New England Chronicle

This Month’s Cover Story:
THE IMPACT OF DYNAMIC SPEED DISPLAY SIGNS ON DRIVERS’ SPEEDS ON HIGHWAY INTERCHANGE RAMPS

By: Paul Nelson
Massachusetts Department of Transportation
Daniel M. Dulaski, PhD, PE
Northeastern University
(see Page 5)

Final Editor’s Note
-Steven C. Findlen-

My term as Editor comes to an end with this issue. Four times a year, I worried about if the Chronicle would go out on time, both electronic and print versions, and hoping our members would find the contents interesting and informative. These worries however never turned into headaches. In fact, I had something to look forward to each time, thanks to our team and contributions from our members. It is not surprising that I have become a little nostalgic as I complete my tenure as Editor.

As I said in my initial Editors Note, I know many of you professionally or personally when I began this journey, and looked forward to having the opportunity to meet many more people through the Chronicle. I have been lucky to have been able to interact with the many wonderful and talented individuals this industry has to offer, and look forward to continuing these relationships.

I am proud to say that we have accomplished our goal to publish four issues every year. I believe we were successful in continuing to make the Chronicle a dynamic forum for exploring ideas in the transportation industry, as well as providing space for less heard voices.

Many thanks to all who have assisted with this effort. Specifically, Cynthia Phoenix, Dan Dulaski, Joe Balskus, Kien Ho, Jeffrey Dirk and Ken Petraglia.

In closing, please continue to visit our Section’s website at http://www.neite.org

Sincerely,
Steven C. Findlen, Out-going Chronicle Editor
(steve.findlen@mcmtrans.com)
A Message from the President

-Kien Ho-

Dear fellow NEITE members, I hope you all enjoyed the Fall weather. This Fall has certainly been very eventful. As I am writing this message, we are in the midst of hurricane Sandy. A few weeks ago we had experienced earthquake in Maine and almost a year ago Hurricane Irene hit us. Well, this is New England weather after all, never a dull moment! It is my pleasure to update you on the Section’s activities since I last wrote to you in early September.

September Board Meeting! On September 13th, we had our fourth Executive Board meeting at the Hilton Garden Inn in Waltham, Massachusetts. The Board meeting was held in conjunction with the Massachusetts Chapter Annual meeting. This event was well attended by both the public and private sectors. Over 120 members participated including students. Student participation has certainly increased at most of the recent NEITE events. The all-day training workshop on the “2010 Highway Capacity” was well attended by over 20 participants. The course was presented by William Sampson of McTrans. We also had two great technical programs on “Boston and Massachusetts Experience of Complete Streets” by Doug Prentiss/Vineet Gupta and Nick Jackson. The dinner program also included a presentation by Eric Bourassa of MAPC on “Cycling in Boston”, which was very informative and educational. I want to thank both the Massachusetts Chapter folks for a job well done on hosting and planning the September joint meeting.

By-laws! The last time we amended the Bylaws was in 2005. Since then technology has advanced significantly and it has affected the way we do business. In many ways we are required to adapt to the changing world which also required us to perform more efficiently. The proposed Bylaws amendments were related to the Section’s election process- going from manual ballots to electronic. The proposed amendments are associated with Article IV (Nomination and Election of Officers and Directors), Article VII (Voting and Voting Eligibility) and Article VIII (Amendments). These proposed amendments were discussed, reviewed and approved by the Board and the members at the September 13, 2012 Board meeting and at the general membership meeting on October 23rd, 2012 respectively. The proposed Bylaws amendments will be included in the 2012 ballot for finally approval. I want to recognize both Kim Hazarvarian and Joe Segale for all their hard work. They had spent a lot of time crafting the proposed amendments. Thank you Kim and Joe for doing a great job!

Election! The 2012 NEITE election is in full gear and the electronic ballots were e-mailed to all the voting members on November 2nd. We have great candidates and I would like to encourage all members to vote.

District update! The District recently had their joint meeting with the MET Section. The meeting was held at the Milleridge Inn Cottage House in Jericho, Long Island, New York on September 20th. The meeting was well attended by members. The afternoon program consist of technical presentation on “NCHRP Synthesis Report 404: State-of-the-Practice in Highway Access Management” and the evening program on “Sustainability in Transportation”. November Board Discussion Meeting! We had our “Discussion” Board meeting at the Joint RIITE Annual Chapter meeting on November 1, 2012 at the Providence Marriot Hotel in Providence, Rhode Island. Over 80 members attended the meeting.

We also had a great technical program on Rhode Island Strategically Targeted Affordable Roadway Solution-Success of the Pilot Program by Sean Raymond of RIDOT. The dinner program also included a presentation by Buddy Croft, Executive Director, and Rhode Island Turnpike & Bridge Authority on toll road opportunity. I want to thank the Rhode Chapter folks for a job well done on hosting and planning the joint meeting.

