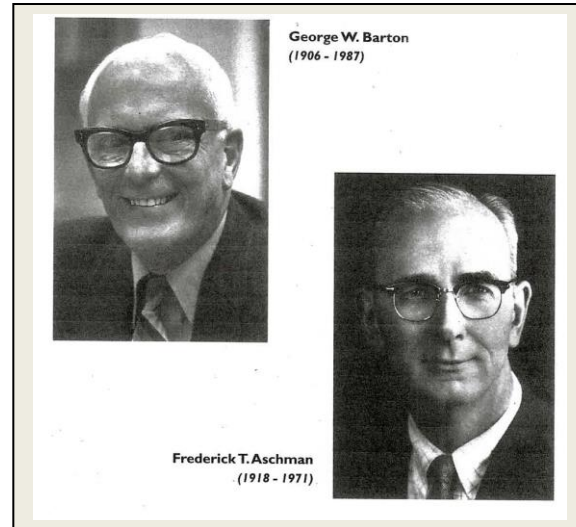


Barton-Aschman Associates Inc.

George Barton and Ted Aschman

“Barton-Aschman Associates Inc., founded in 1985, was one of those special planning firms with a dedicated staff, a strong ethical structure and a reputation for high quality. George Barton and Ted Aschman were the founders of the company and set the standard for delivery of high quality transportation, urban planning and engineering consulting services to both the public and private sectors. They were inspirational leaders with great integrity. They encouraged the growth and development of the staff by giving them individual responsibility and freedom but were always available to provide assistance.



“In addition to delivering quality work, the strength of the company was its "people". For some reason, BA attracted high quality people in both consulting and support staff positions. The firm was one of the first firms in the U. S. to offer a balanced blend of transportation planning, engineering and urban planning services to its clients. For example, in 1973, there were over a dozen disciplines on the staff.

“Of the 150 consultants about half had engineering backgrounds with the remainder coming from a variety of urban planning backgrounds such as city planning, landscape architecture, urban design, architecture, urban renewal and redevelopment, market analysis and others having majors in geography, sociology, economics, law, etc. The staff enjoyed and took great pride in being part of multi-disciplinary teams to address a wide array of urban planning and development problems. Over the years, I have had dozens of former staff members tell me that the best professional experience and training during their career was at Barton-Aschman.”

From Fred Schweiger, Principal Associate, Barton-Aschman Associates, Inc., 1958 – 1994.

LINK: <https://www.linkedin.com/in/fred-schweiger-58029634>

LINK: <https://books.google.com/books?pg=RA2-PP7&lpg=RA2-PP7&dq=tet+aschman+planner+barton-aschman&sig=ACfU3U0Pu7PV2sOtSqOKQDMXmpmHK7YNqw&id=xbbght-ZA2sC&ots=Fv3x9zEM6Y&output=text>

From the Chicago Tribune...

GEORGE W. BARTON, 81, PIONEER TRAFFIC ENGINEER

Kenan Heise

CHICAGO TRIBUNE

November 20, 1987

"George W. Barton, 81, founder and retired chairman of Barton-Aschman Associates Inc., was internationally known for helping to establish transportation engineering as a means of solving problems of urban growth and development. He also was involved in the early development of the Traffic Institute of Northwestern University.

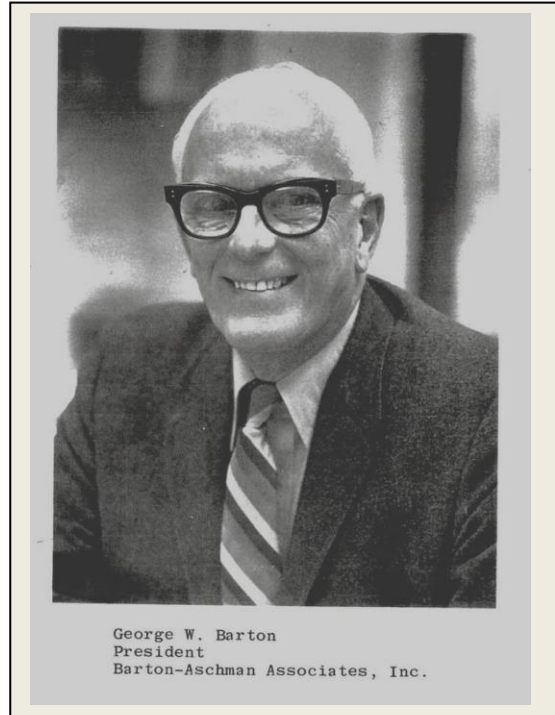
"Mr. Barton, a native of Waverly, Ill., was a longtime resident of Evanston and Barrington. He died at home in Sarasota Nov. 12 [1987].

