



# TRANSTALK

A Publication of the Institute of Transportation Engineers ITE Metropolitan Section of New York & New Jersey

Volume 4, Issue 1

April 2002

## From the Editor...

### Looking Back at Today

As traffic engineers go about their business - their professional activities - of the here and now, it is a good idea to occasionally step back and look at the bigger picture.

Today, there are several issues of technology and policy that are controversial, including these:

- Red light cameras that are intended to reduce red light running.
- Radar / camera installations that are intended to discourage speeding.
- GPS-based system that enables rental car companies to levy surcharges for speeding.
- The use of the driver's license as a national ID card which could be a smart card.
- In-vehicle transponders for toll collection (e.g., E-ZPass) and other functions.

These issues can be controversial for a number of reasons, from perceived threats to privacy to identifying the real objective: For example, are red light cameras a technique to raise revenues or are they intended to reduce road fatalities? Indeed, perspectives have shifted on many items since the terrorist attacks of September 11<sup>th</sup>.

We should be thinking about how these and future developments will affect transportation engineering:

- Passive stop signs: We will surely laugh at the notion of passive stop signs - signs that require motorists to stop even when no vehicle is conflicting. ITS technologies will not only identify when conflicts are imminent and enable motorists to proceed when there is no conflict, but also have vehicles slow down (or perhaps speed up) to avoid conflicts.
- Wayside signals: In the rail transit environment, in vehicle signals (termed "cab signals") have been state-of-the-art for decades. (Indeed, the new technology is communications based train control being applied locally to the L subway line.) Wayside signals - all that exist on the

highway system today, will be museum pieces that will produce incredulity from observers.

- Wayside speed limit fixed signs - and realistic speed limits: This is an area of traffic engineer abuse: Members of the public, acting through their elected officials, often impose reduced speed limits which members of the public virtually ignore. Frequently, speed limits such as 30 m.p.h. are observed by motorists traveling 40, 50, and even 60 m.p.h. on residential streets. What will happen when the wayside communicates to the vehicle how fast it should travel? (In rail transit, in-vehicle signals are primarily for speed control, not for control of intersections, termed interlockings.) How will we establish speeds that motorists and residents (often the same people!) will accept? Future generations will be bemused at fixed speed limit signs that do not respond to weather, traffic, and other conditions.
- Fixed lane direction and use: There are instances where the direction of lanes and roadways is reversed, but the opportunities for doing so are much greater if it were cost effective to do so. Just as computer speeds and memories have been increasing so that decade old machines are regarded as quaint, fixed lane and roadway directions will be viewed similarly.
- Fixed lane markings: Lane markings today are paint or thermoplastic - not readily altered, at least not for each signal phase at an intersection. There are locations and circumstances where there are safety and operational benefits if lane markings could change according to which traffic movement at an intersection - using current terminology - has the green.
- Dumb parking spaces: There are some self parking facilities where "full" signs are automatically activated. These are the exception. Motorists still must drive around in large parking lots and garages looking for the vacant space - whether regional shopping center, airport garage or lot, etc. Imagine information being provided to the vehicle as to the location of the parking space that meets some criterion, e.g., closest to a specific airport terminal.

It isn't hard to imagine these and other developments. The question is, how should the professional community prepare for these expected changes.

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There are two candidates for the position of International Vice President: Steven D. Hofener and John J. Kennedy. You can view their statements and photos on the Institute's web site: [www.ite.org](http://www.ite.org). Mr. Kennedy submitted the following statement:

John J. Kennedy, P.E., PTOE, FITE  
Principal, Vanasse Hangen Brustlin, Inc. (VHB)  
Watertown, Massachusetts  
Candidate for ITE International Vice President, 2003



The Institute has provided me an opportunity to serve as the Institute's Vice President in 2003, a position that I have sought to achieve after serving as an elected leader over 14 years through Section and Chapter and District Offices and on the International Board (IBD) serving District 1 from 1996 through 1998. That experience, and serving as General Chairman for the Institute's 1997 Annual Meeting in Boston, has given me an understanding of the type of organization that ITE is, its people, and the services it provides.

The person you elect will serve on the Institute's Executive Committee and the Board of Direction for three years. Continuity is essential in maintaining on-going programs and goals of predecessors while introducing new goals. I have worked successfully with Executive Director Tom Brahms through my tenure on the IBD and the 1997 Boston Meeting. I served on the IBD with current President Jenny Grote and with Vice President Jack Freeman. I want to continue the great work of the current Committee and of the Board and expand their initiatives. My goals include:

- Provide membership with the tools it needs, such as the on-going work on preparation of a video on neighborhood traffic issues, technical work on subjects like a recommended practice for automated enforcement and signal timing, and On-Line Learning Gateway programs.
- Increasing the number of members affiliated with, and participating in, Councils. This could be accomplished by adding Council membership to ITE membership without requiring a member to pay for the opportunity to volunteer time in technical product preparation or review. This has proven effective in the Agency Member program.
- Expand the On-Line Learning Gateway to add components that can be used as training tools for elected boards and officials who are not trained in the field of transportation.
- Continue membership expansion through the Agency Member program, student programs and initiatives in Mexico, Central and South America. Further encourage international membership through partnerships with similar, well-founded European and Asian organizations.

Why should you consider me as Vice President?

- An active member of the Institute for over 25 years, 14 years as an elected ITE officer and 30 years in traffic engineering.
- IBD Member representing District 1 for three years.
- Continued involvement on ITE Committees, including the Institute's newly formed Transportation Security and Evacuation Advisory Committee.
- Co-Founder of an *ENR* Top 100 design consulting firm, providing needed leadership expertise.
- Established and proven working relationship with members of ITE's Executive Committee.
- Commitment of service to the leading professional transportation association in the world.

For more information about me, I would invite you to visit ITE's website ([ite.org](http://ite.org)), or better yet, call or e-mail me with your thoughts, ideas, comments or concerns. I'd be more than happy to send you a brochure. I can be reached by phone at 617.924.1770, or e-mail at [jkennedy@vhb.com](mailto:jkennedy@vhb.com).

