



# TRANSTALK

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

Volume 4, Issue 1

February 2002

## From the Editor...

IN MEMORY OF STEPHEN B. DOBROW

The ultimate objective of transportation engineers is to improve transportation - what is built, how it is built, and how it is operated. For Met Section members, this means primarily in the Metropolitan Region of New York and New Jersey. Probably, no one worked more tirelessly in this regard - and with no financial compensation - than Dr. Stephen B. Dobrow who passed away on January 13, 2002. The Met Section lost an extraordinary member.

Steve Dobrow, who received his undergraduate engineering degree from The Cooper Union and his engineering Ph.D. from N.Y.U., was a Professor of *Electrical Engineering*, having taught initially at N.C.E. (now N.J.I.T.) and then at Fairleigh Dickinson for many years. To my knowledge, he never took a course in transportation engineering although he was fully competent to - and did - teach it. The fact that he was not a *civil* engineer, unfortunately, caused some of our colleagues to be unable to listen to his analyses and explanations; the region is the poorer.

Although Steve and I attended the same high school (Stuyvesant) a year apart, we met when he came to The Cooper Union and joined the student newspaper. The next year, when I was editor-in-chief, Steve was one of my editors. Steve, I, and a third person (who quickly disappeared) founded the Committee for Better Transit (CBT) in 1962 as a technically oriented advocate for improved transportation, particularly transit. Steve and I used to edit each other's writings. I do not recall either of us having this relationship with any one else at any time during the last four decades. Steve worked tirelessly for CBT.

One of my earliest recollections involved an article Steve had written for CBT's *Better Transit Bulletin* (BTB) which analyzed the latest *publicly released* scheme on how four combined major capital subway projects - the DeKalb Avenue Reconstruction, the Chrystie Street Connection, the Sixth Avenue Express Track Construction (West 4<sup>th</sup> - 34<sup>th</sup> Street stations), and the Sixth Avenue Extension (to 57<sup>th</sup> Street station) were to be operated. At the time, I was working for the Transit Authority. The Chief Engineer - the legendary Nathan D. Brodtkin - summoned me (from another department, yet, where I had been moved as part of my unique training program); he knew that I was active in CBT. (It was no secret, my name was in the *BTB*'s masthead and I certainly knew that Mr. Brodtkin was a subscriber.) Mr. Brodtkin was upset that *BTB* did not refer to the latest scheme despite my protestations that I considered it inappropriate for me to publically release information through *BTB*. Mr. Brodtkin

stated that he had found *BTB* consistently correct and he expected it to remain so. *He* was able to recognize the value and validity of Steve's analyses.

Just as Steve's transportation operations analyses were valid although his engineering degrees were not in civil, he was able to accept my input on rail transit and commuter rail capacity despite my limited understanding of track circuit design. I have found that most rail transit signal engineers - electrical engineers - could not do this.

Steve always tried to do more than humanly possible. At one point, the *BTB* was seriously behind schedule when he decided to suspend publication. Some time later, publication resumed with a new name, *Notes from the Underground*. Many CBT members and ex-members recall the more recent *Notes* and not the earlier *BTB*.

Steve saw his role as the loyal opposition. No matter what an agency did or even proposed, Steve was always asking whether it could be done better. In our culture - despite the rhetoric of "continuous improvement" - most people cannot easily deal with such criticism. Yet, I never found Steve to be strident. The best example I can think of was a dozen years ago when I was with Carey Airport Express. The Transit Authority had been operating a premium fare service, "The Train to the Plane," also called "The JFK Express," which was very heavily subsidized. Many transit advocates and environmentalists did not want to see this service discontinued despite arguments that the subsidy, applied to virtually any other transit service, would produce more transit riders, more benefits. Steve was able to listen to the explanations, analyze my assertions about alternatives being faster and cheaper, and supported the discontinuance of this service. Of course, he was right: More people travel to and from Kennedy Airport by regular fare subways since the service was eliminated than ever used subways (JFK Express and regular fare subways) before.

Although Steve and I didn't always agree when the discussion began, I am hard pressed to recall an instance where we disagreed when the discussion ended.

Steve was someone with whom I exchanged enormous amounts of information - by email and flat rate Priority Mail packages stuffed to just shy of bursting - until the end. Indeed, at the time of his death, I was at TRB collecting duplicates of those items I thought would interest him. Before I left for TRB, I phoned Steve and quickly determined that he was not well. I urged him to see his doctor *that day*, as did his brother. Steve had an appointment scheduled for the following Wednesday which he did not change. The next day - three days before his scheduled doctor's appointment - he passed away.

Steve was a dear friend to me and my family and will be greatly missed by us, by his family, and by the many people who came to know and respect this selfless individual who was always looking for ways to improve transit in the metropolitan area.

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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). In addition, Mr. Hofener submitted the following statement:



**International Vice President Candidate**  
**Steven D. Hofener, P.E., P.T.O.E., (F)**  
**President**  
**Traffic Engineering Consultants Inc.**  
**Oklahoma City, Oklahoma**

Following is a short synopsis of my goals for ITE and my qualifications to lead the Institute.

**GOALS**

The first and foremost responsibility of leadership is to keep ITE fiscally strong with services that meet our member's needs. My goals if elected would be accomplished within the current fiscal framework without increasing pressure to raise dues

**Goal 1: "Changing Priorities"**

A variety of factors require adaptation to changing needs. It is important that ITE is able to quickly respond to these changing priorities. The changing priorities directly relate to our members needs. ITE should support our members with the necessary resources to address key issues as they arise in a timely manner. This goal includes issues to all members including U.S. Canadian, and International members.

