

THE COMPREHENSIVE ITEMS

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TRAILBLAZERS

NEWSLETTER OF THE ILLINOIS SECTION
INSTITUTE OF TRANSPORTATION ENGINEERS.

PRESIDENT'S MESSAGE

by Sara Disney Haufe

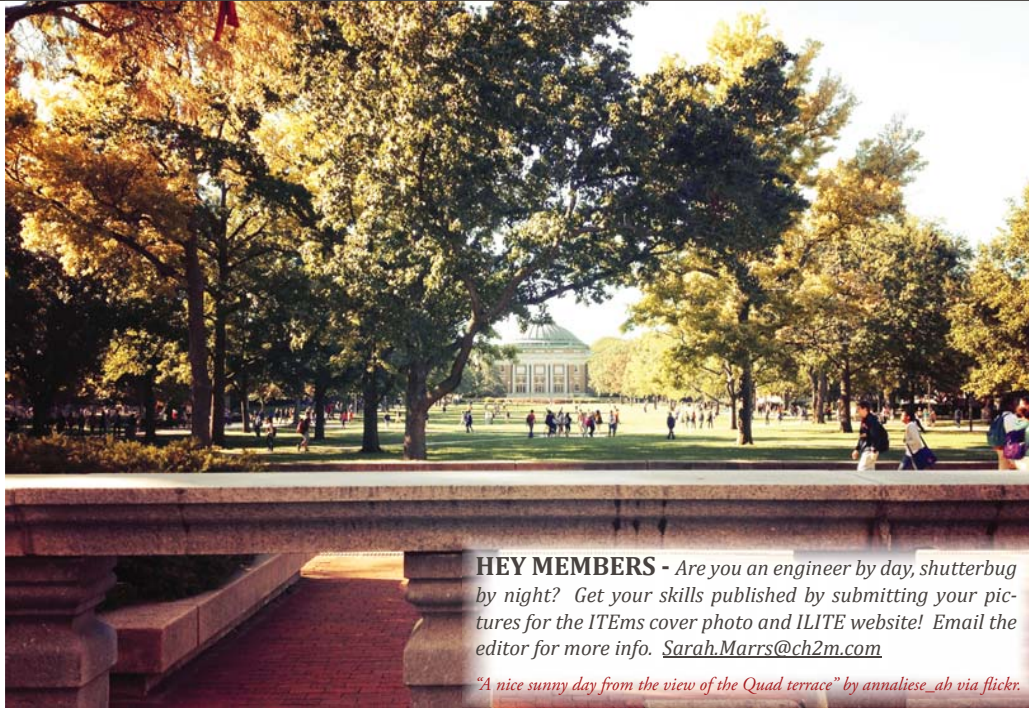


Summer flies by so quickly, and it's hard to believe just how much has been happening in ITE over the last three months – both in our Illinois Section and the entire international organization.

Summer Section Event Recap

ILITE has been going BIG this summer, starting with a huge luncheon event featuring new **CDOT Commissioner Rebekah Scheinfeld**. This event was jointly hosted with the ASCE Transportation & Development Institute, ACEC, APWA, and ISPE at the Union League Club on June 19th, and the crowd was well over 100 attendees. Ms. Scheinfeld gave us updates on several initiatives that CDOT will be tackling under her supervision, including The 606 (or Bloomingdale Trail), the Central Loop BRT, improvements to the Fullerton/Elston/Damon intersection, and she expertly fielded questions from our large group of transportation professionals – and we had many!

Summer is also a time for ILITE to get outside and simply enjoy the company of our members. This year, we did just that at our Summer Social on July 24th, where we watched the Cubs play the Padres from a Wrigleyville rooftop in gorgeous weather. Unfortunately, we weren't quite so lucky for our 4th Annual ITE/WTS Golf Outing on August 22nd, as heavy storms from the night before rained out the course. The event has since been rescheduled for September 12 and we're looking forward to seeing you there. I'd like to thank our Hole Prize Sponsors – **Ardmore, Civiltech, Garry Alden, Parsons Brinckerhoff, Quality Counts, and STV** – and our Tournament Sponsors – **Ardmore, Baxter & Woodman, and d'Escotofor** lending their support to our event! All of ILITE's proceeds from the Golf Outing toward our Section scholarship fund. *Continued on page 2*



HEY MEMBERS - Are you an engineer by day, shutterbug by night? Get your skills published by submitting your pictures for the ITEms cover photo and ILITE website! Email the editor for more info. Sarah.Marrs@ch2m.com

"A nice sunny day from the view of the Quad terrace" by annaliese_ah via flickr.

HEADLINES

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Emanuel Wants Plan to Ease Museum Campus Bottleneck

By Fran Spielman. Posted 08/01/2014 to <http://politics.suntimes.com>

Mayor Rahm Emanuel has asked policy experts and lakefront stakeholders to propose "transportation enhancements" to ease a museum campus bottleneck that will get worse with construction of the Lucas Museum of Narrative Art.

The site selection committee that chose to give movie-mogul George Lucas 17 acres of free lakefront land between Soldier Field and McCormick Place East has already laid out the enticing possibilities.

They include:

- Extending bus rapid transit to the museum campus.
- Creating a "dedicated trolley service" to and from the Loop and West Loop commuter rail stations.
- Adding bike paths.
- Upgrading 31st Street.
- Offering water access via Burnham Harbor.
- Upgrading the 18th Street entrance and exits to McCormick Place and the museum campus, as well as the Roosevelt Road interchange.

The smorgasbord of transportation improvements also includes an idea that Lucas has agreed to bankroll and famed Chicago architect Jeanne Gang has been hired to design: a pedestrian bridge linking the Lucas museum to Northerly Island.

