

# **International Chinese Transportation Professionals Association**

**US Northeastern Chapter**

**13<sup>th</sup> Annual Meeting  
2007**



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## ICTPA: Our Mission

- ❖ To keep Members informed about multimodal transportation developments in the Northeastern US as well as nationally and internationally.
- ❖ To provide the opportunity to enhance professional relationships among our Members.
- ❖ To become a technical resource to our local communities in addressing their transportation issues and needs

### The Association

Since the 1980's the number of Chinese transportation professionals has grown considerably in the United States and Canada. In order to promote the professional development of fellow Chinese who have an interest in transportation related work in North America, many Chinese transportation professionals felt strongly that we should organize as a group. After years of preparation and effort, the North America Chinese Transportation Professionals Association (NAICTPA) was formally founded on January 10, 1988. To promote a greater participation, the organization was renamed the International Chinese Transportation Professionals Association (ICTPA) in 1995.

### The ICTPA/US Northeastern Chapter

In an effort to promote regional activities, ICTPA divides its memberships into four geographical regions. With over 600 members, ICTPA has Chapters in Washington DC, Southern California, Northeastern California and US Northeastern area. The Northeastern Chapter was formed in 1994 as a non-profit organization.

### Our Purpose

The purpose of ICTPA/US Northeastern Chapter (ICTPA: USNE) is to promote the professional development of its members by fostering fellowship and cooperation among its members.

### Our Activities

#### International Activities

In the past years, ICTPA has co-sponsored a series of technical seminars on transportation with transportation agencies in Taiwan and China, sent delegations to attend Annual Meetings of the Chinese Institute of Transportation, recommended our members to participate in the National Development

Seminar in Taiwan, and trained transportation engineers and planners from several provinces in China. ICTPA: USNE Chapter members have played a major role in these activities.

#### Annual Meeting

The most important event of ICTPA: USNE Chapter activity is the annual convention, which provides an excellent opportunity for its academic and professional members to discuss and exchange transportation knowledge and experiences.

#### Technical Seminars and Technical Tours

Technical seminars and technical tours are typically arranged annually for members of the ICTPA: USNE Chapter. Discussion topics include emerging technologies, state-of-the-practice applications as well as professional development and career enhancement. Technical tours include multi-modal facilities such as ports, terminals and operation centers.

#### Membership

The membership of ICTPA: USNE Chapter consists of "Members" and "Student Members". Any person engaged or interested in transportation is welcomed to become a member of ICTPA: USNE Chapter. All student members of ICTPA: USNE Chapter will be equally entitled to all privileges of the Chapter excluding the rights for becoming an officer and voting.

#### Who Could Join...

You do not have to be a transportation or traffic professional to become a member of ICTPA: USNE Chapter. Any person engaged or interesting in transportation, or student enrolled in a graduated or undergraduate school of recognized standing, pursuing a course of study in transportation related field is welcomed

#### Please Join Us

We need your active participation to strengthen our organization and concurrently provide you with a unique opportunity to meet with very notable individuals in the Transportation profession. ICTPA: USNE Chapter programs and activities can make a difference in your professional development. Please join us now and begin to experience the benefits of being a member.



## President's Message



On behalf of our members, Board of Directors, and Officers of International Chinese Transportation and Professionals Association – U.S. Northeastern Chapter (ICTPA-USNE), I am pleased to welcome you to the 13<sup>th</sup> Annual Meeting in Flushing, New York. Attracting many transportation professionals each year, this meeting offers an unparalleled opportunity to share your knowledge and perspectives with others and to learn about the latest developments in transportation research and practice.

Under the leadership of Conference Chair Mr. Paul Eng-Wong, the ICTPA-USNE Annual Meeting Committee has organized an excellent program, including a Technical Session on this year's spotlight theme: "Congestion Pricing – International and US Experience" and a dinner banquet. In addition, the annual membership meeting will be hosted after the Technical Session, during which new Board of

Directors of ICTPA-USNE will be elected.

We are especially pleased to have Mr. Stanley Gee as our Keynote Speaker during the evening banquet. He serves as the Executive Deputy Commissioner of the New York State Department of Transportation and will present his views on the state of transportation in New York: the existing condition of transportation system, new initiatives and projects and what is on the horizon for our great state.

I would like to express my special thanks to the Annual Meeting Committee Members for their intense and dedicated efforts. The Board of Directors has worked very hard to formulate this Annual Meeting, guiding the association into the future. Their efforts are highly appreciated. In addition, many thanks should go to our program organizers, speakers, and many individuals, as well as corporate sponsors that have provided generous contributions to ICTPA-USNE.

Finally, I wish you all an enjoyable and rewarding experience at the 13<sup>th</sup> Annual Meeting of ICTPA-USNE

A handwritten signature in black ink, appearing to read "Steven Chien". The signature is fluid and cursive, written in a professional style.

Steven Chien, Ph.D., President  
ICTPA-USNE

President's Message

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## Editorial Board

Steven I-jy Chien, Peter Lai and Paul Eng-Wong

## Chief Editor/Cover Design

Leo Tsang

**Printing:** JS Graphic Co.

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## 2007 Officers and Board Members

Officers	Board Members
<p><b>President</b> Steven I-iy CHIEN (錢一之) New Jersey Institute of Technology</p> <p><b>Vice Presidents</b> Paul Eng-WONG (伍國基) Eng-Wong, Taub &amp; Associates</p> <p>Joseph TSE (謝家榮) Parsons Brinckerhoff</p> <p><b>Secretary General</b> Leo Chiu-chun TSANG (曾昭俊) Parsons Brinckerhoff</p> <p><b>Treasurer</b> Holly XU (徐慧麗) United Homes Inc</p>	<p>Cynthia CHEN (陳秋子)</p> <p>Kai CHEN (陳開泰)</p> <p>James CHIN (陳灼康)</p> <p>You-Lian CHU (朱有蓮)</p> <p>Jing DU (杜靖)</p> <p>Peter LAI (黎澄天)</p> <p>Eva Lerner-LAM (林意華)</p> <p>Feng-bao LIN (林豐堡)</p> <p>Rachel LIU (劉榮芳)</p> <p>Wen-min PAN (潘文敏)</p> <p>George TUNG (董光超)</p> <p>Xiaopei XU (胥小培)</p>
Past Presidents Advisory Council	Technical Advisors
<p><i>Honorary President:</i> Man-chung TANG (鄧文中)</p> <p>Jerry S. Y. CHENG (鄭向元)</p> <p>Kuo-ann CHIAO (焦國安)</p> <p>Peter LAI (黎澄天)</p> <p>Wen-min PAN (潘文敏)</p>	<p>Cynthia CHEN (陳秋子) The City College of New York Steven I-iy CHIEN (錢一之) New Jersey Institute of Technology Rachel Rong-fang LIU (劉榮芳) New Jersey Institute of Technology Feng-bao LIN (林豐堡) The City College of New York</p>

# 2007 Officers and Board Members

## ICTPA Northeast Chapter Officers and Board of Directors (1994-2007)

### Officers (1994-2007)

Year	President	Vice President	Treasurer	Secretary General (Assistant Secretary)
94-95	Man-chung TANG	Jerry S. Y. CHENG	Da-ho FENG	Kuo-ann Chiao
95-96	Man-chung TANG	Jerry S. Y. CHENG	Da-ho FENG	Kuo-ann Chiao (Ho-hsing LEE)
96-97	Jerry S. Y. CHENG	Kuo-ann Chiao	Liesern WANG	Chung-kuo CHIANG (Ho-hsing LEE)
97-98	Jerry S. Y. CHENG	Kuo-ann Chiao	Liesern WANG	Ho-hsing LEE (You-qun CAO)
98-00	Kuo-ann Chiao	Frank CHUANG	Sarah WU	You-qun CAO (Wen-min PAN)
00-01	Frank CHUANG	You-qun CAO Chung-kuo CHIANG	Holly XU	Wen-min PAN (George TUNG)
01-02	Frank CHUANG	Peter LAI	Holly XU	Wen-min PAN (George TUNG)
02-04	Peter LAI	Philip LIU Wen-min PAN	Xiao-pei XU	George Tung (Holly XU)
04-05	Wen-min PAN	Steven I-jy CHIEN Paul ENG-WONG	Holly XU	Joseph TSE
05-07	Steven I-jy CHIEN	Paul ENG-WONG Joseph TSE	Holly XU	Leo Chiu-chun TSANG

### Board Directors (1994-2007)

You-qun CAO	Frank CHUANG	Ho-hsing LEE	Leo TSANG
Kai CHEN	Jing DU	Feng-bao LIN	Joseph TSE
Cynthia CHEN	Paul ENG-WONG	Ming-hao LIU	George TUNG
Jerry S. Y. CHENG	Dan-ho FENG	Philip LIU	Liesern WANG
Chung-kuo CHIANG	Charles FONG	Rory LIU	Sarah WU
Kuo-ann CHIAO	King-sen HEH	Rachel LIU	Holly XU
Steven CHIEN	Chien-hua HUANG	Wen-min PAN	Xiaopie XU
James CHIN	Alven LAM	Man-chung TANG	
You-lin CHU	Eva Lerner LAM	Hua-liang TENG	

# ICTPA Northeast Chapter Outstanding Achievement Award Recipients (2000-2007)

Outstanding Achievement Award Recipients (2002-2007)

Year	Award Recipient	Organization
2002	Mr. Guang-nan FANJIANG	Principal and Managing Director Transportation Division Weidlinger Associates Consulting Engineer Assistant Commissioner, City of New York
2003	Mr. Yun-poy Dino NG	Department of Design and Construction Infrastructure Division Design and R&D Bureau
2004	Ms. Eva LERNER-LAM	President Palisades Consulting Group, Inc.
2005	Captain Shiuan-yu KUO	Vice Group Chairman Evergreen Group
2006	Councilman John C LIU	Chairperson The New York City Council's Committee on Transportation
2007	Mr. Stanley GEE	Executive Deputy Commissioner New York State Department of Transportation