**Goal 2: Improving Our Image**

The Transportation Profession enhances the mobility and safety of our clients worldwide on a daily basis. Yet most of the public does not know or understand what we do. Improving the Transportation Professional's image was a campaign goal of mine in 2000 and will continue to be a goal. I have had input by participating on the Executive Committee and Board of Direction on initial efforts in this area. Through recommendations of a special committee on which I served, a video on neighborhood traffic issues is underway, a new staff member with public relations expertise has been added and the Board has included line item funding for public relations expertise. I would continue to promote activities at the International level that would enhance the overall image of Transportation Professionals.

**Goal 3: Student Chapter Support**

There has been a shortage of qualified Transportation Professionals. ITE's best link to promoting the profession is through the ITE student chapters at the Universities. The student chapters are also a source of new Associate members to the Institute. It is paramount that we attract top-notch students to the Transportation profession. I propose to support programs that encourage student participation in ITE. I would continue successful ongoing programs, which I had input including first year dues exemption for students, student participation at annual meetings, and scholarship programs. I would continue to seek new programs that would enhance student services.

**Goal 4: Member Service**

The most important goal of ITE should be to meet the needs of all of our members. Programs that help non-U.S. members should be explored. We should continue efforts to increase our International membership through electronic memberships and electronic services. There are unique needs for Canadian members. Two examples are technical publications that address applications in Canada, and unique governmental issues. For U.S. members we should continue to strive to implement programs that promote support to Chapter, Section and District activities, training and mentoring with past leaders.

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*A Note From the Editor: The first President's Column of 2002 is expected to appear in the next issue...*

## ITE MET SECTION - 2001 AND PROPOSED 2002 BUDGET

Category Description	2001 Actual	2001 Budget	2001 Difference	2002 Proposed
<b>INCOME</b>				
<b>DUES&amp;FEES-inc:</b>				
Interest	\$71.62	\$150.00	(\$78.38)	\$65.00
<b>MembershipFees:</b>				
District	\$6,108.56	\$6,200.00	(\$91.44)	\$4,650.00
MembershipFees-Other	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL MembershipFees</b>	<b>\$6,108.56</b>	<b>\$6,200.00</b>	<b>(\$91.44)</b>	<b>\$4,650.00</b>
<b>Newsletter</b>				
Newsletter	\$5,550.00	\$5,400.00	\$150.00	\$6,125.00
<b>TOTAL Newsletter</b>	<b>\$5,550.00</b>	<b>\$5,400.00</b>	<b>\$150.00</b>	<b>\$6,125.00</b>
<b>TOTAL DUES&amp;FEES-inc</b>	<b>\$11,730.18</b>	<b>\$11,750.00</b>	<b>(\$19.82)</b>	<b>\$10,840.00</b>
<b>PROG&amp;ACTIV-inc:</b>				
Miscellaneous	\$0.00	\$0.00	\$0.00	\$0.00
(PTOE) ProfDevSeminars	\$0.00	\$1,000.00	(\$1,000.00)	\$1,000.00
RemovalSurplus	\$541.31	\$4,800.00	(\$4,258.69)	\$6,750.00
SectBusMtgs	\$34,039.50	\$28,000.00	\$6,039.50	\$35,000.00
SocialEvents (Picnic)	\$0.00	\$300.00	(\$300.00)	\$300.00
TechConference	\$0.00	\$3,000.00	(\$3,000.00)	\$3,000.00
PROG&ACTIV-inc-Other	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL PROG&amp;ACTIV-inc</b>	<b>\$34,580.81</b>	<b>\$37,100.00</b>	<b>(\$2,519.19)</b>	<b>\$46,050.00</b>
Savings Interest	\$36.28	\$50.00	(\$13.72)	\$35.00
CD Interest	\$303.94	\$0.00	\$303.94	\$325.00
<b>TOTAL INCOME</b>	<b>\$34,617.09</b>	<b>\$37,150.00</b>	<b>(\$2,532.91)</b>	<b>\$46,085.00</b>
<b>EXPENSES</b>				
<b>ADMINISTRATIVE:</b>				
Election Ballot	\$622.14	\$700.00	\$77.86	\$700.00
Ex Board - Misc.	\$57.00	\$50.00	(\$7.00)	\$50.00
International VP Campaign supp	\$0.00	\$0.00	\$0.00	\$1,000.00
ADMINISTRATIVE-Other	\$0.00	\$100.00	\$100.00	\$200.00
<b>TOTAL ADMINISTRATIVE</b>	<b>\$679.14</b>	<b>\$850.00</b>	<b>\$170.86</b>	<b>\$1,950.00</b>
<b>PROG&amp;ACTIV-exp:</b>				
Banking Fees	\$104.00	\$200.00	\$96.00	\$100.00
District Meet (Met Section Seed)	\$1,675.39	\$1,500.00	(\$175.39)	\$2,500.00
<b>Membership:</b>				
Administrative (Proced Man.)	\$602.75	\$50.00	(\$552.75)	\$50.00
New Member Subsidy	\$0.00	\$0.00	\$0.00	\$200.00
Gov't Subsidy	\$0.00	\$500.00	\$500.00	\$500.00
Membership-Other	\$0.00	\$0.00	\$0.00	\$50.00
<b>TOTAL Membership</b>	<b>\$602.75</b>	<b>\$550.00</b>	<b>(\$552.75)</b>	<b>\$800.00</b>

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## Proposed Budget (Continued from Page 3)