Now, Emanuel's chief operating officer Joe Deal and Metropolitan Planning Council President Mary Sue Barrett will co-chair a task force to consider those options and more over the next 90 days.

Emanuel has emphasized repeatedly there would be "no taxpayer support" for the Lucas project over and above the free land he has dismissed as a great trade-off because it would replace 17 acres of ugly surface parking lots with green space, thanks to an underground parking garage built at Lucas' expense.

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President's Message continued from page 1

MWITE District Conference and ITE Annual Meeting

Each year, we send our Section President to the MWITE District Conference and ITE Annual Meeting to represent our Section at various business meetings and forums. I am so grateful to have had the opportunity to attend these meetings as a representative of the Illinois Section! This year's MWITE District Conference was an especially unique opportunity to experience what ITE has to offer, because the meeting was held jointly with the Western District in Rapid City, South Dakota. Each District has its own traditions, and it was exciting to see both groups work together for a highly successful and educational conference that drew an impressive 400-plus attendees.

The Joint Midwestern/Western District Meeting was a tough act to follow, but the ITE Annual Meeting in Seattle was even better. In an industry that can be painted as very traditional, the Annual Meeting was anything but – and it was incredibly exciting to see how the future of ITE is poised for innovation and creativity! Among the new challenges that ITE has been tackling are the need for increased advocacy and a new approach to capturing and maintaining young professionals as members. With regard to the former, co-chairs of the Advocacy Committee **Monica Suter** of the City of Santa Ana, California, and **Sam Schwartz** of his own namesake consulting firm are developing guidelines that the Illinois Section will be able to use to better represent our membership and the industry as a whole in future legislative issues. As for the latter, you should read up on the new "\$30 to 30" young member dues structure in Immediate Past President **Chad Hammerl's** article to the right.

"In an industry that can be painted as very traditional, the Annual Meeting was anything but – and it was incredibly exciting to see how the future of ITE is poised for innovation and creativity!"

Chad's article also provides great insight into the LeadershipITE program, which will be selecting its second class of professionals this fall. Applications are due on September 15th, and I can't wait to see what Illinois Section leaders will be selected to take part in this organization-changing group. Even if you don't apply to LeadershipITE, I can say to you with confidence that ITE as an organization is taking the challenges of our industry head-on, and their ears are open.

I truly cannot say enough about the incredible people I had the opportunity to meet at these conferences – and especially about our incoming **International Vice President Paula Benway**. In several conversations with her, it was quite apparent how highly she regards the members of ITE and our input. ITE will be reaching great heights under her leadership! If there are any matters that you wish to discuss about where ITE is going locally, regionally, or internationally, please don't hesitate to get in touch with me at illinoisite+president@gmail.com.

Coming this Fall SAVE THE DATE!

Even though the summer kept us busy, ILITE will be no slouch this fall. On September 18th, we'll have **Steve Schilke** of IDOT presenting to us on the Illiana Expressway. With all the attention that has been paid to this new infrastructure project, this presentation is sure to be an interesting one. In October, ILITE will be participating in the 63rd Annual Traffic Engineering and Safety Conference in Champaign-Urbana on October 15th and 16th, followed by a luncheon presentation by **Jeff Young** of the McHenry County Division of Transportation on the Illinois Route 31 bypass around Algonquin on October 23rd. November will find us in Rockford for a joint event with ISPE on the 20th on a topic that is yet to be determined. To close out the year, our December Social Event is tentatively scheduled for the 18th with a very special guest speaker from Washington, D.C. You won't want to miss it!

LeadershipITE Summary

By Chad Hammerl

Last month in Seattle, Washington, I completed the inaugural LeadershipITE program. What a fantastic program! Through this program I have learned more about my leadership skills, management skills, and group dynamics. These skills will be invaluable in my work life, my volunteering with ITE, and my personal life.

The LeadershipITE curriculum included speakers from many aspects of the transportation industry, formal leadership training, webinars, and a course project. Networking with my other 29 classmates, the ITE International Board of Directors, and ITE Staff was an added bonus.

During our first class in Washington D.C. we heard from advocates on Capitol Hill and other professional organizations about mobility, accessibility, transportation funding, and connected vehicle technologies. The goal was to inspire our group to think about how the transportation industry is changing and how we can position ourselves, our companies, and ITE to be ready for these challenges.

Through all three sessions, professional leadership trainer Glenn Tecker (<http://www.tecker.com/our-team/glenn-tecker>) led the LeadershipITE class through several modules and exercises to help us understand our leadership styles and how to improve them. The program also included monthly webinars where we learned ways to improve the way we conduct meetings, build strong business relationships, use of social media, and conduct ourselves at a business meal - a favorite topic amongst the class.

Course Project - \$30 to 30 Dues Structure

For our course project, my LeadershipITE group worked to improve the recruitment and retention of young professionals in ITE. Other groups took on topics ranging from improvement of non-technical skills, transportation advocacy, and reduction of auto dependency.

Our group chose the young member recruitment topic after reviewing responses to an ITE survey conducted last year which indicated, among other things, that young professionals do not retain their ITE membership following college graduation due to the high costs of membership.

Our group recommended a tiered dues structure which would gradually increase International Membership dues by \$30 each year after graduation until age 30. We also recommended reduced costs at ITE Annual Meetings and new programs to add value for younger members.

