and Maine Chapters hosted a joint meeting with the New England Section at the Roundabout Diner on the Portsmouth NH Traffic Circle. FHWA's Keith Harrison presented a workshop on Human Factors during the day and spoke at dinner on recent changes to the AASHTO "Green Book" and Roadside Design Guide. The meeting was a success in many ways...the food, the location, ample parking, the technical topics and the participation of public sector and student ITE members. Complementary registration was offered to the first ten public sector members of an ITE Chapter or Section as well as student members of ITE.

A fall meeting is being planned jointly with the VTITE Chapter. This meeting will be held in the "Upper Valley". More details soon.

A NHITE meeting will also be held in December

MAITE Chapter Update

By: Steven C. Findlen



MAITE successfully completed the new logo contest with many great and creative entries. We would like to congratulate Ray Hebert of Howard/Stein-Hudson for his winning entry shown above that will be used at the MAITE logo moving forward. Ray received a \$100 American Express gift card. MAITE recently purchased a new banner with our new logo and will be on display at the annual joint meeting in Waltham, MA. And speaking of the annual meeting, the event will be held this year on Thursday, September 13, 2012 at the Hilton Garden Inn. Please see the flyer located in the events section of the Chronicle as well as the NEITE website www.NEITE.org for further details. MAITE has also begun the process of setting up a Young Engineer Scholarship, with the hopes of finalizing this year, and announcing our first winner at our Annual Meeting in September 2013. The award will be given a professional in transportation engineering with 0-5 years of experience while pursuing an advanced degree in related field on a full-time or part-time basis. MAITE is also working closely with NEITE towards updating current Bylaws and the Charter to incorporate a few changes including elections and the establishment of a new Scholarship.

Nominations for MAITE officers for 2013 were recently announced and include the following individuals:

President-Dan Nelson

Vice President – Ken Cram

Secretary – Keith Doringor

Treasurer – Silpa Munukutla

VTITE Chapter Update

By: Jenny Austin



The summer has been quiet here in Vermont. However, the Vermont Chapter hosted a Pedestrian Safety Webinar on Wednesday, June 20th. The next meeting that we are planning will be a joint meeting with the NH chapter and we are targeting October 3rd for that meeting to be held in the Upper Valley area which is convenient for folks in both states. The Vermont Chapter officers are attempting to offer meetings in different parts of the state so that our members in underserved areas will have an opportunity to benefit from VT ITE as well. We will continue to offer at least one meeting each year in our typical Montpelier location

RIITE Chapter Update

By: Nate Urso



RIITE hosted 3 lunchtime webinars this year on a variety of transportation projects. We have made progress with our Student Chapter. RIITE Officers visited a traffic engineering class at the University of Rhode Island, which lead to a new student volunteering to be the representative of the Student Chapter. The chapter established a new website www.ri-ite.org and is currently developing it further. We are organizing our annual meeting with the New England Section in November. Chapter Board meetings continue to be held once a month at the RI Department of Transportation.

Membership Committee

By: Joseph Hallisey

The Membership Committee is looking at possible gift items to hand out to members at the Annual Meeting in December. If you have any suggestions please contact me.

As of May 2012 the total membership in the New England Section is 682. The Section is exploring ways to boost membership. If you are interested in helping with recruitment or have any thoughts on future social gathering please contact me at hallisey@pbworld.com.



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Executive Board Corner

By: Jeffrey S. Dirk, P.E., PTOE, FITE

On June 14, 2012, the Maine and New Hampshire Chapters hosted the Executive Board of the New England Section at the Roundabout Diner in Portsmouth, New Hampshire. The meeting also featured a workshop on Human Factors Consideration in Highway Design taught by Mr. Keith Harrison of FHWA and was followed by a dinner presentation by Mr. Harrison on the Changes to the AASHTO Green Book and the companion Roadside Design Guide, both of which were well attended.

NEITE President Kien Ho opened the meeting by thanking the Board members that attended the Northeastern District Annual Meeting in Lake Placid, New York, and gave a brief summary of the District Board meeting, program and awards given. Once again, the New England Section was well represented in the awards category, receiving the Outstanding Section Award for 2011, with Michael Poltnikov of the UMass Amherst Student Chapter receiving the Outstanding Student Paper Award and the Northeastern University Student Chapter receiving the Student Chapter of the Year Award.