<b>PROG&amp;ACTIV-exp:</b>				
<b>Banking Fees</b>	\$104.00	\$200.00	\$96.00	<b>\$100.00</b>
<b>District Meet (Met Section Seed)</b>	\$1,675.39	\$1,500.00	(\$175.39)	<b>\$2,500.00</b>
<b>Membership:</b>				
Administrative (Proced Man.)	\$602.75	\$50.00	(\$552.75)	<b>\$50.00</b>
New Member Subsidy	\$0.00	\$0.00	\$0.00	<b>\$200.00</b>
Gov't Subsidy	\$0.00	\$500.00	\$500.00	<b>\$500.00</b>
Membership-Other	\$0.00	\$0.00	\$0.00	<b>\$50.00</b>
<b>TOTAL Membership</b>	<b>\$602.75</b>	<b>\$550.00</b>	<b>(\$552.75)</b>	<b>\$800.00</b>
<b>Internat Mtg</b>				
Pres. / Ex Board Expenses	\$1,391.10	\$2,000.00	\$608.90	<b>\$2,000.00</b>
Internat Mtg- Bid	\$0.00	\$1,000.00	\$1,000.00	<b>\$0.00</b>
<b>TOTAL Internat Mtg</b>	<b>\$1,391.10</b>	<b>\$3,000.00</b>	<b>\$1,608.90</b>	<b>\$2,000.00</b>
<b>Newsletter:</b>				
Web Page	\$129.50	\$500.00	\$370.50	<b>\$200.00</b>
Newsletter-Other	\$6,611.26	\$6,000.00	(\$611.26)	<b>\$6,000.00</b>
<b>TOTAL Newsletter</b>	<b>\$6,740.76</b>	<b>\$6,500.00</b>	<b>(\$240.76)</b>	<b>\$6,200.00</b>
<b>ProfDevSeminars</b>	\$0.00	\$400.00	\$400.00	<b>\$1,000.00</b>
<b>Public Affairs</b>	\$0.00	\$100.00	\$100.00	<b>\$0.00</b>
<b>SectAwards:</b>				
DinnerSubsidies	\$0.00	\$300.00	\$300.00	<b>\$300.00</b>
Plaques	\$426.65	\$400.00	(\$26.65)	<b>\$650.00</b>
SpeakerMementos	\$0.00	\$400.00	\$400.00	<b>\$0.00</b>
SectAwards-Other	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
<b>TOTAL SectAwards</b>	<b>\$426.65</b>	<b>\$1,100.00</b>	<b>\$673.35</b>	<b>\$950.00</b>
<b>SectionMeetings:</b>				
Announcements	\$4,099.66	\$4,000.00	(\$99.66)	<b>\$4,200.00</b>
Dinners	\$28,696.95	\$25,000.00	(\$3,696.95)	<b>\$32,000.00</b>
Past President Dinners	\$0.00	\$750.00	\$0.00	<b>\$750.00</b>
Miscellaneous/Audio-Visual	\$263.32	\$300.00	\$36.68	<b>\$350.00</b>
SectionMeetings-Speaker fees	\$441.25	\$0.00	(\$441.25)	<b>\$0.00</b>
<b>TOTAL SectionMeetings</b>	<b>\$33,501.18</b>	<b>\$30,050.00</b>	<b>(\$4,201.18)</b>	<b>\$37,300.00</b>
<b>Social Events</b>	\$0.00	\$700.00	\$700.00	<b>\$700.00</b>
<b>StudentCoord:</b>				
CareerGuidance	\$216.00	\$300.00	\$84.00	<b>\$300.00</b>
DinnerSubsidies	\$0.00	\$150.00	\$150.00	<b>\$150.00</b>
PaperAwards	\$0.00	\$200.00	\$200.00	<b>\$200.00</b>
StudentCoord-Other	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
<b>TOTAL StudentCoord</b>	<b>\$216.00</b>	<b>\$650.00</b>	<b>\$434.00</b>	<b>\$650.00</b>
<b>TechConference</b>	\$0.00	\$3,000.00	\$3,000.00	<b>\$3,000.00</b>
<b>TIPS</b>	\$0.00	\$100.00	\$100.00	<b>\$0.00</b>
<b>VoluntaryContr (9/11 activites)</b>	\$1,314.24	\$100.00	(\$1,214.24)	<b>\$100.00</b>
<b>PROG&amp;ACTIV-exp-Other</b>	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
<b>TOTAL PROG&amp;ACTIV-exp</b>	<b>\$45,972.07</b>	<b>\$47,950.00</b>	<b>\$ 1,977.93</b>	<b>\$55,300.00</b>
<b>TOTAL EXPENSES</b>	<b>\$46,651.21</b>	<b>\$48,800.00</b>	<b>\$2,148.79</b>	<b>\$57,250.00</b>
<b>TOTAL INCOME - EXPENSES</b>	<b>(\$46,651.21)</b>	<b>(\$48,800.00)</b>	<b>\$2,148.79</b>	<b>(\$57,250.00)</b>

## **International Vice President Candidate...**

(Continued from Page 2)

### **SERVICE TO ITE**

I have devoted my professional energies to supporting the Institute. My Institute activities include participating on the Executive Board, the Board of Direction, serving on the Coordinating Council from 1997 to present, Vice Chair and Chair of the Consultants Council from 1997 to present, Legislative and Policy Committee from 1990 to present, and numerous other committees within the Institute.

### **EDUCATION AND PROFESSIONAL REGISTRATION**

B.S.C.E Oklahoma State University, 1975  
M.E. Texas A&M University, 1977  
Graduate Work, University of Oklahoma, 1991  
P.E. in Oklahoma, Texas, Kansas, Missouri, and Arkansas  
P.T.O.E. 1999

### **PROFESSIONAL EXPERIENCE**

I have practiced as a Traffic Engineer for the past 26 years. I have worked for the Oklahoma Department of Transportation, the Texas Transportation Institute-Texas A&M University, the City of Oklahoma City and in the consulting field as founder and partner in Traffic Engineering Consultants, Inc.

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## ***Regional Bus Rapid Transit (BRT) Workshop in New York City***

An all-day BRT Regional Workshop was held in New York City on November 29, 2001 sponsored by the Federal Transit Administration (FTA) and the National Transit Institute (NTI). The workshop, at the University Transportation Research Center at City College, had participation from almost 200 transportation professionals, including staff from the region's transportation and transit agencies, private transit operators, and other transportation and planning interests.

