

TPD NEWS

APA

American Planning Association
Transportation Planning Division

Making Great Communities Happen

A Publication of the Transportation Planning Division
of the American Planning Association

From the Chair

As we turn the calendar to 2013, it's a very appropriate time to think about how we're preparing for the future. As planners, it's a role we're well versed in...asking our communities what do we need today and also what is important in years to come. This edition of the TPD Newsletter spotlights the transportation needs we'll be addressing more and more over the next few years: senior mobility. We know the stats; the US is aging and living longer. What does that mean for transportation? It means we need to be ready for larger numbers of our citizens with different mobility needs. But it's not something we can plan for overnight. Developing senior-focused transit systems was the topic of a TPD-sponsored webinar last year; now we're presenting two articles to add to the conversation: *Aging, Household Composition, and Transportation in the United States* by Jonathan Brooks and *Aging, Livable Communities, and Economic Demands* by Ramona Mullahey. APA's Divisions Council is focusing on Planning for the Aging Population as one of the organization's initiatives, so watch for related articles in each division and chapter newsletter and expect additional sessions on this critical topic at the APA National Conference in Chicago in April.

Speaking of the National Conference...now is a great time to make your plans to join us in Chicago. TPD is hosting sessions on MAP-21, Complete Streets, and Parking Policy, plus our annual Business Meeting and Networking Reception. If you're participating in another transportation session, let us know and we'll add it to the TPD calendar.

-David Fields, AICP, Chair

Email your thoughts to planman72@yahoo.com.

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Context-Sensitive Transportation Impact Fees in Bellingham, Washington

Chris Comeau, AICP, Transportation Planner, Bellingham Public Works

Under the authority of Washington's Growth Management Act, the City of Bellingham, WA assesses development for transportation impact fees (TIF) in order to recover a proportional share of the City's investment in transportation infrastructure. In 2010, in an effort to further promote comprehensive plan goals for mixed use urban infill and to create more financial incentive, and reward, for development in compact mixed use Urban Villages, Public Works planners created Bellingham's Urban Village TIF Reduction Program.

Bellingham has always awarded 100% TIF credit for previous uses on site, but in addition, Urban Village development is now rewarded with an automatic 15% trip reduction for mixed use location and an automatic 7% to 10% trip reduction depending on proximity to high-frequency (15 min.) public transit. Vehicle trips, and thus TIF, can be further reduced, up to 50% total, through the purchase of bus passes, car share memberships, or other transportation demand management strategies.

P.S.- TPD has launched its new website! Find us at <http://www.planning.org/divisions/transportation>.

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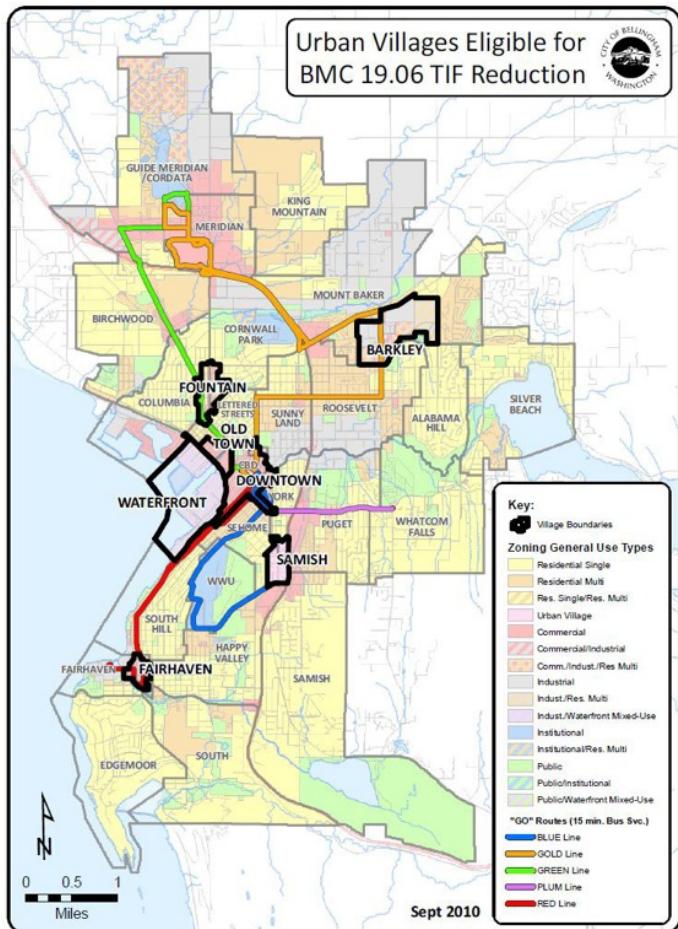


Figure 1: Bellingham, Washington Urban Villages

Importantly, the program is based on legally defensible practices using ITE trip generation methodology, research, and widely-accepted practices within the field of transportation planning and engineering.¹

Since its implementation in 2011, Bellingham's Urban Village TIF Reduction Program has saved developers and new businesses in Urban Villages well over \$100,000 in TIF assessments, while at the same time helping to fulfill the community's adopted vision and policy emphasis on mixed use urban infill development and multimodal transportation facilities and services. As an example, in 2011, a developer constructed 56 new multi-family apartments in the heart of downtown Bellingham and automatically saved \$9,285 in TIF assessment without any additional performance measures required. A 2013 case study² (below) shows that future planned phases to construct an additional 183 multi-family apartments in the same location will automatically save \$30,270 in TIF assessment. If the developer chooses to voluntarily purchase bus passes, then he could save a total of \$56,978 in TIF assessment after the cost of the bus pass purchase is factored in.

A comprehensive study of 2013 TIF base rates³ in 65 cities and counties in Washington revealed that Bellingham's TIF base rates are in the lowest 30%, far below the average TIF rate, and the lowest in the Whatcom County region.

