ROUNDABOUT CRAZY IN THE LAND OF STEADY HABITS-
CONNECTICUT’S RECENT AND PLANNED MODERN ROUNDABOUTS

SUBMITTED BY: JOE BALSKUS, PE, PTOE
Dear NEITE Members:

As 2016 comes to a close, I’m sure many of us are surprised about how fast it seemed to go. It seems like just yesterday we were gathering at Killington in Vermont for the January Joint NEITE/Vermont Chapter Annual Meeting.

Since the previous issue of the Chronicle was released, NEITE has been busy. On September 22nd, the New England Section held its joint annual meeting with the Massachusetts State Chapter in Waltham, Massachusetts. Thank you to all the Massachusetts Chapter officers for hosting a great event. The Keynote Speaker was Patty Leavenworth, Chief Engineer at MassDOT. During the New England Section Board Meeting, the Executive Board discussed many items, with the focus being the details of the upcoming Section Annual Meeting in Warwick, Rhode Island.

On November 7, the Rhode Island Chapter hosted their Annual Meeting in Providence. This event seems to get bigger and better each year. The keynote speech focused on the changing organization within RIDOT. Thank you to all the Rhode Island Chapter officers for hosting a great event.

I’m looking forward to seeing you at the final New England Section meeting of the year in Warwick, Rhode Island on December 5th. We have a great program planned, with Adaptive Signal Control for the all-day training. Technical sessions include the newly released NEITE Traffic Calming Guidelines as well as All Electronic Tolling.

This is my last President’s Message and the December Meeting will be the last meeting as the Section President. It’s truly been an honor to serve you. I would like to take this time to thank everyone on the Executive Board, as well as all the committee members for all of their hard work throughout this year. This organization is a group effort. I wish next year’s President Rebecca Brown, PE, PTOE all the best as the 2017 Section President.

If you have any questions or suggestions, please feel free to contact me at alan.cloutier@stantec.com or 781-221-1245.

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

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

Young Professionals in Transportation – Boston Chapter
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APA Massachusetts Chapter:
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APA Connecticut Chapter:
http://www.ccpa.org

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

On the Cover: “Five Corners” Roundabout on Routes 74 & 286 in Ellington, Connecticut
Photo Source: ConnDOT

On the Back Cover: Rhode Island Avenue in Newport, Rhode Island.
Photo Source: Rachel Dooley, PE
Hello New England Section!

The days are getting darker and colder and we are officially in the middle of the holiday season. I am pleased to be releasing the fourth and final issue of the New England Chronicle for the year.

Articles
The feature article in this issue was written by our own past president Joe Balskus who also serves on the Roundabout Committees for ITE and TRB. His resume gives us a unique perspective on the topic of roundabouts. His article discusses the history of roundabouts in the State of Connecticut and what we can expect to see in the coming years.

Also in this issue is a brief summary of the 2016 NEITE Traffic Calming Guidelines. I would like to offer a huge thank-you to all of the members of the Technical Committee for their time and effort in compiling this helpful document. I encourage everyone to visit the NEITE website to download your copy.

Quarterly Recap
During this past quarter, the Massachusetts and Rhode Island Chapters each held their joint meetings with the New England Section. The Connecticut Chapter co-sponsored a transportation mini-series as well as hosted a young professionals happy hour outing. Additional information can be found in the Committee, Chapter, and Student Chapter Updates section on Page 13. Many members also attended the 2016 ITE Annual Meeting held in Anaheim, California this past August.

Looking Ahead
The New England Section Annual Meeting is rapidly approaching and I hope to see many people there. Details about the all-day training and technical sessions can be found on Page 11 as well as on the NEITE website. As the new year begins, be sure to keep an eye out for social outings or meetings held by your local chapter. Please see the Section Calendar for all upcoming events.

Final Thank You
I would like to thank all of our sponsors for their continued support of the New England Chronicle. Many sponsorships are expiring at the end of year so please contact Lisa Rutherford of Ocean State Signal (lrutherford@oceanstatesignal.com) if you are unsure if your sponsorship needs renewal. If you are interested in becoming a sponsor of the award-winning New England Chronicle please contact Lisa or myself. I would also like to thank all of the contributors to this issue. I hope you enjoy the final issue of 2016. See you next year!

