In this Issue:

Joint ITE International and Texas District Annual Meeting and Exhibit 2019

New England ITE 2019 Annual Meeting Save-the-Date

A Word from our International Director

Hingham Road Diet Pilot Project
Dear NEITE Members and Interested Readers:

It is summer with hot lazy days and long vacations. It can be easy to rest and not think about NEITE. But as we head into the second half of the year, we need to focus our attention on how we can finish the year strongly and how we can help ITE be a great, meaningful, and a fulfilling professional organization. So, as you relax in your beach chair and contemplate the future, think of how you can become active and continue to make ITE great.

The easiest and possibly the most rewarding way to becoming engaged with ITE is through your local State Chapter. Contact your State President and ask them how you can help (and certainly attend the local events). I started my ITE life at the Maine Chapter level and it rewarded me both professionally and socially.

I won’t bore you with much more but want to bring your attention to the New England ITE Annual Meeting Save the Date/Meeting Notice on Page 7. I am very excited about our restructured signature year-end event.

A Committee has been established and is hard at work planning the event with the membership in mind.

Arguably the biggest change is in the location from Warwick to Worcester. We will also be adjusting the daily program with more options for training, teambuilding, and socializing. While the venue and program are changing the date remains the same – the first Monday in December.

We know change can be difficult and much can be said for those memorable years in RI, but we are confident this year’s meeting will exceed expectations and generate a new buzz for NEITE. Stay tuned for more information and please mark your calendar.

Have a Safe and Enjoyable Summer.

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
ITE 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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Hello New England Section!

I hope you’ve all had a safe and relaxing summer. Browsing through this issue you may notice it has a clean, modern look. We’ve re-designed the *New England Chronicle* to have an updated appearance while staying true to the tradition of this award-winning publication.

It takes the dedication of various NEITE board and committee members, state chapter presidents and other members to make the *New England Chronicle* a success. I would like to thank all those who have donated their time and knowledge to submit articles, photographs and updates to the publication.

This month’s feature article comes from Joe Balskus, PE, PTOE of VHB who recently attended the ITE International and Texas Section joint meeting in Austin, Texas.

Also in this issue, Jerome Guerra of Design Consultants, Inc. shares the success of a road diet pilot program in the Town of Hingham near the Route 3A rotary. The project was the subject of a well-received presentation at the MassDOT Innovation and Technology Conference in May.

With the vacations, barbecues and beach days of the warmer months coming to an end, we begin looking ahead to the fall. ITE will be offering a number of networking and professional development opportunities in the autumn months.

On September 11, 2019 the Scott Herr Golf Tournament will be held in Canton, Massachusetts. This will be followed up by the NEITE and MA Chapter joint meeting on September 26, 2019 where the Thom-

as E. Desjardins Memorial scholarships will be awarded.

Connecticut ITE will be hosting a fall series of monthly technical workshops to be held at CT DOT Headquarters in September, October and November. Finally, we will finish out the year at the NEITE Annual Meeting on December 2, 2019 in Worcester, Massachusetts. Please see the Save the Date on Page 7 for more information on the event.

I would like to thank all of the *New England Chronicle* sponsors for their continued support. 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.

Has your team delivered an innovative project? We would love to hear what you are working on! All members of the New England Section are welcome to contribute their experiences and 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 hope you enjoy the Summer issue of 2019!

Theresa M. Schwartz, PE, PTOE
New England Chronicle Editor
tschwartz@tesseraengineering.com
Scholarship Opportunities

**Thomas E. Desjardins Memorial Scholarship**

Tom Desjardins was an active member of the section and was well-liked by his peers. He loved his family, his friends, and the engineering profession. His passing at such an early age left our members and families with a void that was hard to fill.

The idea of coupling Tom’s love of sports with support for engineering students led to the establishment of the Thomas E. Desjardins Memorial Scholarship Fund. The primary source of support for the Desjardins scholarships is derived from the annual summer golf tournament, which has become a New England Section tradition. It is followed in September by the awarding of two scholarships (one for undergraduate student and one for graduate student) to qualified transportation engineering students from the region.

The Thomas E. Desjardins Memorial Scholarship Fund was established by the New England Section of the Institute of Transportation Engineers, and to date, over $92,000 has been raised to honor Tom’s memory and support this scholarship program. Each year, we award a scholarship to one undergraduate and one graduate student in the field of transportation engineering. This year’s scholarship applications are due by September 16, 2019. Full details and application can be found at:

http://neite.org/desjardins-scholarship/

**RIITE Scholarship**

Rhode Island ITE will soon announce the opening of the 2019 application period for our Scholarship. With the intent to encourage education in Transportation Engineering, we are looking for candidates with a strong commitment to Transportation Engineering enrolled in an accredited Civil Engineering school in Rhode Island or enrolled in an accredited Civil Engineering school outside of Rhode Island and a legal Rhode Island Resident.

