Joseph Cutro, P.E.: Professional History

Joseph Cutro has been a professional in the field of transportation engineering for 37 years. He is a native of Bayonne, New Jersey, where he was the 1969 valedictorian of Marist High School. Mr. Cutro graduated with a B.S. in Engineering from Tulane University (New Orleans, LA) in 1973, receiving the William Tompkins Award as that year's top-ranking graduate in Civil Engineering. He then studied on a fellowship at the University of Delaware, from which he received a Master of Civil Engineering degree while specializing in transportation.

Mr. Cutro's first professional position was with the firm Karins & Associates in Wilmington, Delaware, followed by a brief stay with the U.S. Environmental Protection Agency in Washington, D.C. Mr. Cutro then took a position with the firm Henningson, Durham & Richardson in that firm's Chevy Chase, Maryland office. It was at HDR where Mr. Cutro became a specialist in the transportation needs of small and mid-size communities, through studies funded under the U.S. DOT "Section 402" program. He authored comprehensive traffic safety studies for the cities of Cambridge, Chestertown, and Cumberland in Maryland, and for the City of Suffolk, Virginia, effectively becoming the resident traffic engineer for those communities during the course of the work.

In 1980, Mr. Cutro was hired by the City of Rockville, Maryland to be its Traffic Engineer. In that role, he spent the next 19 years dealing with the broadest range of traffic and transportation issues. In 1994, Mr. Cutro was promoted to the newly-created Chief Engineer/Transportation position, in which he became responsible for the management of roadway design and transportation-related development review in addition to his continuing traffic engineering functions. In that enlarged role, Mr. Cutro planned and managed a Capital Improvements Program valued at over $10,000,000. During his tenure at Rockville, Mr. Cutro set up the City's first coordinated traffic signal systems and established a reliable system of computer monitoring and control. He personally designed a large majority of the City's signal installations, and in the process, developed the City's "signature" mast arm pole design. In the area of street lighting, he made Rockville the first jurisdiction in Maryland to convert entirely to efficient HPS lighting, an effort for which the City received an award from Public Technology Inc. (PTI). Mr. Cutro also established new City standards for the design and application of traffic signs and markings. In the field of transportation planning, Mr. Cutro co-authored the City's first "Standard Traffic Methodology" - guidelines for the analysis and review of developer-submitted traffic impact studies.

While at Rockville, Mr. Cutro's expertise in street design expanded to include treatment of the entire urban streetscape. He was one of the lead designers on the Wootton Parkway project, the largest capital project ever undertaken by the City. He was responsible for much of the new road's geometric design, particularly of intersections, as well as for traffic control, roadway lighting, and pedestrian/bicycle amenities. Mr. Cutro also initiated City policies and procedures for neighborhood traffic calming, and directed the first (1983) installation of speed humps on a public street in Maryland. Under Mr. Cutro's leadership, pedestrian safety and accessibility became important priorities in Rockville, subjects on which he has given presentations to the Transportation Research Board and the American Public Works Association. Administratively, Mr. Cutro served as secretary to the City's Traffic and Transportation Commission, while providing as-needed staff support to the Mayor and Council. He was also the City's chief liaison with other transportation agencies, most notably the Maryland State Highway Administration. In recognition of his outstanding work in Rockville, Mr. Cutro was awarded the 1998 Community Transportation Award by the Washington, D.C. section of the Institute of Transportation Engineers (ITE).

Following his resignation from full-time service at Rockville at the end of 1998, Mr. Cutro established himself as a private consultant dedicated to community-based traffic engineering. Pages 2 and 3 summarize his clients and projects during that period. He lives and maintains an office in Rockville, Maryland. He is married to Sarah Navid, a practicing professional traffic engineer in her own right and past president of the Washington D.C. Section of ITE.

