AVOIDING TORT AND CRIMINAL LIABILITY FOR OLDER DRIVERS: A SOCIAL IMPERATIVE

Submitted By: William F. Lyons Jr., PE, Esq. and Marianne Delorey, Ph.D.
Dear NEITE Members:

2016 is off to a great (and warm) start. Our first New England Section Board Meeting was held on January 21st at Killington Resort in Vermont. A group was able to get some runs in before the board meeting/technical sessions. The topics included an introduction to the VTrans Crash Web Tool and an overview of the VTrans Accelerated Bridge Program. Following the meeting was a wonderful networking reception. I would like to thank Jennifer Conley and the Vermont Chapter for doing a wonderful job organizing this meeting.

At the Board Meeting we passed a budget for 2016 and briefly discussed the goals, calendar and vacant committee chair positions.

We have an exciting year ahead. Over the next few months, we have the Student Symposium at Northeastern (March 3rd), UMass Tech Day (March 24-25), and the joint CTITE/NEITE Joint Meeting (first week of April). In addition, this year the New England Section will be hosting the Northeastern District 1 Annual Meeting in Portsmouth, New Hampshire (May 11-13). We have a great committee busy organizing this event. For those that haven’t been to a District meeting, I encourage you to attend this great mix of education, networking and entertainment. I have no doubt that those that have been before would agree.

After three years as Editor, the New England Chronicle will transition from Samuel Gregorio to Rachel Dooley.

I want to thank Rachel for taking on this endeavor, as it is a significant commitment.

I would like to welcome Matt Kealey and Ian McKinnon to the Executive Board as the 2016 Junior Directors. I am also glad to announce that we have four new committee chairs/members:

- Rachel Dooley, Chronicle Editor
- Douglas Halpert, Continuing Education Committee
- Justin Curewitz, Membership Committee
- Colin White, Website

I would also like to thank Past President Joe Hallisey for guiding us through a successful 2015. As Immediate Past President, he will remain on the Board this year and will be proving great insight throughout the year.

I would also like to thank Nick Fomenko who has served on the Section Executive Board for three years, including service as Section Treasurer and Chair of the Public Relations Committee.

I look forward to an exciting and successful new year for the Section. If you have any question or suggestions, please contact me at alan.cloutier@stantec.com or 781-221-1245.

Sincerely,
Alan T. Cloutier, PE, PTOE
New England Section President

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**NEITE’s mission is to serve its members, the transportation profession, and the public by facilitating professional development and education, promoting the exchange of ideas, and enhancing the professional practice to provide safe efficient cost-effective and sustainable transportation solutions.**
New England Section Directory

Executive Board:

President – Alan T. Cloutier, PE, PTOE
Fay, Spofford, and Thorndike, Inc.
5 Burlington Street | Burlington, MA 01803
P: (781) 221.1000 | acloutier@fstinc.com

Vice-President – Rebecca L. Brown, PE, PTOE
TEC, Inc.
65 Glenn Street | Lawrence, MA 01843
P: (978) 794.1792 | rbrown@theengineeringcorp.com

Secretary – Samuel W. Gregorio, PE, PTOE
TEC, Inc.
65 Glenn Street | Lawrence, MA 01843
P: (978) 794.1792 | sgregorio@theengineeringcorp.com

Treasurer – Jason M. DeGray, PE, PTOE
Toole Design Group
33 Broad Street, Suite 405 | Boston, MA 02109
P: (617) 619.9910 | jdegray@tooledesign.com

Senior Director – John Q. Adams, PE, PTOE
Milone & MacBroom, Inc.
100 Commercial Street, Suite 417 | Portland, ME 04101
P: (207) 541.9544 | jadams@miloneandmacbroom.com

Senior Director – David J. DeBaie, PE, PTOE
Stantec Consulting Services, Inc.
5 Dartmouth Street, Suite 101 | Auburn, NH 03032
P: (603) 669.8672 | jdebaie@stantec.com

Junior Director – Matthew J. Kealey, PE, PTOE
VHB
101 Walnut Street | Watertown, MA 02472
P: (617) 924.1770 | mkealey@vhb.com

Junior Director – Ian A. McKinnon, E.I.T.
Tetra Tech, Inc.
160 Federal Street, #3 | Boston, MA 02110
P: (508) 903.2052 | ian.mckinnon@tetratech.com

Immediate Past President – Joseph A. Hallisey, PE, PTOE
WSP | Parsons Brinckerhoff
500 Winding Brook Drive | Glastonbury, CT 06033
P: (860) 815.0269 | Hallisey@pbworld.com

State Chapter Presidents:

Connecticut – Kwei Brown, PE, PTOE
P: (203) 271.1773 | kbrown@miloneandmacbroom.com

Maine – Jennifer Williams, PE
P: (207) 783.9186 | williams@avcog.org

Massachusetts – Kenneth J. Cramp, PE, PTOE
P: (781) 932.3201 | kcramp@baysideengineering.com

New Hampshire – Jeffrey W. Santacruce, PE
P: (603) 225.2978 | jsantacruce@mncinc.com

Rhode Island – Derek L. Hug, PE, PTOE
P: (401) 861.3070 | dhug@fando.com

Vermont – Jennifer Conley, PE, PTOE
P: (802) 345.2321I | jconley@conleyassociates.com

Standing Committee Chairs:

Awards – Kim E. Hazarvatian, Ph.D., PE, PTOE
P: (603) 226.4013 | keh@tepllic.com

Charter/Bylaws – Kim E. Hazarvatian, Ph.D., PE, PTOE
P: (603) 226.4013 | keh@tepllic.com

Chronicle Action – Samuel W. Gregorio, PE, PTOE
P: (978) 794.1792 | sgregorio@theengineeringcorp.com

Chronicle Editor – Rachel A. Dooley, PE
P: (401) 457.2028 | rdooley@vhb.com

Continuing Education – Douglas S. Halpert, E.I.T.
P: (978) 619.9910 | dhalpert@tepllic.com

Desjardins Scholarship – Faysal J. Hussein, PE, PTOE
P: (857) 206.8756 | fhussein@nitscheng.com

Emerging Professionals – Michael W. Fenley, PE, EVP SP
P: (617) 452.6871 | fenleywm@cdmsmith.com

Emerging Professionals – Alexander T. Lovejoy, E.I.T.
P: (617) 222.1980 | alovejoy@MBTA.com

Goals/Objectives – Michelle Langone Danila, PE, PTOE
P: (617) 619.9910 | mdanila@tooledesign.com

Historian – John P. Thompson, PE
P: (203) 294.2035 | jthompsonsp4@aol.com

Industrial Support – William P. McNamara
P: (401) 231.6780 | billmc@oceanstatesignal.com

Legislative Liaison – Kien Y. Ho, PE, PTOE
P: (781) 255.1982 | kho@BETA-inc.com

Membership – Justin M. Curewitz, E.I.T.
P: (781) 255.1982 | JCurewitz@BETA-inc.com

Nominating – Kenneth J. Petragna, PE, PTOE
P: (781) 255.1982 | kpetragna@BETA-inc.com

Past Presidents Council – William F. Lyons, PE, PTOE
P: (877) 305.4163 | wilsons@fishillc.com

Program – Keith E. Wenerss, E.I.T.
P: (413) 241.5872 | kweners@vhb.com

Public Relations – Christina Dube, E.I.T.
P: (781) 641.8332 | cdube@vhb.com

Strategic Plan – Joseph C. Balusk, PE, PTOE
P: (860) 808.2299 | baluskj@cdmsmith.com

Student Chapter Liaison – Steven M. Tupper, E.I.T.
P: (508) 362.3828 | sttupper@capoccodcomission.org

Technical – Thomas A. Errico, PE
P: (207) 347.4354 | Thomas.Errico@tylin.com

Technical – Steven C. Findlen
P: (508) 823.2245 | sfndlen@mcmahonassociates.com

Website – Colin T. White, PE
P: (978) 570.2979 | cwhite@gpinet.com

Useful Links:

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

ITE Northeastern District:
http://www.northeasternite.org

ITE New England Section:
http://www.neite.org

ITE Upstate New York Section:
http://www.itenyupstate.org

ITE New York Metro Section:
http://ite-metsection.org

Young Professionals in Transportation - Boston Chapter
http://www.ypboston.org/

Boston Society of Civil Engineers:
http://www.bsoccs.org

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

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

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

ASCE Maine Chapter:
http://www.mainenasce.org/maine

ASCE Connecticut Chapter:
http://www.csce.org

ASCE Rhode Island Chapter:
http://riasce.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.mnecpa.org

APA Massachusetts Chapter:
http://www.massapa.org

APA Connecticut Chapter:
http://www.ccapa.org

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

On the Cover: Winter storm in front of South Station, Boston, Massachusetts.
Photo Source: Mark Wasielewski of Partners Healthcare.