# ITE District 1



## 33rd Annual Meeting May 15 -17, 2002 Shelter Island, Long Island, New York

### ACTIVITIES

#### **Welcome Cocktail Reception and Buffet-Wednesday (7:00 – 11:00)**

Enjoy the meeting's first social event featuring an "Ice Breaker" reception to be held in the Pridwin's spacious dining room and veranda over looking Crescent Beach. Incomparable views are offered in a casual relaxed atmosphere that really capture Long Island's East End charm. Get acquainted with friends, old & new. The evening features a cocktail hour with plenty of Hor'd oovers followed by a gourmet buffet and continued open refreshments. During this social event, you will be entertained by a superb magician.

David Levitan is an internationally acclaimed magician that has earned rave reviews throughout the U.S., Canada, and Europe. David's close up magic is exceptionally intriguing for intelligent audiences. The unimaginable happens right before your eyes without the aid of camera tricks and trapdoors. You will see it, touch it, and experience true prestidigitation. David creates paranormal effects with everyday objects such as: cards dancing on his finger tips, guests money multiplying in value, time moves into the future, thoughts are read with uncanny accuracy and jewels vanish and reappear. The most amazing effect is how he turns ordinary meetings into special events.

Live music will be provided for the evenings festivities that delight you with their great sounds and vocals.

*The cost for this event is included with full meeting registration or one-day registrants attending on Wednesday. The cost for other members and guests not registered as full or one-day is \$70.00. Whether you're a full or one-day registrant, please indicate the appropriate number of people on the registration form if you and/or your companion plan to participate. It is important to obtain an accurate head count for this event.*

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## ITE 33RD DISTRICT ANNUAL MEETING (MAY 15-17, 2002)

### **Companion Program - Thursday (10:00 am)**

While the technical sessions are presented Thursday morning, we have arranged for spouses and interested companions to participate in a walking tour of historic Greenport. The first permanent settlement in New York State was established in nearby Southold in 1640. By 1682 new settlements were established in the area of present day Greenport. The name Greenport was officially adopted by the residents in 1831. Soon after Greenport was the second village in the United States to become incorporated when at about this time the village became a whaling port of some prominence.

Participants will be driven to the North Ferry terminal where they will cruise to Greenport. The tour will include a visit to the local Maritime Museum and Railroad Museum of Long Island. A stop at Greenport's beautiful 1920's carousel will delight you. Shopping and browsing is definitely on tap with over 100 shops, galleries and boutiques. Lunch at Claudio's, the area's well-established seafood restaurant is included in the tour. Participants can then walk back to the ferry and return to the Pridwin or if they signed up for the afternoon Winery Tour they will be picked up by the tour bus. Cost for this event \$25.00 including lunch.

*Please indicate the appropriate number of people on the registration form if you and/or your companion plan to participate.*

### ***Luncheon – Thursday (12:00 –1:30 PM)***

Join us for the annual luncheon in the main dining room of the Pridwin where a formal program will feature short reports by the District One's Chairman Kim Hazarvartian and International Director Rick Zabinski and a presentation by Jenny Grote, ITE International President. The two candidates for the ITE International Vice President, Steve Hofener and John Kennedy, will speak regarding their candidacies.

The cost for this event is included with all registration fees. The cost for other members and guests not registered is \$18.00. Please indicate the appropriate number of people on the registration form if you and/or your companion plan to participate. It is important to obtain an accurate head count for this event.

### **Afternoon Delight – Thursday (1:30 PM–5:30 PM)**

#### ***Tour De Shelter Island***

##### ***Bicycle tour***

Sign up for the scenic and technical bicycle tour of Shelter Island and Sag Harbor.

If you still remember how to ride a bicycle you will enjoy this leisurely 3-hour bike tour which will be geared to a slow to moderate pace (you don't have to be Lance Armstrong). Cruising speed will be 11-13 MPH which equates to a "C" pace as defined by the Suffolk Bicycle Riders Association and many other bicycle clubs (an "A" cruising speed is 18-24 MPH).

After viewing scenic Shelter Island and its shores, on roads with light traffic, we will be taking the South Ferry to North Haven, to view a modern roundabout that has recently been constructed. **David Glass, NYSDOT Regional Bicycle and Pedestrian Coordinator** will be joining the tour and offer commentary on the recent bicycle lane and roundabout projects. We will then travel to Sag Harbor, using the new bicycle lane, where we will stop for refreshments before our return trip back to Shelter Island. Rental bicycles and helmets will be provided. You may choose instead to bring your own multi-speed bicycle & helmet. Your bike should be in good working order. Participants will be provided with water and snacks. The tour fee, whether you use the rentals provided or your own bike is only \$15.00. Come join us on this terrific bike tour! Be sure to mark on the registration form if you require a bike and helmet rental.

*The Met Section, your host section, is sponsoring this event.*

#### ***Long Island Winery Tour***

A featured event at this year's District Meeting is an organized tour for members to experience a journey through Long Island Wine Country. Over twenty wineries are established on L.I. that invite you to share unique tasting and learning experiences. We have tried to capture a slice of that with this tour that includes touring the vineyards, seeing the wine cellars, discovering the process of fine winemaking and sampling many of its award winning wares.

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## ITE 33RD DISTRICT ANNUAL MEETING (MAY 15-17, 2002)

Participants will be picked up by luxury motor coach at the Pridwin Hotel. A second stop will be scheduled in Greenport to pick-up those guests joining us from the Companion Tour. The tour will begin at Laurel Lake Vineyard at 2:00 PM where we will receive an educational behind the scenes tour with the owner/winemaker. You will be able to taste award-winning wines, as well as experience the unique barrel tasting at this vineyard. The next stop will include Pindar Vineyards at 3:00 PM. Here we will enjoy the rustic tasting room while sampling their delicious varieties of wine. Our final stop will be at Osprey Dominion Vineyard where we will enjoy more fine wines at this location. The bus will return to the Pridwin about 5:30 PM in time to join in the evening's festivities. The fee for this tour is only \$25.00. So be sure to mark the registration form, as there is a limit of 50 persons for this tour.

*The Met Section, your host section, is sponsoring this event.*

### **On Your Own**

If you choose not to participant in one of the organized afternoon tours you may opt instead to enjoy the abundant local beauty, nature and charm of Shelter Island. Here is some activity information for your pleasure. This is "on your own" and thus you must workout the details yourself. Shelter Island has a good web site @ [www.shelter-island.org](http://www.shelter-island.org) and we invite you to check it out.