Continue on page 3
A Message from the President
Continued from Page 2

The Emerging Professional Group! On November 29th, the Emerging Professional Group will sponsor and co-host a networking event with the LivableStreets Alliance. The theme for the event is called “Changing the City Through Transportation”. This is a great networking opportunity for members to attend. Please come!

NEITE Annual Meeting! Yes, the big day is December 3rd. The planning of the Annual meeting is almost completed. As usual the meeting will be held at the Holiday Inn Crowne Plaza in Warwick, Rhode Island. The all-day workshop will be on “Roadside Safety”. We will have three very exciting technical sessions ranging from Bicycle accommodation to Hybrid Pedestrian Signal System (HAWK Signal). I want to note that this is also the first year that the Section is offering public employees a 50% discount for attending the all-day workshop. The Section will continue to explore ways to provide affordable means for public employees to participate in the Section’s events in the future. Just like every year, over 200 members will attend the event.

2013 Northeastern District Annual meeting! The planning of this meeting is at its critical phase. The New England Section ITE will be hosting this event in Northampton, Massachusetts. The planning details are being discussed and coordinated via teleconference meeting headed by both the co-chairs (Mike Knodler and Joe Balskus). Please check the NEITE website for all the planning details.

2013 ITE International Annual Meeting! The planning for the 2013 ITE International Annual meeting is also well on its way with Ken Petraglia, Rod Emery and John Kennedy as the Local Arrangement Co-Chairs. For details on the planning of this meeting, please contact any of the co-chairs.

Finally, our fifth and last Executive Board meeting for 2012 will be held at the December 3rd Annual meeting in Warwick, Rhode Island. I look forward to see everyone at this meeting. For the latest update on all the upcoming events, please log onto the NEITE website at neite.org

See you all in Warwick, Rhode Island!

-Kien
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2011 NEITE Executive Board

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<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Kien Ho, P.E., PTOE</td>
<td><a href="mailto:kho@BETA-inc.com">kho@BETA-inc.com</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Joe Segale, P.E., PTP</td>
<td><a href="mailto:jsegale@rrsgnr.com">jsegale@rrsgnr.com</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Peter Vasiliou, P.E., PTOE</td>
<td><a href="mailto:Peter.Vasiliou@jacobs.com">Peter.Vasiliou@jacobs.com</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Michelle Danila, P.E., PTOE</td>
<td><a href="mailto:mcdanila@gmail.com">mcdanila@gmail.com</a></td>
</tr>
<tr>
<td>Sr. Director</td>
<td>Roger Dickinson, P.E., PTOE</td>
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<tr>
<td>Sr. Director</td>
<td>Joseph Hollissey</td>
<td><a href="mailto:Hollissey@pbworld.com">Hollissey@pbworld.com</a></td>
</tr>
<tr>
<td>Jr. Director</td>
<td>Alan Cloutier</td>
<td></td>
</tr>
<tr>
<td>Jr. Director</td>
<td>Jeffery Gomes</td>
<td></td>
</tr>
<tr>
<td>Immediate Past President</td>
<td>Joseph Balakus, P.E.</td>
<td><a href="mailto:jbalakus@tighebond.com">jbalakus@tighebond.com</a></td>
</tr>
</tbody>
</table>

Chapter Presidents

- Connecticut: Mike Dion, P.E., PTOE
- Maine: Randall Dunton, PE, PTOE
- Massachusetts: Dan Nelson, P.E.
- New Hampshire: Andre H. Betit, Jr., P.E.
- Rhode Island: Nate Lirio, P.E., PTOE
- Vermont: Evan Detrick, P.E.
- Northeastern Student Chapter: Daniel M. Dulsaki, Ph.D, P.E
- Northeastern Faculty Advisor: Michael Dulsaki, Ph.D, P.E
- UMass/Amherst: Ian McKinnon
- UMass/Amherst Faculty Advisor: Michael Knodler, PhD
- University of Connecticut Facility Advisor: Nicholas Lowens, Ph.D.
- University of Rhode Island Faculty Advisor: Christopher Hunter, Ph.D.
- UMass/Lowell Facility Advisor: Chronis Stamatiadis

