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ILLINOIS SECTION NEWSLETTER INSTITUTE OF TRANSPORTATION ENGINEERS

VOLUME 11 ISSUE 6 AUGUST, 1986

CALENDAR OF EVENTS

- SEPT. 7-10, 1986 ANNUAL MEETING
Indianapolis, Indiana
- SEPTEMBER 25, 1986 THURSDAY, luncheon meeting, 12:00 noon
Carson Pirie Scott & Company
Wabash Street and Monroe Street
Chicago, Illinois
- OCTOBER 23, 1986 THURSDAY Luncheon meeting, 12:00 Noon
- NOVEMBER 20, 1986 THURSDAY Luncheon meeting, 12:00 Noon
- DECEMBER 18, 1986 THURSDAY Luncheon meeting, 12:00 Noon
- JANUARY 30, 1986 FRIDAY Dinner at Lou Malnalti's
- FEBRUARY 26, 1986 THURSDAY Luncheon meeting, 12:00 Noon
- MARCH 26, 1986 THURSDAY Luncheon meeting, 12:00 Noon
- APRIL 23, 1986 THURSDAY Luncheon meeting, 12:00 Noon
- MAY, 28, 1986 THURSDAY Luncheon meeting, 12:00 Noon



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SECTION NEWS

MONTHLY LUNCHEON MEETING PRICE INCREASE - 1986-87 SEASON

Lew Concklin, House Committee

The first luncheon meeting for the season will be held at Carson's Highland Room at Wabash & Monroe in Chicago, 12:00 Noon on September 25, 1986.

However, the cost of the luncheons is now \$11.00, due to a price increase by Carson's. At the May Board meeting the decision was made to raise the price to cover the additional cost. Carson's actually raised prices six months ago, but ITE subsidized the luncheons during the Spring, pending investigation and comparison of other possible meeting locations. Several sites were compared with respect to the following:

Menu: Price; Value (amount received for price), Content (number and type of courses); Alternative menu choices for those with special dietary needs.

Reservations: Policy; Minimum Required; Maximum room size; Flexibility.

Meeting Room: Suitability for speaking and audio-visual presentations; Availability and cost of equipment; Attractiveness and atmosphere.

These items were tabulated and presented to the Board at the May meeting. Carson's was at or near the top in every category. An additional consideration was the ability of Carson's staff to handle our fluctuating number of reservations. Based on the comparison and our past experience, the decision was made to stay with Carson's.

NEW MEMBERS

The Illinois Section of the Institute of Transportation Engineers is pleased to welcome a new member!

KEITH WILSCHETZ

Metro Transportation
Section Affiliate

Keith is a graduate of the University of Missouri at Rolla, where he received a B.S. degree in aerospace engineering.

MEMBERS ON THE MOVE

VALERIE SOUTHERN, formerly with Barton Aschman Associates, Inc., has been accepted to the Master's program at the JFK School of Government at Harvard University. We wish Valerie success in her studies!

SEVENTH ANNUAL PEDESTRIAN CONFERENCE

The City of Boulder is sponsoring the Seventh Annual Pedestrian Conference, September 18 and 19, 1986. The theme of the conference is "The Politics and Process of Urban Design: Stumbling Blocks of Stepping Stones?" Consensus building among diverse interests, working with municipal code restrictions, financing and legal problems, will be covered in major sessions. Other topics include skywalk systems, neighborhood planning and livability, and commercial and retail spaces for pedestrians. For further information contact the Conference coordinator at (303) 441 - 3266.

SECTION NEWS

POSITIONS AVAILABLE

Traffic Engineers

DKS Associates has immediate openings for experienced Traffic Engineers in Los Angeles, San Jose and Oakland, California. The qualified candidates will have a minimum of three years experience, ideally in a consulting environment, involved in traffic operations, corridor studies, signal design, LRT analysis, travel modeling or computer applications. B.S.C.E. desired; strong writing and communication skills required. Please send a detailed resume with references in confidence to Richard T. Sauve, DKS Associates, 1419 Broadway, Suite 700, Oakland, CA 94612

Transportation Planner/Project Manager

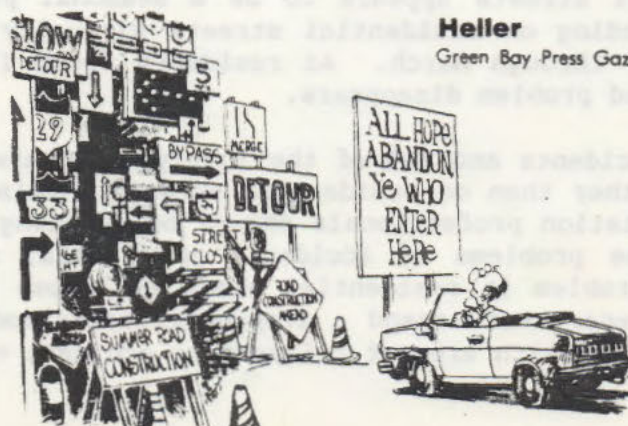
International engineering consulting firm has an opening for an experienced transportation planner/project manager for S.E. Florida office. Strong analytical, written and oral communication skills are necessary and computer modeling experience is a must. A Bachelor's degree with a minimum of five years of experience are required. For further information contact Ms. Yo Liane, PRC Engineering, Inc., 6300 N.E. First Avenue, Ft. Lauderdale, Florida 33334.