Outstanding Achievement Award Recipients



# Annual Meeting Program

## THE 13th ANNUAL MEETING

September 22, 2007 (Sat)

Sheraton LaGuardia East Hotel, Flushing NY

1:00-2:00 pm	Registration
2:00-4:00 pm	<p>Technical Session</p> <p><b>“Congestion Pricing”</b></p> <ul style="list-style-type: none"> <li> <p>⊗ <b>Mr. Jerry S. CHENG</b> Principal Transportation Planner Transportation Division New York City Department of City Planning <i>"Singapore's Experience of Congestion Pricing from ALS to ERP"</i></p> </li> <li> <p>⊗ <b>Mr. Stephen RUTHERFORD</b> Managing Director The UK Transport Practice of Jacobs Consultancy <i>"Congestion Pricing: The London Experience"</i></p> </li> <li> <p>⊗ <b>Ms Nina HAIMAN</b> Project Manager New York City Department of Transportation's Office of Strategic Planning <i>"New York City's Congestion Pricing Proposal"</i></p> </li> <li> <p>⊗ <b>Mr. Peter LAI</b> Vice President PB International <i>"Transit-Oriented Development (TOD): Concepts and Applications"</i></p> </li> </ul>
4:00-5:00 pm	Membership Meeting
5:00-6:30 pm	Networking
6:30-10:00 pm	<p>Banquet</p> <ul style="list-style-type: none"> <li> <p>● <b>Keynote Speaker: Mr. Stanley GEE</b> Executive Deputy Commissioner New York State Department of Transportation</p> </li> <li> <p>● <b>Outstanding Achievement Award</b> Mr. Stanley GEE Executive Deputy Commissioner New York State Department of Transportation</p> </li> <li> <p>● <b>Community Service Award</b> Mr. Eric NG President The Chinese Consolidated Benevolent Association (CCBA)</p> </li> <li> <p>● <b>Public Service Award</b> Mr. James CHIN President James Chin &amp; Associates</p> </li> </ul>

# Annual Meeting Program

## Speakers Profile

### Keynote Speaker: Mr. Stanley GEE

Executive Deputy Commissioner  
New York State Department of Transportation

Mr. Gee was appointed Executive Deputy Commissioner of the New York State Department of Transportation (NYSDOT) on April 6, 2007 by Governor Eliot Spitzer and Lt. Governor David Paterson.

Prior to joining NYSDOT, Stan served in the Federal Highway Administration (FHWA) for 36 years. His most recent position with FHWA was as the Massachusetts Division Administrator, where he led a multi-disciplinary staff responsible for administering the \$550+ million annual Federal-Aid Highway Program which included the Central Artery/Tunnel Project (“The Big Dig”).

Throughout his tenure at FHWA, Stan held numerous positions including Assistant Division Administrator in New York from 1995 until 2000, District Engineer for the New York City metropolitan region, and Chief of Planning and Program Development.

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### Speaker 1: Mr. Jerry S. Y. CHENG

Principal Transportation Planner  
Transportation Division  
New York City Department of City Planning

With over 36 years of experience in city planning and urban transportation planning, Mr. Cheng is currently the Principal Transportation Planner with the Transportation Division of the New York City Department of City Planning. Between 1991 and 1996, Mr. Cheng was the Division’s Deputy Director. Since 1971, he has managed more than 30 major planning studies for New York City, such as the Midtown Circulation and Surface Transit Study, the Lower Manhattan Transportation Management Study, the Express Bus Route Policy Study, the Commuter Van Service Policy Study, the Far West Midtown Transportation Study, Chelsea Transportation Study and Jamaica Transportation Study.

Drawing on his familiarity with both New York City agencies and the Chinese American community, Mr. Cheng has helped the City implement various transportation projects in the Chinatown area, as well as assisted the community in obtaining the City services that they requested. In 1985, he was presented a plaque of appreciation by the Chinatown community.

Born in Kunming of Mainland China, Mr. Cheng grew up in Taiwan. He earned his B.S. in Civil Engineering and M.S. in City and Regional Planning. In 1969, he came to the U.S. and earned a M.S. in Urban Planning at Columbia University. He then started his career at the Transportation Division of the New York City Department of City Planning. While advancing from junior planner to senior planner, Mr. Cheng continued his academic studies at Polytechnic University in New York, obtaining in 1982 another M.S. in Transportation Planning and Engineering. In 1987, he completed his Ph.D. course work requirements and passed the qualifying exam at Polytechnic.

Since 1982, Mr. Cheng has frequently been invited to provide assistance for the transportation development in Taiwan and Mainland China. In 1982, at the request of Taipei Mayor Teng-Hiu Lee, Mr. Cheng was officially lent by New York City Mayor Edward Koch to assist with Taipei City's transportation problems. From 1987 to 1988, he was the Science and Technology Advisor to the Ministry of Communication and Transportation, ROC. In addition to being an invited consultant to Taipei County and Kaohsiung City between 1983 and 1984, Mr. Cheng was also the advisor to the Department of Mass Rapid Transit of Kaohsiung City (1992 to 1993) and the Bureau of Taiwan High Speed Rail (2001). He has also provided assistance to Shanghai City Comprehensive Transportation Planning Institute, Kunming Urban Planning and Design Institute and Shenzhen Urban Transport Planning Center in Mainland China. Mr. Cheng has just finished his second four-year term as the advisor on transportation to the City government of Taipei.

Since the inception of the International Chinese Transportation Professional Association (ICTPA) in 1988, Mr. Cheng has been actively committed to and unceasingly supportive of this organization. He has been on the board of ICTPA since 1990, and has also been Vice President (1994 to 1996) and the second President (1998 to 1999). Mr. Cheng was also one of the founding board members and the second President of the ICTPA U.S. Northeastern Chapter

Topic: *"Singapore's Experience of Congestion Pricing from ALS to ERP"*

#### Abstract

Singapore implemented the world's first congestion pricing scheme in June 1975. The scheme was called the Area Licensing Scheme (ALS), and motorists then had to purchase daily or monthly licenses to enter the Central Business District (CBD) during the restricted hours. The objective of the ALS was to reduce rush hour commuting trips by private cars into the CBD and reduce traffic congestion in the city. A total area of 6.1 sq km in the Central Business District was designated the Restricted Zone. Car pools with four persons including the driver were exempted from paying the congestion toll, Taxis were initially exempted but included for tolling after two months of operation.

In September 1998, the last of the ALS gantries in the CBD were taken down and replaced with the Electronic Road Pricing (ERP) scheme, thus ending the 23-year old manual, license-based scheme ALS.

As a pay-per-entry system, the new ERP scheme consisted of 33 gantries. Twenty-seven gantries monitor traffic entering the CBD called the Restricted Zone. The other six gantries monitor six other sites on three expressways. The locations are identical to the original toll sites for the ALS scheme. Apart from the changes in technology, ERP rates and restricted hours were kept almost unchanged when the ERP system went into operation in September 1998. The ERP system is suitable for multi-lane, highway speed tolling. It automatically deducts congestion tolls from a stored-value card. This memory chip card called the CashCard is to be inserted into an in-car unit installed in the vehicle.

The presentation summarizes the development and the experience of ALS and ERP in Singapore, as well as the impact of these schemes to the transportation demand and supply there.

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# Speakers Profile

## Speaker 2: Mr. Stephen RUTHERFORD

Managing Director

The UK Transport Practice of Jacobs Consultancy

Mr. Rutherford is the Managing Director of the UK Transport Practice of Jacobs Consultancy. He has over 20 years of experience in transport planning, gained in the UK and overseas, and is experienced in directing multi-disciplinary teams.

Stephen has led a number of toll road studies. He is currently providing the traffic and revenue advice to bidders on the I90 Indiana Toll Road and the I75 New Mississippi Bridge Crossing in St Louis in USA. He is also currently advising the Mexican Government on their toll road program. Other toll road studies that Stephen has led include the Milan-Brescia study in Italy, the Korinthos-Patras toll road study in Greece, two toll roads in Poland (the A2 and A4/A12), the A130 scheme in the UK, the Dublin C-Road, the Jarvenpa-Lahti toll road in Finland, the Brasov Ring Road in Romania and a number of schemes in China, Vietnam, Malaysia and Indonesia. Stephen has also been Project Manager on a number of public transport studies, acting for promoters and potential concessionaires. He undertook the original forecasts for the now completed Manchester Metrolink and was responsible for the forecasts for Midland Metro, various LRT lines in Milan, the Singapore MTR system, the South Hong Kong Island Line and the Beijing Metro.

Stephen also has considerable experience in modelling the effects of congestion charging. He was resident in Hong Kong for 2 years leading the development of a response model to predict the expected reactions to the introduction of Electronic Road Pricing. He was also Project Manager of the Bristol Road User Charging (RUC) and LRT Study and provided advice on congestion charging to TfL on the proposed extension to Kensington and Chelsea, the Corporation of London and BAA.

Topic: *"Congestion Pricing: The London Experience"*

### Abstract

An urban Congestion Charge program – the subject of much discussion, planning, speculation, and controversy – was implemented in London, UK in 2003. This presentation discusses the course of events and current developments related to the implementation of congestion pricing in London's central districts.

Topics include development of travel demand forecasts, mitigation strategies, public relations, equity considerations, impacts on specific delivery-sensitive industries, implementation technologies, system expansions, revenue expenditures, environmental impacts, safety, and enforcement. Like NYC, London is a world-class metropolis and a leader in the financial industries. Instances of similarities and differences with the NYC external transportation environment and PlaNYC proposal are highlighted and discussed.

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**Speaker 3: Ms. Nina HAIMAN**

Project Manager  
New York City Department of Transportation's Office of Strategic Planning

Ms Haiman is a Project Manager at the New York City Department of Transportation's Office of Strategic Planning. She has worked on congestion pricing since initial policy development in 2006. Nina has a Master's Degree in City and Regional Planning from Rutgers University.