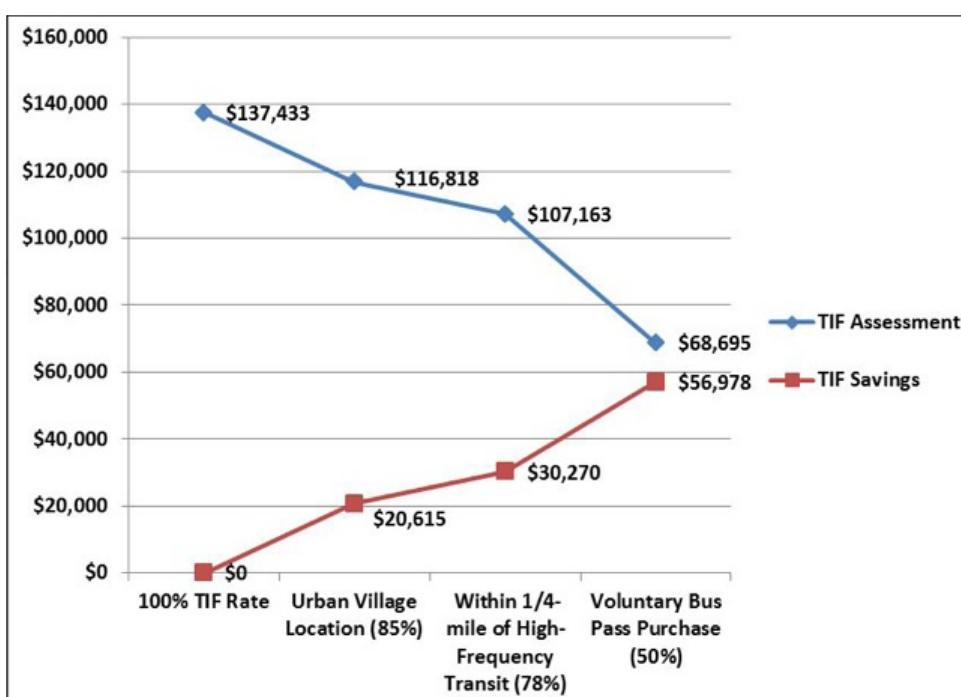


Figure 2: Cost Savings Provided by Bellingham's Urban Village TIF Reduction Program, Morse Site Case Study

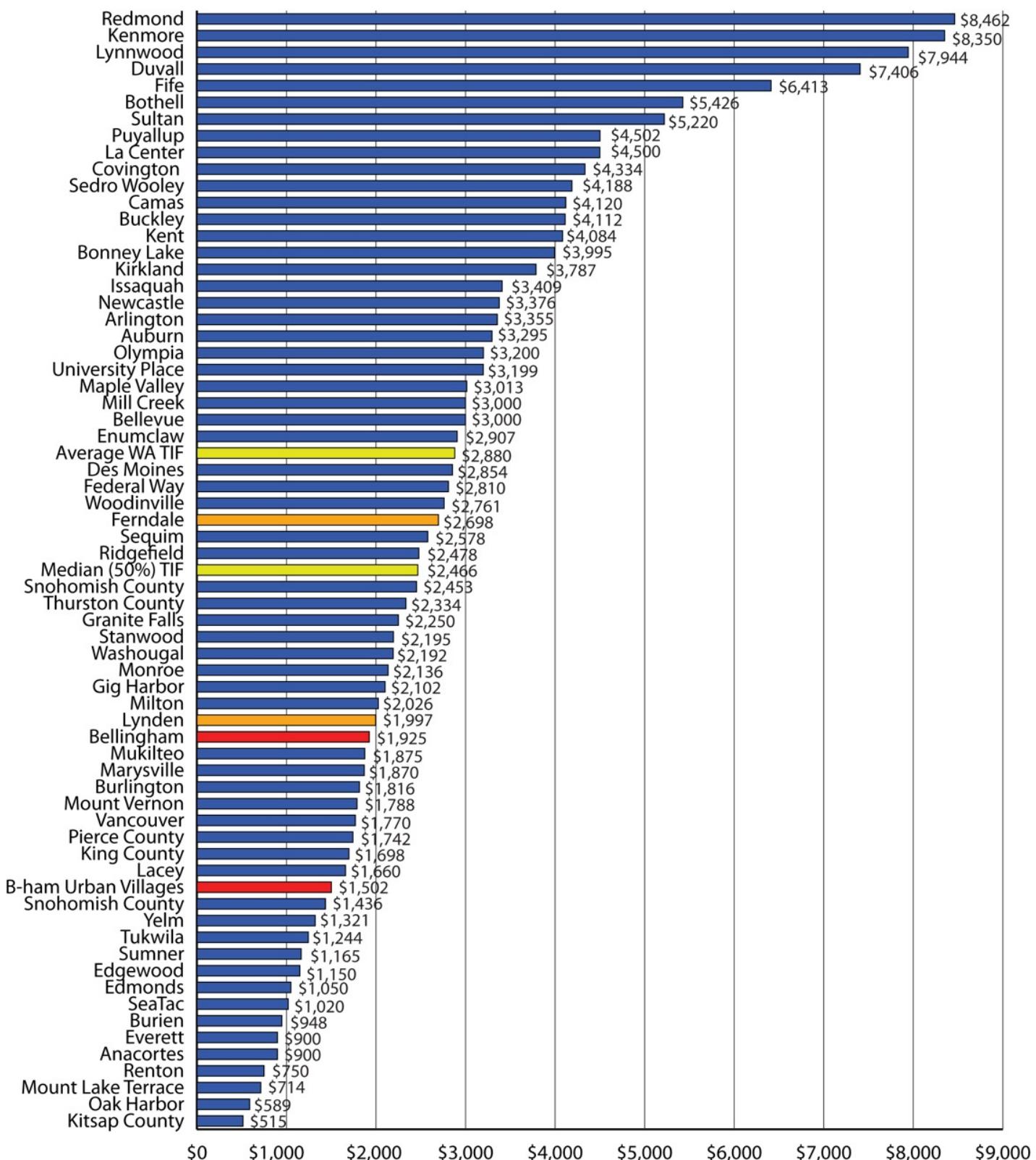
¹ Urban Village Transportation Impact Fee Reduction. City of Bellingham Public Works. <http://www.cob.org/documents/pw/transportation/2013-tif-faq.pdf>.