2012 NEITE Directory

Standing Committee Chairpersons

- Awards: Douglas Prentiss, P.E., PTOE
- Charter/Bylaws: Kim Hazarvartian, Ph.D., P.E., PTOE
- Chronicle/NEITE Newsletter Editor: Steven C. Findlen, P.E.
- Chronicle Action Committee: Daniel M. Dulsaki, Ph.D, P.E
- Continuing Education Chair: Alan Cloutier, P.E., PTOE
- Goals/Objectives: Kien Ho, P.E., PTOE
- Industrial Support Chair: William P. McNamara
- Legislative Liaison: Jeffrey Dirk, PE, PTOE
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- NEITE Website Chair / Webmaster: Samuel Gregorio, EIT
- Nominating/2013 ITE Boston LAC: Kenneth J. Petraglia, P.E., PTOE
- Program Chair: Jeffery R. Gomes
- Public Relations Chair: Joseph Hollissey
- Public Relations Communications Contact: Nick M. Fomenko, P.E., PTOE
- Technical Chair: Michael Wasielewski
- Tom Degardin Scholarship Chair: Rodney C. Emery, P.E., PTOE
- Student Chapter Liaison: Steven Tupper
- Young Professionals/Mentoring Chair: Jason Degray, P.E.
- Past Presidents Council: Tom Gorrill, P.E.
- Historian: John Thompson
- Strategic Planning Administration: John Minabito, P.E., PTOE

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.riasce.org/
- Urban Land Institute: http://www.uli.org
- MA Association of Consultant Planners: http://www.macponline.org
- Massachusetts Chapter: http://www.massapa.org
- Connecticut Chapter: http://www.ccapa.org
- Rhode Island Chapter: http://www.rhodeislandapa.org

The NEITE Chronicle is interested in short articles on innovative projects and cutting-edge solutions. Please send articles, listings, graphics and photographs to our editor, Steven Findlen, at steve.findlen@mcmtrans.com. The NEITE Chronicle staff thanks you and we hope enjoy this issue.
BACKGROUND

In 2011, MassDOT installed DSDSs at the Interstate 95/Interstate 295 ramp in Attleboro, Massachusetts to address the high speed interchange and the high frequency of run-off road crashes and heavy vehicle rollovers. Dynamic Speed Display Signs (DSDS) have been used to address speeding challenges in many parts of the US. The signs are typically mounted on the roadside, and have a speed measuring instrument located behind the sign. The instrument measures the speed of the approaching vehicle and displays it on the face of the sign for the approaching driver. A supplemental static speed limit sign is typically mounted next to the DSDS, to allow drivers to compare their speed to the speed limit sign, and adjust their speed accordingly. The preferred outcome is the reduction in vehicular speed.

The use of DSDSs has been evaluated in a range of situations where notice of a reduced speed is necessary for safety purposes, including work zones (2, 1), longitudinal speed transition zones (6, 8), local streets as traffic calming (5, 10, 9), school zones (4), freeway entry ramps (3), sharp horizontal curves (4), and high-speed intersection approaches (4). Each of the available studies has shown that DSDSs are effective at reducing speeds. Varied results have been observed with DSDS, depending on the application, (Table 1).

<table>
<thead>
<tr>
<th>Application</th>
<th>Speed before DSDS</th>
<th>Speed after DSDS</th>
<th>Difference</th>
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<tbody>
<tr>
<td>Work Zones (2, 1)</td>
<td>61.0</td>
<td>56.9</td>
<td>-4.1</td>
</tr>
<tr>
<td>Transition Zones (6)(^a)</td>
<td>46.6</td>
<td>41.2</td>
<td>-5.4</td>
</tr>
<tr>
<td>Traffic Calming (5)(^b)</td>
<td>28.8</td>
<td>27.8</td>
<td>-1.0</td>
</tr>
<tr>
<td>School Zones (4)</td>
<td>49.1</td>
<td>44.1</td>
<td>-5.0</td>
</tr>
<tr>
<td>Freeway Ramps (3)</td>
<td>57.4</td>
<td>53.3</td>
<td>-4.1</td>
</tr>
<tr>
<td>Horizontal Curves (4)</td>
<td>36.2</td>
<td>33.4</td>
<td>-2.8</td>
</tr>
<tr>
<td>High-Speed Intersections (4)</td>
<td>51.4</td>
<td>47.9</td>
<td>-3.5</td>
</tr>
</tbody>
</table>

a: (1) only provided the resultant reduction in speeds at the 12 study locations which ranged from -0.8 mph to -11.9 mph, those figures are not included in this Table.

b: (10) only provided the resultant reduction in speeds which ranged from -0.6 mph to -2.6 mph, those figures are not included in this Table.
In addition to reducing the overall average speeds, installation of DSDSs was found to have a number of speed-related benefits including a reduction in the 85th-percentile speed, a reduction in the percent of the sample exceeding the speed limit and a reduction in the standard deviation of the speed samples. One study found that motorists traveling faster than the posted speed did appear to reduce their speed more significantly in response to the DSDS than did motorists traveling at or below the posted speed limit (4).

Many of the studies included long-term measurements of the speed reductions to ensure that drivers do not become accustomed to the signs, reducing the DSDS’s effectiveness. The time periods evaluated in the studies ranged from a few weeks to two years after installation of the respective DSDSs. Overall, it was found that the DSDSs continued to be effective in reducing travel speeds as long as they were present except in freeway ramp applications where there is a high percentage of commuter traffic (3). There was also agreement from the evaluated studies that there was no residual speed reduction once the DSDSs were removed (8, 10).