NEITE Vice President Joe Segale updated the Board on the compilation of the NEITE Directory (now renamed the NEITE Directory and Handbook). Final edits to the document have been received and Joe will be finalizing the Handbook for posting on the NEITE website. The Handbook provides a compendium of NEITE policies, Executive Board positions and functions, standing committees, awards and scholarships, and a listing of past presidents of NEITE and scholarship and award winners.

NEITE Treasurer Peter Vasiliou provided a report on the Section's finances through June 8, 2012. Net income for the reporting period was \$1,890, which included \$1,500 received from sponsors of the 2012 Edition of the Chronicle. Expenses for this period totaled \$2,248 and included \$600 for publication of the June edition of the Chronicle, \$900 for activities associated with the Emerging Professionals Group and \$350 for the new NEITE banner. At present there are 15 paid sponsors of the Chronicle. After accounting for income and expenses through June 8, 2012, Peter reported that the Section's account balance was \$32,295.

A summary of activities for the Northeastern District was provided by Armando Lepore, 2012 Northeastern District Chair. District finances continue to be strong following a series of successful Annual Meetings. The District Board approved Committee Chairs for 2012-2013 and voted to approve a Charter for the establishment of a new ITE Student Chapter at Columbia University in New York. The District Board also received and granted requests for Student Chapter assistance from UConn and UMass Amherst under the District's Special Student Initiatives budgetary expense item. The final District meeting for 2011-2012 will be held with the Met Section on September 20th at the Milleridge Inn, Jericho, Long Island, New York.

Continuing Education Chair and Chair of the newly constituted Social Media Group for the Section, Alan Cloutier, provided an update on both training courses for the upcoming September and December meetings and the Section's Facebook[®] and LinkedIn[®] pages. The Section's Facebook[®] page currently has 53 fans and is used for announcements, posting links and photos, and creating events for Section activities. The Section's LinkedIn[®] group has 161 members as of June and is used to provide regular updates to members on Section activities as well as job postings. If you have not already, please become a fan of NEIE on Facebook[®] and join us as a member of our LinkedIn[®] group to stay up to date on Section activities, job postings and announcements.

Planning for the 2013 Northeastern District Annual Meeting continues to advance with the roll-out of save the date and promotional materials at the 2012 Northeastern District Annual Meeting in Lake Placid. Please check the 2013 Annual Meeting website for additional details and current information regarding the meeting, including sponsorship opportunities.

The next Executive Board meeting is scheduled for September 13, 2012 at the Hilton Garden Inn in Waltham, Massachusetts. This meeting will be held in conjunction with the Massachusetts Chapter. A reminder that Board meetings are open to all members, so please plan to attend and participate in Section governance and activities.



Where are they now?

Interview with Bruce Campbell - By: Ken Petraglia

Where do I start with Bruce? He certainly remains an icon in New England, and in particular in Massachusetts! Bruce earned his Bachelor of Science in Civil Engineering 1949 and his Master of Science in Civil Engineering in 1953, both from MIT.

He established Bruce Campbell & Associates in 1953 and flourished until he sold the firm to Voorhees Associates in 1971. This was prompted by his appointment as Commissioner of the Massachusetts Department of Public Works (forerunner of MassDOT) by Governor Francis Sargent and Secretary of Transportation, Alan Altshuler. He has been the only Professional Traffic Engineer ever to hold that position. **When Governor Sargent decided on a moratorium on highway construction in the Boston area and cancelled all planned expressway projects, he took Bruce's advice and allowed planning for the Third Harbor Tunnel (Williams Tunnel) to proceed.**



Bruce remained as Commissioner for four years before joining Fay Spofford and Thorndike as a Vice President for twelve years. He then joined Vannase Hangen Associates (VHA) until 1983, when he left to become Regional Manager of the TAMS New England Office. In May of 1987, Bruce reestablished BC&A where he was the firm's President. That firm was sold to BETA Group, Inc. in May of 2001 at which point he officially retired. An interesting footnote is that I was at TAMS when Bruce joined the firm. A short time later I left TAMS for VHA – I was apparently the “player named to be named later” in that deal. In comparison, this makes the Red Sox sale of Babe Ruth to the Yankees seem pretty good!