² 2013 Morse Site Urban Village TIF Reduction Case Study. <http://www.cob.org/documents/pw/transportation/2013-morse-site-urban-village-tif-reduction-case-study.pdf>.

³ Comprehensive Study of 2013 TIF Base Rates in Washington. <http://www.cob.org/documents/pw/transportation/2013-wa-tif-graph-and-chart.pdf>.

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Figure 3: A Comparison of 2013 TIF Base Rates in 60* Cities and 5 Counties in Western Washington, Whatcom County Cities and Bellingham's Urban Village TIF Reduction Highlighted for Emphasis



*City of Sammamish, WA \$14,7007 TIF base rate excluded from graphic. Data compiled December 2012 by author.

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The 2013 TIF rate for downtown Bellingham and other Urban Villages is 22% to 50% lower than other parts of Bellingham, 25% lower than nearby Lynden's TIF rates, and 28% to 54% lower than neighboring Ferndale's 3-zone TIF rates (Figure 4).

The premise of TIFs is that development should help to pay for at least some of the transportation improvements needed to accommodate the traffic impacts from development. Some people complain that TIFs are barriers to infill development, especially in downtown and Urban Villages where they claim that infrastructure is already in place. In reality, Bellingham has invested millions of dollars in transportation improvements throughout downtown and the Urban Villages and will continue to fund more improvements in the future. Each of the downtown and Urban Village master plans include a list of transportation capital improvements needed to accommodate an envisioned level of development, but the TIF revenue collected in downtown and other Urban Villages covers less than 20% of the actual costs⁴ of these beneficial transportation improvements (Figure 5).

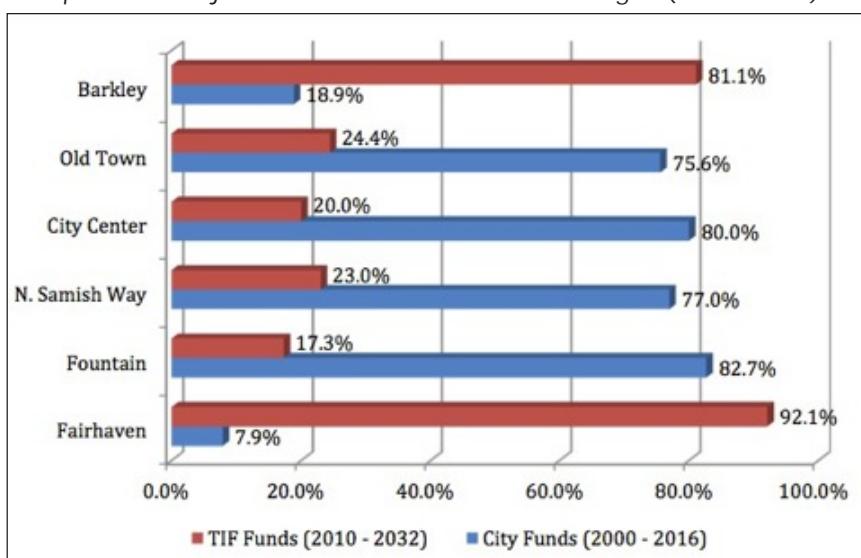
From an economic standpoint, TIFs represent the opportunity cost of choosing to locate business or development in certain parts of Bellingham where the City has consciously invested significant funds for multimodal transportation improvements. Bellingham's TIF costs in downtown and Urban Villages are the lowest in the entire region while opportunities for walking, biking, and transit ridership and the benefits of the City investments in transportation infrastructure are high.

On October 12, 2012, at Washington State's American Planning Association conference in Olympia, WA, Bellingham transportation planners received the 2012 American Planning Association-Planning Association of Washington (APA-PAW) Award for Transportation Planning in Washington State for Bellingham's Urban Village TIF Reduction Program. While this award from the State planning organization is unlikely to change opinions or

Figure 4:
2013 TIF Base Rates In Whatcom County's Largest Population Centers
[TIF Cost Per PM Peak Hour Vehicle Trip]



Figure 5:
Percent of Actual & Planned Transportation Investments (2000-2016)
Compared to Projected TIF Revenue in Urban Villages (2010-2032)



complaints from those who have their own theories about TIF, it is clear validation from the planning profession that Bellingham has integrated goals for mixed use infill development, multimodal transportation, and economic development to create some of the most progressive TIFs in Washington State.

Chris Comeau, AICP, Transportation Planner, Bellingham Public Works Engineering can be reached at ccomeau@cob.org or (360) 778-7946.

⁴ Bellingham's Experience with Transportation Impact Fees (TIF) 1995-2011. <http://www.cob.org/documents/pw/transportation/ite-wa-panel-tif-10-11-11.pdf>.

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2013 APA TPD Student Paper Competition Call for Papers-Deadline February 11!

The 2013 Student Paper Competition sponsored by the APA TPD is now accepting paper submissions. The deadline for submissions is [February 11, 2013](#). TPD is looking for outstanding student papers on current transportation planning or policy issues. Our purpose is to recognize and reward work completed for courses in PAB-accredited masters and undergraduate planning programs.

