

TRANSTALK COMPLETE STREETS

OCTOBER '18



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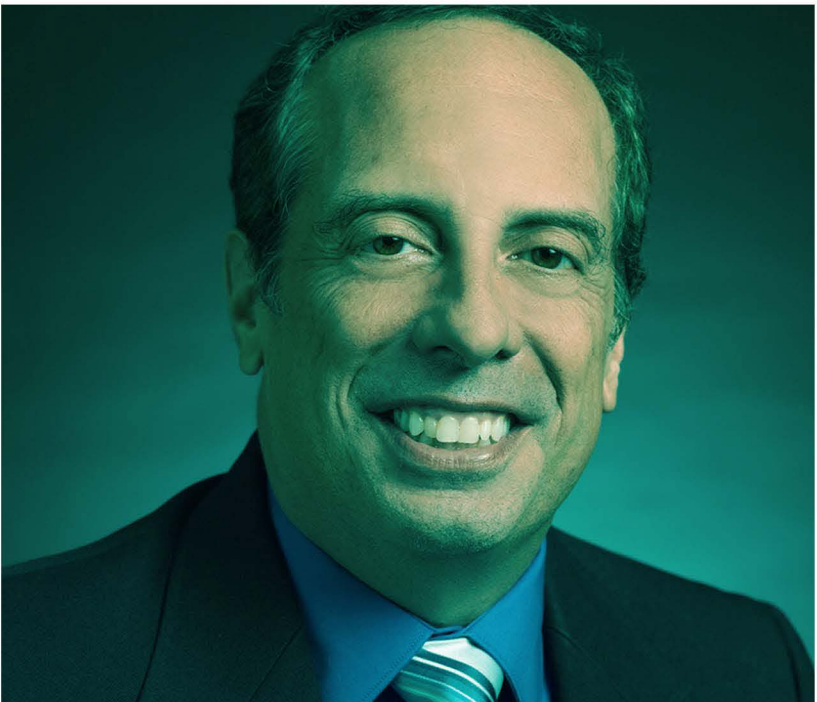
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Arthur's Tavern, Hoboken, NJ

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November Meeting
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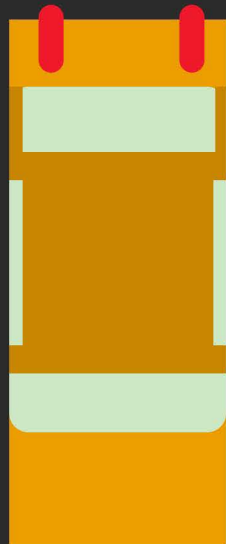
TRANSTALK TEAM MESSAGE

The Complete Streets movement has been largely influential in New York and New Jersey. Many public agencies have started initiatives to implement Complete Street design, and many transportation professionals have experienced these smart roadway designs locally, either as designers or road users. The ITE TransTalk team is proud to present a national and international view on Complete Streets.

Also included in the October 2018 issue are biographies for the 2019 ITE Met Section Treasurer candidates, Farukh Ijaz, P.E. and Marvin Souza, P.E. Please remember to cast your votes!

A NATIONAL PERSPECTIVE ON COMPLETE STREETS

BY RICK PLENCE



Across the nation the face of complete streets takes many shapes whether it is providing first and final mile connectivity through accessible sidewalks at a transit stop or protected bikeways along an urban corridor, the premise remains constant, the more we're able to provide safe, accessible and competitive mobility options, the closer we come to achieving the goal of developing more livable and sustainable communities. The complete streets movements of the last 15 years has accelerated the rebalancing of our transportation networks and has breathed new life into our industry that had for a long time become stagnated on accommodating just a single travel mode. This transportation paradigm shift has resulted in the development in over 1400 complete streets policies across the country and states like California abandoning vehicle level of service performance measures in favor of vehicle miles traveled metrics.

Many of the communities I've worked in across the country including dense urban cities like New York, Chicago and Boston to more rural and suburban communities like Leadville, CO and Boulder, CO has allowed me to appreciate the each community's different perspectives on what complete streets means to them. Many of these communities have aspirational goals for achieving higher non-motorized mode-share targets. The ones that are getting there the quickest are locations where the internal agency staff along with the stakeholder and consulting community are embracing the need for safe, accessible, competitive and connected multi-modal networks. Departments of Transportation in states like Massachusetts and Colorado are a few of the communities that are taking a proactive approach to educating both the professional and constituent community base through in-depth trainings on the primary elements of complete streets are and the best practices for integrating them into your respective community.