Mr. Cutro is a Fellow of the Institute of Transportation Engineers, having served on specialty committees at both the sectional and national levels. He is a licensed professional engineer (P.E.) in Maryland, and is a member of the International Municipal Signal Association (IMSA). Mr. Cutro was also a founding member of the Maryland Traffic Engineers Council (MTEC), and umbrella group of chief traffic engineering officials from public agencies throughout the state.

for the City of Rockville, Maryland (dba Joseph Cutro, P.E.)

As a consultant, Mr. Cutro continues to provide engineering guidance and design expertise to and for the City. In that capacity, he has completed a wide variety of assignments, typically "special projects" requiring the highest levels of engineering proficiency, but also including the overflow of everyday tasks such as handling service requests and preparation of work orders and Traffic Orders. On an informal basis, he serves as mentor to the professional staff of the Division of Traffic and Transportation. Among the highlights of his completed projects are:

- development of a new 4-year contract and specifications for citywide street light maintenance (1999).
- reviews of 17 developer-submitted traffic signal design plans (1999-2007).
- review of sign and marking plans for major new development projects, including King Farm (1999, 2003, 2006), and Preserve Parkway (2001).
- design and/or field direction of geometric and traffic calming projects: W. Edmonston choker (the City's first, 1999), S. Adams/Jefferson channelizing island (2002), intersection choker and curb ramps at Maryland/Argyle (2002), Mannakee Street speed humps (2002), Maryland Avenue landscaped median (2006), Horners Lane at Westmore Road intersection treatment (2010).
- design and field direction of pedestrian accessibility projects: Monroe Street/Place decorative paver "infill" sidewalk (1999), Monroe/Argyle curb ramps, sidewalk, and retaining wall (1999), crosswalk and curb ramp combination at Dogwood Park entrance (2001), Historic District curb ramps and decorative (brick paver) lead sidewalks (2002), Wootton Parkway bus stop pads and retaining wall (2002), Great Falls Road at Monument Street island and imprinted crosswalk (2003, 2008), Fallsgrove Drive at Oak Knoll Terrace ramps and crosswalk (2006), Beall Avenue ramps and crosswalk at Town Square (2008), Chapman Avenue curb ramps and crosswalks (one with in-pavement lighting) at Metro station (2008, 2009).
- design and field direction of street lighting projects: segments of Wootton Parkway (1999, 2001, 2006), Dundee Road (2000), Avery Road (2002), First Street at Veirs Mill Road (2003), W. Montgomery/Fallsgrove (2006-7), W. Montgomery/Historic District decorative lighting replacement (2010), development of specifications for LED street lighting (2010).
- design and/or field direction of traffic signal (re)construction at Seven Locks Road/Fortune Terrace (2001), Gude Drive/Taft Street (2003), Wootton/Preserve Pkwy (2004), N. Washington Street/Martins Lane (2005).
- design and field direction of signal modification projects at Wootton Parkway/Tower Oaks Blvd (2003-2004), Wootton Parkway/Scott Drive (2004), Baltimore Road/Rockville High School (2006), Redland Blvd/Thompson Dairy Way (2007).
- design and/or field direction of multifaceted traffic control projects: King Farm Boulevard median crossover and wrong-way entry control (2001, 2006), Park Road traffic signal, curb ramp, and street lighting modifications (2002); MD 355 /28 "Mixing Bowl" pedestrian signal and paver sidewalks (2002); Piccard Drive at Redland Boulevard lane control improvements and associated traffic signal modification (2006); Pleasant Drive parking control and intersection safety (2006); Fleet Street at the new Richard Montgomery High School including roadway narrowing, three traffic islands, one new traffic signal, 17 street lights, 10 ADA-compliant curb ramps, and all new traffic signs and markings for a ¼ mile segment of arterial street (2007-8); Blackwell Road added turn lanes and pedestrian crosswalk (2010), S. Stonestreet Avenue new landscaped median island, curb ramps, pedestrian crosswalk, bike lanes, and parking control (2010).
- preparation of updated timing and coordination plans for traffic signals citywide (31 locations, 2004-2010).
- citywide replacement of school-area signing per current State standards (1999-2000, 2004-2005).
- direction and management of City's contracted thermoplastic marking installation program (2001-2010).
- semi-annual inventory and assessment of ADA-required curb ramps (1999-2006).
- field layout of 485 parking meters and associated signs and markings in the Town Center and around Metro stations (2001, 2003-2004, 2007, 2009 (Ardennes Avenue annexation area)).

