

# TPD NEWS

APA

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

## Boston in 2011!

TPD, how are you?! Excited about Boston? We are not even in the Spring of 2011, yet APA and TPD are busy preparing. For those of you who suggested sessions to APA, you may know this. However, there are some things you may not know. Please see the short article on “TPD & the 2011 National Conference” in this newsletter for more information.

Also, have you considered running for office? The call for candidates came out just before October 1<sup>st</sup>, and we are interested in you if you want to be involved. If you recall, we have revised the bylaws over the past two years for an expanded leadership structure with several Chair-Elect positions to foster new leadership in TPD. Those who are currently involved can tell you it is rewarding and they feel like they get to really contribute something to our effort and their own professional experience. If you do not want to run for an elected position, you may just want to help out occasionally. I suggest looking at last year’s published [TPD Performance Report](#) for where TPD was involved.

On that note of activities, APA holds an annual Fall Leadership Conference in October just before the Annual Policy Briefing. I attended this year as I have the prior three years, both as Chair of the TPD and now the Division Council Policy Committee. I only mention the latter position because the overall goal is to foster the input of divisions in APA’s policy making process. I myself have been adamantly involved in this effort since becoming Chair of TPD. Another benefit of attending this Conference is getting leadership guidance from APA and an annual update on its state of affairs. Last year, Division Chairs and Chapter Presidents had lots of questions for Paul Farmer and Bruce Knight. This year,

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we learned that APA is considering its direction in light of the economy.

Further, to help foster the value of TPD to its members or your fellow planners, please feel free to provide a write-up of your project for a newsletter or our website, with your contact information. The only way to continue making this world a better place is to share your experience(s)!

Finally, note that the TPD Railvolution meeting minutes will be posted online soon. It was a great meeting (and conference with beignets at “The Swamp Shack”), including the participation of the APA Oregon Chapter and Parametrix Consulting.

Thank you!

*Noël*

## Call for Candidates - 2011 Officers Election

Running for an office in the Transportation Planning Division (TPD) provides a clear path to leadership within the profession. You should consider running because you are a leader.

There are over 1,200 members of the TPD making it the largest division of the American Planning Association. For members of the TPD, transportation isn't just a network to be modeled, built, maintained, and monitored; it is the manner by which we decide who we are today and who we want to be in the future. This is an exciting time to be a leader in the transportation planning field. Federal policy changes, pending legislation and an increasing emphasis on both infrastructure and sustainability at all levels will continue to shape changes nationally, in the states, and in your community.

We have openings for Chair, Treasurer, Secretary, Vice-Chair for Policy, Vice-Chair for Programs, and Vice-Chair for Outreach. Descriptions of these offices are posted on the website at: [www.apa-tpd.org/bylaw.html](http://www.apa-tpd.org/bylaw.html) Contact [jjosborn@co.mchenry.il.us](mailto:jjosborn@co.mchenry.il.us) to apply for one of these offices, including your name, phone number, and APA ID (It's the 6-digit number on your Planning magazine mailing label). Contact [Noel Comeaux](#) if you have any questions or if you would like to help with the elections – volunteers are always needed!

The slate of candidates for office will be announced on January 1, 2011. Candidates will be asked to submit a brief biography and a brief statement on why they should hold this office. This information will be part of the election ballot on February 1, 2011. Newly elected officers will take their positions at the TPD Business Meeting at the APA National Conference in Boston in April 2011.

## TPD Election Schedule

**August 1:** Appointment of the Election Committee (Jason Osborn, Whit Blanton, and others still welcome!)

**October 1:** Call for Candidates

**January 1:** Announcement of the Slate of Candidates

**February 1:** Ballot Mailing

**March 15:** Deadline for Receipt of Ballots

**April 1:** Announcement of Election Results at the April Business Meeting of the Division: Installation of Officers

## New Mobility Hub Networks: An Emerging Transportation Solution in U.S. Cities

Stephen A. Gazillo, AICP  
Director, Transportation Planning, URS Corporation

For several years now, the concept of New Mobility Hub Networks in the United States has been just that, a concept. That was yesterday. As cities across the country face mounting transportation challenges and shrinking budgets, New Mobility Hub Networks are rapidly moving from conference table discussions to drawing boards to multi-million dollar funded applications that could revolutionize how our municipalities refine and connect their transportation networks.

This innovative yet simple concept integrates multiple modes of travel with way-finding, traveler services, facility and real-time travel information offered at points in the transportation network where several or more modes connect. Cities and towns as diverse as Los Angeles, California and Stonington, Connecticut, are moving forward with plans to implement New Mobility Hub Networks.