Through these training that I help administer I often highlight the importance of thinking about the contextual nature of streets within a community and moving away from the cookbook approach of simply relying on a table in a guide to tell us how we should be designing a street.



When you start combing the qualitative with the quantitative inputs and begin to think about the user experience, you start to realize how our decisions can have dramatic influence on the livability of a community. Simple invisible urbanism strategies like coordinating your signals to progress pedestrians platoons in urban environments, using shorter cycle lengths and incorporating leading pedestrian intervals can all help achieve the community vision zero and mode share vgoals with minor investments. That's the real beauty of complete streets projects that many of these don't take years to develop and cost millions of dollars, some of these projects can be piloted and implemented within a month. In an industry where 10 year project development cycles are often the norm, implementing something in a matter of months for a fraction of the cost and can allow our limited resources to go further. You can transform an underutilized space like the Pearl Street Triangle in Brooklyn with paint, planters, and, street furniture and some simple programming. These street transformations also allow us to address other environmental factors like global warming and sea level rise by providing increased opportunities for resiliency and green infrastructure elements.



STREETS FOCUS

IN HELSINKI
A COMPLETE TRANSPORTATION MODEL
Carson Qing, Transportation Analyst, AKRF, Inc.



Aleksanterinkatu, Helsinki's main commercial corridor, where trams mix with automobile traffic and pedestrians.

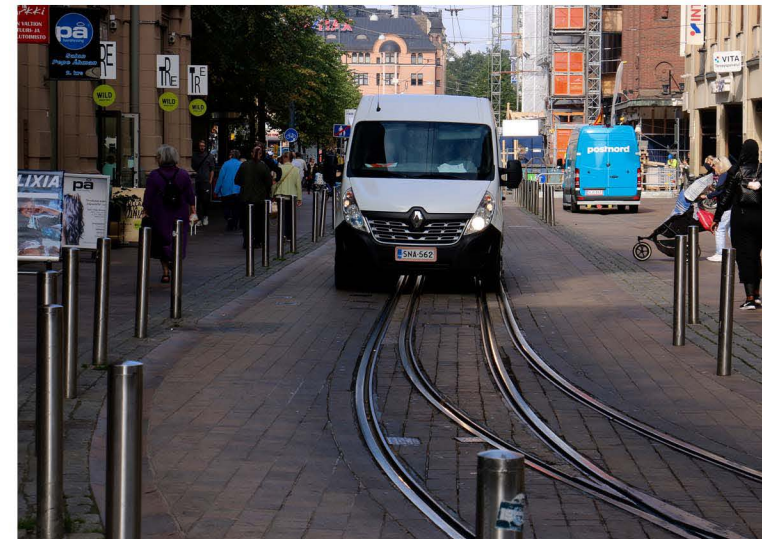
Since the mid-2000s, New York City and other major cities across the country have placed greater priority on making their streets function better and safer for all users. In recent years, major arterials in New York City such as Grand Concourse and Queens Boulevard have been re-designed to enhance safety and promote the use of alternative modes of transportation. These policies may be new to New York City, but similar street re-designs in other major cities across the world. Examples from European cities have often served as the benchmark for how to design streets to better serve all users: while Copenhagen and Amsterdam are best known for their efforts to promote walking and cycling, Helsinki, the capital of Finland, has also achieved remarkable success in designing their streets in a sensible way, as I had observed during a recent visit earlier this year. Unlike other cities such as Copenhagen and Shanghai who have pedestrianized their main commercial corridors,

Helsinki's Aleksanterinkatu, pictured above, connects their Central Railway Station and main retail strip with Senate Square, and essentially functions as a shared zone between transit, taxis, commercial vehicles, pedestrians, and bicyclists. While these shared zones may seem confusing to navigate to those who are unaccustomed to it, streets in Helsinki are generally designed with a visual clarity in intentions, through a combination of well-maintained street markings and paving materials, similar to streets in Japanese cities.

Helsinki has also taken measures to promote walking and biking safety in its street design and policies, installing physical barriers such as bollards along each curbside to help slow traffic and prevent occurrences of vehicles colliding with pedestrians and bicyclists, as shown in the images below.



