34th Annual Conference

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Welcome to Transport Chicago

Transport Chicago is an annual conference dedicated to the mission of improving transportation in the Chicago region and beyond. Originally conceived as a student-led forum, today Transport brings together seasoned experts and professionals of all ages for a one-day fun, engaging and semi-formal conference setting.

Transport Chicago provides a platform to exchange ideas and knowledge and to build the relationships that are necessary to solve the complex transportation problems of today – and tomorrow.

Our friends at Divvy have kindly sponsored a free Single Ride for conference attendees, up to 30-minutes and valid day-of and all weekend long. Divvy is Chicago’s bike share system, with more than 6,000 bikes and 600 stations.

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2002 & Beyond

Cubic Transportation Systems is proud to have helped keep Chicagoland on the move since 2002, and we are honored to play an important role in the future. As the regional fare payments and services supplier, we are partnering with Apple to take Chicagoland to the next level of ticketing enabling travelers to add transit cards to the Apple Wallet, eliminating the need for a physical transit card in 2019.

Mobile phones, contactless bankcards, wearables and customer-friendly equipment will make it easier than ever for travelers to pay and plan journeys, providing greater convenience and shorter lines with a quick tap or scan at the subway, bus or commuter rail. These are just a few ways we are making mobility-as-a-service a reality.

Getting you there. Smarter.

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Table of Contents

DEAR COLLEAGUES  PAGE 4
CONFERENCE STEERING COMMITTEE  PAGE 5
CONFERENCE SCHEDULE  PAGE 7
KEYNOTE SPEAKERS  PAGE 8
SESSION 1:  10:00—11:00 AM  PAGE 10
SESSION 2:  11:15 AM—12:15 PM  PAGE 18
POSTER SESSION:  2:00—2:30 PM  PAGE 28
SESSION 3:  2:45—3:45 PM  PAGE 32

Interested in joining the Transport Chicago Steering Committee?

Our all-volunteer committee is made up of a diverse group of professionals and students. It is a great opportunity to network, make friends, and help formulate the conference content.

Joining is simple. Email your contact information to: secretary@transportchicago.org

Our monthly meetings start in the fall.
Welcome to the 2019 Transport Chicago Conference! Transportation has come a long way from 34 years ago. Technology has enabled the market to deliver goods more efficiently and move people faster than ever. At the same time, transportation faces the same problems—our shared streets and curbs are in higher demand than ever with fewer dollars than ever before.

Technology has ushered in some of our topics this year: micromobility, ride sourcing, MaaS. Yet, the design and implementation of our future still needs a human touch; see our session on public outreach. While machine learning and AI advance the state of practice, human-to-human interaction is required to turn plans into reality.

When we decided on the direction of our content this year, we gravitated towards what would inspire conversation. Oboi Reed’s keynote last year in particular made some of our guests uncomfortable, but for many of our customers who use the systems we build, every day is uncomfortable. Understanding the wide range of backgrounds and ideas is an integral part of our journey as transportation professionals.

We are excited to have John Porcari and Amy Conrick provide us with their knowledge this year! (Please see their biographies on pages 8 and 9.)

A huge amount of appreciation goes towards our amazingly, talented volunteers who make up the Transport Chicago Steering Committee. The rest of our executive board have gone above and beyond in their efforts. The diversity of backgrounds of our committee, public and private, engineers and planners, and various socio-economic levels, helped shape this conference agenda to be enjoyable for everyone.

Lastly, we cannot thank all of the sponsors enough; without their help, our conference would not be at the level of professionalism that attendees and the committee expect. We hope that you enjoy the day listening to your fellow transportation professionals, and have the opportunity to network throughout the day and at our reception.

Sincerely,

Angela Ng
Co-President
Transport Chicago 2019 Steering Committee
Conference Schedule

8:00—8:45 AM
Morning Reception and Breakfast

8:45—9:45 AM
Welcome Remarks
Morning Keynote CM / 1.0 — John D. Porcari

10:00—11:00 AM
Session 1
- Micromobility: Challenges & Opportunities for Chicago CM / 1.0
- Bus Operational Improvements CM / 1.0
- Public Outreach CM / 1.0
- Data Driven CM / 1.0

11:15 AM—12:15 PM
Session 2
- The Mobility Revolution CM / 1.0
- Back on the Bus: A Campaign for Transit Priority Streets CM / 1.0
- Pedestrian Safety/Vision Zero CM / 1.0
- Go Fund Transportation CM / 1.0

12:30—1:00 PM
Lunch and Sponsor Acknowledgments

1:00—2:00 PM
Lunch Keynote CM / 1.0 — Amy Conrick

2:00—2:30 PM
Poster Session

2:45—3:45 PM
Session 3
- Transit Trends: Autonomous, Electric, and Flexible Solutions CM / 1.0
- Regional Mobility Strategies CM / 1.0
- Perspectives on Rails-to-Trails Projects in Chicago CM / 1.0
- Moving Chicago’s CREATE Program Forward CM / 1.0

4:00—6:00 PM
Reception - Wolf Point Ballroom, 15th floor

Up to 5.0 PDH / AICP CM credits available for attending all conference sessions.
(AICP CM credits are pending approval.)
John D. Porcari is president of U.S. Advisory Services at WSP USA. He directs the firm’s strategic consulting services across all markets, including transportation and infrastructure, property and buildings, energy, and water and environment.

Mr. Porcari served as interim executive director of the Gateway Program Development Corporation (GDC) from July 2016 until early 2019. The GDC oversees the Gateway Program, a comprehensive rail investment program to improve current services, add resiliency and create new capacity for a critical section of the Northeast Corridor—the most heavily used passenger rail line in the country. Mr. Porcari remains an advisor to the GDC.

Prior to joining WSP in 2013, Mr. Porcari was deputy secretary at the U.S. Department of Transportation. He served as COO for an executive branch department with a $77 billion annual budget, composed of 10 operating administrations and 55,000 employees worldwide. He twice served as secretary of the Maryland Department of Transportation, from 2007 to 2009 and from 1999 to 2003, managing a state agency responsible for integrated highway, transit, aviation, port, bridge and tunnel authority and motor vehicle administration components, with 9,300 employees and a $3.2 billion annual budget.

Amy Conrick is an Assistant Director at the Community Transportation Association of America, where she works on community support and business development. She also serves as one of the Co-Directors of the National Center for Mobility Management, a technical assistance center funded by the Federal Transit Administration.

Since 2001, Ms. Conrick has worked as a writer, presenter, trainer, facilitator, and program manager in the fields of employment transportation, health care transportation, mobility management, and transportation innovation. Ms. Conrick has planned and facilitated many mobility management, transportation coordination, community, and team meetings, and has brought her wide-ranging transportation knowledge into the development and delivery of in-person and on-line training.

