

The INTERCHANGE

President's Message

By Don Adams, P.E., PTOE



The President's message in the March 2006 issue of the *ITE Journal* includes a section on mentoring, and how ITE is encouraging the development and implementation of mentoring programs for all levels within ITE. In the same article, International President Rich Romer congratulated

Eugene M. Wilson as the recipient of the 2006 Theodore M. Matson memorial award and recognized Gene, among other things, as a mentor to many ITE members.

After reading that article I figured I better brush up on mentoring! As I did a little research into ITE and mentoring, I was surprised to find so much history. I came across an article by Joan Walters (Peyrebrune at the time) in the January 1994 *ITE Journal*, under the leadership of Marsha Anderson, when ITE officially kicked off their Mentoring Program. Joan highlighted the benefits of mentoring programs at universities, consulting firms and DOTs.

Mentoring can be described as the activities conducted by a person (the mentor) for another person (the mentee) in order to help that other person to do a job more effectively and/or to progress in their career.

The mentee, mentor and supporting organization all benefit from mentoring. For the mentee, the benefits include career advancement, learning and development, and networking, to name a few. The mentor takes away a sense of personal fulfillment and has the opportunity to train someone to take on some of their responsibilities, freeing them up for bigger and brighter opportunities. Organizations may have the most to benefit, as mentoring is a cost-effective way to develop leaders and improve communication. Seems like a pretty obvious program to grasp onto!

While I felt inspired to initiate our own mentoring program in Upstate New York, I realized that we do not need an official program to have extraordinary mentoring - it is all around us in ITE. It happens at every meeting - local arrangement committee meetings, executive board meetings, section and district meetings and even at the social gatherings. It should happen every day on the job - we should mentor and we should be mentored. Jack Welch, former CEO of General Electric encourages everyone to have as many mentors as possible and not risk getting attached to one "turkey" who will take you down when they fall.

Through ITE, I have the opportunity to interact with many mentors that I am grateful for. Bill Holthoff, as an Executive Board member of the Upstate NY Section, encouraged me to get involved with ITE when I was an entry level engineer and had never even heard of ITE. Recently, as a member of the Upstate Executive Board, I have had the opportunity to be mentored by my predecessors on the Executive Board; Joe Tocke, Lorenzo Rotoli and Tim Faulkner, who led by example and are always available to answer questions. The opportunity to interact with these mentors provided the benefit of

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The INTERCHANGE

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Don't Forget...



2006 District 1 Annual Meeting
May 17-19, 2006

**Check your mailbox for registration material
Register by May 1st to receive the discounted rate**

Welcome New Members

The ITE NY Upstate Section is proud to welcome our newest members. Below is a list of members that have joined the Section since our last publication. We look forward to meeting you at our next event!

Paul M. Colucci
Costich Engineering
Rochester, New York

Edward J. Doughney
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Trip Generation Data Request

By Don Adams, P.E., PTOE
President

At the last ITE NY Upstate Executive Board meeting, the conversation drifted toward the challenges of convincing the public and local governments that national ITE rates are representative of the conditions they should expect when proposed projects are completed. We decided that this would be a great idea for a Section technical project! We should have known that we were not the first to think of this. A similar project was initiated by Shelly Johnston back when she was president. As a matter of fact, there has been an invitation for trip generation data on our Section website for several years.

While *Trip Generation, 7th Edition* is a great resource, the rates are based on data from all over the country. So how accurately does it reflect the rates for Upstate New York? With that being said, I encourage you to submit data and encourage your clients to share their data to improve the accuracy at which we can estimate traffic generation for proposed developments. A copy of the data submission form can be found in your *Trip Generation, 7th Edition User's Manual* and on the Section webpage (www.itenyupstate.com).

It is our intent to develop our own trip generation data for Upstate New York, as well as contributing to the ongoing development of the national trip generation rates. ITE International is *interested in data for all land uses*. Presently, the following land uses are of particular interest: arena/stadium; assisted living/congregate care/elderly care/retirement community; casino; convention center; courthouse; distribution centers; garden centers; internet service providers; museum; outdoor sport field; self-storage facility; stand-alone specialty retail by specific type (coffee shop, book store, florist, etc.); university campus; and video rental stores.



President's Message

(Continued from page 1)

interacting with different personalities, leadership styles and technical specialties, experience that I doubt can be matched anywhere else in our profession.