Bert Arrillaga FTA outlined the FTA's BRT Demonstration Program, which includes the "BRT Consortium" City programs and the associated TCRP Project A-23. Sam Zimmerman, DMJM-Harris, principal investigator for Project A-23 ("Implementation Guidelines for Bus Rapid Transit Systems") noted their products to date, i.e. a BRT brochure and a BRT video library. He said that the BRT guidelines document is scheduled for completion by mid-2002.

Leon Goodman, Parsons Transportation Group, spoke on "Traffic Management HOV/BRT." Mr. Goodman, a member of the Project A-23 project panel and past-Chair of ITE Transit Coun-

cil, reviewed bus transit and HOV programs in the NY-NJ region and identified potential BRT programs in the region.

Rex Gephart, Los Angeles MTA, discussed "BRT in Los Angeles." He provided latest results from two BRT programs implemented on arterial streets under the Metro Rapid Bus Program. Ridership has increased on these routes by about 40%, with one-third of the riders switching from parallel routes and one-third being new riders, i.e. auto trips going to transit.

Discussing transit experience in San Diego, Alan Hoffman, The Mission Group, spoke on "Mobility and Urban Design." He described the Transit First program, which has a strong customer experience focus. He said that the San Diego BRT program will be referred to as "flex-trolley," based on their extensive research among transit users and potential transit users in San Diego.

Breakout sessions in the afternoon explored: Defining and Coordinating Regional Identity, Transitioning from Highway/Bus & HOV to BRT, BRT Systems Characteristics, Community Outreach, and Priority Corridors. These sessions considered potential applications of BRT in the region, utilizing this mode's key characteristics, i.e., ability to develop incrementally, relatively low capital and operating costs, flexibility to operate on-street or in dedicated "ways", reduced number of transfers, availability of clean/quiet/low floor vehicles, improved vehicle aesthetic design, etc.

Further information on BRT is available through the FTA website, [www.fta.dot.gov/brt](http://www.fta.dot.gov/brt).

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## ***Articles for TransTalk***

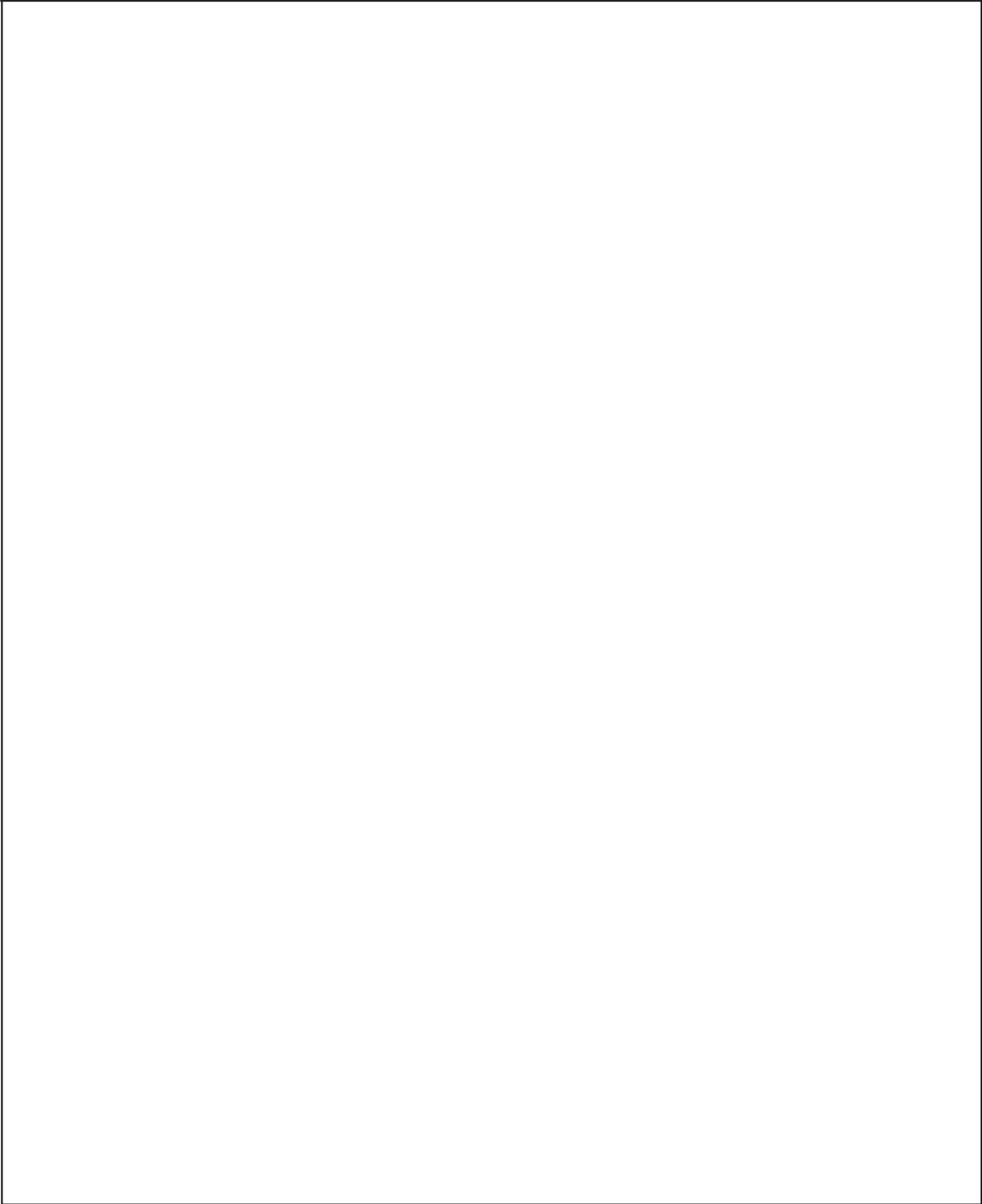
Please send them directly to the editor:

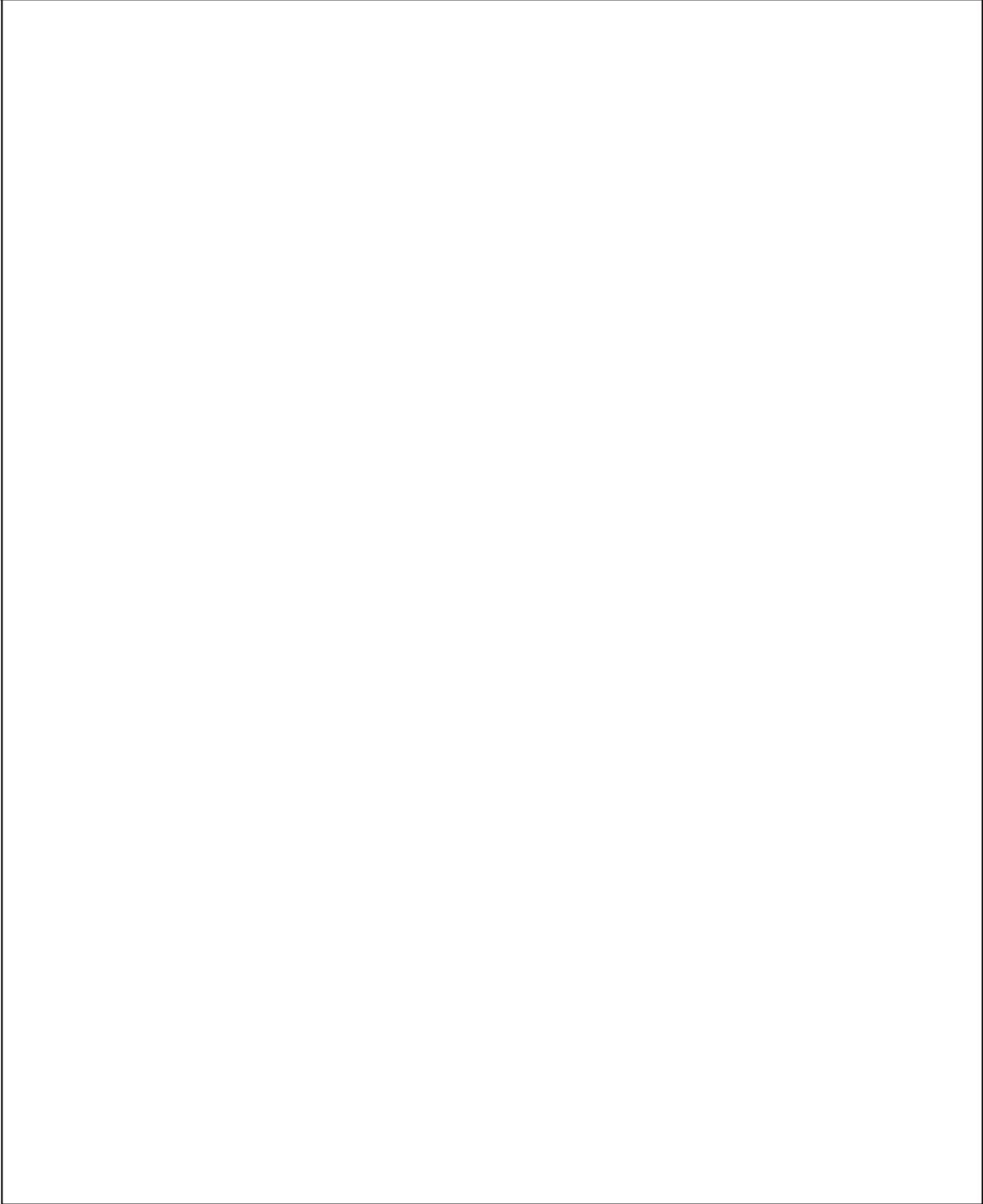
Mayer Horn, P.E., Vice President, KLD Associates, Inc., 300 Broadway, Huntington Station, NY 11746-1405 USA. Tel: 1-631-549-9803, ext. 212; Fax: 1-631-351-7190; Email: [MHorn@Vastnet.net](mailto:MHorn@Vastnet.net)

Email is the preferred submission medium. You can use Word Perfect, Microsoft Word, or even the body of the e-mail. If you can't e-mail, 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.











## *Ease Commuting Pains – Try FAIR Lanes!*

PATRICK DECORLA-SOUZA

Peak period travel demand in most major metropolitan areas in the United States exceeds the capacity of the transportation system. But expanding highway capacity is difficult or impossible in many built-up areas. Moreover, neighborhood organizations and environmental groups often oppose expansions because of noise, air pollution, and other environmental impacts. Many commuters drive because current forms of fixed route transit cannot easily serve the suburb-to-suburb commuting needs resulting from employment growth in the suburbs. And many would-be transit commuters drive their own vehicles rather than be subject to the rush hour crowds on subway systems in cities such as Washington, DC and New York.

Meanwhile, many metropolitan areas face huge funding shortfalls for rehabilitation of their aging highway and transit systems. An innovative market-based concept can increase the ability of existing freeways to move more people during rush hours and provide much-needed funding for transportation improvements in metropolitan areas. The concept, known as “Fast And Intertwined Regular lanes” or FAIR lanes, involves separating lanes on existing freeways into two sections: Fast lanes and Regular lanes. On the Fast lanes, fast, frequent, and high quality bus, jitney and limousine-type para-transit services are provided. These services are subsidized using revenues obtained from tolls charged to low-occupancy vehicles for premium express service on the Fast lanes. Carpools and vanpools with four or more persons are permitted to use the Fast lanes free of charge.

Low occupancy vehicles in the Fast lanes are electronically tolled. Tolls are set in real time to limit traffic to the maximum that can be accommodated at free-flow speeds. If traffic volume in the Fast lanes approaches the limit, tolls are immediately increased to discourage entry by additional low-occupancy vehicles. Motorists are advised of the toll rate changes through electronic message boards located in advance of the entry points to the Fast lanes.

