



TRANSTALK

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

Volume 3, Issue 4

November 2001



We extend our condolences to the families and friends of all who perished, all who are missing, and all who were hurt by the terrible attacks of September 11, 2001.

From the Editor...

The following statement and proposals have been approved by the Executive Board of the Metropolitan Section of New York and New Jersey, Institute of Transportation Engineers for distribution and discussion.

Rebuilding and Operating Transportation Facilities to Restore the Vitality of Lower Manhattan

There is a need to distinguish among immediate, short term, and longer term actions as well as to allow for future growth. The document attempts to do this and we want to reinforce that distinction.

Congestion is something that traffic and transportation engineers routinely address. It is important to note that while congestion is very costly economically and can strangle an area, the total lack of congestion can be unhealthy economically: a sign of a lack of activity. While all of us want to restore Lower Manhattan to its previous thriving economic state, there is an opportunity to do more: We should not just restore the area's transportation systems (and other infrastructure); rather, we should seek to have them operate in a better, more efficient manner, recognizing the costs of congestion. We are engineers who are particularly concerned about how our engineered facilities operate and meet society's needs.

An outright ban such as the Mayor imposed on SOVs is an appropriate immediate action. Alternatives are worth considering beyond the immediate weeks. Professionals from many disciplines and other citizens share the view of economists that pricing can and should play a major role in allocating the scarce resource of core access and core street space. Pricing is preferable to outright bans. We suggest consideration of a City fee on vehicles in the core as discussed below.

There is an ongoing need to address security, yet, minimize the need for enforcement. Traffic control measures, to the extent practical, should be self-enforcing. Law enforcement should focus on security.

Actions

Recommended actions are divided into Immediate Actions, Short Term Actions, and Longer Term Actions. They are discussed below:

Immediate Actions:

These are actions that should be considered now.

- ◆ Replace the ban on SOVs with a city tax on core access: It should not exceed \$25 per day--cheaper than summonses, better than bans. It should be implemented at the existing toll crossings with E-ZPass - a separate toll lane designated for SOVs. To cross 63rd Street, SOVs would have windshield decals priced no less than E-ZPass access; they could be daily, weekly, or monthly SOV decals. The funding would be used to support transit service improvements.
- ◆ Implement *temporary* bus lanes - made self enforcing as much as possible, *e.g.*, contra-flow with the traffic signals timed for the buses; they should be to, from, and within the core. Delays to buses due to traffic congestion should not be acceptable; buses are second to emergency vehicles in terms of use of roadway space. These lanes would operate as part of a bus rapid transit (BRT) network into and through Lower Manhattan.
- ◆ Increase the person throughput of both the Holland Tunnel and the Brooklyn Battery Tunnel - buses must not be delayed. Use any spare space for HOVs, but recognize that the occupancy requirement should not be two, but at least three; in some cases, much more (*e.g.*, full size buses only). Until downtown PATH is restored, the primary transit access between New Jersey and Lower Manhattan is the Holland Tunnel. Until N and R service is restored between Brooklyn and Lower Manhattan, the Gowanus Expressway - Brooklyn Battery Tunnel is a more important transit link than ever.
- ◆ Increase transit services - rail if possible, otherwise bus - to meet demands. This is true for peak periods when the Mayor and other public officials are urging motorists to use public transportation. This is especially true in the off-peak when the transit facilities, including vehicles,

(CONTINUED ON PAGE 3)

Executive Board**Robert Brakman**

President

Louis Luglio

Vice President

Andy Paluri

Secretary

Michael Salatti

Treasurer

Lynn LaMunyon

Past President

Mark Kulewicz

Sr. Section Director

Andy Saracena

Jr. Section Director

**International
Director****Joseph G. Pecora****Standing Committee
Chairpersons****Andy Saracena***Awards***Gus DaSilva***Career Guidance***Richard Marsanico***Industry***Lee Goodman***Legislative***Joseph Orth***Local Arrangements-N.J.***James Paral***Local Arrangements-S.N.J.***Mike Salatti***Local Arrangements-N.Y.C..***Wayne Muller***Local Arrangements-L.I.***John Hsu***Local Arrangements-
Westchester***Joseph Epifania***Membership***Mayer Horn***Newsletter*

mhorn@vastnet.net

Joseph Pecora*Nominations***Ray Martinez***Professional Development***Mayer Horn***Public Information***Ira Quiat***School Coordination***Ira Huttner***Technical***Mark Kulewicz***Web Page***President's Column - Issue 4- 2001**