Highway Engineer

PRC Engineering is also seeking an experienced, registered professional highway engineer for the S.E. Florida area. The position requires strong project management background with a minimum of ten years experience. For further information please contact Diane at (305) 491-3311 at PRC Engineering, Inc. at 6300 N.E. First Avenue, Ft. Lauderdale, Florida 33334.

Civil Engineer II

The Village of Oak Park has an opening for a civil engineer. The position requires excellent communication skills and considerable knowledge of the principles and practices of civil engineering as applied to the construction and development of public works projects. Graduation from a four year college or university with major course work in civil engineering or any combination of practical experience and training is required. Background in traffic engineering is a plus. Please contact Robert Nellis, Sr., Personnel Director, 1 Village Hall Plaza, Oak Park, Ill. 60302.



HIGHWAY PLAN SPAWNS SMOG-RESISTANT TREES

Chances are, commuters hurrying along the East-West Tollway west of Chicago this summer will notice nothing special about a freshly planted group of trees bordering a portion of the roadway. But years from now, if all goes as hoped, the specially-developed trees will have flourished where others have not.

Such is the goal of George Ware, research director at the Morton Arboretum near Chicago. Ware has spent years of research selecting and developing trees and plants that can survive in the harsh environments. His work evolved in large part from the need to buffer the arboretum's 1,500 acre preserve from exhaust fumes and salt spray from the nearby tollway, which were killing trees.

Ironically, his goal has been furthered by the prospect of more development in Du Page County, where the arboretum is located. The institution recently settled a lawsuit it filed against the State Toll Highway Authority after the legislature approved plans for a north-south tollway to link the area with suburbs northwest of Chicago. The original plan called for a portion of the \$400 million project to border the arboretum on the east before tunneling under the East-West Tollway.

Under the agreement, the new six-lane road will be constructed below ground level along the arboretum's border. Earthen berms up to 20 ft. high will further insulate the preserve. More important, the toll authority agreed to set up a \$2.5 million trust fund to finance Ware's research. Specially developed elm trees will be planted this summer along the East-West Tollway to see how they bear up under the steady barrage of fumes, noise, and salt. A strain of elm was selected, says Ware, because of its reputation as a hardy city dweller - until Dutch elm disease devastated the population in N. America.

Ongoing work at the arboretum will focus on developing other varieties of salt-resistant plants and trees. In addition, scientists will develop plants and trees that can stand a variety of urban conditions, such as poor and compacted soils, either extremely dry or periodically flooded, and different types of air pollution.

(ENR, July 13, 1986)

PROGRAM FOR CONTROLLING SPEEDS ON RESIDENTIAL STREETS, Richard Beaubien, P.E.

Complaints of speeding on residential streets are a continuing problem for local traffic engineers and police departments. The observations described in this article are the ten-year experiences of Troy, Michigan officials.

Speeding on residential streets appears to be a seasonal problem. In Troy, the complaints of speeding on residential streets virtually disappear during the months of November through March. As residents spend less time outdoors the problem or perceived problem disappears.

In 1984, 86% of the accidents and 96% of the injury accidents in Troy occurred on arterial streets rather than on residential streets. This fact leads us to conclude that transportation professionals should be spending more than 90% of their time on with the problems of accidents on arterial streets. However, because the speeding problem in residential areas is "close to home", traffic engineers and police departments spend a disproportionate amount of time with problems on local streets which are not relevant to accident experience.

A majority of the speeding violations issued in residential areas go to residents of that street or streets in the immediate area. This fact would lead to the conclusion that area residents can address their problem by increasing awareness in that neighborhood.

In Michigan, the lowest speed limit permitted under state law (except in park areas) is 25 mph, which may be unreasonably low in new subdivisions with adequate street design standards. Naturally, residents insist that the speed limit be as low as possible in their neighborhood, although the design speed on their street may exceed 25 mph. Motorists who travel local streets every day tend to travel closer to the design speed than the speed limit, and this creates observed speeds in excess of the posted speed limit. This condition is viewed with alarm by neighborhood residents, but it may not actually be a traffic safety problem since the design speed may be greater than 25 mph.