New young member programs will include new awards, conference events geared towards younger members, a mentorship program, and new synergies with Young Professionals in Transportation. With increased younger membership and involvement, ITE will become a more diverse organiza-

Age	Annual Dues	Int'l Share	District Share (10%)	Section Share (5%)
23	\$0.00	\$0.00	\$0.00	\$0.00
24	\$30.00	\$25.50	\$3.00	\$1.50
25	\$60.00	\$51.00	\$6.00	\$3.00
26	\$90.00	\$76.50	\$9.00	\$4.50
27	\$120.00	\$102.00	\$12.00	\$6.00
28	\$150.00	\$127.50	\$15.00	\$7.50
29	\$180.00	\$153.00	\$18.00	\$9.00
30	\$210.00	\$178.50	\$21.00	\$10.50

Continued on page 3

LeadershipITE Summary continued from page 2

tion with more innovative transportation ideas and, more importantly, volunteers to support these ideas. Diversity in age, experience, and viewpoints will allow ITE to remain strong and relevant into the future.

At the August meeting, the ITE International Board of Directors adopted all of our recommendations. At the request of the Board, our group will remain involved in helping ITE and the newly-formed Young Member Committee roll out these initiatives. It was exciting to have our recommendations accepted, but it is more exciting to have played a part in making ITE a better value for young transportation professionals.

“At the August meeting, the ITE International Board of Directors adopted all of our recommendations.”

Please help support this initiative! If you have a young transportation-minded engineer or planner in your office or agency, I would strongly recommend that you encourage them to become an International Member of ITE and participate in both the local Illinois Section as well as the Midwestern District. Their involvement will pay dividends to them as well as your company/agency.

Are you ready to lead?

Applications for next year’s Leadership ITE program are due September 15th. I strongly encourage you to apply. Concerned that you might not be the right fit? The ages of the inaugural class ranged from 28 to 49. Some participants had served on ITE Boards and some had not. Whether you are a seasoned leader or an emerging leader, I hope you consider applying for next year’s program.

Please feel free to contact me if you have any questions.

Chad Hammerl

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*** ILITE Members to Decide on the Focus for the December 2014 Issue of ITEms!**

Hey Members! What would you like to see in our next issue? Send in your responses to the editor at Sarah.Marrs@ch2m.com by **SEPTEMBER 30TH!**

- The Movement Movement: Diversity of Transportation
- Season for Celebrating Transportation
- The Golden Rural: Non-Urban Design

Do you have a news-worthy story? Tell ITEms all about it! Send your article submissions to the editor:

Sarah Marrs. Sarah.Marrs@ch2m.com

Emanuel Wants a Plan to Ease Museum Campus Bottleneck continued from page 1

But the “no-taxpayer-support” pledge does not extend to unclogging the transportation bottleneck caused by the concentration of museums, conventions, concerts, sporting and special events in one lakefront location.

“The [pedestrian] bridge was a big component of it. The Lucas Museum has agreed to fund that. But, we need to find other enhancements for all other forms of transportation,” David Spielfogel, senior adviser to the mayor, said Thursday.

“There are CTA buses that go to the museum campus, but there’s a legitimate question whether they go to the right places and have the right frequency. People pay to get on the bus. In some cases, those improvements could be self-funded. There are also good suggestions about improving access that don’t cost anything or have very little cost.”

Barrett, who once served as former Mayor Richard M. Daley’s policy chief, could not be reached for comment.

Peter Skosey, executive vice-president of the Metropolitan Planning Council, said his boss has her work cut out.

“If you are accessing the museum campus by car, there’s one route in, minimal parking and not enough space to build all the parking that’s demanded. Even accessing it by foot is a challenge. After a Soldier Field concert, that pedestrian underpass at Lake Shore Drive is packed,” Skosey said.

“It’s an important challenge. It warrants some attention and some resources. Ideally, we come up with a solution that costs the least and has the greatest impact.”

Friends of the Parks President Cassandra Francis has threatened to file a lawsuit to stop the Lucas museum; she calls it a clear violation of the Lakefront Protection Ordinance and 1973 Lakefront Plan of Chicago that prohibits “further private development east of Lake Shore Drive.”

On Thursday, Francis did say that she loves the “wonderful transportation ideas” suggested by the site selection committee, adding: “You may need all of them just to serve what currently exists on the lakefront site.”

But, Francis urged the mayor and Lucas to avert a legal challenge by considering alternative sites, including the truck staging area for McCormick Place.

“It would extend the museum campus to the south to where the Bronzeville community and Michael Reese Hospital, a prime city redevelopment parcel, could benefit from this added activity and not just cause controversy,” Francis said.

“If they have these amazing brains working on this [lakefront] site, why not take this energy and look at the benefits of an alternative site? Why add more controversy to a site that already has significant congestion? All of these wonderful transportation improvements could just be continued a half mile further south and it enjoys a much better lake view.”

Skosey noted that the museum campus bottleneck has been an “issue for years” and studied before. A 1996 report by McDonough Association gave birth to the lakefront busway and free trolleys to the museum campus and Navy Pier. The report also suggested a low-wattage radio station to broadcast traffic updates and a multi-modal transportation center on the site that now includes Millennium Park.

Emanuel’s 21-member transportation task force will include representatives from the Shedd Aquarium, Field Museum, Adler Planetarium, Lucas Museum of Narrative Art and the Chicago Bears as well as community stakeholders and government agencies.



The 606 - From a Runner's Perspective

By Tracy Shandor



Artist Rendering of the 606 at Milwaukee/Leavitt. Source: www.the606.org

The 606 (formerly the Bloomingdale Trail) will utilize the former Bloomingdale Rail Line to provide a unique connection between four Chicago neighborhoods and six parks, including Humboldt Park, one of the largest parks in Chicago not along the lakefront. Spanning 2.7 miles, the 606 will provide a connection similar to that provided by the North Shore Channel Trail which connects many parks and neighborhoods along the North Shore Channel

I moved to the Wicker Park neighborhood in the fall of 2011 after living in the Old Town/Lincoln Park area for two years. Prior to moving west, I would always see people running along Cortland Street through the industrial corridor (between Elston Avenue and Clybourn Avenue) and wonder what these runners were doing in such an area designed primarily for vehicular traffic (to be fair, there is a bike lane and continuous sidewalk). I would ask myself why they weren't running somewhere with trees and grass. As an avid runner I knew I was giving up quick access to the lakeshore trail when I moved, but I wasn't entirely aware of how this would impact my running. After moving to Wicker Park, I quickly began to understand that if you want to run to the lakefront path from west of the North Branch of the Chicago River, your options are pretty desolate and filled with concrete.