She has written and edited educational materials on health care transportation, and employment-related transportation issues, provided direct technical support to communities and individuals, and developed community and agency self-assessment tools that lead to increased collaboration between the transit community and human service and workforce development agencies.
Urban micromobility (bikes and scooters) holds great promise for reducing motor vehicle use and addressing the “last mile” public transit issue. But while big changes in the types and access have expanded possibilities, policymakers still face challenges in the implementation of these new options.

This session will identify some of these challenges—including safety and equity issues for bicycle infrastructure, dockless bikes, and e-scooters—and suggest some opportunities for an emerging micromobility policy regime.

## ANALYSIS OF CHICAGO’S DOCKLESS BIKE SHARE PILOT

**Alex Hanson, Senior Planner**  
Sam Schwartz  
Across 2017 and 2018, new app-based, dockless bikesharing technologies were launched in a number of cities across the US. These privately owned and operated systems offer cities myriad potential benefits and challenges and are diverse in scale, density, technology, equipment, and operations. To better understand the potential benefit of dockless technology and the flexibility of new operating models, the City of Chicago conducted a pilot to prioritize and address Chicago-specific needs and concerns.

This presentation will share data and key findings from Chicago’s dockless bikeshare pilot and explore how these findings can be used to expand mobility options for Chicagoans moving forward.

## ASSESSING BIKE EQUITY: An Observational Block Tool

**Katherine Nickele, Transportation Planner Technician**  
University of Illinois Chicago  
Bicycling as a form of active transportation offers numerous benefits. However, opportunities for participation in bicycling are often not equitable across neighborhoods. Literature regarding the evaluation of bicycling, race, and equity is growing, yet remains sparse. Assessment tools geared toward addressing equity in bicycling opportunities are needed.

The purpose of this project is to: (1) develop a tool to assess equity in bicycling opportunities at the neighborhood level and (2) pilot an observational street-level tool to assess the equity for bicycling from a cyclist perspective. A total of 42 blocks were assessed, with an average of 10 blocks per community area. The lower-income communities had an average score of 25.9 while the higher-income communities had an average score of 33.8.

Findings observed differences in accommodation, acceptability and awareness between community areas. An online, collaborative mapping tool in addition to accompanying guidelines were created and translated into Spanish. Findings suggest there are less opportunities for bicycling in more vulnerable neighborhoods. Findings suggest that the tool could be promising to identify inequities across communities.

## E-SCOOTERS IN CHICAGO? Explorations into the Potential Costs, Benefits and Governance Challenges of Micromobility

**Christopher Smith, Assistant Director of Chaddick Institute DePaul University**  
The character of urban transportation and mobility is dramatically changing in part because of the explosive growth of shared-use modes (SUM) of travel such as ridesourcing bikesharing, carsharing and, more recently, electronic (e-) scooter-sharing. Although these new forms of mobility are freeing riders from mode- and ownership-constrained choices of travel, they are also creating tremendous uncertainty among planners and policymakers who are struggling to both understand and manage their potential impacts. Developing, adopting and enforcing regulations that aim to maximize transportation options while simultaneously ensuring public safety and the public good is proving to be a challenging task for municipal transportation planners given the rapid pace at which new systems of travel are evolving.

This research builds on a recent study by the Chaddick Institute which examined the potential for public e-scooter sharing systems to fill mobility niches within and between Chicago neighborhoods. The study explores not only how the availability of this micro-mode of transportation could influence travel time, cost, and the convenience of trips relative to other active and shared-use modes including walking, bicycling, bikeshare, and public transit but also the associated regulatory challenges and opportunities presented by these new forms of mobility. The report provides timely guidance to stakeholders about this rapidly evolving transportation sector and novel regulatory responses.
SESSION 1B
BUS OPERATIONAL IMPROVEMENTS
Baird Bream, Transit & Shared Mobility Analyst
Cambridge Systematics
10:00—11:00 AM  |  Western Stage

#BetterBus | Case Studies and Analysis
This session will feature presentations on case studies examining operational improvements for bus routes and corridors in urban and suburban contexts. Operational improvements under discussion will include stop spacing analysis and consolidation for CTA bus routes; ridership analysis models for trips-on-project and travel patterns in Indianapolis’ upcoming BRT corridors; and arterial rapid transit planning and modeling along Harlem Avenue in the Chicagoland western suburbs. A Q&A session will follow the three presentations.

EFFECTS OF BUS STOP SPACING IN PUBLIC TRANSPORTATION PERFORMANCE: An Analysis of Parallel Corridors in Chicago
Dimitris Nioras
Illinois Institute of Technology
Bus stop spacing is a crucial element in providing balance between efficiency and coverage in a public transportation network. Having large distances between subsequent stops ensures shorter travel times and higher reliability. Having small distances, however, ensures satisfactory area coverage and access, given that the service area of a stop is defined by a walking distance threshold. Achieving such balance between efficiency and coverage can boost ridership, but is a challenge that requires the consideration of many factors and policies.

In the city of Chicago, the average stop spacing policy is 0.125 miles, or 8 stops per mile. This distance provides reasonable access to bus stops, but at the same time creates issues with high travel times and, in corridors with frequent service, bus bunching. CTA has been studying the possibility of increasing stop spacing; on Ashland Avenue, half of the stops were eliminated for route 9, while at the same time the express route X9 skips stops along the corridor. This presentation will show a study of parallel Chicago corridors relative to their stop spacing, in terms of travel time and ridership.

FTA’S SIMPLIFIED TRIPS-ON-PROJECT SOFTWARE (STOPS) APPLICATIONS: The Indianapolis BRT Experience
Matt Stratton, Transportation Modeler
WSP USA
The Federal Transit Administration’s (FTA) Simplified Trips-on-Project Software (STOPS) is a software package that applies a set of travel models to forecast transit person trips, travel patterns, and trips-on-project metrics for FTA Capital Investment Grants evaluation. STOPS is the FTA’s preferred tool for estimating transit ridership, and successful STOPS applications are pivotal in winning transit investment. In this presentation, two STOPS applications, put forward by IndyGo, the transit agency for greater Indianapolis, will be discussed using the project background, purpose and need, Bus Rapid Transit (BRT) alignment choices, political environment, and funding status.

In 2017-2018, STOPS was used to test two BRT projects in Indianapolis: the 14-mile Purple Line and the 24-mile Blue Line. GIS census files, an on-board transit survey, and GTFS transit data were inputs. A base and future year were established. The presentation will step listeners through the process of modeling the two BRT projects using STOPS.

PREPARING FOR RAPID TRANSIT ON CENTRAL HARLEM AVENUE
Michael Groh, Transit Planner
Sam Schwartz
Creating a rapid transit network in Chicago’s suburbs is a bold vision that Pace Bus has been planning through its Pulse program. This presentation will focus on one of the near-term priority corridors that Pace is pursuing, Central Harlem Avenue, in Chicago’s western suburbs. The Central Harlem Avenue Corridor Study was a joint effort by Pace and the Regional Transportation Authority.

