Q&A: A Discussion of the 2019 ITE Northeastern District Annual Meeting

Submitted by: Joseph C. Balskus, PE, PTOE, Joseph Hallisey, PE, PTOE, and Rachel Dooley, PE, PTOE
Dear NEITE Members and Interested Readers:

I am honored to be the President of the New England Section for 2019. ITE has been an important part of my life and I feel privileged to serve in this capacity. The NEITE Section Executive Board met on January 24th at the annual Vermont ITE Chapter meeting and I am happy to report that there is excitement and energy regarding current and future activities. We are lucky to have an Executive Board that is willing to commit time to making our organization and profession the best. I would like to touch on a few items from the Executive Board meeting that I view as important:

NEITE Involvement and Support
To prosper we need more people to become involved in our organization. The most pressing need is participation on several of our formal Committees. Our success is directly related to the work of our Committees and we need you. Please reach out to me directly about how you can be an active member.

Update of the Strategic Plan
It is time to review and update the Plan. We need our organization to be current and we need a strategic vision that we can look to for focusing our efforts in a planned way and have a document that we can use to measure our successes. The Executive Board voted unanimously to have the Strategic Plan Committee begin work in 2019.

NEITE Annual Meeting Planning Committee
The Executive Board unanimously voted to form a Committee to consider opportunities for looking at both short and long-term enhancements.

Historically, this meeting has been our signature event and attendance has been consistently great. You may have noticed some minor changes this past December and the Board wishes to review other possible program modifications. We will be surveying the Membership to gain your input. Stay tuned for Committee recommendations.

ITE Northeastern District Annual Meeting
It is always exciting when this meeting is hosted by our Section. The 2019 meeting will be held from Wednesday, May 8, 2019 through Friday, May 10, 2019 at the Omni New Haven Hotel at Yale in New Haven, CT. We are very excited about this meeting and know everyone who attends will not only benefit from a great technical program, with more than a dozen technical sessions being available but will enjoy the local flavor of the meeting and the fun-filled social program. Please visit the meeting website at: www.ite-ned-annual-meeting.org for all the information. I have attended several District Annual Meetings and find them professionally beneficial and quite frankly fun.

Lastly, I would like to recognize my predecessor, Sam Gregorio. His leadership and commitment to ITE is noteworthy and I want to thank him for his efforts.

Please feel free to reach out to me at 207.347.4354 or Thomas.errico@tylin.com if you have questions.

Best regards,

Thomas A. Errico, PE
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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-nymetrosection.org

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

Boston Chapter of Civil Engineers:
http://www.bsces.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.maineasce.org/maine

ASCE Connecticut Chapter:
http://www.esce.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.nnecapa.org

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

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

APA Rhode Island Chapter:
http://www.rhodeislandapa.org
Hello New England Section!

I’m excited to take on the role of editor of the New England Chronicle and look forward to working with many of you. I’d like to give a big thank you to Rachel Dooley, PE, PTOE for her three years of service as editor and for taking the time to help make the transition a smooth one.

New England may have seen some frigid temperatures recently, but plans for the 2019 ITE Northeastern District Meeting are heating up. Connecticut will be hosting the meeting May 8-10, 2019 in New Haven.

This issue’s feature article comes from Rachel Dooley and Joe Balkus of VHB along with Joe Hallisey from WSP. Joe and Joe are the dynamic duo co-chairing the 2019 ITE Northeastern District Annual Meeting which will be held May 8-10, 2019 in New Haven, Connecticut. Rachel sat down with them recently to discuss the upcoming meeting, which comes to each of the New England section towns once every 18 years.

Matt Skelly of Fuss & O’Neill shares a project profile of the New Park Avenue transit area complete streets study in West Hartford, Connecticut.

Also in this issue are the position statements of the candidates for ITE International President and Vice President. Please take a moment to read through the profiles of the candidates and to cast your votes.

We would love to hear what you are working on! I want to welcome all within the New England Section to contribute their experiences and innovative ideas to the New England Chronicle. Please send content, along with a headshot for all those authoring the article, to me at tschwartz@tesseraengineering.com.

I would like to thank all of our sponsors for their continued support of the New England Chronicle. If you are interested in becoming a sponsor of the award-winning New England Chronicle, please contact Lisa Rutherford of Ocean State Signal (lrutherford@oceanstatesignal.com) or myself. I would also like to thank all of the contributors to this issue.

I hope you enjoy the Winter issue of 2019!

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Q&A: A Discussion of the 2019 ITE Northeastern District Annual Meeting

JOSEPH C. BALSKU, PE, PTOE - VHB
JOSEPH HALLISEY, PE, PTOE - WSP
RACHEL DOOLEY, PE, PTOE - VHB

For those of you who many not know, the location of the ITE Northeastern District Annual Meeting held each year rotates among the three sections in the District - Upstate New York, New England, and the Met Section. The six New England state chapters rotate hosting the meeting every three years when it comes to New England.