Winners will be announced at the APA National Conference in Chicago in April. The top two student papers will be awarded. The grand prize for the best student paper is \$1,000, and the second prize is \$500. Winning papers (or summaries) will be published in TPD's quarterly newsletter. TPD may also submit full versions of the winning paper for peer review and possible presentation at the Annual Meeting of the Transportation Research Board and for publication in APA's *Planning* magazine.

Please see the announcement and guidelines at <http://planning.org/divisions/transportation/papercompetition/>, or email Eduardo C. Serafin at eduardo.serafin@berkeley.edu for more information.

Upcoming Events

- Michigan APA's Transportation Bonanza Lansing, MI; March 21.
<http://www.planningmi.org/tb.asp>
- National Rural Transportation Conference Greenville, SC; April 24-26.
<http://www.nado.org/events/rpo2013/>
- Singapore International Transport Congress and Exhibition (SITCE) 2013 Singapore; October 7-10.
<http://www.sitce.org>

Upcoming Courses: ITS Technology Transfer Program

The [Technology Transfer Program](#) (Tech Transfer) is the continuing education and professional development branch of the Institute of Transportation Studies (ITS) at the University of California, Berkeley. Upcoming courses carry AICP-CM credits.

For more information regarding our training program, please call 510-643-4393 or email courses@techtransfer.berkeley.edu.

(TE-34) Bicycle Transportation: Planning, Policy, and Liability

February 12 - 14, 2013, ONLINE
6.0 AICP-CM credits (pending approval)
Elevate bicycle planning on your city's agenda. Learn how to transform an average city into a bike-friendly city using planning tools within your reach.

(IDM-26) In-Place Asphalt Recycling & Soil Stabilization Strategies

February 26 - 28, 2013, ONLINE
Confidently specify and bid in-place asphalt recycling projects. Learn the differences between the various in-place asphalt recycling choices (HIR, CIR, FDR), and learn how to implement an effective cost saving recycling program that stretches your agency's annual budget.

(TE-27) Traffic Flow Principles for Practitioners

March 19 - 21, 2013, ONLINE
7.5 AICP-CM credits (pending approval)
Fundamental practical knowledge of traffic flows, with emphasis on how to assess potential problems and improve traffic flows.

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Aging, Livable Communities, and Economic Demands

Ramona Mullahey, Member - Divisions Council/Chapter Presidents Council (DC/CPC) Task Force on Collaboration; Divisions Council Initiative on Aging & Livable Communities

The U.S. is undergoing a demographic transformation. On January 1, 2011, the very first baby boomers born between January 1, 1946 and December 31, 1964, turned 65. Further, the Pew Research Center has projected that about 10,000 people "will cross that threshold" every day over the next 19 years. By 2030, the 65 and older population will have grown to 18 percent. By 2050, 20 percent of Americans will be 65 or older, an increase of 120 percent from 40 million to over 88 million.

As today's population lives longer, the cost of healthcare rises, dramatically increasing demands on entitlement programs such as social security and Medicare. Those two factors are going to make it incredibly challenging to address the needs of retiring baby boomers, especially as many of them have no intention of ceding their independence and their youthful perspective towards life.

This means that the 79 million baby boomers, about 26 percent of this country's population, will be redefining what it means to be older. Boomers will work longer and demand that community infrastructure be more responsive to their needs as those who "age in place." This will further increase economic demands on communities, not to mention the Federal Government through various transportation programs. Older adults require access to services, a range of housing types, and transportation options for active living in the community. According to AARP, [<http://assets.aarp.org/rgcenter/ppi/liv-com/aging-in-place-2011-full.pdf>] unsupportive community design, unaffordable and inaccessible housing, and a lack of access to needed services are barriers to the desire of older adults to live in their own homes and to thrive in their communities.

Progress is being made in more than 300 age-friendly/livable community initiatives underway nationwide based on age-friendly models from organizations such as the World Health Organization, AARP, and the U.S. Environmental Protection Agency. Innovative partnerships are forming among government agencies, businesses, social service providers, aging experts, and grassroots advocacy groups to brainstorm how to make their city or town age-friendly. Further, the lifetime associations and connections rooted in place can be pivotal to successful aging.

However, making cities more age-friendly can be daunting. Most experts agree that many communities have not planned for the aging boomers. Fiscal constraints are pushing some communities to cut spending on critically needed programs and services.

On the Radar & See Yourself in a Division

The APA Aging of America Initiative provides an extraordinary opportunity for planners. Join the conversation. Visit the APA Aging and Livable Communities Initiative online at: <http://www.planning.org/leadership/divisions/initiatives/aging/index.htm>. Also, contact the DC/CPC Task Force or Noel Comeaux (noel.comeaux@dot.gov) to get involved with this and other division initiatives.

Further, Ramona Mullahey is Past Chair of the Private Practice Division. For more information on this and the other 20 divisions, please go to <http://www.planning.org/divisions/>. Division membership is a great way to participate in APA as well as to network with planners involved in your area of expertise and to network nationally and internationally.

Certified Transportation Planner (CTP) Preparatory Material

TPD is proud to offer multiple modules of our CTP Prep material. If you're sitting for the CTP exam, please use the material posted here: <http://planning.org/divisions/transportation/studyguide/>

Not sitting for the CTP exam? TPD's Prep material is still a great learning guide. Let TPD help every transportation planner learn a little more today. Additional modules are being prepared and will be posted as available.

Interested in helping write prep modules? Contact Catherine Duffy for more information: vice-chair-or@apa-tpd.org

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Aging, Household Composition, and Transportation in the United States: Considerations for Planners

Jonathan P. Brooks

The population of the United States is growing "up." Like me, you have probably heard about how in 2011 the baby boom generation began to cross the threshold into the 65 and over bracket—the traditional retirement age. Children, teenagers, and young adults often experience growing pains. Similar to the people that form them, countries experience "changing" pains. My purpose today is to relate a few facts about how the U.S. is aging in terms of households and then relate some professional observations or questions.

