



From the Chair

Greetings, TPD'ers!

For this edition, we're excited to include a member spotlight on Gloria Jeff, who has been an active contributor to the division, providing insight, ideas, and inspiration. This is a great time to think about who inspires you—are there fellow planners or members of your community who have done a little extra, developed some terrific ideas, or have some great habits you'd like to adopt? All of us have opportunities to learn from our colleagues and others in order to grow both personally and professionally. This season, please share some insights you've learned from others with us!

Happy Planning,
Catherine

-Catherine Duffy, AICP, Chair
catherinemarie.duffy@gmail.com

Community and Economic Benefits of Bicycling in Michigan

Written by Christian Zimmer
Edited by Josh DeBruyn, AICP

Bicycling plays an important role in Michigan's economy in terms of tourism and employment, as well as in keeping Michigan residents healthy. Among the many reasons for Michigan's attractiveness to bicyclists is the fact that Michigan has the most rail-trails in the country: more than 2,700 miles open to walkers, joggers, and bicyclists. Communities continue to fill network gaps and make investments in trails and bicycle lanes. Encouraging network expansion and development will only become easier with a better understanding of the economic benefits bicycling has for the state and local economies.

To this end, in 2013 the Michigan Department of Transportation (MDOT) contracted with BBC

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Research & Consulting to prepare a two-phased report examining the Community and Economic Benefits of Bicycling in Michigan. Phase I highlights the economic benefits bicycling has on Michigan's statewide economy as well as in six case study communities. Phase II estimates the economic impact of individual bicycling events, and spending habits of long-distance touring bicyclists. The models conservatively estimate the economic impact bicycling brings to the state of Michigan.

Bicycle-Related Retail, Manufacturing, In-State Tourism, and Avoided Healthcare Costs

A unique approach was taken in Phase I by blending quantitative and qualitative data. Household surveys along with in-depth interviews with local government officials, advocacy groups, business owners, and others supplement data from readily available sources, such as the US Census Bureau



Source: Michigan Department of Transportation

and Dun & Bradstreet. The final report provides data on the community and economic benefits of bicycling related to: household spending on bicycling related goods and services; bicycle and component manufacturing; household spending on events and tourism; and benefits from avoided healthcare costs and reduced absenteeism. Economic benefits were calculated statewide as well as for five individual communities (Ann Arbor, two neighborhoods in Detroit, Grand Rapids, Holland, and Traverse City).

Focusing on the state as a whole, the total annual economic impact of bicycling in Michigan is estimated at \$668 million. Across the state, nearly 800 people are employed in a bicycle-related field. Many of these jobs are in retail sales, with an estimated total annual revenue of \$63 million. Total bicycle-related retail and service spending by Michigan households is \$175 million annually, and bicycle-related manufacturing generates approximately \$11 million in economic activity. This is a small but growing industry in Michigan, with several companies seeing significant growth. In addition, participation in events and in-state tourism spending by Michiganders are a major part of the bicycle economy, accounting for \$438 million in annual spending.

In addition to bicycle-related retail spending, manufacturing, and tourism, bicycling as a form of exercise also generates significant economic benefits to the state. This calculation is based on the total avoided costs of strokes and heart disease by residents who ride their bicycle two or more days each week. Approximately \$256 million in healthcare costs is saved annually.

Other notable findings from Phase I include: 44 percent of those surveyed place an annual value of at least \$100 on the ability to use bicycle infrastructure; 28 percent of those who rode a bicycle in the last year commute to work by bike at least twice a week; and 39 percent of households reported that someone in their house used a bike as a transportation option in the last year.

Out-of-State Participation in Events and Touring

With nearly 300 organized bicycle rides annually in Michigan, and participation from across the country, the potential for significant economic impact is high. Phase II quantifies the economic benefits of bicycling events, specifically by out-of-state participants, including a detailed analysis of seven individual events: the Apple Cider Century, Dick Allen Lansing to Mackinac (DALMAC), The Bell's Beer Iceman Cometh Challenge, the Michigander, the Ore to Shore Mountain Bike Epic, and the Tour de Troit. These events were selected for their variation in size, as well as length and region of the state, in order to get the most accurate data representation possible.