- ◆ Mashomack Preserve –Mashomack is a 2,100 acre preserve under the auspices of *The Nature Conservancy*. Edged by 10 miles of coastline, Mashomack is an area of magnificent scenic beauty. Its combination of interlacing tidal creeks, woodlands, fields and coastline makes it a superb wildlife habitat. The preserve permits hiking only. Open daily 9 am –5 PM. There is a visitor's center. Guided hikes can be arranged. Call (631) 749-1001 for more information.
- ◆ Kayaking – Call Kayak Tours, Inc. Contact Jay Damuck @ (631) 749-1990.
- ◆ Fishing – Several opportunities exist but you need to check scheduling.
  - Capt. Jim Hull –(631) 749-1906 (full & half day Charters)
  - Capt. Rich Jensen on the "Nancy Ann" (631) 477-2337
  - Gregg Petry – (631) 364-3333
- ◆ Boating – Several boats and schooners are docked in Greenport. Availability is uncertain. We encourage you to contact the Greenport Chamber of Commerce (631) 477-1383 for more information.
  - Glory – Electric Boat Tour – (631) 477-2515
  - Mary E Schooner - (631) 477-8966
- ◆ Tennis – Tennis Courts are available at the Pridwin. No charge.
- ◆ Bicycling – The Pridwin has a number of bikes available for leisurely biking. No charge.

### **Thursday Evening Festivities (6:00 PM – 11:00 PM)**

#### ***Traffic Bowl Quiz Show 6:00 PM– 7:30 PM***

The Traffic Bowl has now become a much-anticipated tradition that it will again take place during the evening cocktail hour. This will be a great opportunity to find out how much you know and learn some interesting trivia about the transportation profession. This event is sure to be lively, as District One's own past International President, Steve Gayle, will serve as moderator, judge and perhaps executioner for the 2002 Edition of the Traffic Bowl.

Entries are limited to one team from each section. Teams are composed of three persons who are members of the Institute. Each team member will receive a participation prize, with the winning team capturing the coveted silver "Traffic Bowl" as a trophy.

Please contact Steve Gayle at: [SGayle@co.broome.ny.us](mailto:SGayle@co.broome.ny.us) with your team representatives or at the registration desk on Shelter Island.

*During the Traffic Bowl festivities, a cocktail hour with plenty of Hor'd oevers and open refreshments will be served.*

#### ***Annual Banquet 7:30 PM – 11:00 PM***

Always a highlight of the District 1 meeting, this year's banquet will feature both a formal program as well as entertainment. Keynote speaker, Frank Lombardi, PE, Chief Engineer of the Port Authority of New York and New Jersey will speak about "**The Engineer's Role after 9/11**" and will include personal experiences in escaping the center's destruction and the Port Authority's reconstruction initiatives.

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## ITE 33RD DISTRICT ANNUAL MEETING (MAY 15-17, 2002)

Afterwards, a mentalist will surprise and confound you with his mind reading act.

Ted Saint James has been spellbinding audiences with demonstrations of ESP, psychology, and memory for over 15 years. He has been featured on television and radio programs including appearances on both ABC Television and NBC Radio. His unique program of psychic entertainment, "THINKING YOUR THOUGHTS...LIVE!", has been used to entertain capacity crowds at corporate affairs, colleges, and comedy clubs all across the country."

*The cost for this event is included with full meeting registration or one-day registrants attending on Thursday. The cost for other members and guests not registered as full or one-day is \$50.00. Whether you're a full or one-day registrant, please indicate the appropriate number of people on the registration form if you and/or your companion plan to participate. It is important to obtain an accurate head count for this event.*

### **Golf Outing (10:30 am)**

We have reserved a tee time for 11:00 at the Island's End Golf and country club in Greenport, NY. Island's End is a semiprivate golf course, which opens up tee times to the public to keep memberships cost lower. The course is known for its fast greens and has had a four-star rating in *Golf Digest* magazine. A local paper gave the course an excellent rating on the North Fork of Suffolk County. The course has many scenic holes, some which run along beautiful Long Island Sound. The course is not easy but not very difficult, as the baby bear would say "It is just right".

The green fees for the course is \$67. We have reserved only 20 tee-off spots. If you wish to play, please mark the registration form as appropriate and include the green fee of \$67.00 along with the other meeting cost fees. 3M will be sponsoring a lunch for those participating in the outing. Contact Jason Stergion at 888 444-5346 for questions.

## **Lodging Information**

*Nestled between the eastern tips of Long Island, Shelter Island is a true oasis: a combination of beachside beauty and old New England charm. The rural atmosphere, woodlands, flowering meadows, abundant wildlife, sandy beaches and surrounding blue waters provide a vacationer's paradise not to be found anywhere else in the region.*

*Shelter Island offers a number of wonderful accommodations for District Meeting attendees to choose. All inn choices are wonderfully quaint with many having period furnishings. Attendees are to make reservations on their own and are encouraged to call each of the establishments for accommodation details and rates. Listed below is some information for guidance. All room charges have been pre-negotiated to ensure special rates for ITE guests. Please make your reservations personally and mention ITE to the reservationists. **Do not delay in making reservations, it is first come, first serve basis.** All inns are located within 10 minutes of the host inn, The Pridwin Hotel.*

**The Pridwin Hotel** on Crescent Beach offers the best of Shelter Island. Secluded and quiet with the most beautiful waterview on the island, The Pridwin boasts 49 rooms. Being the largest establishment located on Shelter Island, it will serve as the central point of all activities for the District Meeting, hosting all technical and social activities. The Pridwin offers a variety of rooms for single and double occupancy, as well both studio and larger fireplace cottages for slightly higher rates.

Room rates:	Regular room, Single Occupancy	\$89.00/room
	Regular room, Double Occupancy	\$99.00/room
	Studio Cottage, Single Occupancy	\$109.00/room
	Studio Cottage, Double Occupancy	\$119.00/room
	Fireplace Cottage, Single Occupancy	\$139.00/room
	Fireplace Cottage, Double Occupancy	\$149.00/room

Phone No. – 631-749-0476 or 800-273-2497 Web Site – [www.pridwin.com](http://www.pridwin.com)

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## ITE 33RD DISTRICT ANNUAL MEETING (MAY 15-17, 2002)

### Lodging Information

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**The Chequit Inn** is a lively Victorian seaside country inn that is located in the downtown historic Heights district of Shelter Island. The inn's tree-shaded patio restaurant and scenic porch are popular during warmer weather. Guests can enjoy the Chequit Inn's casual street-level Bistro-style restaurant and lounge.