This year the Northeastern District Annual Meeting will be held in New Haven, Connecticut on Wednesday, May 8th through Friday, May 10th. I recently sat down with Joe Balskus and Joe Hallisey, the co-chairs of this year’s meeting, to learn more about the upcoming meeting.

Rachel: Can you tell us about your involvement with past District meetings and how you came to be a co-chair of this year’s meeting?

Joe B.: So, way back 18 years ago before many of the millennial members were teenagers, the last time the meeting was in CT, I was part of the Local Arrangements Committee (LAC) helping in various supporting roles and working with the meeting chair for the meeting held in Mystic. I am told (unconfirmed) that it was held in Mystic 18 years before that as well! 18 years ago, I was just getting involved with ITE in any way I could, and the district meeting was perfect venue for me to jump into the ITE organization. After serving Chapter and Section roles since 2001, I was nominated to serve as Co-Chair of the 2013 meeting in Northampton along with the esteemed and transportation thought leader and overall great person Mike Knodler. Mike was essentially chair and I was just following him and his team and organizing the administrative part of the meeting and the LAC. It was such a rewarding experience to work with such a great LAC led by Mike for that meeting. We thought it was a very successful meeting both for membership experience and financially for the District. The financials are not the sole metric of the meeting success; in fact, it is more important the potential for technical tours, hotel AAA ratings, as well as venue proximity to transportation including train, bus, and airport accessibility. Airport access was an important factor to consider coming to Connecticut for the IBOD meeting. So, the fishing line was cast, and we hooked the IBOD with what was then only verbal confirmation that they would consider Connecticut. We later confirmed the IBOD meeting coming to Connecticut in the Spring 2018 IBOD meeting.

At that point we hadn’t chosen a venue and in the Fall 2017 the initial LAC was formed, and we immediately added a finance chair, Ted DeSantos, to assist with the venue search based on prior meeting needs. We narrowed our search to six known large reception locations at hotels in Hartford, New Haven, Stamford, and of course Mystic.

Rachel: What made the Local Arrangements Committee decide on New Haven for a location of the District Meeting?

Joe B.: We developed a summary matrix with a list of factors for each location and we visited many of the hotels in the four locations reviewed. We requested proposals from hotels in Hartford and New Haven and reviewed Stamford and Mystic hotel locations. Ultimately the selection came down to a lower hotel room rate for the chosen city, New Haven. We were assisted in the hotel negotiations with ITE’s meeting negotiator and chose the Omni New Haven Hotel at Yale.

The hotel selection itself wasn’t the sole decider although it was a big part of it. Other factors included the following: Food minimum commitment, meeting room rental cost, parking cost, presentation of the hotel itself for a District Meeting, the local setting, the potential for technical tours, hotel AAA and Trip Advisor ratings, as well as venue proximity to transportation including train, bus, and airport accessibility. Airport access was an important factor with the potential for the ITE IBOD to attend the meeting.

And finally, American style pizza was invented in New Haven (at least that is the local lore) at Frank Pepe’s pizzeria and numerous other famous apizza places were a draw. The onion on the hamburger was the fact that the hamburger sandwich was born at Louis’ Lunch in New Haven in 1895 and it’s still open. So, if we were convinced with the activities and the lower hotel cost, the delicious food put us over the top in the selection!

Rachel: This year’s meeting is expected to be one of the largest District Meetings ever. What can people expect that is different from previous years?

Joe B.: They can expect several different things from past meetings. First, ITE IBOD is attending the meeting! They are holding their annual spring board meeting on Monday through Wednesday at the same hotel. The IBOD members come from across the USA and potentially with spouses and guests as well as ITE HQ staff. This represents at least another 25 attendees to the District meeting on Wednesday. In addition, many of them are staying over through Thursday!

Also, the Leadership ITE class will be in town with IBOD. With nearly 30 candidates in this year’s class, including New England’s own Doug Halpert (a first for the Section), they will certainly add to the ITE member action at the meeting!

We are projecting over 250 participants at the meeting and shooting for a record 300 registrants, hopefully the largest Northeastern District Meeting in the last 30 years that I have seen.

We are also planning some cool events including a welcome reception at the recently opened Canal Boat House on the harbor with commanding views of Long Island Sound and if the weather is nice, we can be out on the patio. We will also have the usual technical and guest tours, plenty of pizza to eat, and bikes. There are multiple options for bikers: the conventional bicycle tour on the Farmington Canal Greenway, or if you prefer, sit and relax while someone else does the pedaling while you enjoy an

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awesome beverage with a dozen other people on the party bike rolling through downtown New Haven!

We will have a plethora of technical presentations, the most you have seen at a District meeting with over 17 sessions planned! And students!! Posters!! And a reminder, the students who are attending are a dedicated bunch as many will be graduating that same week!

And finally, while the traffic bowl is no longer at the District Meetings since students hold their own traffic bowl in March, we will be having a traffic bowl of sorts of our own, with a high intensity interactive trivia game run as a multimedia game show, complete with prizes!

Rachel: The theme this year is “Leveraging Technology & Partnerships for Transportation Innovation.” Can you elaborate on this?

