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Candidates for 2008 ITE Met Section Treasurer



Grace L. Borden, TSOS

Ms. Borden is a Senior Professional with CMX in Manalapan, NJ. She has a Bachelor's of Engineering Degree in Civil Engineering from Stevens Institute of Technology in Hoboken, NJ, and has been working at CMX (formerly Schoor DePalma) since graduating. Grace has been a Traffic Signal Operations Specialist (TSOS) since November of 2006 and is eagerly awaiting her opportunity to sit for the PE Exam.

continued on page 2



Bill McMenemy, P.E.

Bill McMenemy is a valuable member of the transportation services department at Greenman-Pedersen, Inc. (GPI) in Babylon, NY. He joined the firm in 2000 upon his graduation from Polytechnic University, where he earned a Bachelor's Degree in Civil Engineering. Bill has been a member of both the ITE Met Section and American Society of Civil Engineers since 2001 and is a licensed professional engineer in the State of New York.

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Career Guidance	Gus Da Silva
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Legislative	Leon Goodman

Local Arrangements

Northern New Jersey	Grace Borden
Southern New Jersey	Kevin Conover
New York City	Wasif Mirza
Long Island	Lynn Weyant
Westchester	Brian Dempsey
Westchester	Mike O'Rourke

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New York Membership	Thomas P. Arlo
Newsletter	Mayer Horn mhorn@vastnet.net
Nominations	Mike Salatti
Prof. Development	Bill McMEnamin
Public Information	Mayer Horn
Student Outreach	Ben Szeto
Student Outreach	John Miller
Technical	Ira Huttner
Web Page	Mark Kulewicz Chris McBride

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Immediate Past President	Rich Rommer
International Director	Kim Eric Hazarvartian

District One Executive Committee

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Vice Chair	Ken Petralia
Past Chair	Lynn LaMunyon
Secretary/Treasurer	Mike Salatti

Grace Borden (continued from page 1)

During her time with CMX, Grace has had the opportunity to gain valuable engineering experience in various transportation related departments. She began her career with the Traffic Planning department and Highway Design department and currently works with CMX's Traffic Signals and Safety Group. Her day to day responsibilities with the Traffic Signals department include all aspects of traffic signal design, corridor analyses, safe routes to schools projects and traffic calming projects. Grace has also spent more than a year working as an on-site consultant to Traffic Engineering at the Port Authority of New York and New Jersey. During that time, Grace was stationed at Newark Liberty International Airport and assisted with the traffic engineering tasks associated with the day to day operation of the airport. Since then she has provided engineering support for Port Authority Traffic Engineering both onsite at Gateway Center and from CMX offices.

Grace has served as the North Jersey Arrangements Chair for the ITE Met Section for the last two years during which she has organized all of the Northern New Jersey Section meetings. Additionally, Grace is on the Planning Committee for the 2008 District 1/ District 2 Joint Annual Meeting in Atlantic City. As a member of the Met Section Executive Board, Grace would like to continue to work towards creating a broader more diverse Met Section membership base by getting younger members and women involved. In

continued on page 4

Bill McMEnamin (continued from page 1)

Bill began his engineering career as a summer intern for the New York State Department of Transportation before meeting GPI representatives at Polytechnic's annual career fair prior to graduating. During his tenure at GPI, Bill has been privileged to work alongside a number of diverse clients, including Nassau and Suffolk County, the New York State and City Department of Transportation, and the Port Authority of New York and New Jersey. He is also very fortunate to have been involved in a number of challenging projects that have provided invaluable professional knowledge and experience, including the Roadway Evacuation Study for the Mastic-Shirley peninsula where he presently serves as Project Manager, the Shinnecock Tribe Casino Traffic and Environmental Analysis on Long Island, and on-site support at John F. Kennedy Airport and the George Washington Bridge for the Port Authority.

Since January of 2006, Bill has served on the Met Section's Professional Development Committee and became its Chairman in 2007. On this very important committee, Bill ensures the various technical presentations qualify for continuing education credits, thus securing valuable PDH hours much sought after by our membership. This effort requires close coordination with the executive board, which has opened Bill's eyes to the inner workings of the section and reinforced his desire to serve its members in a greater capacity by running for Treasurer. Additionally, Bill is

continued on page 4

**From
The
Editor**



Voting

During November, the national and local media devote much attention to elections. Many of us have strong opinions about the candidates and the issues; we really want some candidates to win and others to lose. By contrast, our ITE Met Section By-Laws requires that we have an election for the position of Treasurer with at least two candidates. Most years – and this one is no exception – we have two good candidates who are willing and able to serve us. They recognize that serving as Treasurer is a long-term commitment as the 2008 Treasurer is the 2009 Secretary, etc. – what has been described as a seven year commitment. Those of us who do not make that sort of commitment can only admire those who do.