**Room rates:**

Regular room, Single Occupancy \$100.00/room  
 Regular room, Double Occupancy \$135.00/room  
 Phone No. – 631-749- 0018  
 Web Site – [www.shelterislandinns.com](http://www.shelterislandinns.com)

**The Ram's Head Inn** is a sunny, hilltop Colonial-style seaside resort located on a remote peninsula on Shelter Island's Ram Island. The inn offers a relaxing atmosphere, gracious country accommodations and world class dining and wines, as well as 17 guestrooms, several common areas, a scenic stone terrace and a broad lawn sweeping down to the nearby harbor.

**Room rates:**

Regular room, Single Occupancy \$100.00/room  
 Regular room, Double Occupancy \$135.00/room  
 Phone No. – 631-749- 0811  
 Web Site – [www.shelterislandinns.com](http://www.shelterislandinns.com)

**The Old Country Inn** is the smallest but most charming of all the accommodations. This historic bed and breakfast inn is a short 10-minute walk along a country road from the Pridwin. Each room of the 13 rooms is individually appointed with antique furnishings. It boasts a charming library with fireplace, conveniently adjoining the "pub". Some rooms offer a whirlpool. Please note, the inn is not suitable for children under 14 and smoking is restricted to outdoor areas. Country breakfast may be included for an additional cost of \$10.00/pp.

**Room rates:**

Small room \$85.00/room  
 Regular room \$100.00/room  
 Room w/whirlpool \$125.00/room  
 Phone No. – 631-749- 1633

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**Please Note: Emailing** articles, business card ads, and employment ads to the editor is the best way to send them. However, when you name your file, you might want to think about how the editor will manage the documents: Perhaps a document labeled ite-ad.doc is meaningful to you, but imagine the editor with a dozen of these. You might want to rename the document before you transmit it, e.g., with your company's name.

### Travel Information

**By Auto:**

From Points West: Long Island Expressway (I-495) to Exit 73 (end), Exit to CR 58 which becomes Route 25. Take to Greenport (about 40 minutes) – Follow signs to Shelter Island Ferry. See *Shelter Island Ferries* below.

**Long Island Sound Ferries:**

New London/Orient Point Ferry:

Cross Sound Ferry - [www.longislandferry.com](http://www.longislandferry.com)  
 Ph. # 631-323-2525, Outside NY call – 860-443-5281  
 Check web site for schedule and fees  
 At Orient, take Route 25A into Greenport (about 10 minutes).  
 Follow signs to Shelter Island Ferry.

Bridgeport – Port Jefferson Ferry:

Bridgeport – Port Jefferson Ferry – [www.bpjferry.com](http://www.bpjferry.com)  
 Ph. # 631-473-0286, Outside NY call – 203-335-2040  
 Check web site for schedule and fees.  
 At Port Jefferson follow signs for Rt. 112 south to LIE, I-495.  
 Follow auto directions above.

**Shelter Island Ferries:**

The North Ferry takes passengers back and forth from the North Fork at Greenport, and the South Ferry takes passengers back and forth from North Haven/Sag Harbor on the Hamptons Side. Both ferries take only a few minutes and run frequently (15-20 minute headways) in virtually any weather. No reservations needed. Rates – Car & driver \$7.00, additional pass. \$1.00 ea.

Once on Shelter Island via the North ferry, follow signs to Rt. 114 (North Ferry Road), make a right at West Neck Road and follow to Shore Road. Make left and follow to Pridwin Hotel, about ¾ mile. If you take the South Ferry, follow signs to Rt. 114 (South Ferry Road). It will meander and bend but follow Rt. 114 signs. Make left at West Neck Road and follow to Shore Road. Make left and follow to Pridwin.

**By Mass Transit to/from New York City:**

Shelter Island is within 100 miles of New York City and accessible by mass transit. The Long Island Rail Road and the Sunrise Bus Lines both stop in Greenport at the Shelter Island North Ferry terminal. For LIRR information, call (631) 477-1200. Train service from NYC, Lv. Penn @ 7:39a arr. Greenport @ 10:27a

**By Air:**

Shelter Island is within 100 miles of LaGuardia and Kennedy Airports, 60 miles from Long Island's McArthur Airport. Assume about 1 hr. 10 min. from McArthur.

**ITE 33RD DISTRICT ANNUAL MEETING (MAY 15-17, 2002)  
REGISTRATION FORM**

Name: \_\_\_\_\_ Nickname for Badge: \_\_\_\_\_  
 Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Country: \_\_\_\_\_  
 E-Mail: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Guest/Spouse: \_\_\_\_\_ Nickname for Badge: \_\_\_\_\_

Please follow the steps below for filling out the registration form:

1. If you are staying overnight, choose your lodging accommodations & call to reserve your room.  
The cost of room registration is to be paid directly to the Hotel.
2. Choose from the options below and check all appropriate fees.
3. Total the fees and forward this form with payment (check only) made out to ITE District I Annual Meeting to: Tom Cassidy, c/o Wiley Engineering, PC. P.O. Box 5167, Hauppauge, New York 11788. Questions? Call (631) 724-4777

<b>A. Full Registration</b>	<b>Member</b>	<b>Non Member</b>	
On, or before May 1, 2002	\$210.00	\$235.00	_____
After May 1, 2002	\$245.00	\$260.00	_____
Includes: Full Breakfast (Thurs & Friday), Luncheon (Thurs.) Welcome Reception, Cocktail Hour & Annual Banquet and Welcome Gift.			