The obvious place in the Wicker Park/Bucktown neighborhood to run is Humboldt Park. With 207 acres of land, the park is enormous, beautiful, and has great views of the city; however, it feels generally underutilized by runners. It would be possible to argue that people avoid the park as the surrounding area is not known to be as secure as some other neighborhoods in Chicago; however, I think it is often just forgotten. Or, it is possible that people enjoy running along North Avenue under the interstate and Metra bridges, over the river, and through a retail district with narrow sidewalks in order to get to the lakefront path. My current routes to Humboldt Park and the lakeshore path both leave much to be desired, not only in terms of aesthetically pleasing streetscapes, but in terms of safety. This is especially true early in the morning and later in the evening. For obvious reasons, I am looking forward to the opening of the 606 which is anticipated for June of 2015. Not only will the trail offer a beautiful route to Humboldt Park, but it will offer a unique space that isn't found in many other places in the city.

Since the final plans for the 606 were unveiled in June of 2013, three new running stores

(Nike, Asics, and Finish Line) opened along Damen Avenue, just south of one of the trail's twelve access points. Perhaps this is just a general sign of changes in the neighborhood, or Americans becoming more health-conscious, but I like to think that these businesses decided to locate in the area because of the proximity to the new 606 and the needs that the neighborhood will have when the trail opens next year!

More information about the 606 can be found at www.the606.org.

"Perhaps this is just a general sign of changes in the neighborhood, or Americans becoming more health-conscious, but I like to think that these businesses decided to locate in the area because of the proximity to the new 606 and the needs that the neighborhood will have"

My Experience with the Young Member Award

By Chris DeRosia

The Young Member Award was established to provide an annual award for one Illinois Section member that has committed a significant amount of time to the Section. This often includes volunteering on a committee, serving on the Section Board, and assisting with Midwestern District conference planning efforts and traditionally rewards the winner with the opportunity to attend the ITE Annual Meeting. As the recipient this year, I was to attend the meeting in Seattle. This not only helped me gain valuable experience and networking opportunities, it also allowed the Illinois Section greater representation on the national level. The sponsorship that came with this award was priceless and I encourage future Section Board members to do everything they can to maintain it.

In many areas of the country you see people starting to talk the talk, however Seattle is walking the walk and has been for some time now. During my trip to Seattle I had the opportunity to participate in a bike ride of over 20 miles around Seattle with the City Traffic Engineer. We were joined on the ride by public and private sector professionals who have played a significant role in the implementation of pedestrian and bicycle facilities around the city. I learned how they took advantage of the opportunity to implement a cycle track along Broadway as part of the streetcar project which is opening soon. Riding around the city, it was clear that non-motorized modes are a priority, and that automobile drivers welcome this more than some other areas of the country in which I've ridden. Seattle is planning to implement bike share in approximately one month to attract more demand for these facilities as well.

On another tour we visited the Washington Department of Transportation Traffic Operations Center, where we learned how they use the latest technology to reroute automobile commuters from the freeway to local routes when peak hour congestion hits a tipping point. In the next stage, the City and Washington DOT plan to integrate the freeway and non-freeway facility signals to provide better progression network wide. I had the opportunity to ride on one of the BRT lines and was satisfied with its effectiveness.

Francine Shaw with the FHWA spoke about MAP-21 Performance Measures. We were assured that they are working hard to rethink the framework on the federal level, and

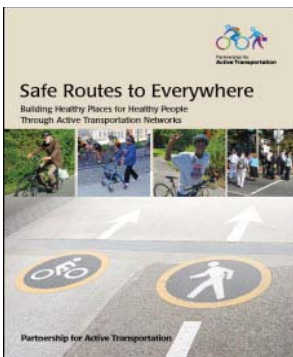
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My Experience with the Young Member Award continued from page 4

they plan to put something out soon. A primary focus is better integration among disciplines. Another interesting session I attended was the Transportation Authorization Policies and Perspectives Roundtable. This included discussion about the status of policy on the federal level and some speculation toward what we might see in the future. Once again I was graciously invited on a bike tour by Past President Chad Hammerl to traverse Vancouver's new pedestrian and bicycle facilities just after the Seattle conference ended. A city staff member showed us the highly impressive new network of cycle tracks and trails well linked with public transit routes. Right turns were restricted at many intersections to provide for the safety of vulnerable users of the system and you could feel the automobile was deprioritized in and around the city center to favor alternative modes. A survey of a Vancouver neighborhood showed approximately 60% of respondents considered themselves bikers or that their trips extended beyond recreational purpose. An engineer from the City of Seattle also traveled up to Vancouver to join us on the ride and I learned that the cities were collaborating to ensure they were most appropriately representing the intent of the MUTCD updates, primarily related to signing and striping. It was exciting to see the buzz around these professionals and the pride they had when reflecting on their accomplishments. They are clearly walking the walk in the Pacific Northwest and British Columbia as I witnessed, and have been for some time. I hope others working around the country who may not have reached this level of progress continue to learn from some of these low cost high value improvements. Generally I witnessed that they are finding private dollars and forming partnership to do more, which at times, included multiple entities chipping in. For example, Seattle has a greenways association and many neighborhoods have their own chapters made up of area residents volunteering time to improve their community.