Joe B.: We have a very strong technical program committee co-chaired by the Northeastern District transportation thought leader Mike Knoedler and, to maintain a Connecticut flair to the committee, Jennifer Carrier formerly with CRCOG. Supporting these two are a couple of DOT folks, one each from Connecticut and Massachusetts, Natasha Fatu and Jim Danila respectively. The team developed the theme in anticipation of the hot issues in transportation for 2019. Judging by the high number of submissions of abstracts, the technical program promises to be strong, relevant, and interesting.

Rachel: Aside from the technical program, what other types of activities will be available?

Joe B.: We have the typical golfing day on Wednesday at a local golf course. And in New Haven, there is no shortage of activities to indulge in, from breweries, to museums, to shopping, to imbibing, to Yale University, and to the beaches and boardwalks in the Havens (East, New, West). There are also fishing opportunities along the harbor. Bring your bike with you or we can rent one for you. And Lyft is supporting the meeting to help you get around the City and in between functions. Lyft will be a committee participant in the meeting with vouchers for transportation between the welcome reception and the hotel.

Rachel: What is your favorite memory from a Northeastern District meeting?

Joe B.: I actually have my 2001 ITE Northeastern District Annual meeting backpack in my closet and still use it! My memories are terrific for all meetings and usually center on the people and the experience of meeting so many people, having a great time, enjoying the sessions and just taking in the overall ITE District Meeting experience. It is like no other meeting, really. I think they can be better meetings than the International Annual Meetings sometimes depending the city where they are held on both accounts. Maybe it is just me, but I get a special feeling at the meeting (after the nerves of preparing for it if I am involved) and a bit of sadness when leaving.

Joe H.: Having been to every District Meeting since my first in 2009 (Saratoga Springs) it’s hard to say my favorite memory. The social aspects come to mind first, which have been exceptional at every District Annual Meeting. In Northampton in 2013 we all had so much fun. Despite the very wet and cold two-hour bike tour on the Norwottuck Rail Trail, we rallied for the Welcome Reception at the Wiggins Tavern followed by the Emerging Professionals afterhours tour of the local establishments. And we were still able to make it (at least some of us) to the 8:30 A.M. technical sessions!

Rachel: Thank you both so much for your input. This year’s meeting sounds like it will be a fantastic event. Finally, what would you say to any members who have never attended a District Meeting?

Joe B.: Come for a different meeting experience from a Chapter or Section or even an International Annual Meeting. Come with your eyes wide open to take in a unique meeting involvement, to learn what is happening in transportation, network with your peers and clients (we will have plenty of them at this meeting), participate in the sessions by asking tough questions, be part of the activities, win the trivia game, ride (and drink) on the party bike. Above all, come to meet people. We are striving to have no one at this meeting enjoy the meeting without befriending a meeting attendee! Our business is technical, but it is also relationship based. Having the conversation with anyone about any transportation topic will only serve to enhance your career and your life experience.

Besides the usual Google search, or Trip Advisor, you can access www.visitnewhaven.com or this pretty cool video of everything in New Haven https://youtu.be/8BHFW8--w-Q.

Book your hotel now while they last. Only $189 per night!

Meeting registration will be opening in February!

You can sponsor the meeting and if you are vendor, you can exhibit!

And finally, go to the meeting website for information! https://ite-ned-annual-meeting.org/

Joe H: You have to go to a Northeastern District meeting if you have yet to attend one! They’re the best value for earning PDH’s while providing social gatherings that are unsurpassed!

Come and enjoy a slice of transportation in New Haven!
The opening of CTfastrak’s Elmwood and Flatbush stations in 2015 created economic opportunity for the Town of West Hartford via the New Park Avenue corridor. Historically used for industrial purposes, the area has evolved to include housing, retailers, and commercial services providers. The new CTfastrak stations and the recent approval of the 616-620 New Park Housing development are part of this redevelopment. As such, the project area, New Britain Avenue (SR 529) in the south to the Hartford city line in the north, had great potential to become a multimodal conduit between the transit centers and the rest of West Hartford.

The Town of West Hartford contracted Fuss & O’Neill to perform a full transportation and land use analysis of the New Park Avenue corridor. Ultimately, the goal of this transit-oriented planning study was to promote a more balanced and integrated complete street system on New Park Avenue in accordance with the goals of the Town’s Plan of Conservation and Development. Ideally, the area would provide connectivity for pedestrians, bicyclists, and transit to the Trout Brook Trail, Elmwood, and West Hartford Center.

For me, this was a special opportunity. As a resident of West Hartford I often utilized the Trout Brook Trail and much of New Park Avenue as part of my running route. I was well aware of the problems, and the potential, that the corridor possessed. While the challenge of determining whether the signals along the corridor required coordinated timing or bicycle phasing were interesting topics of study, the chance to improve my community gave this project special meaning.