In addition to the reduction in speeds, it was found that the installation of DSDSs has a direct improvement in roadway safety. The introduction of the DSDSs ameliorates erratic driving behavior (4) and when combined with red light cameras, they have reduced crashes at high-speed intersections by 26% (11).

**Project Objectives**

Based on the problem identified of excessive speed on substandard system interchange ramps and the possibility that drivers become accustomed to DSDSs as speed countermeasures, the following study sought to:

Quantify the speed reduction at the I-95/I-295 interchange ramps, and

Test if there is a reduction in speed limit compliance over time as regular drivers become familiar with the counter measures.

**Project Background**

The site selected for analysis is the interchange of Interstate 95 and Interstate 295 in Attleboro, Massachusetts. The interchange is located approximately ten miles north of Providence, Rhode Island. I-95 is the primary highway that connects Providence with Boston, Massachusetts to the north and is a major commuter route. I-295 is the western circumferential highway around Providence which begins in Attleboro and terminates in Warwick, Rhode Island south of Providence (Figure 2). When originally designed, I-295 was planned to continue around the eastern side of Providence as I-895, and therefore the interchange was designed as a cloverleaf. When construction of I-895 was cancelled, the geometry was not changed, leaving the cloverleaf with half of the ramps unfinished. The ramps have a number of substandard aspects, including small ramp radii and unnecessary curves along the ramps which would have accommodated the remaining cloverleaf ramps.

*Figure 2* Interstate 295 in Massachusetts & Rhode Island

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In 2008, the bridge carrying I-95 over the Pawtucket River in Pawtucket, Rhode Island (7.5 miles south of the subject interchange) was found to be in severely deteriorated condition and all trucks were banned from crossing it until a new bridge could be constructed. The primary detour route for trucks is around Providence on I-295. This detour has put added strain on the I-295 interchange.

An unusually large number of truck rollovers were recorded at the I-95/I-295 interchange between 2007 and 2009. To address this safety issue, the Massachusetts Department of Transportation conducted a road safety audit. As part of the safety recommendations at the interchange – dynamic speed display signs were placed at the two most problematic ramps:

- I-295 north to I-95 north; and
- I-95 south to I-295 south.

Although principally placed as a measure to improve safety, the temporary installation of these two devices offers the ability to measure the long-term adaptability of traffic to the advisory speed limits on each ramp in a corridor where there is a high percentage of commuter traffic. As outlined above, it has been suggested in past research that commuters may become accustomed to the presence of DSDSs and therefore reduce their long-term capacity to improve safety.

**Interchange Geometry**

Due primarily to their age, each of the interchange ramps between I-295 and I-95 is not built to modern AASHTO standards. Each ramp is composed of a series of compound curves designed to fit within the original full cloverleaf design (Figure 3). The interchange ramps have at least one curve with a radius between 155 feet and 235 feet, requiring that each ramp have a maximum advisory speed of 30 MPH. Due to the compound curves on the ramp from I-295 northbound to I-95 northbound the ramp has been posted with an advisory speed of 25 MPH.

![Figure 3 I-95 / I-295 Interchange, Attleboro, Massachusetts](image)

The ramp from I-95 southbound to I-295 southbound has a complex alignment with one curve off of the I-95 mainline which enters into a larger reverse curve that then leads to a tangent section before entering the final curve (with the smallest radius) onto I-295 southbound. This last curve is unsafe for both its small radius and in that it is unexpected by drivers who expect a more high speed design leaving the tangent section. The ramp from I-295 northbound to I-95 southbound has a safer design where the curve off of the I-295 mainline enters a tangent section and then enters a curve to connect with I-95 southbound. The loop ramps on the east side of the interchange both contain multiple radii, making them less predictable to drivers, and thus less safe.

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Dynamic Speed Display Signs

Two DSDSs were used to display driver’s approach speed on each ramp (Figure 4). The DSDSs were each equipped with a sign board and radar speed detector. Each DSDS was placed in a location that provided sufficient distance for the device to measure each vehicle’s speed and that allowed sufficient time for the driver to acknowledge the message and adjust his behavior.

![Dynamic Speed Display Sign](image-url)

**Figure 4** Dynamic Speed Display Sign (All Traffic Solutions)

Study Methodology

Data were collected and analyzed to determine whether or not the DSDS had an impact on the ramp speed. The normal function of the DSDS devices was to record the speed of vehicles and display that speed on their digital message boards. Additionally, each device was also programmed to store information on the recorded speeds of vehicles each day, by group.

The data from each DSDS was collected between August 21, 2011 and October 29, 2011. As the devices are battery powered, there were two significant stretches where data were not collected due to loss of charge. The DSDS at the southbound ramp did not supply data between September 20th and September 26th. The DSDS at the northbound ramp did not supply data between September 23rd and October 6th. The data collected by the DSDSs varied greatly from day to day so a five day average was used to smooth out the trends in overall observed speeds.