The speeding problem on residential streets tends to be related to the problem of "through" traffic in residential areas. This problem is, in part, a symptom of inadequate capacity on major arterial streets. If adequate capacity were available, "outsiders" would likely stay on arterial streets rather than seeking alternate paths through residential areas.

Before and after speed studies conducted in the city of Troy indicate that stop signs are not effective in controlling speeds. We have found that compliance with these stop signs is poor, and over a period of years the compliance degrades to a point where motorists behave as if the sign were not present. This degradation, (see table), indicates the compliance rates for stop signs installed to control speeds on residential streets in Troy.

STOP SIGN OBSERVANCE

<u>ANVIL</u>	<u>1975</u>	<u>1985</u>
Full Stop	25%	13%
Roll Stop	64%	60%
No Stop	11%	27%
<u>NIAGARA</u>		
Full Stop	51%	21%
Roll Stop	34%	74%
No Stop	11%	5%
<u>ROBINWOOD</u>		
Full Stop	26%	16%
Roll Stop	48%	65%
No Stop	26%	19%

A program for identifying the owners of vehicles through license plate number reports has been somewhat successful in controlling speeds. In this program, neighborhood residents report license plate numbers to the police department. The police department locates the vehicle owner, through the Secretary of State's records, and writes to the vehicle owner requesting safer driving practices and compliance with local traffic ordinances. One of the effects of this program has been to convert many of Troy's younger drivers into pedestrians. These younger drivers found that a vehicle was no longer available to them after the vehicle owner learned how it was being used.



Call for Papers for the ITE 57th Annual Meeting

New York City

August 16-20, 1987

The ITE Technical Council invites you to submit an abstract of a paper that you would like to have considered for presentation at the ITE 57th Annual Meeting.

The Technical Council will consider all abstracts, although preference will be given to the specific subjects outlined below.

Traffic Congestion. High growth and development impacts. Megacenters and trip generation impacts. Reasonable goals for level of service.

Motivation Driving Future Growth. What drives commercial developers?

Traffic Impact of Site Development. What should be covered in traffic impact studies? What is the role of the transportation engineer? Developer participation in transportation improvements.

Demand Modification. Everything you always wanted to know about reducing vehicle demand and increasing occupancies. TSM, HOV facilities, pricing at toll facilities.

Traffic Surveillance and Control Systems. Control systems for signal networks and freeways. Traffic monitoring techniques. Communications, use of fiber optics.

New Technology. Automatic vehicle identification. Weigh in motion. Location and guidance systems. Electronic road pricing.

Computer Tools and Techniques. Computer applications. Computer-aided design. Computer-aided engineering. Expert systems. New software. Systems for small office operation.

Transportation Financing. Privatization. Effect of deregulation. Public/private sector financing and management.

Downtown Circulation. Special problems of CBDs. Parking, transit, intermodal transfer facilities, pedestrians.

Impact of Low Oil Prices. VMT, accident rates, speed limits.

Transportation Facilities in the New York Region.

Grass Roots Traffic Engineering (Things That Work). Share your experiences (good and bad) with your fellow professionals. Exchange information. Pass on an idea that will help someone else.

Interacting with the Media and the Public.

The Neglected Side of Transportation—Goods Movement. Hazardous materials transportation. Designing roadways for trucks.

Experience in Using the 1985 Highway Capacity Manual. Good and bad experiences. How do the new procedures affect site impact studies, developers, and zoning commissions? Use of 1985 HCM software.

Traffic Operations. Signal operations and design. Removal of traffic control devices. Work zone activities. Street lighting programs.

Highway Safety. Traffic management during reconstruction. Alcohol. Seat belts.

Tort Liability. Traffic control litigation—case histories. Accident reconstruction with examples. The MUTCD—Pro or Con?

Liability Insurance. Risk management systems. Rising insurance costs. Alternatives to liability insurance.

Deadline and Format

Abstracts must be received at ITE Headquarters no later than November 15, 1986. Abstracts should be 300-500 words in length and should fill no more than two typewritten pages. The author's name, title, and mailing address should appear on the abstract. Six copies of each abstract are required.

Submission

Abstracts should be sent to: Technical Affairs Director, Institute of Transportation Engineers, 525 School Street, S.W., Suite 410, Washington, D.C. 20024-2729 USA

Authors will be notified by March 1, 1987, as to whether their abstract has been accepted as the basis for a presentation at the meeting. Authors of accepted abstracts will be required to submit a complete manuscript by May 1, 1987.

