

CHRIS ADKINS

ASSOCIATE



In the 25-year experience of Chris Adkins, he has modeled numerous highway and transit projects across the nation and worked with virtually all industry softwares such as TransCAD, TP Plus, Cube, TRANPLAN, MINUTP, INET, and EMME/2. He has covered many facets of demand forecasting including model development, validity testing, calibration and application.

Employment History

Connetics Transportation Group, Inc.

2005-present
Associate

Manuel Padron & Associates, Inc.

1993-2005
Associate

JHK & Associates (Orlando, FL)

1992-1993
Project Manager

Transportation Consulting Group (Orlando, FL)

1986-1992
Project Planner

Education

B.A., Public Administration,
University of Central Florida,
Orlando, FL, 1990

Professional Memberships

American Planning Association
Society for Computer Simulation

Mr. Chris Adkins has 25 years of transportation experience and specializes in travel demand forecasting and the simulation of bus and rail operations. His travel forecasting career began in Orlando, Florida where his work focused on model applications for DRI's, local government planning efforts and model development for county LRTP's. In 1993, Mr. Adkins accepted a position in Atlanta and began conducting travel forecasts for major cities across the nation with a more pronounced focus on mode choice models and ridership. Over the past 10 years, he has conducted several demand forecasting efforts for numerous metropolitan areas across the nation including St. Louis, Miami, Kansas City, Dallas, Oklahoma City, Atlanta, Denver, Orlando and New York City. He has also conducted "real-time" simulations of bus and rail operations for the cities of Minneapolis, Seattle, Cleveland, San Jose and Dallas. Representative projects include:

VIA Metro Transit Long-Range Comp Transportation Plan, San Antonio, TX

The study analyzed over 30 corridors to link ridership estimates with high-capacity transit technologies. Mr. Adkins was responsible for all travel forecasting, working closely with VIA staff in the development of rail and feeder bus plans to ensure network coding and model parameters accurately portrayed the intended concepts. Second and third tier efforts involved exploring various interlining options for proposed fixed-guideway services. Throughout the effort, Chris provided the study team with timely summaries of the model results that were illustrative, concise and easy to understand.

Washtenaw County Transportation Study (WATS), Ann Arbor, MI

This study was an update of the regions travel demand model. Mr. Adkins was responsible for developing all aspects of the transit model including network coding, pathbuilding, mode choice and transit assignment. The University of Michigan is situated in the heart of Ann Arbor and there are many unique park-and-ride situations that are exclusive for U of M faculty and staff. Mr. Adkins developed a successful strategy for isolating shared and exclusive park-and-ride lots. Chris also developed a nested logit choice model and a user friendly GUI for testing a range of modal bias for future premium service considerations.

St. Louis Cross-County Corridor MTIA, St. Louis, MO

The study encompassed roughly 100 square miles and some 40 municipalities, while evaluating 22 multi-modal alternatives. Mr. Adkins was responsible for preparing all travel demand forecasts. He worked closely with the East-West Gateway Council of Governments' modeling staff in defining the highway and transit networks. Mr. Adkins also provided model enhancements to key aspects of the COG's trip generation and distribution models. Model forecasts to support the MTIA included base year 1994 assignments, several preliminary forecasts for a peer review session and three model assignments to develop the 2015 No Build condition. In addition, the forecasts of year 2015 alternatives included 10 Strategy Sets having both highway and transit components, as well as 12 Transit Sets with various extensions of MetroLink as the principal mobility improvement.

St. Louis Mississippi River Crossing MIS – St. Louis, MO and East St. Louis, IL

This Major Investment Study examined the feasibility of a 5th bridge across the Mississippi River in the vicinity of downtown St. Louis. Mr. Adkins conducted all of the travel demand forecasting exercises, providing peak period traffic forecasts to support the evaluation of several interchange configurations and the associated weaving considerations. He also introduced toll diversion techniques to the regional model's highway assignment process, thereby enabling a more comprehensive examination of the effects various bridge tolls might have on cross-river travel demand.

Indianapolis Rapid Transit Study – Indianapolis, IN

The Indianapolis Rapid Transit Study, known as "Directions", provided a comprehensive study of rapid transit in the greater Indianapolis area. The study was multi-phased and determined a preferred system of transit corridors and technologies. Mr. Adkins was responsible for the travel demand forecasts throughout the course of the study, making several enhancements to the MPO's mode choice model.