Participants will learn about an early stage in developing this corridor, entailing a corridor study and interim improvements. This work explored how eventual Pulse arterial rapid bus transit would function and what steps are needed to prepare the corridor for this. Specifically, it involved prioritizing candidate station locations, identifying strategies to enhance access to transit near those stations, and analyzing opportunities for more transit-supportive development and land use characteristics in station areas. This was done by a multidisciplinary team that analyzed transit ridership, travel demand, demographics, land uses, station siting and pedestrian conditions.
PUBLIC OUTREACH

Moderator: Jason Wald, Associate Planner
Pace Suburban Bus
10:00—11:00 AM | Merchants Hotel

#TalkItOut

Public outreach has often been treated as simply another box to check in the planning and design stage of many transportation and infrastructure projects. How, then, can agencies and consultants work to better engage and work with the communities they are planning in; better yet, how do the communities themselves become advocates and owners of these crucial projects? In three presentations, speakers will cover the community outreach process used by CDOT, IDOT and Active Trans for some of their highest profile infrastructure projects—the Milwaukee Ave. Redesign through Logan Square, the Jane Byrne Interchange and Bike/Walk Plans throughout the Chicagoland suburbs.

COMBINING PUBLIC OPINION AND DATA TO RETHINK LOGAN SQUARE
Craig Jakobsen, Transportation Engineer
Jacobs

How do we implement community input into our projects? Does data rule or do users know more of the story? This presentation will examine the efforts of CDOT and their consultant team to reimagine Logan Square considering both resident feedback and our own “big data” analysis.

In 2012, a group of Logan Square neighborhood residents created their “Bicentennial Improvements Plan” which reimagined the design of the streets surrounding the Square. The design included closing Milwaukee Avenue through the Square to create a single park space and realigning Kedzie to create a new public plaza. The primary desires for the community were more green space, better pedestrian crossings, and simpler traffic patterns.

When the CDOT project team began designing concepts for their Logan Square reconstruction project we collected origin-destination data from mobile devices from the data analytics firm Streetlight. This O-D data gave us an overarching view of the project to compliment the close-up view the residents gave us.

When developing our design concepts, we created one concept that mirrored the community plan, one that catered directly to the data findings, and one “compromise” alternative which drew inspiration from the community design and the data design. All concepts improved pedestrian space, added bike facilities, and increased green space, but each made substantial changes to traffic paths. This presentation will go into more detail about how these concepts were developed and what the ultimate recommended design was for this transformative Chicago project.

TRANSFORMING SUBURBAN COMMUNITIES THROUGH PLANNING, POLICY, ADVOCACY
Jessica Hyink, Transportation and Mobility Coordinator
City of Evanston

The City of Evanston will discuss how public outreach, or a lack thereof, can affect post-construction perceptions of a complete streets project. The planning efforts of a dedicated bike lane on Dodge Avenue will be contrasted with those of a cycle track on Sheridan Road and Chicago Avenue. Both projects aimed to improve bicycle safety on corridors with relatively heavy use by pedestrians, buses, and vehicular traffic in a suburban context. Learn why one project has received praise while the other continues to receive public criticism post-construction, how Evanston has used data to manage perceptions, and how limited public outreach can impact future planning efforts.

JANE BYRNE INTERCHANGE OUTREACH REBOOT
Scott Presslak, Outreach Liaison
Illinois Department of Transportation

The Jane Byrne Interchange carries over 400,000 vehicles a day through the heart of Chicago, far more than its initial design capacity. With many ramps and bridges at the end of their useful lifespan, since 2013 IDOT has been working to reconstruct the interchange while minimizing traffic impacts to motorists and freight traffic on the expressways and minimizing impacts for pedestrians, cyclists, transit users, and other travelers on the surface streets above the interchange. As the project continues into its seventh year of construction, IDOT is redoubling efforts to keep local residents and the motoring public informed on the project’s progress, including new public meetings, better internal coordination, a revamped public website, dedicated social media channels, and more.
**SESSION 1D**

**DATA DRIVEN**
Moderator: Michael Groh, Transit Planner II, Sam Schwartz
10:00—11:00 AM  |  Steamboat Hotel

#DataDriven
Data may be abundant in transportation, but to unlock its full potential requires strategic analysis. This session will feature transportation data experts from the University of Illinois at Chicago, Chicago Metropolitan Agency for Planning, and Pace Suburban Bus who are analyzing questions about the Chicago region. Presenters measure first/last mile transit access conditions, model new expanded transportation networks, and use an algorithm to address missing transit data. Attendees will learn about techniques for studying important transportation issues.

**MULTIDIMENSIONAL ASSESSMENT OF FIRST AND LAST MILE PROBLEMS: A Case Study using the Chicago Metropolitan Area**
Nebiyou Tilahun, Associate Professor, Urban Planning and Policy
University of Illinois at Chicago

The first/last mile problem refers to issues of bridging the separation between activity locations and transit stations. These issues include factors such as sidewalk connectivity, travel/walk time and other safety and perceptual factors about the built environment. In this study we develop small area first/last mile measures for metropolitan Chicago. The analysis aims to provide readily available measures that planners can use to prioritize problem areas and intervene to improve last mile conditions. The presentation builds on our previous work which demonstrated the multidimensional nature of the last problem from the perspective of travelers and showed the existence of significant benefits (in the form of willingness-to-pay) that can be had from improvements to last mile conditions. In this latest work, we move forward this multidimensional recognition to create local measures that combine survey-based weights with measures extracted from the transit system, the built environment and census data.

The presentation will cover both the methodology for developing the last mile measures and a use case for application.

**IMPROVING VENTRA DATA QUALITY AT PACE: An Advanced Data Science Model**
James Wilson, Senior Service Analyst & Moyin Li, Project Manager
Pace Suburban Bus

Transit agencies collect and use large dataset for daily decision making. However, no data is perfect. A challenge for Pace is to assign smartcard (Ventra) ridership to the correct route for analytics and performance management. The volume of the incorrect and missing data requires many days each month by analysts using industry specific knowledge and multiple data sources.

This project uses Python to develop an advanced ridership model to automate the existing logical decisions, validate spatial-temporal information of known routes, and impute missing route information using machine learning through big data algorithms. In addition, the model automates previously manual input processes with code to significantly improve data quality and reduce working hours.

The implementation of the model delivers more accurate ridership data in a fraction of the time, giving analysts more time to deal with frequent requests and investigate interesting trends in the data. The methodology used is effective in combining multiple data sources for missing data imputation and reducing processing time when working with big datasets.