Rachel A. Dooley, PE
Chronicle Editor
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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.
As a "transportation professional" the last seven years and a "traffic engineer" 20 years before that, I have become emboldened by the complete streets mantra spoken by many of the industry leading agencies and thought leaders. With passage of Complete Streets legislation at many State levels and DOT's, including Massachusetts, Connecticut DOT instead signed a policy of Complete Streets with planned revamping of the Highway Design manual to incorporate complete streets. Following or sometimes, leading the State agency, many individual communities have approved their own municipal complete streets ordinances, polices and design standards. For example, New Haven was the first municipality in Connecticut to write, develop and approve a Complete Streets design standard. Others have followed suit. New Haven also has roundabouts which predated the Complete Street design including a mini-roundabout.

While the complete streets mentality is present in transportation engineer’s working curriculum and mindset, transportation engineering is changing, from the car perspective traffic engineering tutelage to the road is for all users, where slower is better, safer, and congestion is ok as long as it is safe and tolerable to all users. And with this, roundabouts have transcended our changing mindset by not changing at all — they don’t need to. Engineers and planners just need to add more of them to continue to improve safety, eliminate fatalities such as at signalized intersections while slowing traffic and making the intersection more complete for all users. At least for single lane roundabouts.

With this change in our thinking, roundabouts have become more prevalent in the northeast, but not necessarily the result of complete streets. Roundabouts were cool before complete streets, dating to the early 2000’s in CT, and earlier in other states because a roundabout is the ultimate traffic calming device that is was originally known as.

So with complete streets now in our everyday conversation, are modern roundabouts finally becoming mainstream in the roundabout desert of the New England? It makes you wonder if that will ever happen here when the City of Carmel Indiana is fast approaching the 100th modern roundabout, in a municipality of 45 square miles and 87,000 residents. While we don’t have the quantity of roundabouts like other states, we are chasing our neighboring prolific roundabout builder NYS DOT led by roundabout expert and mentor Howard McCulloch. If the quantity of roundabouts is not a consideration, yet, at least we have a variety of roundabouts constructed and more planned in Connecticut. Some of these include the double roundabouts in New London constructed over 15 years ago, recent roundabouts include a congestion busting five legged roundabout in Ellington where delays were notorious at the all way stop intersection (see cover photo). We also have an expressway ramp roundabout in Trumbull, as well as a roundabout planned with a railroad through it in Manchester. And while single lane roundabouts rule for now, aside from building the Ellington five corners roundabout with five approach legs, CTDOT has also constructed a hybrid roundabout with two lanes on two of the approaches at Salem Four Corners. This roundabout is perhaps the highest profile roundabout in the state currently. The success in terms of both crash and congestion reduction compared to the notoriously bad signalized intersection it replaced convinced many nutmegger skeptics on the benefits of roundabouts and the ability of roundabouts to handle higher volume intersections, especially during the beach traffic months. Another hybrid roundabout was constructed in the last five years in Danbury, with two lanes designed and constructed by a developer. The roundabout however is operating with far less traffic volume than projected so the speeds are higher on the two lane approaches and there is significant path overlap. It needs more traffic! In a sign of good things to come in Connecticut’s roundabout future, CTDOT isn’t satisfied with single intersection roundabout projects: The Route 82 corridor in Norwich was approved this year with a six roundabout corridor with medians to better control the left turning traffic into the dozens of driveways to the heavy retail area that is prone to high crash rates. Will Britnell is leading the charge on that king of roundabout projects in Connecticut. And finally, CTDOT is designing a roundabout at the entrance to the States’ flagship airport, Bradley International.

On the cutting edge of roundabout design in Connecticut, the Town of Hamden is planning a very unique, and likely first in New England, peanut shaped roundabout at an X intersection, which has a fire station driveway within the roundabout oval. This is a rare occurrence as my investigation yielded last than half a dozen similar roundabouts across the USA with fire stations IN the roundabout. Similar in shape, the Town of Branford is pursuing an oval shaped roundabout at the critical intersections at Town green and on a State highway. With all this roundabout action underway, a brief history of roundabouts in Connecticut is useful to better understand how we got to where we are with modern roundabouts in Connecticut.

In the early 2000’s, CTDOT’s traffic and highway engineers realized that there were significant benefits with the modern roundabouts. In August 2004, CTDOT issued a white paper on roundabouts speci-
Continued from Page 5

fying only single lane roundabouts be allowed on State highways until the public becomes accus-
tomed to them, before multilane roundabouts are
to be considered. CTDOT established a Roundabout
Review Team (RRT) for all forthcoming roundabout
proposals on State DOT roadways. One of the origi-
nal members of the RRT was Will Britnell, now
considered to be the roundabout champion at the
Department and in the State along with his staff of
roundabout designers including Scott Bushee. This
team is responsible for championing roundabouts
in CT over the last decade and deserve most of the
credit for mainstreaming roundabouts in CT.