Privately operated limousine and jitney services use the Fast lanes to provide fast, reliable, safe, comfortable and courteous door-to-door service for a total commute time, including pick-ups and drop-offs, no longer than it would take a low-occupancy vehicle on congested lanes. These services provide more choices to commuters, filling the huge gap in service quality and price that currently exists between low-cost fixed route transit and high-cost exclusive ride taxi service. Public subsidies, funded from toll revenues, could be in the form of support for insurance costs. Currently, unregulated privately operated jitanes in New York and Miami are able to provide service without public subsidy.

In the remaining Regular lanes, constricted flow would continue, but drivers would be compensated with toll credits. Credits would be valued at about 25 percent of the toll being charged concurrently on the Fast lanes. Accumulated credits would allow a toll-free ride on the Fast lanes at least once a week, or could be used as payment for transit or limo services, or for parking at commuter park-and-ride lots. Motorists who desire credits would need to display electronic toll tags. The credits would compensate motorists for giving up their right to free use of lanes converted to Fast lanes. They would be funded from toll revenues from the Fast lanes.

*Additional delays are highly unlikely for those in the Regular lanes, because improved ridesharing, transit, jitney and limousine services supported by toll revenues would actually increase person throughput and get many drivers out of their cars. Even vehicle throughput would increase. As much as a third of freeway lane capacity is currently lost due to hypercongestion in rush hours. This lost capacity would be recovered on the free-flowing Fast lanes, increasing overall freeway vehicle throughput. Currently, two Fast toll lanes are in place in each direction on the 12-lane State Route 91 freeway in Southern California. The two eastbound toll lanes move more than 40 percent of traffic during the afternoon peak period, with only 33 percent of lane capacity.*

FAIR lanes will be socially equitable because they will substantially improve access for lower income individuals. Toll revenues would be used to fund toll credits for those who cannot use alternatives to solo driving; improved transit, limousine and ridesharing services for those who can; and, if Federal laws are modified, affordable housing for those who choose to live closer to their work sites. With FAIR lanes, the premium service needs of those willing to pay are addressed, while at the same time access is improved for those not willing to pay the price for premium service, for the greater good of society.

Experience with California’s State Route 91 toll lanes has shown that even those who do not regularly use the toll lanes value highly their existence and the option to use them if and when they do need premium service. Among the motorists who use the toll lanes are lower and middle-income commuters running late for work; blue collar service personnel trying to squeeze in an extra service call into their work day; parents rushing to the day care center to pick up their children before high late charges kick in; white collar workers and sales personnel trying to get to an appointment or meeting on time; and parents who need to be home in time for evening activities with the family.

FAIR lanes could be established on any existing congested freeway facility, preferably a facility with 3 or more lanes in each direction. When adding new freeway lanes, an existing adjacent free lane can be combined with the added lane to create a wider Fast section. On congested toll roads or bridges, higher tolls could be charged on Fast lanes, while other motorists could be given discounts. Where there are underutilized HOV lanes, an existing adjacent free lane can be added to the HOV lane to create a two-lane Fast section.

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**FAIR Lanes!** (Continued from Page 11)

On September 6, 2001, just a few days prior to the September 11 attacks, representatives from several transportation agencies and stakeholders in the New York metropolitan area gathered to investigate the potential for FAIR lanes. New York is discussing this innovative pricing concept because FAIR lanes would carry many more commuters on existing highway infrastructure during rush hours, improving the ability of its transportation system to accommodate job and economic growth. FAIR lanes could provide an equitable, financially feasible and economically efficient strategy to meet the transportation needs of the New York metropolitan area. The fact that many vehicles in the New York area are already equipped with electronic transponders was considered to be a plus with regard to making the concept feasible. Many existing freeways and free bridges were suggested as possible candidates for an immediate demonstration of the concept. It was also suggested that, in the longer term, the region could use the concept to manage new capacity proposed to be added on existing freeways.

Participants discussed possible public reaction based on the reaction of solo-driver focus groups held prior to the symposium. The focus groups liked the concept primarily because of the variety of commute choices that they would have. They did not seem concerned about an existing lane being taken away from them for conversion to a Fast lane. Forum participants agreed, however, that overcoming political and public resistance to new tolls would not be easy. The key is to form a Task Force to involve elected officials in the decision process, and to find a political champion. Elected officials could become interested particularly because of the potential to obtain new revenues for needed transportation improvements, especially where funding problems exist.

**About the author:** Patrick DeCorla-Souza is Team Leader of Highway Pricing and Systems Analysis at the Federal Highway Administration, Washington, DC; e-mail: [patrick.decorla-souza@fhwa.dot.gov](mailto:patrick.decorla-souza@fhwa.dot.gov); Tel: (202)-366-4076

**Disclaimer:** The views expressed in this article are those of the author and do not necessarily represent the views or policies of the Federal Highway Administration or the U.S. Department of Transportation.

Forum participants discussed operational issues using as an example a 30-mile section of the I-287 freeway which has three lanes in each direction with an additional reversible lane in the middle section on the Tappan Zee bridge (shown below in the picture).



## ***International Board Meeting Washington, D.C. November 3, 2001***

By JOSEPH G. PECORA

INTERNATIONAL DIRECTOR, DISTRICT 1

### **Improving the Institute**

The Institute is financially sound. Originally, the 2001 Budget projected a deficit of \$336,000. However, as of September 30, 2001 we are now projecting a surplus of \$238,000. This is largely due to publication sales for the HCM, Green Book and MUTCD. Our publication sales are normally around \$350,000. However, this year we expect nearly \$2 million in sales which will be a record. There is concern about the upcoming financial future, and the Board has taken certain actions to be prepared for any economic downturn. A new budget was approved for 2002.