The speeds of vehicles were split into four categories: compliant, low risk, medium risk, and high risk (Table 2). The ramp from I-95 Southbound to I-295 Southbound has an advisory speed limit of 30 mph. Therefore the speed categories for that ramp were defined as 30 mph or less for compliant speeds; 31 to 40 mph for low risk; 41 to 50 mph for medium risk and 51 mph or greater as high risk.

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The Impact of Dynamic Speed Display Signs on Drivers’ Speeds on Highway Interchange Ramps

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Table 2: Speed Classifications on Each Ramp

<table>
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<th>Speed Category</th>
<th>Interchange Ramp</th>
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<tr>
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<td>I-95 SB to I-295 SB</td>
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<tr>
<td>Compliant</td>
<td>&lt; 30 MPH</td>
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<tr>
<td>Low Risk</td>
<td>30-40 MPH</td>
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<tr>
<td>Medium Risk</td>
<td>41-50 MPH</td>
</tr>
<tr>
<td>High Risk</td>
<td>&gt; 51 MPH</td>
</tr>
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</table>

On the ramp from I-95 southbound to I-295 southbound, the observations showed that an average of 13.5-percent of drivers were traveling at speeds compliant with the posted speed with a range of between 10- and 20-percent (Figure 5).

![Graph showing percentage of vehicles at compliant speeds](image)

**FIGURE 5: Percentage of Vehicles on the I-95 SB Ramp to I-295 SB at Compliant Speeds**

An average of 28-percent of drivers classified as medium risk or faster with a range between 22- and 32-percent

Data on speeds at the ramp from I-295 northbound to I-95 northbound showed that an average of 12-percent of vehicles were traveling at speeds compliant with the posted speed with a range between 8- and 17-percent. Again, throughout the course of the experiment there was an overall level trend of vehicles operating at these speeds.

The percentage of vehicles operating at speeds classified as medium risk or faster decreased from the range of 25-35% to 13-23%. This decrease in medium risk or faster speeds likely represents an error in data collection as all other indicators of vehicle speeds stayed constant. A possible explanation for this error may be that after the DSDS was recharged it was placed in a slightly different alignment so that it measured speeds on a different segment of the ramp. The speed profile of vehicles on the ramp varies greatly as they navigate through each of the ramp’s curves. Therefore, measuring a different segment is likely to result in a vastly different array of vehicle speeds.

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DSDS Limitations

There are limitations to the data that the DSDSs were able to collect. The devices required a minimum headway between vehicles and therefore could not collect data on vehicles spaced too closely and as it was an automated process, there may have been multiple readings of cars as they approached the device. To account for these limitations, vehicle count data were collected on each ramp in February 2012 by automated traffic recorders (ATRs).

The DSDS undercounted and were only able to record data on between 36-51% of vehicles using the ramp from I-95 southbound to I-295 southbound and 41-62% of vehicles using the ramp from I-295 northbound to I-95 northbound (Tables 3 & 4).

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<th>2011 DSDS Counts</th>
<th>2012 ATR Counts</th>
<th>% Counted by DSDS</th>
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<td>Saturday</td>
<td>7564</td>
<td>14957</td>
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<td>2457</td>
<td>9615</td>
<td>26%</td>
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<tr>
<td>Monday</td>
<td>8276</td>
<td>18645</td>
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<td>Monday</td>
<td>7068</td>
<td>16035</td>
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<tr>
<td>Tuesday</td>
<td>7018</td>
<td>17094</td>
<td>41%</td>
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Conclusions

Overall, the data collected shows that driver speeds remain relatively constant over the time that the DSDSs were deployed and even include an overall reduction in speeds over time at one location. With no measured increase in driver speeds, this research suggests that even in locations where there is a high percentage of commuters drivers do not become accustomed to the DSDSs and that their ability to improve safety remains in place.

Recommendations

The DSDS equipment was only able to report driver speeds in four groups which is potentially too large to reveal changes in driver behavior. To increase the confidence in the conclusion above, additional study should be conducted with a more reliable method for measuring speeds that stores the specific speed of each vehicle. The additional study should also collect speed data before and after the implementation of the DSDS to insure there is an overall reduction in speeds.

Acknowledgements: The authors would like to thank the Massachusetts Department of Transportation for their cooperation on this study, including installation of the DSDS equipment and provision of the data used in the analysis and the Federal Highway Administration, which provided funding for the installation for the DSDS equipment.
The Maine Chapter of ITE has held two events in the past few months. On August 25th, a group of 16 of us, including spouses and other family members, attended a Portland Sea Dogs game for a wonderful evening of socializing with friends. In October, we held a Chapter meeting at Androscoggin Valley Council of Governments in Auburn to learn about Complete Streets. On October 18th, TomErrico of TY Lin and Doug Prentiss of FST led a very informative three hour presentation and discussion with a group of 25 of us. The officers are now planning for our Winter meeting, which will be held sometime in February 2013 – date, location, and topic to be determined.