Arkadiankatu, across from the Natural History Museum, designed with a clear visual differentiation between the purposes of each section of the street

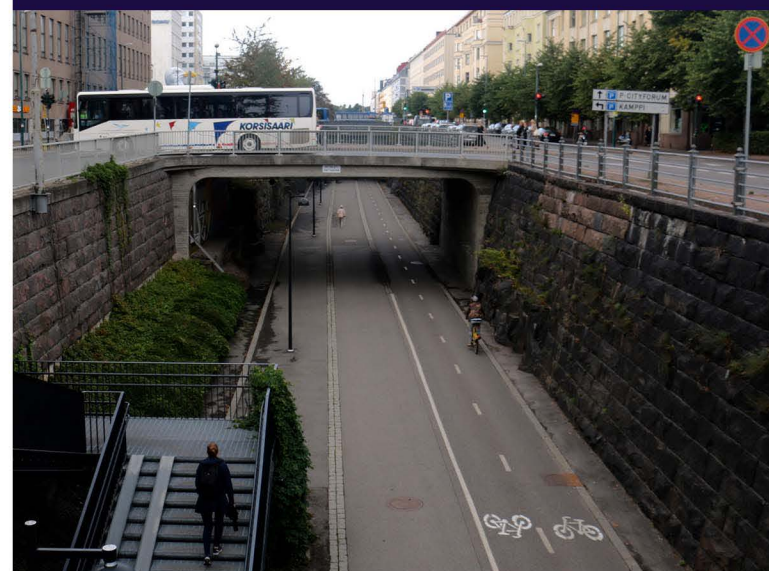


Bollards installed to enhance safety in mixed traffic zones in the city center


Similar to Copenhagen, Stockholm, and Amsterdam, bicycle lanes are ubiquitous, but in 2012, Helsinki introduced the Baavna, a central artery that essentially serves as a jogging/bicycling highway on a former rail track in its downtown. These efforts to enhance the safety and convenience of using alternative modes of transportation have also helped reduce reliance on the automobile in the city.

Traffic congestion and transit delays in Helsinki, at least from my personal experience, seemed to be rare. Finland has the advantage of a small but increasingly wealthy population: there are only 5.3 million people in Finland, whereas there are 8.5 million people in New York City. It has only two subway line and 25 stations (the tram system, however, is more extensive), whereas New York City has 36 subway lines and 472 stations to maintain. Similar to other Nordic countries, Finland has one of the highest tax rates in the world, which helps finance the maintenance and improvement of its infrastructure. Helsinki has a compact downtown center compared to the sprawling metropolises of most North American cities. But as these examples above have shown, Helsinki provides a useful model for how we can make our streets function better for all users: by illustrating clearly what street space should be used for, and by complementing it with other policies and design methods to enhance traffic safety and promote the use of alternative modes of transportation.

Baana, a pedestrian / bicycle "highway" cutting through the city center



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INTERVIEW SERIES



DIEGO CORREA BARAHONA MS, MCRS, MEng.

Ph.D. Candidate, Transportation Planning and Engineering,
New York University (NYU)

Diego is the recipient of the 2017 Dr. Louis J. Pignataro Memorial Transportation Education Award by the ITE Met Section, the Outstanding Graduate Student Award by the Intelligent Transportation Society of New Jersey (ITS-NJ), an Emerging Leader in transportation by NYU Wagner Rudin Center for Transportation Policy and Management. He is a research assistant and doctoral candidate at NYU C2SMART under the advisement of Dr. Kaan Ozbay, C2SMART Director, and Dr. Joseph Chow, C2SMART Deputy Director. On the industry side, Diego is interning at Aimsun in NYC. He is also the president of the ITE NYU student chapter and the vice president of the NYU-ITS student chapter.

Could you walk me through some of your background in the transportation industry?

I grew up in Ecuador, where I earned my undergraduate degree in civil engineering and a master's in transportation. Upon receiving my master's degree, I followed my passion for transportation, where I worked for several years prior to attending graduate school in the US. I worked in Cuenca-Ecuador when the city was experiencing a walking, bicycling, and transit renaissance when the first Integrated Transportation System of Cuenca City (SIT) was being implemented. During this time, I gleaned firsthand insight on how transportation systems can be optimized and harmonized through creative design, thoughtful policies, innovative technology, and strong leadership. I worked for eight years as a professional engineer, participating in transportation planning and design workshops.

In 2011, I worked as an Associate Professor at the School of Civil Engineering and Construction Management at the University of Azuay. While I enjoyed this work immensely, I decided to return to graduate school at Rutgers University in NJ in the Fall of 2012 and subsequent to New York University in 2014 to advance my understanding of transportation planning and engineering, focused on sustainability problems, travel demand modeling, BRT, rideshare mobility, for-hire services, ITS, traffic simulation, and big data analytics.