Full details and application can be found at: http://www.ri-ite.org/scholarship/

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**SECTION CALENDAR**

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<td>September 11, 2019</td>
<td>Canton, Massachusetts</td>
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<td>NEITE/MA Chapter Meeting</td>
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<td>NEITE Annual Meeting</td>
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<td>Worcester, Massachusetts</td>
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<td>CT ITE Fall Technical Series</td>
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<td>Newington, Connecticut</td>
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<td>Providence, Rhode Island</td>
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Please send all calendar announcements, including the name of event, the contact person, event location, and date to New England Section webmaster Colin T. White, PE and Chronicle Editor Theresa M. Schwartz, PE, PTOE at cwhite@gpinet.com
Greetings fellow ITE’ers.

I wanted to provide a quick summary of my attendance and participation in the annual meeting of ITE and my new role as a discipline director on the Transportation Professional Certification Board, which held the semi-annual meeting in Austin jointly with ITE annual meeting.

First of all, why would someone go to Austin Texas in the middle of the summer? Great question, especially when the temperatures were 100 every day instead of only three days in New England being that hot and during the same weekend. The reason is because it is the biggest meeting all year for The Community of Transportation, The Institute of Transportation Engineers (ITE). Another reason is the great technical program to pick up many professional development hours in one sitting.

Another reason is of course networking with other professionals and clientele. And very important, you can also see nearly all the vendors involved with traffic engineering in one venue as they put on an excellent show of their wares and services. The latest and greatest gadgets and software are on display.

Another reason is to root for your New England home team Traffic Bowl participant, UMASS Amherst! Although they didn’t win, they have put up some impressive numbers (Cont’d on Page 7)

Joint ITE International and Texas District
Annual Meeting and Exhibit 2019
Austin, Texas
Joseph Balskus, PE, PTOE
Director of Transportation Systems

over the last decade with participating in the traffic bowl I think a record 8 or 9 times. Go Minutemen!

I should mention that NEITE’s own Doug Halpert was the first NEITE Section graduate in the LeadershipITE program with the ceremony at the annual meeting. For those interested, information on the program can be found on page 15.

And finally, a good reason to attend the annual meeting is the Transportation Professional Certification Board (TPCB) annual meeting. The TPCB is a separate entity from ITE and is a self-supporting organization overseeing the national certifications for PTP, PTOE and RSP. If you need more information, please visit the TPCB website at www.tpcb.org or send me an email inquiry.

Between myself as a director and New England Section ITE veteran (past President of the Section) Diane Morabito, who is the new Chair of TPCB, I am sure we can help with any questions on certificate programs.

Speaking of the TPCB, the PTOE is celebrating 20 years, two decades in services as a certification! With over 3000 certified PTOE’s and growing! To celebrate the achievement, the board sponsored an exhibit booth during the vendor showcase and many PTOE veterans stopped by to lend support, provide testimonials and inquire about the new certificate program, the RSP. A few PTOE’s who were first in their States
to receive certification visited the booth, from Alabama, to Wisconsin and of course, Connecticut.

The Road Safety Professional (RSP) is the latest offering of the TPCB and is off to a great start with an expected growth similar to the PTOE in the early years. See the website for more information and if the RSP can benefit your professional development and your clients.

One last reason to attend the annual meeting is the cool things you can do at the host Cities. Austin in July is not the coolest time to attend, but there are hot activities everywhere from cool bands playing dozens of venues to bats flying from under the “Bat Bridge” to an awesome riverfront and running trail. It is a great spot to meet someone running and then save them from drowning a half hour later (ask me sometime).

But the coolest thing in the 99 degree days of Austin (and 85 degree nights) was traveling the entire City or just the last mile of connectivity, conquered with what seemed like an endless supply of electric scooters to rent anytime and anywhere. If you get a chance, try them sometime. Just be safe!

Welcome to our Newest Members!
Total Current Membership 623

Andrew Arseneault
Vanasse & Associates, Inc.

Emily Parkany
Vermont Agency of Transportation

Ian Anderson
Vermont Agency of Transportation

Nicholas Bredice
Vermont Agency of Transportation

Ian Griffith
Vermont Agency of Transportation

Kristan Driscoll
Vermont Agency of Transportation

Tyler Guazzoni
Vermont Agency of Transportation

Joe Kelly
Vermont Agency of Transportation

Marcos Miller
Vermont Agency of Transportation

Todd Brayton
Bryant Associates, Inc.

