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ITE District Meeting



Joe Pecora, past Met Section President, speaking upon receiving the District's Harvey Boutwell Award. Standing with him are Mike Schauer, 2007 District Chair, and Lynn LaMunyon, 2006 District Chair, and prior winners of the Boutwell Award



The Boutwell Award: Peg Boutwell, Mike Schauer, and previous recipients



The Harvey Boutwell Award: Joe Pecora, Peg Boutwell, Steve Gayle with previous recipients



The Boutwells: son Bill, wife Peg, and daughter Meg

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The Boutwell Award: Joe Pecora thanking Lynn LaMunyon



District Administrator and Past International President Steve Gayle accompanying Peg Boutwell



Larry Dondanville, Past International President



Dennis O'Malley, Past International Director

From
The
Editor



Defects

Can a system function properly if the subsystems have defects? Consider the highway traffic system composed of three subsystems: the roadway, including traffic control systems - the area of particular interest for transportation engineers; the vehicle; and the vehicle operator. Each of these subsystems has serious defects.

The Traffic Control Sub-System: At the suggestion of Past President Lynn LaMunyon, I shared some of my concerns with a former member of the Met Section who has assumed a position with the FHWA. Here are some excerpts:

As part of my work at KLD, I travel to different parts of our country; I see and notice how different jurisdictions use signs and signals. Secondly, I come across a number of articles on the difficulties older drivers have in comprehending information, and how readily they can be confused; both confusion and misjudgment lead to crashes. My working conclusion is that some jurisdictions have better systems than others; in some cases, much better. When I mention some of my observations to fellow professionals, I am typically told that it's in the Manual. Indeed, I think that it's a little unfair to characterize it this way as our engineering judgment should be employed and we should not just accept that if it is in the Manual, it is the appropriate device or approach. One cynical statement regarding the Manual is that anything goes. It shouldn't be this way.

Let me cite some examples: I do not believe that it should be acceptable to have a green ball next to a red ball. Placing a sign next to one of these should not make this acceptable. If "Left Turn Signal" appears next to one ball, I consider this inviting confusion, inviting crashes, especially for older drivers. Let me go a step further: If there is a green ball at an intersection, it is reasonable to assume that a motorist can proceed in all possible directions: thru, right, or left. If there are signs that conflict with this signal, the signs should be removed. If a movement is not allowed, why not use signals with arrows as the only acceptable approach? Basically, what I am arguing is that if a message at an intersection can be readily communicated with signals, no signs should be allowed. What do you think?

Why do the following exist in the MUTCD? R10-5, R10-8, R10-10L, R10-12, R10-17a, R10-21. Also, I found R10-16e very confusing. It took me a moment to understand to which right turn was the reference.

In short, if there is a green ball, a motorist should be able to go straight, turn right, or turn left. If there is a one-way sign, it should be removed as it is a conflict. If a turn is to be prohibited at a signalized intersection, the signal should so indicate. [This was discussed in the May 2006 issue.] I don't know whether our profession would be better served by psychologists tearing apart our practice (and our Manual) or personal injury lawyers winning big judgments against our profession, our employers, and our clients. Bottom line: This subsystem is defective.

From the Editor, Continued

The Vehicle: Drivers are taught to not rely on their mirrors, but to turn their heads before changing lanes. Drivers are also taught to put on their headlights at night and when they turn on their wipers. I do neither. I strongly believe in driving at all times with headlights on to gain significant conspicuity. This is easily achieved in a vehicle that has a photocell that turns the light on at night by covering the photocell with a small piece of opaque tape. Likewise, spot mirrors - standard on large trucks and buses - apparently are not available as original equipment on passenger cars. To install them generally requires covering a part of the side view mirrors - a needless obstruction. I consider motor vehicles without full-time headlights and non-obstructing spot mirrors to be defective designs. There are a variety of other features designed into vehicles which make them defective by design. Here is another potential opportunity for personal injury attorneys to reap big awards - this time against auto manufacturers. Bottom line: This subsystem is also defective.

The Driver: This column has previously discussed deficiencies in driver behavior. [See, for example, the November 2006 issue.] Since driving is done by a large majority of adults in our society, many drivers either consider themselves experts or feel that the rules don't apply to them. Many consider driving a right, not a privilege. It's not just practices such as failing to keep right on multi-lane freeways (when no one is in the right lane to be passed), but a belief that their practice is correct. To cite one example, when making a left turn from a two-way street and facing a green ball and opposing traffic, where should a motorist stop (assuming that the exit is not blocked - not a "don't block the box" situation)?