<b>B. One day Registration</b>			
On, or before May 1, 2002	\$125.00	\$140.00	_____
After May 1, 2002	\$150.00	\$165.00	_____
Includes: Wednesday	-	Welcome Gift and Welcome Reception	
Thursday	-	Welcome Gift, Full Breakfast, Luncheon, Cocktail Hour & Annual Banquet	

<b>C. Technical Sessions (One Day)</b>	\$65.00	_____
Includes: Full Breakfast and Luncheon (Thursday Only)		

<b>D. Additional Event Fees per person</b>		
Welcome Reception (Wed.)	@ \$70.00	_____
Wednesday Professional Development Seminar	@ \$45.00	_____
Annual Banquet (Thurs.)	@ \$50.00	_____
Luncheon (Thurs.)	@ \$18.00	_____
Winery Tour	@ \$25.00	_____
Golf Outing	@ \$67.00	_____
Bike Tour	@ \$15.00	_____
[Please check as appropriate. I will need a bike rental ____ and/ or a helmet ____]		

<b>E. Guest/Spouse Registration per person</b>	<b>Name:</b> _____	
Organized Guest Tour	@ \$25.00	_____
Welcome Reception (Wed.)	@ \$70.00	_____
Annual Banquet (Thurs.)	@ \$50.00	_____
Luncheon (Thurs.)	@ \$18.00	_____
Full Breakfast Buffet (Thurs.)	@ \$10.00	_____
Full Breakfast Buffet (Fri.)	@ \$10.00	_____
Winery Tour	@ \$25.00	_____
Golf Outing	@ \$67.00	_____
Bike Tour	@ \$15.00	_____
[Please check as appropriate. I will need a bike rental ____ and/ or a helmet ____]		

**GRAND TOTAL** \_\_\_\_\_

**Please check box if a fish or vegetarian meal alternative is requested**

**Note: Complete for each person attending (except in the case of guests/spouses who can be listed on applicant's form). Make additional copies if necessary**

## *Employment Opportunities*

### **TRC Raymond Keyes Associates**

**TRC Raymond Keyes Associates (TRC)**, located in Hawthorne, Westchester County, New York, provides professional consulting services for Transportation/Traffic Engineering and Site/Civil Engineering throughout the United States. TRC is a subsidiary of TRC Companies, Inc., a national environmental services company.

TRC has potential openings for the following positions:

- ◆ Transportation/Traffic Managers - Candidates for these positions should have 5-15 years experience, with potential positions for Project Engineers and Project Managers. Positions involve supervision of Project Team, coordination of staff, and preparation of budgets for both public and private clients. Work includes preparation of Traffic Impact Studies, Corridor Studies, Parking Studies and Highway Design Plans. Comprehensive computer experience, AutoCAD experience and P.E. license are a plus.
- ◆ Transportation/Traffic Engineers - Candidates for these positions should have 0-5 years experience, with potential positions for Entry level as well as Project Engineers. Positions involve preparation of Traffic Impact Studies, Corridor Studies, Parking Studies and Highway Design Plans. Comprehensive computer experience and AutoCAD experience are a plus. Positions lead to the opportunity of obtaining a Professional Engineering License.
- ◆ Civil/Highway Engineers – Candidates for these positions should have 1-7 years experience in roadway/highway design and traffic signal design. New York or New Jersey experience a plus. Knowledge of Autodesk Land Development/Civil Design software preferred. Comprehensive computer experience, AutoCAD experience and P.E. license are a plus. Other positions lead to the opportunity of obtaining a Professional Engineering License.

If you are interested in the above positions, please fax a resume to Nancy Gibson (914) 592-5046 or email [ngibson@trcsolutions.com](mailto:ngibson@trcsolutions.com) or mail to TRC Raymond Keyes Associates, 7 Skyline Drive, Hawthorne, NY, 10532.

(CONTINUED ON PAGE 10)

## Employment Opportunities

(CONTINUED FROM PAGE 9)

### Berger, Lehman Associates, P.C.

**Berger, Lehman Associates, P.C.** provides professional engineering services in highway and bridge design, transportation planning and traffic engineering, environmental and economic planning and evaluation, and construction management and inspection. Clients include state, county, and municipal agencies; local land developers; and corporations.

We currently have the following positions available in our New York office. Each position represents a strong growth opportunity for a qualified candidate. Please forward your resume to Berger, Lehman Associates, P.C.

**TRANSPORTATION PLANNER/ENGINEER** with two+ years experience in travel forecasting/modeling, traffic and pedestrian analyses, transit and parking studies, and preparation of design reports and design approval documents.

**HIGHWAY PROJECT MANAGER** with five to ten years **NYSDOT** experience in highway/bridge project management. Responsibilities include project management, supervision, budget and quality control. NYPE required.

BLA offers a competitive salary, and benefits package including medical, dental, life, flexible medical and dependent care, short and long term disability and 401K. Please forward your resume to:

**Berger, Lehman Associates, P.C.**

411 Theodore Fremd Avenue

Rye, NY 10580

Fax 914-967-5263

E-mail [careers@bergerlehman.com](mailto:careers@bergerlehman.com)

Visit our website at [www.bergerlehman.com](http://www.bergerlehman.com)

EOE Employer

### SIMCO Engineering, P.C

**SIMCO Engineering, P.C.**, a transportation consulting engineering firm, has immediate openings for experienced traffic engineers and transportation planners. Excellent compensation and benefits packages are commensurate with individual's experience and qualifications. Send resume and salary requirement to: Walter Sim, SIMCO Engineering, P.C., 55 John Street, 9<sup>th</sup> Floor, New York, NY 10038-3712; fax: (212) 385-8101; E-mail: [wsim@simcopc.com](mailto:wsim@simcopc.com) or [simcopc@yahoo.com](mailto:simcopc@yahoo.com). Equal Opportunity Employer.

**Executive Vice President** - 20 yrs minimum experience in project management, traffic analyses, signal design, MPT, proposals, EIS preparation, NYSDOT projects and excellent communication skills. BSCE and PE required.

**Vice Presidents** - 15 yrs minimum experience in traffic impact studies, corridor studies, accident analysis, sign/signal design, highway design (alignment, drainage, and utilities), construction stages, MPT, simulation models, NYSDOT projects and excellent communication skills. BSCE and PE required.

**Senior Traffic Engineers** - 10 yrs minimum experience in capacity analysis, safety studies, traffic studies, MPT, HCS, SYNCHRO, AutoCAD, Microstation, reports, simulation models, geometric design, good writing and verbal skills. BSCE and EIT/PE preferred.

**Transportation Planners** - 5 yrs minimum experience in transportation demand models, transit studies, pedestrian analysis, transportation inventory surveys, traffic studies, graphics, reports, simulation models, GIS and HCS.