Inevitably, only one of the two excellent candidates will win. It is important that each of us not only congratulate the winner and acknowledge his or her commitment, but also acknowledge the willingness of the other – the word “loser” seems so inappropriate – to serve and especially to encourage him or her to continue to serve – and to consider running again. One can do a study of how often the winner won on his or her second run.

Upcoming Meetings

Do you know the dates of the 2008 ITE Annual Meeting in Anaheim and the 2008 ITE Annual Technical Conference in Miami? Do you know the dates of the 2008 joint ITE District One and District Two meeting in Atlantic City? Do you know the dates of our 2008 Met Section meetings? Do you know where to look? You need to look at the well maintained web sites

New Contact Info

Please send all correspondence to the editor at the following address, as he is no longer affiliated with his former employer.

Mayer Horn P.E., PTOE, PTP
446 Wolf Hill Road, Dix Hills NY 11746-5743
Phone: 1-631-271-0212, Cell: 1-516-459-7670
EMAIL: MHORN@VASTNET.NET

Unpublished Letter

The following letter was sent in response to an editorial in the New York Times. It was not printed.

Your editorial (Mr. Mayor, for your consideration, Oct 22) urges a number of actions including, “Take away parking permits from city employees.” An even stronger case can be made for eliminating reserved on-street parking for vehicles with NYP plates.

Mayer Horn P.E., PTOE, PTP

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Grace Borden (continued from page 2)

addition, she intends to continue to reach out to the area colleges and schools to increase the interest in the Transportation Engineering field. Grace's outgoing personality and excellent communication skills are assets which make her particularly suited to continue to serve the Met Section. Grace has shown that she is dedicated and willing to devote the time necessary to be a success in the position of Treasurer and looks forward to further serving the ITE Met Section of NY/NJ

NOVEMBER MEETING

WEDNESDAY, NOVEMBER 28, 2007

Location: Riccardo's, 21-01 24th Avenue, Astoria, Queens, NY

(718) 721 – 7777

Agenda: 1:30 - 3:00 PM Executive Board Meeting

3:00 - 5:00 PM Afternoon Technical Program

5:00 - 6:00 PM Reception/Cocktail Hour

6:00 - 8:00 PM Dinner and Evening Program

Afternoon Technical (PDH) Program

Speakers: Tariq M. Bashir, PE, Structures Supervisor
NYSDOT Region 11

Martin Kendall, PE, Director, Structural Engineering
Jacobs, Edwards & Kelcey, New York, NY

Topic: "Alexander Hamilton Bridge Reconstruction"

Dinner and Evening (PDH) Program

Speaker: Rizwan M. Baig, P.E., PTP, PTOE
Assistant Chief Traffic Engineer
Port Authority of New York and New Jersey

Topic: "PANYNJ Traffic Safety Improvement Program"

PDH: 1 PDH (NY State Continuing Education Hours) - (PENDING)

Bill McMnamin (continued from page 2)

grateful his current appointment within the section has provided a means through which he has developed close professional relationships with many ITE colleagues.

Even though the ITE Met Section has seen an increase in attendance since the introduction of continuing education credits, Bill would like to see this trend continue, particularly within the younger members that may not necessarily require PDH's at this stage of their career. He believes the presentations offered at our meetings provide critical technological knowledge and insight that young engineers should utilize to enhance their development. Bill would like to see employers not only encourage younger engineers to become members, but provide the means for them to attend the presentations, especially those offered during afternoon hours, in the interest of their overall career progression. Bill would like to institute a new program where young engineers with less than three years of experience are offered a discount to attend meetings in the hopes of encouraging employers to invite them to attend.