Can a system function properly if the each of the subsystems has defects?

Congratulations to Ed Lieberman

The July 2007 Newsletter of the TRB Joint Traffic Simulation Subcommittee, SimSub, announced that at the January 24, 2007 SimSub meeting, The Awards Task Group presented the first Traffic Simulation Pioneer Award to Edward B., Lieberman For his pioneering and continued efforts in Traffic Simulation starting with DYNET in 1968, UTCS-1 in 1970, SCOT in 1972, NETSIM in 1973, and TRAFLO in 1977.

Ed Lieberman was one of the founders of KLD Associates, Inc. in 1971 and is still active with the firm.



District Meeting, Continued



John Mirabito, President New England Section receiving Section Award from Ken Petralia

Deadline for Submissions

The Deadline for Articles, Job Notices, and Ads:

This issue (September) should have been out by early September. Unfortunately, it did not get out until mid October. Therefore, the November scheduled issue will be published with little notice to those wishing to contribute. We will be happy to include any material sent to us ASAP. The following issue (February 2008) has a deadline of December 31st

Please send submissions to the following E-mail:

marketing@kldassociates.com



Mayer Horn, P.E. PTOE, PTP; 47 Mall Drive, Suite 8, Commack, NY 11725
631.543.6500 X-212, Fax 631.543.4330
mhorn@kldassociates.com



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NORTHEASTERN DISTRICT



THE STATE OF THE DISTRICT

Mike Schauer, District Chair

I wish to report to you that the state of the District is very well indeed. We recently had our major annual meeting in Providence where the New England Section members did a fantastic job in creating a program with something for everyone. If you could not attend tell your boss (or spouse) that the technical exposure and networking opportunities alone should justify you attending future ones. Better yet, bring your spouse to the next one as there is always an interesting program for them as well. Speaking of the next one, it will be in Atlantic City next May. To my knowledge this is the first time we will be combining it with District Two's annual meeting.

I wish to congratulate the recipients of the annual District achievement awards. The New England Section as well as the UMass Amherst Student Chapter were the recipients. Also congratulations to Joe Pecora who received the Boutwell Distinguished Service Award for his many years of service to ITE and the District.

As many of you know, Harvey Boutwell was the first District Administrator for District One. A special memorial was hosted by Steve Gayle as part of the annual meeting. Many family, friends, and past ITE dignitaries attended to pay their respects to Harvey.

By the way, Steve Gayle is our new District Administrator. He has assumed the duties from Alan Gonseth who decided the west coast is where he wants to retire. Thanks Alan for your many years of service and we wish you all the best.

Something that may have passed under your radar level is the District has a new name. District One is now the Northeastern District. However we have not totally relinquished the name District One. Our new letterhead has both names and I suspect for a long time to come we will use the names interchangeably.

I wish to say thanks to Kim Hazarvartian who is completing three years of representing the District on the International Board. By now you should have received a ballot for the new International Director position as well as for some Bylaw updates. If you have not received yours please contact Mike Salatti.

The Executive Committee has decided to create a new website for the District. The current one is hosted by ITE International and it has limitations. So we will need to come up with a fitting web address that has not already been taken. Please send me your ideas and I will add them to the list the Exec Committee is working on.

The next Secretary-Treasurer for the District will come from the New York Upstate Section. Rick Zabinski is chairing the nominations committee so if you have someone you would like to recommend please provide the name to Rick.

At its January meeting, the Executive Committee decided to begin holding a fall meeting to help close out the program for the year and, more importantly, to better introduce itself to the section membership. All members are invited to attend the meeting this October 29 at the New York Upstate Section's annual meeting to be held near Albany, NY.

The only thing I have not mentioned is finances. The District is very well financially also. We are always looking for ways to return money to the membership whether through funding portions of the annual meeting, providing support money for student chapters, etc. If you have some additional thoughts on what we can help with please let me know.

In fact if you have any thoughts on anything related to ITE or the profession you would like to share I would be glad to listen.