Topic: *"New York City's Congestion Pricing Proposal"*

Abstract

New York City's population is at an all-time high, and the City is projected to add one million new inhabitants by 2030. However, there is question as to whether the City can accommodate this growth, as daily travel speeds in the Manhattan Central Business District average only 8 miles per hour. In order to manage projected growth, improve air quality, and raise funds for transit, on Earth Day (April 22<sup>nd</sup>) Mayor Bloomberg proposed the first congestion pricing zone in the U.S. Since April, the plan has received support from Governor Eliot Spitzer, representatives in the State Legislature, and all of the City's major newspapers. In addition, USDOT has awarded New York over \$350 million, conditional on the State's passage of congestion pricing legislation. Nina will present the rationale behind the congestion pricing proposal, anticipated project benefits, and the status of the plan today

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**Speaker 4: Mr. Peter LAI**

Vice President  
PB International

Mr. Lai, a civil/transportation engineer with over 33 years of international experience involving both the public and private sectors. He is specializing in transportation system planning and engineering, multi-modal system management and operations and has been responsible for many significant projects in US, China and other regions in Asia.

Peter is currently a senior management staff in the Princeton office of PB America (PB), he previously had served as vice president of PB (Asia) and managing both the civil and transportation divisions in Hong Kong.

Peter is also very active in the professional arena; in addition to serve as immediate past presidents for ICTPA and its Northeastern Chapter, he is also a founding member and past council member of the ITS-Hong Kong, a fellow of Hong Kong Institution of Highway and Transportation, and a member of Hong Kong Institution of Engineers (HKIE).

For three years, he was a guest lecturer teaching graduate courses for the Centre of Urban Planning and Environmental Management of Hong Kong University, and had lectured for the Civil Engineering Department of the HK University of Science and Technology. In addition, Peter had also authored technical articles and papers for international publications and

# Speakers Profile

professional conferences.

Peter has a long-term relationship with the Polytechnic University in New York where he earned his BS in civil engineering, MS in structure engineering, MS in transportation planning and engineering, and the Degree of Engineer in Transportation engineering.

Topic: *"Transit-Oriented Development (TOD): Concepts and Applications"*

## Abstract

Urban cities around the world are busy finding ways to manage traffic congestion that increasingly reduces the quality of life of the citizens and the productivity of the city. Many governments of developed countries had already learned that building your way out of congestion is totally cost ineffective and counterproductive, and is certainly not a recommended long-term strategy for congestion management. Instead, transportation professionals are calling the attention of the policymakers to focus on integration of land use and transportation as an effective mean to manage congestion.

While coordinated land use planning can certainly help to enhance the movements of people and goods for the two primary modes of transportation, automobiles and public transport, the presentation will concentrate on the public transport sector instead of the highway sector. It will introduce the concept of Transit Oriented Development including background and principles, and the discussion will touch on of the following technical elements:

- Factors that favoring and hindering development around transit
- The elements of TOD Planning
- Accommodating the terminal/station function
- Ten principles for successful development around stations/terminals
- PB projects including a case study of the Dongguan East Rail Station in Guangdong Province, China.

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**2007 Outstanding Achievement Award**



## 2007 Outstanding Achievement Award

### Mr. Stanley GEE

Executive Deputy Commissioner  
New York State Department of Transportation

Stanley Gee was appointed Executive Deputy Commissioner of the New York State Department of Transportation (NYSDOT) on April 6, 2007 by Governor Eliot Spitzer and Lt. Governor David Paterson.

Prior to joining NYSDOT, Stan served in the Federal Highway Administration (FHWA) for 36 years. His most recent position with FHWA was as the Massachusetts Division Administrator, where he led a multi-disciplinary staff responsible for administering the \$550+ million annual Federal-Aid Highway Program which included the Central Artery/Tunnel Project (“The Big Dig”).

In addition, Stan served as Chair of the Division Administrators Council, a senior level group composed of all 52 FHWA Division Administrators across the country providing counsel to the agency’s leadership.

Throughout his tenure at FHWA, Stan held numerous positions including Assistant Division Administrator in New York from 1995 until 2000, District Engineer for the New York City metropolitan region, and Chief of Planning and Program Development.

He has received numerous performance and honor awards including the Secretary of Transportation’s Award for Meritorious Service, and the Federal Highway Administrator’s Award for Superior Achievement (the agency’s highest award). Stan was also the recipient of the Award for Excellence from ITS Massachusetts, the Award of Excellence from the New York State Department of Transportation, and the Chester M. Sinnett Fellowship from the Society of Research Administrators.

Stan graduated with a B.S.C.E. from Rensselaer Polytechnic Institute in Troy, NY, and is a member of the Chi Epsilon Honorary Civil Engineering Fraternity, and the American Society of Civil Engineers. He is also a member of the Board of Directors of the Center for Disability Services, the largest non-profit organization providing a full range of health, education, day programming, residential and employment services to the developmentally disabled in the Capital District.

Stan and his wife Elizabeth have two sons and reside in Malta, NY.





**2007 Community Service Award**



## 2007 Community Service Award

### Mr. Eric NG

President

The Chinese Consolidated Benevolent Association (CCBA)

Eric Y. Ng is the current President of the Chinese Consolidated Benevolent Association (CCBA), New York Chinese School and Chinatown Daycare Center. He is a well-known community leader and businessman in Chinatown. Born in Toishan, China, he moved to Hong Kong in 1953 and spent his childhood there. He attended Tak Ming Middle School in Hong Kong, and he is currently President of the Tak Ming Alumni Association in Eastern USA.

After immigrating to the United States in 1970, Mr. Ng was employed at numerous American companies while attending evening classes at New York City Community College and Bernard Baruch College. During weekends, Mr. Ng worked part-time at Genie Fortune Cookies, Inc. in Chinatown where he learned the technique of making fortune cookies. In 1976, he and a partner bought the business.

In 1978, he started a new business called Smart Bakery and imported the first automatic machine for producing fortune cookies in New York City. He was also the first person to print lucky lottery numbers in fortune cookies in New York City. In 1982, Mr. Ng started Smart Distributor Company, a wholesale business mainly dealing in selling coffee and eggs. From 1983 to 1988, he also worked as a licensed Real Estate sales agent.

Mr. Ng has been a community leader for more than 10 years. He has served as President of Hoy Sun Ning Yung Benevolent Association, Chinese Freemasons, Hip Sing Association and Eng Suey Sun Association. He is also the current President of the World Eng Family Benevolent Association.

Mr. Ng was inaugurated in March 2006 for his two year term as President of the Chinese Consolidated Benevolent Association, Chinatown's oldest community service organization which represents many leading business and fraternal organizations and associations in the community. During his term as President of the CCBA, Mr. Ng has improved the community in many ways. He solidified relations between the CCBA and different City departments and agencies to solve many on-going problems in Chinatown, including insufficient parking spaces, illegal enforcement of parking regulations, confusing sanitation enforcement regulations, etc. Working closely with the NYPD, the NYPD community affairs bureau now hosts monthly seminars on different safety topics at the CCBA. Mr. Ng's efforts have resulted in the establishment of a direct channel to the government without language barriers.

Mr. Ng also works with many main stream organizations to provide services to the Chinese-American community, such as the Visiting Nurse Service of New York and the American Cancer Society. In December 2006, CCBA and the American Red Cross of Greater New York signed a Memorandum of Understanding to coordinate programs in Chinatown that will help prepare and train the Chinese community for any kind of emergency.

Mr. Ng has over 30 years of experience doing business in Chinatown, and he shared his experience with the Chinatown Partnership Local Development Corporation, whose efforts succeeded in making Chinatown a much cleaner neighborhood starting in 2006. He also works with the local hospitals to provide more seminars and medical screenings for the community.



Mr. Ng is a world renowned stamp collector who has accumulated many valuable stamps from Hong Kong for his collection, some of which date back to the Victorian Era. He regularly attends major stamp collecting events all over the world.

Mr. Ng lives in Queens with his three sons.

**2007 Public Service Award**



## 2007 Public Service Award

### Mr. James CHIN

President

James Chin & Associates

Former Chairman, The Board of Standard and Appeals, NYC

Mr. James Chin has had a long and illustrious career in government and community service. In 1995, Mayor Rudolph Giuliani appointed James Chin as a commissioner with the City's zoning board, The Board of Standards and Appeals. In 1996, the Mayor promoted Commissioner Chin to Chairman, the highest position attained by an Asian American in the current New York City government.

Of all of Mr. Chin's accomplishments in government, he is most proud of his service with the Metropolitan Transportation Authority, where he was responsible for planning the operations of New York City's train and bus service. He was then entrusted with the planning and operation of the \$500 million Paratransit service. Paratransit is a federally mandated program under the Americans with Disabilities Act, to provide transportation to people with disabilities. Mr. Chin's other transit related accomplishments include, the planning and implementation of subway and bus service for the opening of the \$650 million 63rd Street Subway line, and commencement of planning studies to provide bus and/or subway service to the Javits Convention Center, Battery Park City, World Financial Center, and the LaGuardia and John F. Kennedy Airports.



As a Staten Islander, Mr. Chin has served as the former Vice Chairman of Community School Board # 31 and as former Chairman of Community Board # 2. Mr. Chin's leadership earned him the honor of being the first Asian American elected to public office in Staten Island and also being the only Asian American to chair a Community Planning Board in the City of New York. Mr. Chin is one of the founders of the Asian American Coalition of Staten Island, and a member of the New York City Schools Chancellor's Asian Pacific American Advisory Council. The Asian American Coalition of Staten Island is a coalition created to address the economic, social, political, and educational needs of the Asian American community; and the Asian Pacific American Advisory Council was created to address the educational needs of the Asian Pacific Students.

Since 2004, Mr. Chin is serving on the Board of Directors for the Northeastern Chapter of the International Chinese Transportation Professionals Association (ICTPA); he also serves on the Board of Directors of several organizations including Project Hospitality, a program to assist Staten Island's homeless, the Gustavus Adolphus Lutheran Church, the 22<sup>nd</sup> Street Senior Citizen Center in Gramercy Park, Manhattan.

