Managing speed limits on our roadways is of critical concern to transportation engineering professionals and road users alike. There are two fundamentally different approaches to managing speeds: design the road environment to achieve a desired speed or change the speed limits to reflect user expectations and the road environment. Although these approaches are inherently different, they should not be considered mutually exclusive. Superior design alternatives can be achieved when these approaches are implemented in conjunction with one another.

This article describes the design and evaluation of the Massachusetts rational speed limit demonstration project. In addition to the establishment of rational speeds, the project includes a rigorous enforcement campaign as well as an intensive public information and education campaign. This project serves as an excellent example of an attempt to adjust speed limits to reflect user expectation and the existing roadway environment.

To adequately evaluate all facets of the demonstration project, a comprehensive evaluation plan was specified as part of a cooperative agreement between the Federal Highway Administration (FHWA) and the Governor’s Highway Safety Bureau (GHSB). The Massachusetts Traffic Safety Research Program (MassSAFE) was subcontracted by the GHSB to conduct all components of the project evaluation which included the following elements:

- Baseline data collection and safety review;
- Speed data analysis;
- Citation data analysis;
- Crash data analysis; and
- Pre- and post-opinion survey.

Throughout the various analyses, the general approach was to track and quantify changes over time, with a focus the following projects stages:
- Baseline – prior to the revision of speeds;
- Enforcement – during the rigorous enforcement period and public information and education campaign, which was initiated with the revised speed limit signage (note that for three project roadways this stage was initiated in May 2003, and the remaining three roadways were revised in July 2003);
- Post-enforcement – period following the end of rigorous enforcement, which ended for all roadways in October 2003 (data collection continued through June 2004, such that the revised signage had been posted for one calendar year on all six roadways).

The cooperative agreement between FHWA and the Massachusetts GHSB was initiated to evaluate the effectiveness of a rational speed limit setting project (using advisory signage) in Natick, MA. The project methodology and evaluation plan resulted in the following conclusions:

- Using baseline data collection and engineering study a rational speed limit was established for each of six project roadways. The speed limit along the roadways was increased by 5 miles per hour and was reflective of the 85th percentile speed rounded down to the nearest five mph increment.
- Speed data from almost 1.5 million free flow vehicles collected over a 20-month time frame provided 85th percentile, 95th percentile, and mean speeds for each of 12 data collection locations. Because speeds varied, even between locations on a given roadway, each data collection was analyzed independently. In general, the speed parameters tended to reduce by one to two mph during the enforcement period, and later increased during the post-enforcement period. In some instances, the speed remained constant throughout all stages of the project. Lastly, in two instances, the speeds in the post enforcement period exceeded the initial baseline speed parameters.
- Crash occurrence did not change drastically following the implementation of the revised speed limit. However, it is important to note the change in the Massachusetts crash report form in 2001, which makes expanded comparisons to previous years difficult.
- As was initially expected, the speed citations (MGL Chapter 90-17) were significantly increased by one to two citations per roadway per month following the revision.
A Message from the President

John Mirabito

Our Challenge

This year began with the Federal Highway Administration trumpeting the 50th anniversary of the interstate system. While that is a laudable accomplishment, some of us quietly chuckled “that means you own a lot of 50 year old roads and bridges - and all their problems.” The negative side of that was clearly illustrated recently, when the I-35 bridge in Minneapolis collapsed. The cause of the collapse is still being investigated. What is known is that the bridge, built in the 1960’s, failed and several people died.

What happened to the I-35 bridge is terrible, but the real tragedy is that by Christmas more that half the country will have forgotten about it. The public’s attention span is very short, especially for negative things. Close to home, the Mianus River bridge, in Greenwich, Connecticut, gave way in 1983 and resulted in a loss of life. The event spurred ConnDOT to take actions to help prevent a similar failure in the future. However, if you were to ask someone on the street he or she probably could not tell you where the Mianus River is, much less that it was the site of a catastrophe. This is where we need to step up.

As transportation professionals we need to focus attention on the condition of our nation’s infrastructure. A football player’s experience enables him to see things on the field, things that most of us miss, and know how a play will evolve before it happens. We are the transportation experts, able to read the plan. Because of this, the acceptance was mandatory of the interstate system. While that is a necessity of the transportation system, and bringing the clout to the table with our elected officials. These businesses rely on the infrastructure to move people and materials, and when it becomes unreliable or inefficient the business will relocate. Most elected officials will work to prevent the loss of jobs and industries and will be out in front of a program that brings jobs and prosperity to their area.