I encourage each of you to find someone to mentor: maybe a student or entry-level engineer. Take them to a meeting and ask them to get involved. I also recommend that you identify a mentor or two for yourself. There are plenty of great mentors out there for many seasons and facets of your career - take advantage of it!

Tips on Mentoring

For the mentor:

- Active listening;
- Patience;
- Willingness to spend time,
- Suggest, do not dictate;
- Communicate; and
- Share both successes and failures

For the mentee:

- Make sure the mentor's skills match your needs and expectations;
- Be respectful of the mentor's commitment; and
- Be receptive to feedback and advice.

I leave you with a quote from Marsha Anderson Bomar, 1994 ITE International President - "If I leave an empty road behind me, if my example does not stir someone into action, then my contribution is small, no matter what I do personally." Think about that!

ITE has been great for my career, so for those new engineers that don't know any better - sign them up!

I hope to see you in Cooperstown,

Don



Member Spotlight

Curtis Ecklund, P.E.
Transportation Engineer
LaBella Associates, P.C.

Our March 2006 ITE NY Upstate Section member in the spotlight is Curtis Ecklund, P.E., ITE member since 2001.

Curtis Ecklund grew up in Jamestown, New York. He earned a B.S. in Forest Resource Management from SUNY Environmental, Science and Forestry in 1985. He later returned to SUNY ESF and earned a B.S. in Forest and Natural Resource Engineering in 1992. When asked what interested him to study engineering, Curt said, "I liked putting numbers and formulas together to define the workings of our world. When I got out into the workplace, I found out that numbers are only a small part of engineering. Communicating solutions to a client or the public, then communicating the design to a contractor is a much bigger part of what I do".

Curt is a Transportation Engineer with LaBella Associates, P.C. in Rochester, New York and has been there since 1992. His favorite project experience since working as a Transportation Engineer was the Port of Rochester Redevelopment Project for the City of Rochester. He says that the City of Rochester has been making improvements to its many miles of waterfront and it was an exciting and challenging project.

"The Port is a focal point for many types of transportation. This project consisted of

transportation access, building facilities and waterside improvements to expand and enhance public access to the waterfront, as well as provide the necessary infrastructure to support public recreation, transportation and economic development opportunities. New access roads, parking lots, and a ferry terminal were developed to once again make the Port of Rochester a functioning port. The port is now a border crossing point controlled by the U.S. Customs. A fast ferry has operated between Rochester and Toronto, Canada for the past two years. It was interesting being a part of this project from concept to construction. It had many facets, many interested parties and many disciplines working on it."

Curt resides in the Town of Pittsford, NY with his wife and two daughters (ages 4 and 6). They live in an area that still retains some rural character and they have a two stall horse barn and several acres of pasture where they used to keep their own horses. Curt enjoys outdoor activities such as golf, windsurfing, fishing, and hunting.

If you would like to recommend one of your fellow ITE NY Upstate Section members to be spotlighted in the next issue of The Interchange, please email Christina Douglas at cdouglas@cha-llp.com.

2006 ITE NY Upstate Section Annual Meeting *Buffalo, New York*

The Section's Annual Meeting will be held in Buffalo, New York this **October**. Our Section's Vice President, **Paul Pfleuger** of Watts Engineering & Architecture, PC, will be the chairman for the meeting. If you have any questions or are interested in helping in the planning of the event, please contact Paul at (716) 836-1540. Look for event date, location and registration materials

2007 ITE NY Upstate Section Treasurer Election

In the coming year, the ITE NY Upstate Section will be holding another election for the incoming Treasurer for 2007. The new treasurer will be coming from the Albany area, so if you are interested, please contact Section President Don Adams at (518) 446-0936 or any of the other officers. If you really want to see what it's all about, feel free to attend an Executive Board meeting this summer on July 14th in Syracuse, NY.

Excerpts from

Tips and Trends in Transportation

Volume 12, Issue 2 (Spring)

Compiled by Jim Harris and W. Martin Bretherton Jr., P.E.

Roundabouts

Roundabouts are becoming more common in the US. For cities and counties just getting started, a common question from elected officials is, "Who else in the US has installed these 'new' traffic control devices?" Kittelson & Assoc, Inc. is keeping an inventory of roundabouts they know about or are given information about.

The current inventory is located at <http://roundabouts.kittelson.com>. The website also has information about design guidelines and resource lists.