In 2017 I started my Internship at Aimsun Inc. in the Professional Service Team, in the NYC office, providing assistance on modeling projects from a single intersection to an entire New York region, through the United States and Canada. This gives me the opportunity to experience other facets of the profession like interactions with local and federal transportation agencies. My role as both a student and an intern continues to bolster my passion and leadership for transportation and knowledge of the field.

Could you talk about winning the Pignataro award?

It is an honor to be recognized as the 2017 Dr. Louis J. Pignataro Memorial Transportation Education Award recipient. I was presented with the award at a ceremony at Princeton University on April 17. Dr. Pignataro was a giant in the Transportation Engineering profession, and many members of the ITE Met Section, and of other sections in the US and around the world, were fortunate to have had him as their teacher, mentor, and friend.

This award recognizes an ITE Metropolitan Section of New York and New Jersey student or faculty member who has demonstrated outstanding performance in their studies or teaching and has already contributed to, or shown the potential for contributing to, the Met Section and to the practice of the transportation profession.

I was unanimously selected by the Met section committee members as the award recipient. I am deeply honored and humbled to receive the ITE Metro section, Dr. Louis J. Pignataro Memorial Transportation Education Award. The award includes a plaque with Dr. Pignataro's image and a check for \$1,000.

What caught your interest about the work at C2SMART? Can you talk about some of the research done there?

C2SMART is a USDOT Tier 1 University Transportation Center, using cities as living laboratories to study challenging transportation problems and find solutions from the unprecedented recent advances in communication and smart technologies.

The center's novelty among its peers is the unique combination of the set of strengths and resources in urban informatics, connected technologies, behavioral informatics, and city partners cannot be matched anywhere in the world. It was the main reason for me to move to NYU. I feel that it is my responsibility and a great opportunity to study here. I strongly believe that be part of the C2SMART would impact my professional and private goals in a very positive way. I recognize the potential impact that this opportunity will have on my career, leadership development, and how it will better prepare me to contribute to the transportation industry.

C2SMART's main research priority is improving the mobility of people and goods, with a focus on smart cities. The center's research activities are divided into three areas, which together embody 9 of the 12 vision elements identified by USDOT as the major defining features of a smart city. The areas are Resilient, Secure & Smart Transportation Infrastructure. Urban Analytics for Smart Cities, and Urban Mobility & Connected Citizens.

Can you discuss the topic of your thesis and how your it helps your work at Aimsun?

My current research focuses on transportation planning and sustainability problems. It deals with exploring the emergence of new, tech-enabled transportation services and the effects of private transportation services in cities, focusing on new forms of private transit services such as Uber and Lyft. One of the topics that I am working on right now is of modeling the social welfare impacts of the taxi and for-hire markets like Uber, using data-driven models that capture the dynamics of within-day matching between taxis and customers.

What are some of the most innovative transportation technologies you've seen recently? Where do you think the transportation industry is heading?

Transportation technology is in the center of the future. During day to day activities, I regularly interact with people in research on the state-of-the-art technologies, e.g. connected vehicles, self-driving vehicles, and smart cities. The trend right now is how these new transportation technologies are emerging to meet new challenges.

New technologies are improving the efficiency of existing transportation methods, while new inventions are poised to entirely reshape the way we move. Among the new technologies are:

First, The Internet of Things, which assumes that all people and items can be connected through networks. These vast connected networks could potentially influence many aspects of our daily driving as Route Planning, the Accident Prevention, and Safety. Second, Autonomous Cars, the advent of self-driving driving cars such as the Google car and Telsa are making the idea of autonomous cars a reality. With continued research and development, autonomous car technology will likely become a safer alternative to human drivers, with additional economic and environmental benefits. Connected and autonomous vehicle technology will help optimize roadway utilization, potentially saving billions in future infrastructure expansion. Third, On-Demand Ride Services, in the last five years, Uber and Lyft dramatically changed the way people in large cities find transportation. With an app, riders can request a vehicle to their location, any time they want it.

How do you see technology encouraging the idea of Complete Streets?

The images of complete streets that are out there in many articles today are really based on the human driver scenario, therefore they show separate lanes. However, as AVs are fully deployed, we will start to see images and real-life implementation of shared lanes. As the transition to AVs needs to be tested, we will have the ability to gradually take driven vehicles out of a roadway corridor altogether, particularly in urban centers, and to ultimately have pedestrians, cyclists, and AVs operating in that corridor in a mixed situation. That will be the goal here.

How are we as students preparing ourselves for the future of transportation?

As students, we should be willing to learn from the world experts in transportation to solve real problems facing society, work closely with researchers from many disciplines to conduct basic and applied research.