It all begins with us. If we truly are transportation professionals we need to be active while the spotlight is on the transportation system’s problems and to keep up the dialogue when it begins to fade. That is Our Challenge.

Section Update

I hoped to have the Board formally accept the strategic plan at our June meeting. However, the board did not have an opportunity to discuss the plan at the meeting and, that discussion is crucial to the implementation of the plan. Because of this, the acceptance was tabled until the September meeting where the issues can be talked over more fully.

Speaking of our next meeting, it will be on September 13th. This is our Joint MA/NEITE Meeting and will be held at the Sheraton hotel in Needham, MA. This will be our third new meeting site of the year. I hope to see you there. The meeting details are included in the Chronicle and on the web site at www.neite.org.

ITE New England Directory

2006 Executive Board

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781-221-1000

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Northeastern Faculty
Professor Harris Koutsopoulos

UMass/Amherst
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Standing Committee Chairperson

Awards
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Charter/Bylaws
Joseph G. Molinaro III, P.E.
Sound Off!
This issue’s feature article “The Relationship between Traffic Calming and Rational Speed Limits” on page 1, summarizes the success of the authors’ demonstration project. What are your thoughts on managing speeds in this manner?

Go to www.neite.org/chronicle and let us know in the Sound Off! section.

Subsequent Chronicle issues will highlight the more provocative results, along with other Sound Off! topics. If you have any comments or suggestions for a future Sound Off! topic, e-mail chronicle@vhb.com

NEITE Chronicle Update
This issue of the Chronicle marks the first time we are trying an all (well, mostly) electronic distribution. If you have not already done so, we ask that you update your mailing information to ensure timely delivery. Since we request a new distribution list from ITE every quarter, we ask that you please make sure that ITE has your most current contact information.

To do so:
• Go to www.ite.org and click ‘Login’ on the left.
• Your ‘Login’ is your ITE member number and your ‘password’ is the first six letters of your last name.
• From there, click the gray ‘edit’ button at the top of that page to edit/add information.

If you wish to continue receiving a paper copy of the Chronicle, please e-mail me at chronicle@vhb.com

Useful Links
Institute of Transportation Engineers http://www.ite.org
American Society of Civil Engineers http://www.asce.org
American Society of Civil Engineers (New Hampshire Chapter) http://www.ascenh.org
American Society of Civil Engineers (Vermont Section Chapter) http://sections.asce.org/vermont
American Society of Civil Engineers (Maine Section Chapter) http://www.maineasce.org/maine.htm
American Society of Civil Engineers (Connecticut Section) http://www.csce.org/
Urban Land Institute http://wwwuli.org
The American Planning Association (Northern New England Chapter) http://www.nnecapa.org
The American Planning Association (Massachusetts Chapter) http://www.massapa.org
The American Planning Association (Connecticut Chapter) http://www ccpapa.org
The American Planning Association (Rhode Island Chapter) http://www.rhodeislandapa.org

VHB’s contributing staff:
Matt Blume  John Kennedy
Laura Castelli  Julie Murphy
Alan Cloutier  Jorge Quinones
Terri Courtemanche
The Institute of Transportation Engineers New England Chronicle

The Relationship between Traffic Calming and Rational Speed Limits

continued from page 1

higher in 2003, and in the project’s enforcement months as well. A direct analysis of the citation and speed data was completed to assess any impacts resulting from motorist exposure to enforcement.

• Based upon the information collected in the pre- and post-opinion surveys, it is clear that Natick residents were aware of the project, were satisﬁed with the rational speed concept, and more importantly, they supported both the increase in speed limit and enforcement.

Although the demonstration project was an overall success, outstanding issues and should be addressed in future efforts to aid in the evaluation of rational speed limits. Most notably, it would be helpful to quantify the potential impact if the project were completed using regulatory speed signage enforced under MGL Chapter 90–18. Additionally, a more direct comparison of speed data to police presence would be recommended so as to quantify the exact impact of enforcement on speed parameters (e.g., coordinate exact enforcement times with speed data collection) and identify any temporal effects. Lastly, periodic review of the speed parameters on the project roadways is recommended to determine long term effects of the rational speed process, such as potential increases in speed as drivers adapt to new limits.