BY ROBERT BRAKMAN

A Very Exciting Series

Any Yankee fan who watched our home team and the Diamondbacks battle for the World Series had to be disappointed, but also excited by great baseball as the series moved back and forth. That is kind of how I am feeling about our year. We did not accomplish every goal set, but I believe we accomplished some great things.

My major goal was to increase ITE's visibility and involvement in the many transportation issues that arise in our geographic area. One objective was to literally state our opinion on these issues. And we have done that in many areas. Our most recent involvement is in the rebuilding of Lower Manhattan. We are currently formulating a vision, which will be shared with the various agencies and committees facing this challenge. I've written in past messages about how we have participated in other issues and events.

Another objective was to jointly sponsor a transportation forum in our region. We had made good progress towards this objective till September 11, when our tentative venue was destroyed. However, our commitment was not destroyed, and I promise to continue to work to make the event occur in the future. I was extremely proud of how our Section reacted to the tragedy, taking immediate steps to support those members who were directly affected by the terrorist attack.

Participation in our monthly meetings has been extremely strong. We have set attendance records at many meetings. Our Hoboken meeting, always a favorite, attracted a record 140 members. Our April program that focused on NJDOT plans and procedures drew Kudos at NJDOT's design engineer meeting, held November 1. It was cited as a model for similar programs. Even our February meeting, which was held in a snowstorm, had enough members present to avoid cancellation of the program. Many who could not attend nevertheless paid for attendance in support of our institution. We thank those who supported us so strongly.

We did a few things to clean up our procedures. Lynn LaMunyon, our Immediate Past President and a member of our Executive Board, created new binders containing our policies and procedures. The procedures helped us to keep our organization at an even keel. Her advice as Past President helped to keep me at an even keel. I'd like to thank the Executive Board for their support this year: Lou Luglio who, as Vice President, ran programming; Andy Paluri our Secretary; Mike Salatti our Treasurer; Andy Saracena and Mark Kulewicz who as Junior and Senior Section Directors led special committees and helped us make critical decisions. Also thank you to the past presidents who have given me additional guidance and who have kept us in contact on a District and International level. Special thanks also to Mayer Horn who led our publicity efforts and published our newsletter. Also thank you to all the arrangements chairs that worked to make our meetings a success, and to Ira Huttner for technical arrangements.

Volunteer!!

This is *your* Met Section. All work is performed *pro bono* by volunteers. You are invited to contribute to the success of your Met Section. You can contact any committee chair to volunteer your assistance. You can also contact any member of the Met Section's Executive Board. Names are on page 2. Contact info is on the Met Section's web site: www.ite-metsection.org

Rebuilding... (Continued from Page 1)

are available. Long waits and standee conditions are not acceptable during the off-peak, including during the shoulders of the peaks.

- ◆ Increase LIRR service to Flatbush/Atlantic Avenues for better access to Lower Manhattan - peak and off-peak. Schedule connections (especially off-peak) at Jamaica to facilitate travel to and from Lower Manhattan via Flatbush/Atlantic.
- ◆ Provide increased capacity and amenities for pedestrian traffic. In an area as dense as Lower Manhattan with the short distances and the important role of walking, pedestrian movements should have a higher priority than autos, taxis, livery vehicles, etc.

Short Term Actions:

These are actions that can be advanced within a period of two to four years.

