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33RD

ANNUAL
CONFERENCE

FRIDAY JUNE 1, 2018
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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.

Every year, our goal is to ignite the conversation. 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.

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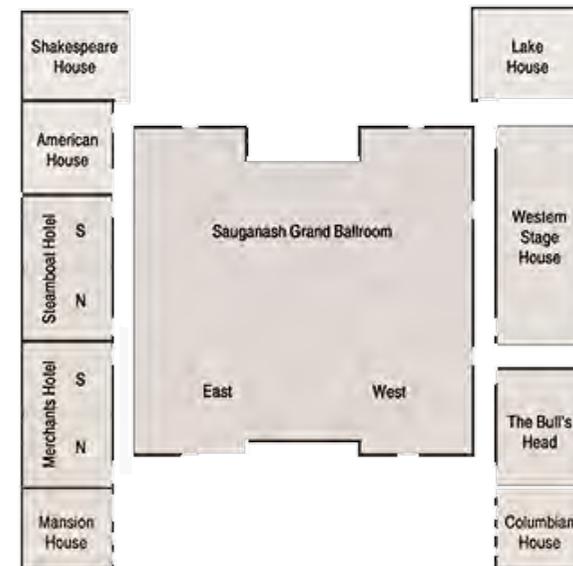
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FLOOR LAYOUT



Dear Colleagues,

Welcome to the 2018 Transport Chicago Conference! Now in our 33rd year, we continue to find ways to enhance your experience and enjoyment of the conference through bringing relevant sessions and speakers that stir the mind and enliven our passion in the profession.

This year's program brings an array of topics spanning from the past to the future, involving every transportation mode, and covers ground from the lake to the suburbs and beyond. It reminds me that we operate in a complex profession that is continually changing and though we have many challenges, they come with great opportunities. In addition to the many sessions, the Transport Chicago Steering Committee is pleased to welcome our keynote speakers. In the morning, grab a hot beverage, relax and let the wisdom of Mr. Tom Prendergast fill your mind. After lunch Mr. Oboi Reed will liven up the room with his passionate discussion. It should be a fun and informative day.

Over the past year I have had the pleasure to talk to many people about their experiences with Transport Chicago. One gentleman stated he always likes to attend as it is the conference of the "doers." The conference provides a great opportunity to hear from our colleagues' first-hand experiences, celebrate our shared successes, and find ways to connect on future endeavors. The connections you make through Transport Chicago open the doors to collaboration where we all can find mutually beneficial solution. Take time today to not only enjoy the sessions but also the company of your fellow conference goers.

I would like to take a moment to offer sincere gratitude to the all-volunteer Transport Chicago Steering Committee and its stellar executive board. These extremely talented and dedicated professionals worked throughout the year to bring together this event. Their efforts have earned them a seat at the table with the long line of prestigious Transport Chicago alumni. I would be remised if I didn't mention our great sponsors who help us bring together the conference.

Please enjoy the day, we appreciate you being here.

Sincerely,



Niki Nutter, AICP
Transport Chicago 2018 Conference President

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CONFERENCE SCHEDULE

MORNING

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

8:45 - 9:45 AM
Morning Keynote ^{CM/10} – Tom Prendergast

10:00 - 11:00 AM
Session 1
Freight Planning ^{CM/10}
Curb Appeal ^{CM/10}
Digging through the Couch Cushions ^{CM/10}
Transit Ridership Loss ^{CM/10}

11:15 - 12:15 PM
Session 2
Lake Shore Drive ^{CM/10}
Autonomous Vehicles ^{CM/10}
Red Line Extension Debate ^{CM/10}
Transit Agency 101 ^{CM/10}

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

AFTERNOON

1:00 - 2:00 PM
Lunch Keynote ^{CM/10} – Oboi Reed

2:00 - 2:45 PM
Poster Session

2:45 - 3:45 PM
Session 3
Chicago Past Present Future ^{CM/10}
Agency Collaboration ^{CM/10}
Ask the Decision Makers ^{CM/10}
Advancing Equity ^{CM/10}

4:00 - 6:00 PM
Reception

^{CM/10} Up to 5.0 PDH / AICP CM credits available for attending all conference sessions. (AICP CM credits are pending approval.)

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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.

KEYNOTE SPEAKERS



SAUGANASH GRAND BALLROOM

MORNING 8:45—9:45 AM TOM PRENDERGAST

Thomas F. Prendergast is an executive vice president and chief strategy officer of STV. He is responsible for strategic projects throughout STV, as well as forging and maintaining relationships with transit agencies across the country and in Canada. He also serves as principal on major transportation projects undertaken by the firm.

Mr. Prendergast has over 40 years of experience in both the public and private sectors in the public transportation industry. Prior to joining STV, he served as the chairman and chief executive officer of the Metropolitan Transportation Authority (MTA) in New York City, the largest agency of its kind in the country. In that role, Mr. Prendergast was responsible for establishing the strategic direction and policy of the agency, as well as implementing the procurement of goods and services that supported the system.

Previously, Mr. Prendergast was the president of MTA New York City Transit. Earlier, he also served as the chief executive officer of the South Coast British Columbia Transportation Authority.

Mr. Prendergast is a seasoned senior executive who has directed large, complex transportation systems and major projects within highly visible and politically sensitive public arenas.

As an active member in a number of transit industry associations, Mr. Prendergast has been a strong advocate for safety related causes in the industry. He was recently named *Railway Age* magazine's 2017 *Railroader of the Year*.



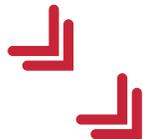
AFTERNOON 1:00—2:00 PM OBOI REED

Olatunji Oboi Reed serves as the President & CEO of Equiticity, a national, racial equity movement, programming and advocating for racial equity, increased mobility and racial justice to make lives better for Black, Brown and Indigenous people of color (BBIPOC) across the United States. Equiticity's vision is a mid- to large-sized US city where racial equity is fully integrated at the policy level into every function, department and resource associated with the city's operations, services and programs.

Oboi co-founded and recently served as the President & CEO of the Slow Roll Chicago bicycle movement. Slow Roll Chicago is working to build an equitable, diverse and inclusive bicycle culture in Chicago, by organizing community bicycle rides and advocating for bicycle equity.

He works internationally as an equity tactician, strategist, advocate and community organizer in the fields of mobility justice, transportation equity and police enforcement equity. In 2015, Oboi was awarded The White House Transportation Champion of Change award by The White House and the United States Department of Transportation.

Oboi is a member of Chicagoland Regional Equity Network's Steering Committee, Chicago Metropolitan Agency for Planning's Human and Community Development Committee and PolicyLink's Transportation Equity Caucus. He served as a Community Representative Member of the City of Chicago Mayor's Bicycle Advisory Council and as a member of the Board of Directors of Streetsblog Chicago. He is a frequent speaker and facilitator at conferences across the globe.