Flash forward post 2004, the pace of roundabout
design and construction in CT grew slowly with only
municipalities building roundabouts. It wasn’t until
the CTDOT/FHWA/ITE Peer Exchange in May 2011
when the roundabout craze appears to have taken
off. At this conference which I participated in as
Vice President of NEITE and with ITE as a sponsor
along with FHWA and the Department, many com-
munities inside and outside of CT attended and
participated. The roundabout race was on!

The Department entered the roundabout world
when it opened the first State route modern round-
about in West Haven as CTDOT’s first ground up
design and constructed roundabout at the beach on
Route 162. This first CTDOT roundabout provided a
proving ground for lessons learned for subsequent
design projects by the Department. This was fol-
lowed by a couple of conversions of of rotaries to
roundabouts with minor changes and in doing so,
also studied the before and after conditions, re-
sulting in an FHWA award for the Killingworth
intersection at the intersection of Route 81 and 80.

As CTDOT became more accepting of roundabouts,
municipalities ventured into the roundabout uni-
verse including Coventry, Windsor, New London,
New Haven among others.

Exit 47 Merritt Parkway Trumbull/Fairfield CT – First Expressway Ramp Roundabout In Operation

Tighe & Bond

A few examples of municipal roundabouts:

In New Haven and a first in Connecticut at the time,
a roundabout was constructed on a higher speed
off ramp per se, reclassified as a driveway even
though it operated as a ramp. The route 34 rounda-
bout provided a connection to a large parking gar-
age from the Route 34 expressway, and serving as a
turnaround intersection for any errant trucks prior
to the parking garage. In another first, the rounda-
bout was removed by Downtown Crossing project
to make way for another parking garage.

For all the roundabouts planned, designed and
constructed to date in CT, none of them had any
concerns with traffic flow and capacity of the
roundabout limiting the efficiency, until now.

The Town of Glastonbury has embraced the round-
a bout benefits in a congested corridor with one
intersection having longstanding crash history for
left turning vehicles – an ideal solution with the
roundabout and another heavily congested location
in the heart of the Town Center. Seeing the future
of sustainability and a more efficient traffic control,
the Town has embarked on a transformational
journey for their critical Hebron Avenue corridor
after extensive studies and exhaustive public out-
reach to convince a skeptical council that the
roundabouts are the best solution. Over a total of
six public meetings and experts testifying, the pro-
ject was approved with construction scheduled in
2017 for both roundabouts. The Town was con-
cerned about pedestrians crossing the single lane
approaches and requested Rectangular Rapid Flash-
ing Beacons (RRFB) be considered.

While the State of Connecticut has less rounda-
bouts in the entire state than Carmel Indiana, pro-
gress is being made albeit slowly with good pro-
gress by CTDOT and local consultant designers such
as CDM Smith among others, with several rounda-
bouts being planned, studied, and designed for
construction in 2017. Other consultants are also
supporting the roundabout design industry in Con-
necticut with individual projects shown on the
photos below.

Glastonbury Roundabout Corridor – New London Turnpike
(Roundabout 1) CDM Smith/Freeman

Glastonbury Roundabout Corridor – House Street
(Roundabout 2) CDM Smith/Tighe & Bond/Freeman

Finally, the roundabout community is self-serving in
the interest of ensuring roundabouts continue to be

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**2016 NEITE Traffic Calming Guidelines**

The NEITE Technical Committee finalized the 2016 update of the “Traffic Calming Guide” in June. Originally prepared in the year 2000, this was the first effort of the newly reorganized NEITE Technical Committee. The Committee, in conjunction with the Board, determined that an update was timely given that key aspects of traffic calming have changed over time. Additionally, the task for completing work was achievable. The Technical Committee began working on the update in October 2014 and either met in person in Boston or via conference calls during the process. The following briefly summarizes key elements of the document and PDF copies are available on the Sections website.

**Purpose of the Guideline** - The purpose of the Guidelines is to provide an introduction to a wide array of traffic calming techniques to municipal officials. The Guidelines illustrate the applicability of these techniques to varying conditions. The Guidelines are not meant to replace the need for proper planning, design and construction. Rather, public officials should determine if the tools presented in these Guidelines are applicable, and then choose a proper course of action.