On the Back Cover: Snow along I-93
Northbound at the Route 3 split, Braintree, Massachusetts. Photo Source: Ryan Varone of VHB.
As of this issue of the *Chronicle*, our Facebook group has 85 “Likes”. Here you can get updates on future and current events, and even see photos from many of our past events. Feel free to post any discussions or comments on our wall.

Our LinkedIn group is also growing fast. We already have more than 320 members. Search for “New England Section of the Institute of Transportation Engineers” or follow the link from the NEITE webpage and join the group. We will be posting info on future events here as well. While we can’t post photos here, there are areas for discussions, notices, and even job postings.

Finally, the New England Section is now on Twitter with 119 followers and growing every day. Please find your quick hit updates by following @NewEngland_ITE

Please remember to receive all your updates, news, and Section information at the New England Section website:

http://www.neite.org

For those members of the New England Section that would like to be included on the Google Group Section email list, please contact Samuel W. Gregorio, PE, PTOE at sgregorio@theengineeringcorp.com.

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Hello New England Section!

As the new editor of the *New England Chronicle*, I am thrilled for you to be reading the first issue of the 2016 year. I was excited to learn about all of the behind-the-scenes collaboration that takes place to pull these issues together. It is a truly impressive system that I am inheriting and I am extremely grateful for all of the help that I have received in getting this first issue out. I would especially like to thank my predecessor, Sam Gregorio, for all of his help with acquiring content and answering my endless emails of questions. I couldn’t have done this without him.

I would also like to congratulate him and his team on successfully releasing four great issues of the *Chronicle* in 2015. Now that I have an idea of how much work goes into an issue, I see what a huge accomplishment this is. I hope we can be just as successful in 2016! In order to do this, I urge any of our members to contribute their projects, ideas, research, or any other experiences to the *New England Chronicle*. We would love to hear about what you have been working on.

**Articles**

In this issue, the main article focuses on criminal liability with older drivers and our responsibility to plan and design for this class of drivers. It features an in-depth case study that was performed and the impacts that different aspects of design had on the driver. It has some great information to keep in mind as you move ahead in the planning and design process.

**Looking Back**

This issue also contains a recap of the 2015 New England Section Awards held at the Crowne Plaza in Warwick, Rhode Island last December. A feature on each of the award winners and details of their awards are included. Congratulations to all of the award recipients and thank you to all that attended. I hope everyone had as great a time as I did.

**Looking Ahead**

Now that election season has passed (at least for ITE) the new members of the Executive Board are hard at work in their new roles. Please check out the “Some Old/New Faces in Some New Section Places” feature to see everyone’s new titles. A special congratulations to Rebecca L. Brown, PE, PTOE, our new Vice-President and Matthew J. Kealey, PE, PTOE and Ian A. McKinnon, E.I.T., our new Junior Directors, all who were featured in the November 2015 issue of the *New England Chronicle*.

There are some great events planned in the coming months including chapter meetings and student symposiums. Registration is now open for the Northeastern District Annual Meeting in Portsmouth, New Hampshire. Be sure to register and book your hotel room now. Please see the Section Calendar for all upcoming events.

**Final Thank You**

I would like to thank all of our sponsors that renewed their sponsorship for 2016. If you haven’t renewed yet, it is not too late. Please contact Claire Choquette of Ocean State Signal (cchoquette@oceanstatesignal.com) or myself if you are interested in becoming a sponsor of the award-winning *New England Chronicle*. I would also like to thank all the contributors to this issue, my first as the *New England Chronicle* Editor. I hope you enjoy the first issue of the 2016 calendar year.

Rachel A. Dooley, PE
Chronicle Editor
rdooley@vhb.com

Please remember to visit the New England Section website at http://www.neite.org and our updated Section Directory for information on the New England Section.
Avoiding Tort and Criminal Liability for Older Drivers: A Social Imperative

WILLIAM F. LYONS, JR, PE, ESQ.
President
Fort Hill Companies LLC

MARIANNE DELOREY, Ph.D.
Executive Director
Colony Retirement Homes, Inc.

A growing area of concern for transportation professionals is the ability of an older population to operate motor vehicles safely in an ever more complex driving environment. Much attention has been paid to such issues as evolving roadway design standards, decreased cognitive abilities, and the circumstances under which older drivers should be re-evaluated for licensing. One issue that has not received much attention is the potential for inadvertently creating tort or criminal liability for motor vehicle operation by virtue of merely being an aged driver.

BACKGROUND

Older Drivers and Society

Before reaching the issue of liability and older drivers, it is important to understand why discussing the issue of older drivers is so critical to society. There is no disagreement that the ability to operate a motor vehicle safely declines as we age. This decline is largely a function of physical deterioration. For instance, older adults tend to have decreased contrast sensitivity and a heightened sensitivity to glare, both of which have an impact on a motorist’s ability to perceive hazards in the roadway and react accordingly. But another consideration is the importance of the automobile to an older person’s health and well-being.

Our society has placed great emphasis on the role of the automobile and its place as an enabler of social interactions. For drivers of all ages, but especially the young and the old, the use of an automobile is critical to maintaining social relationships and staying active. One movie brings this reality into close focus.

The 1989 movie, Driving Miss Daisy, portrays an older woman who crashes her car and is forced to depend on others for transportation. Miss Daisy is cantankerous at the best of times. During this time of transition, she becomes obstinate and cruel to those around her. She denies the need to stop driving. She begrudges alternate transportation. She makes her caregivers crazy and struggles to maintain social relationships. In short, her loss of driving privileges upsets her entire social order.

It is no surprise that art imitates life. Many elderly people who stop driving have a difficult time with this transition. Most research in the area of elder driving focuses on the curtailling of driving by older drivers. This is likely because caregivers are worried about how and when to convince elders to stop driving and what alternative transportation would be necessary after they stop. However, this is only one facet of this difficult issue.

It also behooves us as a society to consider how an older population will be impacted by the design of roadways in addition to considering the individual abilities of elders. There is a societal benefit to delaying the end of a person’s driving life. Delaying this change is good for the elderly in terms of their mental health and well-being, but the delay is also beneficial for our society as a whole. The benefits of delaying the end of a person’s driving life include increased independence for our older population (and with this independence, better physical and mental health), less dependence on public services, and the potential economic benefits of continued social activity.

There is little doubt that allowing people to continue driving if they are safe to do so increases an elderly person’s sense of independence. Moreover, research indicates those elderly drivers who have given up their license have found themselves facing decreased out of home activity levels, even after controlling for demographic and health factors. This isolation can lead to depression. The higher depressive symptom score of those who stopped driving can be related to a loss of control.