## Tolls: An Update

### By Mayer Horn

The subject of tolls has been discussed in this publication in past issues. Two things are new:

1. New York City has a serious budget deficit looming.
2. Mayor Bloomberg reportedly has thoughts to re-establish tolls on the currency free East River bridges, possibly charging a higher toll to non residents.

Here are a few thoughts:

3. With E-ZPass technology, no one is proposing that toll booths be installed any where. Indeed, we can expect existing toll booths to be replaced by what various agencies term "high speed E-ZPass," "higher speed E-ZPass," and "E-ZFlow."
4. Requiring vehicles to be equipped with E-ZPass tags to use certain facilities is increasingly viewed as reasonable, especially where there are alternative routes.
5. Congestion pricing - euphemistically termed value pricing - should be considered in all pricing schemes. However, price differentials should be meaningful to achieve realistic results. Differences of two cents - as proposed on the Garden State Parkway - are not going to alter behavior. Indeed, the proposals made by the Port Authority staff before the March 25, 2001 implementation (of a watered down scheme) represent a significant effort to advance the effectiveness of both congestion pricing and the use of its crossings.
6. Resident restrictions or preferences are very difficult to justify economically although not politically.

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## ***District's Chair's Message***

*KIM ERIC HAZARVARTIAN, Ph.D., P.E., P.T.O.E.*  
*APRIL 5, 2002*

I am pleased to be serving the Institute of Transportation Engineers (ITE) District One this year as its Chairman.

I would like to begin my message by presenting some facts about District One and its three sections. As many of you know, District One includes three sections: the New York Upstate Section, the Metropolitan Section of New York and New Jersey and the New England Section. Geographically, District One includes the New England states of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont; the State of New York; and New Jersey north of the southerly boundaries of Mercer and Monmouth Counties. District One membership is on the order of 1,800.

The New York Upstate Section includes the State of New York, north of the northern borders of Orange and Putnam County. Recently, section membership has been in the 250 range. Michael D. Schauer is section President.

The Metropolitan Section of New York and New Jersey includes the State of New York, other than that portion within the Upstate Section, and includes the portion of the State of New Jersey describe above. Recently, section membership has been between 750 and 800. Louis J. Luglio is section President.

The New England Section includes all six New England States. Recently, section membership has been between 750 and 800. Gary L. Hebert is section President.

Next, I would like to present District One leadership. The leadership includes Mark J. Kulewicz, Vice Chairman, Paula F. Benway, Secretary/Treasurer, and Terrence J. Rice, Immediate Past Chairman. Richard R. Zabinski serves as ITE International Director for District One. Alan T. Gonseth serves as District Administrator. All of these individuals are working ably and diligently for District One and its membership. All have a record of meaningful service to ITE. This includes experience at Section, district or international levels. As just one shining example, Al Gonseth is past ITE International President.

District One has a history of providing leaders in service to ITE International that continues through the present. Steven B. Gayle is Immediate Past President of ITE. District One's John J. Kennedy has advanced through the nomination process and is candidate for ITE 2003 International Vice President. If John is elected Vice President, he would be ready to serve as International President in 2004—potentially, yet another International President from District One!

John Kennedy has a distinguished record of service to ITE. He has served in all New England Section board positions, including President, served as the District One Secretary/Treasurer and Vice Chairman, and served as International Director for District One. John has been active on numerous ITE committees at the section, district and international levels. He has also earned numerous well-deserved awards, including service awards from ITE. In addition to his ITE work, John is a creative, practical transportation engineer of great character. He has with a great depth of understanding of his professional work and the effects it has on stakeholders.

Finally, I urge as many readers as possible to come to the ITE District One Annual Meeting at Shelter Island, New York from May 15 to 17. Co-Chairs Mike Salatti, Lynn LaMunyon and Andy Saracena, and the rest of the meeting committee, have put together an excellent program that includes varied and timely topics presented by diverse individuals representing diverse organizations. Technical sessions include Roadway Safety, Airport Access/Waterborne Transportation, Traffic Calming/Roundabouts, Handling Driving Emergencies, High Occupancy Vehicle Lanes, Incident Management and Customer Service, Bicycles and Pedestrians, Intelligent Transportation Systems/New Technology, and The Future of Transportation after September 11. The technical workshop is Highway Design, the New Paradigm. The companion program will include a cruise and walking tour of historic downtown Greenport. The luncheon will include reports by the District One Chairman and the International Director for District One, a presentation by ITE International President Jenny Grote, and speeches by International Vice President Candidates Steve Hofener and John Kennedy. The meeting will also offer a scenic and technical bicycle tour of Shelter Island and Sag Harbor, Long Island winery tour, Traffic Bowl quiz show, annual banquet, and golf outing. The meeting will be well worth your time and will be rewarding both professionally and personally.

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## ***For Your Information...***

Annual Meeting: Have you made plans to attend the District 1 Annual Meeting yet?

Annual Meeting: Have you made plans to attend the ITE Annual Meeting in Philadelphia, August 4 - 7<sup>th</sup>?

Have you recently looked at the Met Section's web site? Do you use it to make reservations for Met Section meetings? Does your organization - agency, consultant, university, etc. - have a link to this web site?



THE SAM SCHWARTZ COMPANY

**Congestion Pricing for NYC**  
*A Speech for the Center For Civic Innovation*  
**Manhattan Institute, New York City**

February 14, 2002

By Samuel I. Schwartz, P.E

I'd like to dedicate today's conference to the late Dr. William Vickrey who pioneered the concept of congestion pricing way back in the 1950's while a professor at Columbia University. He finally received appropriate recognition in 1996 when it was announced that he had won the Nobel Prize for Economics; unfortunately he passed away a few days later.

I appear before you today to admit that I, in fact my whole profession, traffic and transportation engineers, have failed miserably time and time again in reducing traffic congestion here in New York, across the country and in many other parts of the world. I offer the premise that we failed because we only viewed the problem through government eyes. I offer a few related examples where the government failed but the private sector had measurable successes.