## *What are New Mobility Hub Networks?*

The concept is being developed in the U.S. by global transportation expert Susan Zielinski, Managing Director of the University of Michigan’s SMART program (Sustainable Mobility & Accessibility Research & Transformation), a joint project of the university’s transportation research institute and architecture and urban design department. Zielinski, whose work is supported through a variety of funding sources, including Ford Motor Company, notes that New Mobility Hubs first appeared in Bremen, Germany, through the efforts of Michael Glotz-Richter, a senior project manager with Bremen’s Department of Building and Environment. Glotz-Richter’s work focused on developing an integrated and sustainable transportation system for Bremen, one that continues to bring together developers, businesses and transportation planners/operators to identify and implement sustainable transportation strategies.

Near the top of Bremen’s list was the development of multi-modal hubs, called ‘mobil.punkt’ in German, which link transit, bicycles, car-sharing and taxis in one location. Bremen has a high non-automobile mode share, at 60%. More than 23% of all trips in Bremen are by bike; 17% are by public transit and those by walking constitute 20%. Mobility hubs, combined with other techniques such as traffic calming, integrated smart card services, real-time travel information and other solutions reinforce Bremen’s sustainable transportation network.

## *New Mobility Hub Network Applications in the U.S.*

In the United States, the 21<sup>st</sup> century transportation challenge is daunting, as the predominant mode of travel remains the Single Occupant Vehicle (SOV). Yet traffic congestion, air pollution, the end of cheap oil and the threat of global climate change make sustainable transportation solutions an imperative.

“The next generation of urban transportation is about connecting transportation modes, services and technologies,” Ms. Zielinski writes, “bringing diverse innovations together in ways that favor accessibility (meeting needs) over mobility (moving for the sake of

moving), and that work significantly better for people, economies and the planet.”<sup>1</sup>

In the simplest terms, New Mobility Hubs seek to solve a now classic and too oft repeated transportation problem: lack of connectivity between modes. This problem repeats itself in major U.S. urban transportation networks, and is far worse in suburban settings. Consider the following examples:

- Commuter rail lines with rail stations supported by extensive park and ride lots but with little pedestrian, bike, car-share or local transit connectivity
- A successful network of underground rapid-transit stations in high density cities yet offering little or no information for those users exiting at the surface, particularly what would help them identify connecting bus, bike, car-share or pedestrian pathways
- A major tourist attraction with no multi-modal transportation network in place, the result being repeated auto usage on trips often less than one mile

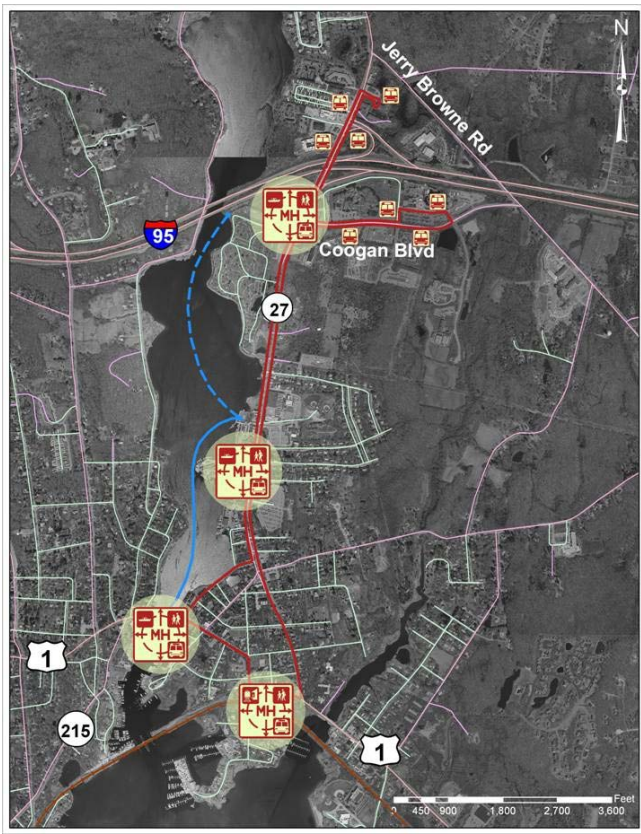
Most U.S. cities are seeking new ways to solve these problems of connectivity, and one effective solution that is gaining momentum and funding is the development of mobility hub networks. Transportation projects underway in east and west coast cities provide evidence of this growing trend.