Comparisons to the Americans with Disabilities Act

It may not be obvious why building roads to suit older drivers might benefit society as a whole. The issue of accommodating older drivers has many similarities with the issues raised by the disabled community during the national debate over the Americans with Disabilities Act (ADA). When the ADA was introduced, everyone from architects to small business owners panicked over how they could make their buildings accessible. Twenty-five years after its passage, it is hard to imagine where we would be without the ADA. Not only has new construction been built to accommodate the needs of those with lifelong disabilities, but as we age, changes in our own abilities mean that more of us can age in place rather than move to a more restricted setting.

One of the primary arguments for the ADA put forth by disability rights groups was that society could benefit from the increased independence of the disabled given improved access to accommodations and services widely available in the community. Although the ADA also required that transportation be accessible to those with differing abilities, the reach of the ADA was limited to public transit. Eleven years later, the Federal Highway Administration (FHWA) published what would be the first in a series of handbooks providing guidance for those who plan and develop roadways and related signage. As such, it is a matter of time before the suggestions in these guidebooks become regulations for new roads and redeveloped infrastructure.

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Understanding Older Driver’s Limitations

While much research and public policy debate around transportation needs and the older population focus on alternatives to driving, there is an increasing need to reframe the question being asked. Some are asking the right questions, including the National Association of Area Agencies on Older and Partners for Livable Communities, who collaborated on a guidebook that encourages a holistic view of older and community development. Part of this view encourages more research to better understand the limitations that come with age. These efforts suggest better analysis of crash data to find problematic encounters and designing roadways that are more accommodating of older drivers, such as incorporating traffic signals with brighter lenses and other cues for older drivers (4).

While it is still important to determine the aspects of driving that can be controlled or mitigated by older drivers individually and as a class of motorists, there is already some self monitoring in place. For instance, research suggests that the majority of people 75 and over who still drive limit their driving during difficult times such as at night and during rush hour (5). This suggests that the older population is aware of their limitations and have adjusted accordingly.

TRENDS TOWARDS INCREASED LIABILITY AND ACCOUNTABILITY

Public outcry for accountability in our driving behavior has led to an increasing tendency to criminalize conduct which was once characterized as a misdemeanor or a civil violation, usually punishable by a fine. Examples of this increase in accountability include such offenses as operating under the influence of drugs or alcohol, driving to endanger (or driving recklessly), and distracted driving. Most would agree that criminalization of the worst instances of these activities is appropriate and necessary.

For example, few would argue with the criminalization of habitual violations of operating under the influence. Further, there is broad agreement that criminalization of extreme instances of driving to endanger and distracted driving is appropriate. However, the criminalization of activity once the domain of tort law has resulted in overzealous prosecution based on emotional public response to societal problems. When a member of society is killed or maimed due to an automobile accident, there tends to be a strong movement to make the perpetrator responsible in a criminal context, rather than allowing damages to be sought in a tort claim.

A Matter of Intent

The differences between tort liability and criminal liability extend beyond merely the consequences of our actions. The standards for accountability are substantially different. In a civil law context, we are generally judged on the basis of mere negligence (although there are certainly circumstances where gross negligence or strict liability apply). Negligence generally applies when a motor vehicle operator does not adhere to the standard of care when operating a motor vehicle, and in doing so inflicts damages on another person or their property. In the criminal law context, intent on the part of the offender is not requisite to impose responsibility. Merely being negligent – that is – not exercising the care a prudent driver would observe – imposes liability.

In contrast, in criminal law, the standard for accountability generally includes a component of intent. The mens rea, a Latin term for “guilty mind,” is usually a prerequisite for liability. The intent to perform a criminal act must be present to be found criminally liable.

To be sure, modern criminal law has blurred these distinctions with such charges as “negligent homicide.” However, these evolutions do not obviate the fundamental distinctions between liability in tort and liability in criminal law. The presence of intent remains a key component of criminal liability.

These societal changes cause us to ask what happens when we criminalize activities that do not include the requisite criminal intent. This is a particularly vexing problem when the act causing liability is inherently related to our physical limitations as human beings, rather than intent to do harm to others. This is the dilemma posed by the way we handle our older driver population. As our driving population ages, their inability to meet the expectations of society will place them in a precarious situation as to potential criminal liability, when in fact no criminal intent has been evident.

CASE STUDY

A recent case highlights this problem. The case in question began with a motor vehicle operator 68 years of age. Being in his sixties, he is a member of a class of motor vehicle operators that has been studied extensively in recent years. This research indicates that older drivers have specific needs and diminished capabilities when operating a motor vehicle. Such was the case with our motor vehicle operator.

Our motor vehicle operator was stopped for failure to stay within marked lanes. When the officer pulled the driver over, the driver acknowledged having wine with dinner, but did not exhibit any signs of inebriation. As a result of this routine traffic violation, the operator was charged with operating a motor vehicle under the influence of alcohol – an offense carrying potential for criminal liability.

In the interest of clarity, note that in the instant case, no one was injured in any way by the activities or behavior of our motor vehicle operator. The operator had no intent to break the law, was not belligerent, and did not exhibit the symptoms of impairment. The primary reason for the charge was due to the failure to stay in marked lanes. To say the least, the transition from a minor traffic violation to a criminal charge was fast and bewildering for the older driver.

Conditions that Present Challenges for Motor Vehicle Operation

In fact, the more likely explanation for the motor vehicle operator’s failure to stay in marked lanes was not his intentional behavior at all. Rather, the likely cause of failure to stay in marked lanes was a set of circumstances well beyond his control, to include horizontal and vertical geometry, lighting conditions, and pavement markings that do not support the ability of an older driver to operate the motor vehicle within the expectations of society. This is particularly true when the most plausible explanation for our motorist’s driving behavior can be attributed to his age and the time of day when the incident occurred.

A motorist’s ability to stay within marked lanes is significantly diminished where the roadway is narrow with no shoulders; where marked lanes are less than ten (10) feet wide; where a crest vertical curve prevents a complete view of pavement markings ahead of the vehicle’s path; where the horizontal curvature of the roadway includes short reverse curves; where pavement markings are substandard; and/or where street lighting is absent. Each of these factors affects the ability

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Section Calendar

March 2016

NEITE Student Symposium
March 3rd, 2016
Northeastern University
Boston, Massachusetts

UMass Technical Day & Collegiate Traffic Bowl
March 24th - 25th, 2016
UMass Amherst Campus
Amherst, Massachusetts

ME Chapter Meeting
March 29th, 2016
Speaker: Peter Coughlan, MaineDOT
“Basics of the MUTCD”
DiMillo’s Restaurant
Portland, Maine

April 2016

NEITE/CT Chapter Meeting
April 6th, 2016
Crowne Plaza Hotel
Manchester, Connecticut

May 2016

Northeastern District Annual Meeting
May 11th - 13th, 2016
Sheraton Portsmouth Harborside
Portsmouth, New Hampshire

June 2016

Thomas E. Desjardins Memorial Golf Tournament
June 22nd, 2016
Sandy Burr Country Club
Wayland, Massachusetts

Please send all calendar announcements, including the name of event, the contact person, event location, and date to New England Section webmaster Ian A. McKinnon, E.I.T. and Chronicle Editor Rachel A. Dooley, PE at Ian.McKinnon@tetratech.com and rdooley@vhb.com.

Would You Like to Contribute to the New England Chronicle?

Would you like to contribute to an award winning New England Chronicle newsletter? The New England Chronicle’s Action Committee is seeking members (both professionals and students) who are interested to write both short and feature articles for publication in the upcoming New England Chronicle issues. Both short and feature articles should be about technical topics, professional matters, innovative projects, and cutting-edge solutions that affect transportation engineering and planning.