Current transportation students must be immersed in projects and learning opportunities in areas such as connected vehicle deployment; congestion management; city logistics; traffic engineering and optimal control; logistics and disaster management; multimodal network design; activity-based demand scheduling; smart cities and urban informatics; among others. The learning process must be complemented with the guidelines of a tutor and be complemented using open source and simulation software.

In the end, transportation students should be ready to face real-world challenges, pursuing careers in academia or technical leadership positions in government and industry around the world.

2019 CANDIDATES FOR ITE MET SECTION TREASURER



FARUKH IJAZ, P.E.

Farukh Ijaz, P.E. is a Project Manager at Kimley-Horn and is currently serving the Port Authority of NY & NJ as an on-site Traffic Engineer. He looks forward to expanding his role with ITE Met Section by building on his local and international traffic engineering experience, applying his newly developed leadership skills that he learned through LeadershipITE, and working towards enabling a vibrant ITE chapter that supports its members through the unprecedented transformation that is occurring in current transportation industry.

Farukh believes that professional societies are the most important venue to exercise his passions for leadership, mentoring, meeting people to understand their perspectives and to learn from them and jointly help advance transportation industry. With a progressive outlook, Farukh aspires to see ITE, and especially ITE Met section, as a global and regional driving force for innovation, collaboration, and resource for the rest of the world. His vision is to provide opportunities for young professionals by conducting more events, increasing membership, diversifying collaboration with other professional organizations, and improving the overall visibility and significance of ITE so that the membership has some tangible benefits.

Farukh is an active member of ITE and has attended ITE Met Section meetings since he moved to the East coast in 2014. He is currently serving on the ITE Connected and Autonomous Vehicles committee as well as the LeadershipITE Curriculum committee. As a technology enthusiast, he is also an integral member of the Intelligent Transportation Society of New Jersey (ITSNJ) Forum on Technology committee. Farukh also extends his forward-looking transportation expertise to non-profit organizations, such as serving on the advisory council for Rescue Leftover Cuisine, offering his insight on how automated vehicles could advance its mission of delivering otherwise wasted food to people in need.

Farukh believes in a quote by Heraclitus, "The only thing that is constant is change." He practices and preaches the need to constantly learn new ideas, plan for future changes, adopt new technologies, never stop improving the processes, and collaboration of new non-traditional ideas and concepts such as Big Data, Artificial Intelligence, Interoperability, etc. that are now an integral part of the transportation transformation that we are witnessing and experiencing now. The future Transportation Engineer will need to be well versed in many engineering disciplines (ex. electrical, electronics, structures, data, visualization and IT) to fully manage projects from concepts through implementation including maintenance and operations.

Farukh's experience includes various facets of traffic engineering such as, Intelligent Transportation Systems (ITS), Transportation Systems Management and Operations (TSM&O), Planning, Traffic Safety, Data Analysis, and Complete Streets Design to list a few. Prior to moving to the Northeast, he provided services to the Chicago Department of Transportation in their Project Management Office. While at Chicago DOT, he was instrumental in saving valuable resources by creating process to eliminate duplication of work and reduce traffic impacts from construction-related street closures. Prior to Chicago DOT, Farukh worked in the Middle East as a consulting transportation engineer. Farukh graduated among the top students with a Bachelor's degree in Civil Engineering from the University of Engineering and Technology, Pakistan, and earned a Master's Degree in Transportation from the University of Illinois.



MARVIN SOUZA, P.E.

Marvin Souza, P.E. is an Associate Project Manager for the New York City Department of Transportation (NYCDOT) with over 10 years of experience in transportation engineering with expertise in simulation modeling and Intelligent Transportation Systems

Marvin received his Bachelor of Science in Civil Engineering from Polytechnic University and his Master of Science in Civil Engineering from NYU Polytechnic School of Engineering. Marvin holds Professional Engineer licenses in Connecticut and New York. He is also an alumnus of highly regarded leadership programs Dale Carnegie and NYCDOT's Future Leaders.

Throughout his career Marvin has been involved in several of New York City's high profile transportation projects including construction of the No. 7 subway line extension to 34th street, 2nd Avenue subway, the World Trade Center transit hub, and more recently transit signal priority projects for MTA's expanding Select Bus Service.

Marvin has been an active member of the ITE Met Section since first being introduced by Mike Salatti and Tra Vu. Since then, Marvin has taken a proactive role within the organization accepting the responsibilities and duties as co-chair for the Long Island Local Arrangements committee and supporting other committees such as the Strategic Planning Committee and Government Committee.