SESSION 1A: FREIGHT PLANNING: 2049

Moderator: Ryan Anderson, Metro Strategies
10:00—11:00 AM | Merchants Hotel

21ST CENTURY FREIGHT PLANNING IN AN AGE OF RAPID TECHNOLOGICAL INNOVATION

Freight planning entities are using more data driven and innovative approaches to assess current conditions and plan for the future. At the same time, rapid technological advancements make this already challenging task even more difficult. This panel will discuss modern freight planning and the impact that technology, such as truck platooning, will have on the freight industry, municipal infrastructure, and future plans.



COOK COUNTY FREIGHT PLAN: *Setting the agenda for public policies and capital investments*

ALEX BEATA, FREIGHT TRANSPORTATION MANAGER
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

Building on the Connecting Cook County long range transportation plan adopted in 2016, the Cook County Freight Plan presents an opportunity to explore in detail one of its key policy areas. Like the long-range transportation plan, the Cook County Freight Plan takes a holistic view to the performance of the entire freight system in Cook County, and is not restricted to facilities under the jurisdiction of the Department of Transportation and Highways.

Synthesizing technical analyses into transportation, land use, and economic data, along with stakeholder outreach and a review of the existing institutional context, the Cook County Freight Plan will articulate the role of the County in supporting the freight system. It will identify locations on the transportation system in need of investment, describe the types of projects that the County is well suited to spearhead, and identify key partnerships necessary for successful implementation. While primarily focused on freight transportation topics, the Cook County Freight Plan will also provide guidance on industrial and logistics redevelopment challenges and opportunities in the County, as well as freight workforce needs and recommendations. The Cook County Freight Plan is anticipated for adoption later in 2018.

CREATING A DATA-DRIVEN, WORKFORCE-FOCUSED, AND COMMUNITY-FRIENDLY FREIGHT MOBILITY PLAN; *Will County*

KARL FRY, PRINCIPAL: PROJECT PORTFOLIO LEADER, CDM SMITH
ANN SCHNEIDER, OWNER, ANN L. SCHNEIDER & ASSOCIATES LLC

Will County, now the largest inland port in North America, connects west coast ports by rail to the Midwest and serves a key role in the Chicago regional freight economy. To ensure future improvements, reduce conflicts, and support safe, livable communities, an innovative public-private partnership was formed to develop a Community Friendly Freight Mobility Plan. The multimodal freight plan was unique and advanced the County's freight planning because it:

- (1) identified programs to make freight more community and environmentally friendly;
- (2) leveraged unique datasets, such as TRANSEARCH, at a county-level to understand freight movement;
- (3) prioritized key projects using a performance-based approach;
- (4) integrated land use by identifying concentrations of industrial development to target investment; and
- (5) incorporated workforce into freight planning and developed a private-sector partnership to address common issues in the workforce.

This presentation will include discussion on the creation of an innovative GIS-based, data-driven freight project prioritization tool, industry and workforce outreach and the development of a workforce action plan, and the identification and designation of truck routes to help reduce conflicts in residential areas and make freight in the County more community friendly.

URBAN TRUCK PLATOONING: *The future of freight mobility in cities and urban regions*

MARWAN MADI, PRINCIPAL: TECHNOLOGY PRACTICE LEADER
CDM SMITH

To address freight-induced urban congestion and queuing, Columbus is implementing Urban Truck Platooning and Freight Signal Prioritization, as part of its Smart City Columbus effort. The Columbus Region ranks first among inland and coastal ports in population concentration within a one-day drive. The region is crossed by eight major Interstate highways and serves as a hub for long-haul trucks. In addition to highway borne freight, the City is served by both the Norfolk Southern Heartland Corridor and CSX Gateway that link the Columbus Region to multiple deep water and East Coast ports.

Truck Platooning and Freight Signal Prioritization is a cutting edge technology that can improve the safe movement of freight through urban areas. The presentation will cover the basics of the technology, the infrastructure and policy implications, and how public and private transportation and freight actors can work together to improve freight movement that is a critical component of transportation and economic development around the world.

SESSION 1B: CURB APPEAL

Moderator: Raymond Chan, CTA
10:00—11:00 AM | Steamboat Hotel

MANAGING THE USE OF THE RIGHT OF WAY

With advancements in technology and new mobility options arriving in cities, the need to manage the entire public space, from the road, through the curb, and the sidewalk becomes paramount. In this session, we will hear from a dockless bikeshare operator on the public right of way, thoughts on establishing a process for future (and current) technologies in transportation, and methods to manage the curb space on the roadway for all users.

THE HAPPY TRUTH ABOUT DOCKLESS BIKE SHARE

CARTER STERN, *Head of External Affairs*
of North America

of will share information on dockless bike share and discuss what they have learned from our global operations, US pilots, and rider data to project the growth of the industry and the mode share shift that is in motion in the US. In addition, ofo will discuss details about their technology, R&D, and plans for the future, while debunking many of the fake news stories that have shed dockless bike share in a negative light.

COMING DISRUPTIVE TRANSPORTATION TECHNOLOGY CHANGE: HOW MIGHT IT CHANGE THE FUTURE OF URBAN MOBILITY

EDWARD J. REGAN III, *SENIOR VICE PRESIDENT*
CDM SMITH

The anticipated emergence of semi- and fully-autonomous vehicles, together with growing emphasis on Mobility as a Service, will dramatically impact vehicle ownership, mode choice, and how and where we travel. There will be a gradual blurring of the distinction between typical driver vs. transit dependent populations, which may lead to entirely new methods of moving people and goods.



These changes could be a couple of decades out, but we are developing mobility plans with a 30- to 40-year horizon.

Given the coming disruptive mobility changes, we should begin to adapt our long-range planning and tools to better reflect technologies and travel methods of the future. This presentation will discuss the general direction of probable long-term changes in mobility; establish a process devised specifically for emerging and disruptive technologies to explore potential plausible futures; measure their impacts; and accordingly, identify investment needs in services and capacity as well as develop a plan for making these investments.

The emphasis will be on the long-range implications of technology change, not the technology change itself.

PLANNING URBAN STREETS FOR SHARED MOBILITY ENVIRONMENT

SAGAR SONAR, *MULTIMODAL MOBILITY PLANNER*
STANLEY CONSULTANTS

The mobility options available today have increased significantly. Bikesharing, carsharing, ride-hailing and on-demand transit (microtransit) are new mobility alternatives that are disrupting the conventional transportation methods. These innovative alternatives for travel are collectively referred to as shared mobility options provided by Transportation Network Companies (TNC's).