Typically short article would consist of 1,000 to 2,500 words and feature articles would consist of 2,000 to 4,000 words. Each article should include a head shot and bio of all participating authors. Further details for each article submission can be given upon request.

For more information on how you can become a New England Chronicle contributor contact the New England Chronicle Editor: Rachel A. Dooley, PE at rdooley@vhb.com.
of the average motorist to stay within marked lanes; accordingly, these factors would exacerbate our motorist’s ability to stay within marked lanes given his age and what we know about older drivers.

“...the likely cause of failure to stay in marked lanes was a set of circumstances well beyond his control, to include horizontal and vertical geometry, lighting conditions, and pavement markings that do not support the ability of an older driver to operate the motor vehicle within the expectations of society.”

Older Drivers – Limitations and Suggested Considerations

According to the United States Department of Transportation ("USDOT"), “older motorists can be expected to have problems driving given the known changes in their perceptual, cognitive, and psychomotor performances” (6). As a result, USDOT has published the Older Driver Highway Design Handbook to “provide practitioners with a practical information source that links older road user characteristics to highway design, operational and traffic engineering recommendations by addressing specific roadway features” (6). The handbook “supplements existing standards and guidelines in the areas of highway geometry, operations, and traffic control devices” (6). According to the Older Driver Highway Design Handbook, "a number of driver visual functions that have an impact on the use of pavement markings and delineation show significant age-related decrements: dynamic acuity, contrast sensitivity, dark adaptation, and glare recovery” (6). Further, the Older Driver Highway Design Handbook states that “dynamic visual acuity (DVA) includes the ability to resolve the details of a high-contrast target that is moving relative to an observer. Activities that rely on dynamic acuity include making lateral lane changes and locating road boundaries when negotiating a turn” (6). Studies cited in the Older Driver Highway Design Handbook indicate that "in general, older adults tend to have decreased contrast sensitivity. This loss is more pronounced at lower light levels and is associated with a heightened sensitivity to glare. The findings...indicate that a 60-year-old observer needs approximately 2.5 times the contrast as a 23-year-old observer for the same level of visibility” (6). Furthermore, some studies indicate that twilight (the time of the incident in this case) is the most dangerous time period for older drivers due to the rapidly evolving light levels.

With regard to a roadway segment’s horizontal curvature, the Older Driver Highway Design Handbook also states that “older drivers, as a result of age-related declines in motor ability, have been found to be deficient in coordination’s involved in lanekeeping, maintaining speed, and handling curves” (6). It states further that “older drivers have difficulty in lanekeeping, which results in frequently exceeding lane boundaries, particularly on curves” (6).

With regard to a roadway segment’s vertical curvature, the Older Driver Highway Design Handbook states that “from a human factors perspective, the accommodation of older driver needs should be a high priority at sight-restricted locations because of the potential for violation of expectancy...older drivers, as a result of their length of experience, develop strong expectations about where and when they will encounter roadway hazards...” (6). With regard to crest vertical curves, the Older Driver Highway Design Handbook concludes that “studies have shown that, in general, approach speeds to crest vertical curves make safe response by older drivers to a revealed obstacle unlikely given current design criteria. There is ample evidence of significant age-related declines in response capability to unexpected hazards” (6).

In the case study, the physical characteristics of the segment of road where the incident occurred are not conducive to remaining within marked lanes. The lanes are substandard in width; the lane markings are not retroreflective in accordance with currently applicable law and current industry standards; the roadway is not lit by street lights; the horizontal geometry of the roadway presents challenges to motorists as they attempt to negotiate substandard lanes; the vertical geometry of the roadway does not facilitate visual cueing to the lane markings for motorists; and the double yellow center line contains unusual curvature which makes the road difficult to follow, especially under poor lighting conditions.

Impact of Substandard Lane Widths and Pavement Markings

The travel lane where our motorist crossed the lane markings averages nine (9) feet, nine (9) inches wide, with some isolated segments that are even narrower. There are no shoulders on this segment of roadway, as the solid white edge lines are at the bottom of the Cape Cod berm. Based on current industry standards, travel lanes between 11 and 12 feet in width are usually selected for design cross-sections (7) depending on the design speed and operating characteristics of the roadway, as well as traffic flows on the roadway. In areas of limited right-of-way, ten (10) foot lanes can be provided so that the width of the shoulder can be increased to provide greater separation between pedestrians, bicycles, and motor vehicles (7). Travel lanes narrower than ten (10) feet are only appropriate for local roadways and some minor collectors with very low traffic volumes and speeds (7). In this case, a travel lane less than eleven (11) feet wide on this segment of roadway is inappropriate and is substantially narrower than current practices in the traffic engineering industry. The right-of-way on this roadway segment is not limited; there are no shoulders; and this is not a very low volume or very low speed roadway.

Lane markings serve two purposes. From a law enforcement perspective, lane markings are intended to provide an objective measure of whether or not a motorist is operating a motor vehicle safely (8). From a traffic engineering perspective, “the reason for having pavement markings is to guide the driver by indicating the course of the road and marking the road in relation to the surrounding areas, as well as to warn the road users about special or hazardous events or locations related to the course of the road” (8). Pavement markings are essential to assist drivers in the operation of their vehicle, since “[d]river tasks traditionally associated with lane delineation and markings of roadway edge boundaries are lateral positioning, correct heading, and course changes” (8). It is also true that “[w]hen lane markings fulfill driver needs, then they serve a purpose” (8). It follows, therefore, that when lane markings are substandard, they may not be able to fulfill their purpose.

Impact of Inadequate Illumination

As previously stated, the segment of road where the older driver in the case study was cited is not illuminated by street lights. According to the police report in the case, the police officer first observed our motorist operating his vehicle just after 8:12 PM, or dusk. In the absence of retroreflective pavement...
markings, street lights are an essential element of the roadway design to ensure safe motor vehicle operations. As further explored below, older drivers typically experience diminished visual acuity, a condition which is most exacerbated at dusk. Under these conditions, the absence of street lights would be expected to further contribute to a motorist’s inability to stay within marked lanes.

Impact of Substandard Vertical and Horizontal Geometry

Another contributor to our operator’s inability to stay within marked lanes is vertical and horizontal geometry. The segment of roadway where the motorist was cited includes a series of short horizontal curves with no tangent segments in between curves. This characteristic is called an “S” curve or a “reverse curve.” It is undesirable to design a roadway with a series of reverse horizontal curves with no intervening tangent roadway segments (7). Tangent roadway segments provide a motor vehicle operator with the opportunity to regain a straight vehicle path and prepare to operate their motor vehicle through the next curve. For a narrow marked lane on a series of short, horizontal reverse curves with no intervening tangent sections, it is unreasonable to expect strict adherence to lane markings. These conditions would be expected to further contribute to our motorist’s inability to stay within marked lanes.

In a study of the likelihood of encroachment on horizontal curves, it was determined that as much as 7.5% of the driving population encroaches on the centerline on the outside of a large radius curve (9). Several studies have shown that the presence of edge lines resulting in narrow lanes has been demonstrated to move vehicles away from the roadway edge (10), thereby reducing the lateral offset to the centerline and further increasing the likelihood of centerline encroachment, especially on a horizontal curve. Other studies demonstrate that on rural roads, such as the road in this case, drivers will position themselves closer to the centerline when there is vegetation within two meters (roughly 6 feet) of the roadway edge (11), as is the case for the roadway segment in question. This study would also suggest a reduction in the lateral offset to the centerline and an increased likelihood of centerline encroachment. These conditions would be expected to further contribute to our motorist’s inability to stay within marked lanes.