Scott Peterson
CTPS

Corinne S. Tobias
Green International Affiliates
Dear Transportation Professionals

It’s been a cold and wet spring and we are finally gliding into the warmer weather of summertime. Fortunately, it came just in time for the 2019 Northeastern District Annual Meeting in New Haven.

The meeting was outstanding in its technical content, value, social opportunities and, of course, an endless supply of pizza. But what made this record-breaking event even more special was the fact the International Board and the 2019 Leadership ITE class joined with our District to concurrently hold their spring meeting with us.

The board has been making an effort in recent years to travel and meet the members on their own turf. While the IBOD meetings are generally conducted immediately prior to the official local District meeting, the planning of this event allowed better integration and I can happily say more board members stayed through most or all of this meeting than any I’ve previously attended. It was thoroughly enjoyed by all and I was pleased about their participation in events and the technical program. They have rave commentary about our district.

Aside from a New Haven walking pizza tour we conducted as a group, during our luncheon, I treated the Board and Leadership ITE to the NE treat of cannoli. I picked up the shells and filling from my cousin’s 100-year-old bakery on Arthur Avenue in the Bronx and along with HQ staff we stuffed and garnished away. It was a truly a treat as they got to taste the best cannoli around. Shockingly – some board members never tasted a cannoli or had never even heard of a them. Can that be possible?

My sincere congratulations to Joe Balskus, Joe Hallisey and the enormous local arrangements team for a super job. I know the Met Section will do its best to meet the high bar that is now set as the planning for next year’s event in Riverhead, Long Island gets further underway.

So, a brief recap of One ITE and how it effects those of us in the Northeastern District. With the help of our own District board, a beta test was conducted to evaluate the process for updating the new model District bylaws. That process was completed and all districts across the Institute are in the final throes of updating the model to reflect local board preferences.

As me move forward, the One ITE Bylaws subcommittee, which I lead, is continuing to perfect the District Bylaws language addressing individual district concerns. District bylaws received will be reviewed for compliance and edits, if necessary, will be coordinated with individual districts. We seek to have the IBOD adopt these new bylaws in July with the exception of the Western District and new Mountain District and possibly the MoviTE and New Great Lakes which should be ready by November for adoption. All new District Bylaws will be effective January 1st, 2020.

The committee has been preparing a new model Section Charter which also was presented at May IBOD meeting. Comments will be solicited from IBOD in July with possible board acceptance of new model charter at that time. Finally, new model section bylaws were drafted in prep for the May meeting. Comments will also be solicited from the Board in July, but it’s not anticipated the final model will be adopted until November. Then in early 2020 the sections will commence the process of preparing their new bylaws.

It’s been a busy time serving on the board but I have found it rewarding and am honored to represent the great Northeastern District.

Happy Summer!!
Hingham Road Diet Pilot Program

The concept of a road diet can be difficult for the layman to grasp. The idea that removing lanes of travel can actually improve safety without losing efficiency seems so counterintuitive that, no matter how clearly and comprehensively the matter is explained, some people just can’t move past their initial negative reaction.

This is not to suggest that a road diet is a universally correct solution to challenges of traffic safety and efficiency; opposition to road diets should not be automatically written off as a meritless reflex from the uninformed. But any time transportation professionals propose a road diet to the public, they are wise to expect some pushback.

The proposed road diet for the corridor near the Route 3A roundabout in Hingham – a vital stretch of road for commuters and summer beachgoers on the South Shore of Massachusetts – is no exception.

Reducing the number of lanes on Summer Street from the Hingham Rotary to the intersection of George Washington Boulevard and Rockland Street is part of a comprehensive plan to decrease average speeds to lessen the frequency and severity of accidents, and improve multimodal access and safety along the Route 3A corridor that serves as one of only two direct routes to Nantasket Beach in Hull. Another important goal is to encourage better and safer access to the Downtown Hingham Business District, Hingham Harbor and related business and recreational opportunities.

Despite widespread support from state and Hingham town officials, and multiple studies showing its effectiveness, the road diet was a point of contention for some in Hingham, but even more so for officials and residents in neighboring Hull and Cohasset. An editorial in the Quincy Patriot-Ledger newspaper called the proposal “silly” and “nuts.”

For the design team – including the Massachusetts DOT, the Town of Hingham and prime engineering firm Design Consultants, Inc. (DCI) – the best way to verify the merits of the road diet, and to alleviate the concerns of officials and residents, was to show them the plan in action by creating a road diet pilot program.