- ◆ E-ZPass only in the core: For both security reasons and traffic management reasons, only E-ZPass equipped vehicles would be allowed to enter the core. (The core has been defined by the incumbent Mayor as Manhattan south of 63rd Street.) Thus, E-ZPass would be required at all of the East River and Hudson River crossings below 63rd Street and on all north-south arteries at 63rd Street. All staffed toll booths could be removed and replaced with overhead readers in both directions. Fees could be independent of vehicle occupancy.
- ◆ Facilitate E-ZPass participation by parking facility operators.
- ◆ Restore subway services, including PATH service into Lower Manhattan and #1/#9 service to South Ferry and R service via Whitehall Street and the Montague Street Tunnel to Brooklyn. (The N should be restored to the Manhattan Bridge.)
- ◆ The minimum *practical* track capacity should be operated into and through Lower Manhattan wherever possible. This means (in addition to the R) additional trains between Whitehall Street and at least Midtown. This means additional trains (in addition to the E) terminating at World Trade Center which operate via 6th Avenue to Queens. This means operating 30 #1/#9 trains to South Ferry. If additional subway cars are needed, they could be ordered now; delivery within two years is feasible.
- ◆ Expand MTA's MetroCard mail-'n-ride combination commuter rail and transit monthly to NJ Transit and PATH, using smart card technology for all. It is critical that transit be made easier to use and more attractive - both to reach the core and for travel within the core.

- ◆ Implement traffic operations flexibility: control turn restrictions, street traffic directions, lane directions, lane use (e.g., emergency vehicles only, buses only) from the joint traffic operations center.
- ◆ Continue to improve the pedestrian (and bicycle) traffic environment throughout Lower Manhattan, specially near transit access locations.
- ◆ Expand ferry services to Lower Manhattan.

Long Term:

These are projects that, while long term should be promoted now.

- ◆ Improve subway connections for people movement: For example, connect PATH with the Broadway-Nassau/Fulton Street complex. Connect this to the Broadway end of the Park Place station on the #2/#3. Connect this with the R (at least at Cortlandt Street) and with the E at World Trade Center. Use motorized people movers where feasible.
- ◆ Use prices to manage congestion in real time. ITS (intelligent transportation system) technologies, including VMS (variable message signs), HAR (highway advisory radio), telematics (in-vehicle information) will all facilitate communicating with motorists (including truckers) on the *current* prices of core access. Avoid bans and restrictions on cars and trucks.
- ◆ Explore operational integration of PATH and #6.
- ◆ Extend PATH to Newark Airport for a one seat ride from Lower Manhattan.
- ◆ Extend a subway line from Lower Manhattan to LaGuardia Airport for a one seat ride from Lower Manhattan.
- ◆ Evaluate alternatives for surface transit: electric trolleybus, electric light rail, including articulated and double articulated. CNG (compressed natural gas) and diesel-electric hybrid are starts, but electric traction should be a goal and light rail should be explored for a number of routes.

Unique Opportunity:

This is a time for bold decisions. Imagine a connection between the LIRR's Atlantic/Flatbush and NJ Transit's Hoboken Station via Lower Manhattan. Not a two track Second Avenue, but a four track line with CBS (communication based signaling) [as being tested on the L] to achieve six tracks of capacity, using both existing and new trackage in Lower Manhattan. Also to be considered: a long range plan to connect the SIRT with either a subway in Lower Manhattan or with Grand Central, with at least one station in Lower Manhattan.

November 6, 2001

District's Chair's Message

TERRENCE J. RICE, P.E.

The purpose of this column is to allow an opportunity for the current District Chairperson to inform the members of the three sections of activities at the District level and I will do so. However, I am taking some liberty with this message to touch on the tragedies that occurred in New York City, Washington and Pennsylvania on September 11, 2001.

The airplane hijacking and crashing has forever changed our lives. As I am sure everyone knows many of our fellow ITE members worked at the World Trade Center. Our thoughts and prayers are with them, as well as all victims, their families and their rescuers at this difficult time.

On the District business end of the spectrum the past several months has witnessed the District Annual meeting, District Board meeting, and two elections. Bob DeSanto and his Local Arrangements Committee did a great job to ensure the Annual Meeting in Mystic, Connecticut was a success. The attendance was very good, with approximately 200 present at the conference, including 18 exhibitors. The support of the various consultants assisted in keeping the event affordable. The technical program offered timely and informative sessions and the banquet and awards at Foxwoods Resort & Casino capped the conference, albeit leaving some of us with a little less in our pockets.

