



## *TransTalk*

Volume 11, Issue 4 – November 2008

### President's Corner

Ed Bolden, PTP, Met Section President

This was the sign that greeted us at the Annual Meeting in Anaheim, California. This Annual Meeting was memorable for the Met Section for a couple of reasons. First, our own Paul Eng-Wong won the election for International Vice President. This election not only had the largest member voting, but also was the closest election ITE has ever had. Many thanks go out to Met Section members who voted for Paul and put him over the top and to those who helped him on the campaign.



Paul is shown here accepting the incoming Vice President position. Seated left to right is ITE President, Alfred (Alf) Guebert; Tom Brahms, ITE Executive Director; Kenneth Voigt, VP; and Earl Newman, Past President. The Met Section also won ITE's Section Activities Award presented to the section that provided the organization's best membership activities.

Speaking of activities, on November 5 & 6 there will be a two-day HCS training session being conducted at Rutgers CAIT in New Brunswick, NJ. The seminar will cover the applications prescribed in the 2000 Highway Capacity Manual procedures including Signalized and Unsignalized Intersections, Urban Streets and Interchange Ramp Terminals and Freeways, Weaving, Ramps as well as Multilane and Two Lane Highways. A preview of what to expect in the 2010 Highway Capacity Manual is also included. For more information, check out the Met Section web site (<http://ite->

[metsection.org/](http://metsection.org/)). Later on in November, the Transportation Safety Research Center (TSTC) at Rutgers will be hosting several ITE webinars at CAIT. These webinars will be held at Rutgers. ITE members and non-members are all welcome and free to attend. Those who wish to obtain PDH credits need only to attend and pay \$10 to take the ITE test provided through ITE. Registration and additional information are available on the Met Section web site.

The Met Section has obtained Federal and state (New York and New Jersey) non-profit status. As such, our name has had a minor change to **The Metropolitan Section of New York and New Jersey Institute of Transportation Engineers, Inc.** With the change, the Board has decided to hold a contest to design a new Met Section logo. The winner of the contest will receive a \$300 prize. The logo should incorporate our name. More details can be found on our web site.



Pictured at left is Met Section Past President and newly elected International Vice President Elect Paul Eng-Wong with Past President Armando Lepore showing off the ITE Section Activities Award.

During the course of the year, it has been my pleasure to present Life Membership certificates to Met Section members who have been dues paying members for at least 25 years and have reached 65 years of age. Members who have received these certificates are

Bernie Adler, Raymond Arnold, Carl M. Berkowitz, Paul Bernstein, Ted Ehrlich, Walter M. Dunn, Robert T. Hintersteiner, William B. Hirsch, Kathleen Massarelli, Gino L. Parlanti, Peter Pomeranz, Karl L. Rubenacker, and Stephen P. Tyrpak. Congratulations to these Life Member awardees!

It is that time of year when we have Section elections. This year we have two good candidates for the position of Treasurer. Grace Van Kirk (formerly Grace Borden) and Paul Truban. Background information on these two noteworthy candidates can be found on our web site and was in the previous issue of this newsletter.

Finally, I have mentioned our web site a few times. The web site is a great way to find out about Met Section activities, training sessions, Northeastern District (District 1) events, and even job listings. Be sure to check out the web site from time to time.

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Correction: The September issue contained a letter to New York Governor David Paterson that was incorrectly attributed to AAA New York. It should have been attributed to the Long Island Association and the Long Island Federation of Labor.

Ballots have been mailed to all Met Section members to vote for the 2009 Met Section Treasurer. Ballots should be completed and returned promptly.

Sponsor Ads will remain at \$200 for a business card ad for all four issues in 2009. In addition – something new - quarter page ads will cost \$400, half page ads \$700, and full page ads \$1200. These prices are for all four issues, not per issue.

**Institute of Transportation Engineers  
District 1 Annual Meeting  
May 13–15, 2009  
Saratoga Springs, NY**



**Abstracts For District 1 Annual Meeting**

ITE District 1 will hold its annual conference in beautiful and historic Saratoga Springs, NY in May 2009.

The conference technical program committee is currently accepting abstracts for presentations at 12 technical sessions. Should you have an interesting project or topic that addresses the variety of transportation challenges we regularly face today, we would welcome an opportunity to invite you to share your work with others in the profession.

If you are interested in presenting at the conference please send an email to [kthompson@tvga.com](mailto:kthompson@tvga.com) including:

- your name and contact information
- brief bio
- proposed presentation title
- brief abstract/summary explaining your presentation concept or idea (we don't expect to have final presentation packages at this time)

Abstract submission deadline is December 15, 2008. The committee will consider proposals and respond promptly to all applicants. Should you have any questions, please contact Kelly M. Thompson, P.E. at (716) 655-8842, ext. 2210 or by at [kthompson@tvga.com](mailto:kthompson@tvga.com).