Marvin recognizes that the transportation profession is undergoing a pivotal shift due to changing trends and emerging technologies. ITE can be instrumental in leading the change and be at the forefront shaping the course of this change. If elected to serve on ITE Met Section's Executive Board, Marvin will continue to further ITE's mission to shape the future of the transportation profession and provide transportation professionals with opportunities to acquire the knowledge and skills to serve their communities. He is dedicated to exploring new avenues for membership growth and providing continued value to its membership base by engaging with both internal and external influential partners of the transportation industry.

Marvin is thankful and truly humbled by the positive support and consideration by the ITE Met Section Executive Board and the section membership. He looks forward to serving the Met Section in a greater capacity.

2018 ITE MET SECTION PRESIDENT'S MESSAGE



STEVEN W. EISENBERG, P.E.
Associate, L.K. McLean Associates, P.C.

Greetings everyone!

I hope everyone had a great summer. I can't believe three quarters of the year has passed us by already. It has been a busy year, and at the same time very rewarding. We are working on getting as many new members as possible, in the hopes of overtaking the 2nd spot in the United States in terms of overall membership. The goal is within our reach, and hopefully we are able to do it.

In this issue, our theme is complete streets. There are many benefits of Complete Streets which include improving safety and the reduction of accidents by incorporating various safety improvements (i.e. raised medians, bike lanes), health benefits for both adults as well as children by encouraging more walking and bicycling, easing the capacity of our ever growing transportation networks through the use of many different multimodal options, reducing emissions and improving air quality, as well as being economically appealing. Integrating "Complete Streets" components into our current designs will not only save money in the long run, but can also improve the economic health of our communities by providing more accessible and efficient means of connecting our multimodal networks, schools, and parks, just to name a few.

We have some really great articles in this issue, an interview with the President of the student chapter at NYU Tandon, and in this issue, the Bios for our two candidates for the treasurer position for next year, Farukh Ijaz and Marvin Souza. Please take two minutes out of your day, and please cast your ballot for one of these two tremendous individuals before the elections close.

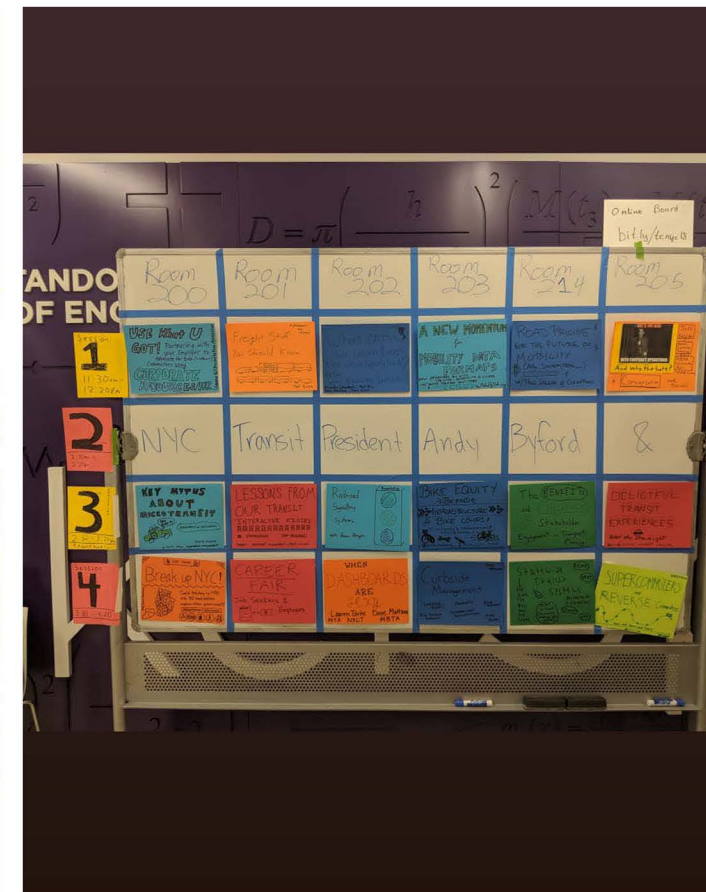
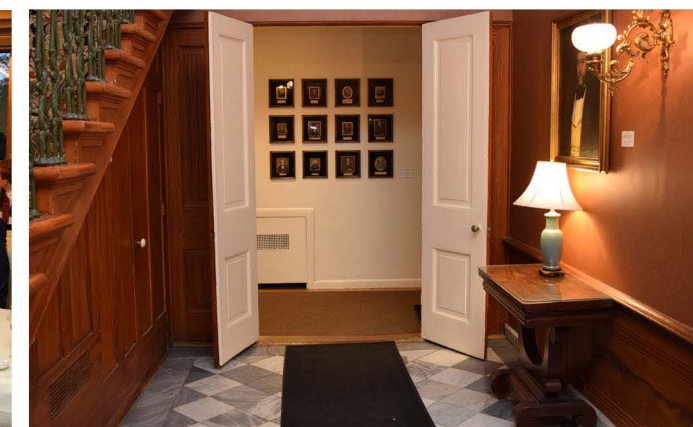
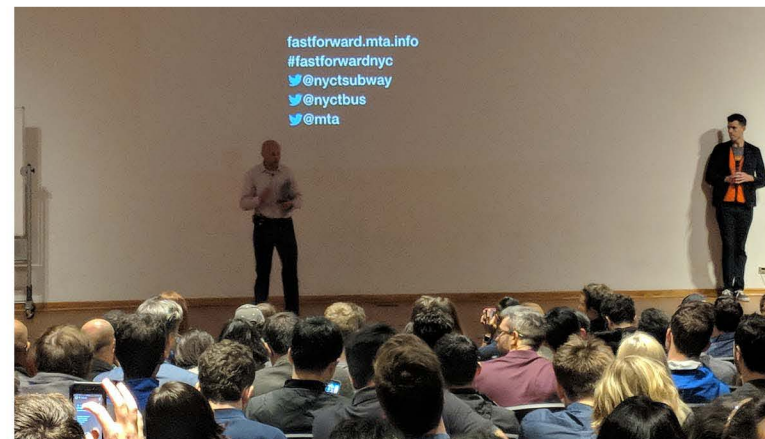
It has been a pleasure serving as your President thus far, and as always, if you ever have any comments or suggestions, please feel free to reach out to me at any time.