The District Board held their annual meeting during the conference and the actions they touch included: approving the District's budget, approving Shelter Island, NY on May 15th to 17th as the site of our 2002 meeting, (mark your calendar), as well as receiving the latest news from International headquarters via our Director, Joe Pecora, as well as discussing and addressing numerous other issues.

The election for our District's International Director saw Rick Zabinski win a tight contest over Shelly Johnston. Prior to the election at our annual banquet, Rick received the highest award in the District, as he was the recipient of the coveted Harvey Boutwell Award. Congratulations to Rick for both the above. The second election, saw Jack Freeman elected, over Dan Henderson as the Institute's International Vice President. Both Jack and Dan attended, addressed, and spoke with many of the attendees at our meeting and it is great to see the quality candidates that ran for this important position.

Finally, I know the lifeblood of the District's are our section's and chapters and they have been very active in their own right with luncheons, seminars and meetings. Our members are the strength of the Institute and working together will help all of us cope through this difficult time in American history.

Employment Opportunities



Vanasse Hangen Brustlin, Inc. (VHB) is a leading East Coast engineering, planning, and applied sciences firm that provides integrated transportation, land development, and environmental services. VHB has built a solid reputation both in the private and public sectors for consistently delivering quality-integrated services on all of our projects. VHB's success and continuous growth have been fostered through our talented and highly motivated employees. We offer growth-oriented opportunities for individuals who enjoy challenging assignments in a dynamic and innovative work environment.

VHB is currently seeking qualified applicants for our new Edison, New Jersey office. This is an opportunity to become an integral part of a team working on high visibility transportation and land development projects throughout the Northeast. The following positions are available:

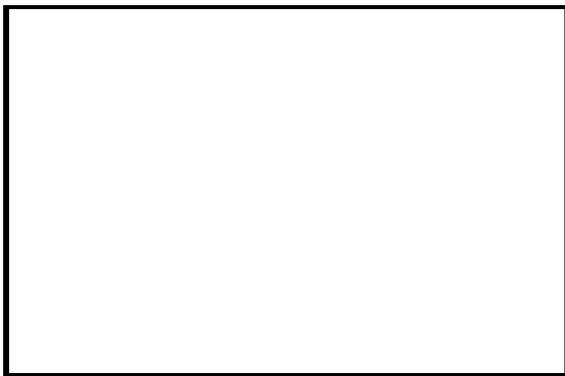
Entry Level Traffic Engineers – 0-3 years experience in Traffic Engineering. A BS in Civil Engineering is required and a MS is a plus. Familiarity with HCS, SYNCHRO and the MUTCD is highly desirable. Knowledge of AutoCAD, Microstation and SoftDesk civil software is a plus. Ideal candidates will possess strong communication skills.

Traffic Engineers – 4-8 years of experience in Traffic Engineering. A BS in Civil Engineering is required and a MS is a plus. The position requires the ability to perform all aspects of Traffic Engineering such as traffic impact studies, corridor studies, and traffic signal warrant analysis. An understanding of the NJDOT access permitting process is highly desirable. A P.E. license or the ability to secure licensure in the near future is desired. Knowledge of AutoCAD, Microstation and SoftDesk civil software is a plus. Ideal candidates will possess strong communication skills, particularly in report writing and public presentation.

Highway Engineers – 4-8 years of experience in Highway Engineering. A BS in Civil Engineering is required and a MS is a plus. The position requires the ability to perform all aspects of Highway Engineering such as proposal preparation, plan and specification preparation, and cost estimation. A thorough understanding of the NJDOT design standards is highly desirable. A P.E. license or the ability to secure licensure in the near future is desired. Knowledge of AutoCAD, Microstation and SoftDesk civil software is a plus. Ideal candidates will possess strong communication skills.