**Traffic Calming Goals and Objectives** - It is important to review the goals of the traffic calming plan as an initial step in this process. Well thought out goals, community participation and professional assistance are the key components to the traffic calming process.

**Developing a Process** – The suggested process is to: Initiate the Study; Identify Problems and Issues; Develop a Plan; Review the Process; Implement the Plan.

**TRAFFIC CALMING TYPES Included in the Guide**

- **Vertical Alignment** - Raised Crosswalk; Raised Intersection; Speed Hump; Speed Table; Speed Pillows; Lumps and Speed Cushion.
- **Horizontal Alignment** - Roundabout; Mini-Roundabout; Traffic Circle; Median; Lateral Shift; Offset Intersection; Road Narrowing; Curb Extension (or Bump Out); Road Diet; Transverse Markings; Chicane; Choker; Lane Narrowing; Neck-Down; On-Street Parking; Center Island Narrowing.
- **Vehicle Use Restriction** - Signed Versus Physical Obstructions; Forced Turn Island; Truck Use Restriction; Full Street Closure; Diagonal Diverter; Median Barrier; One-Way Street; Semi Diverter.
- **Other** - Speed Feedback Signs; On-Road Bike Facilities; Gateways.

**Design Considerations** – Design issues that should be considered include but not limited to: Safety; Maintenance; Emergency Vehicles; Diversions to Other Residential Streets; Self Enforcement; Roadway Drainage; Costs/Financing.

**Applicability of Traffic Calming Devices** - It is also important to understand the proper application of each calming device to achieve the desired effect. A summary of each device and an index of the appropriate use for effect on reductions in speed, volume and truck traffic, respectively is provided in the Guidelines. An index is assigned for arterial, collector and local roadway classifications. The index is provided as a guide, but engineering judgement and specific conditions require that each case be evaluated individually.

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The above Technical Committee wishes to acknowledge the efforts conducted by those whom prepared the original November 2000 Manual.
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main stream. This interest is entirely focuses on ensuring roundabouts are designed appropriately to avoid any problems that become larger issues because clearly, the public remains skeptical of driving them. This roundabout community is anchored by the ITE and TRB roundabout committees and listservs, where sharing of information is universal. I have the pleasure of remaining involved with the committees and the listserv as well as serving on the subcommittee for autonomous vehicles and roundabouts. By sharing information on lessons learned from roundabouts across the country, consultants such as CDM Smith where we have designed over 50 roundabouts, can still benefit from the information exchange and ensure roundabouts are designed appropriately for each intersection context.

There are numerous roundabouts planned and anticipated to be completed in the next few years with several in 2017 in Connecticut. The map to the right presents over 50 recent and planned roundabouts by CTDOT and municipalities.

Throughout the article and below are pictures of constructed roundabouts and other locations being studied for roundabouts and construction in 2017/2018.

Honeyspot Road Stratford, CT—BL Companies/NE Roundabouts

Bank Street/Columbus Boulevard, New Britain—Fuss & O’Neill

Mini-Roundabout, Quinnipiac Avenue New Haven (Google imagery)

Greenwich Laddins Rock Road—Weston and Sampson
A Message from the Northeastern District
International Director

MICHAEL J. SALATTI, PE, PTOE
Senior Vice President
GPI

Thank You!

The summer doldrums have now passed by and it’s time to roll up my sleeves again to endeavor in the pursuit of new work opportunities for my firm and introducing eager students to the wonderful world of transportation at Hofstra University. But this year it also will now present itself with new and exciting responsibilities as the Northeastern District’s representative to the International Board of Direction. Let me thank all of you who supported and put your trust in me to represent our section and district.

So for those who are still unfamiliar and may timidly ask “What is an International Director?”, I offer the following. The post I was elected to is called the International Board of Direction which establishes policies for the operation of ITE. The Board is made up of the President, Vice President and past President and 12 International Directors that are elected to serve a three year term. I will be one of the directors. The board meets 4 times a year across the country. We are presently represented by Ken Petraglia and before him, Paula Benway (now our ITE President) and our own Lynn LaMunyon. All able leaders of the District and certainly big shoes for me to fill.