The Vermont Chapter jointly held a successful fall event with the New Hampshire Chapter on October 3, 2012. The event was held in White River Junction and included topics relevant to that geographic area, Transportation Planning in the City of Lebanon and an update on the Dartmouth College Master Plan. Thirty people attended with New Hampshire and Vermont equally in attendance.

The Vermont Chapter has set the date for the January joint NE section/VT chapter ITE meeting to be Thursday, January 24, 2012. We are planning a ski day for the following day (Friday, January 25, 2012) and are investigating locations that can accommodate both the meeting and the ski day. More information to follow!

The Chapter hosted the joint meeting with the New England Section on November 1 at the Marriott Hotel in Providence. The keynote speaker was Buddy Croft of the RI Turnpike and Bridge Authority and the Technical Session featured a discussion of the Rhode Island’s Strategically Targeted Affordable Roadway Solutions program. The chapter held elections for officers with the results being Francisco Lovera, President Derek Hug, Vice President, Peter Pavao, Secretary and Phil Viveiros, Treasurer. The chapter launched a new website "ri-ite.org". We hosted a number of webinars this year one which was co hosted with the Massachusetts Chapter.

The Massachusetts Chapter held its Joint NEITE/MAITE Annual Meeting in Waltham on September 13th. More than 100 members and non-members attended the full-day event. The Training program was a 2010 Highway Capacity Manual Workshop focused on the changes in the new manual. The speaker was William M. Sampson from McTrans at Florida State University. PDH’s were awarded to attendees of the Training Program. The NEITE section held its monthly board meeting at the venue during lunch time.

The Technical Sessions in the afternoon focused on Green/Complete Streets and consisted of two presentations – ‘Massachusetts Experience of Complete Streets’ by Doug Prentiss and Thomas Errico, and ‘Boston Complete Streets’ by Vineet Gupta and Nick Jackson. Both the presentations were well attended. Members found the presentations to be informative. This was followed by the social hour with members networking with colleagues and young professionals prior to the dinner session.

The dinner session consisted of a presentation by Eric Bourassa from MAPC and focused on the success of The Hubway – the bike sharing program in Boston, Cambridge and Somerville. Keeping with the tradition, the section hosted the Desjardines family at the dinner, and their Annual Scholarship was awarded to one undergraduate recipient and one graduate recipient.

The MAITE Chapter had an election this year and the ballots were counted at the Annual Meeting. The incoming president Dan Nelson, thanked the outgoing president Steve Findlen, and welcomed the new board for the year 2012-2013. The Chapter also unveiled its new logo on a banner at the meeting.
Executive Board Corner
By: Jeffrey S. Dirk, P.E., PTOE, FITE

On September 13, 2012, the Massachusetts Chapter hosted the Executive Board of the New England Section at the Hilton Garden Inn in Waltham, Massachusetts. The meeting included a workshop by McTrans™ on the 2010 Highway Capacity Manual which was well attended, and was followed by two technical sessions on Complete Streets and a dinner program highlighting the success of the Hubway bike sharing program in Boston.

NEITE President Kien Ho provided the Board with an update on activities related to the NEITE Directory and Handbook which is now available on the NEITE website and includes a listing of NEITE policies, Executive Board and committee positions and functions, and other information related to the Section’s programs for members. Kien also discussed continued progress with publication of the Chronicle and the upcoming revisions to the Section by-laws.

NEITE Treasurer Peter Vasiliou provided a report on the Section’s finances through September 7, 2012. Net income for the reporting period was $3,281, which included a $3,181 payment from the District for New England Section dues. Expenses for this period totaled $1,165 and included $570 for publication of the Chronicle and $560 for travel expenses to support the UMass Amherst Student Chapter’s participation in the Traffic Bowl at the ITE Annual Meeting. After accounting for income and expenses through September 7, 2012, Peter reported that the Section’s account balance was $32,660.

Kim Hazarvartian, Chair of the Charter and By-Laws Committee, discussed the proposed changes to the Section by-laws that will be presented to the membership for approval. The proposed changes address two primary areas: i) to clarify that ballots from the annual election of officers and directors must be returned as designated by the Section vs. to the Secretary; and ii) to simplify the by-law amendment process. In the first case, the changes are necessary to reflect the Section’s use of electronic balloting and to ensure that the Secretary does not receive or keep the ballots, a situation that could be perceived as a conflict since the Secretary is on the ballot as a candidate for Vice President. The proposed modifications to the by-law amendment process would align the notification and ballot dates for proposed amendments with the Section’s annual election of officers while preserving the opportunity for adequate input on proposed amendments by the membership. A complete summary of the proposed changes to the by-laws as recommended by the Executive Board is available on the Section website.