**MODELING TRANSIT CAPACITY**
Martin Menninger, Associate Planner
Chicago Metropolitan Agency for Planning

CMAP, the planning agency for Northeastern Illinois, has a target of doubling regional transit ridership by 2050. Past modeling efforts have investigated the land use and other policy changes required to reach this ridership target. However, it is clear that today's infrastructure would be severely strained under such conditions, given existing capacity constraints being addressed by many of the largest transit projects in the region, such as RPM and the 75th CIP. CMAP is using the agency's activity based model (ABM) to analyze how capacity constraints, changing user experience, and shifting mode choice will impact future ridership. Modeled scenarios include existing levels calibrated by time of day and future levels resulting from regional demographic changes, new transportation networks and the alleviation of targeted capacity constraints. The ABM results show station level ridership by time of day and include user demographics. The modeled scenarios will demonstrate the transit routes, geographies, and residents most impacted by future capacity issues. Understanding future constraints allows CMAP and its partners to prioritize current public investment and plan for future transit service that meets the needs of the region.
You've heard the term Mobility-as-a-Service (MaaS), but do you really know what it means for the future of the transportation industry? Go ahead, admit it, mobility is on your mind. The excitement and energy for MaaS is beyond the norm. MaaS isn't just a nice concept anymore—it’s an international reality changing the way people think about mobility within the urban environment. It is not about how we transfer people from their cars to public transport, but more about a user-centric view that allows the better planning and management of all modes of transport.

A journey is no longer from A to B via a single mode, but can be considered as multiple single trips combined into one easy, pain-free journey. In this session we’ll define the sharing economy, access economy, on-demand economy—terms used interchangeably, though not always fully understood.

We’ll dive into the recent socio-economic shift that reinvented how and what we consume. And if that didn't hook you, how about we face reality and really hone in on the elephant in the room—a world where usage trumps possession, access rather than ownership is king, and where consumers’ immediate needs can be satisfied with the tap of an app.

David Leopold, Director of City Solutions
City Tech Collaborative

David Leopold is the Director of City Solutions at the City Tech Collaborative. In this role, he facilitates cross-sector collaboration among universities, government, and industry to drive innovative solutions to complex urban challenges. Prior to joining City Tech in 2015, David was Program Manager for the Chicago Department of Transportation Streetscape and Sustainable Design Program, where he directed nearly $100 million of policy, planning, and construction projects ranging from pocket parks and public markets to streetscapes and master plans.

David Katcher, General Manager, Midwest
Lyft

David is currently the General Manager for Lyft in the Midwest, responsible for leading business operations and advocating for transportation equity through shared rides, bikeshare systems, and public transit partnerships. He joined Lyft after several years at Groupon where he held a variety of roles across management, operations, and product. Prior to Groupon, David was a Manager in Deloitte Consulting’s Strategy practice where he focused on customer strategy and cost reduction. David is a graduate of the University of Illinois and Columbia Business School and resides in Arlington Heights with his wife and three young children.

Boris Karsch, VP, Strategy
Cubic Transportation Systems

Boris leads the execution of Cubic’s NextCity vision for the integration of payment and information systems with direct responsibility for strategy development, partnerships and acquisitions. Previously the capability development director for Cubic’s worldwide organization, Boris was responsible for Cubic’s research and development programs including Cubic’s Urban Insights data analytics capability. Boris brings over 15 years of experience in leading product strategy and development in electronic payments and transaction systems.

Adam Heckman, Director of Technology and Civic Innovation for Chicago
Microsoft

Adam helps the cities’ civic leaders—and the communities they serve—use cutting-edge ideas around technology to solve the city’s biggest social challenges. He provides guidance on the key issues and opportunities facing neighborhoods and communities today and in the future.

Prior to this role, Adam was the Director of the Microsoft Technology Center, helping organizations ensure long-term success when facing their toughest business challenges and opportunities. He has been with Microsoft in Chicago since 1991.

Douglas Pancoast, AIA, Head of Research and Development - Urban Mobility
Robert Bosch LLC

Douglas is an architect and Associate Professor in the Department of Architecture Interior Architecture and Designed Objects at the School of the Art Institute of Chicago. Currently Pancoast is leading R+D efforts in strategy group within the Connected Solutions Division for the Robert Bosch Company, examining the future of urban mobility and the product and service opportunities that new mobility technologies bring to city life. Interests include examining how large data sets (economic, environmental, social, cultural, civic) are a context for creative practice.
SESSION 2B
BACK ON THE BUS
Moderator: Maggie Melin, Advocacy Manager
Active Transportation Alliance
11:15—12:15 PM | Western Stage

#BackOnTheBus | A Campaign for Transit Priority Streets

TransitCenter’s 2019 Who’s on Board report found that Chicago is one of few cities where transit riders are shifting more transit trips to ride-hailing trips than to private cars. Active Transportation Alliance’s Back on the Bus Campaign is working to reverse the trend of declining bus ridership by advocating for bus priority streets. This session will cover Chicago’s Bus Friendly Streets Report Cards analyzing speed and reliability data, policy solutions to get Chicagoans back on the bus, and creative advocacy and outreach strategies based on diverse local community experiences.

This full workshop session will feature the following professionals:

Mary Buchanan, Research Associate
TransitCenter
Mary Buchanan is a research associate at TransitCenter, a foundation that supports public transit reform across the U.S. In this role, Mary studies industry best practices for providing quality public transit service, provides technical assistance to transit advocates and agency staff to shed light on transit performance, and investigates trends in transit ridership using public opinion surveys and national time-series data. Mary holds a B.A. in Economics and French from Rice University and a Masters in City and Regional Planning from Rutgers University.

Julia Gerasimenko, Advocacy Manager
Active Transportation Alliance
Julia has been working at Active Transportation Alliance since June 2017. Her work has focused on bus advocacy and community projects around the city of Chicago. Previously, she worked in the education and college access space in Chicago for five years, working with primarily lower income, Latinx students and students of the City Colleges of Chicago. Realizing that transportation was often a barrier to accessing education, she decided to switch fields to get at one of the root causes of inequitable access. She received a Bachelor of Arts degree in Political Science from Grinnell College. She has never owned a car and does not plan on it.

Jessica Vazquez-Lopez, Program Manager
Six Corners Association
In Jessica’s role as Program Manager at Six Corners Association, a 501(c)6 non-profit economic development organization located on Chicago’s northwest side, she manages Special Service Area (SSA) 28 and works to implement the Six Corners Master Plan, adapted by the City of Chicago. Six Corners Association works to make the Six Corners a shopping district is accessible in multiple modes of transportation. Six Corners Association has partnered with Active Transportation Alliance in multiple project to help make the shopping district more bike friendly and walkable. In the most recent partnership with Active Transportation Alliance, Six Corners participated in Back on the Bus campaign to advocate for better business service in the Six Corners shopping district.

Julio Rodriguez, Director of Community Development
Northwest Side Housing Center
Julio Rodriguez is the director of the Northwest Side Community Development Corporation (NWS CDC), a subsidiary nonprofit organization that focuses on small business development, housing advocacy, and housing programming. Julio and his team have been working on transportation issues since 2017 focusing on improving the bus service and bringing more bikes and bike lanes to the Belmont Cragin community.
Over the past decade, pedestrian fatalities nationwide have steadily risen, in contrast to decreasing numbers of all other traffic deaths. The Governors Highway Safety Association estimates the approximately 6,200 pedestrians were killed in motor vehicle crashes nationwide in 2018. In Chicago, an estimated 46 pedestrians were killed in 2017, according to the Chicago Department of Transportation.