Using temporary delineators to replicate how the road would function after the redesign, the team observed the new configuration for one month during the height of summer traffic, collecting data using multiple technologies, including Bluetooth, microwave radar, cameras, automatic traffic recorders (ATR) and intersection turning movement counters (TMC), along with visual counting.

With the delineators in place for most of July 2018, the pilot program confirmed the findings of multiple computer-simulated models and reaffirmed the safety benefits that a road diet would bring to the stretch of road.

In fact, the reality was startlingly close to the outcomes projected in the models, bolstering the theory put forth in preliminary design plans from multiple sources that a road diet was a viable solution to the safety, efficiency and multimodal equity concerns long expressed about the corridor.

With a reduction in the length of the road diet as compared with the pilot program, the project is slated to move forward as a road diet for the stretch from the Hingham rotary to the intersection of Summer Street, Rockland Street, and George Washington Boulevard in Hingham. The estimated $8.7 million traffic calming and Complete Streets project appears on the Massachusetts State Transportation Improvement Program (TIP) draft for 2024.

Project Background

The Route 3A/Summer Street corridor is an important regional resource. “[It] serves as a link to the adjacent Hingham downtown (Cont’d on Page 10)
area and other South Shore communities via Route 3A and as a major entry point to Hull and Nantasket Beach,” says the Boston Region Metropolitan Planning Organization (MPO). “In addition, it serves as a link to the Nantasket Junction station of the MBTA Greenbush commuter rail line. During the summer months, traffic along the corridor increases substantially, affecting the safety and mobility of local residents and all users.”

The Hingham Rotary is the centerpiece of the original project area that begins at the intersection of Otis Street, near the entrance to Bathing Beach, and Route 3A. The roadway runs along the shore and enters the traffic circle, where 3A travels south at the first exit and Summer Street is the second. The project area continues along Summer Street for an additional 1.1 miles (check this), where it now ends at the intersection of George Washington Boulevard and Rockland Street.

For many years and through multiple studies, the corridor has been identified as a source of many deficiencies. The MPO notes, “The roadway segment has a number of issues, including congestion, safety, multimodal accommodation, economic development and environmental influences.”

In 2009, the Hingham Board of Selectmen conducted an analysis that included two public hearings/workshops to discuss alternative improvement plans and to solicit public input. Selectmen also met with the Hull Town Manager to get their neighbor’s take on the preliminary plans.

Shortly following a rollover accident at the intersection of Summer Street and Steamboat Lane in November 2012, a neighborhood group expressed its concerns about the roadway’s safety, and requested improvements. This prompted MassDOT to conduct a road safety audit (RSA) for the section from North Street, just before 3A enters the traffic circle, along Summer Street and up George Washington Boulevard (GWB) to the Hull line. State and town officials hosted a meeting of residents in the summer of 2013 to review the RSA and identify safety issues and potential enhancements.

In October of 2014, officials from Hingham and Hull requested a corridor study by MassDOT’s Central Transportation Planning Staff (CTPS). The study, completed in February of 2016, closely mimicked the area from the RSA, but extended into Hull along GWB.

The study was conducted over two four-day periods in late spring and high summer, and entailed the collection of extensive traffic volumes, spot speed data, and intersection turning-movement counts (including pedestrian and bicycle movements and the percentages of heavy vehicles). It confirmed many of the concerns about the road, including:

- High number of crashes at Route 3A Rotary and North Street
- High travel speeds in most sections of the corridor
- Limited pedestrian access to Hingham Harbor
- Insufficient and substandard sidewalks
- Lack of bicycle accommodations
- Insufficient roadway shoulders
- Congestion during increased summer traffic
- Limited transit services to Nantasket Beach

One eye-opening finding of the CTPS study was the high percentage of accidents with injuries that occurred in the project area.

While the number of accidents was only slightly higher than expected for the type of roadway, the percentage of those accidents that also included serious injury or death was remarkably high. This detail helped establish the need for a horizontal alignment change or roadway reconfiguration, and also helped inform the ultimate design.

Among the many recommended short- and long-term improvements proposed in the CTPS report was a road diet for the residential section of Summer Street, as well as for Rockland Street and George Washington Boulevard. “The most significant long-term improvement recommendation in the roadway corridor, except in the Hingham Harbor section, is the reconfiguration from four to two lanes plus a center lane as traffic median, or for left turns, and bicycle lane on both sides. Such four- to three-lane road-diet applications have been applied in a number of US cities with positive results in improving safety for all modes of travel. The analyses in this section indicate that the proposed long-term improvements, including the road-diet section, would operate adequately under the future-year traffic conditions,” the report noted.