Funding Crisis in Massachusetts

NEITE Legislative Liaison Committee

The recent bridge collapse in Minneapolis has brought national attention on the lack of adequate funding for the operation and maintenance of our transportation system. The Commonwealth of Massachusetts faces a crisis in funding as revealed by a recent report by the bi-partisan Massachusetts Transportation Finance Commission (MTFC). At a recent presentation at Northeastern University, Frank Tramontozzi, Senior Vice President at FST and a member of the MTFC highlighted several important points discussed in the MTFC report.

One of the key conclusions in the report was that the Massachusetts Highway Department (MassHighway) does not have adequate staffing and/or budget to adequately oversee and maintain the highway system. Figure 1 shows the department workforce over the years from 1990 to 2006. There has been a drastic reduction in the number of employees at MassHighway, down by about 42 percent from 1990 to 2006. Another critical point of the chart is that MassHighway has had to shift funding for the workforce from the operating budget to the capital budget. In other words, as the report states, “MassHighway is cannibalizing its capital budget to support its operating needs.” Since a portion of the capital budget is used towards the workforce, Massachusetts has had to take on additional debt to fund its various transportation projects. In fact, there is an overuse of debt in Massachusetts to fund highway projects. Figure 2 shows the percent of highway funds used towards debt service among the 50 states. In 2004, Massachusetts was the state with the highest percent (44 percent) of total highway spending used to service the debt.

Funding constraints at the state level almost always trickle down to the local level. Since 1997, there has been a decline in Chapter 90 funding to the local communities, which in total have roughly 80 percent of all centerline miles in the Commonwealth.

The MTFC is currently working on recommendations to close the 20 year $15–$19 Billion dollar funding gap for all transportation agencies. Many other states in the country are also exploring various options including value pricing (tolls, HOT lanes, congestion pricing, etc), user fees (nominal increases in the state gasoline tax), and other methods of highway financing (PPP, Design-Build, etc). The MTFC is expected to release its recommendations at the end of the summer or early fall of this year prior to the passage of the next Transportation Bond Bill by the state legislature.
The State of the District

Mike Schauer, District Chair

I wish to report to you that the state of the District is very well indeed. We recently had our major annual meeting in Providence where the New England Section members did a fantastic job in creating a program with something for everyone. If you could not attend tell your boss (or spouse) that the technical exposure and networking opportunities alone should justify you attending future ones. Better yet, bring your spouse to the next one as there is always an interesting program for them as well. Speaking of the next one, it will be in Atlantic City next May. To my knowledge this is the first time we will be combining it with District Two’s annual meeting.

However we have not totally relinquished the name District One. Our new letterhead has both names and I suspect for a long time to come we will use the names interchangeably. I wish to say thanks to Kim Hazarvartian who is completing three years of representing the District on the International Board. By now you should have received a ballot for the new International Director position as well as for some Bylaw updates.

Due to the limitations of the existing District web site (hosted by ITE International), the Executive Committee has decided to create a new web site for the District. We will need to come up with a fitting web address that has not already been taken. Please send me your ideas and I will add them to the list the Executive Committee is working on.

The next Secretary-Treasurer for the District will come from the New York Upstate Section. Rick Zabinski is chairing the nominations committee, so if you have someone you would like to recommend please provide the name to Rick.

At its January meeting, the Executive Committee decided to begin holding a fall meeting to help close out the program for the year and, more importantly, to better introduce itself to the section membership. All members are invited to attend the meeting this October 29 at the New York Upstate Section’s annual meeting to be held near Albany, NY.

The only thing I have not mentioned is finances. The District is very well financially also. We are always looking for ways to return money to the membership whether through funding portions of the annual meeting, providing support money for student chapters, etc. If you have additional thoughts on what we can help with please let me know.

In fact, if you have any thoughts on anything related to ITE or the profession you would like to share, I would be glad to listen.

I wish to congratulate the recipients of the annual District achievement awards. The New England Section as well as the UMass Amherst Student Chapter were the recipients. Also congratulations to Joe Pecora who received the Boutwell Distinguished Service Award for his many years of service to ITE and the District.