## *The Mystic Multi-Modal Solution*

In Connecticut, the Towns of Stonington and Groton are preparing a multi-modal transportation plan that considers options for aiding vehicular and pedestrian movement, easing traffic congestion, capitalizing on regional intermodal transportation opportunities, and enhancing the experience of visitors to Connecticut’s nationally renowned Mystic tourist destination.

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<sup>1</sup> From “*Connecting (and Transforming) the Future of Transportation: A brief and practical PRIMER for implementing sustainable door-to-door transportation solutions in communities and regions,*” by Susan Zielinski, Managing Director, SMART



*Proposed Mystic Mobility Hub Locations*

The identification of mobility hubs was a perfect alternative.

“Mobility Hubs are high tech mini-transportation centers that are integrated into a transportation network at multiple, decentralized locations where different modes connect or intersect,” says Haase. “They enable communities to take advantage of existing resources at a lower cost than traditional major transportation centers.”

And they take advantage of existing as well as emerging transportation modes. The Mystic plan calls for implementation of mobility hubs at four locations: one near the Mystic Aquarium, one near Mystic Seaport Museum, one in the historic downtown area and one at Mystic rail station, which connects to Amtrak’s Northeast Corridor service. These hubs will be supported by a new trolley shuttle system, a water taxi, and improvements to bicycle and pedestrian paths.

Each hub could contain one or more or all of the following elements:

- Wayfinding/Interpretive Signage (static display)
- Wayfinding Signage (electronic) with trolley arrival/departure times.
- Bike racks/bike share options integrated within the mobility hub design.
- Touch screen kiosks providing local tourism & travel information.
- Pocket maps/brochures for local retailers, tourist destinations, lodging & restaurants.

Final design and implementation of mobility hubs in Mystic is expected to begin in 2011.

### *L.A.’s First and Last Mile Solution*

On the west coast, in one of the most heavily populated areas of the country, the automobile continues to dominate. Recent improvements to transit service and the passage of a half-cent sales tax to fund dozens of transit and highway improvements, known as Measure R, promise

William Haase, AICP, Stonington’s planning director, points out that more than “four (4) million tourists visit Mystic every year, mostly from Memorial Day through Labor Day, adding to roadway congestion and parking demands caused by local residents that rely on Mystic for shopping, services and employment.”

Mystic’s major attractions such as the Mystic Seaport and Mystic Aquarium are located in close proximity to one another. As a consequence, the seasonal demand for parking often exceeds available facilities, particularly in the historic downtown.

A proposed solution was the development of one major transportation center that would link all transportation modes and serve as the focal point for arrivals and departures for visitors to Mystic. However, a lack of a suitable location, along with high capital costs and the unique seasonality of tourism, made such a solution impractical.



From left to right: Auto rickshaw; Secure Bike Station, Bike Share program. Photos courtesy Jay Kim, LADOT

to reduce overall traffic congestion and increase transit options in LA County over the next decade. But the car ‘mentality’ is a long way from over. More than 1.7 million workers commute daily into LA, with 70% of those trips made by SOV (nearly 1.2 million), compared to only 12% carpooling and 12% by transit.<sup>2</sup>

The Los Angeles Department of Transportation (LADOT), in an effort to improve transit usage, has launched a program to establish Mobility Hubs at multiple locations in both Long Beach and LA. Jay Kim, Bureau Chief, Planning and Land Use Bureau at LADOT, noted they have successfully applied for and received nearly \$17 million in funds for the “Los Angeles/Long Beach Integrated Mobility Hub” project. Kim indicated their vision is to develop Integrated Mobility Hubs to attract more people to transit by focusing on the “First Mile/Last Mile” transportation problem. Kim said Mobility Hubs will address the “door to door” experience, particularly for users who are not within easy walking distance of rail stations, and where park-n-ride is physically not feasible.

Each mobility hub will be anchored by a bike station that will provide secure bike storage and also offer car sharing, similar to Zip Car (currently, Avis is working with LADOT to provide this service). The goal is to make the entire trip “seamless, integrated and automated,” Kim said, where through one portal, such as a SmartPhone or internet connection, a user will be able to make all of the decisions for a door to door trip

The result could be as follows: you could take a bike from your house or apartment to the rail station, lock it in the secure facility, ride the train to a major stop, and pick up the bike or car share (possibly energy efficient auto rickshaws) to your final destination. All of this would be through a single payment and automated billing system.