" 'His profound understanding of the relationship between traffic engineering and land

development made a lasting impact on the practice of transportation planning in the United States,' said Martin Blachman, chairman and chief executive officer of Barton-Aschman. 'He thoroughly enjoyed sharing his knowledge with his colleagues, and he was particularly interested in the growth of younger people.'

"He received bachelor's and master's degrees in civil engineering from Northwestern in 1928. He worked for the Illinois Highway Commission and for the American Automobile Association in Chicago as a traffic and safety research engineer. He helped government agencies develop solutions for transportation and traffic problems.

"In World War II, he was a lieutenant colonel in the Army and was responsible for the movement of troops and materials in African and European campaigns. He was awarded the Legion of Merit and the Bronze Star for his contributions. He established George W. Barton and Associates, Evanston, in 1946, and then entered a partnership with Frederick T. Aschman, former executive director of the Chicago Plan Commission.



“Their transportation and planning firm soon acquired international clients. Among the governments for which they worked were those of Peru, Brazil and Mexico. They served companies such Boeing International, International Harvester (now Navistar) and Sears Roebuck & Co., and they were consultants for many major U.S. cities. During the 1960s, Mr. Barton served as transportation adviser to the White House.”

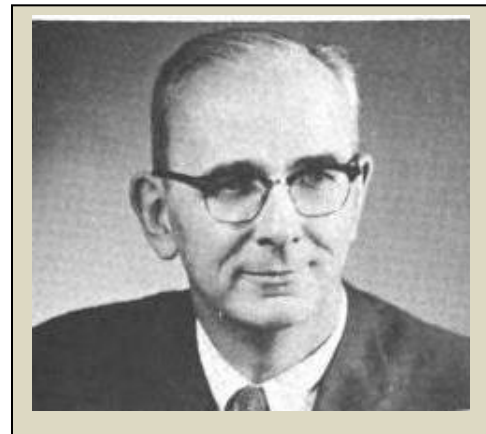
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* * *

A Tribute to Frederick T. Aschman

The Conference on Organization for Continuing Urban Transportation Planning. A conference held by the Highway Research Board on November 14-18, 1971, at Mt. Pocono, Pennsylvania, under the sponsorship of the Office of the Assistant Secretary for Environment and Urban Systems, the Federal Highway Administration, and the Urban Mass Transportation Administration of the U.S. Department of Transportation; the Highway Users Federation for Safety and Mobility; and the Automotive Safety Foundation.

“One of Ted Aschman's last activities before his death in October 1971 was serving as chairman of the committee that arranged the Conference on Continuing Urban Transportation Planning. The conference and this report are dedicated to his memory. The dedication is marked by the following statement that was prepared and presented at the opening of the conference by Israel Stollman.



“Ted Aschman was a natural planner. His turn of mind, his skills, his personality, his interests all merged into his moving effectively through the processes of planning with the grace of an Olympic swimmer. Ted began putting his skills to work after his discharge from the Air Force at the end of World War II. As research director for the Illinois Housing Board, he was invited to share ideas on postwar housing programs by Ira Bach, then newly appointed executive director of the Cook County Housing Authority.

“During their meeting, Ted had so many ideas that Bach had to take voluminous notes. He finally gave up and asked Ted to set them down on paper. Then he thought that what he really

needed was Ted to implement the ideas. Before that meeting ended, Ted had agreed to start the following week as Bach's deputy.

When Bach left for a new assignment, Ted was appointed executive director of the authority at the age of 29. He was 32 when he became executive director of the Chicago Plan Commission. By the time he opened a consulting practice at the age of 38, his executive qualities had attracted high-salaried offers to switch to the business world.

“He chose to remain, however, with the smaller financial rewards of the planning field. He and George Barton formed the firm of Barton-Aschman Associates in 1958. The firm established itself successfully with a wide-ranging, quickly growing practice that took Ted into many communities of the United States and Canada advising government officials and private organizations. He saw politics as the machinery we have devised to achieve more general satisfaction and not as the obstacle in the way of the experts with the real answers.

“Once he gave Mayor Daley a tablecloth sketch of the planning process as an aid to making policy. Later he heard Daley use the lesson to ask about projects: "What are the alternatives? What would be the consequences of each?" In his housing responsibilities in the 1940's, he put forward such ideas as using old subdivisions for housing sites to economize by salvaging unused investment in sewer and water lines.

He anticipated some of today's "breakthroughs" then by putting prefabricated housing on those suburban sites. In his dedication to searching out the comprehensive linkages among housing, transportation, and other elements, he came up with proposals for coordinating industrial land site creation with expressway land purchase and recreational developments-an approach now dignified as the "joint development concept." But he was not one who reminded you, "Why, I developed that idea 20 years ago." Ted Aschman had a gift for balancing the up-to-heaven tendency in objectives with the down-to-earth tendency in how to reach them.”

LINK: <https://onlinepubs.trb.org/Onlinepubs/sr/sr139/sr139.pdf>