Enjoy the transformation into our fall season! Hopefully winter won't knock on our door for a while...

Sincerely,

Steven W. Eisenberg, P.E.
2018 ITE Met Section President
Associate
L.K. McLean Associates, P.C.

SNAPSHOTS





International Director:
Mike Salatti (GPI, NY, NY)

A WORD FROM OUR INTERNATIONAL DIRECTOR

At the heart of the One ITE effort is an examination of the membership experience:

Provide Effective Member Support

ITE Headquarters should be providing our District-Section-Chapter leadership with frequent and consistent communication and, working with them, be providing our members with high quality products and services. When there is a wide variation of sizes, structures, operational procedures, membership categories, dues, etc. among our subunits it makes it difficult for the HQ staff to provide effective member support.

Deliver a Consistent Member Experience

ITE members across the U.S. and Canada should receive a similar set of services and benefits and have a relatively consistent experience. With the variation in the size and structure of our various subunits, we have found that the quality and consistency of the ITE experience can vary widely. This inconsistency impacts the ITE "brand" and our ability to market ourselves to prospective members.

Ensure long-term Viability of ITE

ITE is in a competitive marketplace. There are many other associations competing in the same space. We need to be able to differentiate ourselves and to deliver on our brand promise. ITE has many positive qualities, but our ability to consistently deliver is compromised by the inefficiencies inherent in our current structure.

Why Now?

Our industry is in the midst of the most dramatic change since the dawn of the Interstate era more than 50 years ago. The increase and changes in transportation demand, emergence of new technologies, and creation of new business models and services are all fueling this change. Internally, ITE has undergone a dramatic transformation over the last three years. With a new CEO and strong, progressive IBOD leadership, many changes have been made in the types of services being delivered, the way these services are delivered, the relationships with volunteer leadership at all levels, and the level of communication with members.

The IBOD adopted a new strategic plan designed to position ITE for the future. A significant element of this plan is a reexamination of the ITE District-Section-Chapter structure and operations to create a more consistent member experience. Moving forward, we saw these areas as opportunities for improvement:

- Clearly Define the role of ITE International
- Redefine and clarify the role of Districts, Sections, and Chapters (D-S-C)
- Eliminate layers in the organization
- Increase number and availability of leadership opportunities
- Increase consistency in D-S-C charters.
- Create model board structures and bylaws
- Strengthen student chapter connections
- Have all dues collected by ITE International
- Transition away from Affiliate Membership

The following Board Actions to Date have been taken:

- Adopted new definitions for Districts, Sections, and Chapters.
- Adopted a new Canadian and International dues structure to create a more consistent overall dues framework.
- Charged ONE ITE task force and staff with initiating efforts to update D-S-C charters and bylaws to be in compliance with the current Constitution and adopted D-S-C definitions.
- Developed a proposal for an Affiliate Membership transition plan.
- Initiated efforts to create model D-S-C governance structures and bylaws.
- Initiated discussion with Florida District on reorganization of Sections and Chapters.
- Initiated discussion with Midwest and Great Lakes Districts and MOVITE Section on realignment.
- Initiated discussion with the Western District on realignment.