As is customary at the September Executive Board Meeting, the Chair of the Nominating Committee, Ken Petraglia, presented the Board with the candidates for Junior Director for 2013. Congratulations to the nominees and please see the Section website for more information on the election of officers for 2013 and candidate position papers.

Joe Hallisey, Chair of the Membership Committee, provided an update on membership trends within the Section and plans for providing incentives for membership growth and retention. As a part of the Section’s financial drawdown initiatives, the Section has allocated $2,000 toward the purchase of gifts such as pens, laser pointers, etc. to be used as membership rewards. The Section and ITE in general have experienced a continued decline in membership, particularly by public sector employees. Joe and Ken Petraglia will be working with ITE to develop a program that is designed to increase participation by public sector employees in Section activities and governance.

The 2013 Northeastern District Annual Meeting planning committee has been very active over the past several months. Consultant support solicitation letters were mailed in October and are being distributed at Section meetings and are available on the Annual Meeting website. The registration cost for the meeting has been set at $275 per person for the full program, with the cost for the one day program and for students being evaluated. The host hotel is currently taking advance registrations for the meeting at a discounted room rate. Please check the 2013 Northeastern District Annual Meeting website for more information.

The next meeting of the Executive Board is scheduled for November 1, 2012 and will be held in conjunction with the Rhode Island Chapter and the annual Past Presidents Dinner, followed by the New England Section Annual Meeting on December 3, 2012 in Warwick, Rhode Island. Please check the NEITE website for more information on these and other meetings in the Section.
During this interview, it became clear why Bob is very content with his career. He received his Bachelor of Science in Civil Engineering in 1964 at the University of Rhode Island and his Masters in Civil Engineering at Purdue in 1966. He then entered the work force at the Pennsylvania Highway Department (now Pennsylvania Department of Transportation) in 1966 – a co-worker was Rich Hangen, who went on to co-found Vanasse Hangen (now Vanasse Hangen Brustlin). In 1970 Bob joined Wilbur Smith Associates until he moved on to Vanasse Hangen until his retirement in 2009.

Bob was also active in the New England Section and District 1 of the Institute of Transportation Engineers. He was elected as NEITE President in 1985, and also served as Chair of District 1 and as International Director for District 1. Bob was also Chronicle Editor for eight years. It’s no wonder he received the NEITE Transportation Engineer of the Year Award in 1985, and the NEITE Distinguished Service Award in the year 2000. Bob also served as Chair of the NEITE Awards Committee in for many years and was an adjunct professor at URI, teaching Civil Engineering for 17 years. Bob is particularly proud of founding and directing the "VHB Center for Education" which was accredited for CEU's.

Highlights of Bob’s career include projects in which he got to see improvements implemented. He said, “We spend a lot of time planning, but it is rewarding to see things built”. In particular, he cited the TOPICS program of the 1970’s. This Traffic Operations Program to Improve Capacity and Safety was a short term program that took a SWAT Team approach to roadway and intersection upgrades. A specific project he enjoyed while with VHJB was his role as head of the RIDOT Traffic Management Center.

When I asked Bob about his regrets he said, “I don’t have regrets, maybe just some disappointments. I would have liked to establish my own firm at some time, and I wish I had gone to school for an MBA.”

Bob does stay in touch with transportation issues, and the greatest changes he sees today are in technology. What we used to do by hand or with highway curves, is now done with computers. Also, while he believes in a multi-modal approach to our streets, Bob also advocates balance. Each mode has its place, along with a mix of politics and economics. Bob also mentions a certain bike path construction that cost millions of dollars, and has been underutilized. The point being that there may have been a better use for those funds.

Bob is still married to his wife Muriel, and they are approaching their 48th wedding anniversary. They have three children, including: Liz who is a partner in a pediatrician practice; Meg who is an elementary School Teacher in Winchester, MA; and Chuck who is a media director on New York City. Bob’s children have given him seven grandchildren, ranging in age from 2 to 18 years old.

Bob and Muriel keep busy, playing with their antique 1931 Chevy Coup, kayaking, and doing volunteer work for their church.

“I enjoyed mentoring young people and watching them grow as professionals”
Northeastern District Status Report
By: Armando Lepore, District 2012 Chair

Hello to all in the New England Section!

On behalf of the 2012 Northeastern District Board – Mike Wieszchowski, Vice-Chair, Mike Knodler, Secretary/Treasurer, Gary Hebert, our Immediate Past Chair, and Paula Benway, our International Director --- I would like to thank all of the New England Section ITE members, especially the Section Board and Committee Chairs for their contributions to ITE and the profession. In the wake of Hurricane Sandy, I also wish everyone a speedy recovery to normal life.