Mr. Chin resides in Staten Island with his wife, Chim, who is a graphic artist with the MTA, and their two children Mindy and Bradford. He attended Pratt Institute, where he graduated with a Bachelors of Architecture Degree and later a Masters in Urban Planning.

Mr. Chin also earned a Masters of Science Degree in Transportation Planning & Engineering from the Polytechnic University.

In addition to recognition from ICTPA for his contributions and commitments to the organization, Mr. Chin is also the recipient of the following awards:

**國際華人交通運輸協會：東北分會**

- 2006 International Fujian Women Association Community Service Award
- 2003 New York City Zoning Advisory Council Leadership Award
- 2001 Asian Americans for Equality 2001 Dream of Equality Award
- 2000 National Committee for the Furtherance of Jewish Education Public Service Award
- 2000 Brooklyn Chinese American Association Public Service Achievement Award
- 1999 New York City Hall Lions Club Community Service Award
- 1998 Chinese American Association of New York City Community Service Award
- 1998 National Conference of Christians and Jews National Brotherhood Award
- 1995 Asian American Coalition of Staten Island Community Service Award
- 1992 New York State Legislative Community Service Award
- 1992 Young Israel of Staten Island Community Service Award
- 1991 Project Hospitality Civic Leader Award
- 1990 Camelot Family Center Civic Leader Award
- 1989 Staten Island YMCA Civic Leader Award
- 1987 Staten Island Borough President's Special Recognition for Community Service

# Member Profile

## Member Profile

### Mr. Kai CHEN



Kai has been involved in systems integration over his career, even though he was not aware of it until the turn of the millennium. After completing undergraduate studies in State University of New York at Stony Brook, Kai began his career at a small manufacturer of robotics equipment serving the microchip manufacturing industry based North of Boston. Unknown to Kai at the time, his career in systems integration also began: In 1991, Kai spent much of his time in a multi-vendor development lab operated by IBM in the Mid-Hudson corridor to support its global chip production factories and was exposed to many different types of automation equipment, most of it manufactured by others. Kai found ways to coordinate and optimize the operation of these tools. IBM experienced a severe financial downturn 1993 and

opportunity brought Kai to a seemingly unrelated area: Transportation.

Still at its infancy, Electronic Toll Collection (ETC) was wildly successful in its limited deployments; however, the supporting technology had a dark side: How does a toll agency efficiently account for toll evaders? At the time, agencies engaged in Violation Enforcement Systems (VES) used analog-based cameras and modified VCR for storage. Unfortunately, VES solutions at the time suffered from quality issues and a lack of automation: Images were sub-par, less than half of the recorded registration plate images were readable to pursue action; analog-based VCR using VHS videocassettes were also a poor media for indexing and random access, with archival storage needed its own staff and dedicated videocassette storage. New York State Thruway Authority (NYSTA) wanted to be the first agency in the newly formed Interagency Group (IAG) to introduce an ETC system in order to promote regional mobility throughout the toll agencies in the New York City Metropolitan area, called E-ZPass. A solution was needed that could accommodate the high traffic volume encountered in the NYC metropolitan area in addition to improving the shortcomings. Fortunately, NYSTA developed much of its toll systems in-house and the opportunity to try "out of the box" solutions presented itself. One was including Commercial Off-the-Shelf (COTS) equipment that employed industry standards. Another solution was using the Personal Computer (PC) as a capture, storage and relay tool. Using image capture cards originally developed for factory automated inspection, surveillance-grade analog video cameras aimed at toll lane traffic were connected to these capture cards. As the vehicle passed a set point called the trigger, a video frame containing the vehicle's registration plate, digitized by the capture card and compressed using the Joint Photographic Expert Group (JPEG) specification is saved as a data file. The resultant image files were clear and sharp. More importantly, upon optimum system configuration over 90% images were readable. Though the technology showed great promise, real world deployment in live traffic use was not yet proven. With much anticipation, NYSTA deployed E-ZPass with VES in August 1993 at Spring Valley NY and at Tappan Zee Bridge several weeks later. While initial results found the system not yet optimized, readable plate images exceeded VCR quality. Economies of scale were already realized when these images became data files: Files were transmitted via dial-up modem or Wide Area Network (WAN) connections from the point of capture at the toll plaza to NYSTA headquarters in Albany, NY; from there they were batched to the service provider in Metairie, LA where they were indexed into a database; then the images were served to image workstations via WAN for review at the Customer Service Center in Nyack, NY. From time of incident to review and disposition, the entire automated process took only a few hours, an effort simply not possible if videocassettes were used without

intervention. Because industry standards were used, NYSTA enjoyed maximum flexibility while exposed to minimum revenue risk. As a result of the project's success a paper on VES was presented at a Federal Highway Administration (FHWA) sponsored conference. While VES remained an insider term, E-ZPass became ubiquitous. Because of the modular architecture, the NYSTA VES was able to leverage advances in storage and network connectivity to the extent that much of the system remains in service today.

Kai's next adventures then took him through the defense and wireless industry. In the defense industry, he developed his skills developing firmware/microcode and test equipment for processing cards used in communications equipment, precursors to products known today as Software Defined Radio (SDR). During this time, Kai completed his graduate studies at Stevens Institute of Technology with emphasis in communications engineering. In 2000, Kai further developed his skills in the wireless industry, bringing mobile handsets into production and developing the audio/logic sections of products known as broadband data cards for notebook PC and Personal Digital Assistant (PDA) widely used today.

In 2003 Kai joined the Metropolitan Transportation Authority (MTA) family of agencies. He started with Bridges and Tunnels (B&T) as Intelligent Transportation Systems (ITS) Project Manager in the Technology Department. Kai's responsibilities spanned new projects related to B&T toll system including E-ZPass and also became communications system advisor to other ITS projects. He served as B&T technical representative in the E-ZPass (IAG) and I-95 Corridor Coalition (I95CC) regional organizations. Kai also served as public sector co-chair in the Electronic Payment Services (EPS) committee for the Omniair Consortium, an industry advocate for interoperable Dedicated Short Range Communications (DSRC) systems used for tolling and other applications in the 5.9GHz radio spectrum.

Currently Kai is with New York City Transit as Principal Engineer in the Department of Capital Program Management (CPM). He is responsible for supplying resources and expertise in applications, systems expansion, and systems integration within the Communications Engineering discipline. Projects include Fulton Street Transit Center, Number 7 Line Extension and Second Avenue Subway. He remains an advocate for standards-based system development by contributing and reviewing draft communications engineering standards for the American Public Transportation Association (APTA).



## 2006-2007 List of Activities

By Leo TSANG

<b>2006</b>	
<b>December 12</b>	 1st BOD Meeting
<b>2007</b>	
<b>January 21</b>	 We were invited to attend the 9 <sup>th</sup> Annual NACOTA/WCTA Technical Symposium.
<b>January 21-25</b>	 Members attended TRB 86 <sup>th</sup> Annual Meeting in Washington, D.C.
<b>February 15</b>	 2 <sup>nd</sup> BOD Meeting
<b>April 19</b>	 We received a team of VIPs from the Vietnam Chamber of commerce and Industry in New York City. It was a day full of activities. Followed after an hour and half seminar section with welcoming ceremony at the Vietnam Trade Center in New York City, we had a site tour to various places in the neighborhood
<b>April 19</b>	 We received and welcomed a team of Shanghai Delegates led by Director Mr. Ximing Lu with Shanghai City Comprehensive Transportation Planning Institute in New York while they were visiting New York City
<b>May 17</b>	 3 <sup>rd</sup> BOD Meeting
<b>May 18</b>	 Technical tour to NJ Transit Rail Operations Center
<b>May 26-28</b>	 Members attended the 20 <sup>th</sup> ICTPA Annual Meeting at Los Angeles
<b>August 6</b>	 4 <sup>th</sup> BOD Meeting
<b>September 6</b>	 5 <sup>th</sup> BOD Meeting
<b>September 22</b>	 ICTPA Northeastern Chapter 13 <sup>th</sup> Annual Meeting

# 2006-2007 List of Activities



## 2007 Technical Tour

### NJ Transit Rail Operations Center

By Chuck TSAI



We met at Hoboken Terminal at 9:30 AM on May 18th, 2007 (Fri), and then started the trip by taking train #619 (heading to Dover) to the operations center. Our tour was led by Richard Krason, a Senior Director of Systems Operations.

The NJ transit rail operations center includes two separate buildings on the same property, the MMC - Meadowlands Maintenance Complex, where they actually work on the trains; and the ROC - Rail Operations Center, a brand new highly computerized control room

environment. We then toured the rail operations center and Richard introduced the nation's first integrated train power and train management and control system at the main control room. The tour concluded approximately around 12PM.

#### Background/Fast Facts

- NJ transit consists of almost all the rail lines operated by NJ transit rail operation center, including Packsack Valley, Main Line and Bergen County Line, Montclair-Boonton Line, Morris & Essex Line, Raritan Valley Line, Northeast Corridor Line, North Jersey Coast Line, Atlantic City Line.
- The center brings together, the core controlling elements of the agency's Rail Transportation Department - train dispatching, traction power distribution control, remote operation of moveable span bridges, crew dispatching, equipment resource management, and the new customer information group - into one building.