The shared mobility innovations are transforming how people are moving within our cities. This is a revolution that is reshaping the transportation landscape and is being adopted rapidly at a pace not expected. However, these options are creating challenges for the street system. Congestion, unmanaged use of curb space, loss in transit ridership, and reduction in walking and bicycling are some of the negative impacts. Safety along the streets is also affected. These rapid innovations are leaving public agencies to catch up. Cities are experiencing challenges in managing the shared mobility options at a policy and planning level. Delays in developing new guidelines for accommodating TNC services can make conditions worse.

This presentation will present factors to consider in developing a new approach for accommodating shared mobility options that will reduce congestion. A collaborative approach is necessary to create an environment that promotes innovation without having a negative impact on our street network and transit. Dedicated curb spaces are already being used at airports and tourist destinations to manage pick-ups and drop-offs. A similar approach can be considered for the street network. Land use, existing congestion levels, and priority of transportation modes like transit, bicycles and pedestrian are some factors to be considered.

SESSION 1C: DIGGING THROUGH THE COUCH CUSHIONS

Moderator: Steve Brown, HNTB
10:00—11:00 AM | Western Stage House

HOW TRANSPORTATION AGENCIES ARE PIECING TOGETHER FUNDING IN THE AGE OF SKINNY BUDGETS.

In Illinois and around the country, funding for much-needed infrastructure projects continues to lag further and further behind the need. Federal transportation funding has failed to keep up with the need, and states like Illinois have struggled to fill the gap. Meanwhile, the unfunded infrastructure backlog continues to grow. In this session we'll hear from local and state officials who have had to get creative to advance their infrastructure priorities.

Beth McCluskey from Illinois Department of Transportation will discuss the many parties that have come together to move the CREATE program forward, including hundreds of millions in contributions from private railroads.

Maria Choca Urban from the Cook County Department of Transportation and Highways will talk about using value-capture and other revenue sources to bring new funding to County transportation facilities.

And Bill Hanna from the Northwest Indiana Regional Development Authority will discuss how state and local agencies in Indiana came together and built a coalition to help fund two major expansions to the South Shore Line, which rank among Indiana's highest priority transit projects.

SESSION SPEAKERS:

BETH MCCLUSKEY

*DIRECTOR, OFFICE OF INTERMODAL PROJECT IMPLEMENTATION,
ILLINOIS DEPARTMENT OF TRANSPORTATION*

MARIA CHOCA-URBAN

*DIRECTOR, STRATEGIC PLANNING AND POLICY
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS*

BILL HANNA

*EXECUTIVE DIRECTOR
NORTHWEST INDIANA REGIONAL DEVELOPMENT AUTHORITY*



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SESSION 1D: TRANSIT RIDERSHIP LOSS

Moderator: Alex Levin, RSG
10:00—11:00 AM | The Bull's Head



EXPLORING RIDERSHIP TRENDS THROUGH KEY DATA, DRIVERS, AND RECOMMENDATIONS

SESSION PANELISTS:

TABITHA DECKER, DEPUTY EXECUTIVE DIRECTOR
TRANSITCENTER

American transit ridership has been portrayed as a nationwide “crisis,” but the reality is nuanced. While U.S. transit ridership is falling, ridership has increased in some regions. Within regions, ridership does not uniformly increase or decrease across routes, but reflects a more detailed, local picture of change.

Since the beginning of the year, TransitCenter has been developing tools to understand transit ridership, solicited academic and agency researchers to present explanations of ridership change, and will field its own survey exploring changes in transportation patterns. Evidence seems to suggest that the competitive environment for transit has become more difficult due to factors like transportation network companies and the suburbanization of poverty. However, agencies have fared better when they have taken concerted action to address the speed, frequency, and reliability of transit; or worked to redesign networks to better meet rider demand.

RON BURKE, EXECUTIVE DIRECTOR
ACTIVE TRANSPORTATION ALLIANCE

Since 2012, bus ridership has declined in Chicago by more than 17 percent, and it’s dropped by more than 21 percent since pre-recession levels in 2008. The city’s hub-and-spoke rail system continues to be a good option for people who live and work along the lines and in the Loop, but many neighborhoods lack access to it. Meanwhile, the portion of public transit trips in the Chicago region has stayed flat.

Getting more people out of cars and on to public transit requires more innovation and investment across the transit system, and rolling back the decades of subsidies and development that resulted in Chicagoland’s car dependency. Active Trans fights to achieve these goals by organizing grassroots leaders and engaging elected officials around high-impact policy changes.



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SESSION 2A: LAKESHORE DRIVE

Moderator: Chris Szmurlo, RTA

11:15—12:15 PM | Merchants Hotel

*NORTH LAKE SHORE DRIVE PHASE I STUDY:
REDEFINE THE DRIVE*



The Illinois Department of Transportation (IDOT) and Chicago Department of Transportation (CDOT) initiated the North Lake Shore Drive (NLSLD) study in 2013 to “Redefine the Drive” and improve NLSLD from Grand Avenue to Hollywood Avenue. This project involves multi-modal improvements including enhancing modal connections, improving the mobility for various travel modes, increasing safety, fixing facility deficiencies, and improving accessibility throughout the thoroughfare. The study, and overall planning process, is guided by the Project Study Group (PSG), which is comprised of representatives from multiple agencies.

This presentation will cover the various needs and transportation modes on the corridor, discuss how to balance and plan for these seemingly competing interests on a historic boulevard, and provide a project update. Representatives from the PSG will discuss their role on the project, coordination within the PSG, and any significant issues encountered throughout the process.

SESSION PANELISTS

LORI BROWN, SENIOR CONSULTANT STUDIES ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION

Lori Brown works for the Illinois Department of Transportation as a Senior Consultant Studies Engineer. She is the IDOT project manager for the North Lake Shore Drive Phase I study. Lori is a licensed engineer in Illinois and received her engineering degree from the University of Illinois at Chicago, and her degree in history from the University of Oregon (Go Ducks!).

NATHAN ROSEBERRY, COORDINATING ENGINEER I
CHICAGO DEPARTMENT OF TRANSPORTATION

Nathan Roseberry works for the Chicago Department of Transportation, leading Capital Projects for the Highway Section. He is the CDOT project manager for the North Lake Shore Drive Phase I Study. Nathan is a licensed engineer in Illinois and has both Engineering and Urban Planning degrees from the University of Iowa.

SARAH WHITE, LAKEFRONT PLANNING COORDINATOR
CHICAGO PARK DISTRICT

Sarah White is a planner and landscape architect from the Chicago Park District with extensive experience in community engagement, planning, design, and implementation. This experience has provided her with a deep understanding of what it takes to not only envision active and beautiful places, but also to get them built. She holds a Master of Urban Planning and Policy from the University of Illinois at Chicago and a Bachelor of Landscape Architecture from the University of Wisconsin at Madison.