ITE Met Section 2007 Schedule

- October 18* **Arthur's, Hoboken NJ (ITE Career Day)** - Co-Sponsor: None
Afternoon: Career Day: John Miller 212.685.0900
Evening: Traffic Bowl
Arrangements: Grace Borden 732.577.9000
- November 28* **Riccardo's, Queens, NY (Student Chapter Recognition)** -
Co-Sponsors: Chapter (David Fields 212.242.2490)
Afternoon: Alexander Hamilton Bridge Project, Tariq Bashir, NYSDOT
Region 10
Evening: TBD
Arrangements: Wasif Mirza (212.465.3825)

District Meeting, Continued



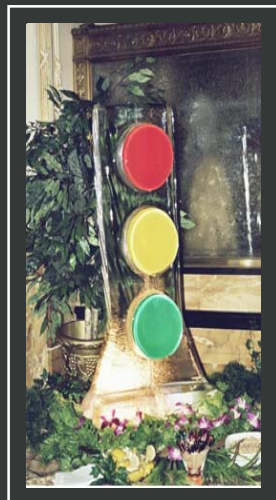
The 2007 District Service Award: Mike Schauer, 2007 District Chair, making presentation to Lynn LaMunyon, 2006 District Chair and Met Section past President



Mike Schauer, District Chair, surrounded by Frank Romeo (L) and Gary Hibert (R), the meeting Co-chairs



Frank Romeo and Gary Hibert, District Meeting Co-Chairs



ICE SCULPTURE



Mayer Horn, Newsletter Editor and Public Information Chair, with Lee Home



The following announcement was made on June 28, 2007 by Governor Jon Corzine regarding the continuing discussion of asset monetization.

Governor Jon Corzine's Core Principles on Asset Monetization

"In countless ways, New Jersey is the best state in America. But we need to invest in our future if we're going to stay on top. As a result of decisions made across administrations and across party lines over the past 20 years, New Jersey has amassed over \$30 billion in debt and staggering unfunded pension and healthcare liabilities.

"I have a vision for a brighter New Jersey, but today we cannot afford the investments to make that vision a reality. I fundamentally believe we need new resources and renewed political courage to make those investments.

"My administration has been developing a new vehicle to achieve that goal.

"Any asset monetization proposal put forth by my administration will adhere to the following core principles:

1. New Jersey's roadways will not be sold; and they will not be leased to a for-profit or foreign operator.
2. Allowable uses of proceeds (reducing State debt and capital investments) will be identified upfront and subject to public and/or legislative approval with safeguards against diversions for other uses.
3. New Jersey citizens will retain ownership and the benefits from both initial proceeds and ongoing operations.
4. Safety, maintenance and operating standards will be provided at current or improved levels.
5. Sufficient funding to meet the long-term capital needs required to improve our roadways and reduce congestion will be provided.
6. Terms and conditions of employment for current employees and contractors will remain unchanged with prevailing wage and competitive contracting procedures retained.
7. Toll schedules will be open, predictable and available to the public.
8. There will be a substantial, open and public discussion in advance of any transaction. I will hold 21 town hall meetings in 21 counties."

Regional Highways Course Connects

Tuesday, November 27, 2007

The first session of a new course, "Connecting Us...The Arterial Highway System of the New York-New Jersey Region," took place on Tuesday, September 19 in Manhattan. The full day course, at Pratt Institute's School of Continuing and Professional Studies, is accredited for 7 Professional Development Hours (PDHs) towards NY State P.E. or R.A. licenses, and also towards PTOE certification. An abstract and summary outline of the course are presented below. The course was presented by Leon Goodman P.E., PTOE, Transportation Consultant, formerly Manager of Transportation Planning for The Port Authority of NY and NJ. It is scheduled to be presented again in **Pratt's Fall term, on Tuesday, November 27, 2007.**

ABSTRACT

In combination with the region's transit systems and intercity rail systems, the region's expressways and parkways provide the essential network for mobility of people and goods in the New York-New Jersey Metropolitan Area.

This arterial highway system directly moves people; in buses, taxis, HOVs, and automobiles; and gives access to the other "people modes," such as, bicycle, rapid transit (bus or rail), commuter rail, ferry, etc. Along with freight rail lines, the expressways also move the vast quantities of goods that support the region's economy.

Unlike many other areas, the New York-New Jersey region's arterial highway system, including its key bridge and tunnel links, is provided by a multiplicity of governments and authorities, in both States. And the roles of the involved agencies and organizations have undergone many changes over the past 100 years, the period within which the present network developed.

This course reviews that development focusing particularly on the period from the 1930's through the present. It examines key influences and "influencers," system milestones, points of controversy, current system status, and the outlook for the future. The course also presents and analyzes past, current, and emerging concepts for policy, planning, design, and operations of the arterial highway system.