Bruce also had a distinguished career with professional societies. With NEITE he was recognized as the Transportation Engineer of the Year in 1973, and was the recipient of the Distinguished Service Award (since renamed the William P. McNamara Distinguished Service Award) in 1989. On a National ITE level, Bruce served on the following positions/committees: Public Relations from 1993-1994; Nominating in 1990; Policy in 1975-1978; and International Board of Direction from 1972-1973. He was the Chairman of the Boston Transportation Group for approximately 15 years (the Group conducted monthly luncheon meetings for ITE members and others interested in transportation matters). Bruce was also the recipient of the 1994 BSCES Honorary Member Award.

The Highway Safety Council referenced above was formed to examine Massachusetts locations which experienced a significant accident history. Some examples include Lynn, Everett, Somerville, Chelsea and Boston. The Team, led by Bruce, developed improvement measures that resulted in fewer accidents in each case. Insurance companies actually funded the Committee.

Bruce still follows transportation issues by reading the papers and ITE bulletins. He thinks it is time to clean up the problems created by the Interstate System; he feels particularly that cloverleaf interchanges create a safety issue. Bruce does believe, however, that the Central Artery Project was a step in the right direction.

When asked about his greatest challenges, Bruce replied, “Getting Work. BC&A had many clients, including MassHighway (now MassDOT), MDC (now the Department of Conservation and Recreation), and approximately 100 municipalities, and we always got our share.” Bruce got his greatest satisfaction from knowing that, “We had a great reputation, and we were as good as anyone!”

Asking Bruce if he feels he left his mark on the transportation industry is like asking if a bear eats berries in the woods. He certainly was a key figure in the Central Artery success where he worked closely with Fred Salvucci. He also signalized Charles Circle. Bruce was Mass DPW Commissioner when he stopped the I-190 project in Worcester County upon realizing that the Federal Government would not fund it. He also stopped the advanced design for a cloverleaf interchange at Route 9 and Speen Street in Natick, because of the large amount of land takings involved. There is much more, but this list of decisions is enough to attest to Bruce's impact on the transportation industry.

The biggest change to transportation he sees is the attention to bicyclists and pedestrians. Bruce said, “I applaud this and it was a long time coming, but there needs to be a balance with vehicle capacity”. He also believes that, in general, High Occupancy Vehicle Lanes have not worked, and that none of these issues solve capacity problems. Regarding ITE, Bruce believes there should be at least one major organization looking out for capacity. He said, “There is too much small thinking and ITE should have looked at the total problem”.

Bruce also believes that, “Transit improvements do not always produce equivalent benefits”. He cited the Newburyport line which Bruce says has added \$7 per trip to the cost of the overall transportation system in Massachusetts. Bruce supports all modes of transportation, but insists there must be a balance between modes, and between costs vs. results.

Bruce's major regret is that he did not have enough time at the Massachusetts Department of Public Works to implement his vision. As another example, he mentioned the Route 24/I-495 Interchange, which should also have not been constructed as a cloverleaf.

Bruce retired in 2001, and has spent much of his time golfing at Hilton Head in the winter. During the summers he spends his time with his grandchildren in Marblehead. He is still married to Marilyn and they have three children; Bob, Leslie and David. Leslie is an excellent skier who competed until an unfortunate skiing injury. David is married and is the father of Bruce's three grandchildren.

I don't know that anyone will ever again reach this level of prominence in Massachusetts. When I'm asked about the highlights of my career, working with Bruce will be mentioned prominently.

This article could not have been written without the help and input of Michael Gruenbaum, Bonnie Polin and Doug Prentiss.



Northeastern District Status Report

By: Armando Leporte, District 2012 Chair

Hello to all in the New England Section!

Thanks very much to each and every one of you for joining and participating in ITE. I urge you all to become active members by attending your local meetings, and to consider joining a committee, or running for elective office. You will find working as an ITE leader to be extremely rewarding, and an excellent way to increase your professional skills and personal contacts in this great profession.

It is an honor to be serving as your Northeastern District Chair. The 2012 District Executive Committee voting members include **Paula Benway**, our International Director, **Mike Wieszchowski** as Vice-Chair, **Mike Knodler**, our new Secretary/Treasurer, and **Gary Hebert**, our Immediate Past Chair. **Steve Gayle** continues to provide an invaluable service as District Administrator.