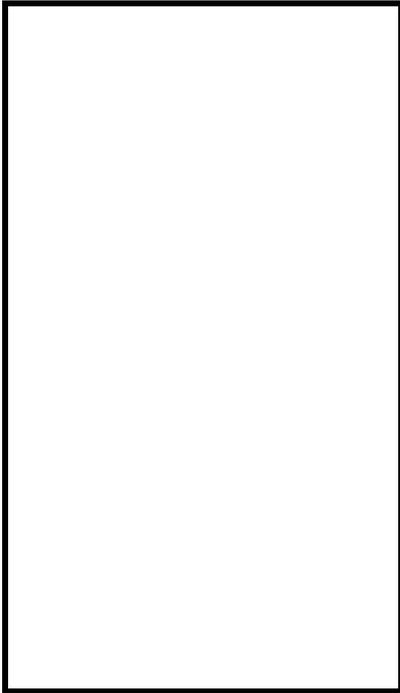
VHB provides a proven engineering environment that promotes education and professional development to assist employees reach their full potential. We provide competitive sala-

(CONTINUED ON PAGE 10)




ASSET MANAGEMENT -
 Pavement Data Collection Service, Roadside Features Inventory
BIDDAN
 Level-Grading Safety System for Road roads
BREAKAWAY SUPPORTS -
 Turnpikes and Signs
CRACK SEALERS
 High Molecular Weight Methacrylate Concrete Crack Sealers
CRASH CUSHIONS
 Permanent and Construction Zone
MEASUREMENTS -
 Traffic and Weather Monitoring Equipment
POLYMER CONCRETE -
 Thin Bridge Deck Overlays, Rapid Setting Patches,
PRECAST POLYMER CONCRETE -
 Lightweight Panels for Tunnel Walls & Bridge Decks
VARIABLE MESSAGE SIGNS Permanent and Portable
 Tel: 914-636-1000 - Fax: 914-636-1282

Web: www.transco-industries.com
 Email: transcoind@aol.com
 21 James Street, New Rochelle, NY 10801



<i>THP, Inc.</i>	
Traffic and Transportation Engineers	
Traffic Engineering & Transportation Planning Traffic Signal Design Development Feasibility Studies City and Regional Planning Parking Studies Expert Testimony	40 Brunswick Woods Drive East Brunswick, NJ 08816 Tel: (732) 257-4040 Fax: (732) 257-7953 Email: THPINCORP@aol.com

Address Changes

This newsletter of the ITE Met Section - *TransTalk* - is sent to all ITE members in the Met Section. If the address is incorrect, please contact ITE headquarters. The editor does *not* maintain the database for this newsletter. (Note: The editor does maintain the data base for his company's newsletter. You *should* contact him if you want to receive that newsletter or if your address for that newsletter needs to be corrected.)

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

ITE Web Site

Do you use the web site of our professional organization, the Institute of Transportation Engineers? It is www.ite.org.

Employment Opportunities...

(Continued from Page 4)

ries and excellent benefits. Interested candidates should forward a cover letter and a resume to:

Daniel D. Disario, P.E., - Director of Transportation
 Vanasse Hangen Brustlin, Inc.
 110 Fieldcrest Avenue
 Raritan Plaza I
 Edison, New Jersey 08837
 Fax: (732-512-0384)
 E-mail: ddisario@vhb.com

The City of Greensboro

The City of Greensboro seeks an MPO Planner with hands-on experience, vision, and interdisciplinary skills. This is an opportunity to excel and grow in a dynamic organization and an expanding community. The MPO Planner plays a lead role in coordinating the activities of the Greensboro Urban Area Metropolitan Planning Organization and performing a wide range of challenging transportation planning duties.

Greensboro (pop. 224,000) is the largest city in Guilford County (pop. 421,000) and the Piedmont Triad Metropolitan Area (1.3 million). The City offers amenities including excellent parks, extensive trails and greenways, first rate sports and entertainment venues, four colleges and two universities, good schools, an international airport, an excellent roadway system, good shopping choices, and affordable housing and cost of living. Nearby Winston-Salem/Forsyth County (population 307,000), and High Point (pop. 86,000) round out a wide array of metropolitan amenities. Greensboro is within an hour of the Raleigh, Durham, Chapel Hill region and an hour and a half of Charlotte. This provides easy access to two other international airports, world class universities, and varied entertainment opportunities. The Greensboro area is at a crossroads in its history with planning challenges including significant growth, an Urban Loop Freeway planned and under construction, regional transit studies and initiatives underway, and an aggressive City Comprehensive Plan under development. For more information about the City and the area, please visit <http://www.ci.greensboro.nc.us>, www.thedepot.com, and www.triadstyle.com