Calculating the economic benefits of these events is made possible by surveying event participants on expenses related to lodging, food and beverage purchases, transportation, shopping and entertainment, registration, and bicycle expenses. Multiple data collection methods were used, including intercept surveys at the events and online surveys where event participants were notified of the survey via social media and information disseminated at the events. Notable findings from the survey and analysis include: the Apple Cider Century attracts more than 5,100 out-of-state



Source: Michigan Department of Transportation

individuals, resulting in \$1.94 million in economic impact to the state. The Bell's Beer Iceman Commeth Challenge attracts participants from 36 different states and two countries. This event has the most direct out-of-state spending of all of the case study events, nearly \$2.3 million. The model used for calculating the overall economic impact of the larger non-charity bicycling events is informed by the data collected by these six case studies. Overall, the estimate of the combined direct spending from out-of-state attendees at bicycle events is \$15.5 million. When including secondary spending, out-of-state participants are responsible for \$21.9 million in economic impact.

While bicyclists participating in these events are concentrated in a certain area at one time, self-supported long distance touring bicyclists are often less visible. Spending by these bicyclists who travel to or through Michigan is approximately \$71 per day. With trip lengths averaging six days, the average total trip expenditures for these bicyclists is nearly \$520. More than two-thirds of all out-of-state touring bicyclists report using one of Michigan's US Bicycle Routes during their trip, with nearly 30 percent staying in Michigan for more than 10 days.

The information described in this report provides MDOT, communities, advocates, and others with data that they can use to support bicycling related investment decisions. The full report and user-friendly infographics are available online at www.michigan.gov/mdot-biking. Select the "Economic Benefits of Bicycling" link in the upper right corner of the page.

Help Produce TPD's State of Transportation Planning 2016

TPD is soliciting volunteer authors for the 2016 edition of State of Transportation Planning: *On the Horizon*. Contribute an article about emerging issues and concepts, current preparations for ongoing problems (such as sea level rise), and future applications of existing and new technology.

Please contact Jo Laurie Penrose, project editor, at jolauriepenrose@gmail.com to explain your topic. Articles should be submitted by September 30, 2015. The final document will be released at the 2016 APA conference in Phoenix.

Call for Articles: Planning for a More Dynamic Population

TPD is pleased to announce a call for articles on the theme "planning for a more dynamic population." Identified by the Divisions Council Initiative Committee, population dynamics is closely intertwined with transportation planning. To submit an article on the subject, contact Holly Chase (holly.chase@gmail.com) or Sooraz Patro (sooraz.patra@gmail.com).

The US population is incredibly mobile and ever changing. Just a few of the trends that will affect planners over the next decade include:

- Minorities as the majority
- An aging population
- Re-urbanization
- Shrinking cities and suburbs

There have been massive regional shifts in population and jobs over the past several decades. Are these trends changing? How?

How do planners adapt to new needs/demands? What planning issues are generated by population trends?

More information can be found at www.planning.org/resources/ontheradar/dynamic/

Member Profile: Gloria Jeff, AICP

Gloria Jeff is a Principal Planner at the Wichita Area Metropolitan Planning Organization. She received her Bachelor of Science in Engineering (BSE), Master of Science in Engineering (MSE), and Master of Urban Planning (MUP) from the University of Michigan-Ann Arbor. Ms. Jeff also holds certificates in federal and state issues from Harvard University.



Image provided by Gloria Jeff.

APA TPD: You started as an undergraduate in Civil Engineering (CE) followed by dual Masters in CE and Urban Planning. How did you come to focus on transportation planning?

Jeff: My focus on transportation came from a desire to make a difference in people's day to day lives. Transportation is a fundamental component of human activity. During my graduate studies in planning one of my course instructors was the general manager of the local transit operator. He shared great stories about how the availability of transit enabled residents in the college community to get around for employment, recreation, and personal activities. His stories combined with the engineering courses related to transportation were the reason for my focus on transportation.