Yours truly is proud to be spearheading the development of the model bylaws which are to be adopted in Minneapolis and rolled out as a prototype to be adapted by the Districts later in the year. I naturally will gladly help guide and support the Northeastern District in the development of the updated bylaws when that time comes. Stay tuned!!



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ITE MET SECTION MONTHLY MEETINGS AND EVENTS



The annual April meeting took place on the 17th, at the Prospect House in Princeton, NJ. The nearly 100 attendees included members of ITE, PESMC and ASCE of Central Jersey.

Joseph Lee, PE, was the ethics speaker for the afternoon program. The presentation focused on understanding engineering ethics by reviewing engineering Codes of Ethics and providing help in making ethical decisions. At the evening session, the Pignataro Memorial Transportation Education Award was presented to Mr. Diego Correa-Barahona, a graduate Student at NYU Tandon School of Engineering. Afterwards, Marie Corrado and Mohammed Nasim, PE, presented AMTRAK: Gateway Program Overview, with a focus on the Hudson Tunnel Project.



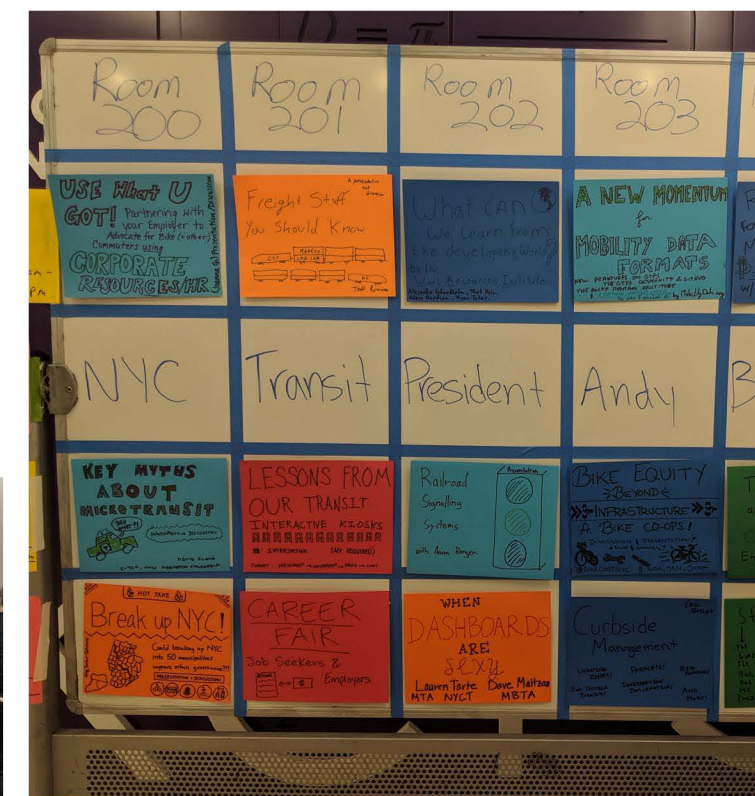
START OF SUMMER NETWORKING EVENT, HB BURGER, JUNE 20TH, 2018

The June meeting featured an informal social networking event. Attendees gathered at the HB Burger in Time Square for an evening of socializing and networking. The event also hosted its famous "ITE-Networking B-I-N-G-O" which is fun for all but a great way for newcomers in particular to get to know everyone. Winners were awarded with fun prizes. The underlining goal of this event was to bring section membership closer to one another.



Transportation Camp is an unconference bringing together transportation professionals, technologists, and others interested in the intersection of urban transportation and technology. Unlike a traditional conference, the attendees suggest the session topics and activities. In addition to talks and presentations, TransportationCamp provides an opportunity for every attendee to be a participant in shaping and leading the event, fostering communication.

TransportationCamp 2018 was held at NYU Tandon School of Engineering in Downtown Brooklyn. It included an engaging presentation by guest speakers New York City Transit President Andy Byford and Chief Customer Officer Sarah Meyer. Amongst other talks were topics like Freight, Mobility Data Formats, Supercommuters, Stakeholder Engagement, Microtransit and funding, to name a few. Overall, it proved to be a day filled with exchange of ideas and engaging conversations.



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