I am encouraged to see that we are doing well within Illinois to implement many of these measures aimed at creating more sustainable and livable communities, though I believe we can continue to learn from examples set by communities like Seattle and Vancouver. I feel very grateful to have had this opportunity to travel and represent ITE Illinois Section at the Annual Conference on the other side of the country.

New report – Safe Routes to Everywhere



August 12, 2014. The Partnership for Active Transportation presents its new policy platform "Safe Routes to Everywhere: Building Healthy Places for Healthy People Through Active Transportation Networks." The partnership is a broad-based coalition of organizations promoting investment in creating safe trail, walking, and bicycling networks for all, and increasing physical activity through active transportation. Organizations involved include the AARP, the American Academy of Pediatrics, the American Public Health Association, America Walks, and the Rails to Trails Conservancy.

This article was originally posted at <http://www.cmap.illinois.gov>.

U.S. Department of Transportation Issues Advance Notice of Proposed Rulemaking to Begin Implementation of Vehicle-to-Vehicle Communications Technology

NHTSA 34-14

Monday, August 18, 2014

Contact: Catherine Howden, 202-366-9550, Public.Affairs@dot.gov

Notice and NHTSA report outline promise of cutting-edge technology

WASHINGTON – The U.S. Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) today released an advance notice of proposed rulemaking (ANPRM) and a supporting comprehensive research report on vehicle-to-vehicle (V2V) communications technology. The report will include analysis of the Department's research findings in several key areas including technical feasibility, privacy and security, and preliminary estimates on costs and safety benefits, while the ANPRM seeks public input on these findings to support the Department's regulatory work to eventually require V2V devices in new light vehicles.

"Safety is our top priority, and V2V technology represents the next great advance in saving lives," said U.S. Transportation Secretary Anthony Foxx. "This technology could move us from helping people survive crashes to helping them avoid crashes altogether – saving lives, saving money and even saving fuel thanks to the widespread benefits it offers."

The report includes preliminary estimates of safety benefits that show two safety applications - Left Turn Assist (LTA) and Intersection Movement Assist (IMA) – could prevent up to 592,000 crashes and save 1,083 lives saved per year. Put another way, V2V technology could help drivers avoid more than half of these types of crashes that would otherwise occur by providing advance warning. LTA warns drivers not to turn left in front of another vehicle traveling in the opposite direction and IMA warns them if it is not safe to enter an intersection due to a high probability of colliding with one or more vehicles. Additional applications could also help drivers avoid imminent danger through forward collision, blind spot, do not pass, and stop light/stop sign warnings. The accompanying ANPRM will help DOT and NHTSA gather significant input from the public and stakeholders as NHTSA works to deliver a Notice of Proposed Rulemaking by 2016.

"By warning drivers of imminent danger, V2V technology has the potential to dramatically improve highway safety," said NHTSA Deputy Administrator David Friedman. "V2V technology is ready to move toward implementation and this report highlights the work NHTSA and DOT are doing to bring this technology and its great safety benefits into the nation's light vehicle fleet."

V2V technology has the potential to be fused with existing vehicle safety features to further improve the effectiveness of many crash avoidance safety systems currently being developed and implemented in the vehicle fleet and serve as a building block for a driverless vehicle. Vehicles equipped with V2V technology could also enable the development of a wide range of mobility and environmental benefits based on vehicle-to-infrastructure applications and other V2V applications that can enhance traffic flow in many ways. V2V technology does not involve collecting or exchanging personal information or tracking drivers or their vehicles.

The information sent between vehicles does not identify those vehicles, but merely contains basic safety data. In fact, the system as contemplated contains several layers of security and privacy protection to ensure that vehicles can rely on messages sent from other vehicles.

“Walk To Transit” Targets 20 CTA Stations For Quick Safety Fixes

By Steven Vance

Posted Wednesday, August 20, 2014 to <http://chi.streetsblog.org>.



Passengers arriving at the Clinton Station often can't find the Greyhound, Union, or Divvy stations.

A new “Walk To Transit” initiative by the Chicago Department of Transportation will target 20 CTA stations for a slew of simple pedestrian infrastructure upgrades. People walking to several Blue Line stations on the west side and along Milwaukee Avenue, along with stations on the south and north sides, will see safety and usability improvements like re-striped zebra crosswalks, curb extensions, repaired or widened sidewalks, and new signage.

Suzanne Carlson, pedestrian program coordinator at the Chicago Department of Transportation, said at the Mayor’s Pedestrian Advisory Council meeting to weeks ago (theme: connectivity) that construction on a first phase of ten stations should begin in the spring of 2015. CDOT has grant funding for another ten stations, yet to be identified. She said that the designs [PDF] were published in March “at 30 percent,” but only one minor design element has changed since then.

Some stations will get new and improved wayfinding signage. New signs outside the Blue Line’s Clinton station, hidden underneath an Eisenhower Expressway overpass, will direct CTA riders to Metra, Amtrak, and Greyhound, and vice versa. Even among the majority of American adults who carry smartphones, figuring out where to go from the Clinton station can be a puzzle: The other stations aren’t immediately visible from any of the station’s four dark exits. Adding “breadcrumb” sign posts along the way would help. CTA and CDOT managing deputy commissioner Sean Wiedel have had conversations about adding Divvy wayfinding signs within stops like Clinton, where Divvy is similarly hiding around the corner from the station entrance, “but we haven’t reached a definitive agreement at this point.”