APA TPD: What career path led you to where you are today?

Jeff: I am the quintessential transportation professional. I have found passion in every aspect of transportation—planning, policy, international projects, design, operations, executive administration, data collection and analysis, and numerous other activities. My career path has been shaped by the desire to make a difference in people's lives, especially those who are not at the decision table "usually, normally, most of the time;" to have the skills, contacts, and credentials that will enable me to influence decisions; and to be able to reach back and raise up others as I rise on the career ladder. My work at an MPO builds on knowledge of the technical aspects of creating a transportation plan and navigating the politics and policy of the effort. It also reflects that I am at a time and place in my career where I can assist the leadership of the staff and the professional development of the management.

APA TPD: You have vast experience spanning federal, state, and local agencies along with private consultancy. What were your professional ambitions when you started your career?

Jeff: My early ambitions were to work in the public sector for five years, learn the how and why of transportation planning while using engineering

skills to address technical challenges. I wanted to one day be a senior executive at a transportation agency. I soon learned that the division of skills, knowledge, and application was not that clean and that a combination of skills gave me a unique perspective for problem solving.

APA TPD: Any advice for upcoming transportation professionals on choosing their career trajectory?

Jeff: Be adaptive as you make career decisions. Be driven by the desire to make a difference and understand that risk taking is a good thing. You learn more from understanding your failures than from only celebrating your successes.

APA TPD: From your experience, how has the field changed since you became a planner?

Jeff: The most significant change is that transportation planning is now included as a discipline of the planning profession. Another difference is that the face of planning has changed. In the early days of my career transportation planning was dominated by civil engineers and geographers. Today the discipline is populated by a diverse set of folks, trained in the components of transportation planning and committed to its integration with land use, sustainability, and the preference for non-auto travel.

Previously transportation professionals viewed transportation as moving people and moving goods, as a fundamental community need to support commerce and work-related travel. Planners also operated from the premise that they should provide information on possible solutions. Today the profession is about influencing the choices of decision-makers. Transportation planners operate from the premise that transportation can positively

impact quality of life.

Also, the greater gender and racial diversity among transportation professionals is a significant change. However, the change has been less significant among senior ranking executives in consultancies and senior executives at government and non-profit organizations.

APA TPD: How do you anticipate the field evolving over the next decade?

Jeff: I hope that the role of the transportation professional will become more balanced, with informed choices and respect for stakeholders as overarching principals. Technology will change the how of transportation (driverless vehicles, etc.), but not the why—moving people, moving goods. The baby boomers will require a transportation system that provides for all, not just the young and middle-aged healthy members of society. Transportation professionals will need to take this diversity into account. But in the end the movement of people and goods will remain the ultimate goal.

APA TPD: You are employed with an MPO. What are the major issues facing MPO's countrywide?

Jeff: The major problems facing MPOs are:

- Fragmentation of the political decision making process. MPOs were established to provide forums for comprehensive, continuing, and collaborative actions related to regional areas. The spirit of that concept was that all of us had to work together for a successful outcome. Unfortunately today it is all about achieving outcomes consistent with "my ideology." To compromise is not acceptable.
- Uncertainty/instability in funding for transportation planning and projects. The absence of a long term commitment by the federal government makes decision-making at the state and local levels much more complex. It makes it difficult to consider long or medium term actions.
- Encouraging the best and brightest to enter our important, diverse, and challenging work places.
- The continuing evolution of transportation in rural, urban, and other places: where products are made, raw materials are acquired or processed, and people live and work.

APA TPD: You became AICP certified in 1982. What motivated you to do so?

Jeff: I believed it was important for me in order

to be credible. It was common place for white engineers, planners, and administrative personnel to ask in open forums, private meetings, or working sessions about my training and education. It was common for me to be the only non-white person in the activity. The certification was necessary for my positions to be heard.

APA TPD: What would you advise planners who are considering certification, either for AICP or CTP?