As many of you know, Harvey Boutwell was the first District Administrator for District One. A special memorial was hosted by Steve Gayle as part of the annual meeting. Many family, friends, and past ITE dignitaries attended to pay their respects to Harvey.

By the way, Steve Gayle is our new District Administrator. He has assumed the duties from Alan Gonseth who decided the west coast is where he wants to retire. Thanks, Alan, for your many years of service and we wish you all the best.

Something that may have passed under your radar level is the District has a new Name.

-Mike Schauer

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Something that may have passed under your radar level is the District has a new name. District One is now the Northeastern District.
Professional Development Hours (PDHs) in the Public Sector

Bob Campbell, P.E., P.T.O.E., President, MAITE

I recently received an inquiry from a traffic engineer with the City of Worcester. He saw my name on the list of PTOE’s in Massachusetts, and wondered, as a public sector engineer, how do I meet the renewal requirements for maintaining PTOE status? He’s joined ITE, but it seems that each PDH will cost a few hundred dollars, and he’s not sure that the city will be interested in paying more than his license fee and ITE membership.

First, it would be a mistake to write-off the City’s interest in this. A municipality should have every bit as much interest in its employees’ professional development as a private firm would. But given the difficulty of getting such items budgeted, I responded with several things that I’ve done:

1. Become active in the Massachusetts Chapter of ITE which tries to do things as inexpensively as possible. We have a monthly “organizational” meeting at the Transportation Building at 10 Park Plaza in Boston at noon on the first Wednesday of every month. That’s probably a tough one to attend, coming in from Worcester, but none-the-less, you are hereby invited!

2. MAITE runs three events each year that are inexpensive and include training / technical sessions. In September we co-sponsor the NEITE section meeting, which costs about $65-$70. This year it is September 13th at the Sheraton - Needham, adjacent to Route 128. This year we’re doing a “rail” theme and will have Governor Michael Dukakis as our keynote speaker for the evening meal. Before that we run two late afternoon technical sessions included in the attendance price. And before that, we run a four to six hour training program for an additional fee, but again as inexpensive as we can make it. The next function is mid-winter, our Transportation Student Research Symposium, where we bring the transportation industry’s present and future together for two tracks showcasing student research in the transportation field with Q&A from current professionals. We have a keynote speaker during a mid-day “box lunch”, poster sessions before the morning and afternoon presentation sessions and a career fair with tables staffed by sponsoring transportation-related companies. The third event is a joint meeting with the Massachusetts Municipal Engineer’s Association (MMEA) run early in the spring. This is an opportunity for technical presentation(s) beneficial and interesting to both groups, and a chance to network with your peers, public and private.

3. ITE offers “web-inars” on a multitude of transportation topics. The cost is generally per-site without regard for how many people attend. I’ve brazenly mentioned that if a company is planning on purchasing the “web-inar” perhaps they could invite public sector clients to attend, if it’s not too much of a problem. I’ve found that many companies are happy to do this, as there is no additional fee and it can be an aid to their marketing. They also find it easier to talk to town engineers who have a little more transportation-related knowledge (and confidence in it) than to those who do not.

4. There are Chapter and Section meetings throughout the region, and a National and an International ITE meeting for those who are really into it and / or have deep pockets.

With these options available you should be able to come up with 45 PDH’s over 3 years. Just make sure you keep track of them! (This advice comes from someone who has yet to submit his PDH form for PTOE renewal.)
ITE New England Chapter Updates

Maine ITE Chapter Update
The Maine Chapter of ITE held their elections in June. The terms of office are two-years and the new officers are Tom Errico, president; Rob Kenerson, vice president; and Randy Dunton, secretary/treasurer.

The New England Section/ NH Chapter/ ME Chapter held a joint meeting on Thursday, June 21st at the York Harbor Inn in York, ME. Approximately fifty people attended the full day event. The Technical program featured two speakers; Kevin Hooper, P. E., of Kevin Hooper Associates on “Transportation Impacts at Mixed Use Developments” and Rick Chellman of TND Engineering on “Traditional Neighborhood Design.” The evening speaker was Gary Williams from MeDOT. The program was educational, the location and weather spectacular, and the camaraderie enjoyable and frequently entertaining.