2007 Technical Tour



**News Clips and Annual Photos**



# News Clips and Annual Photos

**華人交通運輸協會美東北區分會7日舉行年會**

【大紀元10月3日訊】(大紀元記者史靜紐約報導)國際華人交通運輸協會美東北區分會將於10月7日在法拉盛喜來登飯店舉行2006年年會。除安排五位專家學者做技術專題研討外，還邀請市議會交通委員會主席麥彭逸在晚宴上做專題演講。該會會長錢一之歡迎關心城市交通的民眾前來共襄盛舉。

在昨天(2日)的記者會上，會長錢一之和前會長鄭向元及副會長伍國基介紹了今年年會的內容與特色。錢一之說，今年年會的主題為「興運未來-交通規劃中的創新」，將於7日下午2時至4時進行專題演講，以英文進行，免費入場。晚宴從6時30分開始至10時結束，餐券每位\$60元。

伍國基說，今年邀請到愛德華·凱爾茲的副總裁及高級項目經理約翰·帕爾維基和交通模型發展部經理羅曼講解「紐約市交通管理及其影響」；大紐約地區交通規劃局技術部主任傑羅安介紹「中國交通發展的戰略性思考」；紐澤西交通發展部副主任羅曼介紹「新澤西交通發展的未來-永續性的土地利用政策」；紐約城市大學教授陳秋子談「交通可選擇性的演變與發展」。

鄭向元表示，今年的「傑出成就獎」將頒給市議會交通委員會主席劉厚德和前會長潘文敏。鄭向元說，潘文敏去年在籌備年會時不幸遭遇車禍，至今尚未痊癒，頒給給她，是為感謝她對交通運輸業及協會所做出的無私貢獻。

國際華人交通運輸協會於1988年在華府成立，涵蓋紐約、新澤西和康州的東北區分會則成立於1994年，由來自兩州三地的服務於交通運輸界的人士所組成。

喜來登飯店位於法拉盛功大道135-20號，研討會在七樓舉行，晚宴在地下餐廳，有意參加者可洽Leo Tiang (609) 734-7096, (<http://www.dajiyuan.com>)

ICTPA Northeastern chapter 12<sup>th</sup> Annual Meeting Announcement by Dajiyuan News



Speakers of the Technical Session: Innovative Transportation Projects and Planning - Link to the Future Transportation Systems



Attendees at the afternoon technical session



Paul Eng-Wong, ICTPA Vice-President; Dr. Steven Cho, ICTPA President; Councilman John Liu, Outstanding Achievement Award Recipient; Joseph Tse, ICTPA Vice President; Jerry Cheng, Board of Directors



Back Row - James Chin, Kai Chen, Dr. Feng-Bo Lin, Jerry Cheng, Peter Lai, George Tung  
Front Row - Jing Du, Mr. Kuo-ann Chiao, Dr. Steven Chien, Wei Pang (Wen-Min Pan, Outstanding Service Recipient), Paul Eng-Wong, Joseph Tse, Xiao Pei Xu, Sarah Wu



Banquet after NACOTA/WCTA Symposium during TRB 86<sup>th</sup> Annual Meeting in Washington DC



Shanghai Delegates led by Director Mr. Ximing Lu with Shanghai City Comprehensive Transportation Planning Institute in New York



VIPs from the Vietnam Chamber of commerce and Industry in New York City



Technical Tour: NJ Transit rail Operations Center



Mr. Peter Lai and Jimmy Lin at Opening Ceremony



Mr. Allen Huang, ICTPA North California Chapter President; Mr. Chi-Hsin Shao, Past President; ITE President; Dr. Steven Chien, Northeast Chapter President



Dr. Louis Wei, NCKU Department of Transportation Chairman; Dr. Steven Chien, ICTPA Northeast Chapter President; Mr. Bingji Huang, Washington D.C. Chapter Past President



# Technical Corner

## Technical Corner

### Innovation in Intersection Safety: Pedestrian Crossing

*ICTPA would like to thank Parsons Brinckerhoff for permitting the use of this article from PB Network publications and also thank the authors for their contribution.*

By **Chris Wellander**, Brisbane, Australia +61(7) 3218 2694, wellander@pbworld.com; **Peter Turner**, +61(7) 3218 2276, turnerP@pbworld.com; and **Rob McInerney**, Australian Road Research Board, Transport Research

**Pedestrian crossings can be a key element to intersection design and well designed crossings can serve as catalysts for increased levels of walking. In this article the authors present the major findings of their study undertaken to determine what features are needed to make pedestrian crossings safe, effective and attractive elements of pedestrian networks.**

Acknowledgement has been made in many countries recently<sup>1</sup> of the need for more livable communities, including ones that support and facilitate a healthy level of walking. Governments concerned with the impact of inactivity and the resultant impact on health budgets are taking a leading role in sponsoring a range of community-based walking programs aimed at encouraging greater participation in walking. To this end, Queensland Transport in Australia commissioned PB and the Australian Road Research Board (ARRB) Transport Research to develop

*Easy Steps: a toolkit for planning, designing and promoting safe walking.* Easy Steps documents a number of innovative ideas and the latest thinking on best practice in planning and providing for the needs of pedestrians at intersections and wherever walking and other modes intersect. While it covers all aspects of walking, the material presented in this article focuses on the planning and design of pedestrian intersections or crossings of other modal facilities, particularly roadways. Brief discussions are included on special considerations for routes to schools, access for persons with disabilities (universal access), and the role that wayfinding<sup>2</sup> can play in enhancing pedestrian crossings.

### **Pedestrian Crossings in Context**

A walking network is required for walking to be an effective mode of transportation, and factors that contribute to the effectiveness and attractiveness of such networks include:

- Safe pedestrian crossings of roadways
- Convenient connections between people's homes and logical destinations within walking distance, including employment, school, shopping or recreation
- Safe and convenient links to public transport
- Effective wayfinding through the network
- Clarity and consistency of layout
- Weather protection
- An aesthetically pleasing walking environment
- Attractive recreational paths.

### **Design Considerations for At-Grade Pedestrian Road Crossings**

A variety of factors needs to be considered in the design of safe and effective pedestrian crossings, including crossing width, crossing length (and time), surfaces, sight distance, stop-line location, turning vehicles, access to roadway crossings, orientation and provision of tactile paving. Attention to detail is very important, including those related to issues such as the micro-texture of the surface, presence of signal or other pit lids within footpaths, abrupt bumps in the surface, insufficient width of ramps, and tactile markers. Table 1 on the following page highlights key considerations for each of several different types of pedestrian road crossings. While these considerations have been developed for the Australian context, they are valid considerations for the design of safe pedestrian crossings in other countries.

### **Design Considerations for Grade-Separated Pedestrian Crossings**

Pedestrian underpasses and overpasses are provided where interruptions to motor traffic or train flows are unacceptable or where pedestrian patronage is high and at-grade crossings are not acceptable. In most cases, such grade-separated solutions are recommended only for unique situations because of cost considerations and difficulty in getting pedestrians to use them. Table 2 on the previous page outlines design considerations for grade-separated pedestrian crossings. Underpasses work best if they are well lit, have active adjoining areas and are supervised. Footbridges are more attractive to walkers if they are on the same level as surrounding land uses, such as shops, and can be accessed by both stairs and other means.

### **Safe Routes to School**

A high priority for all communities is to provide safe travel for children to and from schools, and a key concern is safe crossings of roadways. Intended routes from inside the school to various transport facilities, such as bus stops, car parks, footpaths and cycle paths, should be clearly established to avoid conflicts and maximise efficiency of the other facilities. The location of entry and exit points to the school is critical for directing children and other pedestrians, cyclists and vehicles to the desired locations. In addition, gates should be located so that children are directed to designated crossing points. Children should not have to cross the main entry/exit point to the school or walk through off-street parking in order to access other facilities. Properly located gates have the additional benefit of preventing children from playing near or on the road. Further, good placement of gates may remove the need for pedestrian fencing outside the school.

### **Universal Access**

A key concept in universal access as it relates to walking is the continuous accessible path of travel or access path to all, including those with sight, hearing or physical disabilities or other special needs. Standards Australia (2001) further notes that for non-ambulatory people, “the uninterrupted path of travel ... does not incorporate any step, stairway, turnstile, revolving door, escalator or other impediment which would prevent it from being safely negotiated by people with disabilities.” This concept is particularly critical when designing pedestrian crossings. Different types of disabilities have different implications for the pedestrian environment at intersections. For example:

- People with little or no sight feel vulnerable about tripping on uneven ground or colliding with obstacles in their path (including hazards from the waist up such as umbrellas, trolley rails and tree branches) and have difficulty orientating themselves and finding their way in unfamiliar environments. For people with low vision, luminance contrast, colour contrast and good signage is helpful, while those with no vision benefit from tactile information.

- People with hearing loss may need visual rather than audio warnings and announcements.
- People with poor balance or coordination find it difficult to walk and are at risk of falling. Handrails and other supports (e.g., walls) will often help.
- People with respiratory problems or poor stamina will not be able to walk long distances or up steep slopes or steps, and may need to rest more often.
- People in wheelchairs often cannot negotiate barriers, such as a kerb, and need a well constructed kerb ramp.

In some cases, the design solutions to improve accessibility for one type of user may reduce accessibility for others (e.g., the use of tactile cues on ramps for the vision-impaired, can negatively impact mobility-impaired users). It is of the utmost importance, however, that an access path be truly continuous, as it takes only one barrier, such as that illustrated at the intersection in Figure 12, to make an entire route unusable.



**Figure 12: A non-continuous walking path—the footpath does not continue on the far side of the intersection** (Source: ARRB Transport Research)



**Figure 13: Example of a shared zone.**

(Source: ARRB Transport Research).

### Wayfinding

Wayfinding at an intersection provides more certainty and predictability in pedestrian movements and, thus, creates a safer environment for both pedestrians and drivers. Good signage and information facilitates wayfinding by fulfilling a number of essential functions, including:

- Providing information to aid navigation, especially for new users of a location
- Indicating the locations of facilities
- Indicating the length of legs of the pedestrian journey to encourage use of the facility
- Providing warning of any hazards (for example, grade, or slippery surfaces)
- Indicating particular regulations or restrictions, which is particularly important in shared zones where pedestrians intersect with modes in a more random setting (Figure 13). Good signage is particularly important for:
  - People with disabilities, for whom a wrong choice about direction can mean an arduous effort and/or unsafe conditions
  - Tourists and other visitors, who may be unfamiliar with the area, may have limited time available, and may be unfamiliar the spoken language.