Jeff: I would encourage planners to obtain both. It is the equivalent of becoming a board certified physician with a specific area of expertise.

APA TPD: What planning books are on your bookshelf?

Jeff: Urban Transportation Planning – Dr. Michael Meyers; Urban Transportation Planning in the United States – Ed Weiner; various TRB reports on Women's Travel Issues; and Transportation Planning and the Environmental Justice Handbook.

APA TPD: What ideas do you return to professionally or academically?

Jeff: The basic planning process, the rationale of the 3C planning process, and the importance of moving not only people but goods in a respectful and responsible manner. Also, the idea that moving information is as important as moving people and goods. Finally, the views and needs of the community (rather than the planner's developmental experience) are essential when assessing issues and options.

APA TPD: What is something people may not know about Wichita that you want them to know?

Jeff: The MPO uses a TIP-based fee to provide match for federal planning and agency operations.

APA TPD: Anything particular you would like to add for the TPD readers?

Jeff: Ask yourself everyday: "Did I make a decision or influence a decision today that actively considered and was respectful of a point of view other than my own, and that helped people with their day to day lives?" And if you didn't do it today, tomorrow is another opportunity.

Autonomous Vehicles and Vision Zero: The Drive to End All Crashes

Ben Rosenblatt, CFA, Sam Schwartz Engineering

The views expressed here are solely those of the author and do not represent APA TPD or Sam Schwartz Engineering.

"It was an accident!"

"I just couldn't see him."

"She came out of nowhere..."

These are just three common excuses we hear every day when people operating motor vehicles drive them into other vehicles, unforgiving roadway infrastructure, buildings, crowded sidewalks, bicyclists, or just about anything else. Deaths and injuries because of these supposed "day-to-day" events occur constantly, in weather good and bad, in situations urban and rural. And yet, in all but the most brazen cases, our collective national consciousness labels them "accidents." It doesn't have to be this way.

Let's Evolve Already!

Historically, the human race has done a great job at wiping out many of the scourges that have killed us prematurely en masse. Diseases like polio, smallpox, cholera, and others that plagued our species during the 20th century are now mostly contained within the developed world. We are working tirelessly spending billions to eradicate others like heart disease and cancer. We have eliminated just about every threat from natural predators found in the wild, and most industrialized nations have made it a point to eradicate dangerous working conditions in manufacturing facilities.

Yet today, as most transportation planners are aware, motor vehicle crashes are among the top causes of preventable injury and death in the US and around the world:

- Nearly 1.3 million people die in road crashes each year worldwide, on average 3,287 deaths a day.¹ This is the equivalent of about 8 Boeing 747s crashing and killing everyone onboard every single day.²

1 Association for Safe International Road Travel. <http://asirt.org/Initiatives/Informing-Road-Users/Road-Safety-Facts/Road-Crash-Statistics>.

2 Boeing 747-8 Design Highlights lists a capacity of



Vision Zero Logo. Source: Strong Towns

- An additional 20-50 million are injured or disabled due to road crashes each year³ (assuming a midpoint of 35 million, that equates to road injuries afflicting the entire population of Canada, annually).
- Worldwide, road crashes are the leading cause of death among young people aged 15-29, and the second leading cause of death worldwide among young people aged 5-14.⁴
- Although the rate of road deaths in the United States is relatively low compared to developing countries, approximately 33,000 Americans die on the roads each year, or 90 per day.⁵

The Safety Push and Vision Zero 1.0

Most transportation planners are already aware of the statistical death and injury problem we face with motor vehicles. Responses have been crucial to reversing the US's trend of an increasing number of road deaths since the 1960s and 70s. The campaign to require use of seat belts, the establishment of Mothers Against Drunk Driving, the widespread adoption of airbags, and the proliferation of "back-up" cameras have all undoubtedly reduced fatality and serious injury figures.

We've taken an even bigger step with Vision Zero campaigns. A movement with roots in Sweden ("Nollvisionen"), Vision Zero aims to eradicate all auto-related deaths and injuries. More and more cities are now adopting explicit Vision Zero goals, usually over a time frame of 10 to 20 years.