DOG HELPS BLIND MOTORIST TO DRIVE

LOUISVILLE (UPI) A legally blind man contended that he should not have been charged with drunken driving because his Alaskan malamute, named Sir Anheuser Busch II, was technically operating his car. "We've heard a lot of excuses," Jefferson District Judge James Nicholson said Wednesday with a laugh as he described the case. William David Bowen, 34, was arrested April 26 on charges of drunken driving and driving without a license after police spotted his car weaving along the road. Bowen told the court his dog, nicknamed Bud, had been trained to identify the changing traffic lights. So Bowen decided to put the animal's ability to work when a quarrel with his girlfriend left him stranded without a driver. Bowen drove about one mile with the dog barking to alert him to changing traffic lights before he was stopped by police. After the stop, Bowen refused to take an alcohol breath test, arguing that he had not been operating the vehicle and therefore could not be charged with drunken driving.

HIGHER DRINKING AGE CUTS TEEN AUTO DEATHS

WASHINGTON (UPI) A federal safety study says that states which raised the legal minimum drinking age reduced the number of young drivers involved in fatal auto accidents by 13 percent. The National Highway Traffic Safety Administration, an agency of the Transportation Department, said the conclusion was based on its recent statistical analysis of 13 states, including Illinois, that raised the drinking age to 19, 20 or 21. An estimated 44,000 people are killed in auto accidents each year—half of them alcohol related. Agency Administrator Diane Steed said that if all states had a minimum 21 drinking age, an additional 400 lives would be saved.

WHO WANTS THE SPEED LIMIT RAISED?

Almost 70 percent of America's drivers want the speed limit raised, according to a study by Northeastern University of Boston. Those most in favor of boosting the limit to 65 mph or more are between the ages of 35 and 55, drive at least 15,000 miles per year, and have family incomes of at least \$35,000.

SEAT BELT LAWS ARE WORKING

An article in the Journal of the American Medical Association credits state seat belt laws with significantly increasing the number of people who buckle up. According to author Dr. Gary Goldbaum, an epidemiologist at the Center for Disease Control, universal seat belt use could reduce occupant fatalities by at least 60 percent, saving 18,000 lives and \$10 billion in medical costs every year. A CDC survey of 22,000 adults conducted between 1981 and 1983 (when there were no belt laws in effect) showed that three out of four Americans did not use their belts. A more recent survey, conducted at the end of 1985, shows that almost 60 percent of the populace now wears seat belts when driving all or most of the time.

DENVER ON ROAD TO HIGH SPEED TOLL ROAD

DENVER (UPI) A group of investors fed up with traffic congestion around Denver say they will build a private toll road and allow drivers to travel on it at speeds up to 80 miles per hour. The four-lane highway would run east of Int. Hwy. 25 and extend from Fort Collins, about 60 miles north of Denver, to Pueblo, about 120 miles south. It would come within a few miles of a planned new airport. The investment group estimated that the road would cost \$800 million, including the cost of purchasing land from 74 owners. "I think that's a bit low," Colorado Department of Highways spokesman Carl Sorrentino said. However, state officials have no doubt that the road is needed.

'BABY' CAR SIGNS HAZARDOUS

NEW YORK (AP) Those yellow "Baby on Board" signs in the rear windows of cars could make travel more dangerous for children, the Insurance Information Institute said. People are hanging the signs on the top of the rear window, where they can create a blind spot for drivers. The Institute recommends placing the signs in the bottom corners of the rear window. "These little signs, they're cute and all that," said Harvey Seymour, a spokesman for the Institute. "We've got nothing against the signs as long as they don't contribute to accidents."

WHO DRIVES FAST IN MICHIGAN?

The fastest drivers in Michigan seem to be the members of the state legislature. The Detroit Free Press reports that 62 percent of the state's 148 legislators have been ticketed for moving violations in the last five years. Senator Mitch Irwin, for example, was caught doing "78 mph in 1981; 65 mph later that year; 82 mph in 1982; and 80 mph last year." He has subsequently taken up flying because, as he says, "there's no speeding law at 7000 feet." All told, thirteen of Michigan's legislators have each received at least four or more speeding tickets in the last 5 years.

AND NOW FOR SOMETHING COMPLETELY DIFFERENT

A man who received a parking ticket in Harrogate, England, wrote the following explanation to the local authorities: The trouble was I purchased a pet spider monkey two months ago and I think you may not be aware of the trouble these monkeys can cause. I opened the car window to seek directions and the monkey dived straight out. The embarrassment and consequences could have been severe as they tend to urinate and bite at will. My main aim was to keep sight of this young rascal and, after two miles of sweat and chasing, I recaptured him. Phew! I thought, I trust you will give me consideration with regard to this unfortunate event. I promise this will not happen again as I have since shot the monkey.

Barton - Aschman
820 Davis Street
Evanston, Ill. 60201

ADDRESS CORRECTION REQUESTED

ILLINOIS I.T.E. ITEMS

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