LADOT is now negotiating for Hub locations in Hollywood at Red Line Stations, in Downtown LA, and in Downtown Long Beach. Plans call for 15 Bike Stations, 300 bicycles and access to 20,000 Avis/Budget vehicles. Finding sites where these can all be brought together is challenging, Kim said, but they are moving forward to implement Phase I of the project by the end of 2011.

### Next Steps

New Mobility Hub networks offer practical solutions for transportation planners. They can provide scalable and flexible options for improving modal connectivity for both high density urban environments as well as suburban and regional transportation networks. In addition to those cities mentioned in this article, cities like Washington, D.C., Seattle, Portland, Oregon, Brooklyn, N.Y. as well regional corridors in Connecticut and other states are also considering them as a low-cost alternative for improving connectivity between modes and providing a higher quality transportation experience for travelers.

<sup>2</sup> Source: U.S. Census Journey-to-work data

## Aviation and Wildlife Hazard Management: An Opportunity for Enhanced Dialogue

Lisa Harmon, Aviation Planner, Mead & Hunt

The potential conflict between aviation and wildlife seems all too obvious these days, though such hazards have persisted since the dawn of aviation. Orville Wright reported the first wildlife strike on September 7, 1905, when his aircraft struck a bird above a corn field in Dayton, Ohio. During the period from January 1, 1990 to July 31, 2010, more than 115,000 wildlife strikes have been recorded in the Federal Aviation Administration (FAA)'s wildlife strike database, some of which resulted in substantial damage to aircraft and fatalities. But nothing illustrates the potentially catastrophic effect of wildlife hazards better than the dramatic landing of US Airways Flight 1549 in New York's Hudson River, on January 15, 2009, after Canada geese were ingested in both engines during takeoff.



*US Airways Flight 1549*

Airport operators are legally responsible for maintaining a safe operating environment, and most understand that the only effective way to reduce wildlife hazards is to modify the habitats that support wildlife, or more specifically, the sources of food, water, and cover that attract or support wildlife. Unfortunately, the environmental attractants that pose hazards to aviation are frequently located just beyond the airport fence (if there is a fence!) and extend to areas that are under the authority of other jurisdictions and decision-makers, many of which neither know about nor understand the special considerations associated with

aviation, wildlife hazards, and land use policies and procedures that address both issues.

### *Regulations and Guidance*

The FAA provides guidance to airports through FAA Advisory Circular (AC) 150/5200-33B, "Wildlife Hazard Attractants On or Near Airports." While this guidance is considered advisory, it applies to all airports who receive federal funding (i.e., federally obligated airports). The AC directs airport operators, planners, and developers to consider whether a proposed land use or development project could create new wildlife attractants or increase wildlife hazards to aviation. In addition, the AC also identifies separation criteria that should be implemented between aircraft movement areas and potential wildlife attractants. According to the AC:

At airports serving piston-powered (propeller) aircraft, the FAA recommends a separation of 5,000 feet between aircraft movement areas and potential wildlife attractions. At airports serving turbine-powered (jet) aircraft, the FAA recommends a separation of 10,000 feet between aircraft movement areas and potential wildlife attractants. For all airports, the FAA recommends a distance of five statute miles between the farthest edge of the aircraft operation area and a wildlife attractant that has the potential to cause hazardous wildlife movement into or across the approach or departure airspace.

Historically, the FAA has always considered wildlife hazard management within the greater context of aviation safety, and it codified wildlife hazard management requirements in Federal Aviation Regulation (FAR) part 137.337, "Wildlife Hazard Management." Pursuant to FAR Part 139.337, certificated airports (airports that serve scheduled or unscheduled air carrier operations) have been required to perform a wildlife hazard assessment and, if necessary, a wildlife hazard management plan at the request of the FAA. In the aftermath of US Airways Flight 1549, the FAA has increased its focus on wildlife hazards, and it has started to extend its requirements to include general aviation and non-certificated airports.

Put another way, transportation planners need to understand potential wildlife hazards, as they will affect a greater number of airports (and their surrounding areas) nationwide.



*Canada Goose. Photo by Alan D. Wilson*

## *How does this affect planners?*

The FAA's increased focus on wildlife hazard management presents another, more focused lens through which transportation planners must consider plans, policies, and projects. This means airport operators, transportation planners, and agency planners serving jurisdictions near airports will need to communicate more than ever before.