Approximately twenty-five Maine Chapter members and guests attended the annual Portland Sea Dogs picnic and game on June 26th. It was a great evening to watch a baseball game. Unfortunately the home team got crushed. The spectacular fireworks display after the game eased the pain for the faithful fans.

The Maine Chapter would like to recognize and thank Steve Landry, as out-going president, for his leadership and dedication to the Chapter, especially over the last two years.

Connecticut ITE Chapter Update
The Connecticut Chapter held their annual joint meeting with the New England Section on Tuesday, March 20, 2007 at the Manchester Country Club. The meeting had an excellent turnout with over 75 people attending. An afternoon technical session was held with University of Connecticut Professor Norman Garrick giving a very interesting talk on “Rediscovering the Art and Science of Street Design in America.” Following a social hour and dinner, the evening program featured an informative presentation by Ralph Carpenter, ConnDOT’s new Commissioner, to discuss the “Transportation Outlook for Connecticut.”

Election ballots for Connecticut Chapter officers were tallied during the meeting and the following officers were announced for 2007-2008:

- President: Mark Vertucci, P. E. mvertucci@fando.com
- Vice President: Matthew Blume, P.E., PTOE mblume@vhb.com
- Secretary/Treasurer: Joseph Hallisey, P.E. hallisey@pbworld.com

The following 2006 ITE Connecticut Chapter awards were also presented at the meeting.

- John F. Carey, P. E.
  Transportation Leadership Award
  Jack Carey was recognized for his many years of leadership and support to the Connecticut Department of Transportation, Connecticut transportation professionals, and the State’s transportation infrastructure.

- Ruth Fitzgerald
  Transportation Achievement Award
  Ruth Fitzgerald was recognized for the contributions made by Fitzgerald and Halliday, Inc. while providing 20 years of professional services related to transportation engineering and planning in Connecticut.

- Roger Krahn, P. E.
  Presidents Award
  Roger Krahn received the President’s award in appreciation for outstanding service as President of the Connecticut Chapter of ITE.

Carla Tillery – Service to the Chapter Award
Carla Tillery received the Service to the Chapter Award for outstanding service, constant dedication, and professional contribution to the Connecticut Chapter of ITE as past president.

A fall meeting date has been scheduled for Tuesday, October 16, 2007 in New Haven. The theme of the meeting will be Transit Oriented Developments (TODs) and will include an afternoon technical session on trip generation characteristics at mixed use developments and TODs. The technical session will feature a roundtable discussion with municipal, DOT, and regional planning agency representatives. The dinner program will feature a presentation by ConnDOT Deputy Commissioner Albert Martin to discuss his ongoing efforts and initiatives with TODs in Connecticut. Look for a meeting announcement in September! We encourage everyone to visit the CT Chapter’s new web site at http://www.neite.org/CT/ for updated information on our chapter’s events, continued on page 8
Rhode Island ITE Chapter Update
On Friday, August 3, 2007, several members and friends of RIITE attended the “Rhode Island Infrastructure Design Professionals 2nd Annual Summer Outing at the Pawsox”, a joint social event organized by the Younger Members Group of the ASCE RI Section. The event was attended by hundreds of civil and environmental engineering professionals from throughout the state and region, many of which work regularly on transportation-related projects in Rhode Island. Attendees served a BBQ buffet before the double-header of ball games between the Pawtucket Red Sox and the Rochester Red Wings. The Pawsox lost the first game but later rebounded to win the second game.

ITE NE Chapter Updates
continued from page 7

officers, membership information, chapter reports, and other historical information. We are also providing a page on our web site for transportation job postings and have six advertisements already posted to date.

New England ITE Word Scramble

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SAVE THE DATE!

ITE UPSTATE NEW YORK ANNUAL CONFERENCE
OCTOBER 29th and 30th, 2007

This year’s conference is a combined event with the 17th Annual Albany Transportation Symposium.

Century House Restaurant & Hotel
997 New Loudon Road, Route 9
Latham, NY 12110

A limited number of rooms have been reserved for a special Symposium Rate. Please contact the Century House directly at (518) 785-0834 by October 1, 2007 to make reservations and mention the Symposium.