Bill is an avid fan of the National Football League and dreams of attending games at all 32 stadiums – he's been to five so far – not including a scheduled trip to Green Bay this December. He's the oldest of four brothers and

January Meeting

Thursday, January 17, 2008

Captain's Ketch, Lower Manhattan

Past President's Night

Mayer Horn, P.E. PTOE, PTP; 446 Wolf Hill Road, Dix Hills NY 11746
631-271-0212
mhorn@vastnet.net

President's Message

Armando Lepore

As I reflect back on our achievements this past year, I'm reminded of all the support given by the membership, committee members, and executive board. We set many goals for ourselves this year and I'm pleased with our results. Some of this year's highlights include:

- Excellent attendance at our section meetings
- Interesting and relevant presentation topics with PDH credits
- Partnering with WTS, ASCE, and the NYSPE Society for section meetings
- Added a new meeting venue- Luncheon in Rockland County
- College Student Career Fair and Student Traffic Bowl at our October meeting
- ITE/Transportation Engineering Career guidance booth at Engineering Expo in Westchester
- Converted all meeting notices and newsletter to electronic distribution
- Created the Communication Committee to improve the accuracy of the e-mail distribution list
- Membership Drive

Special thanks are given to Ed Bolden our Vice President and the Local Arrangements chairpersons for setting up our business meetings and selecting interesting presentation topics. It is our biggest challenge requiring great effort.

Our new and improved look to the newsletter are due to the talents of Mayer Horn and his staff at KLD. Many thanks for their constant efforts to enhance the newsletter. Feel free to contact Mayer with your comments and suggestions for new articles.

Our legislative committee chair Leon Goodman has kept us abreast of the latest legislation related to transportation in both New York and New Jersey. Under his guidance, the section submitted policy statements and endorsements for NJ's Revision of the State Highway Access Management Act and NY's Congestion Pricing proposal

One of the biggest achievements this year was the implementation of electronic mailing of the newsletter and meeting announcements. After several years of planning, we finally did it. Our webmaster Chris McBride worked very diligently to make it a reality. He is also doing a great job enhancing the effectiveness of our website.



Attracting students to the transportation profession has always been a challenge. The Met Section has expanded the duties of the Student Outreach and Career Guidance committees to include presentations at high schools. Volunteers will be needed every year to educate young students about careers in the transportation profession. If you are interested, please speak up

Our section is financially sound and we are continually looking for ways to give back to the membership. You have provided useful suggestions at the New Brunswick meeting relative to additional membership services. Some of these suggestions have already been implemented, such as meeting subsidies and increased student paper awards.

Improving member services has always been our main objective. In doing so, we maintain a large membership, and strive for continued growth. This year we're running another Membership Drive; and, the person bringing in the most new members will be rewarded at the November meeting.

Join me in congratulating one of our past presidents, Lynn LaMunyon for being elected the International Director for our District. She is well qualified to represent us.

I'm looking forward to seeing everyone at our January meeting at Captain's Ketch in Manhattan to celebrate the Past President's and present our yearly awards. It's guaranteed to be a fun evening.

I wish all of you and your families a healthy and happy holiday season.

from the editor (continued from page 3)

Web Sites

Most ITE members are familiar with the Institute's web site which is maintained by the professional staff at headquarters: www.ite.org

There are also ITE web sites maintained by volunteers who deserve our thanks for also doing excellent work. There are two of interest to Met Section members:

Our Section's Web Site: It is maintained by Chris McBride at AAA. All Met Section members should refer to this site often. Chris works with Past Met Section President and District Chair Mark Kulewicz. Please visit www.ite-metsection.org

Our District's Web Site: Our District – long known as District One, but now increasingly called the Northeast District – has a new web site maintained by Adam Allen of CMX Engineering. Adam works with Past Met Section President and District Chair Lynn LaMunyon. Please visit www.northeasternite.org

Both Chris and Adam are looking for any suggestions to make their websites more valuable to our members.

"McBride, Christopher" CMcBride@aaany.com

"Allen, Adam" aallen@cmxengineering.com

Likewise, suggestions for improving this newsletter should be sent to the editor (mhorn@vastnet.net).

2008 District 1 / District 2 Annual Meeting

May 28 - 30, 2008: Hilton Resort & Casino, Atlantic City NJ

If you are thinking about making a presentation, you should contact Gordon Meth at gmeth@rbagroup.com

**Carl Selinger's Seminar:
Stuff You Don't Learn in Engineering School**

ITE Met Section Member Carl Selinger's unique seminar — Stuff You Don't Learn in Engineering School — will be offered this fall at Cooper Union Continuing Education, on Friday, 12/7, from 9 am to 4 pm. The seminar teaches engineers and other professionals of all experience levels the most important non-technical soft skills they need to know to be more effective in work and life. Engineers start their careers with excellent technical skills, but are less able to cope with the people, procedures and pressures of the real world. Skills covered include: running meetings, making decisions, setting priorities, teamwork, understanding yourself and other people (like co-workers, clients and your boss!), leadership skills, getting feedback, dealing with stress and improving speaking, writing and listening.