### *A More Comprehensive Approach to Airport Planning, Design, and Construction*

For transportation planners working with aviation clients, the FAA's increased focus on wildlife hazard management means it must be considered during each stage of project development. Project planning and design efforts for new facilities must be prepared so that they do not include water features, landscaping, or other opportunities for wildlife to feed, nest, or loaf. Transportation planners must help clients to consider wildlife hazard management from conceptual planning efforts—including airport layout plan updates—through project construction. Such efforts may be counterintuitive; planners and architects frequently seek opportunities for low-impact development through the incorporation of habitat preservation, habitat creation and enhancement, or on-site mitigation. However, these features may not be appropriate in an aviation environment.

### *Increased Coordination with Local Planning Agencies*

Wildlife behavior and habitats may not be jurisdictionally specific, but policy planning is, and the FAA's increased focus on wildlife hazard management requires airport

operators, transportation planners and local land use and planning agencies to work more closely than ever before.

- **General/Comprehensive Plan Updates.** General/Comprehensive Plans provide an excellent platform for airport operators and local agencies to align planning and safety goals. Environmental policies pertaining to mitigation, conservation, land use policies, and targeted development areas can be reviewed during the general/comprehensive planning process to address the special needs of aviation.
- **Public Review or Proposed Projects and Land Use Changes.** Scoping and public review periods associated with proposed projects or land use changes also provide airport operators and local agencies with an opportunity for meaningful conversation. Although conversations that occur during the public review period for a proposed project may occur late in the planning process, they can still provide airport operators and local agencies with an opportunity to revise project designs or incorporate appropriate mitigation measures that would not increase habitat or introduce wildlife attractants near aircraft operation areas.
- **Neighborhood/Community Involvement.** Many commercial airports include community advisory committees or neighborhood organizations through which both airport issues and community concerns may be discussed. Airport operators and transportation planners can work with these groups to present the special concerns that wildlife pose to safe aviation operation. Such efforts may educate local residents and their jurisdictions, and promote further discussion or result in policy revisions.

### *Inter-agency Coordination and Environmental Compliance, Mitigation, and Coordination*

As new projects are proposed and as wildlife hazards are identified during FAA-required wildlife hazard assessment efforts, airport operators, transportation planners, and their consultants may need to approach environmental compliance in new or non-traditional ways.

Recommendations to remove known wildlife attractants on airports, such as open water, wetlands, and forests, or the increased use of off-site mitigation may not be attractive to federal or state regulatory agencies. In other words, while federal and state agencies seek to promote habitat conservation, preservation, or creation, airport operators may not be able to do so within the context of aviation safety. While the FAA has formulated a Memorandum of Understanding between many federal agencies, such as the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Services, these efforts may require ongoing education and negotiation by airport sponsors and nearby jurisdictions, as well as new mitigation strategies.

### *Onward and Upward*

As the populations of many potentially hazardous wildlife species, such as deer, Canada geese, coyotes, bald eagles, and turkeys, continue to increase and extend farther into suburban and urban areas, including airports, airport operators and nearby communities will face increased concerns regarding wildlife management and aviation safety. To face these challenges, ongoing coordination among airport operators, nearby jurisdictions, and regulatory agencies will be paramount. Transportation planners must be poised to help.

## **Book Review: Shifting Transportation from Business as Usual**

Walter Jeffery Moore, AICP

“Sustainable transportation has emerged as an important issue in recent decades, although aspects of sustainability are as ancient as mobility itself,” state the authors of *An Introduction to Sustainable Transportation: Policy, Planning, and Implementation* (2010; Earthscan Press; 342 pages; \$39.95). Preston L. Schiller, Eric C. Bruun, and Jeffrey R. Kenworthy have provided a comprehensive primer for transforming our current transportation infrastructure into a system which is less burdensome on the human and natural environment. For any planner or local official struggling with how to address the issues moving their communities sustainably, this is an essential manual that not only includes guidance but also seeks to provide an understanding of how we arrived at the system with which we are currently struggling to maintain.

## APA Webcasts

TPD is working with the Utah Chapter and the National Highway Institute (NHI) to provide CM credits for its members through free webinars. The first division sponsored webinar was held on June 11<sup>th</sup>, 2010, entitled: “Bus rapid System – The inside story of New York BRT”.