### Conclusion

Pedestrian movements form an important link in the transport chain for all journeys except those few where the non-walking mode of transport delivers the user directly into the destination (e.g., a car trip to a basement car park or to a drive-through business). Ultimately, the viability of most businesses and other activities and services depends

on walking access, even if only between car parks and the business premises. Pedestrian facilities are important for such trips, but more so for those trips made entirely on foot and for which no alternative transport is available. The provision of pedestrian facilities demands attention at a scale much finer than that typically demanded by the provision of automobile facilities. This article has highlighted some of these requirements as a basis for wider appreciation of the needs of this important mode of travel with emphasis on situations where walking intersects with other transportation modes.

**Related Web Sites:**

- Australian Road Research Board: [www.arrb.com.au](http://www.arrb.com.au)
- Queensland Transport Pedestrian Website: <http://www.transport.qld.gov.au/pedestrian>
- UK Government's Greenways Handbook: [http://www.greenways.gov.uk/site/greenways handbook/default.asp](http://www.greenways.gov.uk/site/greenways%20handbook/default.asp)
- U.S. Department of Transportation's National Bicycling and Walking Study: <http://www.walking.info.org/>

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*Chris Wellander, a principal transport engineer currently based in Brisbane, has been with PB for 20 years. During this time he has been involved in a variety of projects covering an array of modes ranging from pedestrians to public transport to freeway management systems. He was project manager for the development of Easy Steps: a toolkit for planning, designing and promoting safe walking.*

*Peter Turner is a senior professional associate with the Brisbane office. He started his career as a transport planner for the Metropolitan Transit Authority and worked for a number of years in a variety of transit policy, planning and management roles in the Department of Transport. Peter has been involved in a number of signature bus, light rail and ferry transit projects throughout Australia and New Zealand over the past decade and was the principal investigator for the development of the Easy Steps document.*

*Rob McNerney is State Manager for Australian Road Research Board in Queensland. He has more than 15 years' experience focused in the areas of road safety, risk management and vulnerable road users. With a background in research, government and the consulting industry, Rob provided the Easy Steps project with practical guidance on construction, maintenance, safety and prioritisation issues related to provision of pedestrian facilities.*

*3 Several of the design features presented in this table, particularly pedestrian-activated signals and pedestrian detector crossings, are discussed in more detail in the following article by Ron Pati entitled "New ITS Technologies for Enhancing Pedestrian Safety."*

4 A dogleg crossing is unlike a straight crossing as it involves a lateral movement in the median. It is often applied where a pedestrian refuge is required, as shown in



Figure 1: Centre island pedestrian refuge.



Figure 2: Pedestrian refuge island with shelter.



Figure 4: Pedestrian fencing on a street in Brisbane.

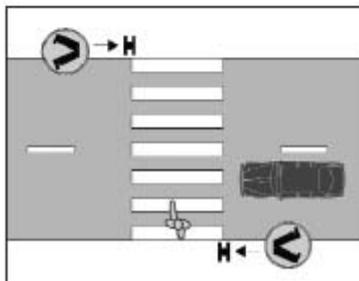


Figure 5: Zebra crossing  
(Source: Queensland Dept of Main Roads TRUM Part 3.10 Section 6.3)

Figure 2.



Figure 3: Plan view sketch showing kerb bulbs at intersections.

Table 1: Pedestrian Road Crossings<sup>3</sup>

KEY DESIGN ELEMENTS	IMPORTANT DESIGN FEATURES
<b>Physical Pedestrian Aids</b>	
Refuge island and medians	The central island in four-lane roads enables pedestrians to stage crossings. These should be at least 10 m (33 feet) long and 2 m (6.5 feet) wide to accommodate a bicycle or person with a pram, and could be wider in areas of high demand. The island should have a walk-through at pavement level for mobility-impaired persons, and tactile ground surface indicators (TGSIs) may be beneficial (Figure 1). Sight distance is also important, and in some climates, where extreme rain or sun are a factor, shelters in the medians should be considered (Figure 2).
Footpath extensions, or kerb bulbs	Kerb bulbs can be provided mid-block or at intersections to reduce crossing distance and improve sight distance past parked vehicles (Figure 3).
Loading islands and safety zones	Used to load public transport passengers at locations other than the kerb side, these should be at least 2 m (6.5 feet) wide. Fencing may be required to protect pedestrians/ passengers from through traffic.
Pedestrian fencing	Used at kerbside or in medians, fencing restricts pedestrians to safer crossing points (Figure 4). Fencing must not restrict sight distance, however, and should minimize roadside hazard potential (e.g. it should not include horizontal members that may spear a vehicle). A variation used in some cities is large planters placed along pathways to deter pedestrians from jay-walking.
Lighting	Good lighting is essential for the safety of pedestrians crossing roads at night. Lighting should extend up to 80 m (265 feet) along the kerbside in each direction from the intersection, particularly in isolated environments. Lighting levels depend on the given situation and are covered in relevant standards (AS1158 for Australia). For pedestrian crossings they can range anywhere from 2 lux to 50 lux.
<b>Formal mid-block crossings</b>	
Pedestrian crossing (zebra)	Crossings consist of pedestrian crossing signs (walking legs) and pavement markings (Figure 5). The line of sight from the motorist to the pedestrian should not be obstructed by utility poles, landscaping or other roadside items, as is the case illustrated in Figure 6.
Pedestrian-activated signals	Pedestrians activate the traffic signals by pressing a push button. Audio-tactile signals may be required for vision/hearing-impaired pedestrians. Where safety is an issue, lights can be imbedded in the pavement along the length of the crosswalk and programmed to flash when the pedestrian signal is called.
Pedestrian detector crossings (puffin)	Pedestrians are monitored by detectors (e.g. infra-red) to ensure that they have cleared the crossing before traffic is allowed to flow. This measure helps slower moving pedestrians and can reduce vehicle delays when pedestrians cross quickly.

(continued)

**Q and A**

**Question:**

Do the tactile strips make it more difficult for those in wheel chairs ?

Brian Brenner, Tufts University

**Answer:**

Tactile strips can make it somewhat more difficult for wheelchairs, but typically do not provide a significant hindrance. Layouts usually provide the ability for wheelchairs to avoid the strips while still using the treated facility. Guidelines for the design and placement of tactile strips do exist. In Queensland, Australia, they're contained in the *Guidelines for facilities for blind and vision-impaired pedestrians*, Department of Main Roads (currently under development) and the *Manual of uniform traffic control devices (MUTCD)*, Department of Main Roads, 2003.

(Table 1 continued)

KEY DESIGN ELEMENTS	IMPORTANT DESIGN FEATURES
<b>Intersections</b>	
Marked foot crossings	If adequate space exists to provide the width needed to accommodate existing or projected pedestrian demand, dogleg crossings <sup>4</sup> should be avoided because they may mislead vision-impaired pedestrians. Otherwise, dogleg crossings can provide more effective storage space, but in these cases, adequate tactile paving and physical barriers should be installed to safely guide the visually impaired. An exclusive pedestrian phase may also be warranted.
Kerb ramps	Ramps should be oriented in the direction of travel, not to center of intersection. The maximum slope should be 1 in 8, although flatter would be better, and TGSIs should be included (Figure 7).
Traffic islands and medians	Left-turn islands (Figure 8), which would be right-turn islands in the U.S., and medians should be large enough to accommodate pedestrian demand. Cut-through paths should be provided at the pavement level on small islands while median islands should be either cut through or have compliant kerb ramps and 1.2 m (4 feet) of level area for wheelchair maneuverability. There should not be any poles in travel paths and adequate vertical clearance to signals and signs must be ensured. Low-level landscaping can be used to control pedestrian movements.
Railway crossings	Signs giving warning to pedestrians should be provided along with mazes, gates or booms to control their movement. These crossings also need to be illuminated and include treatments for people with visual, hearing, or physical impairments, including measures to prevent wheelchairs from becoming trapped in tracks (also see Table 2: Grade separations).

**Table 2. Grade Separations**

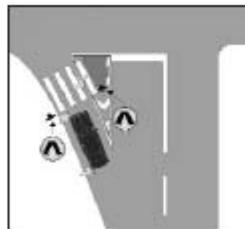
KEY DESIGN ELEMENTS	IMPORTANT DESIGN FEATURES
Overpasses	These must be evaluated carefully. They need to minimise the additional walk distance, yet comply with the requirements for disability access (Figures 9 and 10). Their width should be a minimum of 2.5 m (8 feet) for shared path, and the maximum grade is generally 1:14 with rests every 9 m (30 feet).
Underpasses	These too must be evaluated carefully. Users should be able to see through them, and generous width and lighting should be provided (Figure 11).



**Figure 6. Pedestrian is partially obscured by vegetation and utility poles.**



**Figure 7. Kerb ramp with tactile ground surface indicator (TGI) provided.**  
(Source: Queensland Department of Main Roads).



**Figure 8. Zebra crossing to left turn island**  
(Source: Queensland Dept of Main Roads TRCM Part 3.10 Section 6.4).



**Figure 9. Pedestrian over crossings in Brisbane.**



**Figure 10. Pedestrian over crossing**  
(Source: ARRB Transport Research).



**Figure 11. Pedestrian/bicycle tunnel under busy arterial.**

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## Congestion Pricing: An Overview of Road Pricing Programs

*ICTPA would like to thank Parsons Brinckerhoff for permitting the use of this article from PB Network publications and also thank the authors for their contribution.*

By **Steve Buckley**, Philadelphia, PA, 1-215-790-2310, [buckley@pbworld.com](mailto:buckley@pbworld.com)

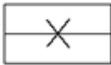
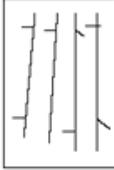
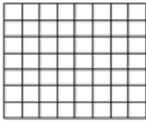
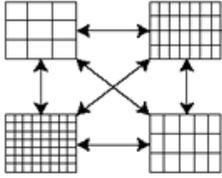
**Congestion pricing has been debated for decades, but has proven to be an effective congestion management tool once negative public perception is overcome. This article discusses the trends in congestion pricing from the 1970's to now, including the latest mandates in the U.S. under TEA-21.**

*When New York Mayor Michael R. Bloomberg is proposing a congestion pricing plan to New York City to end the stalled traffic, the following article will give you an overview to this congestion management from various perspectives.*

From 1970 to 1990, the daily vehicle miles traveled (VMT) in the U.S. increased 133 percent, from 1.6 billion to 3.8 billion, while the lane miles of highway increased only 13 percent. During the 1980s, the growing demand for increased highway capacity greatly outstripped the nation's fiscal and physical abilities to provide it. With VMT expected to continue to grow at a rate of 3 percent to 3.5 percent each year in most U.S. urban areas, it is obvious that congestion will continue to worsen and its costs will continue to increase unless steps are taken to address this problem.