The segment of roadway where our motorist was cited includes a crest vertical curve in the vicinity of the lane marking infraction. This small crest vertical curve occludes pavement markings east of the crest curve. As a result, the pavement markings on road in question cannot provide the continuous guidance they are intended to provide for motorists traveling from west to east, as was the case for our motorist. As a result, the driver is confronted with potentially unexpected conditions with regard to lane placement and safe motor vehicle operation. In reduced light conditions, and especially at dusk, this condition is exacerbated. It is also important to note that this occluded view prevents vehicle headlamps or natural light from assisting the motorist in their effort to stay within marked lanes. These conditions would be expected to further contribute to our motorist’s inability to stay within marked lanes.

The segment of roadway where our motorist was cited is marked with a double yellow center line that has a very pronounced curvature. The curvature of the double yellow center line is exaggerated as compared with the roadway’s horizontal geometry. This curvature, combined with the narrow lane width, presents motorists with challenging operating conditions at best and dangerous operating conditions at worst. In addition to the conditions described above, these conditions would be expected to further contribute to our motorist’s inability to stay within marked lanes.

With regard to glare, our motorist stated that the proximity of the police car to his rear bumper led to him experience significant discomfort due to headlight glare. As described above, this is a common occurrence for older drivers. In this case, glare from the police car was a significant distraction and impacted our motorist’s ability to operate his motor vehicle within marked lanes. For that matter, it presented such a distraction as to cause our motorist to drive in a manner the police officer deemed erratic.

Cumulative Effect of Substandard Conditions

The facts in this case point to several factors which may have contributed to our motorist’s inadequate driving performance, leading to potential criminal liability. These factors are not unique to our motorist, but are generally applicable to the older driving population at large. The factors that contributed to his driving performance include: (a) narrow travel lanes and an absence of retroreflective lane marking materials; (b) horizontal curvature that violated his expectations; (c) vertical curvature that precluded his ability to properly understand changing roadway alignments; and (d) headlight glare due to the proximity of the police car behind his motor vehicle. All of these conditions would be expected to contribute to a condition where it would be reasonable to expect an older driver to have great difficulty staying entirely within marked lanes.

“Circumstances such as those described in the case study point to the potential for older drivers to be exposed to unwarranted and inappropriate criminal liability.”

Field Observations

In order to evaluate the cumulative impact of these challenging operating conditions on a motorist’s ability to stay within marked lanes, a series of field observations was conducted of the segment of road in question at two separate locations. The field observations were video recorded. The observations occurred between 8:00 PM and 8:51 PM. Sunset on the date of the field observations was at 8:18 PM and civil twilight ended at 8:52 PM (12).

Sunset on the date of the incident and at the location of the incident was at 7:36 PM and civil twilight ended at 8:06 PM (12). The older driver in the case study was stopped at 8:12 PM, after civil twilight. Accordingly, the motorist’s driving occurred with even less natural light than the field observations.

The field observations showed that 31.8% of eastbound motorists did not remain within marked lanes at one of the two observation points, with a 27.3% encroachment rate on the double yellow center line and a 4.5% encroachment rate on the solid white edge line. The field observations also indicate that 44.6% of all motorists (eastbound and westbound) did not remain within marked lanes at the second observation point. The observations indicate an eastbound encroachment rate of 13.5% on the double yellow center line and 23% on the solid white edge line. The
The 2015 New England Section Awards

Committee Members

The 2015 New England Section Awards Committee was comprised of Joseph C. Balskus (Connecticut), Thomas A. Errico (Maine), David B. Freeman (Rhode Island), Samuel W. Gregorio (Massachusetts), Joseph F. Segale (Vermont) and chaired by Kim Eric Hazarvaradian who also voted as the New Hampshire representative. The Awards Committee’s guidelines identify that upon selection by the President, the Chairperson appoints a committee including a member from each state who will serve a three-year term. There are carryovers as the guidelines state that terms should be three years, and two members ‘turnover’ each year. Each Committee member is a past award recipient, a NEITE requirement.

Process

The guidelines speak to the Chairman reporting directly to the President. Otherwise the process is open. The Chairman keeps a database of past nominees that may be reused for future nominations. Telephone and email has facilitated the exchange of information among the Committee, including coordination and selection.

2015 Presentation

Presentations were made by various Section members at the New England Section’s Annual Meeting in Warwick, Rhode Island on December 7, 2015. The recipients of the 2015 Sections awards are:

Transportation Leadership Award:
Robert Rocchio, PE

Transportation Engineer of the Year:
Ted J. DeSantos, PE

William P. McNamara Distinguished Service Award:
Joseph F. Segale, PE, PTP

Emerging Professionals Award:
Radhameris Gomez

The New England Section of the Institute of Transportation Engineers’
TRANSPORTATION LEADERSHIP AWARD
is presented to
Robert Rocchio, PE

As Managing Engineer of the RI Dept. of Transportation, he has been responsible for the implementation of the Traffic Engineering and Highway Safety Program for many years. His accomplishments include Rhode Island Strategically Targeted Affordable Roadway Solutions, relocation of Interstate 195 in the City of Providence, Providence Viaduct replacement and state-wide signal optimization.

Robert Rocchio, PE is Managing Engineer, Traffic Management and Highway Safety, with the RIDOT, in Providence, RI. He earned a Bachelor of Science from the University of Rhode Island in 1992. His work has included:

- Traffic engineering study and design on RIDOT projects
- Serving on the State Traffic Commission
- Rhode Island Strategically Targeted Affordable Roadway Solutions (RISTARS)
- Serving on the Steering Committee for the Development of the Rhode Island Strategic Highway Safety Plan
- Highway Safety Improvement Program

Some of the projects involving significant traffic management that have been implemented under his watch include:

- Relocation of Interstate 195 in Providence
- Safety improvements to I-95 at Thurbars Avenue and S curves in Providence
- Apponaug Circulator and five roundabouts in Warwick
- Providence Viaduct Reconstruction in Providence
- Statewide Signal Optimization
- Implementation of Rhode Island Highway Safety Improvement Projects and Programs

The New England Section of the Institute of Transportation Engineers’
TRANSPORTATION ENGINEER OF THE YEAR AWARD
is presented to
Ted J. DeSantos, PE

For outstanding leadership as Project Manager for 100 College Street in the City of New Haven, Connecticut, a mega project involving the removal of an expressway for economic development.

Ted J. DeSantos, PE, serves as Principal and Client Director for Fuss & O’Neill in Manchester, Connecticut and serves clients on Community Development, Environmental and Infrastructure projects. He earned a Bachelor of Science in Civil Engineering from the University of Massachusetts Dartmouth in 1994.

Ted is a past recipient of the President’s Award from the Connecticut Chapter of the Institute of Transportation Engineers (ITE) and currently serves as Board Chair of the Connecticut Main Street Center, a non-profit agency which specializes in smart growth, complete streets, and walkable and bikeable downtowns.

Ted was project manager for the 100 College Street project, which is presently under construction in New Haven. This mega project involves the removal of an expressway for economic development. Throughout the planning and permitting stages, he has carried the banner for the project. The project is the first phase of a Downtown Crossing, City’s efforts to bring back neighborhoods torn apart by urban renewal. Ted presented at the Northeastern District meeting in Northampton and also the ITE Annual Meeting in Boston on the Memphis Overton-Broad Connector Two-Way Cycle Track project.
The 2015 New England Section Awards

Outgoing President Joseph A. Hallisey, PE, PTOE receiving plaque in appreciation for outstanding service as President of the New England Section 2015.

Michael Sanders, Transit Administrator, ConnDOT presenting the CTfastrack BRT system and the process that went into making it a success.

Lou Rabito, PE, Complete Streets Engineer, MassDOT discussing the MassDOT Planning and Design Guide for separated bike lanes that was released last November.

There were many attendees at the technical sessions as well as the all-day professional workshop on separated bike lanes.