I had been asked by quite a few members, “What made you decide to run for the position”? Truthfully, when I was approached to consider the nomination for Int. Director – I had to think about the challenge and responsibilities the position entails as after all it was not in my mind. And I had to ask myself - can I do it? Am I really worthy of such a position? So it gives one pause to step back and take stock in one’s self. After drawing up a list of accomplishments which were outlined in the bio you received with your ballot, my confidence was ignited with renewed vigor and felt it was the next logical step for me in my many years of service to ITE. As such, I approach this challenge as I have the many positions I endeavored to take on – with Commitment, Independence and Enthusiasm.

The future direction of the Institute is entering a crossroads with a great many issues to address as membership has faltered – first from a poor economy and then from increased competition from other professional organization and stable finances are forever a thorny issue. But I also see a new challenge for our industry as a whole. The onset of Autonomous & Connected Vehicles is a game changer for the traffic engineering industry where thoughtful strategical planning is in order. Who we are and how do we stay relevant when our cheese will be moving considerably and not necessarily by traditional traffic engineers and planners but by extreme technology with roots in Silicon Valley allied with huge multinational corporations will be challenging. The winds are indeed changing and we need to find a way to navigate this new landscape.

So thanks again for your support in my candidacy and will be committed, independent and enthusiastic as your representative to the International Board of Direction.

First Impressions of the International Board of Direction

I just returned from my first meeting in Washington – and while I don’t have a detailed report as of yet – I wanted to give you my initial impressions of the meeting, BOD, and the ITE HQ staff. We will again meet in January in Washington – coinciding with TRB week; in April near Austin, coinciding with the Texas District Meeting; in Toronto, at the International Meeting scheduled at the end of July; and finally, returning back to Washington next November.

So, while some of you may have good knowledge of the Board, I suspect many really have little knowledge of what goes on at HQ and the mission of the Board. The Board is essentially made up of the Executive Committee consisting of the International President, Vice President, and Immediate Past President. Twelve Int. Directors representing the various Districts across the country, the Canadian District, and one newly renamed Global District representative. There are also 5 non-voting various committee chairs.

I can honestly say that I walked away from the first meeting a bit overwhelmed, not only from meeting so many new folks, but the extensive and challenging agenda the board, guided by President Paula Benway and Executive Director Jeff Paniatt, has taken on. I’m very impressed with Jeff and you can get an opportunity to meet him as he addresses the MET Section at the January Past Presidents meeting in Manhattan as our guest speaker. It seems like everything about how ITE portrays itself – from the technical coordinating councils, membership campaigns, communication services through the ITE Community Board and Learning Hub Webinars, the use of Social Media, the ITE Journal, and the ITE Spotlite series – has been energized, Leadership ITE and the professional partnerships they are engaging with has made it clear to me that perhaps the past lethargy that I heard about is gone and has been replaced with a highly motivated and committed staff and board that is genuinely invigorating the institute.

For my part, I was asked to participate and eventually chair the Membership committee so I’ll provide you more information on that in the coming years. I can tell you that there’s finally an uptick in new members after many years of gradual decline. We were up by 600 new members over 2015; we had an 85% rate of retention and 300 people rejoined through the Institute’s rejoin campaign.

Lastly, one reason why the Institute is getting back on its feet financially was the extremely well attended, and thus financially successful, International Meeting in Anaheim. The Institute is trying to follow this model more frequently in the coming years, where the meeting coincides with the local district’s annual meeting at the same time, so as not to compete with a local member’s ability to attend both meetings. So, do you know that next year’s meeting will be held in Toronto to coincide with District 8, the Canadian District’s Annual meeting in late July? As the closest ITE District to Toronto, we need to start having our members thinking about attending this relatively close meeting – and to keep the momentum going, with successful attendance. July is really not that far away – start planning and remember to make sure your passport is up to date. A call for abstracts has already been sent out – so plan ahead and let’s make the Northeastern District a standout in attendance and technical presentations.
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Business Title: New England Regional Engineering Director

Goals: ITE has been a catalyst for my professional development, I seek to give back to an organization which has afforded me opportunity to ensure it can do so for others. If elected to this leadership position I would work to ensure the Section be nimble and action orientated in its purpose of empowering our members. Amongst its many qualities I find the greatest virtue of the Institute to be its people. Providing quality and enriching forums for all our members to share the collective wealth of knowledge will be a primary focus. We must also continue to diversify our appeal to attract new members and ensure our strategic goals. The transportation profession is in transition. Vision Zero and the emerging nexus of public policy in the transportation and public health fields are amongst a growing list of factors which will pull the profession in new directions. To be well positioned for this future requires a proactive approach and starts with us reaching out to find new members where they are at. We will tackle these challenges while maintaining our core purpose and values, but more importantly we will do so while having fun and celebrating the camaraderie of our members.