This position will provide lead staff support for the Technical Coordinating Committee and Transportation Advisory Committee of the MPO; coordinate the 3C transportation planning process including air quality conformity efforts; develop and implement strategies to meet the challenges and opportunities of Transportation Management Area (TMA) designation expected in 2002; manage and participate in the development of transportation plans, programs, and studies; par-

ticipate in regional planning studies and other efforts of the Piedmont Authority for Regional Transportation and represent the MPO on statewide committees and planning processes; participate in City and County comprehensive and functional planning efforts; and participate in area transportation systems planning efforts for roadways, public transportation, and pedestrian and bicycle facilities.

Qualifications for the position include a Bachelors Degree in city or regional planning, civil engineering, geography, public policy analysis, or related field, with a Masters Degree and professional certification (e.g. AICP, P.E. etc.) highly desirable; progressively responsible experience in the metropolitan planning process and an understanding of federal and state metropolitan planning requirements; knowledge of air quality conformity procedures and regulations; knowledge of the principles and practice of transportation planning and land use planning; knowledge of travel demand models and/or GIS analysis skills preferred; strong computer skills desired; the ability to effectively interact with local, regional, state, and federal agency staff, consultants, elected officials, and the public; and strong analytical thinking skills and demonstrated professional judgment. Strong research, writing, and public speaking skills are essential as is the demonstrated ability to work on several projects simultaneously and in a team environment.

The **hiring rate** for this position is **dependent upon qualifications**. The position comes with a **highly competitive benefits** package, and is EXEMPT under FLSA. The position is open until filled. Forward a copy of your resume and salary history to the City of Greensboro Employment Office at: City of Greensboro Employment Office, P.O. Box 3136, Greensboro, NC 27402-3136.

Eng-Wong, Taub & Associates

Two positions are available on a range of traffic and transit projects with a well-established New York City transportation consulting firm. These are opportunities for highly motivated individuals in a growth-oriented and challenging professional environment:

Traffic/Transportation Engineer: 0-2 years experience with background in traffic engineering and CADD experience; BS Civil Engineering and strong computer skills required; familiarity with HCS and MUTCD highly desirable; good communications skills and ability to work directly with clients.

Planner/Public Outreach Professional: 2-4 years experience with knowledge of transportation planning and New York City transit and highway systems; undergraduate degree required, MS in Urban Planning or Civil Engineering desirable; strong communications skills and ability to work with

(CONTINUED ON PAGE 11)

Employment Opportunities...

(Continued from Page 10)

diverse public interest groups essential.

Please send resume and cover letter to: **Eng-Wong, Taub & Associates**, Traffic and Transportation Consultants, 2 Penn Plaza, Suite 2210, New York NY 10121, ewt-nyc@worldnet.att.net Equal Opportunity Employer.

GPI Greenman - Pedersen, Inc.

Engineers, Architects, Planners, Construction Engineers and Inspectors

Greenman-Pedersen, Inc., a leading design consultant in the Top 100 National firms and one of the Top 25 Best Firms to Work For, is seeking qualified individuals with motivation and initiative to fill several positions in their expanding Transportation Services Division located in the company's headquarters in Babylon, Long Island. Applicants may be involved in several areas within the division including: transportation planning, traffic operations, asset management, contract design plans, MOT, signals and ITS. Available positions include:

Traffic Engineer (BSCE) with 0-5 years experience with background in basic traffic engineering skills and CADD experience. Familiarity with HCS and MUTCD, and good communications skills a must.

Sr. Transportation Engineer with 8+ years experience preparing contract design plans including MOT, signing, striping, and guiderail. Must have good verbal and written communication skills and the ability to work directly with clients.

Communications Systems Engineer with 10 years experience in the planning, design and integration of communications systems for ITS projects including fiber optic cable plant and central control center design.