While the CTPS study was being conducted, Hingham town residents approved $400,000 for the detailed design and permitting development for the corridor to address safety concerns. Design Consultants Inc. (DCI) was commissioned by the Town to undertake project design development, and design work began in late 2016.
When the preliminary plans were unveiled in April 2017, the design team floated the idea of conducting a pilot program that summer to test the road diet concept. All parties eventually agreed that there was insufficient time to prepare and execute the program. Since the corridor’s use escalates so dramatically in the summer, it was also agreed that vacation season was the only time that worked. The pilot was consequently scheduled for July 2018.

From the fall of 2017 through March of 2018, the town and the design team worked with Hull and Cohasset to refine the plans, including technical discussions, collaboration efforts, logistics planning, state approvals and establishment of an operational review process.

When July 2018 came around, the pilot program was ready to go.

**Modeling the Road Diet Proposal**

Experienced transportation engineers never propose a road diet lightly. However, data from every study conducted on the Route 3A/Summer Street corridor in Hingham bears out the practicality of implementing the tried-and-true traffic calming solution along this important stretch of roadway.

DCI has used road diets successfully as lead project engineer on several projects, including the revitalization of East Broadway in Somerville. While the goals and conditions differed in Hingham, the principle was the same; eliminate one lane in each direction while establishing a center turning lane to reduce speeds, improve safety and enhance multimodal accessibility.

CTPS used Synchro traffic analysis and simulation software to first test the viability of a road diet. When DCI was hired, the firm conducted a series of recounts and also used Synchro and Sidra software programs to assess the capacity of the roundabout.

MassDOT also supported the design team’s request to use Vissim software to conduct a simulation model. When completed in early 2018, it provided a visual proof of concept that the road diet would work. Specifically, it gave the design team a tool that allowed the community to literally see how the flow of traffic could move through the area. Where many of the stakeholders in the project are dependent on the income they receive over the course of 10 weeks over the summer, this was a crucial phase in the process.

Yet, despite the overwhelming evidence that a road diet was not only a feasible solution, but an advisable one, some residents and town officials remained skeptical. This may be the result of the constant struggle to separate anecdotal evidence from technical proof. Since more validation was needed, the design team concluded that a pilot program was the logical next step.

**The Pilot Program Takes Shape**

To execute the pilot program successfully, proper planning was a must. The team conducted counts in November to gain an off-peak-season baseline, and installed the delineators to simulate the road diet design in May to ensure sufficient acclimation time for travelers through the route.

Also, to establish success parameters for the program and provide peace of mind for residents concerned that the program might result in massive tie-ups and hinder emergency service vehicles, the access permit for the pilot program identified both qualitative and quantitative thresholds. Should the thresholds be exceeded, the corrective action in all cases would be the immediate removal of the pilot program infrastructure.

The quantitative thresholds included drastic increases in travel or delay times, as well as serious reductions in levels of service. The qualitative thresholds were simply if any safety officials from the three towns or MassDOT identified a significant public safety or extreme traffic issue at the rotary.

The access permit also designed responsible parties and agencies. For example, MassDOT provided the more than 1,800 delineators for the Town of Hingham to store, set up, maintain and eventually break down. The Hingham Police Department was responsible for monitoring traffic conditions.

DCI provided a traffic management plan and the team created a layout plan for the 3,800-foot-long stretch along Summer Street that served as the pilot program. In addition to reducing the four-lane configuration to two lanes with a middle turning lane, the plan included five-foot-wide shoulders for cyclists and emergency vehicles. The delineators were set at approximately six feet on center, and were flared at
(Cont’d from Page 11)

driveways and other curb cuts.

Customizing Technology to Fit the Data Collection Need

After a 60-day acclimation period, the team collected pilot data in the morning and evening of Thursday, July 12, and from 10 a.m. to 6 p.m. on Saturday, July 14. The pilot was removed on July 26, and the team then conducted additional control data collection on Thursday, August 9 (morning and evening) and Saturday, August 11 from 10 a.m. to 6 p.m. However, because there was inclement weather on the 11th, reducing the traffic to beaches, the team returned on the 18th for additional all-day testing.

The team used a variety of traditional and non-traditional intelligent transportation system (ITS) technologies to test the pilot program outcomes. In all, the data collection process involved the use of five Bluetooth readers, three pan/tilt/zoom (PTZ) cameras, seven microwave radar units and five portable/changeable message signs (PCMS).

Bluetooth was used to track origin and destination (o/d), as well as travel times. Ultimately, the Bluetooth technology helped to show that the number of diverted trips caused by the pilot program was inconsequential. Based on Bluetooth matches that focused on license plates, the data indicates that drivers did not change routes during the pilot study period. During both the pilot study and the post-pilot study, the Bluetooth matches showed approximately 1,000 vehicles along the primary route and approximately 100 vehicles along each of the diversion routes.