TPD plans to continue the webinar program and is looking for volunteers to organize or host future webinars. If interested, please contact Madhu Narayanasamy, Membership Committee Chair at [mc.apatpd@gmail.com](mailto:mc.apatpd@gmail.com)

More details about the upcoming webinars can be found at [www.utah-apa.org/webcasts.htm](http://www.utah-apa.org/webcasts.htm)

To support that understanding, the book includes an in-depth, but easily understood discussion of how humans have tackled transportation needs since the dawn of civilization. The authors have even assembled a “transportation timeline” effectively illustrating the evolution of the modes of moving people, freight, and information from one place to another. The result of that transportation evolution is the current “business as usual” which has resulted in “more driving, longer trips for people and freight, more sprawl, and more land and energy consumption.” Recognizing that the burden does not fall directly upon that back of the transportation professional, the authors not only track the evolution of how we move, but also explore the evolution of the urban form from “walking cities” to “transit cities,” then to “automobile cities.”

Schiller, Bruun, and Kenworthy emphasize that shifting from “business as usual” transportation is an on-going, collaborative process built upon revisiting original visions and developing long-term perspectives for a desired future vision. An entire chapter is devoted to effective policy-making and public participation for making that shift. The book invokes a sense of urgency without being reactionary and delivers a useful primer for professional planners, students, and even citizen advocates. Each chapter concludes with a set of discussion questions which can be effectively used as assessment tools for communities seeking to develop a sustainable

transportation system. Additionally, resource and reference lists per chapter are provided to encourage further research for the reader.

The final chapters of the book present the case studies and lessons learned of six, diverse “exemplary cities” from across the globe, which have shifted towards sustainable transportation. The term “exemplary” is appropriate for these cities as they set examples so admirable that others would do well to copy them.

The complexity of sustainability confronting the practicing planner is often like attempting to take a drink from an open fire hydrant. Written with an accessible style and format, this text presents the issues and guidance which the reader can sip or even gulp without being overwhelmed.



## TPD & the 2011 National Conference

The APA Transportation Planning Division has been more involved in the 2011 National Conference in Boston than you might think. To sponsor a track, APA requires at least \$25,000. Instead, TPD conducted a survey in Summer 2010 of its members to gauge their interest in the transportation track at the National Conference. The overwhelming response was essentially “Where’s the money?” So we will see where APA takes us...

Also, with consolidated conference schedule, each division including TPD can sponsor one session. (With the older, longer schedule, larger divisions such as TPD could sponsor two sessions.) The deadline for session proposals for this coming year’s National Conference has passed. Several were submitted under TPD which then conducted an emphatic assessment of the session it preferred to sponsor. TPD is proud to announce the 2011 National Conference session again pertains to freight, a lesser known subject of planners. The overall purpose of this

## Case Studies Wanted!

Topics: Land Use and Airports,  
and Food Systems

The Transportation Planning Division seeks airport/land use case studies for the Airports-in-the-Region Initiative or freight planning case studies, both for Whit Blanton, Past-Chair of the APA Division Council. If you would like to contribute, please contact [Brett Caldwell](#), TPD Vice-Chair. Targeted length is 1,000 words; please include several high resolution pictures to draw from. The case studies will ultimately complement the APA Planners Advisory Service and may be published there.

TPD is also seeking a volunteer with 10 or more years experience in transportation who has worked on food systems planning projects in the last year years to write a 2000-word article for the Division Council. The article is expected to be compiled into a larger booklet/document for the 2011 APA National Conference in Boston, MA. If interested, please email David Fields, TPD Secretary, at [planman72@yahoo.com](mailto:planman72@yahoo.com) and include a summary of your experience.

session is to discuss the ways in which metropolitan planning organizations and port authorities are collaborating in developing plans and project proposals to address ground transportation issues, primarily rail and highway, associated with large scale port operations. We hope to see you there!

In addition, several mobile workshops were submitted for the conference including an historic motorcycle tour with Congressional staff of Massachusetts. However, due to the shortened timeframe of the conference, other workshops were selected instead.

Finally, in its continuing effort to advertise, TPD is sponsoring one of the the orientation tours, where our own branding (logo) be proudly displayed in the materials you and our fellow planners receive.. Look for this great “trademark” on your tour of this historic and sustainable city. (Hint: Take the high speed rail to Providence. It’s a great little trip and place to visit for the day.)

## Get Involved with TPD!

We are always looking for newsletter content, volunteers, especially for the 2011 APA Conference in Boston or ideas and suggestions about our involvement in transportation policy and programs. Email Noel Comeaux for details. Keep up with the latest issues - join our TPD networking sites.

- [apa-tpd.org](http://apa-tpd.org) (TPD website)
- [apa-tpd.blogspot.com](http://apa-tpd.blogspot.com) (TPD blog)
- [apatpd.ning.com](http://apatpd.ning.com) (Ning online networking)
- Facebook.com
- LinkedIn.com
- And now Twitter...!

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