At the outset of the study, New Park Avenue functioned as an auto-centric corridor with industrial- and suburban-style retail uses. With four lanes of vehicular traffic, no bicycle accommodations, and narrow sidewalks situated close to the travel lanes, the roadway was not overly friendly to non-motorized users. Six traffic signals were analyzed on New Park Avenue in West Hartford, at:

- New Britain Avenue
- Talcott Road
- Oakwood Avenue
- Home Depot/BJ’s driveway
- Flatbush Avenue
- Prospect Avenue

Crash history data revealed typical results for this type of roadway and volume. In the southern section of the corridor, between Talcott Road and New Britain Avenue, a high percentage of the crashes reported were

Better utilization of the right of way, combined with land use, changes the feel of the corridor

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Dear Transportation Professionals,

It is hard for me to imagine that my term representing the great Northeastern District as its Director to the International Board is now in its final year. It been both a great honor and pleasure to be the District’s voice and protect its interests but also to serve the Institute at large. Through its strategic plan, ITE continues to strive to be recognized, relevant, provide value and keep its members connected. This plan is the guiding document for the Board and staff. It is focused around three strategic opportunity areas: increasing and diversifying the membership, enhancing ITE’s ability to deliver technical knowledge on current and emerging issues, and ensuring the long-term sustainability of ITE.

With more than 15,500 members in more than 90 countries, ITE connects you to leading experts. You can connect locally through your Chapter or Section, regionally through your District, and nationally and internationally through ITE’s Councils and Committees and the ITE staff.

ITE is positioned on the leading edge of our profession through the Institute initiatives. These initiatives ensure that ITE is relevant and recognized and is helping our members stay abreast of the latest developments.

- **Connected and Automated Vehicles (CAV)** – ITE has been aggressively responding to USDOT guidance on connected and automated vehicles. The ITE Board has established an ITE position on CAV. In 2019 a task force will focus on how ITE members can support CAV implementation at the local level.

ITE membership connects you to a world of ideas, people, and resources at the local, national, and international levels. You can connect locally through your Chapter or Section, regionally through your District, and nationally and internationally through ITE’s Councils and Committees and the ITE staff.

- **Mobility as a Service** – This is ITE’s newest Institute initiative. It is in the formative stage. An early product was the development of the ITE Curbside Management Practitioners Guide.

- **Smart Communities** – ITE is focusing on educating its members about Smart Communities. A series of one-page Quickbits are available. Smart Communities case studies will be developed in 2019.

- **Transportation and Health** – ITE is partnering with transportation and health professionals to raise awareness on the intersection of these two important issues and to develop tools to better inform transportation professionals of the health impacts of their decisions.

- **Vision Zero** – ITE is providing a variety of resources to help its members reduce fatalities and serious injuries and move toward Vision Zero. ITE is playing a leadership role with the Road to Zero Coalition.

One of my most satisfying components of my tenure is to serve on the One ITE task force. The goals of the ONE ITE initiative are to:

- Deliver a Consistent Member Experience
- Provide Effective Member Support
- Ensure the Long-term Viability of ITE

Upon reviewing the governing documents for each of the Districts, the One ITE Taskforce, where I now serve as Vice Chair, documented significant inconsistencies in both charters and bylaws, across each District. I led the Subtask force for the establishment of new District Bylaws and Charters. That has both a rewarding but challenging effort. I had the privilege of serving as ITE’s “Thomas Jefferson” as in 2018 I commenced the task of compiling the bylaws of 9 districts, reassembling them in a consistent and coherent format, updating language to reflect the most recent amendment changes and conform with wording in the Constitution, and developing a final prototype.

The IBOD approved the draft prototype in October and I am pleased to say that in late January, the new model bylaws have been sent out to all the Districts to begin the task of drafting their new bylaws in accordance with specific guidelines to help the Districts through the process. I want to thank the Northeastern District Board, whom I “volunteered”, and led by current chair Jeff Lebsack, to beta test the process and provide final comments on the model before they were sent out to the district’s at large. It is the Board’s intent to have the District’s new bylaws submitted by June 30 for review and then Board approval at the ITE Annual Meeting in July of 2019. The adopted bylaws would become effective Jan. 1 of 2020.

My mission this year is to continue to shepherd the Districts through the process for the IBOD adoption in July and to immediately commence the establishment of developing model section bylaws. This directly affects all our sections as they need to also be reformatted and specifically address changes in the District bylaws that are so intrinsically linked.

Our District has also charged me with leading a task force to consider changes on how the District chooses its International Board candidates. The International Director is a three (3) year term on the board that guides ITE International. Northeast District has one (1) seat on this board. This seat is voted on by the entire district once every three (3) years. Historically, the candidates have been chosen from our sections on a rotating basis to provide balance amongst the three sections of our District. Thus, all nominated candidates are from one section for each three-year period. It is proposed that the rotational basis essentially be scrapped, and candidates would be selected from across the District and then voted on at-large. The committee will be represented by 2 members from each section; its current sitting president and its past president. Stay tune for further developments as we consider and debate this important potential change.