The New England Section of the Institute of Transportation Engineers’ WILLIAM P. McNAMARA DISTINGUISHED SERVICE AWARD is presented to Thomas A. Errico, PE

For many years of outstanding service to the New England Section of ITE, including former Section Board member, former Maine Chapter President, present Technical Committee Chairman and continuing contributions to ITEs meetings and programs.

Thomas J. Errico is Senior Associate and New England Director of Traffic Engineering for T.Y. Lin International in Falmouth, Maine.

Tom has Bachelor (1985) and Master of Science (1996) in Civil Engineering degrees from Northeastern University. He has over 25 years of experience in traffic engineering and is a registered professional engineer in Maine, Massachusetts, New Hampshire and Vermont.

He is a National Member of ITE’s Complete Streets and Traffic Engineering Councils. Tom was recently selected as a National Workshop Instructor for the National Complete Streets Coalition and recently managed and instructed 60 Complete Streets workshops for MassDOT.

Tom is very active in ITE and served on the NEITE Board, is a former Maine Chapter of ITE President, and is currently Co-Chair of the NEITE Technical Committee.

The New England Section of the Institute of Transportation Engineers’ EMERGING PROFESSIONALS AWARD is presented to Radhameris Gómez

For her contributions to the New England Section of ITE as the former President of the University of Massachusetts Amherst Student Chapter from 2010 to 2012, her graduate work on railroad-highway grade-crossing safety and human factors and her continued growth as an Emerging Transportation Engineer while participating in and supporting ITE.

Radhameris (Radah) Gómez, is currently working on her doctorate at the University of Massachusetts Amherst and is a predoctoral research scholar at Fulbright España.

Radah has presented at past NEITE meetings and the 2013 ITE International Annual Meeting in Boston. She has served as Student Chapter President UMass Amherst and was selected as a Eno Fellow for participation in the 19th annual Eno Leadership Development Conference. She is a past recipient of NEITE Thomas E. Desjardins Memorial Scholarship and the Volpe National Transportation Systems Center Best Research Presentation Award. She had been named the University Transportation Center (UTC) Outstanding Student of the Year for 2011.
field studies further indicate a westbound encroachment rate of 46% on the double yellow center line and 6% on the solid white edge line. In the westbound direction, 12% of all double yellow centerline encroachments went over the line by at least one full tire width.

These field observations confirm that a motorist’s ability to stay within marked lanes is significantly diminished where the roadway is narrow with no shoulders; where marked lanes are less than ten (10) feet wide; where a crest vertical curve prevents a complete view of pavement markings ahead of the vehicle’s path; where the horizontal curvature of the roadway includes short reverse curves; where pavement markings are substandard; and/or where street lighting is absent. Each of these factors affects the ability of the average motorist to stay within marked lanes; accordingly, these factors would exacerbate our motorist’s ability to stay within marked lanes given his age and what we know about older drivers.

CONCLUSIONS AND RECOMMENDATIONS

Circumstances such as those described in the case study point to the potential for older drivers to be exposed to unwarranted and inappropriate criminal liability. Even though they lack the criminal intent necessary for the potential criminal charges, older drivers may be charged with criminal conduct when the cause of their activities is merely their older bodies and their diminished capacities. This condition presents a serious dilemma for policy makers and the courts as our population continues to age.

While we all want to continue to be active as we age, including operating automobiles to maintain our social connections, serious consideration needs to be given to establishing minimum performance standards for the testing of older drivers. These standards must take into account the potential criminal liability of older motorists as they lose their abilities to safely operate a motor vehicle. Striking a balance between the societal need to maintain social connectivity and the societal need for safe roads must be a priority in years to come.

At the same time, society must resist the impulse to create criminal liability where it is not warranted. Criminalizing behavior and activities that do not include the requisite criminal intent presents a serious problem for a society full of older drivers. These matters should be left to the civil sessions of our courts, where tort law can continue to govern how members of society behave towards one another based on the standard of care of a prudent person.

Continuing research is needed to evaluate the balance between older drivers’ societal needs and the safety of the motoring public, in the context of how we enforce our societal norms. Empirical studies correlating civil and criminal liability for negligent motor vehicle operation would advance the discussion of how older drivers should be held liable for their actions behind the wheel. Such a body of research will help identify the scope and magnitude of the problem posed by this paper.

The onus is now on gerontologists to take their cue from transportation professionals to start planning for the future and develop research on the abilities of elders to drive under different conditions. More research will provide transportation professionals with the tools to design and develop roadways and infrastructure to keep our older drivers safer longer. Having a better understanding of the needs of older drivers, the societal impact of driving for older citizens, and the difficulties faced by an older driving population will allow for a more deliberate debate on the legal issues confronting older drivers as well.

REFERENCE LIST


William F. Lyons Jr., PE, Esq. is the President of Fort Hill Companies LLC in Boston, Massachusetts. Marianne Delorey, Ph.D. is the Executive Director of Colony Retirement Homes, Inc. in Worcester, Massachusetts.
New England Section of the Institute of Transportation Engineers

UMass Amherst

COLLEGIATE TRAFFIC BOWL

17th ANNUAL TECHNICAL DAY
Thursday, March 24-25, 2016 • Mullins Center, Amherst MA

Traffic Bowl
- $2000 travel expenses awarded to winners for the International Annual Meeting in Anaheim CA, August 2016.
- Hotel costs at UMass covered for participating students.

- Register your team by emailing Mike Knodler at mknodler@umass.edu.
- Rules for the Jeopardy style competition are available upon request.

Agenda

Celebration of John Collura’s Contributions to the Field of Transportation
7 PDH Credits Available

Thursday
12:00-12:30 – Registration & Box Lunch
12:30-2:00 – Technical Session
2:30-4:00 – Technical Session
4:00-5:00 – Collegiate Traffic Bowl
5:00-6:00 – Social Hour & Student Research Posters
6:00-8:00 – Awards Dinner & UMass Boyer Lecture

Awards:
- Jane F. Garvey/UMass ITE Transportation Leadership Award
- UMass ITE Student Service Award
- UMass ITE Distinguished Alumni Award

9:00-?? – Social Event

Friday
8:00-8:30 – Breakfast
8:30 – 10:00 – Technical Session
10:15 – 11:45 – Technical Session

Session topics include:
- Aviation
- Connected and Autonomous Vehicles
- Emergency Response
- Public Transportation
- Intelligent Transportation Systems
- Transportation and Finance
- Transportation Planning
- Traffic Safety
- Workforce Development

Social Event
Join us after dinner at The Hangar for Transportation Trivia!

Prizes!

10 University Drive, Amherst MA
Trivia will begin at approximately 9 PM.

Registration Details
Register online at:
http://goo.gl/forms/24DWmnnQjK9

Event Costs
- Professionals ~ $60
- Students ~ $15
- Corporate Sponsors ~ $250 (includes 1 registration)

Includes lunch, tech sessions, refreshments, dinner, and breakfast the following morning.

Keynote Speaker

Dr. John Collura
Welcome to the Newest ITE New England Section Members
(as of January 4, 2016)

David Bohn, PE (VHB)
Michael Carragher, PE (VHB)
Thomas Nosal, EIT (Ransom Consulting)
Michael McKay (SES America)
Dmitriy Mayboroda, EIT (Fuss & O’Neill)

Total NEITE Membership: 599 persons
Committee, Chapter, and Student Chapter Updates

MBTA EMERGENCY TRAINING CENTER TOUR & NETWORKING EVENT

The Emerging Professionals Group of the New England ITE chapter teamed up with Advancing Women in Transportation (WTS) for a tour and networking event on February 18th, 2016. Escorted by the witty and knowledgeable pair, Nick Boyd and John Hynes of the MBTA, the tour of the Emergency Training Facility was as informative as it was exciting. The tour attracted 10 young professionals from both NEITE and WTS, allowing all attendees to be well engaged.