In this session, we will hear from researchers and transportation consultants review of current public policy addressing pedestrian safety in urban areas, field research analyzing pedestrian-motorist collisions on arterial roadways, and tools for planners and engineers to achieve equitable Vision Zero goals.

EQUITY IN TRAFFIC SAFETY
Siddharth Shah, Urban Planner + Engineer
Sam Schwartz
Too many people are dying on the streets of America as they attempt to go from place to another as part of their daily routines. Cities are recognizing the impacts of designing transportation systems that prioritize automobiles over other forms of mobility. One of the greatest impacts is the risk that automobiles and automobile infrastructure pose to pedestrians, bicyclists, and users of other mobility devices.

The presentation will elaborate on how people using modes of active transportation such as walking & biking are most vulnerable on the streets of Chicago. Through crash data analysis, the presentation will throw light on how the issue of traffic violence has a more severe impact on the traditionally disadvantaged communities. The concept of Vision Zero will be discussed as well as the toolbox used to achieve the goal of Vision Zero equitably.

ARE WE THERE YET? A Guide to Pedestrian Safety Incrementalism
Jaime Osborne, Senior Transit and New Mobility Planner
Sam Schwartz
At some point in the day, everyone is a pedestrian. Recently this practice has grown increasingly risky. Per the Governor’s Highway Safety Association (GHSA), between 2008 and 2017, pedestrian fatalities have increased significantly (35%). At the same time the combined number of all other traffic deaths has declined (6%). Thus, the likelihood of a pedestrian dying when they are involved in an automobile crash (pedestrian deaths as a percentage of total motor vehicle crash deaths) has also increased. Moving automobiles through cities at high speeds have long been the priority of transportation planners and engineers. However, the increase happens in a sea change of safety awareness campaigns, complete street designs, and enhanced valuing of walkability.

Are decision-makers, planners, and engineers just not getting the message of changing priorities? Is there too much public resistance to modifying ROWs to safely accommodate all users? Does the uptick simply indicate more people engaging in active transportation?

WALKABLE ROCKFORD: Exploratory Research of Pedestrian Collisions on Arterials in Rockford, Illinois
Michael Smith, Recent Graduate
University of Illinois at Chicago
Pedestrian safety remains a persistent problem throughout the United States, with nearly 6,000 pedestrians killed in vehicle collisions in 2017. Many municipalities are faced with existing conditions that undermine attempts to improve pedestrian safety, including an automobile-oriented development pattern, high-speed vehicle arterials, and incomplete pedestrian infrastructure. How do pedestrians navigate the built environment in the presence of unsafe roadways? And how can professionals and advocates alike better understand pedestrian activity so as to improve safety outcomes for pedestrians?

Walkable Rockford details an exploratory study on pedestrian activity in Rockford, Illinois, a municipality of 147,000 persons that is located 90 miles west of Chicago.

The majority of pedestrians exhibited typical crossing behavior associated with safe crossing activity. Conflicts between pedestrians and motorists emerged during both intersection crossings and mid-block crossings. Although pedestrians and motorists responded in such a way as to avoid conflict, additional research may find that elements within these conflicts are present in pedestrian collisions.
Go Fund Transportation will examine alternative sources of revenue and their impacts.

What's the potential of these new revenue sources? How can they be implemented? How will they impact rural vs. urban users? How will it impact users in northeastern Illinois?

Go Fund Transportation will answer these questions and more.

## The benefits and impacts of road usage charges

Lindsay Hollander, Senior Policy Analyst
Chicago Metropolitan Agency for Planning

The transportation system in northeastern Illinois has historically been and continues to be a strategic advantage for the region. This system is essential to our economic competitiveness and quality of life, yet is costly to maintain and operate: billions of federal, state, and local dollars are spent on transportation annually. Systemic shifts are leading to stagnant transportation revenues, making current revenue sources inadequate for maintaining and operating the system. For example, increased fuel efficiency is reducing state motor fuel tax revenues. As a result, revenue from the state MFT is forecasted to decline, affecting funding for both state and local roadways.

To solve this funding challenge, northeastern Illinois' long-range comprehensive plan, ON TO 2050, recommends that the MFT eventually be replaced with a road usage charge, sometimes called a vehicle miles traveled fee. The plan proposes that Illinois follow the lead of numerous states that have already implemented road usage charge pilot programs. This presentation will explore the benefits of testing and transitioning to a road usage charge and provide analysis examining the impact on typical households and drivers in northeastern Illinois.

## Urban vs. rural implications of user-fee alternatives to the gas tax

Justine Sydello, Transportation Policy National Practice Leader
CDM Smith

While motor fuel taxes are one of the primary ways most states and the federal government fund transportation infrastructure improvements, they are an unsustainable revenue source for the long-term due to raising fuel efficiency of vehicles and the growing popularity of hybrid and electric vehicles. While the capital bill recently passed by the Illinois General Assembly does raise substantial new revenue for infrastructure investment, the gas tax continues to decline in its viability as a long-term, sustainable revenue source.

Two user fees likely to fund transportation in the future are tolls and mileage-based taxes. Not always popular, there are many misconceptions on the disproportionate impacts these user fees would have on rural vs. urban drivers.

The presentation will include Illinois-specific scenarios using CDM Smith's Interstate Tolling Model, and it will also share takeaways from a study conducted in western states exploring and disputing common conceptions about rural vs. suburban vs. urban VMT patterns.

## Collaboration between tolling and transit

Terri Slack, Senior Project Manager
CDM Smith

American cities have been experiencing mounting stress on their transportation systems due to increased travel demands without comparable growth in revenue to pay for the costs of meeting public needs. In response, states and cities have begun adopting sustainable mobility plans with objectives including public transportation options that enable access to key destinations and services while improving efficiencies and cost-effectiveness of the transportation of people and goods.

An increasingly common tool used to meet this objective is leveraging the potential synergies between tolling and transit on managed lanes facilities. In metropolitan Chicago, e.g., IDOT is considering building managed lanes on I-55 and I-290, both of which could accommodate Bus-on-Shoulder service. This presentation will explore how the State of Washington and the cities of Los Angeles and Atlanta are meeting transportation needs and addressing urban mobility issues through the use of managed lane tolled facilities to both address congestion and provide a faster and more reliable transit commute, as well as how they could apply to managed lanes facilities in northeastern Illinois.
Please visit the various walk-through presentations arranged around the Sauganash Grand Ballroom.