GPI

Mike Salatti, PE, PTOE
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Potential traffic calming solutions were vetted at key intersections to slow vehicular traffic, to enhance walkability and bicycle safety, and to rebalance the hierarchy of the various modes of transportation. In addition to the bike lanes, existing roadway facilities were reviewed for incorporation of streetscape enhancements or physical measures within the existing roadway width (e.g., curb extensions, medians, or splitter islands). The team reviewed pedestrian and bicycle facilities, prepared concept designs for various road diet alternatives, created options for landscape design, and recommended potential zoning ordinance improvements.

A large portion of this project was devoted to a public outreach process to determine the strongest and most supported roadway improvement features for development. It was crucial to design a community involvement process for this project that is clear, credible, and realistic and that recognizes the history of past and ongoing planning efforts in West Hartford. The Town of West Hartford has an active Bicycle Advisory Committee that was keen on improving bicycle mobility in the Town. Furthermore, local businesses were concerned about big box stores moving in and pushing them out.

Public outreach included a planning and design workshop that provided stakeholders with a background on the corridor itself and information regarding the scope of work to be performed and a timeframe for that work to be completed. Then, participants were broken up into groups to analyze the corridor’s three established character sections: The Elmwood section, The West Hartford Place section, and The Flatbush section. The groups discussed how each member utilizes the particular character section and the challenges that they encounter in various areas. Each group had its own set of large-format plans plotted to scale on which to draw in order to identify what was liked and what was disliked about New Park Avenue, as well as sketch what features could be added to the corridor in the future to generally improve its utility. A discussion was held that highlighted the main concerns and ideas that were established throughout the session and these points were recorded for planning purposes.

The Fuss & O’Neill team also developed a 12-question survey that was published on the Town of West Hartford’s website and project’s Facebook page. The page was used as an environment to announce and share the successes of the workshop, to publicize the aforementioned survey, and to communicate relevant

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rear-end type crashes. This type of crash is often found more frequently on roadways with relatively high speeds and vehicles slowing to a near stop in order to make a right turn movement. Excessive access points being provided along a roadway can exacerbate this type of crash condition. The Office of the State Traffic Administration (OSTA) approved speed limit for the entire section of roadway is 35 mph. Latest available CTDOT traffic data indicates that the ADT in 2012 was 13,100 vehicles – which is well within the volume guidelines for a ‘road diet’ recommended by the Federal Highway Administration. The morning peak occurs during 7:00 - 8:00 AM and the late afternoon/evening peak occurs from 4:00 - 5:00 PM.

The Fuss & O’Neill team looked for sustainable transportation solutions in the form of roadway improvements integrated with land use strategies. This would ensure that transportation recommendations fit with future development plans, adhere to zoning regulations, and strike the correct balance between modes of travel along a particular segment of roadway. A zoning review was also included as part of the study. The team identified alternative cross-sections for New Park Avenue within the study area that better balanced the needs of the non-vehicular users, thereby creating a more sustainable environment for economic development and safer, more attractive access to the two CTfastrak stations and other transit stops. Development of these cross-sections adhered to the principles of complete streets, whereby the targeted areas of the road network were defined by a roadway character that moves traffic but not at the expense of other modes of travel.

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Landscape Architecture Renderings
Candidate for 2019 ITE International President

Randy McCourt, P.E., PTOE (F)

Business Address:
DKS Associates
Portland, OR

Business Title: Principal

Education: Bachelors of Science in Civil Engineering, Oregon State University, Masters of Science in Transportation Engineering, University of California, Berkeley

Positions Held for ITE:
- Member since 1976
- East Bay Traffic Engineers Chair, 1983
- San Francisco Bay Area Section Chair, 1985-1988
- Oregon Section Technical Chair, 1992-1994
- Oregon Section Officer 1994-1997
- Oregon Section President, 1996
- Western District Technical Chair, 1995-1998
- Western District Officer, 2001-2005
- Western District President, 2004
- Western District Local Arrangements Liaison, 2015-Present
- ITE International Board of Directors, 2007-2009
- ITE International Vice President, 2018-2019
- 1984 San Francisco ITE International Annual Meeting Tech Session Chair
- 1994 Western ITE Annual Meeting Technical Session Chair
- 2007 Western ITE Annual Meeting Hotel Arrangements Chair
- 2014 Joint Western/Midwest Annual Meeting Co-Chair, Rapid City
- 2021 Portland International ITE Annual Meeting Proposal/Hotel Chair

Goals:
My quest to serve as ITE International President starts with serving our members through engagement, partnership, and action. As an active member since 1976, I have witnessed tremendous technology changes in our industry from slide rules and ink drafting, to personal computers, next day delivery, smart phones and cloud computing. My primary goal is to facilitate a balance of listening to our members desires for the future and addressing the complexities of the 21st century transportation experience.

Creating emerging technology together as partners takes on many faces for ITE. With disruptive technology and diverse voices at our shores, it’s critical for ITE leadership to keep our members at the forefront of innovation and manage change affecting your careers. We must work together as a unified profession between public, private, industry, and academic as the future evolves before us. ITE will serve as a facilitator of partnerships, cross-sector collaboration, and innovation.