If you have any questions, please contact Lee Rodegerdts. His contact information is on the website.



New parking meter incorporates enforcement

Canadian company, Photo Violation Technologies (PVT), has announced its patented Photo Violation Meter. The new meter uses a combination of sensors, photography, and wireless technology which the company claims makes it the only parking meter that enforces itself while giving municipalities more than five times the revenue of current on-street meters. Trials of the new meter are scheduled for January 2006.

Drivers have the convenient option of paying by coin (multiple-currency accepted), phone, debit, credit card, or smart card, right at their vehicle. User-friendly features include a No-Fine option, Grace Periods and Instant Notifications (all patent pending).

The No-Fine feature gives drivers the option to simply swipe a credit card and the PVM incrementally adds time to the meter, billing the credit card as time passes, and stops billing the minute the vehicle pulls away. The Grace Period feature is available to drivers who are running late, allowing payment at the meter for expired time, rather than receiving a violation. If they cannot return within the Grace Period, they have the option to pay for violations at the meter for a discounted fine. Additionally, the Instant Notification feature notifies the driver of, and prevents payment for, rush hour and no-parking conditions, preventing user vehicles from being towed. The option to add time remotely by phone, eliminating any third party

provider fees, is already integrated into the Photo Violation Meter.

In terms of enforcing itself, when a vehicle parks and moves away without payment, the camera takes a picture of the offending vehicle's license plate and sends it to the central processing center. PVT claims this feature will drastically cut down on violation disputes and court time by providing a picture of the offending license plate to prove the vehicle was in violation. This self-monitoring meter allows municipal parking personnel to maximize their time and eliminate inefficiencies.

The new PVT has the support of IBM, who will supply the PVM with a robust back-end server, hosting and maintenance services, minimizing municipalities' worry about downtime, protection of data and server back-ups.

Accessibility Guidelines

The US Access Board has released a second draft of its proposed accessibility guidelines for the public right-of-way. Posted to its website at <http://www.access-board.gov/news/row-draft.htm>, the new draft incorporates many of the industry and consumer recommendations submitted in the comment to the Board's June 2002 draft. It is being released to the public in order to facilitate the development, with industry, the cost/benefit analysis that is the next step in the PROW rulemaking under the ADA. Title II of the ADA, which covers State and local governments, requires new construction and alterations to be accessible to and usable by people with disabilities: standards serve as a measure of that requirement.

The Board's guidelines, which cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, roundabouts, and other components of public-rights-of-way, serve as a basis for DQJ and DOT standards. Noting that the current ADA standards were developed largely for buildings and facilities on sites and are difficult to apply to the public right-of-way, the Federal Highway Administration (FHWA) encourages use of the draft guidelines as a best practice.

ITE on the Other Side of the World

By Frank Dolan, P.E., PTOE



After almost ten years in the planning phase, the trip to Australia and New Zealand began on July 28, 2005. And what a memorable trip it was! Sparked by the incentive to attend the 2005 ITE Annual Meeting & Exhibit and the opportunity to pursue a longstanding desire to see both Australia and New Zealand, my wife Peg and I began the 22 hour journey across the oceans from San Francisco to experience a trip of “Planes, Trains and Automobiles” and busses, too.

Much to our surprise, our journey began in the company of good ITE friends Alf and Nancy Guebert and Jim and Beverly Pline when we spotted them in the terminal area of the airport. And so it was throughout our entire trip, as we met ITE friends in almost all of the cities we visited. It reinforced the ITE family relationships that we have been fortunate to build over almost 35 years of membership.

The International meeting in Melbourne, Australia was a success, with a variety of good technical sessions and exhibits. I was pleased to see the many District One members who attended. The meeting ended with a great banquet with excellent entertainment, music, food, Australian Wine and Beer and most of all, great company. The hospitality of the Australian and New Zealand members cannot be understated. They made us feel welcome at all times.

The main lesson learned was that no matter where one travels in the world today, traffic congestion and safety are still the priority transportation issues that must be addressed by we, the practicing professionals. We found this to be true in all the locations we traveled. The moment we arrived in Sydney, Australia, we witnessed a crash caused by a “red light runner”. A few days later, our trip was interrupted by a fatal accident on the two-lane highway from Cairns to Port Douglas, which closed the road for several hours. This was the second accident on this road in two days. The headlines in the local

newspaper pleaded with the motorists to slow down and drive safely.