**A PARKING PLAN FOR CHINATOWN**
Emily Daucher | University of Illinois at Chicago
Chinatown is a Chicago neighborhood that is one of the only growing Chinatown neighborhoods in the nation and because of this, serves as a cultural destination for those in the area and across the country. These visitors, despite the wealth of alternative transportation options located in and around the neighborhood, opt to drive. This situation has highlighted a core problem for the dense neighborhood—parking mismanagement. In this paper, a spatial analysis using ArcMap looks at curb and lot data collected from June-October 2018 to show three main problems with Chinatown’s parking situation: underused parking lots, an uneven distribution of existing parking types, and pricing issues.

**BIKE SHARE AND USER MOTIVATION: EXPLORING TRIP SUBSTITUTION CHOICES AMONG DIVVY USERS**
Hugh Bartling, Ph.D. | DePaul University
Bike share has been embraced by municipalities over the last decade as cities seek to reduce congestion, implement low-cost options for mobility, and encourage residents to develop active lifestyles. While systems in many cities have seen robust aggregate ridership figures, the particular motivations and attitudes of users have not been extensively studied. If one of the explicit goals of policymakers is to encourage behaviors that can enhance mobility and contribute to positive social outcomes for cities, having a deeper understanding of user motivations as they relate to the goals of bike share adoption can be useful in promoting the expansion of ridership.
STUDENT MOBILITY ON CAMPUS AND AT HOME
Julie Cidell | University of Illinois at Urbana-Champaign
Recent research on millennial mobilities has sought to uncover the reasons for the apparent reduction in vehicle miles traveled by the younger generation. At the same time, understanding student mobilities on a traditional residential university campus can offer insights as to how more sustainable transportation behavior might be encouraged as young people are developing their independence. Based on a pilot study at the University of Illinois at Urbana-Champaign, this paper analyzes the ways in which students’ mobility on campus is connected to their mobilities at home.

SUSTAINABLE DESIGN AND ALTERNATIVE ENERGY AT CTA STATIONS
Jamil Fatti | Chicago Transit Authority
As a continuation of the Blue Line Forest Park Branch Feasibility/Vision Study (BLVS), the Chicago Transit Authority (CTA) and the Village of Oak Park requested that the BLVS consultant firm WSP conduct research into sustainable rail-station design and renewable energy strategies that could be adopted in future station designs. The request was motivated by strong Oak Park community interest in sustainability and a desire to further support CTA’s green measures.

CHARACTERIZING THE GLOBAL STATE OF INFLIGHT WI-FI
Robert Belson | Northwestern University
In the wake of exciting changes to the telecommunications landscape today, inflight connectivity services (IFC) have fallen behind. Often featuring latencies 20x higher than those of traditional metropolitan 4G LTE connections, IFC simply cannot keep up with rising network demands. For a flight from O’Hare International Airport to San Francisco, consumers can expect to pay almost half of their monthly wireless bill in just 4 hours. Moreover, IFC consumers have no methodical way to understand the quality of experience (QoE) they are paying for prior to their purchase.

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DESIGNING STREETS FOR PEOPLE IN AUTONOMOUS FUTURES
Nilay Mistry | Illinois Institute of Technology, College of Architecture

This poster presentation will summarize the interdisciplinary design research work performed by graduate landscape architecture students and robotics researchers. Using Chicago’s State Street as a test site, this team has utilized LIDAR scanning and GPS signal mapping to illustrate challenges in autonomous vehicle self-localizing within real-world urban conditions. Physical components of the street, such as trees, light poles, and benches can be reconsidered to enhance navigation demands of autonomous vehicle while creating new contributions to civic life.

This project seeks to maintain a priority on people in the discussion of autonomous vehicles and the recalibration of our highways, intersections, roads, and sidewalks for new forms of urban movement. Through multiple scenario-based planning exercises and experiments with LIDAR scanning tools, design students have prototyped several urban futures and resultant spaces in which the autonomous vehicle is one of multiple valuable participants.

SECONDARY CRASH ANALYSIS: ILLINOIS TOLLWAY
Krishna Akkaram | TranSmart/EJM

The Illinois Tollway’s Traffic Incident Management System (TIMS) provides an exemplary operational monitoring system. Accordingly, many performance measures are maintained.

In recent years, the Tollways performance measure program expanded to include the analysis of Secondary Crashes: crashes that occur as a result of a proceeding crash or incident. This requires a more complicated methodology than typical traffic performance measures. To search for secondary crashes, three methods are used.

THANK YOU TO ALL OF OUR FRIEND SPONSORS
RAPID DELIVERY PROJECT TO IMPROVE TRAFFIC SAFETY ALONG MILWAUKEE AVENUE
Siddharth Shah | Sam Schwartz
Too many people are dying on the streets of America as they attempt to go from place to another as part of their daily routines. Cities are recognizing the impacts of designing transportation systems that prioritize automobiles over other forms of mobility. One of the greatest impacts is the risk that automobiles and automobile infrastructure pose to pedestrians, bicyclists, and users of other mobility devices.

The presentation will elaborate on how people using modes of active transportation such as walking and biking are most vulnerable on the streets of Chicago. Through crash data analysis, the presentation will throw light on how the issue of traffic violence has a more severe impact on the traditionally disadvantaged communities.

THE LAST MILE OF TRANSIT TRIPS
Peter Kersten | University of Illinois Chicago
A complete public transit trip includes the fare, mode, speed, and distance served and also accounts for access and egress costs. These access and egress costs or the first and final legs of a trip are commonly called the first and last mile or the last mile problem. While the term last mile does not represent a set length, last mile distance does impact the way that travelers utilize the broader transit network. This study quantifies the last mile problem in the seven county Chicago Metropolitan Statistical Area utilizing Open Trip Planner software and GTFS data for the three service boards operating in the region.

INCORPORATING DEMPSTER-SHAFER THEORY INTO E-STEP TRADE-OFF ANALYSIS METHOD FOR MULTICRITERIA TRANSPORTATION RESOURCES ALLOCATION
Tung Truong | Illinois Institute of Technology
The growing demand for new appraisal methodologies in transportation investment decision-making has been recognized due to the fact that the conventional benefit-cost analysis sometimes falls short when some social impacts of a transportation improvement projects are difficult to be monetized. Moreover, transportation agencies such as state department of transportation and metropolitan planning organizations are facing the daunting challenge of allocating limited revenue to service the transportation needs. Therefore, a coherent, well-structured, flexible, straight evaluation method, taking into account all the criteria of transportation improvement project is tremendously essential. This paper presents a new tradeoff analysis method based on Dempster-Shafer (DS) theory in conjunction with e-STEP method for multicriteria transportation investment decision making.

A RECENT TRANSPLANT’S PERSPECTIVE OF UNDERSTANDING CHICAGO: Interplay of societal networks for neighborhood choice
Vivek Kumar | WSP
Chicago, one of the largest metropolitan cities in the USA, is overwhelming for new residents. A plethora of societal networks such as transportation, accessibility, safety, restaurants, parks, rental prices are among the most important parameters that new Chicagoans look for, when deciding their stay. Fortunately, Chicago is a leading contributor to the Open Data movement and provides a multitude of data. The goal is to understand, visualize and formulate underlying factors responsible for neighborhood desirability.