Today, even under the Transportation Equity Act for the 21st Century (TEA-21), resource constraints will continue to make it difficult for most state DOTs to fund all of the new or expanded roadway construction they believe is necessary. At the same time, however, the transportation community is recognizing that large expenditures to increase highway capacity will not address our congestion problems adequately and that often, such increases are not acceptable to the public.

Traditional congestion management strategies have been marginal at best in helping to sustain mobility, decreasing congestion by only 3 percent and hydrocarbon emissions by approximately 5 percent. These results are leading to more and more discussion about another congestion management strategy—congestion pricing. Congestion pricing is not an abstract idea, but one that most people experience daily with peak period prices charged for services such as hotel rooms, theater, communications, and other transportation modes, such as rail and airline tickets.

				
<b>SPOT</b>	<b>FACILITY</b>	<b>CORRIDOR</b>	<b>AREA</b>	<b>REGIONAL</b>
Price a bottleneck such as a bridge or a tunnel.	Price part of a roadway facility in a corridor.	Price all roadway facilities in a corridor.	Price all roadway facilities in an area.	Price roadways at regional centers or across a region.
<b>EFFECTS</b>				
Small to moderate trip reduction. Spillover small.	Moderate trip reduction. Spillover likely.	Large trip reduction. Some spillover possibility to other corridors.	Significant trip reduction. Some spillover possibility.	Maximum trip reduction. Some spillover potential depending on area covered.
<b>OPERATIONS</b>				
Minimum requirements for operations, enforcement, and pricing technology.	Medium requirements for operations, enforcement, and pricing technology.	Significant requirements for operation, enforcement, and pricing technology.	Extensive requirements for operation, enforcement, and pricing technology.	Extensive requirements for operation, enforcement, and pricing technology.
<b>COST/REVENUE</b>				
Low to medium costs & revenues. Revenue likely to exceed costs.	Low/medium costs & revenues. Revenue likely to exceed costs, unless extensive spillover.	High costs & revenues. Revenue likely to exceed costs.	High costs & revenues. Revenue likely to exceed costs.	High costs & revenues. Revenue likely to exceed costs.

Source: Congestion Pricing: Guidelines for Project Development

Table 1: Congestion Pricing Options

**Congestion Pricing Targets Behavioral Changes**

The principal objective of congestion pricing is to reduce congestion by managing demand. It is not intended to reduce highway travel per se, but to discourage over-demand during peak hours. Charges should be set high enough to encourage behavioral changes in roadway users and to target vehicles that are the greatest contributors to congestion. Traffic flow is not a linear function of volume, so even modest reductions in demand can produce large reductions in congestion.

One focus has been to discourage single occupancy vehicles (SOVs) and promote the use of high occupancy vehicles (HOVs). On most roadways during commuting periods, the auto occupancy rate is slightly higher than one, so the roadways' vehicular capacities are being filled, but potential passenger (or people-moving) capacities are scarcely tapped into.

**Pilot Programs Under ISTEA**

Up to six pilot programs were funded under the 1991 Intermodal Surface Transportation and Efficiency Act (ISTEA) to study the effects of such congestion pricing programs on driver behavior, traffic volume, transit ridership, air quality and revenue generation. For example, in California, vehicles on San Diego's I-15 and Orange County's SR-91, are charged one rate for the use of newly created express lanes during non-peak hours and a higher rate during peak hours. To date, with increasing public understanding of what the programs are intended to accomplish, these projects have been very successful. (See also "[CALIFORNIA: I-15 Congestion Pricing Project](#)" by Wayne White.) When properly implemented, congestion pricing promotes several changes in commuter behavior, including:

- Shifts in travel to off-peaks times

- Shifts to higher occupancy modes such as car pools and vanpools
- Shifts to alternative modes such as mass transit, bikes, walking, etc.
- Shifts to less congested roadways and destinations
- Telecommuting
- The consolidation or elimination of some trips.

Table 1 shows a summary of different types of pricing options, their potential effects, operations, and costs/ revenue generation. The most popular candidates for currently proposed pilot programs have been tolled facilities such as bridges, tunnels, and turnpikes, or new construction projects. Several potential candidates are privatized toll roads slated for construction in the next few years. These projects tend to be either spot pricing or facility pricing because they are the easiest to implement and the easiest to study for performance and impacts.

LOCATION	STATUS	PRICING (in U.S. equivalents)	IMPACTS	KEY POINTS
Singapore	In place since 1975.	\$2.50 per day from 7:30 to 10:15 a.m. Downtown area.	Reduced peak traffic 40%.	Business unaffected. Pollution decreased. Revenues exceed costs.
Hong Kong	Test of AVI technology only in 1985. No price imposed.	\$1.28 per day (1985) studied.	Projected reduction in peak traffic of 20%.	Revenues projected to exceed costs. AVI proves reliable.
France	Peak period pricing of 6-lane toll road Lille from Paris – (Autoroute du Nord A1). Implemented in 1992.	Peak prices are 25-50% higher than normal rates, which vary between \$2 and \$10 depending on the distance.	Significant shift in time of travel and decrease in congestion. Peak traffic down 10%, with shifts to off-peak.	The peak pricing is in effect in the afternoons on weekends when the traffic is heaviest.
Norway	Oslo toll points since 1990. Bergen since 1986. Trondheim since 1991	\$1.60 per day in Oslo. \$0.80 in Bergen	Reduced traffic about 5% in Oslo, 6-7% in Bergen, Project 20% reduction for \$4 toll.	Trondheim AVI reliable and revenue exceeds costs.
Netherlands	Proposed for Eastern Holland in 1995.	\$1.65 peak, \$0.16 off peak.	Goal is to reduce peak auto use by about 30%	Public concern revenues will go to general fund.
Cambridge, England	Plan to implement demonstration in 1994.	None set yet.	None published.	Plan to price both entry and movement and vary with distance and speed. Revenues earmarked for public transit.
Stockholm	Proposed for central business district in 1991.	\$4.22 per day.	Projected reduction in traffic of 20%	Plan deferred due to Gulf War. Parliament agrees revenues go equally to transit and roads.
London	Proposed for central and Inner London. A new 5-year study currently under way.	\$3 per day in 1975.	Projected reduction in traffic 30-40%	Revenues exceed costs. The new study devotes considerable effort to public awareness and support development.
Boston, San Francisco, Berkeley, Madison, and Honolulu	Studies conducted during 1970's. None implemented.	\$2 to \$3 per day.	Projected reduction in peak traffic of 15-30%.	Costs estimated at one tenth revenues. Concerns about adverse impacts on businesses and low income groups.

Table 2: Overview of Congestions Pricing Programs

**Performance History of Congestion Pricing**

The only “true” congestion pricing scheme that has been operational for any substantial period is in Singapore. In use since 1975, this system is “true” in that it was initiated with the sole purpose of reducing congestion in the downtown area by improving the efficiency with which Singapore’s roadway networks were being used. Operating as an area-wide pricing scheme, it began as an equivalent \$1 (U.S.) toll to enter the heavily congested downtown area between 7:30 A.M. and 9:30 A.M.

The program produced very successful results showing decreases in volume and increases in travel speeds. In the first year alone, rush hour traffic was reduced by 44 percent, with the number of SOVs decreasing nearly 60 percent. Equally important, congestion pricing did not have an adverse effect on business, urban air quality improved, and the system operated on about 15 percent of the revenue it generated.

In Lille, France a toll road operates with peak period prices 25 percent to 50 percent higher than off-peak rates. Initial results show significant shifts in travel time with peak period traffic down 10 percent. Other programs that have provided comparable results have been introduced in several European cities. Many projects were created primarily as a means of revenue generation rather than a congestion management tool, but have resulted in reductions in peak period volume reductions of approximately 5 to 7 percent on tolls of \$0.80 to \$1.60 U.S.

Other congestion pricing projects are being planned for Hong Kong, Stockholm, London, and Cambridge (Table 2). Studies for these proposals have projected peak hour traffic reductions of 20 percent to 40 percent.

### Public Perception

Congestion pricing is not new in the U.S. It was considered in several cities in the 1970s but, at that time, the public did not feel that congestion was severe enough to warrant such measures and opposition arose over equity, inconvenience, and potential impacts to central business districts.

Today, however, concerns have changed. A recent study sponsored by the Federal Highway Administration assessed public perceptions of the winners and losers of congestion pricing. The results show that the perceived winners include:

- Those who value their time enough to pay the tolls and who benefit directly by reduced congestion (i.e., time savings)
- Mass transit systems, which can expect increased ridership
- Transportation departments, which would benefit from increased funding through raised revenues
- The environment, through reductions of pollution.

Perceived losers include:

- Those who have no alternative to paying the tolls
- Those whose mobility is reduced by tolling (primarily the lower income)
- City centers
- Current mass transit users
- Users of non-toll highways, who will bear the increased volume that results from drivers attempting to avoid tolling.

The obstacles to implementing congestion pricing schemes are not insurmountable. Public response has indicated that negative public perceptions might be overcome if transportation officials took the steps needed to win public support, including:

- Education on congestion and its expected growth
- Explanation of the effects of external costs so that congestion pricing is not viewed as just another tax
- Use of revenues for transportation improvements and improved services on other transportation modes
- Continued study of the effects of congestion pricing on certain groups to ensure that undue hardships can be and are rectified.