COURSE OUTLINE

- I The Region's Roadways at the Turn of the (20th) Century
- II Emergence of the Automobile (1920s, 1930s)
- III Influences, Inside and Outside of the United States (1930s, early 1940s)
- IV Bridges and Tunnels, Linked and Not-so-Linked (1880s to 1930s)
- V Programs of NY City, NY State, New Jersey (1920's-early 1940s)
- VI Post-World War II (1950s, 1960s)
- VII Some New Twists (1960s, 1970s)
- VIII Maturing of the Highway System (1980s, 1990s)
- IX Recent Developments (early 2000s)
- X Retrospective, Prospective...A Look Back, and a Look Ahead

Positions Available

TRANSPORTATION PLANNER

The New York City Police Department is seeking qualified candidates for the position of Transportation Planner. This position will serve as an advisor to the Strategic Planning Office and the Agency Chief Executive, identifying and making recommendations pertaining to delivery of police services, security issues and local planning issues affected by major traffic pattern changes due to major construction projects and roadway renovations. This position will make recommendations regarding priorities with respect to the scope of work involved in each project; conduct transportation planning studies involving traffic forecasting and alternatives analysis; collect data describing the highway networks which include traffic counts and intersection geometrics; utilize engineering software to input collected data and other computer software to prepare reports, databases and drawings; plan, analyze and interpret complex traffic conditions; and monitor the progress of ongoing projects. The Transportation Planner position will forecast long range transportation requirements for the New York City area; interpret existing traffic engineering policies and their effect on the Department's ability to deliver essential services in a timely manner; and obtain information regarding current and future roadway and construction projects around the city.

QUALIFICATION REQUIREMENTS

- 1 *A master's degree in transportation planning or transportation engineering and two (2) years of full-time satisfactory experience performing technical work on highway transportation and traffic studies and area-wide traffic programs: or*
- 2 *A baccalaureate degree in engineering from an accredited college and three (3) years of full-time satisfactory experience as described in "1" above; or*
- 3 *A baccalaureate degree from an accredited college and (4) four years of full-time satisfactory experience as described in "1" above.*

SALARY: *Starting salary: \$58,193 - \$ 85,289 with benefits, based on experience and salary history.*

RESIDENCY REQUIREMENT:

New York City residency required within 90 days following appointment.

ALL APPLICANTS WILL BE SUBJECT TO FINGERPRINTING AND BACKGROUND INVESTIGATION.

To apply for consideration, please submit resume and cover letter to:

*Principal Administrative Associate Kimberly Manson
New York City Police Department
Employment Section, Room 1014
One Police Plaza
New York, NY 10038*

New York City Police Department is an Equal Opportunity Employer.

A SAFETY UPDATE...

From the Federal Highway Administration – New Jersey Division Office



Volume 10

Winter/Spring 2007

Field Guide for Inspecting Signalized Intersections to Reduce Red-Light Running

The FHWA recently published a "Field Guide for Inspecting Signalized Intersections to Reduce Red-Light Running." This report provides information on how to conduct an investigation of a specific intersection that has been identified as a red-light running problem site. The investigation of the site would identify possible engineering deficiencies that could contribute to violations and crashes, and to form initial opinions as to possible countermeasures. The field inspection guide is prepared in connection with the Intersection Field Inspection Form, which can be downloaded at the following website:

<http://safety.fhwa.dot.gov/intersections/fieldinspectionform.pdf>

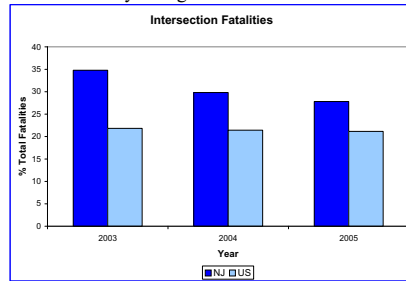


Signal Timing on a Shoestring

Research and experience has shown that retiming traffic signals is one of the most cost-effective tasks that an agency can do to improve traffic flow and safety. This report examines various cost effective techniques that can be used to generate good signal timing plans that can be employed when there are insufficient financial resources to generate the plans using conventional techniques. View the report at: http://ops.fhwa.dot.gov/publications/signal_timing/signaltimingshstrg.pdf

Safety Snapshot

Intersection fatalities as a percentage of all fatalities on NJ's roadways are greater than that of the nation.



Road Safety Audit Guidelines

A Road Safety Audit (RSA) is a formal safety performance of an existing or future road or intersection by an independent audit team. The RSA team considers the safety of all road users, qualitatively estimates and reports on road safety issues and opportunities for safety improvement.