The event will include:
FHWA Training – Federally Funded Local Projects Administration

Planned Technical Sessions –
➢ Context Sensitive Design Solutions in Designing Major Urban Thoroughfares for Walkable Communities
➢ Transportation Bond – How is it being used? An update from NYSDOT, NYSTA, FHWA and
➢ Alternate Regional Development Scenarios and Their Impact on The Capital Region
➢ High Profile Transportation Projects
➢ Dealing with Environmental Challenges on Transportation Projects

ITE Upstate NY Section Annual Awards Banquet
ITE District 1 and Upstate NY Section Executive Board Meetings

Contact Don Adams with any questions at (518) 446-0396 or dadams@cmellp.com

The Albany Transportation Symposium is sponsored by: Albany Society of Engineers, American Society of Civil Engineers, Capital District Planners Association, Institute of Transportation Engineers, NYS Society of Professional Engineers
First Annual NEITE and RI-WTS Joint Golf Outing

Our first joint event with RI WTS was held in beautiful Richmond RI on August 23rd, 2007. The event consisted of an inexpensive nine-hole golf game followed by a dinner at a near-by restaurant where everyone got to socialize and of course “get to know one another.” While the event was small, everyone had a great time. Most important of all, the young engineers who attended the event benefited greatly from it. They were able to interact comfortably with the “old timers” which is the goal of the event. Our goal was to provide young engineers with an environment where they could interact with everyone in a comfortable manner and ultimately to encourage young members to participate in the respective societies and be an active member.

WTS Rhode Island Luncheon

Julie Murphy, VHB

The WTS-Rhode Island Luncheon featured an overview of the Rhode Island Statewide Travel Demand (RISM) model presented by Vincent Flood, Principal Research Technician, RI Statewide Planning; and Julie Murphy, Project Manager, Vanasse Hangen Brustlin, Inc. The luncheon was attended by WTS members and area traffic consultants, as well as employees of state and local agencies.

The presentation began with Vincent Flood providing an overview of a travel-demand model and basic components of the Rhode Island model. He also described the input parameters used, as well as the outputs produced by the model. Finally, he reviewed some of the most recent updates made, including updating land use to the year 2000 and updating the entire roadway line layer used in the model.

Julie Murphy went into more detail on the four-step modeling technique. She then reviewed how the model is currently being used by state and local agencies. The model produces air quality input parameters, tests major roadway projects, and can be used to understand existing and future travel patterns throughout the state. Finally, she described how the model was used to estimate evacuation time estimates for the Rhode Island Hurricane Evacuation Plan, Phase 1.
Employment Opportunities

Design Manager

Job Type: Full-Time
Location: New Haven, CT

Job Description:
Wilbur Smith Associates is an international transportation planning and engineering firm. The New England Design Manager will be responsible for the growth and overall fiscal and administrative management of engineering services in multiple states serving the New England states. Among the services provided within these offices are: transportation and multi-modal planning, highway and traffic engineering design, traffic impact analysis, bicycle and pedestrian corridor study and design, economic and financial feasibility analysis, traffic and revenue forecasting, and environmental impact analysis. Experience with diverse disciplines is beneficial.

Responsibilities include:
- Management of New England Division staff in multiple offices
- Oversight of design work and management of select projects
- Monitoring project budgets
- Developing and meeting business plan goals
- Conducting quality control and quality assurance reviews
- Marketing of civil engineering and multi-disciplinary services
- Strategic planning for market growth
- Proposal and work plan preparation
- Preparing project scopes, schedules and budgets
- Negotiating contracts
- Leading client and public meetings
- Supervising and mentoring staff
- Recruiting new talent
- Coordinating with other discipline managers throughout the company

Minimum requirements: Bachelor’s Degree and a minimum of 10 years of relevant work experience managing large civil design projects. Must have excellent oral and written communication skills. P.E. license required.

We are proud to be an EEO/AA employer M/F/D/V. We maintain a drug-free workplace.

Transportation Systems Project Manager

Vanasse Hangen Brustlin, Inc., a leading transportation, land development, and environmental services firm is seeking a Project Manager for the Transportation Systems group in our Bedford, NH office.

Responsibilities include but are not limited to: managing projects, maintaining and growing client relationships, supervising and mentoring engineering staff, overseeing the preparation of traffic impact studies and corridor studies; and public presentations.