Individuals or groups of individuals choose travel modes and complete trips when they need to get somewhere. People live in a wide variety of households, and the nature of the household strongly influences individuals' day-to-day experiences and travel decisions. Imagine the following hypothetical situation:

You are a teenager in a household that includes your parents, younger siblings, and grandmother. One of your parents travels to work by walking down the street and catching a bus. Your other parent drives to work. Your grandmother walks your younger siblings to the school bus stop most days, but during inclement weather she borrows the family car. You get to high school riding the bus or catching a ride with a friend. You own a bike, but mostly ride it for fun and not necessarily to get to school. However, you are aware of an uncle that rides a road bike to work and for fun in pleasant weather.



Figure 1: A modern multi-modal street in downtown Salt Lake City, Utah. Photo by the author.

What do the members of this household collectively know about transportation? A great deal. I like thinking about households when discussing aging in America because households describe the living arrangements and associations of people. If one member of the household travels to work using transit it is safe to assume the entire household is also familiar with transit and may consider it a viable mode of travel for certain other trips. The same goes for all modes—walking, biking, driving, etc.

What about households of one? These are a little more tricky as households of one may live in a highly social atmosphere or may not—both perfectly acceptable ways of life, each with its own ramifications on travel behavior and information about alternatives and modes. Now, add aging to this household phenomenon and, voila, you have an extremely diverse and complex issue.

In 2011, there were more than 116 million households in the United States (see Table 1, page 7). About 25 percent of those households had one or more people age 65 and over—more than 29 million households.

Think back to the hypothetical household described above. What influence does the grandmother have on the travel behavior of the family? What if she were not present? What if she lived alone in a city with no close family? Her travel behavior would certainly vary. She might make more trips by car and walk for recreation. Or, she might walk and take the bus for small errands and drive for recreation. We cannot know for sure (especially as the entire situation was hypothetical); however, the questions are real and will arise more and more in transportation planning in the U.S.

More than 11 million U.S. households, about 10 percent, consist of one person only age 65 and over (see Table 1, page 8). The lowest rate for a state is 6 percent (Alaska) and the highest is 12 percent (Florida and West Virginia).

This is 2011 data—the year the baby boom generation began to cross the age 65 threshold. What might these numbers become in 10, 20, or 50 years? One thing is sure, they will increase in all, or most, states. I do not mean to imply that the various types of households are dispersed evenly across states, or even a particular community for that matter. Rather, my point is to highlight that a significant portion of all households are influenced by the 65 and over bracket.

What about the variation from county to county?

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HOUSEHOLDS BY PRESENCE OF PEOPLE 65 YEARS AND OVER 2011 American Community Survey Estimates						
	Total Households	Households with one or more people 65 years and over		1-person households age 65 and over		
United States	116,247,876	29,385,626	25.3%	United States	11,241,437	9.7%
Ten Highest States* (by %)						
Puerto Rico	1,256,151	401,095	31.9%	Florida	833,447	11.7%
Florida	7,106,283	2,265,763	31.9%	West Virginia	85,976	11.7%
Hawaii	448,563	140,920	31.4%	Pennsylvania	572,793	11.6%
West Virginia	735,408	213,661	29.1%	Rhode Island	46,920	11.4%
Pennsylvania	4,937,333	1,385,377	28.1%	Montana	45,558	11.3%
Delaware	333,192	93,318	28.0%	Iowa	135,926	11.2%
Maine	552,051	151,934	27.5%	Maine	60,744	11.0%
Arizona	2,356,055	636,343	27.0%	Massachusetts	275,847	10.9%
New Jersey	3,167,629	852,535	26.9%	Connecticut	145,738	10.8%
Connecticut	1,351,643	358,228	26.5%	Ohio	485,283	10.7%
Ten Lowest States* (by %)						
North Dakota	283,440	66,220	23.4%	Ten Lowest States* (by %)		
Minnesota	2,096,477	487,149	23.2%	Washington	228,997	8.7%
Washington	2,632,621	607,343	23.1%	Virginia	256,023	8.6%
Wyoming	222,539	49,689	22.3%	California	1,060,017	8.5%
Georgia	3,494,542	760,545	21.8%	Nevada	82,596	8.4%
Texas	8,850,370	1,890,720	21.4%	Hawaii	37,138	8.3%
Colorado	1,975,388	407,641	20.6%	Colorado	158,760	8.0%
District of Columbia	268,670	54,344	20.2%	Georgia	275,805	7.9%
Utah	884,253	175,791	19.9%	Texas	650,332	7.3%
Alaska	257,330	42,090	16.4%	Utah	55,472	6.3%
* Includes Puerto Rico and District of Columbia						

Table 1: Households by State and Age, 2011 American Community Survey.

Figures 2 and 3 (see page 9) depict the change from 2000 to 2010 in the percentage of households with one or more people 65 years and over. In 2000, 37.7 percent of counties had 25 percent or more households with at least one member age 65 and over; by 2010 this number increased to 76.4 percent of all counties!

How does the change of population age 65 and over compare to the rest of the population in U.S. counties? Figure 4 (see page 10) depicts a comparison of the rate of population change in the 65 and over cohort to the general population. The 65 and over cohort is growing at about 1.7 times the rate of the general population in the average U.S. county. However, as you can see on the map, the darkest shades indicate a rate 3 or even 4 times faster than the general population.