These guidelines provide a foundation for public agencies to draw upon when developing their own RSA policies and procedures to conduct RSA's within their community. They include:

- General RSA information
- How to implement an RSA program
- Overview of the RSA process
- Stages of an RSA
- Different types of audits (i.e., design, construction, pre-opening and existing roads)
- RSA Tools (i.e., prompt lists)

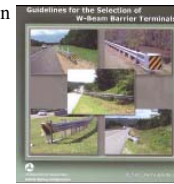
(cont'd on next page)

Guidelines for the Selection of W-Beam Barrier Terminals

Terminals for W-beam guide rail are classified as energy-absorbing, non energy absorbing, or buried-in-backslope designs. While each of these types is considered crashworthy, they have different performance characteristics, making some a better choice than others at specific sites.

FHWA prepared a presentation to provide information to designers and to construction/maintenance personnel responsible for selecting and properly installing the most appropriate terminal design at any site. In addition to showing the actual crash performance of each terminal type, this presentation provides guidance on proper site grading and presents real world examples of both appropriate and inappropriate installations.

Email nj.safety@fhwa.dot.gov for a copy of the presentation.



Good Practices: Incorporating Safety into Resurfacing and Restoration Projects

While it is recognized that agencies have multiple objectives and limited resources, and that programs and projects are developed to balance competing needs and limited funds, integrating safety improvements into resurfacing is a resource efficient method of pursuing both infrastructure and safety goals. Incorporating selected, cost-effective safety improvements in resurfacing and restoration projects can provide extended public benefits.

A scan tour was conducted to identify and subsequently observe good practices in incorporating safety into resurfacing and restoration projects. The scan team visited six states and reported good practices within institutional and technical categories.

For additional information, visit: http://safety.fhwa.dot.gov/roadway_dept/pubs/sa07001/fhwasa07001.pdf



RSA Guidelines (cont'd)

Limited hard copies are available through nj.safety@fhwa.dot.gov or you can download via <http://safety.fhwa.dot.gov/rsa/rsaguidelines/html/index.htm>



We are available to provide technical assistance to get RSA's started in your community. For more information, email nj.safety@fhwa.dot.gov.



Low Cost Treatments for Horizontal Curve Safety

This report examines practical information on low-cost treatments that may be applied at horizontal curves to address identified or potential safety problems. The report describes the treatment, shows examples, suggests when a treatment might be applicable, provides design features, and provides information on the potential safety effectiveness and costs when the information is available.

Download this report at: http://safety.fhwa.dot.gov/roadway_dept/pubs/sa07002/horizontalcurves.pdf

To be added to the distribution list for future editions of this newsletter, please email nj.safety@fhwa.dot.gov.



The Last Frontier of Traffic Safety

Many pedestrians and bicyclists are killed or injured after dark each year because they are not dressed to be readily recognized within motorists' peripheral vision fields (that portion of the vision field outside the 10 degree "looking straight ahead" cone of clear central vision - see note #1.) In New Jersey, 9% (see note #2) of the people killed in traffic crashes are pedestrians and bicyclists who made little or no effort to make themselves able to be clearly noticed when working or traveling within that peripheral vision field. The motorist's visual perception occurs in two stages: (1) he/she needs to notice the person within the peripheral vision field and (2) he/she needs to instantly shift his visual focus to looking directly AT the person for clear identification. The reader can demonstrate the difference between the two: Hold one hand, with fingers straight up, at arms length in front of the body and count the fingers. Then move the hand about a foot to one side while still looking straight ahead. The fingers have become blurred, no longer countable. This explains why motorists have difficulty noticing persons who make little or no effort to make themselves instantly and clearly visible when motorists are not initially looking directly at them.

Safety experts have recognized this need for pedestrians and others to use protective, eye-catching clothing when working or traveling in the dark. They have long recommended the wearing of Class 2 and 3 retro reflective safety vests by those who need to be on the side of the road, out of motorists' cone of clear central vision. This would include police, firefighters, crossing guards and construction workers. Recommended safety garments with approximately 201-310 square inches of retro reflective material can provide a good level of noticeability for these people who need to be moving about where they are less likely to be noticed by motorists. This protection can be far more effective in preventing injuries and fatalities than using small patches of retro reflective material, minimal lights or wearing light-colored clothing.

Night pedestrian and bicyclist deaths may be the last frontier of traffic safety. This should be addressed by the passage of laws requiring the after-dark wearing of Class 2 and 3 vests by ALL pedestrians and bicyclists.

Walter W. Gardiner, PE, FL; Member ITE Pedestrian and Bicycle Council
 Tom Jackson, First Vice President; NJ Council of the American Council of the Blind

1 Matson, Smith and Hurd Traffic Engineering, McGraw Hill C. 1955, p. 15.
 2 2001 study of the State of New Jersey's 747 traffic fatalities by Walter W. Gardiner, PE, FL

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