Our members go beyond talk and narrative about transportation. They have built safer, smarter, and more livable communities. I have yet to find an ITE member who does not share in advancing these initiatives. To this end, I will focus on enhancing our members’ experience advancing services to you that build your technical expertise, partnerships, and career network through ITE. I will strive to have ITE provide a meaningful role in your daily experiences to stay at the forefront of issues facing our profession and industry. If you would like to learn more about my objectives as an ITE executive committee member, please visit my web site and feel free to contact me at rsm@dksassociates.com any time.

Parking Generation

5th Edition is now available for presale.

ITE brings you a modernized, updated, and expanded version that will differentiate the levels of parking demand observed at rural, general urban/suburban, dense multi-use urban, and center city core sites. Electronic version and ParkGen web-based app will be available on January 31. Hard copies to follow by March 1. Pre-order by contacting Sallie Dollins at 202-464-6249 or sdollins@ite.org

Training

Management Skills for the Transportation Professional

An ITE Learning Hub Online Interactive 4-Part Workshop

Coming in March 2019!

Did you miss a webinar that you wanted to attend? Looking to build your professional development at a time convenient for you? Check out the ITE ICYMI (In Case You Missed It) webinars

https://www.pathlms.com/ite/categories/926/courses

New 2019 Podcast Series

The ITE 2019 Podcast Series theme is Transformative Transportation. Topics to be covered will include the five Institute Initiatives:
- Connected and Automated Vehicles
- Vision Zero
- Smart Communities
- Transportation and Health
- Mobility as a Service

ITE’s first podcast of the year will feature Neil Pedersen, TRB Executive Director who will discuss TRB’s new report Critical Issues in Transportation and how it can be utilized by transportation engineers. https://www.pathlms.com/ite/categories/926/courses
Candidates for 2019 ITE International Vice President

Lynn LaMunyón, PE, PTOE, IMSA II (F)

Business Address:
Maser Consulting
Hamilton, NJ

Business Title: Senior Principal/Transportation Discipline Leader

Education: Bachelors of Science in Civil Engineering, Rutgers University

Positions held for ITE:
- Active member since 1985
- International Board of Direction -NE District Director, 2008-2010
- Traffic Engineering Council (TENC) Chair, 2017-Present
- Northeastern District Chair, 2007
- Metropolitan (Met) Section of NY and NJ, President, 2000
- TENC Executive Committee, 2003-Present
- TENC Vice Chair, 2013-2016
- Northeastern District Executive Board, 2005-2008
- Met Section Executive Board, 1997-2003
- ITE International Nominating Committee, 2013-2017
- 2017 District Annual Meeting Co-Chair, Vernon, NJ
- 2014 District Annual Meeting Co-Chair, Long Branch, NJ
- 2011 District Annual Meeting Co-Chair, Port Jefferson, NY
- 2008 Joint Districts 1&2 Annual Meeting, Chair, Atlantic City, NJ
- 2005 District Annual Meeting LAC, Morristown, NJ
- 2002 District Annual Meeting Co-Chair, Shelter Island, NY

Awards and Publications:
- Harvey B. Boutwell Award, ITE Northeastern District, 2008
- Chairman’s Award, ITE NE District, 2007

Goals:
My vision of ITE is a globally relevant and inclusive organization of transportation professionals.

Momentum
ITE has recently implemented many significant initiatives, such as the Vision Zero Task Force, LeadershipITE, STEM Outreach and ONE ITE to enhance our membership experience and position the Institute as an industry leader. It is critical to capitalize on this momentum and leverage these programs to expand ITE’s influence on transportation decisions worldwide.

Inclusion
With our industry in the midst of a paradigm shift, it is critical to bring professionals from all sectors and demographics to the table. ITE must truly become globally relevant and identify barriers and develop solutions to help us become a more diverse and inclusive organization.

Alyssa A. Reynolds Rodriguez, PE, PTOE

Business Address:
City of Henderson
Henderson, NV

Business Title: City Traffic Engineer

Education: Bachelor of Science in Civil Engineering, Montana State University, Masters of Science in Civil Engineering (Transportation Emphasis), Montana State University

Positions held for ITE:
- Eno Transportation Foundation Fellow, Montana State University Student Chapter
- Western District Student & Faculty Initiatives Chair
- Nevada Chapter, Fall Transportation Conference Committee
- Western District Task Force For Leadership
- Membership Task Force
- Western District Annual Meeting Local Arrangements Committee
- ITE International Diversity & Inclusion Committee Chair

Awards and Publications:
- Harvey B. Boutwell Award, ITE Northeastern District, 2008
- Chairman’s Award, ITE NE District, 2007

Goals:
Public Service Perspective
My position allows me to see a project through from cradle to maintenance. It is very rewarding to brighten a parent’s day simply by changing a traffic signal from flashing yellow arrow to protected during school crossing times. My workload is varied, and any given day can range from a red curb complaint to procuring an artificial intelligence system to address crash detection. Our team regularly uses ITE products from recommended practices and bench marks to ITE Community discussion to assist in our daily work. There is no question that it can be challenging and stressful, but I am blessed with both supportive leadership and a talented staff.