To review:

- Is the population of the U.S. aging? Yes
- What does an aging population mean for the U.S.? *Change and adaptation*
- What does an increasing number of households with one or more members age 65 and over mean for the U.S.? *Altered traveled behaviors and increasingly complex household travel needs*
- What does an increasing number of households of one person only age 65 and over mean for the U.S.? *Good question, do you have an answer?*

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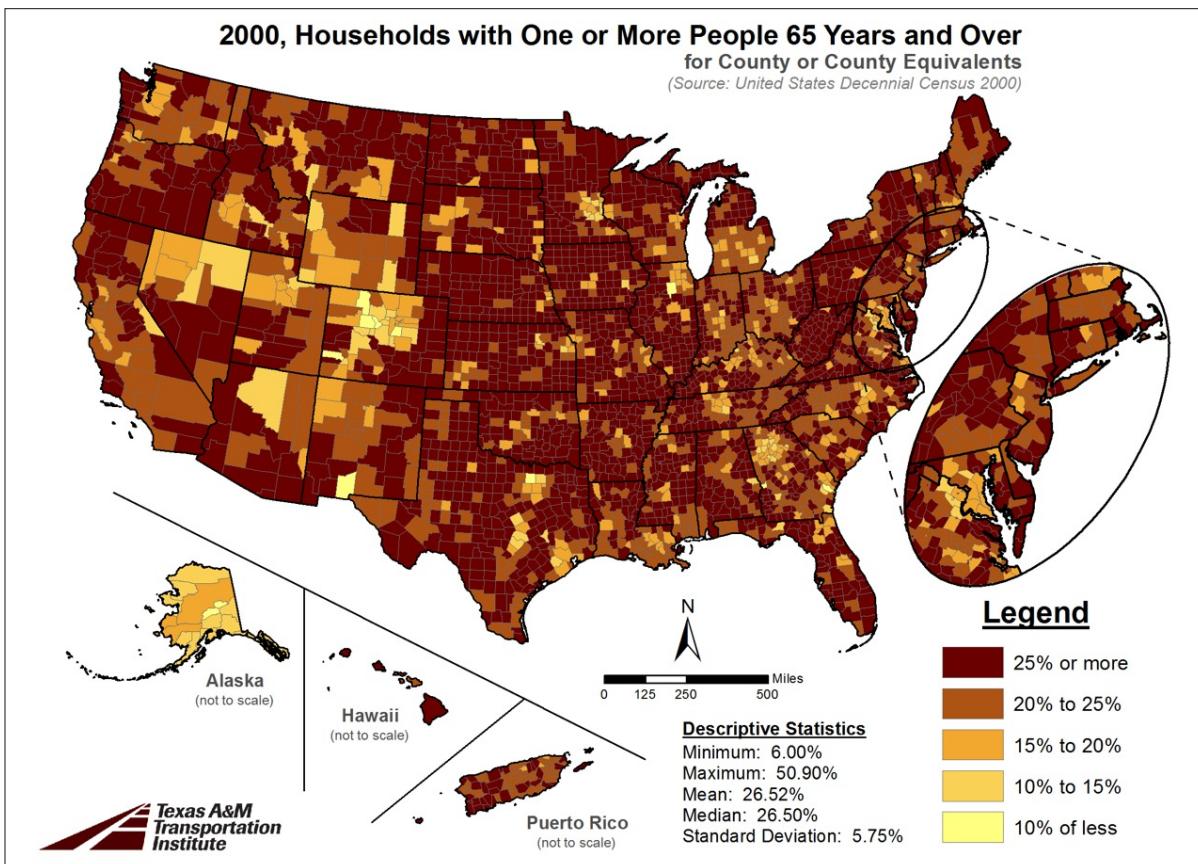