Validating the Models

A headline in the Hingham Journal proclaimed the road diet pilot program a success, quoting Rte. 3A Task Force Chairman Judy Sneath. “The ‘road diet’ was a success. We found out what we needed to know, but there’s still work to be done,” she told the local paper.

As noted earlier, the results of the pilot program were comparable to the projections of the models conducted to assess the feasibility of a road diet on the stretch. Evidence of this was found in an unlikely source. Jeff Cutler, who airs a video program call “With Jeff” on YouTube, flew a drone over the pilot program and, as MassDOT’s Corey O’Connor said at a MassDOT Innovation and Technology Conference presentation in April, the video was “substantially similar” to the Vis-sim model.

Data bore out these findings as well. Though roadway traffic volumes within the study area were higher during the study period (July) than in the post-pilot study period (August), the team concluded that this was a seasonal factor unrelated to the pilot study. It also found no noticeable increase of traffic volume in the study area or parallel streets attributable to pilot study.

Average speed, the most serious safety concern in the corridor, was down across the board under the pilot program. Findings included:

- A.M. eastbound average speed decreased from 40.5 to 36.6, (3.9 MPH reduction, determined by travel time run)
- A.M. westbound average speed decreased from 39.3 to 36.2 (3.1 MPH reduction, determined by Bluetooth)
- P.M. eastbound average speed decreased from 40.8 to 35.2 (5.6 MPH reduction, radar)
- P.M. westbound average speed decreased from 39.3 to 35.1 (4.2 MPH reduction, travel time run)
- Saturday eastbound average speed decreased from 40.3 to 35.1 (5.2 MPH reduction, radar)
- Saturday westbound average speed decreased from 38.8 to 34.1 (4.7 MPH reduction, travel time run)

These findings are crucial in advancing the goals of the project as established in the earliest assessment of the roadway, where high speeds were considered a major reason for the high number of accidents involving serious injury. Per a September 2011 AAA Foundation for Traffic Safety Report entitled “Impact Speed and a Pedestrian’s Risk of Severe Injury or Death,” the average risk of severe injury for a pedestrian struck by a vehicle decreases from 75% at 39 MPH to 50% at 31 MPH and the average risk of... (Cont’d on Page 13)
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dead decreases from 50% at 42 MPH to 25% at 32 MPH.

The road diet achieved these reductions in speed with no substantial shift to the three division routes, no overall intersection loss of service and minimal increases in travel time.

For the entire four-plus-mile corridor, from east of the Hingham Rotary to Nantasket Beach (Wharf Avenue) along the primate route, travel time increases were negligible (as measured by travel time runs and verified by radar).

- A.M. eastbound increased 0.4 minutes (24 seconds)
- A.M. westbound increased 0.3 minutes. (18 seconds)
- P.M. eastbound increased 0.8 minutes (48 seconds)
- P.M. westbound increased 0.5 minutes (30 seconds)
- Saturday eastbound increased 0.4 minutes (24 seconds)
- Saturday westbound increased 0.5 minutes (30 seconds)

Along the primary route and three diversion routes between the Summer Street Rotary and Nantasket Beach (Wharf Avenue), travel time increased in similarly small increments.

Primary Route – Summer Street to George Washington Boulevard

- Travel time ranges during the pilot from 4.0 minutes to 5.0 minutes
- Travel time ranges post pilot from 3.7 minutes to 4.2 minutes

Diversion Route A – Chief Justice Cushing Highway to Kilby Street to Rockland Street to George Washington Boulevard

- Travel time ranges during the pilot from 5.9 minutes to 7.0 minutes
- Travel time ranges post pilot from 6.0 minutes to 7.5 minutes

Diversion Route B – Chief Justice Cushing Highway to Kilby Street to Rockland Street to Nantasket Avenue

- Travel time ranges during the pilot from 7.4 minutes to 8.0 minutes
- Travel time ranges post pilot from 6.8 minutes to 7.6 minutes

Diversion Route C – Chief Justice Cushing Highway to Hull Street to Nantasket Avenue

- Travel time ranges during the pilot from 7.8 minutes to 10.0 minutes
- Travel time ranges post pilot from 7.3 minutes to 8.5 minutes

Among the most telling findings of the study may be the fact that during the entire time that the pilot program was in effect, there were no reported accidents. Historically, for the years 2014-2016, there has been at least one accident recorded in June, July or August.

Next Steps for the Route 3A/Summer Street Improvement project

One of the key factors in the success of the pilot program was the cooperation from town residents and officials. Public safety officials for the three towns were particularly helpful in providing guidance for the road diet pilot program and traffic management plans.