NICHOLAS SMITH, SENIOR MANAGER, SERVICE DEVELOPMENT
CHICAGO TRANSIT AUTHORITY

Nicholas Smith works for the Chicago Transit Authority where he currently leads the Service Development group. Nick serves as CTA’s Assistant Project Manager in the North Lake Shore Drive Phase I Study. Originally from Buffalo, NY, Nick received a Masters in Urban Planning and Policy from the University of Illinois at Chicago.

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CALL FOR SESSIONS AND SPEAKERS
IDOT is soliciting topic, moderator, organizer, and speaker suggestions for the 2018 Fall Planning Conference. This year’s focus is innovative planning and how technology, policy and funding can impact transportation now and in the future. Some preference will be given to submissions using the event theme. Submit ideas or interests to Clayton.Stambaugh@illinois.gov.

SESSION 2B: AUTONOMOUS VEHICLES AND THE FUTURE OF TRANSPORTATION

Moderator: Elaine McKenzie, Cambridge Systematics

11:15—12:15 PM | Steamboat Hotel



The best way to predict the future is to create it. Automous vehicles and other “future” technology is fast approaching. As transportation decision makers, planners, and practitioners, it falls upon our shoulders to integrate new technology into our existing transportation systems.

Yet as we’ve learned through similar paradigm shifts, it is important not only to manage and respond, but to proactively understand the potential and implications of technological change, and craft robust policies and frameworks to guide the transition.

This panel brings together experts from various fields to discuss the implications that autonomous vehicle technology will have for the Chicago region, what is currently being done on the public side to prepare for such change, and what questions remain. Short presentations will be followed by an extended Q&A and panel discussion.

SESSION PANELISTS:

MATT MCANARNEY

LEAD PROJECT MANAGER AUTONOMOUS AND CONNECTED VEHICLES
ILLINOIS DEPARTMENT OF TRANSPORTATION

Matt is the lead project manager for the Illinois Department of Transportation’s Connected and Autonomous Vehicle initiative. As part of his role, Matt leads an interagency working group made up of representatives from various agencies within the state that is tasked with charting an autonomous vehicle path for the State of Illinois. Prior to his role with IDOT, Matt spent 5 ½ years with US Senator Dick Durbin working on a variety of issues including transportation.

CHRIS KOPP, AICP

TRANSPORTATION PLANNING MANAGER
HNTB

Chris manages the Transportation Planning and Urban Design Practice in HNTB’s Chicago office, a national resource center for project feasibility studies, financial and economic analysis, transit system planning, and long-range planning. He leads much of HNTB’s work on the integration of shared mobility and automated taxi services with public transit.

DR. MARSHALL BROWN

ASSOCIATE PROFESSOR OF ARCHITECTURE
ILLINOIS INSTITUTE OF TECHNOLOGY

Marshall Brown is a licensed architect, urbanist, and principal of Marshall Brown Projects in Chicago. He is currently an associate professor at the Illinois Institute of Technology where he directed the Driverless City Project. His projects and essays have appeared in The New York Times Magazine, Log, Metropolis, Crain’s, Architectural Record, Architect Magazine, The Chicago Tribune, Art Papers, and other publications. Brown has lectured widely, at institutions including the Cranbrook Academy of Art, University of Michigan, Northwestern University, Harvard University, the University of Toronto, the Frank Lloyd Wright School of Architecture, Princeton University, and the Rhode Island School of Design. Brown currently serves as a member of the Chicago Mayor’s Cultural Advisory Council and as Vice President of the Arts Club of Chicago.

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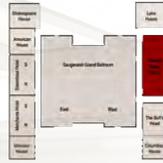
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SESSION 2C: RED LINE EXTENSION

Moderator: John Greenfield, Editor, Streetsblog Chicago

11:15—12:15 PM | Western Stage House

WHICH RAPID TRANSIT SERVICE SHOULD BE PURSUED NEXT ON CHICAGO'S SOUTH SIDE? A DEBATE ON THE RED LINE EXTENSION AND ITS ALTERNATIVES



Several transportation solutions are being pursued or have been suggested to address the mobility needs of the Far South Side of Chicago and South Suburban Cook County. The speakers will share their insights and opinion on the merits of different projects.

For years, south-siders have expected the construction of the CTA Red Line extension to bring rapid transit service to Chicago's neighborhoods south of 95th Street. The CTA published the Draft Environmental Impact Statement (EIS) for the project in 2016 and is moving forward with the next phase of the project, which includes Final EIS and Preliminary Engineering. However, identification of funding for construction remains a challenge due to limited federal New Starts and local funds. Other south side advocates have recently argued that changes to the Metra Electric Line would be a better investment due to the cost savings of having much of the infrastructure already built. In addition to rail projects, Bus Rapid Transit is also being explored as a potential solution for meeting the mobility needs of different transit markets in the area.

95th/Dan Ryan

DEBATE PARTICIPANTS:

MICHAEL LAFARGUE

*PRESIDENT | WEST CHESTERFIELD COMMUNITY ASSOCIATION
PRESIDENT | THE RED LINE EXTENSION COALITION*

Mr. LaFargue has held many roles in community leading and activism, including the Chicago State University Presidential Search Committee, the 95th Street TOD Development, the Lake Calumet Vision Committee and the Chicago State University Community Caucus Committee. He currently works to broker sales of renovated homes in communities made fragile by the 2008 economic crisis.

YONAH FREEMARK

FOUNDER | THE TRANSPORT POLITIC

Yonah Freemark is a doctoral student in city planning at the Massachusetts Institute of Technology. He is the founder and writer of The Transport Politic and has contributed to the New York Times, CNN, Streetsblog, and Next City. He previously was a project manager at the Metropolitan Planning Council.

DANIEL KAY HERTZ

RESEARCH DIRECTOR | CENTER FOR TAX AND BUDGET ACCOUNTABILITY

Daniel Kay Hertz works on housing, pensions, and other public fiscal issues at the state and local level at the Center for Tax and Budget Accountability. He has also written on urban housing and transportation issues for outlets like City Observatory, the Atlantic, the Chicago Reader, and South Side Weekly.

ANDREA REED

EXECUTIVE DIRECTOR | GREATER ROSELAND CHAMBER OF COMMERCE

Ms. Reed has been the Executive Director for the Greater Roseland Chamber of Commerce (GRCC) since its inception in April 2009. As Executive Director, Ms. Reed has taken the initiative to develop Workforce Development events that focus primarily on helping the constituents of the Roseland/Pullman communities to overcome the barriers to employment they may face. Ms. Reed is currently on several transportation committees: Redline Extension Committee and Coalition for Modern Metra Electric.

BENET HALLER

TRANSIT MANAGER | COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

Benet has worked for Teska Associates for more than 3 years and for the City of Chicago in the Department of Planning and Development for nearly 20 years. While at the city he led all major planning studies for more than 10 years as well as heading design review, coordinating with regional planning agencies and hosting visits from international delegations. Notable planning studies created during his tenure with the city include: the 2009 Central Area Action Plan, the 2013 Chicago Sustainable Industries Plan, the 2013 Transit Friendly Development Guide and the 2014 Metra Typology Study.