Work History: During my 15 years of experience as a transportation engineer I have had the good fortune to work for some of the leading engineering consulting firms in the region and with many amazing team members. My career began with BETA Group where I learned the art of municipal consulting. VHB provided experience with land development projects and instilled a sense of pace. GPI revealed the breadth of expertise required to execute DOT capital projects. In my current role with Toole Design Group I call upon this diverse experience to deliver infrastructure projects aimed at improving the health and quality of life of communities.

Education:
M.S., Transportation Engineering, University of Massachusetts, 2002
B.S., Mechanical Engineering, Boston University, 2000

ITE Involvement:
Treasurer of the New England Section—2016
ITE Advocacy Committee 2014-Present
Director of the New England Section—2014-2015
NEITE Emerging Professionals Award—2011
NEITE Emerging Professionals Chair—2009-2013
Treasure of UMass Student Chapter - 2001

Samuel White Gregorio, PE, PTOE

Business Address:
TEC, Inc.
65 Glenn Street | Lawrence, Massachusetts 169 Ocean Boulevard, Unit 101 | Hampton, New Hampshire

Business Title: Project Engineer - Transportation

Hometown: Chelmsford, Massachusetts

Education:
Master of Science (M.S.) Civil Engineering | University of Massachusetts | Amherst, Massachusetts | 2010
Bachelor of Science (B.S.) Civil Engineering | University of Massachusetts | Amherst, Massachusetts | 2008

Positions or Membership Held in the Institute of Transportation Engineers (ITE):
ITE Traffic Engineering Council Newsletter Co-Editor | Institute of Transportation Engineers | 2016 - Present
Section Secretary | New England Section | 2016 - Present
New England Chronicle Action Committee Chairman | New England Section | 2016 - Present
Section Director | New England Section | 2014 - 2015
2013 Northeastern District Annual Meeting Publicity Chairman | Northeastern District | 2012 - 2013
Website Coordinator and Webmaster | New England Section | 2010 - 2013

Personal Statement:
I am extremely honored to be nominated for Vice-President of the New England Section of the Institute of Transportation Engineers (NEITE). Since my introduction to ITE as a student member at the University of Massachusetts Amherst (UMass Amherst), I have been actively involved with ITE through the UMass Amherst Student Chapter, the New England Section, the Northeastern District, and now ITE International as Co-Editor of the ITE Traffic Engineering Council Newsletter. Being active in many aspects of ITE over the past eight (8) years, I feel my efforts can be utilized by the New England Section to help promote the many contributions that the Section presents to its members and the transportation community at large. The possibility of continuing my participation on the New England Section Executive Board and becoming associated with these significant contributions that the Section provides would be a privilege and I intend to continue contributions to the best of my abilities.

I hope to receive the privilege of working with the New England Section Executive Board in focusing efforts in these areas of potential organizational growth.

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Continuing Education Opportunities

As always, the Continuing Education Committee needs your feedback and fresh ideas for technical sessions and training opportunities that are innovative and that would draw significant interest to the Section membership. Most importantly, training opportunities that would serve you, the New England Section membership in the upcoming meetings and gatherings.

If you have ideas for training sessions that would benefit the membership the most and have a high interest level, whether a half-day or full-day or training, please contact:

Douglas S. Halpert, EIT
dhalpert@theengineeringcorp.com
ADAPTIVE SIGNAL CONTROL

Background
Adaptive traffic signal control is appearing across the United States and New England. It involves programmed timings which adjust based on demand of the roadway, as opposed to traditional traffic signal control which programs for multiple daily timing plans alone. Adaptive systems allow for the controller to think for itself based on feedback from the roadway to adjust maximum green time to help an intersection or corridor operate more efficiently.

Workshop Content
The instructors for this one-day course will provide an overview of America’s best practices for implementing adaptive traffic signal control, including:

- Appropriate setting for Adaptive Signal Control
- Design process and major system components
- Overview of FHWA modeling and Standards
- Discussion of commercial and custom Adaptive Signal Control solutions
- Life Cycle cost associated with Adaptive Signal Control from design to maintenance.