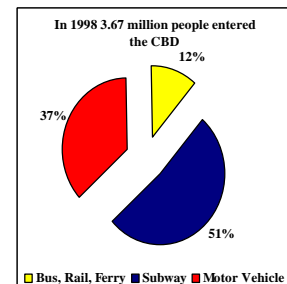
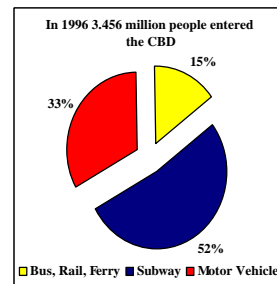
In 1970, the United States passed a Clean Air Act that for the first time dealt with motor vehicle emissions. New York City, under Mayor John Lindsay, responded with an incredibly ambitious and forward thinking plan, directed by Ed Ferrand and Brian Ketchum, calling for tolling the East River bridges, parking restrictions, motor vehicle user fees, improved transit and more.<sup>1</sup> The document is still worth reading today. To make a long story short, New York City got cold feet, put in a few bus lanes, parking restrictions and a few good traffic engineering projects, but never got at the root of the problem. Essentially similar stories were played out at major cities across the U.S.

But the auto industry, worrying about car-free cities, did respond (admittedly kicking and screaming). Auto emissions plummeted. Most of the gains in cleaner air were accomplished by the capitalists, not the traffic engineers and planners.

A second example- in 1972 motor vehicle fatalities in the United States peaked at 55,600 people. In one year more Americans died in traffic accidents than in the decade-long Vietnam War. But, by 2000, despite more than a doubling in vehicle miles traveled, which by 1972 rates would mean about 115,000 deaths, the actual number of fatalities dropped to 41,821.<sup>2</sup> This is an amazing accomplishment. True traffic engineers did a pretty good job modernizing many roads but once again, I give more of the credit to the capitalists prodded by the insurance industry. The automakers responded by softening the interiors of vehicles, designing energy absorbing frames, and adding federally mandated seat belts and airbags.

Fewer traffic fatalities are good business. By the way, among the 50 largest cities in the United States NYC had the lowest number of traffic-related deaths per 100,000 residents.<sup>3</sup> Now we come to urban congestion. Again, I think the automakers have it figured out. It came to me while I was reviewing traffic statistics as I was preparing a "White Paper" for then mayoral candidate Michael Bloomberg. I noticed an unusual deviation in a long-standing pattern of modal shifts. Every year all the transportation agencies in NYC get together and count, by mode, the number of people entering and leaving Manhattan's Central Business District, defined as all of Manhattan south of 60<sup>th</sup> Street.

**A Troubling Trend...**  
**Method of CBD Entry in 1996 and 1998**



From 1983 to 1996, the motor vehicle share remained steady at 33%. In just two years, 1996 to 1998, the motor vehicle share of CBD entries increased by 4%.

I was looking over a 50-year period 1948- 1998 (the latest year for which I had data). Ironically, the same number of people entered the CBD in 1948 as did in 1998- 3.7 million people- but the modal split was quite different.<sup>4</sup>

We all know that post-World War II transit ridership plummeted while car travel surged. By the early 80's the subway share dropped from its 1948 level of nearly two-thirds to just half while the car share went from 18% to one-third. Then, through the 80's, and mid-90's, a span of 15 years, this ratio remained constant. I always felt we reached a 'balance of misery' between the modes.

But, while doing research for the Bloomberg paper, I saw a sudden jump in auto share from 33% to 37% between 1996 and 1998, about 100,000 more motor vehicles. I scratched my head because there were no major traffic improvements; in fact many bridges had round-the-clock lane closures. Transit hadn't gotten any worse, in fact service was improving. So what had changed?

Then it came to me. The capitalists were at it again- outsmarting the traffic engineers. The automakers had so much confidence that the planners would continue to fail in their attempts

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## Congestion Pricing for NYC

(CONTINUED FROM PAGE 12)

to curb congestion, not just here in New York but nationwide. Congestion indicators published by the Texas Transportation Institute found that congestion had worsened in just about every major metropolitan area and projected it would continue to worsen for the next 10-20 years. The automakers knew that people would be spending more time in their cars so they had better make that experience more enjoyable or they may lose people to transit.

Over the past five years cars have again grown bigger and roomier, with ergonomic interiors, phones, faxes, computers, televisions, DVD and VCR players, in-vehicle navigation devices and superb sound systems. Coming soon are variable messages you can send to nearby cars, perhaps a way of matchmaking, traffic periscopes to tell you what's up ahead, massage chairs and more. No wonder more and more people are willing to tolerate worsening congestion; the car is probably their most relaxing and fulfilling space and time. I'll bet soon some sharp advertising company will refer to their latest model as the "spa in a car."



Mobile multimedia and coming soon: the Spa in a car! (From the website <http://detnews.com/specialreports/2000/technology/>.)

So, perhaps it's time we city planners approached congestion as our capitalist colleagues would. Let's take our most precious resource-space and charge people for renting it. We'd use the old supply-demand approach and charge most for places most congested and set a premium for peak times. New York City, in some places, does just the opposite. We have 'sales' on our bridges that can least afford the extra traffic.

Take the East River where we have four free bridges and three tolled crossings. Combined with a poorly planned one-way toll at the Verrazano Bridge, forced through by a local politician, the pricing scheme encourages Brooklyn and Long Island motorists heading to New Jersey, especially truckers, to choose downtown Brooklyn and lower Manhattan streets over limited access expressways through Staten Island.

For example, a trucker going from Brooklyn to New Jersey faces about \$40 in tolls if he sticks with the expressways and crosses the Verrazano Bridge. But, if he chooses to creep down Flatbush Avenue, cross the almost century-old cracking Manhattan Bridge, and crawl along the scenic route through Chinatown and Tribeca via Canal St. he faces no toll at the outbound Holland Tunnel.

So, not only do I say restore two-way tolls at the Verrazano Bridge, but EZPass all the East River bridges. And integrate the toll structure among the many authorities so that it is always more expensive to travel through Manhattan than around it. In fact, all four East River bridges were tolled until 1911



Historic toll plaza of Queensborough Bridge

when then Mayor William Gaynor, in a popular move coming just months after an assassination attempt on his life, removed the tolls. Thus dooming these four majestic structures to compete with the general fund for maintenance and repair, and we all know how that turned out.

While we're at it, let's keep capitalism rolling and offer first class travel on the bridges. For example, at the Williamsburg Bridge's inner roadways one could be guaranteed a three-minute crossing or your money back. This could be achieved by setting a toll high enough to keep the volume down below the level that would deliver a three-minute crossing.