This presentation will delve into the varied aspects of urban system and understand its contribution to the neighborhood appeal for residential choice in Chicago. It will also help planners, policymakers and city—officials to emphasize on the parameters which can be improved subsequently.

THANK YOU TO ALL OF OUR FRIEND SPONSORS
SESSION 3A
TRANSPORT TRENDS
Moderator: Alvaro Villagran, Program Manager, Shared-Use Mobility Center
2:45—3:45 PM | Wolf Point Reception

#TransitTrends | Autonomous, Electric, and Flexible Solutions

The development of autonomous, electric, and on-demand (micro) transit solutions are expanding mobility options and reshaping the future of transit. A growing body of research, as well as the lessons learned from the implementation of pilot projects, are providing a better understanding of the needs and challenges to develop connected, green, and flexible transit technologies.

This panel brings together presentations based on industry experience and case studies to discuss the impacts that new technologies will have on infrastructure, capital, and service investments for first-last mile solutions and transit service in different contexts.

MICROTRANSIT SOLUTIONS IN ILLINOIS SUBURBAN AREAS: Flexible On-Demand Transit Services as Alternative to Private Transportation
Laura Coll Martinez, Graduate Student
Illinois Institute of Technology

This study is about microtransit as an innovative solution for transit in areas of low density of trips and population in alternative to private transportation. This micromobility service of minibus vehicles ranges from fixed routes and schedules to flexible routes and on-demand schedules. Because of the economies of scope found in rural and suburban transit, the network proposed would complement the existing transit with fixed routes, braiding together the existing public transportation system of the city our county. Then, the hypothesis of this study is the use of a flexible and on-demand service defined as a connecting service, focused in first/last mile trips and specially in intercity connections, solving the transit gap when connecting different cities or counties.

For this purpose, some areas in the Illinois countryside have been selected to analyze its situation in public transportation. The analysis has been performed by transit statistics and interviewing local/regional experts in transportation (local transit managers from public agencies or from positions related to transportation management), and through their professional perspective, it has been possible to detect the transit deficiencies or unmet needs, and the likelihood of microtransit as part of the solution. With the new microtransit system proposed, a comparison has been performed to help the decision-making process, and with it, be able to conclude if the alternative is viable and a smart solution for these areas of low density in the state of Illinois.

FEASIBILITY OF THE TRANSITION TO A BATTERY ELECTRIC BUS FLEET IN PUBLIC TRANSIT
Dimitris Nioras
Illinois Institute of Technology

Public transportation systems struggle to cover their operation and maintenance expenses in an environment of continuously decreasing ridership. Fare revenue covers no more than 50% of the total operation costs, while funding from federal and state governments is not sufficient to close the gap between revenues and expenses. These funding issues cause difficulties in maintaining current assets, so it is even more difficult to fund improvements to the system, replacement of vehicles that have exceeded their useful life, and building renovations.

Battery electric vehicle technology is a relatively new topic in public transportation. Battery technology and limited range have been prohibiting for transit agencies in using battery electric vehicles in their fleet, regardless of the lower operating and maintenance costs, and environmental benefits. However, trends show that many transit agencies are studying battery electric bus operations, having a slow conversion process in mind, given satisfactory results.

A BRAVE NEW WORLD: How Autonomous & Connected Vehicles Will Reshape Transportation Planning
Chris Pauly, Autonomous & Connected Vehicles Project Manager
HDR, Inc.

Autonomous and Connected (AV/CV) shuttles & micro-shuttles are poised to change the way transportation operates around the world. Whether AV’s are deployed as a first/last mile solution on private campuses and universities or used within cities as a major transportation option, the adoption of AV/CV technology will change the way planners look at future transportation needs. The future outlook of AV/CV’s, the opportunities for city/campus planners, the impact on current infrastructure investments and future technological capabilities will all be shown and discussed.
SESSION

REGIONAL MOBILITY STRATEGIES

Moderator: Sidney Kenyon, Senior Transportation Planner, DuPage County Division of Transportation
2:45—3:45 PM | Western Stage

#WeRouteHere

Well-known for their successes in urban environments, active transportation enhancements to roadways are increasingly being implemented in suburban cityscapes, too. Staff representatives from the Kane Kendall Council of Mayors share strategies they have implemented to overcome the automobile-centric transportation networks that are prevalent in the Chicagoland suburbs.

Researchers from the University of Illinois at Chicago’s Urban Transportation Center discuss results from their groundbreaking mobility network management project. UTC representatives share their findings, best practices, and the challenges of coordinating statewide across multiple agencies and organizations.

IMPROVING MOBILITY FOR ALL: Lessons Learned from Statewide Mobility Management Networks

P.S. Sriraj, Director
Urban Transportation Center at UIC

Mobility management networks are designed to improve the overall mobility for any given trip, regardless of the rider characteristics, mode, or geography. While these networks exist around the country, little is known about how they operate at the statewide level or the role of their mobility managers.

In a first-of-its-kind project, researchers at UIC’s Urban Transportation Center (UTC) surveyed mobility managers from around the country and conducted follow-up interviews with transportation professionals from 14 statewide mobility management networks across the US in order to learn more about how these networks were created and funded, what activities they carry out and the challenges mobility management coordinators face.

Although mobility management as a practice arose from federal and state efforts to remove silos around funding for transit, school transportation, and human transportation services, these silos still exist and influence the priorities of mobility management networks, which ultimately limits transportation availability for users.

This presentation will focus on network management best practices and the challenges of coordinating statewide across multiple agencies and organizations. This presentation will also demonstrate how successful mobility management practices can be applied to transit professionals, planners, and social service providers at the local and regional level as well.

SUBURBAN MOBILITY STRATEGIES

Ryan Peterson, Regional Planning Liaison
Kane Kendall Council of Mayors

&

Jackie Forbes, Chief of Planning and Programming
Kane County Division of Transportation

Far too often suburban transportation network design and programming focus centrally on the automobile rather than the multitude of alternative transportation options that are becoming more and more popular. By giving little planning focus to other forms of transportation, like biking, walking, or public transportation, a transportation network can largely exclude or overburden certain socioeconomic demographics. Additionally, by investing in bike and walking facilities, it can greatly increase the quality of life of the residents that can directly benefit them.

However, there are solutions to help suburban municipalities and counties diversify their transportation options for their residents and visitors.

Kane County has taken several steps to offer their residents practical alternative transportation options for recreation, commuting, and general day-to-day activities through creative planning and programming initiatives. Our presentation will highlight many of our recent projects that we have undertaken as a County, including our Ride in Kane service, which serves our senior citizen and disabled population; the KKCOM Bike & Pedestrian app that displays Kane and Kendall County’s bike maps, public transportation maps, and recreational facilities; our continued efforts in the RAMP Initiative and proposal for creating a countywide bike sharing program; and our County’s policies to utilize Impact Fees to fund bike and pedestrian programs and infrastructure.
Urban trails encourage more people to walk and bike for transportation, improve public health and create cleaner environments. However, many residents have raised important equity concerns about environmental conditions and neighborhood impacts. Join us for a discussion about three proposed rails-to-trails projects in different Chicago neighborhoods. These projects will transform biking and walking, and eventually connect to a 27-mile Chicago River Trail.