Figure 2:
Households with
One or More
People 65 Years
and Over, 2000

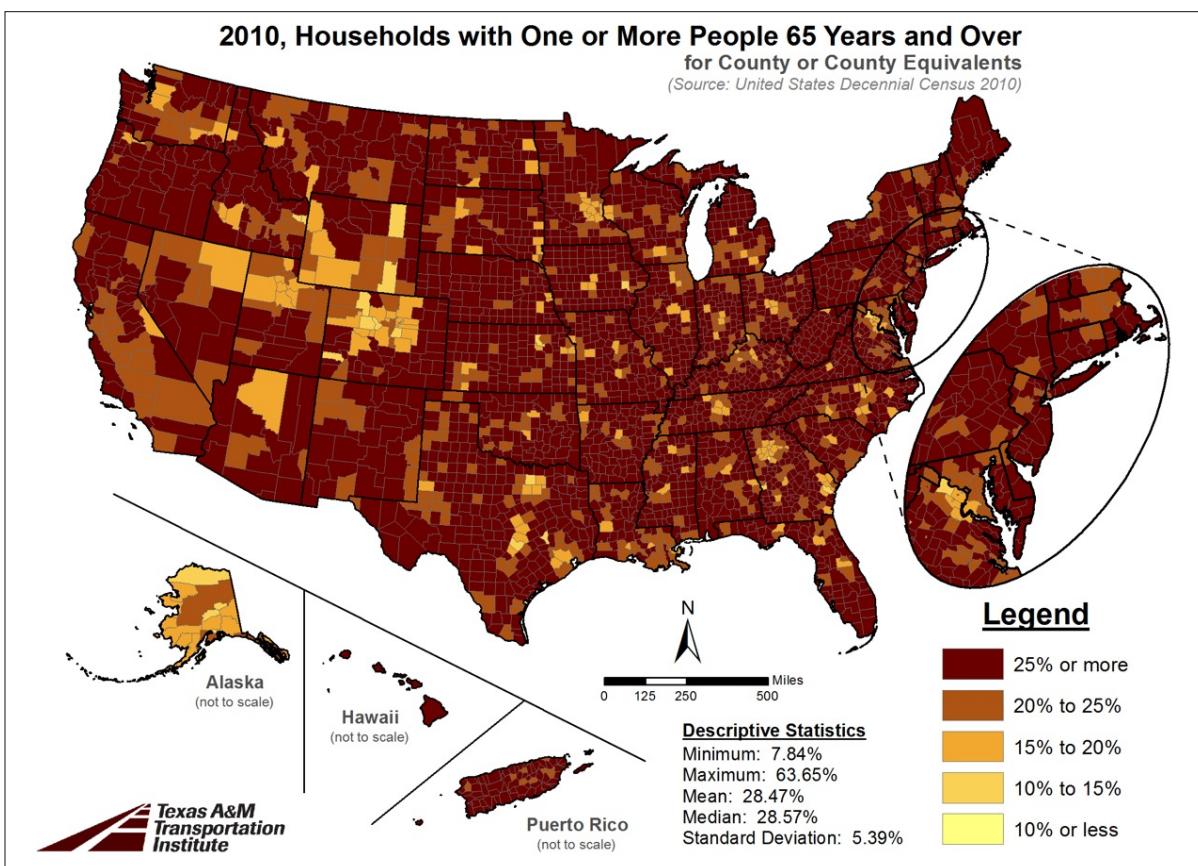


Figure 3:
Households with
One or More
People 65 Years
and Over, 2010

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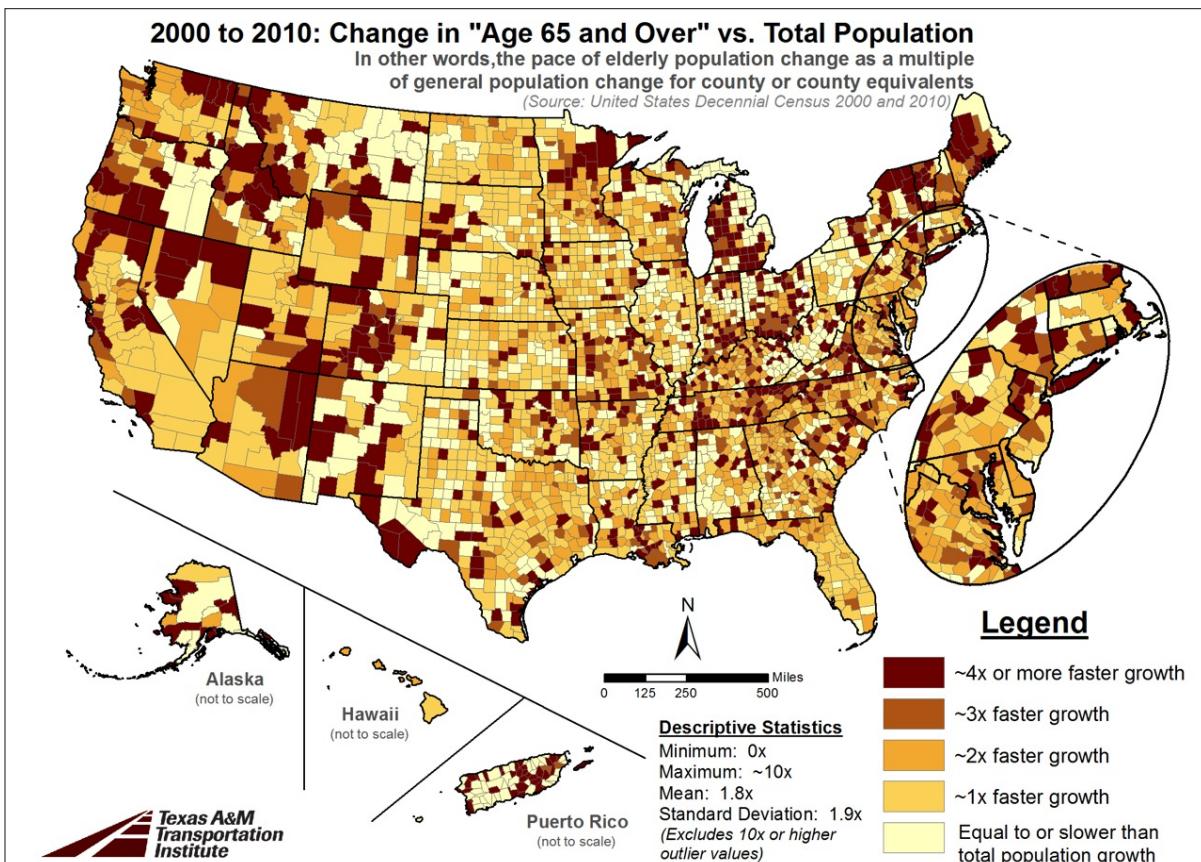


Figure 4: Rate of Growth Comparison-65 Years and Over vs. Total Population

What might all this information about households and aging mean for transportation planners? Consider the following thoughts and hypothetical/observational questions:

- What influence will autonomous vehicles have on travel in the future?
 - For children and youth?
 - For persons age 65 and over?
 - Persons unable to operate the vehicle if the autonomous system malfunctions?
 - Will we own personal cars or primarily switch to car-share (think bike-share of today but with cars that can automatically rebalance their distribution)?
- How will the use of electricity to power vehicles influence transportation costs in the long-run?
 - Embedded systems charging moving vehicles?
 - More or less affordable travel for individuals or groups (i.e. transit)?
- What effect does an increasing actual retirement age have on travel behavior?

-The last five years have been economically challenging; the retirement age may be in flux. What rate/age should planners assume?

- What influence will the increasing utilization of technology by the 65 and over population have on travel behavior (e.g. transit use improves with clear public information)?
- How can the transportation industry most effectively reach out to households to influence behavior or increase awareness of alternative modes?

You can probably think of a dozen questions related to aging and household composition that I have not mentioned. Great! Aging and household composition is a subtle and growing influence in America. We need people asking and then exploring the right questions. How do we identify these questions? National dialogue between the transportation industry and external stakeholders (i.e. the people) can shed enough light on the matter to get the process started.

TPD NEWS

Discover Urban Wayfinding Tools

James Carpenter, AICP

Recently, I visited a city with an amazing tourist attraction. But you wouldn't have known that this world class attraction was even there based on the city's lack of wayfinding signage. I wondered how effective wayfinding would impact this community, the businesses, and the tourists.