Certainly follow the Port Authority's example and charge more during peak hours and less off-peak. The Port also manipulates truck travel with variable rates. The New Jersey Turnpike Authority and New York State Thruway Authority also have variable pricing schemes. New York City Department of Transportation uses congestion pricing to manage on-street parking for trucks in Midtown.

I'd take it a step further and EZPass travel through the CBD, which is currently being done in Singapore. But, I'd charge more for the interior slower avenues than for the outer faster ones. I'd also introduce seasonal and hourly factors. For example, if you want to take your family to see the Christmas tree at Rockefeller Center on a December afternoon by inching down Fifth Avenue between 51<sup>st</sup> St and 50<sup>th</sup> St. I say fine, but charge for this premium space by the inch- say \$25 in total.

I've heard all the arguments against tolling and EZPassing the East River bridges. Most notably that it benefits the rich over the poor, will cause congestion and that free travel within NYC is a right, these bridges are extensions of city streets.

As for the rich vs. poor argument:

- 1) It's already almost prohibitively expensive to drive and park in Manhattan's CBD during peak time periods.
- 2) Use the excess revenue, after maintaining the bridges, to improve transit. Far more lower income people take the subway than drive.

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## Congestion Pricing for NYC

(CONTINUED FROM PAGE 13)

3) There's no reason we can't have lower tolls for Brooklyn, Queens and Staten Island residents and higher tolls for the 40% who come in from Long Island. Differential tolls are already used for Staten Island and Rockaway residents.

EZPass has shown that we can significantly diminish queuing dismissing that argument.



New York Post front page. April 13, 1988.

And I don't buy the argument that driving free is a right and the bridges are merely extensions of city streets. Brooklyn and Queens motorists have suffered unbelievable congestion, and associated costs, as every single East River bridge has had structural emergency shutdowns of lanes and roadways and even an extended closing, from lack of maintenance of the entire Williamsburg Bridge in 1988.

There were times, over the past two decades, that as many as half of the 30 lanes on the four East River bridges were closed due to emergencies and construction. The culprit: corrosion from lack of maintenance from lack of dedicated funds. In contrast, there has never been a full or even significant emergency shutdown at any of the neighboring tolled facilities.

At this point I would urge the city and state to launch a full study of value pricing, including the economic impact. I am pleased to note that in Mayor Bloomberg's Financial Plan, released just yesterday, he listed congestion pricing and EZPass initiatives and assigned an annual revenue of \$800 million by FY 2006.

We've got an exciting program ahead so I'm going to draw to a close. I see value pricing as a way of improving vehicular mobility and improving transit. To me it's a win-win situation.

Thank you.

<sup>1</sup> New York State Department of Environmental Conservation, New York City Metropolitan Area Air Quality Implementation Plan Transportation Controls. (February, 1973)

<sup>2</sup> Intelligence. (The Urban Transportation Monitor, January 25, 2002) 5.

<sup>3</sup> Getting Home Safely: strategies to Make Our Communities Safer for Motorists, Pedestrian and Bicyclists. (The Road Information Program, December 2001)

<sup>4</sup> Hub Bound Traffic Report. (New York Metropolitan Transportation Council, 1998)

## An Update...

(CONTINUED FROM PAGE 10)

Whether it is discounted toll rates for Staten Island residents, parking at commuter railroad stations, or admission to public facilities (e.g., parks and beaches), resident restrictions should be made illegal if not found unconstitutional.

An article on tolls from a decades-old newspaper follows:

### Tolls

The question of tolls in the Holland tunnel cuts deeper than the passing dispute between the truck companies and the commissions. When the Brooklyn Bridge was opened the charge was from 5 to 15 cents for horse-drawn vehicles, but that was nearly fifty years ago, and long before the coming of the automobile brought toll bridges back into fashion. There was bound to be complaint about the new rates. The commission made them up with an eye on the ferries. The purpose of the tunnel, they held, was to "add to the transportation facilities between the two States," not merely to divert traffic from one facility to another. The ferries, Like the elevated lines in Manhattan, may be a somewhat antiquated type of transportation facility, but it would be folly to talk of abandoning either while the demands on both are as great as they are today.

Experience with the tunnel tolls will have a bearing on the financing of such enterprises as the proposed Triborough Bridge. The Port Authority, which has under way the great Hudson River Bridge, as well as several lesser structures about Staten Island, is directly interested. The tunnel cost \$48,400,000. New Jersey raised her share through a bond issue. The revenue must be sufficient to cover the fixed charges; that is another element which the commissions have had to bear in mind in fixing the tolls.

New York chose to contribute her part by direct appropriation. If the tunnel pays for itself in ten years, therefore, she should get back something like \$2,400,000 a year. Of that sum \$1,400,000 is already earmarked for the various enterprises under the Port Authority, which plans ultimately to set up out of its revenues a revolving fund for the construction of new facilities as they are needed. When the present tunnel is paid for, care must be taken not to lower tolls to a point where they would interfere with the financing of new bridges and tunnels. This is an added argument for entrusting these enterprises in future to the Port Authority, as Governor Smith has suggested.

*From The New York Times; November 18, 1927*



# TRANSTALK

A PUBLICATION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

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## ***Address Changes***

Address Change: Please contact ITE Headquarters if your address needs updating. The editor does not maintain the database for ITE members. Do contact him if you want a free subscription to the KLD Associates newsletter, typically published semi-annually.

## ***Met Section Web Site***

Our ITE Met Section - more formally, the Metropolitan Section of New York and New Jersey of the Institute of Transportation Engineers - has a web site: [www.ite-metsection.org](http://www.ite-metsection.org). It usually has the latest information on Met Section happenings. It also has contact info for the Executive Board and all committee chairs.

## ***Upcoming Meetings:***

1. District 1 Annual Meeting, hosted by the Met Section, on Shelter Island, Long Island from May 15 - 17.
2. Met Section Dinner and Theater Meeting, June 11<sup>th</sup>.
3. ITE Annual Meeting in Philadelphia, August 4 - 7<sup>th</sup>.
4. Met Section September Meeting tentatively on Long Island, September 18<sup>th</sup>.
5. Met Section October Meeting tentatively in Hoboken, October 17<sup>th</sup>

## **Change of Address Form Now Available!**

ITE Members may now update their personal information in our new online form. Update your title, address or e-mail information in all ITE databases! Go to the ITE web site: [www.ite.org](http://www.ite.org)