Some attendee's reactions: "I think it's absolutely necessary to teach young engineers the stuff that you are teaching. And you're doing it great. I can really recommend "Stuff" with my whole heart." "Session outlined soft skills needed on the job AND how to improve them. I now have a better idea of what I can do to improve these skills." "I thought it was helpful and truly an eye-opener. Most of us do not realize how important these things are. Thanks again."

For more information, or to register, go to <http://cooperunion.augusoft.net/index.cfm?fuseaction=1013&courseid=2&categoryid=4&subcategoryId=16&catalogid>. The registration cost is \$175, and there are discounts for groups.

"ITS applications are at the forefront in the seamless application of road pricing programs to reduce congestion and are contributing to mobility for all system users."

Earl E Newman, P.E., PTOE (F) in *ITE Journal*, November 2007

"We believe that implementation of an automated red-light camera enforcement system will further reduce severe crashes at all signalized intersections."

Earl E Newman, P.E., PTOE (F) in *ITE Journal*, November 2007

**NYC Traffic Congestion Mitigation Commission November 5 Hearing
Statement by George Haikalis - President, Institute of Rational Urban Mobility, Inc.**

The following statement was made by ITE Met Section member George Haikalis in his capacity as President of the Institute of Rational Urban Mobility, Inc. at the November 5, 2007 hearing by the NYC Traffic Congestion Mitigation Commission.

For further information, contact George Haikalis at One Washington Square Village, Suite 5D, New York NY 10012; geo@irum.org, www.irum.org

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based not-for-profit corporation concerned with enhancing mobility and reducing the negative impacts of over-dependence on motor vehicles in dense urban places. IRUM is very pleased that this Commission has been established and is conducting hearings to gain public input as it fashions a comprehensive plan to deal with the intractable and ever worsening problem of traffic congestion in New York City.

IRUM has long advocated three measures that, when considered together, offer the potential for greatly enhancing the livability and economic viability of our crowded city. These measures are (1) vastly improving the region's public transit system, (2) taking forceful action to reduce the number of motor vehicles entering the Manhattan Central Business District (CBD) and other dense business centers in the region and (3) remaking streets in the core of the city to enhance the walking environment.

IRUM fully supports the concept that price is an important tool in encouraging more sensible transportation choices. Pricing disincentives, like high entry tolls on the approaches to the Manhattan CBD, are critical to reducing excess car use in the core. Equally important are pricing incentives that encourage public transit use. Unfortunately, Governor Eliot Spitzer is moving in the opposite direction – seeking to raise transit fares. IRUM opposes these increases because they will discourage transit use and lead to even more traffic congestion.

Improving public transit in the near term is critical. Widespread support for congestion pricing can only be expected if there are immediate, tangible improvements that make public transit more attractive. MTA's recent experience with unlimited ride passes and free bus-subway transfers shows that price does matter. Ridership has soared with these fare innovations. IRUM has recently begun a research study of the benefits and costs of combining cordon road pricing with reduced or free transit fares. A preliminary analysis suggests that cordon tolls set at current London price levels, but imposed at all hours would generate revenues sufficient to replace bus and subway fares. The results of this study will be available later this fall, and circulated to the Commission.

Perhaps the most significant near term public transit service improvement can come from remaking the commuter rail lines serving the NY-NJ-CT metropolitan area into a Regional Rail system. Frequent service, with a train stopping every ten minutes at each of the thirty existing rail stations in the Bronx and Queens, would draw transit riders away from the city's two most congested subway lines – the Lexington Avenue Express and the Queens Boulevard Express. On all other subway lines MTA can operate more trains to handle new peak hour transit riders diverted from autos. Several hundred serviceable subway cars, intended to be replaced with new cars recently purchased, can be retained to handle the surge of new riders.