Instructors
Mike Wasielewski, PE, PTOE is a Project Manager with Beta Group, Inc. in their Norwood, MA office, drawing on experience in the design of Adaptive Signal Control projects.

Charles Bluto is a Technical Sales Representative with Ocean State Signals in their Smithfield, RI office, drawing on experience on adaptive traffic signal control component, software, and hardware.

Both presenters have had experience with designing and installing Adaptive Signal Control systems throughout New England.
Jennifer Conley, PE, PTOE

Business Address: WSP|Parsons Brinckerhoff
75 Arlington Street
Boston, MA 02116

Although typically works at: 349 Lakewood Drive
Killington, VT 05751

Business Title: Lead Supervising Traffic Engineer

Work History: I have over 23 years of experience in the field of traffic/transportation engineering having started my career with Bruce Campbell & Associates (since acquired by BETA) and then moving to Sam Park Associates and Rizzo Associates (since acquired by Tetratech). I ran my own small traffic engineering firm, Conley Associates, Inc., from 2001 until six months ago when I joined WSP|Parsons Brinckerhoff.

Positions, held for ITE: At the District level, I have served as a Director, co-led the young professionals group (called at that time) and participated in the Technical Committee for many years. I have served as a Board member of the Vermont chapter for almost ten years and as its President for four years.

Positions, held in other professional organizations: I am also a member of the Vermont Society of Engineers, Women’s Transportation Seminar and serve on the Advisory Board for the Civil and Environmental Engineering Department at Rensselaer Polytechnic Institute.

Professional Registrations: I am a Professional Engineer (PE) in Massachusetts, New Hampshire and Vermont. I am also a Professional Traffic Operations Engineer (PTOE).

Goals, I would like to achieve: I would like to continue the efforts made to ensure that NE ITE appeals to transportation professionals of all kinds. Once a professional attends an event, I want to engage that person into the organization. We have long recognized that our group will only survive if we engage younger professional and those of all demographics.

Having worked for the first half of my career in Massachusetts and then the remainder in Vermont, I bring a perspective to the Board that understands that ITE means different things to individuals in different Chapters in our Section. I recognize the challenges the smaller populated states face in being active in ITE and what the various levels of activity different chapters have.

Thomas A. Errico, PE

Business Address: T.Y. Lin International
12 Northbrook Drive
Falmouth, Maine 04105

Business Title: Senior Associate/Traffic Engineering Director

Work History: I have over 30 years in the field of traffic/transportation engineering at T.Y. Lin International and Wilbur Smith Associates based in Maine.

Education: M.S., Civil Engineering, Northeastern University, 1996
B.S., Civil Engineering, Northeastern University, 1985

Positions, held for ITE:
- Co-Chair of the New England Section Technical Committee (Current)
- Director, New England Section for two years
- Treasurer, New England Section one year
- President, Maine Chapter of ITE, two years
- Vice President, Maine Chapter of ITE, two years
- Secretary/Treasurer, Maine Chapter of ITE, two years
- ITE Northeastern District 2013 Annual Meeting, Gifts Committee Chair
- ITE Northeastern District 2010 Annual Meeting, Registration Committee Chair

Positions, held in other professional organizations: I am an active member of the National Complete Streets Coalition where I serve as a National Workshop Instructor. In addition, I am a member of the Association of Pedestrian and Bicycle Professionals (APBP).

Professional Registrations: I am a Professional Engineer in Maine, Massachusetts, New Hampshire and Vermont. I am also a Professional Traffic Operations Engineer (PTOE).

Goals, I would like to achieve:
- Ensuring the production and distribution of an exceptional Chronicle publication continues during my tenure
- Expand Membership particularly, public/municipal employees
- Increase the number of young and women members
- Work to enhance the visibility of ITE to the general public
The Rhode Island ITE Chapter hosted its annual RIITE/NEITE joint meeting on November 7, 2016 at the Providence Marriott Downtown in Providence, Rhode Island. Over 100 attendees heard keynote speakers Celia J. Blue, Joseph D. Baker, and Stephen A. Devine speak about the reorganization of the Rhode Island Department of Transportation. The 2017 RIITE officers were also announced. They are as follows:

President: Peter Pavao, PE, PTOE (VHB)
Vice President: Phil Viveiros, PE, PTOE (McMahon Associates)
Secretary: Joseph Frawley, PE (MassDOT)
Treasurer: Kayla Cabral (VHB)
Employment Opportunities

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

Cape Cod Commission
Transportation Planner
Barnstable, Massachusetts

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. The Cape Cod Commission is a branch of Barnstable County regional government.