JOHN GREENFIELD

EDITOR | STREETS BLOG CHICAGO

John Greenfield edits the transportation news website Streetsblog Chicago and writes the transportation column for the Chicago Reader weekly paper. John previously worked for the Active Transportation Alliance as a consultant to the Chicago Department of Transportation, cycling to every corner of the city to site more than 3,500 bike parking racks. His writing has also appeared in Bicycling, Momentum, Rails to Trails, Crain's, Time Out Chicago, and Newcity. John has walked the entire length of more than a dozen Chicago Streets and biked the perimeters of Chicago, Illinois, Lake Michigan, and three-quarters of the continental U.S., and he once shared the title of the World's Fastest 'L' Rider.

SESSION 2D: TRANSIT AGENCIES 101

Moderator: Andrew Keller, CTA

11:15—12:15 PM | The Bull's Head

We expect our buses and trains to get us where we need to go, when we need to get there in a timely and comfortable fashion.

How does it all happen?

Transit 101 goes behind the scenes as professionals in the field describe the process of creating transit plans, fulfilling these plans through scheduling, and managing these assets to insure they are used as efficiently as possible.



SCHEDULING BASICS

MICHELLE DOLNIK, *BUS SCHEDULING COORDINATOR*

LOK KWAN, *RAIL SCHEDULING ANALYST*

CHICAGO TRANSIT AUTHORITY

Have you ever wondered how transit schedules get made? Everyday thousands of vehicles and operators hit the streets to keep Chicago moving but no one ever thinks about what goes into making that happen. Learn how CTA schedules vehicles for everyday service and special events. Topics will cover how service planning recommendations become scheduled service, crewing and rostering. Scheduling of bus and rail will be discussed.

SCHEDULING COMMUTER RAIL IN A PTC ENVIRONMENT

TREY BLAISE, *SERVICE & SCHEDULE DESIGN SPECIALIST*

DANIEL MIODONSKI, *SUPERVISOR OF SCHEDULES AND SERVICES*

DANIEL MIHALOV, *TRANSPORTATION SPECIALIST*

METRA

Positive Train Control (PTC) is a federally mandated safety system required for all freight and commuter railroads. The system is designed to prevent certain types of collisions and derailments. While it will increase rail safety standards around the country, it will also impact train operations for the nations railroads going forward.

Where PTC has been implemented, longer “flipping” times have been observed. Flipping is when a train reaches its final station and then departs as a new trip in the opposite direction. Because engineers now have to initialize the PTC system as well as perform all other duties necessary to change ends, on-time performance and customer satisfaction have been impacted negatively.

This session will explore how Metra used its existing GPS data as well as PTC case studies to reconfigure its busiest lines schedule to account for the operational challenges caused by PTC. In addition, this presentation will address the lessons learned from this process and how Metra will move forward with PTC scheduling for its remaining lines.

ASSET MANAGEMENT IN CHICAGO'S TRANSIT SYSTEM

THOMAS GOODYER, *ASSISTANT VICE PRESIDENT*

WSP USA

The transport sector has been transformed by the MAP-21 Act. One provision of the act was that recipients of federal funds (for transit and highways) would assure that stakeholders consider the whole lifecycle of their assets when spending government funding. Asset management is all about making the optimized decisions regarding your physical assets. It means doing the right work, at the right time, in the right place, at the right cost.

The three transit service boards of the six-county Chicagoland region, CTA, Metra and Pace have spent a number of years ahead of the curve, collaborating with the RTA on estimating their investment needs leading to savings of over \$20 billion collectively.

Learn some of the details of how WSP is supporting local service boards through this process.

MANAGING DATA FOR SUBURBAN BUS PLANNING

JAMES WILSON, *SENIOR SERVICE ANALYST*

PACE SUBURBAN BUS

With increasingly large data sets, the ability to manage and communicate data in planning for decision making becomes increasingly complicated. At Pace, modernization of data management is a challenge while maintaining current business practices. Integrating new data sources and employing new analysis methods requires flexible systems for different stakeholders.

This presentation will focus on how Pace utilizes multiple methods to manage incoming data, develops techniques to visually communicate complex data, and automates the reporting process for effective, efficient, and error-free reporting.

POSTER SESSION

Coordinator: Mary Ann Kaufman
2:00—2:30 PM

DOES TRANSIT CENTERED CRIME REDUCE RIDERSHIP?

MACIEJ WACHALA

UNIVERSITY OF ILLINOIS AT CHICAGO ECONOMICS
DEPARTMENT

Does transit centered crime reduce ridership? Using a difference-in-difference approach, I look at whether Chicago Transit Authority (CTA) light rail ridership responds after criminal activity at CTA train stations. I look at three margins of response that individuals are likely to adjust their behavior on: ridership after crime event at a CTA train station, neighborhood taxi cab usage after crime event at CTA stations, change in night ridership after crime event, and change in monthly pass purchases.

Using monthly and daily pass purchases, I can attribute the effect to changes in infrequent users vs frequent users. Not much work has been done looking at the short term response of riders to crime behavior or at calculating the avoidance cost of particular events.

This paper measures the avoidance cost associated with transit related crime and measures the persistence of avoidance behavior. The results of this paper can be used to calculate potential reduced revenue from transit related crime and adjust cost benefit analysis for crime reducing intervention.

SECURING THE CTA SYSTEM AGAINST TERRORIST ATTACKS

MATTEO VANELLA

UNIVERSITY OF ILLINOIS AT CHICAGO

Public transit is essential for the efficient movement of people in large metropolitan areas. The Chicago Transit Authority (CTA) carries each day about 2 million people, being the second largest transit system in the country. As the CTA system has to provide a fast, open and massive service, it may be chosen by terrorists as a target that guarantees effectiveness in number of casualties, as well as anonymity. Besides human casualties, a terrorist attack in the CTA system would have negative consequences for the entire city of Chicago, such as strong reduction in tourism, decrease in transit ridership, possible economic slowdown, and a general paranoia among the population.

This poster shows a synthesis of a comprehensive security plan in order to protect the CTA rail system against possible terrorist attacks. Since it is widely recognized that it is impossible to fight terrorism only through law enforcement, the poster reflects numerous other variables, which include new funding schemes, the use of design to prevent attacks on existing and new subway stations, technology to detect biological threats and improve surveillance, the role of artificial intelligence in public transit, as well as awareness campaigns, and ways to enhance the perception of security.