Statement by George Haikalis (continued from page 7)

While IRUM supports the concept of congestion pricing, it urges the Commission to modify the plan described in NYC's Sustainability Plan. In particular, the goal of reducing congestion for weekday motorists must be extended to include the much broader gains that would occur from a reduction in vehicle-miles traveled in the Manhattan Central Business District (CBD) at all hours of the day and weekends as well. Relief from air and noise pollution and from the injuries and deaths resulting from motor vehicles are 24/7 gains. Weekend congestion at the Lincoln and Holland Tunnels is legendary. The walking environment will be greatly enhanced with fewer vehicle-miles in the core at all hours, greatly benefiting businesses and residents. A sensible modification would be to simplify the Manhattan road pricing cordon to apply to all vehicles entering the Manhattan CBD – reducing the number of tolls barriers to the eight river crossings, and the nine city streets and two highways crossing 65th Street. With tolls uniformly applied to all traffic leaving Long Island in the westbound direction, the current pricing incentive for motorists to drive through the core will be eliminated. One-way tolls could replace two-way tolls on MTA's river crossings reducing the cost of collecting tolls and ending pressure to restore two-way tolls on the Verrazano Bridge.

Medallion taxis should not be exempted from a Manhattan congesting pricing scheme. On many streets in the core of Manhattan, taxis account for more than half of the vehicle flow. Cordon pricing is not an effective way to reduce excessive taxi use in the core. A hefty surcharge on taxi fares would be more sensible, with the proceeds directed toward supporting public transit.

With less traffic clogging the Manhattan CBD's streets, a grid of pedestrian plazas can be put into place. An important first step would be to move forward with IRUM's vision42 proposal for a river-to-river auto-free light rail boulevard on 42nd Street. With cordon pricing it also becomes feasible to permanently close the loop drives to traffic in Central Park and Prospect Park.

Finally, it is important for the Commission to understand that pollution and congestion are regionwide concerns. For 25 years, since the dissolution of the Tri-State Regional Planning Commission, the NY-NJ-CT metropolitan area, the nation's largest, has been hobbled by a segmented transportation planning structure. Even today, there are no representatives from New Jersey and Connecticut participating in this Commission, even as non-voting members. As Assembly Member Richard Brodsky has pointed out, transportation planning is severely hampered by the lack of an adequate regional data base. The state legislature should correct this shortcoming immediately. A multi-state planning agency, like Tri-State, must be created and assigned adequate resources to develop comprehensive solutions to the problems of congestion and pollution. In the meantime, this Commission can exercise its mandate to deal intelligently and forcefully with the tough decisions that must be made.

Happy Thanksgiving

Positions Available

Transportation/Traffic Engineer

Greenman - Pedersen, Inc., a leading design consultant in the top 100 national firms, is seeking qualified individuals with motivation and initiative to fill several positions in their expanding Transportation Services Division located in the company's headquarters in Babylon, Long Island.

Transportation Engineer (BSCE) with experience preparing contract design plans including MOT, signing, striping and guiderail. Candidate should have experience in the preparation of Traffic Impact Studies and skillful in using the latest HCM/SYNCHRO Capacity software and familiarity with micro & macro scale travel demand models using transportation planning methodologies. Must have good verbal and written communication skills and the ability to work directly with clients.

ITS/Traffic Signal Systems Engineer with 10 years experience in the planning, design, and integration of ITS systems and communications systems for ITS projects including fiber optic cable plant and central control center design. Traffic signal design and signal timing optimization and coordination experience is necessary.

GPI offers competitive salaries and a work-friendly environment in a Village setting near the water. Benefits include medical, dental, optical, 401K, long term disability, bonuses and personal career development.

For consideration, please send resume to:

Human Resources
Greenman-Pedersen, Inc.
325 West Main Street
Babylon NY, 11702
Fax: 631-587-5029
Checkout our Web site @ www.gpinet.com.

Traffic Engineer

Urbitran, headquartered in NYC, is a full service engineering, planning and architectural firm whose expertise include transportation planning, traffic engineering, transit, environmental, and parking services.

We are currently seeking a Mid-level Traffic Engineer to support the Traffic Engineering Division on diverse and challenging studies and projects for public and private clients in the NY/NJ/CT metropolitan area.

Candidates will be responsible for traffic engineering studies including highway capacity analyses, traffic operations, impact and safety studies, corridor studies, parking studies, pedestrian and bicycle studies, traffic simulation and report writing. This position requires BSCE or equivalent, 3-5 years related experience along with excellent verbal and written skills. Masters degree in Transportation Planning/Traffic Engineering is preferred. Familiarity and experience with traffic engineering software, GIS and AutoCadd is a plus. Positions lead to the opportunity of obtaining a Professional Engineering License.