The Cape Cod Commission is looking to hire a Transportation Planner who would:

- Work collaboratively on a variety of transportation related projects.
- Determine data collection requirements and methodology, conduct field work, collect and analyze data utilizing GIS, AutoCAD and transportation modeling software and prepare reports and presentations.

Requires superior communication, analytical, quantitative and organizational skills; knowledge of transportation planning principles and practices, relevant land use planning, economic, sociological and environmental impacts of traffic and transportation projects.

Bachelor’s Degree from an accredited college or university in transportation planning, engineering, land use planning or related and one year of experience, including experience in analytical techniques. Master’s Degree preferred, or an equivalent combination of education and experience.

$61,380/year. For complete job description go to: http://www.barnstablecounty.org/barnstable-county/employment-opportunities/

Welcome to the Newest ITE New England Section Members (as of November 8, 2016)

Jeremy Prue (Parsons Brinckerhoff)
Samuel G. Hawkins (University of Rhode Island)
Austin Decker (University of Rhode Island)
Balkaran Samaroo (University of Maine)

Total NEITE Membership: 583 persons
Employment Opportunities

CDM Smith

CDM Smith provides lasting and integrated solutions in water, environment, transportation, energy and facilities to public and private clients worldwide. As a full-service consulting, engineering, construction, and operations firm, we deliver exceptional client service, quality results and enduring value across the entire project life cycle.

Civil Engineer 6—Transportation
Hartford, Connecticut

As a member of this team, you would contribute to CDM Smith’s mission by:

- Providing roadway engineering design and support for new and current transportation work throughout Connecticut.
- Advanced knowledge in Microstation to prepare design and construction plans.
- Devising new approaches to problems encountered.
- Refining your project management skills.
- Acting as a mentor for junior level employees and participating in new business development.

A successful CDM Smith candidate will have:

- B.S. in engineering.
- 10+ years of experience since B.S.
- Registration as P.E.
- Excellent written and verbal communication skills.
- Familiarity with CTDOT and their Digital Design Environment, highway and drainage design, structural coordination and Microstation experience.

Civil Engineer 5—Traffic
Boston, Massachusetts

By providing a challenging and progressive working environment (with advanced business technology tools for project management, communication, and flex work options), CDM Smith attracts the best people in the industry. Join our growing transportation services group to take on new assignments for a number of New England Departments of Transportation as well as municipalities and help our group continue to expand.

As a member of this team, you would contribute to CDM Smith’s mission by:

- Performing Traffic Engineering tasks and collaborating with existing staff on MassDOT, RIDOT, and CTDOT assignments as well as supporting pursuits throughout New England.
- Will provide design guidance, teaching and mentoring for junior Traffic Engineers throughout Connecticut, Rhode Island and Massachusetts.
- Planning, developing, coordinating, and directing a large and important project or a number of small projects with many complex features.
- Refining your project management skills.
- Estimating manpower needs, and scheduling and assigning work to meet completion date.
- Performing complex or novel assignments requiring the development of new or improved techniques, procedures, processes, products, equipment, and methods.

A successful CDM Smith candidate will have:

- B.S. in engineering.
- At least 7 years of experience since B.S. within the following areas: traffic analysis and traffic impact studies, traffic simulation modeling, traffic signal design, signal communication design, maintenance and protection of traffic, preparation of technical reports, and letters and peer reviews.
- Registration as a licensed P.E.
- Experience with software programs including Microstation V8, AutoCAD, Synchro/SimTraffic, SIDRA, VISSIM, and Microsoft Office.
- Excellent written and oral communication skills.
- PTOE preferred.
- Amount of Travel Required—30%

Professional Services Directory

Innovative Data, LLC.

Traffic & Pedestrian Data Collection
P.O. Box 488
Bedford, MA 01730
(781) 664-5094
www.innovativedatallc.com

GPI

Transportation Engineering

Tighe & Bond

Would You Like to Advertise in the New England Chronicle?

To become an official sponsor, please contact:

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

http://neite.org/

Have a safe and happy holidays from NEITE
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.

VHB Contributing Staff
Rachel Dooley, PE
Jennifer Allen

Special thanks to:
Lisa Rutherford,
Ocean State Signal Co.

REMINDEERS

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