ASSESSING BIKE EQUITY: AN OBSERVATIONAL TOOL

KATHERINE NICKELE

UNIVERSITY OF ILLINOIS CHICAGO

Bicycling, as a form of active transportation, offers numerous health and economic benefits. However, opportunities for participation in bicycling, or bikeability, is often not equitable across neighborhoods, even within a city. Little is known in the literature regarding bicycling as a health behavior and the equity, or fairness, in bicycling opportunities. 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,
- (2) pilot an observational street-level tool to assess the equity for bicycling from a cyclist perspective, and
- (3) to evaluate the equity of bicycling in Chicago's predominantly Spanish-speaking communities, using the developed tool.

A total of 187 blocks were assessed, with an average of 20.8 blocks per community area. The predominantly Spanish-speaking communities had an average total score of 4.7; diverse communities scored an average of 5.7; and predominantly English-speaking communities scored an average of 6.9. The t-test observed statistically significant differences in availability, accommodation, acceptability, and accessibility between community area groupings.

METRA FARE STRUCTURE STUDY LESSONS LEARNED

JASON OSBORN

METRA

Staff from Metra presents the recommendations of the Fare Structure Study. This is the first comprehensive review of Metra's various fare products and fare structure. Recommendations include a new Day Pass available only on the Ventra App., discounted off-peak 10-ride and one-way tickets, some limited zone consolidations and station zone reassignments. In addition to recommendations, the study process and takeaways for future efforts will be presented.

CTA RED LINE SOUTH EXTENSION: A TOD PROPOSAL FOR THE 116TH STREET AND MICHIGAN AVENUE STATION

ALVARO VILLAGRAN

UNIVERSITY OF ILLINOIS AT CHICAGO

The CTA Red Line Extension Project plans to bring rail transit service to Chicago's Far South Side, by connecting the 95th/Dan Ryan Terminal to 130th Street and building four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Given the vast area of vacant land around the future 116th Street and Michigan Avenue station, the construction of a new station will not only provide a new transit service, but also promote real estate development in the Greater Roseland community.

Our poster and video present a proposal for transit-oriented developments at the new 116th Street and Michigan Avenue CTA Station. Our study includes analysis of: potential mixed-use developments buildings; parking supply for residents, businesses patrons, and park and ride commuters; multi-modal transit connections; station site placemaking; current land and business space vacancies, and economic development initiatives.

SAFETY RISK-BENEFITS, FUNCTIONAL KNOWLEDGE, UTILIZATION TRUST, AND OPERATIONAL INTEGRATION SUPPORT: PUBLIC PERCEPTIONS OF UNMANNED AIRCRAFT SYSTEMS

BORTIORKOR ALABI

PURDUE UNIVERSITY

At the current time, there is general public unease regarding the full deployment of Unmanned Aircraft Systems (UAS). This paper assesses public perceptions regarding the technical, operational, legal, and economic issues associated with UAS deployment into the National Airspace System (NAS) and makes recommendations to guide UAS deployment.

The paper establishes that four constructs each of which encapsulates multiple backgrounds and concerns of the stakeholders: functional knowledge, utilization trust, operational integration support, and safety risk-benefits. The paper hypothesizes that these constructs can serve as adequate measures upon which the overall opinion of the stakeholders, namely, the Public Utilization Perception Potential (PUPP) can be assessed. The results of the validation procedures indicated moderately-high reliability throughout. Using responses obtained from the validated PUPP (N = 1040), a Structural Equation Model (SEM) approach was used to derive a measurement model to investigate the hypothesis.

The paper further assesses the relationships also based on gender and educational level. The results suggest that gender and educational significantly influence people's perceptions towards UAS. The paper recommends that stakeholder investments may be helpful to improve UAS knowledge and perceptions.

Future studies could include aviation professionals in the set of survey respondents, and also replicate the study in countries other than the United States.

INTELLIGENT TRANSPORTATION SYSTEMS IN TURKEY ITS IMPLEMENTATIONS AND CHALLENGES

SHAH HUSSAIN JAGHORI

KARADENIZ TECHNICAL UNIVERSITY

The aims of this study is to deliver an applicable ITS model by studying applications in Turkey and some developed countries, review the existing applications in Turkey to explore internationally accepted transport standards that are made in countries such as United States and Europe, the benefits achieved by the implementation of the ITS new technologies in Turkey as a developing city toward sustainable transportation, and to open the way to a steady, competent and sustainable system of transport by the combination of the modes of transport in a way that each mode correlates each other. The slope difference of development curves between developed countries and developing ones in IT applications in transportation (ITS) leads to a gap in studies shown among those countries that will advance over time.

As a result, developing countries usually adapt to take advantage of new technologies and the experiences of other countries as soon as possible to minimize the costs. While the benefits of ITS applications make the compulsory socio-economic costs bearable, and available experiences of similar countries helpful, uncoordinated development of infrastructure, cultural differences, lack of law and the unsuitable organizational structure of agencies has led to numerous problems of different nature in the operation of these systems.

Many different applications related to ITS that is of great importance for determining the problems in the road transport which is most widely used in freight and passenger transport in Turkey have been instigated.

MACRO-ANALYSIS OF TRANSPORTATION ALTERNATIVES

MICHAEL ERICKSON

MORAIN VALLEY COMMUNITY COLLEGE

Chicagoland has made many micro-adjustments to the transportation system, using dozens of programs, in hundreds of jurisdictions. As a result, the problems of transportation-related air pollution, mode split- share, and funding equity continue to grow worse.

The root problem stems from high-paid experts and consulting firms making complex inputs that then make their outputs and action plans appear all-knowing and unquestionable.

I have applied a macro-analysis approach to three major problems common to US and Chicagoland transportation: air pollution, congestion and infrastructure funding.

CALMING, COOLING, LOW-MAINTENANCE, SUSTAINABLE VERTICAL GARDEN WALLS THAT THRIVE FOR HORIZONTALLY CHALLENGED LAND SPACE

MARY ANN KAUFMAN

CONTEXTUALLY BEAUTIFUL DESIGNS LLC

The completion of the Feasibility of “Moss and Associated Flora on Vertical Infrastructure Exploration” in 2012 at UIC, which comprised of several studies and metadata (particulates, water capacity, sound studies and pH values) indicated that there was an appropriate application for the purpose and need of better absorption of particulates, sound, and traffic calming elements without adding significantly to the utility grid load for this type of structure in transportation corridors.

Discussed are the designs in the experimental process that led to the current conclusion for best design and materials for construction. Included in the discussion is the importance of types of surface materials and wall contours as well as inset aspects. The new off-grid watering and heat transfer system informs the core design for temperature modulation. The profile contouring for these types of walls increases the surface area opportunities for moss and plants which increases the green space per panel. This allows for more aesthetic value from the horticultural element of the wall, based on mosses symbiotic character with other plant species. Plants with moss is vital for reduction of particulates, graffiti, noise with an increase in aesthetics, hardiness and biodiversity.