ITE is poised for growth. We’ve experienced significant change over the last four years, and now it’s time to capitalize on the strong base our leaders have established. The following elements are the recipe for sustainable expansion:

Foster our Legacy
Harness the energy, diversity, and activity within the student chapters. Transition student members to full membership to maintain continuity.

Embrace Diversity
Intentionally develop a diverse community and conversation. Multi-point product delivery reaches a variety of members.

Create Opportunity
Provide duration and functional variety in volunteer opportunities Rapid product delivery serves as a feedback loop to the volunteers.

Important Election Dates:
February 13, 2019 - Election ballot will open 12:00 noon ET
March 14, 2019 - Election ballot closes 12:00 noon ET
March 19, 2019 - Vice President Announced

Election Website:
https://www.ite.org/about-ite/2019-candidates-for-international-board/
CT ITE recently held its Joint Winter Meeting with ITS-CT on Wednesday, January 30 at Memories at the Traditions Golf Club in Wallingford, CT. Despite some untimely snow squalls that moved through the State that day, we had an excellent turnout of nearly 100 people. Tom Maziarz of CTDOT and Terri Slack of CDM Smith provided a very informative presentation on Electronic Tolling and where the State of Connecticut is headed.

The CT ITE Annual Meeting will be a joint meeting with NEITE and held on February 27, 2019 at the Wood’n’Tap in Newington. This meeting will have a roundabout focus and feature a TRB Webinar on “Practical Design Principals for Affordable Roundabouts” as well as a CTDOT Roundtable discussing the applicability of the webinar’s suggestions to CT. In addition, CT ITE will hold their annual business meeting including elections of the 2019 officers, the nominations of whom were recently announced.

For more information on upcoming CT ITE events, chapter announcements, job postings, dues forms, technical resources, and more, please check out our new and improved Chapter website at http://ctite.weebly.com/

UConn Student Update

The student chapter of ITE at UCONN recently attended the UConn Student Club Fair at the Gampel Pavilion to promote membership in the chapter.

Five students and chapter officers attended the CT ITE winter meeting.

Applications for the future June 1 - 30, 2019 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due April 4, 2019. 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:
mention of New Park Avenue and its developments in other news mediums.

Preliminary alternatives were developed directly from the input received through the public outreach efforts. A second public workshop was held to offer suggestions on the alternatives that were suggested. The core suggestions consistent among these alternatives include:

- improved pedestrian and bicycle facilities
- amendments to zoning regulations
- enhanced streetscape elements in an effort to better establish a sense of place
- implementation of a road diet
- maintaining existing curb-to-curb width

While these suggestions may change between alternatives, the geometric suggestions at each intersection and the signal coordination of the corridor remain constant throughout.

The alternative chosen included operating the signals as a coordinated corridor and the adoption of a number of geometric changes to provide space in the roadway for complete streets accommodations. Five on-street parking spaces would be added to the lower-Elmwood section of the corridor, approximately between the Corner Pug and the industrial access road on the west side of New Park Avenue. North of the industrial access road, the southbound lanes would narrow from two, 10-foot lanes down to one lane with the addition of a crosswalk leading into a pocket park at the terminus of Trout Brook Trail. This pocket park would serve as the beginning of the one-way separated bike lanes on either side of the street corresponding to the flow of traffic. Each bike lane would be 4.5-feet wide, with a two-foot buffer, including flexible bollards, separating it from traffic. Alongside these bike lanes, one 10-foot travel lane (in each direction), with an 11-foot, two-way left turn lane between the Trout Brook Trail and Talcott Road would be constructed as a colored, textured center lane that would also incorporate sections of a raised median with built planters in areas where left turns are not needed.

The findings of the study were presented to the Town Planning and Zoning Commission and the Town Council and received overwhelming support from Town officials, residents, and local press.

This project is currently in the final stages of securing grant funding from the CTDOT Local Transportation Capital Improvement Program (LOTCIP) and Office of Policy and Management Responsible Growth program. Community outreach is ongoing, and local neighborhoods and business associations are excited about the changes. Since the study was completed, the 616 New Park Housing Development complex and New Park Brewing have both opened. Additionally, the Town has reported other economic development interest in the corridor including a potential food truck park.

One of the major goals of this project was to spur economic investment through transit-oriented development and the Town views this study as a critical foundation towards future implementation and success.
Employment Opportunities

GPI

Greenman-Pedersen, Inc. (GPI) is a multi-discipline engineering firm providing planning, design and construction services for transportation infrastructure and building system projects throughout the United States for over 50 years. Ranked in the Top 100 Firms by Engineering News Record, GPI is a forward thinking, innovative firm with a culture that is committed to excellence and fosters staff empowerment. For more information visit: http://gpinet.com/company/. GPI offers excellent benefits, including a 401k plan, ESOP, medical/dental/visions plans, and vacation/sick/personal time and more. GPI is an equal opportunity employer. All qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, national origin, disability or protected veteran status.