City of Rockville contact: Emad Elshafei, Chief, Traffic and Transportation Division, (240) 314-8508.

For other clients, Mr. Cutro's completed projects include:

Town of Chevy Chase, Maryland: Policy development for application of speed humps (2007). Townwide study of speed limits (2007). Development and implementation of safety and circulation plan for Chevy Chase Elementary School, including design of street dropoff area.(2008). Development of townwide strategies for internal traffic circulation (2008-9). Five intersection safety studies (2007-9). Direction and management of Town's contracted pavement marking installation (2007-2010). Continuing as-need guidance in traffic engineering and street lighting. Contact: Todd Hoffman, Town Manager (301) 654-7144

City of Gaithersburg, Maryland: Field direction of imprinted crosswalk installations (2007), evaluation of street lighting needs for selected older subdivisions (2008), backup technical support for City's professional engineering staff (2007-8) Contact: Ollie Mumpower, Assistant Director of Public Works, (301) 258-6370

Town of Kensington, Maryland: Intersection safety studies (2003, 2004). Study of traffic calming alternatives for Plyers Mill Road (2004). Design, management, and field direction of Plyers Mill Road improvements, including roadway narrowing, paving, curb, sidewalk, ADA-compliant ramps, driveway aprons, traffic islands, speed humps, imprinted crosswalks, and new signs/markings (2007-8). Management of townwide street repair and resurfacing program (2008-9). Design of new sidewalks on W. Howard Avenue (2008), and Baltimore Avenue (2009). Design and field direction for other imprinted crosswalks (7) and speed humps (5). Management and field direction for installation of decorative street name signs (2008-10) and replacement of obsolete traffic signs (2007-12). Planning and design for major alterations at Kensington Parkway intersections (2009-10). Continuing as-needed guidance in traffic engineering and street lighting. Contact: Sanford Daily, Town Manager, (301) 949-2424

Leisure World of Maryland Corp., Silver Spring, MD: Preparation of a comprehensive (130 pp) traffic safety study for the quasi-public streets of a large senior-oriented community (2003). Contact: Mark Ellis, (301) 598-1380

Village of Martin's Additions, Maryland: Comprehensive traffic sign and street lighting inventories (2007). Field direction of village-wide sign and marking improvement program (2007-8). Development of Village speed limit policy (2007). Direction of village-wide thermoplastic traffic markings (2010). Continuing as-needed guidance in traffic engineering and street lighting. Contact: Jean Sperling, Village Manager, (301) 656-4112

Village of North Chevy Chase, Maryland: Design and management of Kensington Parkway reconstruction, including paving, curb, sidewalk, ramps, driveway aprons, imprinted islands and crosswalks, signs and markings (2004-6). Management of Village street repair and resurfacing program, including design of new sidewalks and ramps (2004-9). Direction of village-wide upgrade of traffic signs (2005-6), and markings (2010). Continuing as-needed guidance in traffic engineering and street lighting. Contact: Bob Weesner, Village Manager, (301) 654-7084

Section 3 Village of Chevy Chase: Comprehensive traffic sign inventory and deficiency study (2008). Continuing as-needed guidance in traffic engineering. Contact: Andy Leon Harney, Village Manager, (202) 361-3801

Section 5 Village of Chevy Chase: Presentation on prospective traffic calming techniques to the Village Council (2009). Development of locational plans for speed humps and turn/entry restrictions (2010-currently underway). Continuing as-needed guidance in traffic engineering. Contact: Frances Higgins, Village Manager, (301) 986-5481

Town of Somerset, Maryland: Townwide speed hump planning study (2000-01). Design of speed humps on Uppingham and Essex Streets (2002). Townwide physical assessment of speed humps (2009). Revised speed hump location and design on Cumberland Street (2009). Contact: (update), Town Manager, (301) 657-3211