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gjones@urbitran.com

or mail to:

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**Project Manager/
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Pape-Dawson Engineers, Inc., a consulting firm with over 400 employees providing services in Civil Engineering, Surveying and Transportation Engineering, is seeking a Project Manager/Senior Transportation/Traffic Engineer with over 10 years experience for our San Antonio, Texas office. Responsibilities include directing staff in the preparation of traffic impact studies, signal design plans, pavement marking and signing plans, and performing analysis and field implementation of signal timing plans. Additional responsibilities will include coordination with clients, attendance at meetings, and management of schedules and budgets. Pape-Dawson currently has several public-sector contracts with a wide variety of traffic engineering assignments. In addition, a significant portion of our work is performed for private clients.

A Bachelor's of Science Degree in Civil or Electrical Engineering and the ability to obtain a P.E. license in Texas within six months is required. PTOE certification is also desirable.

Pape-Dawson offers an outstanding benefits package including a 401(k) plan with employer contributions, overtime compensation, annual bonuses, and a relocation package. The base salary offered is extremely competitive by New York standards. Additionally, on-site professional development training programs are held regularly, and employees are encouraged to participate in professional and charitable organizations.

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Pape-Dawson Engineers, Inc. is an AA/EO employer
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Elizabeth S. Martinez
Human Resources Manager
Pape-Dawson Engineers, Inc.
555 E. Ramsey Rd.
San Antonio, Texas 78216
210-375-9000
emartinez@pape-dawson.com

Project Manager/Engineer

KLD Associates, Inc. (Commack NY) is seeking a person with a minimum of 5 years of relevant experience in the profession, to manage projects and participate in technical work, including traffic analysis, signal timing, knowledge of simulation and signal timing/optimization software. Experience in report and proposal writing required. MS in transportation required. Some travel within US expected. Competitive salary and benefits. Equal opportunity employer.

Send resumes or inquires to careers@kldassociates.com or to:

Mark Yedlin, President
KLD Associates, Inc.
47 Mall Drive, Suite 8
Commack NY 11725

Traffic Engineer

KLD Associates, Inc. (Commack NY) is seeking a person with a minimum of a BS in CE or other engineering field, preferably with course work in traffic and transportation. Working knowledge of traffic signal and traffic simulation software packages an asset. Working knowledge of AutoCAD and GIS an asset. Some field data collection responsibilities. Some travel within US expected. Competitive salary and benefits. Equal opportunity employer.

Send resumes or inquires to careers@kldassociates.com or to:

Mark Yedlin, President
KLD Associates, Inc.
47 Mall Drive, Suite 8
Commack NY 11725

Happy Thanksgiving

Don't Forget
NOVEMBER MEETING
Wednesday, November 28, 2007

SECTION MEETING ANNOUNCEMENT

WEDNESDAY, NOVEMBER 28, 2007

Location: Riccardo's, 21-01 24th Avenue, Astoria, Queens, NY (718) 721 – 7777

Agenda: 1:30 - 3:00 PM Executive Board Meeting

3:00 - 5:00 PM Afternoon Technical Program

5:00 - 6:00 PM Reception/Cocktail Hour

6:00 - 8:00 PM Dinner and Evening Program

Afternoon Technical (PDH) Program

Speakers:

Tariq M. Bashir, PE, Structures Supervisor, NYSDOT Region 11
Martin Kendall, PE, Director, Structural Engineering
Jacobs, Edwards & Kelcey, New York, NY

Topic: "Alexander Hamilton Bridge Reconstruction"

Cost: \$20; PDH: 1.5 PDHs (PENDING)

The Alexander Hamilton Bridge is a single arch bridge providing between the George Washington Bridge, Manhattan and The Bronx. The bridge carries over 185,000 vehicles per day. Tariq M. Bashir and Martin Kendall will present the intricate procedures of rehabilitating one of the major bridges in the metropolitan area while it is still in service.

Dinner and Evening (PDH) Program

Speaker:

Rizwan M. Baig, P.E., PTP, PTOE
Assistant Chief Traffic Engineer
Port Authority of New York and New Jersey


Topic: "PANYNJ Traffic Safety Improvement Program"

PDH: 1 PDH (NY State Continuing Education Hours) - (PENDING)

The Port Authority's Traffic Safety Improvement Program (TSIP) provides a systematic process by which traffic safety improvement opportunities are identified, prioritized, implemented, and evaluated. This process also guides the Port Authority to exercise due diligence to provide a safe roadway system, improve traffic level of service, reduce congestion caused by roadway incidents, as well as minimize liability and risk.

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