Presenters for this full workshop session include leaders from CDOT, Active Transportation Alliance, and three community-based organizations.

**Antonio Acevedo, Co-Director**  
**El Paseo Community Garden**  
Originally from Kankakee, Antonio graduated from the University of Illinois at Chicago with a Bachelor of Science in Civil Engineering in 2009. He currently is a licensed professional transportation engineer at Clark Dietz, Inc. where he works on environmental assessments, environmental impact statements, and design geometrics for roadway and bike path projects across Illinois and Indiana. Outside of work, Antonio is entering his fifth year volunteering as the co-director of El Paseo Community Garden with his wife Paula. Their next endeavor will be establishing the El Paseo Community Council that will serve as a community advisory group for the proposed 4-mile El Paseo Trail.

**Lubka Benak, Director of Livable Streets**  
**Chicago Department of Transportation**  
Lubka has been managing projects for the City of Chicago for nearly 20 years and now directs CDOT’s Livable Streets program, which strives through community engagement, sensitive design, and physical transformation to create vital and safe public places. Her multi-disciplinary team is responsible for the planning, design, and implementation of transformative transportation, urban design, and community building projects under the Streetscape and Sustainable Design, Make Way for People, and Green Alley programs. She holds a Master of Science in Public Service Management from DePaul University and a Bachelor of Science in Forestry and Environmental Sciences from the University of Illinois.

**Jim O’Reilly, President, North Branch Trail of Greater Chicago; Vice President at Large, North River Commission**  
Jim is a lifelong Chicago resident currently living on the northwest side with his wife and three children. He serves as President of the North Branch Trail Alliance of Greater Chicago, which helps connect riders to destinations along the North Branch Trail, as well as a Vice President at Large for North River Commission's Board, focused on assisting river communities through civic engagement and connecting environmental resources in Northwest Chicago. Jim holds a master’s degree in Public Services Management and certificates in Metropolitan Planning and Project Management from DePaul University, and a Bachelor of Arts in Political Science from Indiana University.

**Anton Seals, Lead Steward**  
**Grow Greater Englewood**  
Anton is an experienced engagement and advocacy consultant with a focus in the food production industry. He is the Executive Director of Grow Greater Englewood, a social enterprise that works with residents and developers to create sustainable food economies and green businesses to empower residents to create wellness and wealth. He founded Seals 360, a consulting firm that helps groups, businesses, and communities develop authentic engagement strategies. He holds a master’s degree from the Egan Office for Urban Education and Community Partnership at DePaul University, where he also serves as the Neighborhood and Community Projects Coordinator.

**Steve Simmons, Trail Advocacy Manager**  
**Active Transportation Alliance**  
Steve is a Trail Advocacy Manager at Active Transportation Alliance and leads Active Trans’ campaign for a continuous Chicago River Trail. He brings over ten years of experience leading successful advocacy campaigns with the Chicago Jobs Council and most recently the Sierra Club of Illinois. Steve is a committed advocate for policies and programs that improve the quality of life in disadvantaged communities. He holds a Master of Arts from the University of Chicago’s School of Social Service Administration.
SESSION 3D
MOVING CHICAGO’S CREATE PROGRAM FORWARD
Moderator: Jane Wilberding, Sam Schwartz
Transportation Planner
2:45—3:45 PM | Steamboat Hotel

CREATE’s 75th Street Corridor Improvement Program (75th St. CIP) and Argo Connections project comprise five inter-related infrastructure improvements that are central, both geographically and functionally, to reducing rail and highway delays and expanding freight, commuter and passenger railroad capacity in the Chicago region.

This presentation examines the evolution, development and success of the CREATE infrastructure program, now celebrating 15 years of critically-needed rail improvements, as well as how the grant award is effectively leveraging public/private funding to advance these projects and realize economic benefits throughout the Chicago region.

William (Bill) Thompson P.E., CREATE Program Manager
Chief Engineer in Chicago for the Association of American Railroads
Bill has over 41 years of experience in heavy haul railroad engineering, design, construction, and operations. Bill began his work on the railroads at Union Pacific, where he devoted 23 years to railroad engineering and operations. Thereafter, Bill consulted on civil and railroad infrastructure for three years. Through his role with the Association of American Railroads, Bill also supports the Chicago area implementation of Positive Train Control, an advanced system of control engineering designed to automatically stop a train before accidents occur. Bill is a licensed professional engineer and a passionate railroad educator.

Samuel Tuck III, PE, CREATE Program Bureau Chief
Illinois Department of Transportation
Samuel is responsible for collaborative management of the 70 project CREATE program. In addition to his Bureau Chief responsibilities, Mr. Tuck is also the project manager for IDOT’s Rail Freight Program (RFP). The RFP provides capital assistance to communities, railroads and shippers as well as preserves and improves rail freight service in Illinois. The RFP also facilitates investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development resulting in reducing traffic delays. The benefits to this program include shorter commute times, better air quality, and increased public safety, as well as more jobs and economic opportunity.

Jeffrey Sriver, Director of Transportation Planning and Programming
Chicago Department of Transportation (CDOT)
Jeffrey joined CDOT in 2009 and now leads a section of 10 professionals responsible for CDOT’s short-, medium-, and long-range planning, analysis and research activities encompassing all transportation modes, facilities, users, systems, and networks serving the City, as well as grants management and programming of CDOT’s federal, state, and local project funding. In cooperation with numerous public and private sector partners, CDOT’s projects and plans encompass: all city streets and highways; sidewalks, bike lanes, and trails; bus and rail public transit and passenger transportation infrastructure; and truck and freight rail facilities.

Jeff also leads CDOT’s participation in the CREATE Program, a $4.6 billion region-wide freight and passenger railroad infrastructure improvement plan, as well as CDOT’s participation in Union Station planning and redevelopment. In addition, he oversees planning for CDOT and IDOT’s multi-year re-envisioning.

Alex Beata, Freight Transportation Manager
Cook County Department of Transportation and Highways
Alex manages freight plans, project studies, and funding initiatives for the Cook County Department of Transportation and Highways. Major recent efforts include the development of the Cook County Freight Plan and Lincoln Highway Logistics Corridor Strategic Plan, as well as successful grant applications for local and regional freight transportation projects.

He joined the County in September 2017 after more than six years with the Chicago Metropolitan Agency for Planning, where he led policy analysis for an array of transportation issues. Alex holds a master’s degree in urban planning from the University of California, Los Angeles, with a focus in transportation planning and policy, and a bachelor’s degree in economics and geography from the University of Illinois, Urbana-Champaign.

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