### Value Pricing Authorized Under TEA-21

Congestion pricing programs have given way to “value pricing,” a comparable concept under TEA-21 that allows SOVs to “buy in” to underutilized HOV lanes. The value is in the opportunity for those who see the worth in paying for the use of uncongested HOV lanes, as opposed to punitive measures levied on all. (See also “[TEA-21 Introduces Value Pricing](#)” by Carol Martsolf.)

TEA-21 authorizes a number of value pricing demonstrations, both on HOV and other categories of roadways, including interstates. Projects are being studied or initiated in San Francisco-Oakland, California; Houston, Texas; Boulder, Colorado; Portland, Oregon and New York City, and we will likely see more pricing studies in the coming

months.

PB has been involved in a variety of roadway pricing studies. This list includes a detailed assessment for U.S. 101 in Sonoma County, California and studies for I-95/495 on the Capital Beltway in Maryland, I-10 in Houston, Texas and I-4 in Orlando, Florida.

**The Future for Road Pricing**

Road pricing appears to be a realistic approach to reducing congestion and pollution, and increasing revenues for transportation systems. The technology to implement pricing systems efficiently exists with today's toll collection systems, particularly with electronic systems and automated vehicle identification technology. The greatest barriers tend to be institutional and political, so road pricing will probably not become a palatable alternative until it gains a spokesperson to push it. Without effective champions, policy measures rarely gain public support.

Though public perception does not seem to view pricing schemes in a favorable light currently, many of the perceived problems are exactly that—perceived. With a well directed educational campaign, a better informed public may accept the idea of paying full cost for their use of the highway network. With several pilot programs in place in the U.S., several years of performance should reveal whether the public is willing to accept such a tool for transportation demand management.

Most transportation officials agree that road pricing is not meant to be a panacea, but it can be a very effective tool in modifying the often inefficient and costly behavior of our commuting society if used in conjunction with other congestion management programs, such as better land use development

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## Bylaws

### INTERNATIONAL CHINESE TRANSPORTATION PROFESSIONALS ASSOCIATION (ICTPA) U.S Northeastern Chapter

#### Bylaws

#### Article I – Name, Address and Purpose

- 1.01 The name of this non-profit organization shall be the International Chinese Transportation Professionals Association (ICTPA), U.S. Northeastern Chapter, designated hereinafter as the “Chapter”.
- 1.02 The address of the Chapter shall be that of its current President.
- 1.03 In the event there is any conflict between provision of these Bylaws and the provisions at the Constitution of ICTPA, the provisions of these Bylaws shall govern.

#### Article II – Membership

- 2.01 The membership of the Chapter shall consist of Members, Corporate Members and Student Members.
- 2.02 Members, Corporate Members and Student Members shall be entitled to all privileges of the Chapter excepting that only Members shall be eligible to hold offices and to vote on Chapter matters.
- 2.03 A Member shall be a person who is presently engaged or has been engaged in transportation related work and paid the membership dues of the Chapter as the Board of Directors may, from time to time, specify.
  - **Active Member (AM)**: Members who are actively participating in association and have no outstanding membership. In addition to general benefits, Active Members will be invited to the local chapter’s annual meeting/technical session free of charge (exclusion of annual dinner). AM will be listed in both the local and international membership directories.
  - **Standing Member (SM)**: Registered members with our local chapter. Standing Members will receive our newsletters, access to the association website and be invited to participate in all association functions and activities. Standing Members will be listed in the local membership directory; however, inclusion in the international directory will be subjected to the decision of the International Board of Directors.

- 2.04 Student Member shall be a personal who is enrolled as a student in a graduate or undergraduate school of recognized standing, pursuing a course of study in a transportation related field and has expressed in writing to the Chapter that he or she is interested in becoming a Student Member. A Student Member can transfer status to a Member upon application and acceptance to a position in transportation related work within a year of completion of the pursued course of study.
- 2.05 A Corporate Member shall be a Corporation with endorses and supports the purposes of the ICPTA. A Corporate Membership is entitled to assign up to three regular Members with full membership privileges.

### Article III – Membership Dues

- 3.01 Membership dues for the Chapter shall be recommended by the Board of Directors, and approved by majority vote of Members present at the Annual Membership Meeting of the Chapter.

### Article IV – Meeting and Quorums

#### 4.01 Meeting of the Membership

- (a) The Chapter shall hold at least one Meeting of the Membership annually.
- (b) The September meeting shall be designated as the Annual Membership Meeting of the Chapter for the purposes of carrying out the election of Directors, approve amendments to these Bylaws and to carry out such other business as may properly and appropriately be brought before the Annual Membership Meeting.
- (c) Members may nominate candidates for Directors of the Chapter at least fourteen (14) days before the Annual Membership Meeting.
- (d) No business shall be conducted at any meeting of the membership unless a quorum of the membership is present at such a meeting. A quorum shall consist of at least one-third (1/3) of the total membership.

#### 4.02 Meeting of the Board of Directors

- (a) The Board of Directors shall meet at least two (2) times annually. In addition, the Board may especially meet at such other times as the Board may, in its discretion, require.
- (b) A majority of the membership of the Board of Directors shall constitute a quorum for any meeting of the Board of Directors.

#### Article V – The Board of Directors

- 5.01 The Chairperson of the Board of Directors shall be the duly elected President of the Chapter.
- 5.02 The Board of Directors shall consist of not fewer than nine (9) members who shall be selected from the membership at large at the Annual Membership Meeting. In addition to the Directors elected from time to time, the immediate Past President of the Chapter shall be a Director, serving ex officio.
- 5.03 All Members, in person or by proxy, may vote for the Directors of the Chapter.
- 5.04 The officers of the Chapter shall be elected from the membership of the Board of Directors.
- 5.05 The duties of the Board of Directors shall include the setting of Chapter policy, consistent with these bylaws, the approval of any appointment of committee coordinators made by the membership dues as well as any other means of fund raising, and the transaction of the general business of the Chapter.
- 5.06 In the event any vacancy on the Board occurs, that seat shall remain vacant until the next Annual Membership Meeting of the Chapter at which time a new Director shall be selected to fill the unexpired term of the vacant seat.
- 5.07 The Honorary President, to be chosen by the Board of Directors, will be one who is held in high esteem by the Board for his/her outstanding achievements and contributions. The term for this position will be held in concurrence with the existing offices.

#### Articles VI – Officers and Duties

- 6.01 The Officers of the Chapter shall consist of the President, the Vice-President, and the Secretary/Treasurer.
- 6.02 The Officers shall be elected by the Board of Directors from the Board's membership at the Board's meeting following the Annual Membership Meeting.
- 6.03 The terms of office for the Officers shall be one (1) year, and no person shall occupy the same office for more than two (2) consecutive years.

- 6.04 The President shall also act as the Chairperson of the Board of Directors and shall exercise all authority and responsibility incumbent therewith. The President shall represent the Chapter as appropriate, handle the day-to-day business of the Chapter, shall preside over the meetings of the Chapter and the Board of Directors, and shall appoint coordinators for special committees.
- 6.05 The Vice President shall assist President in the President's duties and shall act as the President when the President is absent or unavailable.
- 6.06 The Secretary/Treasurer shall receive, have custody of, control and disburse, as appropriate and authorized by the Board of Directors and/or membership, the fund of the Chapter. The Secretary/Treasure shall prepare written financial report to the Board of Directors on a quarterly basis or upon request and make the same available to the membership.
- 6.07 The Vice President shall become President in the event that office becomes vacant before the expiration of its term. In the event any other office becomes vacant, the Board of Directors shall appoint a Director to fill the unexpired term.

**Article VII – Amendments tot the Bylaws**

- 7.01 Any proposal to amend these Bylaws shall be made by the Board of Directors or by a petition signed b at least twenty (20) members of the Chapter and shall be submitted at the Annual Membership Meeting.
- 7.02 An affirmative vote of at least one half (1/2) of he Membership or by proxy shall be necessary fir the adoption of any enhance to these Bylaws.
- 7.03 Any amendments to these Bylaws adopted as provided shill shall take effect immediately after adoption unless otherwise provided.

**Article VIII – Dissolution**

- 8.01 In the event the Chapter is dissolved, any assets remaining after the payment or the provision for payment of any and all debts and liabilities of the Chapters, shall be distributed to a non-profit fund, foundation or corporation which is to organize and operate exclusively for charitable purposes and which ahs established its tax exempt status under Section 501 © (3) of the Internal Revenue Code. No part of the income or assets of the Chapter shall ever be distributed to or be pledge for the benefit of any Director, Officers or Member of the Chapter.

#### **Article IX – Past President Advisory Council**

- 9.01 The main purpose for this Council is to create additional opportunities for new Board of Directors candidates, while maintaining the continuity and involvements from the past presidents.
- 9.02 Members of the Council are not voting members of the Board, and will provide guidance and advices to the Board on all business matters. It is required that all Council members are also Active Members of the Chapter.

## Membership forms

Individual membership

Corporate membership

**Membership Forms**

**Individual Membership**

Name*	First	Middle	Last
	(Chinese)		
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Home Address	<input type="checkbox"/> as mailing address <sup>1</sup>		
Phone	(     )		
Fax	(     )		
Company			
Position			
Office Address	<input type="checkbox"/> as mailing address <sup>1</sup>		
Phone	(     )		
Fax	(     )		
Education 1			
Education 2			
Expertise/Interest			
<b>Membership<sup>2</sup> Status</b>			
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<input type="checkbox"/>	Student Member (\$5)		
<input type="checkbox"/>	Paid Member to Update Information		

Date (mm/dd/yy):

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Membership<sup>1</sup>

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Home Address				
Phone	( )			
Email*				

Name*				
	First	Middle	Last	Chinese
Salute	<input type="checkbox"/> Mr.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Others: _____
Home Address				
Phone	( )			
Email*				

Name*				
	First	Middle	Last	Chinese
Salute	<input type="checkbox"/> Mr.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Others: _____
Home Address				
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Date (mm/dd/yy):

\* Required

<sup>1</sup> Membership is calendar year based

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