With the pilot study results in hand, combined with the prior studies and models, DCI and MassDOT have been working with the communities in a communications and outreach program. The goals is to ensure that all pertinent information is disseminated to the proper stakeholders and that they all have ample opportunity to ask questions and provide feedback.

The experience also fostered some unexpected results. The many project-related discussions between Hingham and Hull officials set in motion a move to consider establishing a cooperative agreement on evacuation routes through the two towns.

DCI submitted the 25% design in early 2019, and the recently released draft of the 2020-2024 Massachusetts State Transportation Improvement Program (TIP) finds the Route 3A/Summer Street project in Hingham as a preferred project slated for the 2024 construction season. The approved plan includes the road diet along Summer Street.
Chapter Updates

Connecticut Chapter

Members of ITE and WTS visited the Consumer Reports Auto Test Center in Colchester, CT for a tour of their facilities. Attendees were driven around the 327-acre property in some of the cars that are currently being tested and were able to be passengers in the vehicles while tests such as Avoidance Maneuver Testing and Automatic Emergency Braking were performed. Besides testing the cars’ handling, braking, lane guidance, overall comfort and other functionalities, Consumer Reports tests tires and car seats at their Colchester Facility.

After the demonstrations and tour of the facilities, the group learned about Consumer Reports’ role in the industry and their goals of making certain safety features standard in new vehicles.

There was a presentation and open discussion about the future of vehicular transportation including cellular versus DSRC V2X as well as personal user experience and safety features.

The 24th Annual CSCE/ITE/ITS Scholarship Golf Outing was held at the Timberlin Golf Club in Berlin, CT on Friday, July 19, 2019. All proceeds go to support the CT ITE Scholarship Fund. Approximately 50 golfers participated enjoying a beautiful day of golf, fun games, and an barbeque, and helped to raise funds to help support Scholarship funds to CSCE, ITE, and ITS. Next year will be the 25th Annual Scholarship Golf Outing, so stay tuned for what will surely be the best event yet. Congratulations to the winning team of Mike Giron (WSP), Joe Hallisey (WSP), Jud Wible (WSP), and Samuel Couch (Martinez Couch & Associates). Thank you to all who participated!

Connect with the New England Section

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, the Section is active on Facebook, Twitter, and LinkedIn.

Please remember to receive all your updates, news, and Section information at the New England Section website: [http://www.neite.org](http://www.neite.org)

For those members of the New England Section that would like to be included on the Google Group Section email list, please contact Ariel Greenlaw, PE at [agreenlaw@hntb.com](mailto:agreenlaw@hntb.com).
Employment Opportunities

MILONE & MACBROOM

Milone & MacBroom, Inc. is currently seeking a mid-level Traffic/Signal Design Engineer to work in our Transportation Group located in our Cheshire, Connecticut headquarters. There will also be opportunities to work out of our downtown Springfield, MA office. With a full palette of diverse and challenging transportation projects, we are looking to strengthen our industry-leading workforce with creative and hardworking individuals who offer new perspectives and innovative ideas. The Traffic/Signal Design Engineer will be responsible for traffic signal and communication designs, intersection/roadway designs, traffic studies, safety studies, and multi-use bicycle and pedestrian projects.

Successful candidates will work alongside a multi-disciplinary team of licensed professional engineers, architects, planners, and scientists and contribute to various transportation engineering and design projects.

YOUR SKILLS AND PROFICIENCIES

The Traffic/Signal Design Engineer should possess the following qualifications:

- Bachelor’s Degree in Civil Engineering or related field
- Minimum five years of experience in the field of transportation engineering
- Professional Engineer (PE) Licensure (preferred) or ability to obtain licensure within a year
- Proficiency in Microstation, AutoCAD, Synchro, HCS, and other related software (preferred)
- Problem-solving skills and strong attention to detail with excellent analytical and judgment capabilities
- Demonstrated ability to understand and integrate information to advance projects from origination to implementation to completion
- Excellent written and communication skills

To learn more about this opportunity, please submit your cover letter and resume to:

https://www.MMInc.com/careers

Milone & MacBroom, Inc. is an Affirmative Action/Equal Opportunity Employer M/F/D/V.
Employment Opportunities

City of Hartford

The City of Stamford Department of Transportation, Traffic and Parking is seeking a highly motivated and experience Traffic Signal System Engineer

POSITION:
Under the general direction of the Bureau Chief of Transportation, Traffic and Parking or designee, performs all technical assignments, research, maintenance and daily operations of a computerized traffic control system; performs other traffic and transportation engineering and traffic signal related work as required.