### **Transportation Professional Certification Board**

The PTOE exam was given on October 27, 2001. A large number of participants took the exam. However, there were software problems and steps are being taken to correct the problem in the future.

The next PTOE exam will be held on April 6, 2001. If a Section desires to host a site, the local ITE Section must be willing to promote the PTOE exam, market and conduct a PTOE refresher course prior to March 17, have significant ITE Membership within commuting distance, and have a hub airport nearby. Additional sites cost \$1,500.

With respect to the other Certification Programs, i.e., "Traffic Operations Planner" and "Transportation Planner", it is the feeling of the Board not to move further on this until we are further along with the PTOE Certifications.

### **Education**

ITE Online Learning Gateway Program is underway. We need to start marketing the program and its advantages to our membership. Check the ITE website for more information.

### **TEA21**

The Board met with staffers from the House of Representatives and the Senate to discuss the re-authorization of TEA21 which expires September 30, 2003. ITE will be providing assistance in this matter.

### **Hot Topics**

One of the upcoming hot topics in light of the September 11<sup>th</sup> tragedy is transportation security. ITE will be working with other professional organizations to assist in the dialogue with FHWA regarding this matter. The Spring Conference will have sessions devoted to this topic.

### **Special Committee on Public Relations**

The Public Relations Committee issued their final report to the Board in which the #1 issue is "Neighborhoods - Traffic Issues". It is the desire of the Committee to have a video produced regarding this topic. ITE headquarters is going to pursue this issue as well as other topics formulated by the Committee.

### **Red Light Running Issue**

ITE staff continues to work with Congressman Dick Armey's office regarding this matter.

### **Publications**

As indicated previously, publication sales this year will reach an all-time high of approximately \$2 million. The Traffic Engineering Handbook is scheduled for a November, 2002 release, the Transportation and Land Development publication is scheduled for January, 2002 and the Geometric Handbook is progressing. Progress is being made to have some publications in Spanish. The first publication will be a glossary of terms published in Spanish for our ITE members outside the United States.

### **Gateway Online Learning**

ITE and Deakin Prime will expand the range of courses available to the membership over the next several months.

Site Impact Analysis	January, 2002 release
Signs and Markings	January, 2002 release
Signal Need Determination	March, 2002 release
Signal Function Design	June, 2002 release
Capacity Analysis (Un-signalized Intersections)	March, 2002 release
Safety Analysis	March, 2002 release
Un-signalized Intersections	
Intersection Evaluation	June, 2002 release

### **Membership Growth**

ITE membership continues to grow compared to the other professional organizations which are declining. Agency memberships continue to grow, as well.

### **International Vice-Presidential Candidates**

The Nomination Committee met November 3 and 4 to choose the candidates for International Vice-President. The two candidates will be our own John Kennedy (former International Director - District 1) and Steve Hofener. More information regarding their candidacies will be forthcoming.

### **Annual Meeting - Chicago**

Last August's Annual Meeting in Chicago was technically successful, but the Institute did have a small financial loss due to the unreasonably high costs associated with the hotel. Steps are being taken to minimize future losses.

### **Federal Contracts**

FHWA continues to look to ITE to assist in various task orders. ITE received two additional contractual opportunities. One is a grant from the FHWA, "Midwestern Resources Center" to prepare an informational report concerning "Engineering Safer Intersections to Prevent Red Light Running". That should be done in April, 2002. The other is a cooperative agreement from the Environmental Protection Agency on "Quantifying the Change in Travel Patterns as a Result of Smart Growth".

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## International Board Meeting...(Cont'd from Page 13)

### Board Meeting

The next Board Meeting will be at the Spring Mid-Year Conference to be held March 24-27, 2002 at the Innisbrook Resort in Tampa, Florida.

Finally, on a personal note, I am completing my third year as your International Director. I don't know where the three years have gone by, but it has been my pleasure and distinct honor to represent you, District 1, on the International Board. One never knows where life will lead you. I thought I was finished with elective office once I completed my years of service with the Met Section. Little did I realize that I would be here today issuing my final report as International Director. So, who knows what lies ahead? I wish my successor, Rich Zabinski, much success. I know he will do a great job for the District and represent all of us well.

Thank you again for all the support that I have received from the District.

## Employment Opportunities



INNOVATION IN TRANSPORTATION

**KLD Associates, Inc.** is a growing, internationally recognized firm specializing in: transportation engineering, Intelligent Transportation System (ITS) applications, motor vehicle and highway safety research, and the development and application of state-of-the-art computer software for traffic engineers and transportation planners.

We are currently seeking qualified applicants for positions in the following offices as described below:

**Junior Transportation Engineer - Huntington Station, New York :** Entry level position for a recent graduate of a recognized Master's Degree program in Transportation Engineering. Position will involve application of traffic simulation models, planning models, and signal optimization models. Applicants should identify experience with these models in their academic, and/or professional careers. Knowledge of computer programming in JAVA and/or C/C++ is a plus. A competitive salary will be offered based upon experience. Considerable opportunities for professional growth and advancement are available.

(Continued Next Column)

## District's Chair's Message

TERRIY RICE

First I would like to take this opportunity to thank the District Executive Board, as well as the many other volunteers who provided assistance to me over the twelve months I was the District Chair. I also wanted to provide a recap of some of the activities that the District has been involved in over the past year included:

- Executive Board Meeting
- District Annual Meeting – providing input and guidance before, during and after.
- District Board Meeting
- Nomination & Election of Secretary/Treasurer
- Nomination of International Vice President (one of the two candidates is our own New England Section's John Kennedy)
- Coordination with Sections

The above activities could not have been accomplished without many dedicated transportation professionals who gave time back to our profession. As I stated in a previous message, the strength of the Institute are our members getting involved in ITE and the more members that take an active role, the better the organization will be.