Interest in developing this type of green industry along with green roofs will create a utility savings, significant reduction of noise, reduction of graffiti and particulates while adding place-making and aesthetically beautiful green space.

REAL-TIME TRAFFIC DATA ANALYSIS PLATFORM FOR EXPRESSWAY CRASH IMPACT

XIAOCHEN CHEN

CMAP

Expressway crashes are a major problem resulting in loss of lives and property in metropolitan regions across the world. Furthermore, crashes have additional consequences on the transportation system in terms of congestion. Real-time traffic data gives us a new opportunity to further explore the relationship between traffic crashes and traffic congestion.

This study develops a platform to analyze real-time expressway crash data and explore crash impacts on the expressway system. The platform can validate real-time crash data and provide two levels of evaluation that captures both the regional incident impacts and the specific event-level impacts. The results of the study show that crash severity significantly affects the capture capability of real-time crash data: the real-time data technology captures the fatal and serious injury crashes better than light injury crashes.

The impacts analysis shows fatal crashes and serious injury crashes decrease the average travel speed by 50% and that the average duration of speed reduction associated with fatal crashes and serious injury crashes is 3.5 hours and 1 hour, respectively. The mileage affected varies greatly, but a crash can cause speed reductions in segments up to 9 miles in length.

DIMENSIONS OF DIVVY: *Exploring the social, spatial and temporal performance of bikesharing in a period of growth and expansion*

CHRISTOPHER SMITH

CHADDICK INSTITUTE FOR METROPOLITAN DEVELOPMENT, DEPAUL UNIVERSITY

Numerous studies over the past two decades have found clear evidence that vibrant communities are inextricably linked with opportunities for active and/or non-motorized transportation. A synergetic force working within the broader movement of active transportation is the emergence, widespread diffusion and expansion of public bicycle sharing systems (BSS). Such systems-which make bicycles available to the general public on an as-needed basis-have undergone several refinements over the past five decades and, in recent years, have dramatically changed the ecology of urban and, increasingly, suburban transport.

This study first characterizes the three phases of Chicago’s Divvy system, paying special attention to service and performance gaps. It then develops a series of statistical models designed to identify both community- and station-level factors that best explain variations in Divvy system usage at the station level.

SESSION 3A: CHICAGO PAST/PRESENT/FUTURE

Moderator: Jason Wald, Pace Bus
2:45—3:45 PM | Merchants Hotel

Exploring the relationship between mass, public transit and the personal automobile, Sam Kling from UIC's history department will show how the City of Chicago deliberately prioritized the car early on and the lingering affect this has had on the City. Following this, presenters from CMAP and Sam Schwartz will address the city's current parking outlook and, finally, discuss the future role transit will play in attracting and serving potential large-scale employers such as Amazon's HQ2.



ANALYZING TRANSIT ACCESS TO CHICAGO'S PROPOSED AMAZON HQ2 SITES

ALEX HANSON, *TRANSPORTATION PLANNER*
SAM SCHWARTZ CONSULTING

Amazon's highly publicized search for a location for its second headquarters (HQ2) set of a firestorm of media attention and created a frenzy amongst cities competing for the purported 50,000 jobs and \$5 billion in capital investment that Amazon would bring. On January 18, Chicago was named one of 20 finalists in this urbanist battle royale.

As part of the City's proposal, Chicago identified 10 potential sites for HQ2. In the RFP for HQ2, Amazon lists access to mass transit as one of its core preferences for any new location. So, how do Chicago's 10 potential HQ2 sites perform on access to mass transit? How does Chicago compare to its competitor cities when it comes to transit accessibility? And more broadly, what can we learn from this experience about where job growth in Chicago may cluster and our transit network's readiness to serve these clusters?

PARKING IN CHICAGO: Change is Coming

LINDSAY BAYLEY, *SENIOR PLANNER*
CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)

JANE WILBERDING, *TRANSPORTATION PLANNER*
SAM SCHWARTZ CONSULTING

Demographic changes and disruptive technologies will have significant implications for parking. Cities are already seeing reductions in parking demand, operators are witnessing declining revenue, and articles

predicting the "end of parking" are increasingly frequent. But what does this mean for Chicago? When do we need to be concerned about it? What should city planners be doing?

Lindsay Bayley (CMAP) and Jane Wilberding (Sam Schwartz) have worked with neighborhoods and municipalities throughout the region to better understand and manage parking supply; as well as understand parking's role in an increasingly complex future. This presentation will draw from these experiences as they present on a recently completed Zine summarizing best practices in parking management for the City of Chicago. The Zine identifies key issues surrounding parking perceptions, discusses how the City can better manage its current system, and outlines strategies to leverage the major changes in technology that are reshaping urban transportation. Specific solutions addressing issues surrounding Chicago's parking meter concession agreement, zoning policies, residential parking permits, curbside management, and incoming technology disruptors will be presented, ultimately informing decision makers (and attendants) what the key ingredients of a healthy parking system are now, how to incorporate them into the City's system, and how to better prepare for the future.

DID THE AUTOMOBILE KILL THE PLAN OF CHICAGO?

SAM KLING, *LECTURER*
UNIVERSITY OF ILLINOIS, CHICAGO

One of the central elements of Daniel Burnham and Edward Bennett's 1909 Plan of Chicago was its comprehensive program to remake the city's street system. With the backing of the Chicago Plan Commission, a body chartered by the city to promote the Plan, Burnham and Bennett proposed to beautify Chicago, segregate traffic, and provide for easy circulation with a new system of streets, avenues, and boulevards. But shortly after the Plan's publication, unanticipated numbers of automobiles began flooding Chicago's streets. How would the planners adapt?

This question, I argue, reflected a protracted struggle among city planners over the proper role of the automobile and of streets themselves in the city. Challenges posed by large numbers of automobiles pushed the leaders of the Chicago Plan Commission to radically redefine their goals, often in explicit contrast to the Plan's proposals. Instead of beautified boulevards featuring monuments and public art, the Commission proposed elevated superhighways; in place of the symmetrical street grid exalted by Burnham and Bennett, they argued for street projects intended to move cars quickly, regardless of aesthetics. These proposals prompted protest from Edward Bennett and others. As a result, the Commission fired Bennett in 1929, signaling its turn away from the Plan's vision and toward a new view of the role of the street in the city.

SESSION 3B: WE COULDN'T HAVE DONE IT WITHOUT YOU

Moderator: **Jacob Connor, CTA**
2:45—3:45 PM | Steamboat Hotel

CROSS-FUNCTIONAL, CROSS-BRODER COLLABORATION

Providing high-quality transportation facilities and services requires a cross-functional team -- especially in Chicagoland, with its myriad of municipalities, transit service providers, DOT's, community groups, and other agencies and organizations. In this session, presenters will discuss how their agencies work together to creatively leverage funds, engage communities, and design projects that advance regional goals and improve mobility across borders.