Over the last twenty years urban areas from small town main streets to the downtown districts of the largest cities have developed wayfinding and identity systems to enhance their brand, ease navigation, and reinforce key destinations. Given the economic challenges that jurisdictions face, effective wayfinding systems have taken on a revitalized importance. Communities have demonstrated a heightened interest in effective wayfinding systems, and wayfinding projects have developed to the point where they have been integrated in the Manual for Traffic Control Devices, published in magazines and books, and accepted as part of municipal bond and other financing programs.

Yet there is very little information available for planners and city officials who want to develop these projects. Wayfinding projects represent a huge commitment since they often take two years from conception to final installation. In addition, there is little support to help city leaders make the case for spending the necessary effort and dollars.

In response to this need, the International Sign Association (ISA) is now in the process of developing an Urban Wayfinding Manual and a series of Urban Wayfinding Webinars. The Urban



Charlotte, North Carolina's Wayfinding System, designed by Two Twelve, is featured as a best-practice project in the upcoming ISA Urban Wayfinding Manual.

Image courtesy of Two Twelve.

Wayfinding Manual and the webinar education program will be focused on providing tools and information to develop wayfinding programs, including funding mechanisms, internal and external resource requirements, organization and ongoing management, project schedule and budgeting, establishing project goals and objectives, the RFQ and RFP processes, and best practices. The Urban Wayfinding Webinars will cover the Manual information in a series of six 1 hour webinars.

If you have any questions about these forthcoming wayfinding tools contact James Carpenter at james.carpentier@signs.org. Also watch for a more extensive article discussing these tools in an upcoming edition of the TPD newsletter.

James Carpenter, AICP, is the Manager of State and Local Government Affairs with the ISA. He assists jurisdictions throughout the country in the creation of reasonable and enforceable sign codes.

APBP Webinars

TPD is joining forces with the Association of Pedestrian and Bicycle Professionals (APBP) to provide transportation-themed webinars. Each month APBP will host a webinar co-sponsored by TPD. CM credits are pending approval for all of the webinars. Note that there is a fee.

The webinars are usually held on the 3rd Wednesday of the month. For more information and to register, see: <http://www.apbp.org/>.

- February 20: *Driving Deaths Down: Proven Countermeasures that Work*
- March 20: *Dynamics of Effective Advisory Committees*
- April 17: *Economic Benefits of Walkable and Bike Friendly Communities*
- May 15: *Bike Signals*

TPD NEWS



TPD & the 2013 National Conference

Get ready for APA in Chicago, April 13-17! TPD is excited to announce its 2013 National Conference activities. Be sure to check out:

- Division Session: Complete Streets Level of Service (S477)
Sunday, April 14, 2:30pm - 3:45pm
Location – TBA
- Division Discussion: A Guide to MAP-21 (S863)
Monday, April 15, 12:00pm - 1:15pm
Location – Exhibit Hall
- TPD Business Meeting and Reception (X017)
Monday, April 15, 7:00pm - 8:30pm
Location – TBA

Chicago Highlights

The National Conference is the perfect opportunity to explore a new city. Here are a few itinerary suggestions:

- See the [Art Institute of Chicago's](#) collection of Impressionist, Post-Impressionist, and American paintings, including works by Monet, Cezanne, Wood ("American Gothic") and Hopper ("Nighthawks"). Open daily 10:30–5:00.
- Enjoy drinks and sweeping views at the [John Hancock Center's](#) 95th floor Signature Room.

- Consider the possibilities of public space and urban transformation at [Millennium Park](#). This former railyard along Michigan Avenue received a 2009 Rudy Bruner Award for Urban Excellence, and features attractions like Gehry's Pritzker Pavilion, the Crown Fountain, and the Cloud Gate ("The Bean").
- Visit the only [Ba'hai temple](#) in North America, one of seven in the world. Dedicated in 1953, the temple and its gardens are located in nearby Wilmette.
- Built in 1897 as Chicago's first public library, the [Chicago Cultural Center](#) is one of the city's most visited attractions. Admire the building's two stained-glass domes and take advantage of free music, art exhibits, and dance and theater events.
- Explore the city with the [Chicago Architecture Foundation](#). Tours are offered in multiple modes, including an elevated architecture tour on the "L".
- Don't forget the APA [local host committee events](#), including a Cubs game at Wrigley Field and an opening reception at the Chicago History Museum.

Visit the National Conference [website](#) and blog, [Creative Chicago](#), for more details and up-to-date information!

TPD NEWS

Get Involved

We are always looking for newsletter content, volunteers, ideas and suggestions about our involvement in transportation policy and programs. Email David Fields for details.

Keep up with the latest issues - join our TPD networking sites.

- <http://planning.org/divisions/transportation/>
- Facebook.com
- LinkedIn.com

TPD Executive Committee

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Call for Volunteers- TPD Opportunities

Research Committee

Work on projects like the State of Transportation Planning, Policy Guides, and APA Initiatives (Shrinking Cities, etc).

Planner Advisory Council (PAC)

Respond to media requests, high level political requests, and effectively represent TPD. Because of the nature of the PAC's role, the TPD Board recently adopted qualifications to serve on the PAC. Members must have at least one of the following qualifications: existing PAC member; CTP Certification; Masters Degree + 8 years of experience; or 10 years of experience.

Interested in the Research Committee or the PAC? Please contact Dan Haake, TPD's Vice Chair for Policy at dghaake@gmail.com.

TPD Connecting with Peers

At TPD, we are working to connect with peer professionals to learn from each other and jointly develop programs. TPD is currently working with the Association of Pedestrian and Bicycle Professionals, Institute of Transportation Engineers, National Association of Development Organizations, Complete Streets Coalition, and more.

Are you involved in another organization that we should connect with? Please let us know.