The tour took us through the various training facilities available to, and required of all, MBTA employees (train and bus operators, alike). This included a Silver line bus, Green line trolley car (Figure 3), and Blue line train car. Nick and John created the environment all MBTA employees see by simulating noise, smoke (Figure 2) and even the harrowing sounds of gun shots/bomb explosions.

The event ended with drinks and appetizers at the ultra hip Coppersmith Restaurant, 3 blocks from the MBTA ETC and Broadway T stop. In keeping with the Transportation theme, the restaurant’s centerpiece was a hollowed out food truck used as the kitchen. All in attendance agreed the event a success and wished for continued correspondence in the future.

Figure 1 - NEITE-WTS tour group on MBTA ETC

Figure 2 - Tour group walking through simulated smoke-filled tunnel

Figure 3 - Green Line Trolley with simulated smoke
The UMass Amherst ITE Student Chapter had another successful year in 2015 and looking forward to continued success in 2016. The chapter was awarded the Northeastern District Chapter of the year and also represented the district in Hollywood, FL for the International Collegiate Traffic Bowl. Current Ph.D. student Jing Ding-Mastera and undergraduate Francis Tainter were both recipients of the Desjardins Scholarship.

Starting off strong in 2016, the chapter sent over 20 of our members to the Transportation Research Board Annual Meeting in Washington DC. In addition, UMass ITE and the UMass Transportation Center hosted their 4th annual UMass reception at the Laughing Man Tavern, connecting students and professionals from across the country in friendly networking fashion. Our chapter is looking forward to participating in the Student Symposium which will be held at Northeastern University on Thursday, March 3rd. Looking forward from there, the student chapter is planning an eventful spring, including the highly anticipated 17th Annual UMass Technical Day which will be held on the UMass campus on both Thursday, March 24th and the morning of Friday, March 25th.

Applications for the future June 1st - 30th, 2016 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due April 15th, 2016.

Please note that applications received after the deadline will require an additional $75 late fee to process the application in addition to the application and examination fee that must accompany the application. TPCB will try to accommodate late applications but there is no guarantee they will be able to do so.

For a list of available exam cities, please visit:
**Employment Opportunities**

### VHB

**Senior Project Manager**  
**South Burlington, Vermont**

VHB has an immediate need for an experienced Transportation Engineering Project Manager to join our South Burlington, VT office, helping to manage complex and exciting transportation engineering projects across Vermont. The successful candidate must have broad knowledge in the delivery of transportation engineering assignments for State DOT’s, municipalities, and private sector clients. The person selected for this position will have a proven ability to manage complex projects, mentor staff, and develop new business.

Responsibilities include: lead, manage and develop a dynamic team of industry professionals; oversee relationships with key clients and manage important project assignments; serve as engineer-of-record, providing guidance to the team on select transportation projects; make key personnel decisions; and manage external visibility efforts.

Skills and abilities of successful candidate must include a demonstrated track record and the ability to oversee and inspire a team of engineering professionals; must be knowledgeable in a broad range of transportation engineering topics including design and construction of highways, urban streets, and intersections; excellent teamwork and collaboration skills, including ability to mentor staff while successfully managing complex, multi-disciplinary projects; must demonstrate superior ability in collaborative problem solving with stakeholders, clients, and teammates; must be a highly motivated self-starter; excellent verbal, written and interpersonal communication skills; strong presentation skills; and experience working with the Vermont Agency of Transportation is highly desirable.

Successful candidate will have 12+ years of relevant experience in transportation engineering, registration as a professional civil engineer in the State of Vermont (or the ability to obtain registration within six months) is required, and demonstrated experience managing other staff members.

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### MDM Transportation Consultants, Inc.

#### Planners & Engineers

**MDM Transportation Consultants**

Ready to accelerate your career at a fast growing full-service transportation consulting firm with outstanding salary and benefits? Broaden your horizons and challenge yourself at MDM Transportation Consultants, Inc., a transportation consulting firm located at 1-495 (Route 20) in Marlborough, MA. MDM is a progressive firm that employs team-oriented interaction on diverse projects and offers an exciting work environment.

**Civil/AutoCAD Designer**

Position involves a variety of AutoCAD design tasks including preparation of design plans for roadway and intersection improvements, profile and cross-section plans, drainage and utility plans, organizing and maintaining company standards and details, preparation of graphics for reports and studies and preparation of presentation media for public meetings. Experience with AutoCAD Civil 3D is required. Experience with MassDOT design standards, Excel and MS Word is desirable, but not required. Good written/oral skills and a minimum of 2-10 years experience is preferred. For the right candidate, this position may eventually lead to a department manager position. Must be able to manage assignments in a team oriented environment. Working knowledge of computer systems, networks and IT related experience a plus, but not required.

**Traffic/Transportation Engineer**

Position involves a wide variety of engineering tasks including preparation of design plans for roadway and intersection improvements, preparation of specifications, construction cost estimates, functional design reports, bid documents and in-field evaluation of proposed improvements. Experience with AutoCAD Civil 3D, Excel and MS Word is required. Experience with traffic signal design, stormwater design and MassDOT design standards is desirable, but not required. BSCE, EIT, excellent written/verbal skills and 2-10 years experience is preferred. For the ideal candidate, this position could evolve into a project management position. Working toward PE registration is desired.

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### VHB’s South Burlington, VT Office

VHB’s South Burlington, VT office has an immediate opening for an enthusiastic, highly organized, detail-oriented Traffic / Transportation Engineer to join our experienced team of transportation engineers. The ideal candidate should possess a “can-do” attitude, excellent verbal and written communication skills, and an ability to work independently as well as with a team in a dynamic, fast paced, and innovative consulting firm. The position includes opportunities for personal and professional development and growth in joining VHB’s fastest growing office on the east coast.

The successful candidate should be familiar with all facets of transportation planning and traffic engineering including: transportation planning and corridor studies, highway and intersection scoping and design, traffic engineering, traffic signal timing, and signal system design.

Responsibilities include: develop mobility solutions which consider all users, including motorists, bicyclists, public transit users and pedestrians of all ages and abilities; prepare traffic impact studies, corridor studies, and intersection improvement studies; complete traffic safety and operational improvement studies for localized intersections and corridors; address community transportation engineering issues; perform traffic operational capacity analyses for isolated intersections, corridors and networks; conduct crash evaluations and develop crash diagrams; design of traffic control devices and construction-phase traffic management plans; and manage projects involving simulation and signal optimization plans using Synchro/SimTraffic, Vissim, or TransModeler.

Skills and abilities of successful candidate include excellent communication (written and oral) and interpersonal skills; the ability to manage multiple assignments and work independently under minimal supervision; a strong work ethic with the desire to learn and achieve; the ability to train, mentor, and motivate staff; thorough knowledge and understanding of the Highway Capacity Manual, the AASHTO Green Book, and the Manual on Uniform Traffic Control Devices; and experience with MicroStation, InRoads, and/or AutoCAD Civil 3D is desirable.

Successful candidate will have 5+ years of increasingly responsible professional transportation engineering experience, bachelor’s degree in Civil Engineering, registration as a professional civil engineer in the State of Vermont (or the ability to obtain registration within six months), familiarity with engineering guidelines and standards, strong oral presentation, communication, and teamwork skills are essential, and experience working with both public and private sector clients is a plus.