Representatives from four agencies will present a range of projects involving infrastructure, intelligent transportation systems, land use and bus service restructuring.

OPPORTUNITIES AND OUTCOMES OF JOINT-AGENCY COLLABORATION

DAVID TOMZIK, MANAGER, STRATEGIC SERVICES AND CAPITAL PLANNING | PACE SUBURBAN BUS

JASON METER, P.E., SENIOR PROJECT MANAGER, TRANSPORTATION ENGINEERING | CHICAGO TRANSIT AUTHORITY

The coordinated efforts among the three transit service boards and other public agencies is one of the more formidable yet often unseen strengths of transit planning practice in Northeastern Illinois. Pace and CTA coordinated efforts as part of the Regional Transportation Authority-led development of traffic signal priority (TSP) systems to improve bus service reliability and speed. The technology enables buses to communicate with traffic signals to increase the length of a green light and allow buses to jump the vehicle queue, among other benefits.



NORTH SHORE TRANSIT SERVICE COORDINATION PLAN

JON CZERWINSKI, DIRECTOR, SCHEDULING
CHICAGO TRANSIT AUTHORITY

RYAN RUEHLE, AICP, RAPID TRANSIT CORRIDOR PLANNER
PACE SUBURBAN BUS

For decades both Pace and CTA have provided bus service in Chicagoland's North Shore communities. Due to shifts in mode choice and changes in demand for bus service over the years, the two agencies got together to conduct a market analysis of the region. The findings of this analysis led to a comprehensive restructuring plan, driven by guiding principles established by the community and the service providers.

Presenters will discuss the planning process, as well as the resulting plan, which recommends changes that rationalize service in the region, improving efficiency, frequency, service span and connectivity.

CREATING AN INTEGRATED TRANSPORTATION SYSTEM THROUGH AGENCY COOPERATION

CHARLOTTE OBODZINSKI, AICP, SUPERVISOR, RAPID TRANSIT PROGRAM | PACE SUBURBAN BUS

MICHAEL HANKEY, P.E., DIRECTOR OF TRANSPORTATION AND ENGINEERING DIVISION | VILLAGE OF HOFFMAN ESTATES

The Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project reimagined how to build public infrastructure projects. Through the planning and design of the I-90 project the Tollway worked with stakeholders to modernize a traditional roadway project to maximize the benefits of a \$2.5 billion investment. Coordinating with Pace and local communities, like Hoffman Estates, I-90 was designed thinking beyond just the personal vehicle.

Through agency cooperation, the Tollway and Pace were able to create a partnership to bring a new successful express bus route and unique in-line station access to the region. With local communities involved in the partnership, interchange and transit facility decisions were made in accordance with local plans and visions. The Village of Hoffman Estates was one community whose involvement in the project process helped align the Barrington Road interchange and Pace transit facility with the Village's economic development plans and bicycle/pedestrian needs.

The Village is pursuing the implementation of plans for new development around the interchange which will benefit from improved access and expanded travel choices. Together the Tollway, Pace and Hoffman Estates have created a new model of government cooperation to improve mobility and economic development opportunities while rebuilding Illinois' infrastructure.

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FRIENDS OF TRANSPORT CHICAGO SPONSORS:

SESSION 3C: ASK THE DECISION MAKERS

Moderator: Rita Yamin, Metra Commuter Rail
2:45—3:45 PM | Western Stage House



BACK BY POPULAR DEMAND.

Listen to high-level officials discuss the latest projects at their agencies and participate in a lively discussion. Find out what goes into deciding what gets built and how.

SESSION PARTICIPANTS:

LEANNE REDDEN

EXECUTIVE DIRECTOR | REGIONAL TRANSPORTATION AUTHORITY

Leanne Redden was appointed executive director of the RTA in October, 2014. An experienced transportation leader, Redden brings a renewed spirit of collaboration to the RTA and Chicago Transit Authority (CTA), Metra and Pace bus and paratransit or the Service Boards.

In her role as executive director, Redden heads the only unit of local government charged with regional financial oversight, funding, and transit planning for the Service Boards. This includes approving a \$3.8 billion annual regional capital and operating budget.

JOHN YONAN

SUPERINTENDENT | COOK COUNTY DEPARTMENT OF TRANSPORTATION HIGHWAYS

John Yonan was appointed the Superintendent of the Cook County Department of Transportation and Highways (CCDOTH) in January of 2012 by Cook County Board President Toni Preckwinkle. In that capacity, John is responsible for all of CCDOTH professional engineering functions, including the programming, design, construction and maintenance of the County's infrastructure assets which includes over 130 bridge structures, over 570 miles of roads, 350 traffic signals and 4 Maintenance Districts. Recent notable projects include the \$22 Million reconstruction of Crawford Avenue from Devon to Oakton and the \$11 Million reconstruction of Center Street from 159th Street to 171st Street.

Prior to his appointment as Superintendent, John spent 19 years at the City of Chicago's Department of Transportation.

SESSION 3D: ADVANCING EQUITY THROUGH INNOVATIVE OUTREACH METHODS

Moderator: Sara Steinberger, Cambridge Systematics
2:45—3:45 PM | The Bull's Head

THIS PANEL SESSION ADDRESSES OUTREACH METHODS IN DISINVESTED COMMUNITIES.



PANELISTS:

KENDRA FREEMAN, *MANAGER*
METROPOLITAN PLANNING COUNCIL

Kendra Freeman will present on how MPC, in partnership with the Cook County Land Bank Authority, facilitated a series of three workshops in January and February to get resident input for the redevelopment of the vacant bank building at 63rd & Cottage Grove. The Corridor Development Initiative (CDI) provides a hands-on opportunity for residents to “build” what they would like to see and test whether such projects are financially feasible. In total over 250 people participated in the process and voiced their priorities for potential uses at the site through small group discussion, key pad polling and building out potential scenarios for rehab or new construction.

ROBERTO REQUEJO, *PROGRAM DIRECTOR*
ELEVATED CHICAGO

Roberto Requejo will present on Elevated Chicago, a partnership of organizations committed to transforming the half-mile radius around transit stations into hubs of opportunity and connection across our region’s vast transit system. Elevated Chicago views station areas as optimal locations where arts and culture, urban design, social programming and development can converge in order to address the region’s deeply rooted disparities in racial equity, with a focus on public health and climate resiliency outcomes.

AUDREY WENNINK, *DIRECTOR OF TRANSPORTATION*
METROPOLITAN PLANNING COUNCIL

Audrey Wennink will present on The Cost of Segregation study which quantified the impacts of segregation in Chicago, and outline equity-oriented transportation strategies to address inequities in Chicago. Attendees will come away with new approaches to conducting outreach amongst populations that have been historically underrepresented in transportation planning including low-income populations and communities of color.



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