Traffic Engineer

The GPI Wilmington, MA office is seeking a Traffic Engineer to join our growing Transportation Group. We are looking for individuals that are ready to work collectively with a multidiscipline team of engineers in a dynamic office environment. We have a backlog of a broad range of exciting and unique projects that involve a mix of public and private funding. Further, project assignments would vary from preparation of Functional Design Reports for major interchange reconstruction projects to Traffic Impact and Access Studies for 100+ acre private development projects and anything in between, throughout New England. The successful candidate will work with our team of young professionals and senior management to assist with report writing, traffic analyses, traffic signal design, simulation, trip generation and traffic projections, crash data analysis, conceptual design of roadway and traffic signal improvements, field evaluations, and participation at client and public meetings. This position also provides the ability for career growth into a project manager with the right candidate.

Qualifications:

- 3 to 5 years traffic engineering experience preferred. All levels of experience will be considered.
- BS in Civil Engineering required, focus in Traffic/Transportation preferred.
- EIT required and PE preferred (MA, NH and/or ME preferred).
- PTOE and familiarity with MassDOT, NHDOT, MEPA, and other New England State Agencies a plus.
- Synchro, SimTraffic, VISSIM, HCS, SIDRA, MicroStation, AUTOCAD, and Microsoft Office software skills are preferred.
- IMSA Traffic Signal Certifications and other hands on traffic signal training is a plus.

Minimum Requirements:

Qualified candidate must have a valid driver’s license and retain a clean motor vehicle report (MVR) for final consideration.

- Ability to read and understand plans and direction given in the English language
- Ability to write in English
- Basic computer skills
- Ability to create and or edit Microsoft Word documents
- Ability to create and or edit Microsoft Excel documents
- Ability to create and or edit Microsoft Exchange documents

Applications are due by March 1, 2019

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

email with attachments

- Possess the ability to stand on your feet for approximately 3 hours minimum a day up to 8 hours a day.
- Be able to wear GPI standard PPE, i.e. hard hats, safety vest, work boots, safety glasses/goggles

Senior Traffic Engineer

The GPI Wilmington, MA office is seeking a Senior Traffic Engineer to join our growing Transportation Group. We are looking for individuals that are ready to work collectively with a multidiscipline team of engineers in a dynamic office environment. We have a backlog of interesting projects that involve a mix of public and private funding. Further, project assignments would vary from oversight and quality review of Functional Design Reports for major interchange reconstruction projects to Traffic Impact and Access Studies for 100+ acre private development projects and anything in between, throughout New England. The successful candidate will work with our team of young professionals and senior management to assist with traffic workload management, staff development, report writing, traffic analyses, simulation, conceptual design, multi-modal accommodations, traffic signal improvement design, field evaluations, and participation at client and public meetings. The ideal candidate would have a passion for the work they perform and oversee, as well as a strong desire to succeed. This position also provides the ability for career growth into our Director of Traffic Engineering in New England with the right candidate.

Qualifications:

- 10 to 15 years traffic engineering experience preferred. All levels of experience will be considered.
- BS in Civil Engineering required, focus in Traffic/Transportation.
- PE required (MA, NH and/or ME preferred) and PTOE preferred.
- Familiarity with New England State Agencies is required.
- Working knowledge of traffic analysis and simulation programs is required.
- Thorough understanding of current traffic engineering standards and practices.
- Strong communication and interpersonal skills are required.

Minimum Requirements:

- Qualified candidate must have a valid driver’s license and retain a clean motor vehicle report (MVR) for final consideration.
- Ability to read and understand plans and direction given in the English language

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

- Ability to write in English
- Basic computer skills
- Ability to create and or edit Microsoft Word documents
- Ability to create and or edit Microsoft Excel documents
- Ability to create and or edit Microsoft Exchange emails with attachments
- Possess the ability to stand on your feet for approximately 3 hours minimum a day up to 8 hours a day.
- Be able to wear GPI standard PPE, i.e. hard hats, safety vest, work boots, safety glasses/goggles

NEITE Nametag Order

It has been several years since the last order of section nametags and our membership has seen many changes since then. The Executive Board recently approved an order for all interested ITE members of the NEITE section to receive a new nametag. A sample is provided below. If you are interested, please fill out the form on our website [http://neite.org/nametag-order-form/](http://neite.org/nametag-order-form/) by March 22, 2019. Nametags will be distributed at each NEITE joint state chapter meeting.
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: Theresa Schwartz at tschwartz@tesseraengineering.com

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

Find The New England Section Online

The New England Section of the Institute of Transportation Engineers is tuning in to social media. In order to provide quick updates on events and notices, past and present, the Section is active on Facebook, Twitter, and LinkedIn.

For those members of the New England Section that would like to be included on the Google Group Section email list, please contact Ariel Greenlaw, PE at agreenlaw@hntb.com.

SAVE THE DATE

2019 ITE Northeastern District Annual Meeting
MAY 8-10, 2019
Omni New Haven Hotel at Yale
New Haven, CT