Northeastern District meetings
So far, the District has successfully held three business meetings, one on January 17th in Newburgh, NY, one at the Annual Meeting on May 24th, in Lake Placid, New York, and the third on September 20th in Jericho, Long Island, NY. The highlights from the most recent meeting are listed below:

• The District finances are in good standing (District Budget is attached)
• The audit of fiscal year 2011-2012 was completed
• Paula Benway presented the International Director’s Report
• The District is pursuing the group tax exemption offered by ITE International and the Sections willing to join the group need to complete the checklist provided by ITE International. Instructions have already been provided to the Sections
• The next student traffic bowl will be held at the UMass Student Symposium scheduled for March, 2012

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 Wieszchowski 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 confirmed the overall success that was expected:

• 123 total registrations
• 9 technical sessions and a Traffic Signal Controller Training workshop offering a total of 11 PDH’s
• 13 vendor displays
• Generous consultant support
• Well attended golf outing and social program
• Budget surplus

Our next District Annual Meeting being held on May 22-24, 2013 will be hosted by the New England Section at Northampton, Massachusetts, which will be chaired by Mike Knodler and Joe Balskus. This meeting location will be an excellent venue and we expect it to be well-attended.

Later on, during August 2013, Boston, Massachusetts will host the ITE International Meeting. Ken Petraglia is the Local Arrangements Chair for the ITE International Meeting and is looking for volunteers to assist him. Please e-mail Ken if you are interested in helping out at KPetraglia@BETA-Inc.com.

Student Activities
Our next District Student Chapter Traffic Bowl will be held at the UMass Student Symposium scheduled or March, 2013. The District has granted funding requests for Student Chapter assistance from UConn for hosting the 8th Annual Regional Student Research Symposium, and another request from UMass Amherst for attending the ITE International Meeting in Atlanta to compete in the International Student Traffic Bowl under our Special Student Initiatives budgetary expense item. We welcome and encourage greater Student Chapter participation in ITE and encourage all Student Chapters to take advantage of this Initiative.

Professional Development Aliyah N. Horton from ITE Headquarters visited the Northeastern District on October 23rd to discuss our Professional Development needs. Specific topics that were discussed included:
• Training content (technical and professional; what’s needed now and expectations in 2 years)
• Training delivery mechanisms
• ITE conference learning expectations and outcomes
• Feedback on programs ITE is planning to offer

Those of you who attended would agree that ITE is aggressively seeking to remain a leader in the delivery of training programs, and to remain relevant in training content. If you could not attend, please feel free to contact Aliyah Horton directly at ahorton@ite.org.

I am looking forward to seeing you at upcoming meetings!

Happy Holidays to all!
ITE Annual Meeting Notice

DATE: December 3, 2012  PLACE: Crowne Plaza at the Crossings Warwick, RI
2013 Northeastern District Annual Meeting Local Arrangements Committee:
10:00AM to 11:00AM
Board of Directors Meeting: 11:00AM to 2:00PM
Training Session: 8:15AM to 4:15PM
Technical Session: 2:00PM to 4:15PM
Cocktail Hour: 4:30PM to 6:15PM
Dinner: 6:30PM

ITE Northeastern 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
- 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 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

Job Opportunities

Senior Traffic Engineer/Manager

BETA has an exceptionally strong traffic practice. We are seeking a highly motivated individual to join our team in a key position. Candidate should have 8 – 12 years of experience in traffic engineering and/or transportation planning. Skill in making presentations and managing assignments / projects a plus. Thorough knowledge of traffic analysis software and MassDOT requirements are requirements. Bachelor of Science Degree in Civil Engineering and Professional Registration preferred. PTOE preferred.

Analyst - Transportation Planning & Engineering

White River Junction, VT; Burlington, VT; or Concord, NH

Resource Systems Group, Inc. has an immediate need for an Analyst to support our growing transportation planning and engineering practice. This person will work in teams conducting transportation analyses on a broad range of projects for private sector and public sector clients (municipal, regional, state, and federal). Typical projects include transportation master plans, transportation scoping/feasibility studies, traffic operations assessments, traffic impact studies, transportation corridor studies, bicycle and pedestrian facility studies, microsimulation modeling, transportation facility design, traffic signal timing and optimization, and traffic signal design.

The ideal candidate will possess the following qualifications:

- Bachelor’s degree in engineering, planning or a related technical field
- Excellent analytic skills, data manipulation, and technical writing abilities
- Strong verbal communication and presentation skills; experience in communicating effectively with both technical and non-technical colleagues and audiences/clients
- High level of proficiency in MSOffice required (Word, PowerPoint, Excel)
- Experience using ArcGIS, Synchro/SimTraffic, Vissim, Paramics, AutoCAD, MicroStation, and Inroads strongly preferred
- Previous experience with transportation planning or engineering preferred
- Successful completion of the FE/EIT exam preferred

To apply for this position, please visit our employment page at: http://www.rsginc.com/home/employment/