ESSENTIAL SKILLS, KNOWLEDGE AND ABILITIES:
• In depth experience with traffic signal operation, design, and configuration.
• Good knowledge of GridSmart design and operation.
• Ability to engage with the public and the ability to communicate and influence effectively.
• Thorough knowledge of a wide range of ITS technologies, including GridSmart, Fiber optic communication, VMS, and CCTV.
• Ability to apply management techniques and prioritize responsibilities to ensure work is accomplished by project deadlines.
• Proven ability to learn new skills and understand complex technical projects rapidly.
• Excellent problem solving skills and the ability to develop new and innovative ideas.
• Ability to work as part of a team and to supervise, coach and mentor subordinates.
• Familiarity with State and Federal design processes with respect to signal design.
• Aptitude for detail-oriented work assignments.
• Excellent oral and written communication skills.
• Knowledge of Microsoft Office Suite.

QUALIFICATION REQUIREMENTS:
Bachelor’s degree in Computer Science; Computer, Civil, Traffic or Transportation Engineering; or a closely related field and three (3) years of progressively responsible experience in the field of traffic engineering, one (1) year of which must have been in computerized traffic signal systems and control. NOTE: A Master’s degree in one of the above noted fields may substitute for one (1) year of the general traffic engineering experience. Valid Driver’s License.

DESIRABLE QUALIFICATIONS:
• Project management experience
• Asset management/maintenance experience
• Traffic modelling experience
Experience of design or operation of other ITS infrastructure

Applications can be obtained at the City of Stamford, Human Resources Division, 9th Floor, and 888 Washington Boulevard, Stamford, Connecticut or at www.stamfordct.gov.
ARE YOU THE FUTURE OF TRANSPORTATION?

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*LeadershipITE* is an international program to identify, engage, and develop the next generation of transportation leadership. Participants hone their skills through interactive workshops, active problem solving and engagement with association and national leaders. Graduates leave with a broadened leadership perspective and the skills to engage in their communities and shape the future of their transportation careers, organization, and profession.

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*LeadershipITE* is seeking transportation professionals who demonstrate a capacity for leadership, and engagement, as well as concern about the future of the transportation profession.

To stay up-to-date on the latest *LeadershipITE* activities, send a note to leadership@ite.org. For more information and to apply to *LeadershipITE*, visit [www.ite.org/professional-and-career-development/leadershipite](http://www.ite.org/professional-and-career-development/leadershipite).

Application deadline for the class of 2020 is September 16, 2019.

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**Sujith K. Racha, PE, PTOE**
Senior Associate and Project Manager
Johnson, Mimran & Thompson

“Through the *LeadershipITE* program, I was able to enhance my leadership skills, become more proficient, and feel confident in running effective teams. This newfound knowledge helped me better understand various competencies such as encouragement, facilitation, and empowerment of employees. I learned the importance of providing ongoing feedback and support and to act with awareness and sensitivity toward an employee. *LeadershipITE* provided great networking opportunities with fellow transportation engineers from all over the country. In all, the program has become an invaluable step in my personal and professional development.”

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**Andy Kaplan**
Assistant Manager, Agency Operations Center
Port Authority of New York and New Jersey

“The *LeadershipITE* program provided me an incredible opportunity to learn from and network with professionals throughout the United States and Canada. This experience helped me to identify best practices and emerging trends, allowing me to bring them back to my community to better serve their transportation needs.”

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**Jen Malzer, P.Eng**
Transportation Engineer
City of Calgary, AB Canada

“*LeadershipITE* was a great opportunity for me. It was a pleasant surprise just how much time the ITE leadership dedicated to me and my classmates. That exposure helped give us common real life examples to discuss against the class materials, which helped crystallize many of the leadership approaches I have been developing at work. I came away from the program feeling much more connected to ITE, empowered in my profession and with an expanded network of friends and advice.”

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**Carrie Falkenath, PE, PTOE, PTP**
Transportation Engineer & Planner, Owner
IT Traffic & Transportation

“One of the best facets of *LeadershipITE* for me was (and is) the exchange that happens between the program participants and the individuals leading the ITE organization: the staff at ITE Headquarters, the International Board of Directors, and Council and Committee Chairs. It is a fantastic opportunity for both groups to learn from the other why decisions are made and what impact they have on our members throughout the organization worldwide. New ideas are hatched and current initiatives are made stronger by input from the grass-roots levels.”

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We Want to Hear from You!

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 M. Schwartz, PE, PTOE at tschwartz@tesseraengineering.com

Save the Date

New England ITE 2019 Annual Meeting
Monday December 2, 2019
DCU Center
50 Foster Street | Worcester, MA


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