**Institute of Transportation Engineers  
District 1 Annual Meeting  
May 13–15, 2009  
Saratoga Springs, NY**

**ITE METROPOLITAN SECTION OF NEW YORK AND NEW JERSEY RECEIVES  
INTERNATIONAL SECTION ACTIVITIES AWARD FROM THE INSTITUTE OF  
TRANSPORTATION ENGINEERS**

The Metropolitan Section of New York and New Jersey received the international Section Activities Award at the Institute of Transportation Engineers (ITE) 2008 Annual Meeting and Exhibit on August 19<sup>th</sup>. The Metropolitan Section of New York and New Jersey was recognized for the overall excellence and quality of section activities, such as technical meetings, technical committees, technical reports, seminars, training programs, student participation, career guidance, membership campaigns, public relations efforts, and for advancing ITE's goal of meeting mobility and safety needs.



Armando Lepore, 2007 ITE Metropolitan Section President (right) accepts the award from ITE International President Alfred Guebert

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**Reminder:** Ballots have been mailed to all Met Section members to vote for the 2009 Met Section Treasurer. Ballots should be completed and returned promptly.

**Deadline:** The deadline for the February issue is January 1<sup>st</sup>. If you want to include material in that issue, but it will not be ready by the deadline, please notify the editor by the deadline so that he can *try* to accommodate.

## Photos from the September 2008 Met Section Meeting



Left to Right: Alan Marchan (ASCE L.I. Branch President), Ed Bolden (ITE Met Section President), and Ken Petraglia (ITE District 1 Chair)



Alan Marchan



Presentation to Karl Rubenacker

The afternoon session consisted of a presentation by Lynn LaMunyon and Grace Van Kirk on the changes to the *Manual of Uniform Traffic Control Devices*



Presentation to Peter Pomeranz



Presentation to Robert Hintersteiner



Presentation to Met Section Past President Walter Dunn

The September meeting was held at the Milleridge Inn, Jericho, Long Island  
The October meeting is being held at Arthur's Steakhouse, Hoboken, NJ  
The November meeting will be held at Riccardo's Restaurant, Astoria, Queens



Left to Right: Ray DiBiase, Alan Marchan, Ed Bolden, and William Hillman





## **NTSB Statements**

[On August 28<sup>th</sup>, the NTSB issued the following statement](#)

### **NTSB ACTING CHAIRMAN SAYS REPEALING AGE 21 LAWS CAN INCREASE TEEN HIGHWAY DEATHS**

National Transportation Safety Board Acting Chairman Mark V. Rosenker today expressed his opposition to recent efforts by some college administrators to repeal 21 drinking laws.

"Age 21 drinking laws have been proven time and again effective in preventing deaths and injuries," said Rosenker. "Repealing them is a terrible idea. It would be a national tragedy to turn back the clock and jeopardize the lives of more teens."

Through 2006, the National Highway Traffic Safety Administration estimates that age 21 laws prevented more than 25,000 deaths. In addition, there was a significant decline in the proportion of fatally injured teen drivers with a positive blood alcohol concentration (BAC). In 1982, before most of the age 21 laws were enacted, 56 percent of teen drivers killed in traffic crashes had an illegal BAC. By 2006, that figure was 25 percent - a decline of 31 percentage points. In comparison, 60 percent of highway fatalities were alcohol-related in 1982. While that figure has fallen to 41 percent of highway fatalities as of 2006, that is a decline of only 19 percent points.

Rosenker said, "I hope lawmakers and parents will not be persuaded by unsupported arguments like 18 year olds can vote and buy homes so why should laws prohibit them from drinking? The fact is that voting and buying a home doesn't kill you or kill others. And crashes end up costing society billions of dollars in economic losses, not to mention the incalculable psychological toll.

"It is a statistical fact that this age group is overrepresented in the number of traffic accidents and fatalities because of inexperience and lack of driving skills. Combine that with easier access to alcohol the potential for death on our nation's highways is even greater. I urge those college administrators to reconsider and redouble their efforts to help enforce their State laws, which have prevented countless drunk driving fatalities."

The NTSB has a long record of advocating hundreds of highway safety recommendations. Seven of those recommendations, which dealt with age 21 laws, were on the agency's Most Wanted Listed and removed because the States enacted them. The recommendations urged States to close age 21 loopholes, increase enforcement and education, impose sanctions and require zero alcohol tolerance.