Is Vision Zero realistic, using the strategies we currently have available? Likely not, as the current

410 passengers. www.boeing.com/commercial/747.

3 Association for Safe International Road Travel.

4 Ibid.

5 Insurance Institute for Highway Safety: General Statistics. www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview.



Google's self-driving cars. Source: SFGate Blog

transportation planning and engineering toolbox make Vision Zero more of a symbolic gesture rather than a realistic target:

- Street redesigns are usually major components of any Vision Zero program. While helpful in reducing the risk of driver error and encouraging slower speeds, they can only do so much to curb human behavior. A pedestrian island that calms traffic and reduces crossing distances can't protect that pedestrian from a speeding driver who runs right into it. And dollars are limited: retrofitting 100% of our over-engineered streets into 21st Century Complete Streets is economically unrealistic.
- Traffic cameras have been proven to effectively curb dangerous driving behavior, but nevertheless can't stop all road carnage. They also tend to be politically difficult to implement.
- Vision Zero often has a major educational and enforcement component. Unfortunately, the warnings of law enforcement and elected officials are likely forgotten if we're behind the wheel after a few drinks.
- Could we solve the problem through an all-encompassing societal shift that discourages or eliminates driving, replaced by other modes like walking and biking? This is an admirable goal in its own right, but even in our dense cities it is probably more utopian than possible in the US at this stage of our physical development.
- Regardless of personal mobility behavioral changes, freight movement needs will continue to be heavily reliant on commercial trucking. Even if our nation makes significant investments in rail infrastructure, we will continue to move much of our goods by truck.

Meanwhile, automotive companies input more and more gadgets and distractions in vehicles, and we face longer lifespans and an aging (yet still driving) Baby Boomer generation. It is simply unrealistic to expect that we will reach the ultimate goal of Vision Zero to eradicate auto-related deaths and injuries from society using the strategies outlined above.⁶ Even Sweden, for all the admiration it gets for its forward-thinking Vision Zero agenda, has only decreased its number of road fatality rates by 50% over the last 14 years.⁷

So, as planners, let's be realistic about what comes next in creating a safer road network and achieving Vision Zero: technology that removes essentially all human control from the driving experience.

Vision Zero 2.0: The Automated Age

Establishing a framework for automated vehicles—how they interact with other non-automated vehicles on rollout, how the landscape of insurance and legal liability will adapt, in which locations they are allowed or prohibited, how they can be expected to operate in dense urban areas teaming with pedestrians and other hazards—is already a highly debated and contested issue.^{8,9,10} To achieve Vision Zero through a widespread adoption of automated vehicles, these topics require clarity. The US Department of Transportation has already released a formal policy statement on the issue, with a definition of 5 levels of automation as a guide for future regulation.¹¹

As these bars are gradually cleared, how will planners prove the value of autonomous vehicles in moving toward Vision Zero? One option would be a

6 There are a multitude of other strategies not mentioned here. See, for example, the New York City Street Design Manual: www.nyc.gov/html/dot/html/pedestrians/streetsdesignmanual.shtml.

7 The Economist, "Why Sweden has so few road deaths". Feb 26, 2014.

8 Kessler, A. "In Detroit, Google Makes a Case for Driverless Cars". New York Times. Jan 14, 2015.

9 Loro, A. "Vehicle Automation and the Future of Transit". www.humantransit.org/2014/03/guest-post-vehicle-automation-and-the-future-of-transit.html. March 10, 2014.

10 Windsor, M. "Will your self-driving car be programmed to kill you?" www.uab.edu/news/innovation/item/6127-will-your-self-driving-car-be-programmed-to-kill-you. June 4, 2015.