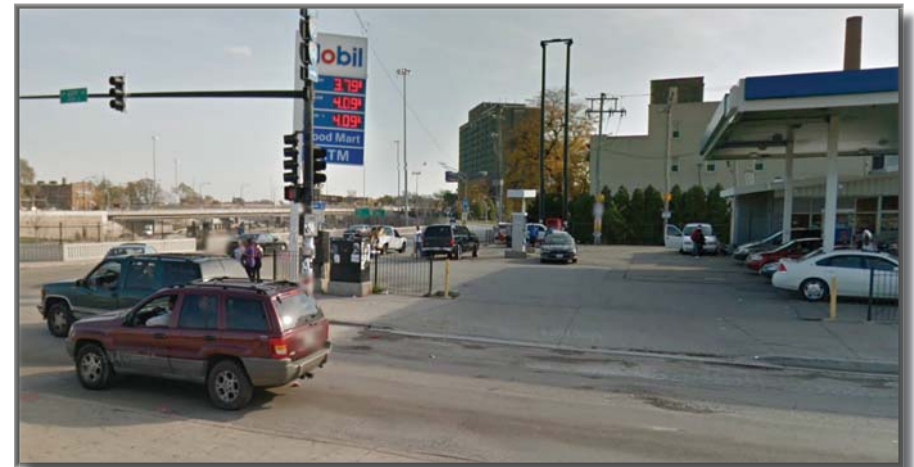
Above the Blue Line station at Grand-Milwaukee-Halsted, CDOT proposes reprogramming the signal with “leading pedestrian intervals,” which will give people walking across the street a green light before drivers can make a turn. New curb extensions (bulb-outs) at Ohio Street, between the station and Milwaukee’s bridge over the Ohio Street Connector, will slow down drivers and prevent them from driving down Milwaukee’s faded bike lane.

Around the Pulaski Blue Line station in West Garfield Park, which is within the median of

the Eisenhower Expressway, recommended improvements include curb extensions to slow turning drivers at all corners of Harrison and Pulaski, a pedestrian refuge island within Pulaski at Van Buren, and signs that will direct bicyclists to and from the station from Keeler Avenue — a nearby “neighborhood route” under the Streets for Cycling 2020 Plan.

Outside the 63rd Street Red Line station in Englewood, new trees will enliven a dull corner at Princeton Avenue — and also replace a dangerous gas station driveway, which eliminates the conflict between cars turning across the sidewalk into the gas station, right by a bus stop. Such dangerous curb cuts are not forever, since they have to be renewed annually.

Some of the proposals don’t do enough to calm car traffic outside busy rail stations. Above the Division Blue Line station, for example, CDOT proposes to add a much-needed refuge island at Greenview to allow pedestrians to cross wide Division Street in two stages. But where Division meets Milwaukee, CDOT’s proposal of repainting faded crosswalks does little to shield pedestrians from drivers making wide (and fast) right turns from Division onto Milwaukee. New curb extensions there could tighten the angle a bit, and require drivers to turn more carefully and considerately.



CDOT proposes to remove this driveway at 63rd and Princeton and replace it with trees. That small change will make waiting for the bus, or walking to the Red Line, safer and much more pleasant. Image: Google Maps

The stations that will benefit from the first round of Walk To Transit are:

- North/Clybourn (Red)
- Clinton (Blue)
- Central-Lake (Green)
- 63rd Street (Red)
- Pulaski-Congress (Blue)
- Grand-Milwaukee (Blue)
- Kedzie-Homan (Blue)
- Division (Blue)
- Kimball (Brown)
- 35-Bronzeville-IIT (Green)

Illinois Section Group Reports

Student Affairs by Ryan Jacox

SCHOLARSHIP AND STUDENT PAPER COMPETITIONS

The ITE Illinois Section is proud to announce that we are continuing the Scholarship and Student Paper Awards this year. The awards will be presented at the ITE Illinois Section Annual Banquet in early 2015. While the final touches are being made on this year's competitions, the applications and general information will be provided on the Illinois Section website, as well as communicated directly to colleges and universities.

The Section Scholarship Award is presented annually to encourage students to consider Transportation Engineering or Planning in their studies and career aspirations and to provide partial financial support to students who have demonstrated an interest and are likely to work in the transportation field. The Scholarship is provided to one graduate and one undergraduate student in the amount of \$2,000 each, to be used as the student chooses.

Graduate students who are also current ITE Student Members are also provided the opportunity to submit a written paper on a transportation engineering or planning topic for the chance to be awarded \$1,000 in the 2014 ITE Illinois Section Student Paper Award Competition. The papers are judged on scope and format, originality, applicability to the field, validity, and significance. Specific eligibility requirements will be provided in the near future.

All submittals for the scholarships and paper competition will be due Friday, December 5, 2014 by 11:59 P.M. For more information or if you have any questions, please contact Ryan Jacox at illinoisite+studentaffairs@gmail.com.

STUDENT DAY

The ITE Illinois Section is currently planning its next Student Day. We are currently planning the event for Friday, March 6, 2015. The event will be held once again at the Illinois Institute of Technology (IIT) campus in Chicago. Please watch your email and upcoming ITEms issue for the finalized date and for more information!

Student Day is focused on undergraduate and graduate students in transportation engineering and planning disciplines. The event includes a career fair and the opportunity for students to interact with the section's general membership. Most importantly, the event is free for all students! During lunch, professionals are encouraged to discuss their careers with a smaller group of students, and students are encouraged to ask career-oriented questions in an effort to better prepare for life after graduation. If anyone has any general questions regarding Student Day, is interested in assisting us plan the event, or has general advice or ideas for improving the event, please contact Ryan Jacox at illinoisite+studentaffairs@gmail.com.

SCHOOL VISITS AND REQUESTS

The ITE Illinois Section is always looking to assist our student chapters to the best of our ability. As the new school year gets underway, we will be contacting the chapter advisors to discuss any ways the Section can assist and the potential for a school year visit

to interested chapters. In the meantime, if there is anything you feel the Illinois Section can do to assist your student chapter, please contact Ryan Jacox at illinoisite+studentaffairs.com. We welcome the opportunity to assist you and your members!