University of Maryland T2 Center, College Park, MD: Instructor in elements of traffic engineering and roadway design for the Center's annual Traffic Engineering Short Course (1999-2007). Contact: Ed Stellfox, (301) 403-4633

Town of Washington Grove, Maryland: Review of traffic impact studies and street design for proposed development on tracts adjacent to the Town (2001-02). Assessment of townwide speed limits (2003).
Continuing as-needed guidance in traffic engineering. Contact: Kathy Lehman, Town Clerk, (301) 926-2256

Additional and earlier "single-project" clients:

Econolite Control Products, Hanover, MD: Independent evaluation and certification of traffic signal control equipment furnished to the State of Vermont (62 locations, 2001-09). Contact: Rick Dunmyer, (410) 768-4601

Bradley Boulevard Citizens Association, Bethesda, MD: Critique of traffic impact studies for the expansion of the Holton-Arms School and development of entrance design alternatives (2000, 2003, 2006-8). Critique of traffic impact studies for the expansion of Woods Academy (2006, 2008). Contact: Linda Kauskay, (301) 365-1134

Layhill View Citizens Association, Silver Spring, MD: Critique of a traffic impact study and street system design for development on the site of Indian Spring Country Club (2006). Contact: Anne Errigo, (301) 275-9493

The Preserve at Small's Nursery HOA, Olney, MD: Assessment of SHA alternatives for a grade separation and interchange at Georgia Avenue (MD 97) and Norbeck Road (2002-03). Contact: John Kramer, (301) 924-4948

DeLizzio Architects PC/Archdiocese of Washington: Design of a traffic signal and geometric modifications for the entrance of St. Jane DeChantal School and Church on Old Georgetown Road in Bethesda, MD (2000-01). Contact: Dennis DeLizzio, (301) 657-8944

Seven Springs Village, College Park, MD: Traffic signal warrant studies for community entrances onto Cherry Hill Road, a principal arterial in Prince George's County (2000-01). Contact: Michael Mathis, (301) 345-2441

Sumner Village Condominium, Bethesda, MD: Assessment of traffic control options for the community's principal intersection (2001-02). Contact: David Hitchcock, (301) 229-2944

Cape St. John Citizens Association, Riva, MD: Sight distance and safety evaluation (2004) for the intersection of developer-proposed Boyds Cove Drive with an existing community street. Contact: Daniel Semick, (410) 224-2713

Howard Chapel Concerned Citizens, Damascus, MD: Critique of a traffic impact study and proposed roadway improvements for the development of a major sports complex (2002-03). Contact: David Bernard, (301) 414-2317

NW Alta Vista Neighbors, Bethesda, MD: Critique of a traffic impact study for the expansion of the French International School in Bethesda (2002). Contact: Paul Coppinger, (301) 530-5936

Hillandale HOA, Washington, D.C.: Critique of traffic impact studies submitted for the proposed expansion of Georgetown University Hospital, including testimony before the D.C. Board of Zoning Adjustment (2000). Contact: Dr. Stanley Talpers, (202) 333-0263

Potomac Citizens Association, Potomac, MD: Critique of a traffic impact study for the proposed relocation of the Harbor School including a unique assessment of delay at the study's key intersection. Testimony before the County's Board of Appeals (2001). Contact: Barbara Padden, (301) 325-7900

Teresa Moore (individual), Cockeysville, MD: Evaluation of impacts of various alternatives for the proposed reconstruction of Warren Road in Baltimore County (2002-03). Contact: Teresa Moore, (410) 667-6049

Divaris Property Management, Silver Spring, MD: Examination of on-site circulation problems at a medical office building, 3801 International Drive (2002). Contact: Amy Brosnan, (301) 231-4877, x-27

Bannockburn Civic Association, Bethesda, MD: Study of a proposed entrance from St. Bartholomew's Church/School onto River Road (2001). Contact: David Weiss, (301) 229-4550