In both Sydney and Melbourne, Australia, long traffic jams were common on the expressways and local street systems during peak traffic periods. In fact, in Melbourne, we found it quicker to walk the almost one mile stretch from our hotel to the convention center rather than take a taxi, which would get caught up in traffic with the meter running. Melbourne has real-time, color-coded travel information signs mounted on the expressway. Being the traffic geek that I am, I actually tested the accuracy of this system on our journey to the airport and found it to be right on to the minute. I became a believer in their system.

Traffic congestion was also a problem in Auckland, New Zealand. En route from the downtown area to the airport, our taxi was stopped on the freeway. The driver, realizing the anxiety, exited the freeway and chose an alternate route through local neighborhood streets. It was there that we experienced almost all of the traffic calming devices developed. The bottom line was our trip through all of the four way stops, speed humps, roundabouts, speed zones and many others was still shorter than the freeway. And we had a happy driver who knew the route and happy passengers who made their flight home.

So if you're looking to travel to interesting places, meet good friends, experience what tools other transportation professionals are using, then I recommend you put ITE annual meetings on your planning calendar. You won't be sorry.



2005 Transportation Project Award Winner Troy Queue Jumper City of Troy, CDTA, Northeast Signals & Transportation Concepts

Background

The City of Troy and the Capital District Transportation Authority (CDTA) began discussions some years ago to relocate a mid-block bus stop to a new location near the intersection of New Third Street and Front Street. The bus stop would receive a new bus shelter and amenities paid for by CDTA and the City would improve New Third Street to accommodate the new transit stop and improve pedestrian safety at the signalized intersection of New Third Street, Fulton Street and River Street. However, the location of the proposed transit stop and shelter did not lend itself to normal transit operations at a signalized intersection.



Bus moving into the intersection after receiving the "queue jumper" indication

The location of the new stop was approximately 80 feet in advance of the normal stop bar placement at the signalized intersection of New Third Street, Fulton and River Street. The revised design of the intersection included a reduction in the total number of southbound lanes from 4 to 2 and the addition of a transit lane in front of the shelter.

This design caused serious concern to CDTA and its drivers because they did not know how buses would be able to re-enter the traffic stream after discharging and/or picking up passengers when they were competing with automobile traffic to the left. It was clear from the beginning that normal traffic had to be stopped at the unusual stop bar or the buses could not move into the traffic stream. It was also clear that CDTA would need assistance from the traffic signal in order to know when the buses could depart the bus stop.

The Queue Jumper

In order for the buses to proceed into the intersection, it was decided to add a special transit phase to the traffic signal. This phase would have a special traffic signal face that would be out of the cone of vision for commuting traffic but visible to the bus driver. The indications on the signal would be a red (-) sign, a yellow ball for clearance and a white (+) sign. The red (-) indication was restrictive telling the bus driver not to proceed into the intersection and the white (+) indication was permissive telling the bus driver that it was safe to enter the intersection. The installation of the transit signal face and the reconfiguration of the existing traffic signal equipment were completed by the City's Traffic Signal crew with help from Northeast Signal.

How does the signal know that a bus is ready to enter the intersection? The bus lane has two stop bars. When the bus arrives at the shelter, it pulls up to the first stop bar. At this location it picks up and discharges passengers and stays in this position until it is ready to leave. When ready to depart, it pulls up to the second stop bar where it passes over a loop and tells the signal to activate the "queue jumper" phase.

The "queue jumper" has been in operation for more than a year and has received acclaim as a success and recognized as the first of its kind in upstate NY. It is an example of what can be done when various members of the transportation system work together for a common purpose and are willing to consider fresh ideas to solve problems. This is a clear example where engineering, enforcement and education came together to overcome what, some thought, was an insurmountable situation.



Bus signal showing white (+) sign telling driver it is safe to proceed



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2006 Annual Meeting and Exhibit**



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ITE 2006 Annual Meeting and Exhibit
August 6-9



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NEW YORK UPSTATE SECTION

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Dates to Remember.....

May 17-19, 2006 2006 District 1 Annual Meeting
Cooperstown, NY

August 6-9, 2006 2006 ITE Annual Meeting & Exhibit
Milwaukee, WI

October 2006 2006 NY Upstate Section Annual Meeting
Buffalo, NY (date and location TBD)

October 23-24, 2006.. Transportation and Planning Symposium
Latham, NY