Technical by Josh Harris

Even with the busy-ness of the summer months, The Illinois Section of ITE hosted one webinar and one workshop during the last quarter.

The "June Snack and Learn Webinar" was hosted on Monday, June 23, 2014 at Parsons Brinckerhoff. The webinar was titled "Getting Started with HOT Lanes" and was presented by Mark Hallenbeck, Director of the Washington State Transportation Center and from the University of Washington. This webinar was designed to help engineers, planners, and decision makers understand key policy and technology tradeoffs that drive the design and operation of HOT lanes. The webinar went into detail on how HOT along with other managed lanes serve many objectives, including but not limited to maximizing throughput, generating revenue, and providing mobility benefits to specific groups. The webinar finished up by an explanation of the interaction between technical capabilities, politically important outcomes, and operational decisions in the design of HOT lanes. Overall, the webinar introduced the technical, institutional, operational, and political issues that affect HOT lane design. This information was presented so that agencies that are looking into managed lane facilities know what questions to ask early in the process, and understand how the answers to those questions drive the ultimate design of their facility. A special thanks to Parsons Brinckerhoff for allowing ITE to use their facilities for the event.

The July Workshop was hosted on Tuesday and Wednesday, July 8 and 9, 2014 at STV Incorporated. The Highway Capacity Analysis Training Course was presented by William Sampson, Director of the McTrans Center and from the University of Florida. The workshop discussed the updates to the Highway Capacity Manual (HCM) along with corresponding software updates. Special discussions on HCS 2010 ensued for participants to understand how the new program coincides with the HCM updates on topics that ranged from multilane and freeways to signals and roundabouts. A special thanks to STV Incorporated for allowing ITE to use their facilities for the event, William Sampson for traveling to Chicago to present this detailed workshop, and full house of participants. For more McTrans educational events on the HCM and HCS 2010 software, visit <http://mctrans.ce.ufl.edu/courses>.

The "Snack or Lunch and Learn Webinars" and Workshops that the IL Section hosts allows ITE members to view webinars at a low cost, receive their professional development hours, and discuss technical subjects with peers before and/or after the event. If there are any workshop or webinar subjects that interest you or your coworkers, please don't hesitate to contact the Section to see if something can be coordinated.



CEF/ILITE High School Outreach: Looking Back at a Successful Year

By Erik Cempel

One year ago I wrote an article in ITEms about the Chicago Engineers' Foundation newly minted High School Outreach Program, in partnership with the Illinois Section of ITE. I am happy to report a successful first 18 months for the program.

This program matches groups of two to three engineer volunteers with high schools in the City of Chicago for brief presentations during or after the school day. Volunteers introduce themselves, their companies, their roles, and their field of engineering. They talk about their own path to discovery, their early interests, and their educational experiences, as well as examples of how they are currently applying those college skills in specific projects now.

Another key goal of this program is to tell high school students that if they pursue engineering, there are organizations that are willing to pay them: this includes both CEF and ILITE. The core mission of CEF, in fact, is to provide incentive awards to graduating seniors of Chicago high schools who are admitted to accredited college or university engineering programs. The awards increase with each year through college that a student qualifies and participates in the program.

We hope to not only encourage students to pursue engineering, but to encourage Chicago youth who previously never considered attending college due to financial limitations.

The program has been successful on several fronts.

First, the volunteers have been able to present at 12 high schools in Chicago during the 2013-2014 academic year. This has had a direct impact on the number of high school students applying – and receiving – the CEF award, and the diversity of the high schools represented.

In 2013, 99 students received an award, totaling \$89,000. At the 2014 Awards Banquet in June, that increased to 107 students, totaling \$93,400. More striking is that of those 99 students in 2013, 38 were graduating high school seniors; in 2014, that increased by nearly 40% to 53 graduating high school seniors. These students in 2014 came from 27 different high schools, a 17% increase over 2013. In fact, the schools targeted by our outreach program were among the new schools represented by recipient students in 2014.

The program will provide ongoing opportunities throughout the 2014-2015 academic year for ITE members to help make a difference in the lives of youths and to promote the field of engineering. The first set of CEF/ITE volunteer opportunities this academic year are at three “career panels”:

- September 15 - Perspectives Leadership Academy, 8131 S. May St.
- September 16 - Perspectives/IIT Math & Science Academy, 3663 S. Wabash Ave
- September 17 - Perspectives Rodney D. Joslin Campus, 1930 S. Archer Ave.

Each panel is from 8:00 - 10:30am, but timing within that period is flexible.

Further, these same high schools are looking for engineering firms to serve as mentors for five Wednesdays throughout the winter for high-performing high school students. This established program provides transportation for the students, requires no payment, and makes a difference in the lives of students who may have no other professional role-models in their lives.

I encourage ITE members to get involved in these opportunities and ensure the field of transportation is well represented.

Volunteering is easy. Any members of Illinois ITE interested in participating in the above activities, or just interested in the program overall, are encouraged to contact Erik Cempel at illinoisite+publicaffairs@gmail.com. We are also always seeking contacts at high schools that might be interested in hearing from our volunteers.

Information about CEF's Incentive Awards Program and application information can be found at the newly updated website at www.chicagoengineersfoundation.org or by emailing info@chicagoengineersfoundation.org. CEF has been supporting Chicago high school graduates pursuing university engineering degrees since 1963.