Requirements: 8-15 years of progressively challenging experience in all areas of transportation planning and traffic engineering including the preparation of traffic operations analysis, corridor studies, and traffic impact studies. Must possess exceptional presentation, public speaking and written communication skills. A Bachelor’s Degree in Civil Engineering is required. NH PE or ability to obtain same within a year is essential.

Please apply online at www.vhb.com
VHB is proud to be an equal opportunity/affirmative action employer.

Division Manager

Location: New Haven, CT

Job Description:
Wilbur Smith Associates is an international transportation planning and engineering firm. The New England Division Manager will be responsible for the growth and overall fiscal and administrative management of offices in multiple states. Among the services provided within these offices are, transportation planning, including transit and multi-modal planning, highway and traffic engineering design, traffic impact analysis, bicycle and pedestrian corridor study and design, economic and financial feasibility analysis, traffic and revenue forecasting, and environmental impact analysis.

Responsibilities include:
- Leading strategic planning for local market growth and expansion of client and service offerings
- Developing and achieving business plan goals
- Hands on project management of large multi-modal transportation projects
- Marketing the New England Division’s transportation engineering, planning and traffic engineering services, and all Wilbur Smith transportation services
- Preparing and/or reviewing proposals and project scopes, schedules and budgets
- Review of contracts, and participation in client negotiations
- Directing and participation in quality assurance reviews
- Staffing and budget allocations
- Recruiting new talent
- Supervising and developing young leaders

Minimum requirements include a Bachelors Degree in transportation planning or engineering and 10 years of relevant work experience, or Masters Degree and 8 years of relevant work experience. P.E. or AICP certification required.

WSA offers an excellent compensation and benefits package including competitive compensation, health, dental, vision, 401k, paid time off, ESOP, and more. To learn about Wilbur Smith Associates and to apply online, please visit our web site at www.WilburSmith.com. Resumes may also be sent via fax to 803-251-2064 or mailed to P.O. Box 92, Columbia, SC 29202-0092. Please reference job #TC10434 when applying. EOE/M/F/D/V
Joint NEITE & MAITE Meeting

Please join us on Thursday, September 13, 2007 for the Joint New England ITE and Massachusetts ITE Chapters meeting featuring keynote speaker Governor Michael S. Dukakis.

This event will be held at the Sheraton in Needham, located at: 100 Cabot Street, Needham, MA

Please RSVP by 5 pm on Friday September 7. Registration can be completed online by visiting www.neite.org/MA/nemaiteregis.shtml or sending an e-mail to Peter Vasiliou at peter.vasiliou@jacobs.com

Program Schedule

8:00 am - Registration

8:30 am — 12:00 pm At-Grade Railroad Crossing Design Seminar (FRA Quiet Zones):
Speaker: Randall Dickinson
Program Manager for Highway/Rail Grade Crossing Safety and Trespass Prevention, Federal Railroad Administration, Region I

Session Outline:
• Overview of At Grade Crossings
• Present Requirements
• Horn Rules
• Quiet Zone Applications

12:00 pm — 3:00 pm NEITE Board Meeting
12:00 pm — 1:00 pm Lunch

Technical Sessions

3:00 pm — 4:15 pm Freight Rail (To Be Announced)

4:15 pm — 5:30 pm Congestion Protection for Transit: Lessons from Europe and Application to MBTA Route 66
Speaker: Peter Furth, PhD, NU

5:30 pm — 6:30 pm Social Hour

6:30 pm — 8:30 pm Keynote Speech and Dinner
Speaker: Governor Michael S. Dukakis

Morning Training Session Costs

All Day and Dinner Programs: $160
Training Session Only: $90

Tech Session and Dinner Meeting Costs

Private Sector Employees: $80
Public Sector Employees: $50
Students: $25

Participants will receive 2.5 PDH’s for the Tech Sessions and 4 PDH’s for the Training
Upcoming Events

September 13
NEITE/MA Chapter Meeting
Waltham, MA
Robert Campbell
rcampbell@townofbraintreegov.org

October 16
CT Chapter Meeting
New Haven, CT

October 18
NH Chapter Meeting (tentative)
(Location to be determined)

November (TBD)
NEITE/Rhode Island Chapter Meeting
(Location to be determined)

December 3
NEITE Annual Meeting
Warwick, RI

December 11
NH Chapter Annual Meeting (tentative)
(Location to be determined)

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

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

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