GPI offers competitive salaries and a work-friendly environment in a Village setting near the water. Benefits include medical, dental, optical, 401K, long term disability, bonuses and personal career development. For consideration, please send resume to Human Resources, Greenman-Pedersen, Inc., 325 West Main Street, Babylon, NY 11702, Fax 631-587-5029, or email hr@gpinet.com. Visit our web site at www.gpinet.com

Schoor DePalma

Schoor DePalma is a rapidly growing multi-disciplined engineering and environmental consulting firm with many career opportunities. Among the positions we are currently seeking in the Transportation field are:

Traffic Engineers: We are seeking individuals with a B.S. in Civil Engineering and all levels of experience performing all aspects of traffic engineering with a strong emphasis on traffic signal design and familiarity with NJDOT or PennDOT standards. Candidate must have excellent communications skills. Microstation and/or AutoCAD experience is essential.

Highway Design Engineers: We are seeking individuals at all levels with a BSCE or BSET degree to work in our Highway Engineering Department. We have entry level openings as well as openings for experienced individuals. AutoCAD and/or Microstation experience desirable.

Traffic Engineering & Transportation Planning - PA - Kulpville, Philadelphia: We are looking for an aggressive engineer to provide the leadership and expertise in our Pennsylvania offices.

Visit our website www.schoordepalma.com for company information. Submit resume and salary requirements to Human Resources, SCHOOR DEPALMA INC., 200 State Highway 9, PO Box 900, Manalapan, NJ 07726-0900, E-Mail: resumes@schoordepalma.com Fax: (732) 577-8181. EOE

Articles for TransTalk

Please send them directly to the editor:

Mayer Horn, P.E. Vice President, KLD Associates, Inc., 300 Broadway, Huntington Station, NY, 11746-1405 U.S.A. Tel: 1-631-549-9803, ext. 212; Fax: 1-631-351-7190; Email: MHorn@Vastnet.net

Email is the preferred submission medium. You can use Word Perfect, Microsoft Word, or even the body of the email. If you can't email, please send a floppy disk or a CD. Please advise the editor as soon as you think that you will have material for the next newsletter.

ITE Headquarters Has Moved

Institute of Transportation Engineers
1099 14th Street, NW, Suite 300 West
Washington, DC 20005-3438 USA
Telephone: +1-202-289-0222
Fax: +1-202-289-7722



TRANSTALK

A PUBLICATION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

KLD Associates, Inc.

MAYER HORN, P.E.

300 BROADWAY
HUNTINGTON STATION, NY 11746
(631) 549-9803
(631) 351-7190

Thank You to the ITE Family

In the immediate aftermath of the terrorist acts of Tuesday, September 11, 2001, I began receiving e-mail messages from ITE members around the globe. They came from across Europe, Lebanon, and South Africa. They came from Argentina and Australia, and from our neighbors in Canada. And of course they came from colleagues in the United States. They expressed concern for ITE members who may have been injured or killed, but more broadly they expressed grief for all the lives lost, and sadness over how such an act could have happened. In this sometimes uncivilized world, it is reassuring to know that ITE is truly an international family.

As the current leader of that family, and on behalf of the ITE International Executive Committee, Board of Direction, and ITE staff, I express my thanks to every ITE member for their concern, their sympathy, and their simple acts of camaraderie and friendship.

Upcoming Meetings

ITE Met Section

The next meeting of the Met Section is scheduled for Wednesday, November 28th at Ricardo's in Astoria, Queens. Look for the meeting announcement in the mail; better yet, get it by

email. You can also look at the Met Section's web site: www.ite-metsection.org.

Afternoon Technical Presentation: Jinil Chang, KLD Associates, ATBS Traffic Signal Timing

Evening Technical Presentation: Steven Platte, Port Authority, AirTrain Project Update

Next Meeting: January 22, 2002: Flor de Sol, 361 Greenwich Street (Franklin-Harrison), Manhattan

ITE 2002 Spring Conference and Exhibit

March 24-27 - Tampa, FL, USA - The Westin Innisbrook Resort

ITE 2002 Annual Meeting and Exhibit

August 4-7 - Philadelphia, PA, USA

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. It usually has the latest information on Met Section happenings. It also has contact info for the Executive Board and all committee chairs.