**[On October 7<sup>th</sup>, the NTSB issued the following statement:](#)**

**NTSB TO OFFER NEW COURSE IN COOPERATION WITH THE NEW JERSEY STATE POLICE**

The National Transportation Safety Board is offering a two-day course - Transportation Disaster Response - A Course for Emergency Responders, at its NTSB Training Center in Ashburn, Virginia on November 18-20, 2008.

This course is designed specifically for emergency responders and planners; this course provides participants with the tools to most effectively manage a major transportation disaster. Audio/video materials, case studies, recent examples and panel discussions are employed to illustrate key principles of the unique aspects of responding to major transportation disasters.

Some of the key points that will be covered will be:

- Integrating Incident Command System and investigative processes during a transportation disaster
- Responding to transportation events involving terrorism and/or hazardous materials
- Maximizing resources in site security and support staffing
- Responding to media inquires and managing press at the scene
- Communicating with the local community and families of the victims
- Providing assistance to family members
- Forensic aspects of recovery and identification
- Long-term issues facing the affected community following a major disaster

Instructors will be from the NTSB, New Jersey State Police, Minneapolis Police Department and specialized FBI units. or more information please go to: [http://ntsb.gov/Academy/CourseInfo/TDA402\\_2008.htm](http://ntsb.gov/Academy/CourseInfo/TDA402_2008.htm) or contact Erik Grosf at the NTSB's Office of Transportation Disaster Assistance 202-314-6189.

*On October 16<sup>th</sup>, the NTSB issued the following statement:*

TRANSPORTATION FATALITIES DROP IN 2007; MOTORCYCLE DEATHS CONTINUE TO INCREASE

Transportation fatalities in the United States decreased by 4 percent in 2007 from 2006, according to preliminary figures released today by the National Transportation Safety Board.

The data indicate that transportation fatalities in all modes totaled 43,193 in 2007, compared to 45,085 in 2006. Although highway, marine, aviation, and pipeline deaths declined, rail fatalities showed an increase.

"While statistics show that transportation fatalities have declined this past year," said Acting Chairman Mark Rosenker, "there is still much work to do to prevent the loss of life on our roads, rails, waterways, and skies."

Highway fatalities, which account for nearly 95% of all transportation deaths, decreased from 42,708 in 2006 to 41,059 in 2007. However, motorcycle fatalities not only increased 6 percent from 4,837 to 5,154, but the 317 additional deaths that occurred in 2007 marked the single largest increase in a specific category across all modes. The number of fatalities decreased or remained approximately the same in most other highway vehicle categories.

Aviation deaths decreased from 784 to 545. Nearly 90% of aviation fatalities occurred in general aviation accidents (491), but they still represented a significant decrease from the previous year (703).

Marine deaths dropped from 800 to 766, with the vast majority occurring in recreational boating (685). Other marine categories, including cargo transport and commercial fishing, remained nearly unchanged, although commercial passengers vessels showed a slight increase.

Rail fatalities increased slightly from 774 to 808. The vast majority of these fatalities were persons struck by a rail vehicle.

Pipeline fatalities decreased by four (19 to 15), with a slight decrease related to gas pipelines and an increase in liquid pipeline operations.

Aviation statistics are compiled by the NTSB. Marine numbers are provided by the Department of Homeland Security, and numbers for all other modes by the Department of Transportation.

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TRC has potential openings for the following positions:

- Transportation/Traffic Managers - Candidates for these positions should have 5-15 years experience. 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 this position should have 0-10 years Traffic Engineering experience and familiarity with Highway Capacity Analysis, Parking Studies and Intersection Design. Position involves preparation of Traffic Impact Studies, Corridor Studies, Parking Studies and Conceptual Highway Design Plans. Comprehensive computer experience, AutoCAD experience and P.E. license are a plus.
- 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.

Opportunities in Westchester County, New York and Millburn, New Jersey.

TRC offers competitive salaries, bonus program and position commensurate with experience and ability. Benefits include medical and dental plan, flexible spending accounts and 401(k) plan with company matching.

If you are interested in the above positions, please fax a resume to (914) 592-5046, attention: Angela Parodi or e-mail [aparodi@trcsolutions.com](mailto:aparodi@trcsolutions.com) or mail it to TRC, 7 Skyline Drive, Hawthorne, NY, 10532.

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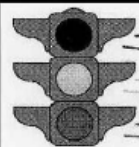
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Deadline: The deadline for the February issue is January 1<sup>st</sup>. If you want to include material in that issue, but it will not be ready by the deadline, please notify the editor by the deadline so that he can *try* to accommodate.

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**Institute of Transportation Engineers  
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