11 National Highway Traffic Safety Administration. "USDOT Releases Policy on Automated Vehicle Development". www.nhtsa.gov/About+NHTSA/Press+Releases/. May 30, 2013.

pilot project that bans the use of human-controlled vehicles in an entire city (Boulder, CO? Berkeley, CA?) or within a highly dense, already-walkable and bikeable district of a larger city (Downtown Seattle? Lower Manhattan?). The location will need to collect robust data on the reduction in number of vehicle occupants and other street users killed or seriously injured ("KSI") in relation to changes in traffic volumes.

If the results of such a pilot show a large decrease in crashes and KSI rates—something to be expected, given the relatively error-free trials occurring by Google in California¹²—then the public may lean towards greater adoption of such projects in other locations. Autonomous cars will become more common, dropping in price as the technology spreads. Eventually, we may see KSI rates in vehicular transportation that are dramatically reduced from today's levels. In a perfect world, we'll actually achieve the "Zero" portion of Vision Zero. We'll look back at the time when we encased ourselves in metal, ran each other over, and caused senseless, unfair, and unjust death and destruction as a 100-year blip.

Transportation Planners and the Shift to Automation

Transportation planners must embrace autonomous vehicle technology for its potential to truly achieve Vision Zero. This is not to say that any other Vision Zero strategies using traditional engineering, education or enforcement are useless: far from it, as these policies create auxiliary benefits (greenspace, a more livable public realm) and will remain critical pieces in reducing fatalities and injuries in the intervening years before humans no longer control vehicles. However, the sooner APA members, as a professional community, adopt and embrace the life-saving potential of autonomous cars, the better prepared we will be to solve the multitude of logistical challenges that await full-scale adoption, and the sooner we will be able to eliminate so much of society's "accidental" and senseless death and destruction.

12 Ziegler, C. "Google's self-driving cars have been in 11 accidents, but none were the car's fault". www.theverge.com/2015/5/11/8586661/google-self-driving-car-11-accidents-not-at-fault. May 11, 2015.

Conferences of Interest

- APA California Conference, 10/3 - 10/6, Oakland, CA. TPD and Latinos and Planning are cosponsoring a mobile workshop, *A Tale of Two TODs*. For more information see www.apacalifornia.org/wp-content/uploads/2014/10/Mobile-Workshops-2.pdf.
- Growth & Infrastructure Consortium: *Resilient Infrastructure for a Changing World*, 10/14 - 10/16, Portland, OR
- Rail~Volution, 10/25 - 10/28, Dallas, TX
- ITE 2015 Technical Conference, 10/26 - 10/29, Tucson, AZ
- National Association of City Transportation Officials (NACTO) *Designing Cities*, 10/28 - 10/31, Austin, TX

Upcoming APA Webinars

- Sept. 11 - "An Integrated Approach to Community Development and Planning." Mississippi Chapter - CM Pending.
- Sept. 18 - "Award-Winning Sustainability: Examples from the UK and US." Sustainable Communities Division - CM Pending.
- Sept. 25 - "Public Involvement for Transportation Planning." TPD - CM Approved.
- October 2 - "Big Data and Small Communities: Opportunities and Challenges." Idaho Chapter - CM Approved.
- October 16 - "APA's New Aging-in-Community Programs." Private Practice Division - CM Approved.

See http://ohioplanning.org/aws/APAOH/pt/sp/development_webcast for details.

Networking with Professionals

TEN TIPS from the Transportation Planners Series

TEN TIPS is a new series from TPD's Emerging Professionals Group. Each installment of the series will include tips from experienced transportation planning professionals aimed at helping students and new planners navigate the industry.