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For Detailed Employment Opportunity Information, please visit: [http://neite.org/job-opportunities/](http://neite.org/job-opportunities/)

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Successful candidate will have 5+ years of increasingly responsible professional transportation engineering experience, bachelor’s degree in Civil Engineering, registration as a professional civil engineer in the State of Vermont (or the ability to obtain registration within six months), familiarity with engineering guidelines and standards, strong oral presentation, communication, and teamwork skills are essential, and experience working with both public and private sector clients is a plus.
Employment Opportunities

**Howard Stein Hudson**

Now in our 29th year, Howard Stein Hudson is an expanding, dynamic firm or civil engineering and planning experts based in Massachusetts and working throughout the Northeast. Our culture is warm, close-knit, and fully engaged with both colleagues and clients. Our work on some of the most high-profile, exciting, and complex projects in Massachusetts is driving our growth.

**Sr. Civil Engineer**

Chelmsford, Massachusetts

To address our continued growth we have an exciting opportunity for a Civil Engineer for employment in our Chelmsford, MA area branch office. The qualified candidate will assist senior staff and mentor engineering staff on a variety of engineering projects in the suburban Boston markets concentrated in the Lowell/Chelmsford area. The successful candidate will have experience in managing small scale projects, preparing estimates for engineering proposals, understanding approval processes, permit paths for both Site Plan and Subdivision processes. Attendance at public hearings in support of projects a must. Desired skills and experience:

- Bachelor’s degree Civil Engineering
- E.I.T. Registration
- 6-10 years’ experience in land development, including site plan and subdivision design
- Must have excellent written and verbal communication skills and the ability to multi-task
- Experience with AutoCad Civil 3D
- Experience with HydroCAD
- Microsoft Office Suite (Office, Word, Excel, PowerPoint)
- Ability to work in team environment as an individual contributor
- Ability to utilize critical thinking, judgment and experience to define, analyze and resolve problems and issues

**Civil Engineer—Project Manager**

Boston, Massachusetts

We have an excellent opportunity for a Civil Engineer, Project Manager. The successful candidate will be responsible for the development of design plans, technical specifications, and estimates for public bidding; feasibility reports; construction administration; utility design and relocation; cost estimating; sub-consultation management and coordination; and basic knowledge of survey data collection, land rights, and regulatory permitting. Client management and business development are an integral part of the responsibilities. Desired skills and experience:

- Bachelor’s Degree Civil Engineering
- 6+ years’ experience of progressive responsibility in Civil Engineering
- P.E. license required
- Project management experience required
- Experience with the City of Boston and MassDOT standards and deliverables a must
- Ability to work in team environment as an individual contributor
- Strong written and verbal communication skills
- Ability to utilize critical thinking, judgment and experience to define, analyze and resolve problems and issues.

**Manager of Land Development**

Boston, Massachusetts

We have an excellent and unique opportunity for a candidate with a Bachelor’s degree and/or Master’s degree in transportation engineering/planning, or related field as well as 15+ years of professional experience with a thorough understanding of the City of Boston and MEPAGA processes.

Required experience includes traffic/transportation impact studies, data collection, analysis, and calibration, parking studies, bicycle and pedestrian facility evaluations, cutting edge transportation demand management measures, conceptual planning and site design regarding transportation elements, and report production. This position requires senior level collaboration and leadership. Significant client management, public agency coordination, community/public presentation, and proposal and budget writing skills are expected.

The qualified candidates must have the in-depth experience, knowledge, and skills described above as well as the ability to work independently with minimal guidance and have the ability to provide guidance and mentoring to colleagues with less experience. Must be diligent in checking work, designs and deliverables of support staff, and distribute work and resources to meet deadlines. Must possess strong written and oral communication, business development, and management skills; be flexible, have the ability to work on multiple projects of varied interest, possess good computer skills, and enjoy learning. Experience with AutoCAD is required, and the ability to use AutoCAD Civil 3D is preferred. Massachusetts P.E. license is required.

**Civil Engineer—Construction Services**

Boston, Massachusetts

We have an excellent opportunity for a Civil Engineer on our Construction Services team. The successful candidate will be responsible for preparation of detailed drawings, technical reports, construction plans, and construction inspection of civil engineering projects. Assignments will involve a responsible role in the development, design, and construction of projects. Desired skills and experience:

- Bachelor’s Degree Civil Engineering
- 3-6 years experience in Civil Engineering (combination of field and design work)
- Experience with MassDOT and the City of Boston
- Ability to utilize critical thinking, judgment and experience to define, analyze and resolve problems and issues

**Full Employment Opportunity Notices are Available on the New England Section Webpage**

http://neite.org/job-opportunities/

**Cape Cod Commission**

The Cape Cod Commission is a Regional Land Use Planning and Regulatory Agency as well as a Metropolitan Planning Organization, serving the County of Barnstable, Massachusetts and the fifteen communities therein.

**Traffic Technicians (Interns)**

Cape Cod, Massachusetts

The Cape Cod Commission is seeking two qualified undergraduate or graduate students to work as summer Traffic Technicians to implement the County’s summer traffic counting program. The positions are full time beginning in late-May 2016 and ending late August 2016. The technicians will set up traffic counters and collect and process data collected from counters, manage the traffic count database, assist in the regional transportation planning process, and conduct turning movement counts. Applicants must have completed at least one full year of technical courses related to the position; be familiar with Microsoft Windows, Office, spreadsheet/database programs, and Geographic Information Systems (preferred); possess a valid driver’s license and have access to a reliable vehicle to perform field work away from the office (reimbursed by Barnstable County); and be able to lift small objects of up to approximately 30 pounds in weight. Applications are due by March 31, 2016.

**Fuss & O’Neill**

Transportation Project Manager

Manchester, Connecticut

We are seeking an experienced Project Manager to work in our Manchester, CT office on roadway and transportation design projects with an impressive team of skilled engineers.

In this position, you will manage an outstanding staff while you plan, direct and coordinate activities related to multiple projects in our Transportation department. You will take the lead during conceptual, preliminary and final design of a vast array of infrastructure and community development projects; mentor and train less experienced engineers; and manage project design teams. In this role you will be responsible for maintaining the high standards of work we produce and oversee the Quality Assurance/Quality Control of various projects.

Position Requirements include: bachelor’s degree in Civil Engineering with a concentration in Transportation Engineering. Typically requires at least 15 years of experience in highway engineering and roadway design including preparation of plans, profiles, sections, grading, utility, and drainage design. P.E. is required. Experience with Civil3D, AutoCAD, Microstation and InRoads a plus. Experience with preparing proposals and project budgets is required. Strong verbal and written communication skills are required. Experience with DOT project design requirements and plan preparation guidelines required. ConnDOT experience required. MassDOT and/or RIDOT experience a plus.
Located in beautiful Downtown Portsmouth - a walkable, bikeable environment with shops, restaurants & historic homes. Park your car and forget about it!

**Technical Program**
- Professional Development Workshop
- 22.5 Hours of Technical Sessions (3 concurrent tracks)
- 20 Hours of Exhibits
- Walking / Biking Tour
- Technical Site Tour
- Student Poster Session
- Professionals Traffic Bowl
- District Board Meeting

**Social Program**
- Welcome Reception—Isle of Sholes Charter Cruise
- District Awards Banquet
- Annual Golf Tournament at Pease Tradeport
- Networking Reception—Casino Night
- Emerging Professionals Event
- Companion Activities

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For sponsorship or industry inquiries, please contact Sam Gregorio (SGregorio@theengineeringcorp.com)
The New England Chronicle is interested in short articles on innovative projects and cutting-edge solutions.

Please send articles, listings (ITE and other relevant), graphics and photographs to the Editor: Rachel A. Dooley, PE at rdooley@vhb.com

The New England Section Chronicle staff thanks you and we hope you enjoy the issue.

REMINDERS

Those members of the New England Section that have not updated your personal and/or business contact information recently should visit the ITE website and do so. An updated contact directory allows the Section to properly send information emails, election information, and other details such as the NEITE calendar.

http://www.ite.org

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Samuel W. Gregorio, PE, PTOE at TEC, Inc.

sgregorio@theengineeringcorp.com