Awards

After a great deal of deliberations, the 2012 District Awards Committee led by our Vice-Chair, Mike Weiszchowski, presented awards to winners for the Student Paper, Student Chapter, and Section of the year awards. The District's Student Paper Award First Place winner was **Michael Plotnikov** of UMass-Amherst. In Second Place was **Sarah Casey** of Northeastern University and in third place was **William Xia** from Cooper Union. **Northeastern University** was selected as the Student Chapter of the year award at the District level.

A special congratulation goes out to the **New England Section** on winning the ITE District Section Activities award. Joe Baliskus and the other NEITE board/committee members should be very proud of their overall program of services offered to the membership.

District awards culminated with the Harvey Boutwell Distinguished Service Award, the District's highest individual achievement award, being presented to **Don Adams** of the Upstate NY Section in recognition of his many years of dedicated service to ITE throughout the District.

Congratulations to all the District Award winners!

So far, the District has successfully held two business meetings, one on January 17th in Newburgh, NY, and the other, at the Annual Meeting on May 24th, in Lake Placid, New York. Our final meeting for this year will be held on September 20, 2012 at the Milleridge Inn, Jericho, Long Island, NY, a joint meeting with the Met Section.

The Northeastern District Annual Meeting hosted by the Upstate NY Section at Lake Placid, NY on May 23-25, 2012 was a huge success thanks to the hard work of the Local Arrangements Committee. Don Adams, Mike Weiszchowski and the rest of the stellar Committee went to great lengths to ensure that the meeting would be packed with great activities and a highly relevant technical program. The LAC's final report is forthcoming and promises to be as successful as expected. The highlights from the most recent meeting in Lake Placid are listed below:

- Rock Miller, our International President presented the status report of the Institute at the Annual Awards luncheon
- W. Hibbett Neel, the candidate for International Vice President presented his views on ITE's future directions
- A new student chapter was approved at Columbia University (Metropolitan Section of NY&NJ)
- The District finances are in good standing. The new 2012 – 2013 budget was approved
- The District Committee Chairs for 2012 were approved



Save The Date

Joint Annual Meeting of MAITE, NEITE Thursday, September 13, 2012

Hilton Garden Inn

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Northeastern District Meeting: Call for Abstracts

ITE Northeastern District is holding its annual conference in Northampton, Massachusetts on May 22-24, 2013. The Conference Technical Program Committee is accepting abstracts for presentations for technical sessions including the following:

- Designing safety enhancements in a distracted world
- Multi-community transportation enhancements
- Collaboration between designers and parents in developing safe routes to school.
- Sustainable low-cost implementation success stories
- Evolution of 'Green' and sustainable pavements
- Training for Complete Streets
- Managing design tradeoffs between road users
- Funding effective public transportation
- Blending transit efficiency with pedestrian safety
- ADA accessibility in the Work Zone
- Benefits of Smart Work Zone Technology
- Raising the profile of bicycle accommodation for on-street travel
- Motorist information overload -- are new traffic control devices (RRFB, HAWK & Flashing Yellow Arrow) just too much?
- Accelerated transportation implementation success stories



We anticipate the need for several 25-30 minute presentations as part of our technical sessions. If you have an interesting project or topic that fits well with one or more of the above themes, we welcome you to share your work with others in the profession.

If you need more information about the Northampton Conference, please contact our meeting Co-chairs, Joe Balskus JCBalskus@tigheBond.com, or Mike Knodler mknodler@ecs.umass.edu or visit the Northeastern District website at www.northeasternite.org.

Please send your presentation abstract (150 words or less) as soon as possible, as the **initial deadline for abstract submissions is October 30, 2012**. Should you have any questions please contact Gary Hebert, Technical Committee Chair, Northampton District One Annual Meeting, at (617) 274-1310 or by e-mail to: ghebert@fstinc.com.

Information pertaining to the 2013 Northeastern District Annual Meeting can be found at: <http://www.neite.org/northampton2013.html>

Joke of the Day

"Top Engineering Terms and Expressions"

What quacks, has webbed feet, and betrays his country?
Beneduck Arnold!

What's big, cracked, and carries your luggage?
The Liberty Bellhop!

What kind of tea did the American colonists thirst for?
Liberty!

What was General Washington's favorite tree?
The infantry!

What protest by a group of dogs occurred in 1773?
The Boston Flea Party!

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For a list of upcoming NEITE meetings & events, visit:

<http://neite.org/calendar.html>