Other Transportation Headlines Around the Internet

Transit of Tomorrow

...for a moment, let's forget about today's budget constraints and political kerfuffles and think long term. Just as frustrations with transportation in this city seem to be mounting, several ambitious plans proposed by Chicago urban planners, architects, and transportation advocates have bubbled up. Some are realistic. Others are more idealistic. But they all have one thing in common: the goal of dramatically reshaping how people in this city get around. Read more: http://www.chicagomag.com/Chicago-Magazine/August-2014/Chicago-Transportation/?utm_campaign=Chimag%20Future%20Transit%20072914&utm_source=facebook.com&utm_medium=referral

People are mistaking strangers' cars for Ubers

We've all been there before: Accidentally liking an Instagram photo during a bout of late-night stalking (shudder), mistakenly typing our Facebook crush's name into our status bar instead of the search menu (noooooo), or trying to talk to the men of Tinder about women and climate change. Cringe-worthy faux pas like these are a dime a dozen in the Internet Age, but combine tech with the rise of the sharing economy, and the possibility for hilariously awkward encounters goes through the roof. Read more: <http://grist.org/list/people-are-mistaking-strangers-cars-for-ubers/>

Highway to Serfdom

In “The Road to Serfdom,” F.A. Hayek wrote, “Individual freedom cannot be reconciled with the supremacy of one single purpose to which the whole of society is permanently subordinated.” Hayek was of course thinking about economic planning designed to govern society as a whole. However, his thoughts could just as easily be applied to transportation and land use policy; at all levels of government, 20th-century American land use and transportation planners sought to support “one single purpose to which the whole of society is permanently subordinated”—making cars go as fast as possible. Read more: <http://www.planetizen.com/node/70824>

How big investors are shaping the (boring) future of transportation

To understand what transportation will look like in 2039, follow the big money. Long-term investors who control tens of billions of dollars—private-equity firms, sovereign wealth funds, public pensions and the like—aren't betting on the proverbial jet pack of tomorrow. Read more: <http://www.cnn.com/id/101876008>



Hey section members, get involved! Open positions are listed on page 13. To volunteer on an IL-ITE committee, contact the group's director.

**FOUR STAR
BIKE & CHOW**

Sunday, September 7, 2014

2014 CNU Project for Transportation Reform Summit

October 1-3, 2014 **New York City**

Professional Development Seminars

TRB Webinar: Techniques to Fingerprint Construction Materials in the Field

TRB will conduct a webinar on September 30, 2014, from 2:00pm to 3:30pm ET that will discuss the unique fingerprint of common construction materials in the field and data sets for the unique signatures of many common construction materials.

The objective of SHRP 2 Renewal Project Ro6B was to identify and evaluate practical hand-held equipment—such as XRF, FTIR, or Raman-spectroscopy—for quantitative analyses of applications.

ITE Web Seminars

Registration for the ITE web seminars listed below closes three days prior to course date. Visit <http://www.ite.org/education/webinars.asp> to register. A copy of the presentation and a student supplement are provided two days prior to the web seminar.

T3 Webinars

Talking Technology and Transportation (T3) Webinars are designed to help agencies feel confident about deploying ITS technologies as a means to address challenges in their transportation systems. These free, 90-minute, interactive on-line meetings offer knowledge sharing on topics related to ITS planning, design, procurement, deployment, and operations. T3 current and archived webinars are available at http://www.pcb.its.dot.gov/t3_webinars.aspx



ITEms Editor Position is open

Hello members- I've had an absolute blast being your editor for ITEms, but have very recently relocated to sunny South Carolina. If you're interested in taking on this fun and interesting position, contact John Wirtz at illinoisite+operations@gmail.com.

-Sarah Marrs



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September 12: Rescheduled ITE-WTS Golf Outing
Bloomingdale Golf Club, Bloomingdale

September 18: Illinois Section Monthly Luncheon: The Status of the Illiana Corridor Project. Speaker: Steve Schilke, PE
Maggiano's, Schaumburg

OCTOBER 2014

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October 15-16: Traffic Engineering & Safety Conference
Champaign

October 23: Algonquin Bypass IL 31: Jeff Young McHenry County
Moretti's Ristorante & Pizzeria, Fox Lake

NOVEMBER 2014

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November 20: ITE/ISPE Rockford Chapter Joint Luncheon
TBD

Illinois Section Planner

Please note all dates, locations, and topics are tentative. Check the section calendar in future editions of ITEms or online at <http://www.illite.org/calendar> to verify details.

December 18 Holiday Social

2015

January	94th TRB Annual Meeting
January	ITE Annual Banquet
February	Illinois Section Monthly Luncheon
February	Future Cities Competition
March	ITE Technical Conference
March	Illinois Section Monthly Luncheon
March	Illinois Section Student Day
April	ITS America Annual Meeting
April	Illinois Section Monthly Luncheon
May	Illinois Section Monthly Luncheon
May	2015 WTS Annual Conference
May	Illinois Section Monthly Luncheon
June	ITE Midwestern District Annual Conference
July	ITE Summer Social
August	ITE Annual Meeting and Exhibit
August	5th Annual ITE-WTS Golf Outing
September	Illinois Section Monthly Luncheon
October	Traffic & Engineering Conference
October	Illinois Section Monthly Luncheon
November	Illinois Section Monthly Luncheon

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Hey section members, get involved! To volunteer on an IL-ITE committee, contact the group's director.

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* Awards	OPEN		

Do you have a news-worthy story? Tell ITEms all about it! Send your article submissions to the editor:

Sarah Marrs. Sarah.Marrs@ch2m.com

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Refer a friend! The Illinois Section will send a complimentary issue of ITEms to your friend or business acquaintance who may be interested in joining ITE. Email the contact information to the editor at: Sarah.Marrs@ch2m.com. The contact will be provided membership information and acknowledgement of your referral.

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Do you have an information update in **Intermodal/Freight, Safety, Design, Operations, Complete Street Design, or other areas of special interest?** Send your article submissions to the editor: Sarah.Marrs@ch2m.com