1. Join one professional association and be active (preferably APA!). Join a division and chapter, volunteer to organize a program, and participate in events. Just becoming a member adds little value, but being active introduces you to the established planners who are working in the field. When you do apply for a job, and they see your résumé, they'll already know your name.
David Fields, AICP, Principal, Nelson\Nygaard Consulting Associates
2. Talk to people in related disciplines as well as your intended area of focus. This helps broaden your understanding of planning as an industry and may introduce you to a great field you hadn't previously considered.
Catherine Duffy, Toole Design Group
3. Schedule a time to talk or meet informally (such as over coffee) for 30 min. This can occur at a conference or on a regular day in the office. Come prepared with 2-3 questions you'd like answered. Questions should be oriented toward positioning yourself for success rather than about a specific job. Ask if you can follow up sometime and how best to stay connected.
Whit Blanton, Executive Director, Pinellas Planning Council and Pinellas County MPO
4. Build skills in research, analyses, design, GIS, modeling, facilitation, and negotiation. Persevere, be flexible, and take advantage of the network—you never know where or when the next opportunity will appear!
Hilary Perkins, AICP, Former TPD Board Member
5. We are in an industry founded on teamwork and interdependence among various agencies and interest groups. Knowing your colleagues, elected officials, and constituents is critical to success, and this is best achieved by networking in as many professional circles as possible.
Cathy LaFata, Project Manager
6. Students and emerging transportation planners should attend as many conferences, lunch-n-learns, workshops and young professional events that their schedule will allow and then introduce themselves to at least 3 people they do not know at each event. This does a couple things: it forces the person to meet someone new; it also gets that person interacting with peers in other areas of the field. Hopefully, providing a broader view of planning, but also make connections with others that may not have happened otherwise.
R. Todd Ashby, Executive Director, Des Moines Area Metropolitan Planning Organization
7. Transportation planners are typically a passionate group and love to engage in conversations about current transportation projects, theories, methods and ideas. Don't be shy about approaching seasoned professionals with questions or for clarification on issues, but be prepared that you may be in for a lengthy discussion when you do!
Shelby Powell, AICP, Deputy Director, NC Capital Area MPO
8. Make networking and attracting mentors part of your day-to-day work: reserve time for it. Remember, mentors can vary a lot, from those giving kindly, supportive advice to someone telling you to get your act together. Both kinds have their place.
Richard Willson, Department of Urban and Regional Planning, Cal Poly Pomona
9. Networking is most effective with face to face, attentive contact. Turn off your phone and put it out of sight.
Jo Laurie Penrose, Project Planner
10. Be prepared to offer a two way relationship. Think about what skills or perspective you will bring to the interaction at the initial session and in an ongoing manner.
Gloria Jeff, Principal Planner



Get Involved!

We are always looking for newsletter content, volunteers, ideas, and suggestions about our involvement in transportation policy and programs. Email Catherine Duffy for details at catherinemarie.duffy@gmail.com.

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

- <http://planning.org/divisions/transportation/>
- www.facebook.com/groups/41884958915/
- www.linkedin.com/groups?home=&gid=1178607&trk=anet_ug_hm

Certified Transportation Planner (CTP) Exam Prep Material

TPD is preparing Certified Transportation Planner prep materials and will continue to post new resources as they are developed. Check out our latest study guides here: <http://planning.org/divisions/transportation/studyguide/>

TPD also needs volunteers to assist with the prep materials. Compile resources and help fellow TPD'ers pass the exam! Contact Catherine Duffy for more information: catherinemarie.duffy@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.

TPD Executive Committee

Catherine Duffy, AICP, Chair
catherinemarie.duffy@gmail.com

Jo Laurie Penrose, AICP, Vice Chair of Outreach
jolauriepenrose@gmail.com

Madhu Narayanasamy, AICP, Vice Chair of Policy
madhunara@gmail.com

Gabriela Juarez, Vice Chair of Programs
gabriela.juarez@lacity.org

Lawrence Lennon, PE, AICP, Treasurer
lawrence.lennon@hdrinc.com

Shelby Powell, AICP, Secretary
Shelby.Powell@campo-nc.us

David Fields, AICP, Immediate Past Chair
planman72@yahoo.com

Holly Chase and Sooraz Patro,
Newsletter Editors
holly.chase@gmail.com
sooraz.patra@gmail.com

Eric Howell and Brian Laverty,
Webinar Program Managers
erichowell85@gmail.com
jack_o_alltrades@hotmail.com

Transportation Planning Division
c/o American Planning Association
205 N Michigan Ave., Suite 1200
Chicago, IL 60601