My parting message as Chair is this. GET INVOLVED! Many members have given many hours to ITE and I am sure all would agree that the experience is very rewarding. If you have been involved before and taken a break, you earned it, but we need you back to be a mentor providing input and guidance to all of us. If you have never been involved or infrequently active, call your Section or Chapter officer and volunteer to assist in an event. One doesn't need to wait for a call, initiate the call yourself; you'll be enriched by the ITE experience.

Good luck to all in 2002 in both your professional and personal lives!

*Excellent verbal and written communication skills are required for this position.* To demonstrate these skills, applicants are required to provide a cover letter and detailed resume in order to be considered for an interview. Please mail these materials including salary expectations and history to:

Personnel Director  
KLD Associates, Inc.  
300 Broadway

Huntington Station, NY 11746-1405

Applications for this position submitted via e-mail, fax, or telephone, **will not be considered.**

(Continued On Page 15)

## Employment Opportunities (Continued From Page 14)

### TRAFFIC ENGINEERS

Rapidly expanding LI transportation consulting firm has an immediate opening for Mid and Senior Traffic Engineers. Ideal candidates will be familiar with the Highway Capacity Manual and preparation of traffic impact studies. Must possess a working knowledge of Word, Excel and Highway Capacity Software. Good writing, communication and analytical skills are essential along with an enthusiasm for learning and a desire to succeed. We encourage professional development with opportunities for advancement in a team-oriented, professional environment. We offer a competitive salary and benefits package.

Send resume to:

**Eschbacher Engineering, P.C.**

**Fax: (631) 249-4925**

**E-Mail: [info@eschbacher.com](mailto:info@eschbacher.com)**

**Website: [www.eschbacher.com](http://www.eschbacher.com)**

**Eng-Wong, Taub & Associates** is seeking to fill two positions on a range of traffic and transit projects currently underway in its New York City office. 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, MUTCD and ACCESS highly desirable; good communications skills and ability to work directly with clients. Excellent growth potential for the right individual.

**Engineering Technician:** 0-2 years experience in traffic and transportation desirable but not a prerequisite. Good computer and math skills, field experience, and database management a plus.

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

**Lockwood, Kessler & Bartlett, Inc.**, a leading consulting firm in the field of civil/transportation engineering is seeking traffic/transportation engineers for its Long Island office. The candidate shall possess: a B.S. or higher in engineering; EIT or registration as a Professional Engineer preferred; and proficiency with current traffic software programs is a plus.

Applicants should forward resumes via mail, fax, or e-mail to: Personnel Director, Lockwood, Kessler & Bartlett, Inc., 1 Aerial Way, Syosset, NY 11701. Fax # (516) 931-6344; Web Address: [www.lkbinc.com](http://www.lkbinc.com)

### CIVIL ENGINEERS WANTED: FROM ENTRY TO MID-LEVEL

**Schneider Engineering, PLLC** is a small consulting engineering firm specializing in traffic engineering, roadway design, drainage design, site development, transportation planning, construction inspection and litigation support. Schneider Engineering, PLLC is now entering its 14<sup>th</sup> year. We have immediate openings for both entry level and mid level civil engineers who are able to have a hands on approach in producing quality work products. We currently have contracts with major towns on Long Island for many multi-disciplined civil engineering projects.

The prospective candidates should be proficient in writing, communication and analytical skills. The candidate should also have a strong background in CAD. A Bachelor of Science in Civil Engineering degree is required.

**Schneider Engineering, PLLC** offers a unique career opportunity that will allow you to work in many engineering disciplines.

We have competitive compensation and benefits packages.

Interested candidates should send their resume and salary requirements to:

**E-mail to:** [SCOTT@SCHNEIDERENGINEERING.COM](mailto:SCOTT@SCHNEIDERENGINEERING.COM)

**Fax to:** 631-698-6299

**Or by mail:** Schneider Engineering, PLLC  
356 Middle Country Road, Suite 306  
Coram, New York 11727

**Additional Information: Position Type: Full Time**

**Maser Consulting PA** is one of the metropolitan area's leading consulting engineering firms. Due to recent expansion in several of our offices, we are looking for talented individuals to join our award-winning team of professionals. Maser Consulting PA offers a comprehensive benefits package, competitive salaries and excellent opportunity for career advancement and professional growth. Following are some of the opportunities we currently have available:

**Project Traffic Engineer** - This is a unique opportunity for a motivated individual to grow into a project management position. Our Hamilton, NJ office seeks an experienced traffic engineer. Qualified candidates will have their BSCE, EIT (PE a plus) and 3-5 years of experience with traffic impact analysis, signal analysis and design and traffic signing and striping. Candidates must be familiar with MUTCD, HCM, HCS and Trip Generation. Synchro and SimTraffic a plus.

**Project Civil Engineers**- Qualified candidates will have their BSCE, EIT (PE a plus) and 3-5 years of experience with site development/private sector engineering. Must have knowledge of AutoCad 14, Land Development Desktop a plus. Positions are available in Toms River and Hamilton, NJ.

All interested candidates please submit a resume to: MASER CONSULTING P.A., Allison Bernstein, PHR, Human Resources Manager, 30 Freneau Ave., Matawan, NJ 07747, 732-583-5900-phone, 732-583-8950-fax, [abernstein@maserconsulting.com](mailto:abernstein@maserconsulting.com).

EOE. [www.maserconsulting.com](http://www.maserconsulting.com).



# TRANSTALK

A PUBLICATION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

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## ***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.)

## ***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***

### **ITE Met Section**

The next meeting of the Met Section is scheduled for Wednesday, March 27th at LaFontana in New Brunswick, NJ. 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](http://www.ite-metsection.org).

### **ITE 2002 Spring Conference and Exhibit**

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

### **ITE District 1 Annual Meeting**

May 15-17, 2002  
Shelter Island, NY

### **ITE 2002 Annual Meeting and Exhibit**

August 4-7 - Philadelphia, PA, USA

### **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)